APPENDIX A

NOTICE OF PREPARATION, INITIAL STUDY, AND COMMENT LETTERS

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NOTICE OF PREPARATION

PUBLIC NOTICE/NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

The City of Long Beach (City) is the Lead Agency responsible for preparing an Environmental Impact Report (EIR) addressing potential environmental impacts associated with a proposed update to its General Plan Land Use Element (LUE) and the adoption of a new General Plan Urban Design Element (UDE) (proposed project). The proposed LUE would replace the current 1989 General Plan LUE. Compared to the existing LUE, the proposed updated LUE would introduce the concept of "PlaceTypes," which would replace the current approach of segregating property within the City through traditional land uses designations and zoning classifications. The updated LUE would establish primary PlaceTypes that would divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. Each PlaceType would be defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that PlaceType within the City.

In addition to adopting the updated LUE, the City proposes to adopt the UDE, which would be an entirely new element of the City's General Plan. Specifically, the UDE aims to improve the City's PlaceTypes by creating great places, improving the urban fabric, public spaces, and defining edges, thoroughfares, and corridors. By improving the urban fabric, the City would allow for new development that would complement the existing historical development while serving as a unique and distinctive feature of the City.

The EIR will examine potential environmental impacts generated by the proposed project in relation to the following Environmental Analysis categories: Aesthetics, Air Quality, Greenhouse Gas Emissions, Land Use and Planning, Noise, Population and Housing, Public Services and Utilities, and Transportation/Traffic. A more complete description of the project and potential environmental impacts are included in the Initial Study, which is available at the reviewing locations listed below.

Responsible and Trustee Agencies and the Office of Planning and Research: The purpose of this notice is to solicit the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by the City when considering your permit or other approval required for the project. Due to time limits mandated by State law, your response must be sent at the earliest possible date, but not later than **Tuesday, June 16, 2015**. The name of a contact person for your agency will be required.

SCOPING MEETING: The City will conduct a Public Scoping Meeting in order to present the project and the EIR process and to receive public comments.

DATE/TIME: May 27, 2015/6:00 PM

ADDRESS: Long Beach Gas & Oil Department, 2400 East Spring Street, Long Beach, CA 90806

REVIEWING LOCATIONS

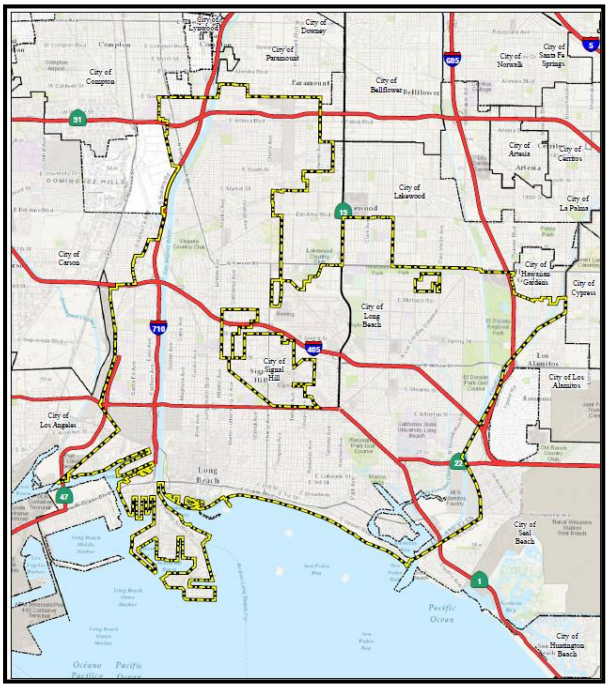
COPIES OF THE INTIAL STUDY ARE AVAILABLE FOR PUBLIC REVIEW FROM MAY 18, 2015, TO JUNE 16, 2015, AT THE FOLLOWING LOCATIONS:

Development Services Department, Planning Bureau
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802

Library
City of Long Beach Main Library
101 Pacific Avenue
Long Beach, CA 90802

Online
www.lbds.info/planning/environmental_planning/environmental_reports.asp

Address Comments to:
City of Long Beach
Attention: Craig Chalfant, Planner
333 West Ocean Boulevard, Fifth Floor
Long Beach, California 90802
Phone: (562) 570-6368
E-mail: craig.chalfant@longbeach.gov



INITIAL STUDY

DRAFT

INITIAL STUDY

GENERAL PLAN LAND USE & URBAN DESIGN ELEMENTS PROJECT

CITY OF LONG BEACH, CALIFORNIA

Submitted to:

City of Long Beach
Development Services, Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802

Prepared by:

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614
(949) 553-0666

LSA

Project No. CLB1505

May 2015

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TABLE OF CONTENTS

1.0 INTRODUCTION 1
1.1 PROPOSED PROJECT 1
1.2 CONTACT PERSON 1
2.0 PROJECT DESCRIPTION 3
2.1 PROJECT LOCATION AND SETTING 3
2.2 PROJECT CHARACTERISTICS 3
2.2.1 Land Use Element 3
2.2.2 Urban Design Element 17
3.0 ENVIRONMENTAL CHECKLIST FORM 21
4.0 ENVIRONMENTAL CHECKLIST AND ANALYSIS 25
4.1 AESTHETICS 25
4.2 AGRICULTURE & FOREST RESOURCES 28
4.3 AIR QUALITY 30
4.4 BIOLOGICAL RESOURCES 34
4.5 CULTURAL RESOURCES 38
4.6 GEOLOGY AND SOILS 40
4.7 GREENHOUSE GAS EMISSIONS 47
4.8 HAZARDS AND HAZARDOUS MATERIALS 48
4.9 HYDROLOGY AND WATER QUALITY 52
4.10 LAND USE/PLANNING 57
4.11 MINERAL RESOURCES 59
4.12 NOISE 61
4.13 POPULATION AND HOUSING 64
4.14 PUBLIC SERVICES 66
4.15 RECREATION 70
4.16 TRANSPORTATION/TRAFFIC 71
4.17 UTILITIES/SERVICE SYSTEMS 75
4.18 MANDATORY FINDINGS OF SIGNIFICANCE 80
5.0 REFERENCES 82

FIGURES AND TABLES

FIGURES

Figure 2.1: Project Location 5
Figure 2.2: Existing Land Uses.....9
Figure 2.3: Proposed PlaceType Map.....11
Figure 4.1: Fault Zones 41

TABLE

Table A: Attainment Status of Criteria Pollutants in the South Coast Air Basin.....32

1.0 INTRODUCTION

1.1 PROPOSED PROJECT

In accordance with the California Environmental Quality Act (CEQA) and its Guidelines, this Initial Study (IS) has been prepared for the proposed General Plan Land Use and Urban Design Elements Project (proposed project) located in the City of Long Beach (City). Consistent with *State CEQA Guidelines* Section 15063, this IS includes a description of the project and an identification of the environmental setting and potential environmental effects.

This IS evaluates the potential environmental impacts that may result the proposed project. The City is the Lead Agency under CEQA. Implementation of this project would include approval of discretionary actions by the City. Therefore, the City Council is responsible for approval of the environmental documentation and for approval of the project.

1.2 CONTACT PERSON

Any questions regarding the preparation of this IS, its assumptions, or conclusions should be referred to:

Craig Chalfant, Planner
City of Long Beach
Long Beach Development Services, Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
(562) 570-6368
craig.chalfant@longbeach.gov

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

As illustrated by Figure 2.1, Project Location, the project site includes the entire area within the City limits of the City of Long Beach (City) (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in Los Angeles County (County), California. The City is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower; on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach. The City is also bordered by the unincorporated communities of Rancho Dominguez to the north and Rossmoor to the east. The Pacific Ocean borders the southern portion of the City, and as such, portions of the City are located within the California Coastal Zone.

Regional access to the City is provided by Interstate 710 (I-710) (traverses the central portion of the City from north to south), Interstate 405 (I-405) (traverses the northern portion of the City from northwest to southeast), State Route 91 (SR-91) (traverses the northernmost portion of the City from east to west), State Routes 103 and 47 (SR-103 and SR-47, respectively) (traverse the western border of the City from north to south), and State Route 1 (SR-1) (traverses the central portion of the City from east to west).

A variety of transit routes maintained by the Metropolitan Transportation Authority (Metro), Long Beach Transit, and the Orange County Transportation Authority (OCTA) also provide both regional and local access to the City.

In its existing setting, the primary land uses characterizing the City are residential (48 percent), commercial (12.5 percent), office (28.6 percent), streets/right-of-ways (25 percent), industrial (22 percent), and open space and recreational (6 percent) uses.

2.2 PROJECT CHARACTERISTICS

The proposed project includes the approval of both the General Plan Land Use and Urban Design Elements. The following discussion summarizes the key components of both proposed General Plan Elements.

2.2.1 Land Use Element

At the heart of the City's General Plan is the Land Use Element (LUE), which serves as a roadmap directing the long-term physical development of the City. As required by Section 65302 of the California Government Code, the LUE is one of the primary required elements of a community's General Plan. The proposed LUE would replace the current 1989 General Plan LUE. In the event that the proposed updated LUE is adopted by the City, the City's existing Local Coastal Program (LCP) would also be updated to allow for the land use changes proposed within those areas located within

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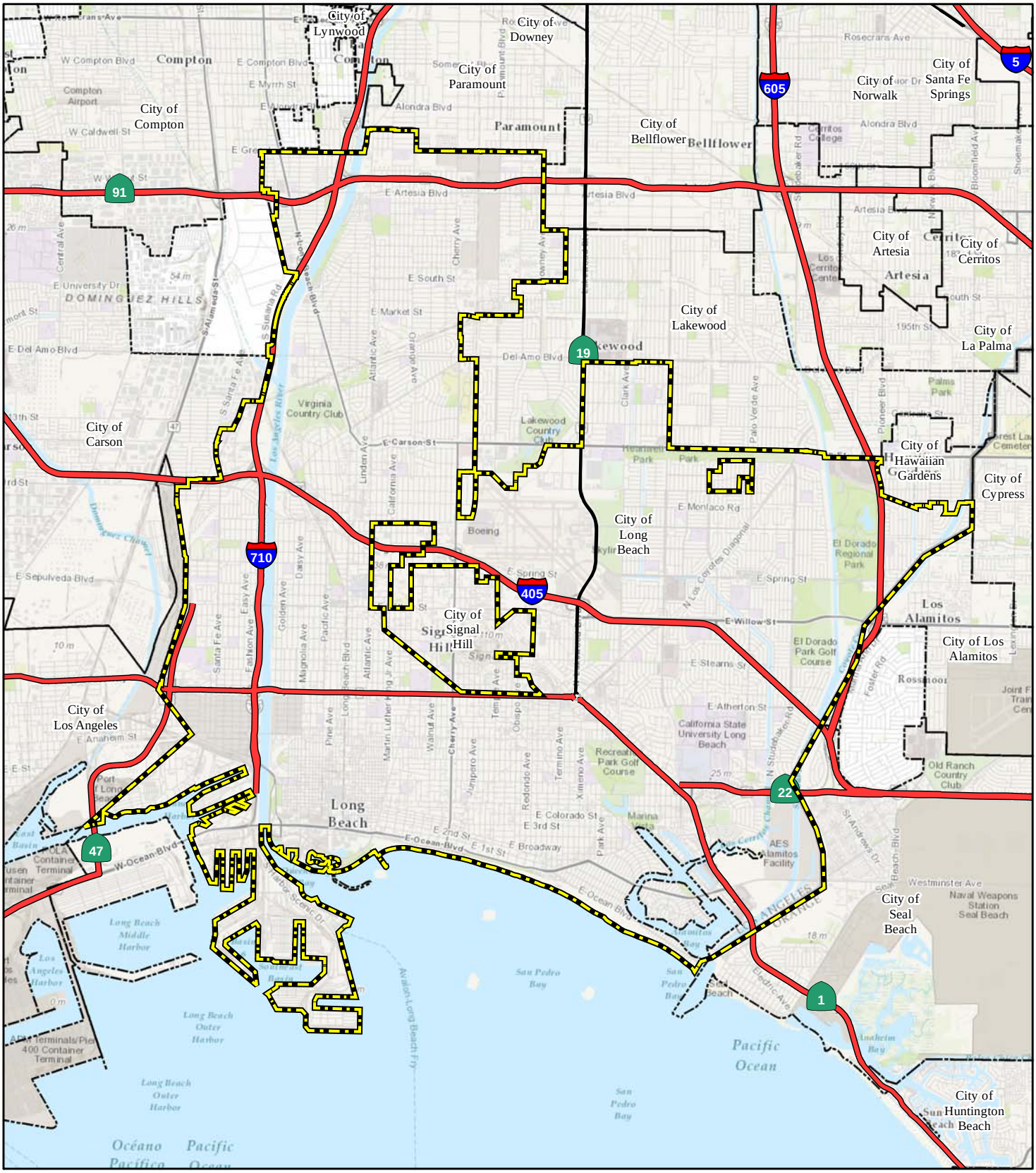

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LEGEND

Project Area (City of Long Beach)

FIGURE 2.1

0 1 2
Miles

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

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Long Beach General Plan
Land Use and Urban Design Elements

Project Location

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the coastal zone boundary. Approval of the LUE would also result in updates to the City's LCP, Zoning Code, and adopted planned development areas to implement new long-range development plans within coastal areas of the City.

Compared to the existing LUE, the proposed updated LUE would introduce the concept of "PlaceTypes," which would replace the current approach of segregating property within the City through traditional land uses designations and zoning classifications. Refer to Figure 2.2, Existing Land Uses, for an illustration of the City's existing General Plan Land Use Map. The updated LUE would establish 11 primary PlaceTypes that would divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas (refer to Figure 2.3, Proposed PlaceTypes Map). Each PlaceType would be defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that PlaceType within the City. The proposed 11 PlaceTypes are listed and briefly summarized below.

1. **Open Space.** The Open Space PlaceType aims to promote and conserve the emotional and physical health of the City's residents through the provision of natural environments, which include recreational open space; scenic, natural, or cultural features; and utilities and/or infrastructure with environmentally sensitive resources. By establishing this PlaceType, the City hopes to preserve land and water areas that are undeveloped for use as passive/active recreational uses, conservation purposes, historic or scenic purposes, or visual relief from an area generally characterized by urban development. The maximum height of support structures allowed under this PlaceType is 28 feet (ft) (2 stories).
2. **Founding Neighborhood.** The Founding Neighborhood PlaceType is defined by neighborhoods with post-World War II suburban housing, which are predominately characterized by single-family uses separated by large commercial centers. The purpose of this PlaceType is to preserve older urban neighborhoods and historic districts within the City that contain a mix of land uses and housing types, while simultaneously promoting new infill development in the form of residential single- and multi-family uses and neighborhood-serving commercial uses. As such, the establishment of this PlaceType would create transition areas within the City between single-family neighborhoods, neighborhood edges, and key intersections. This PlaceType would also encourage neighborhood enhancements aimed at increasing mobility (e.g., bikeway and pedestrian connections), visual improvements (e.g., façade improvements), and sustainability improvements (e.g., transit improvements to reduce vehicular emissions). The maximum thresholds of density, intensity, and height allowed under this PlaceType are 7–8 dwelling units per acre (du/ac), 0.25 to 0.50 floor area ratio (FAR), and 28 ft (2 stories), respectively.
3. **Multiple-Family Residential- Low and Moderate.** The Multiple-Family Residential PlaceType aims to provide a variety of housing options (i.e., condominium duplex, triplex, and garden apartment uses) to meet the range of lifestyles of the City's community members. This PlaceType would be scattered throughout the City and is intended to be utilized as a buffer use between less intense and more intense residential neighborhoods. The Multiple-Family Residential PlaceTypes also are intended to be pedestrian-oriented and would mostly be located in areas with bus and light rail services. The maximum thresholds of density, intensity, and height allowed under the on lots greater than 120 ft, 0.25 to 0.50 FAR, and 38 ft (3 stories), respectively. The maximum Low

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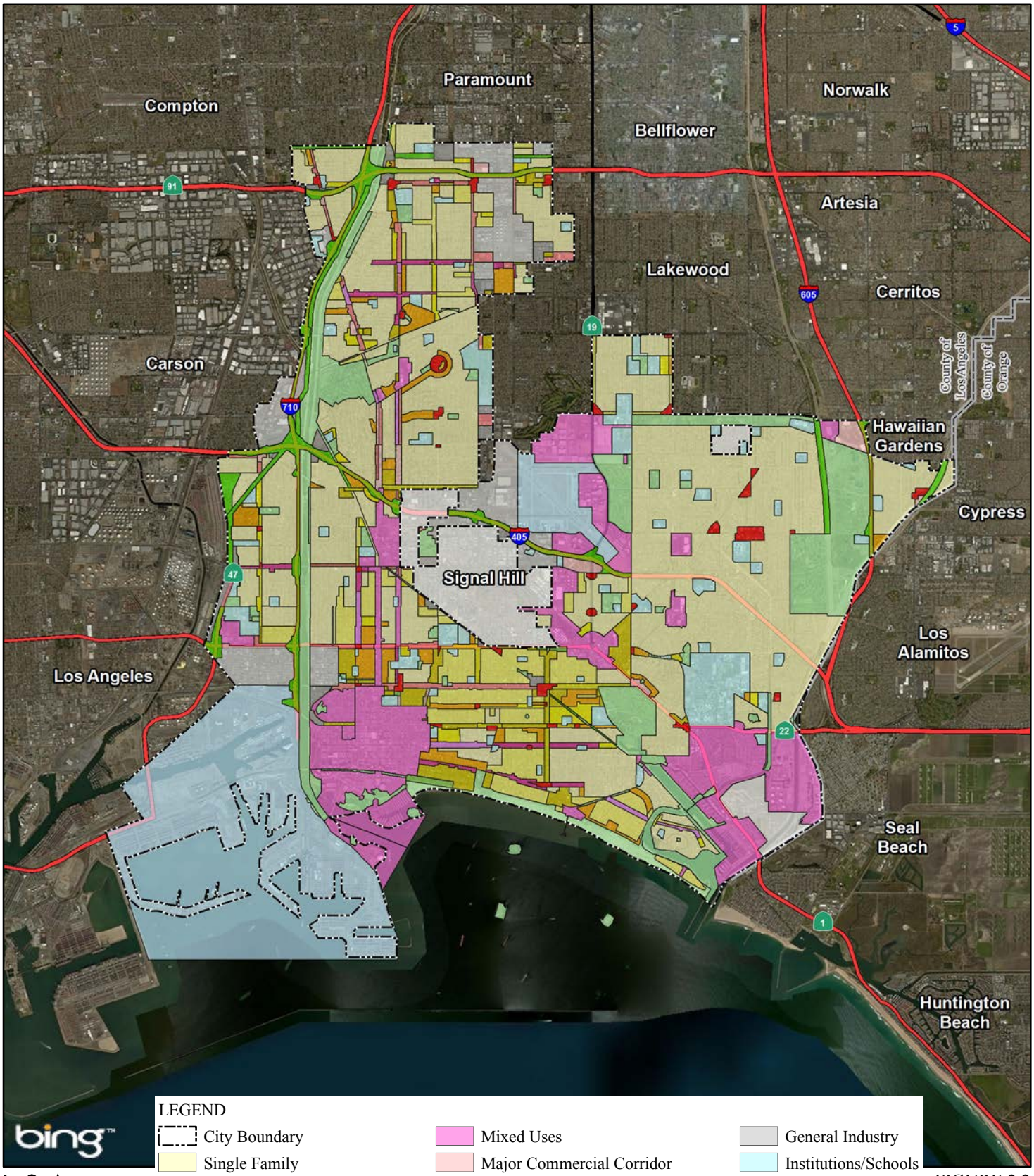

LEGEND

- City Boundary
- Single Family
- Mixed Style Homes
- Townhomes
- Moderate Density Residential
- High Density Residential
- Urban High Density Residential
- High Rise Residential
- Mixed Uses
- Major Commercial Corridor
- Traditional Retail Strip Commercial
- Pedestrian-Oriented Retail Strip
- Mixed Retail/Residential Strip
- Mixed Office/Residential Strip
- Shopping Nodes
- Restricted Industry
- General Industry
- Institutions/Schools
- Open Space/Parks
- Harbor/Airport
- Right-Of-Way
- Not In Long Beach

LSA

FIGURE 2.2

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FEET

Long Beach General Plan
Land Use and Urban Design Elements

Exising Land Uses

SOURCE: Bing Maps (2013); City of Long Beach (2014)

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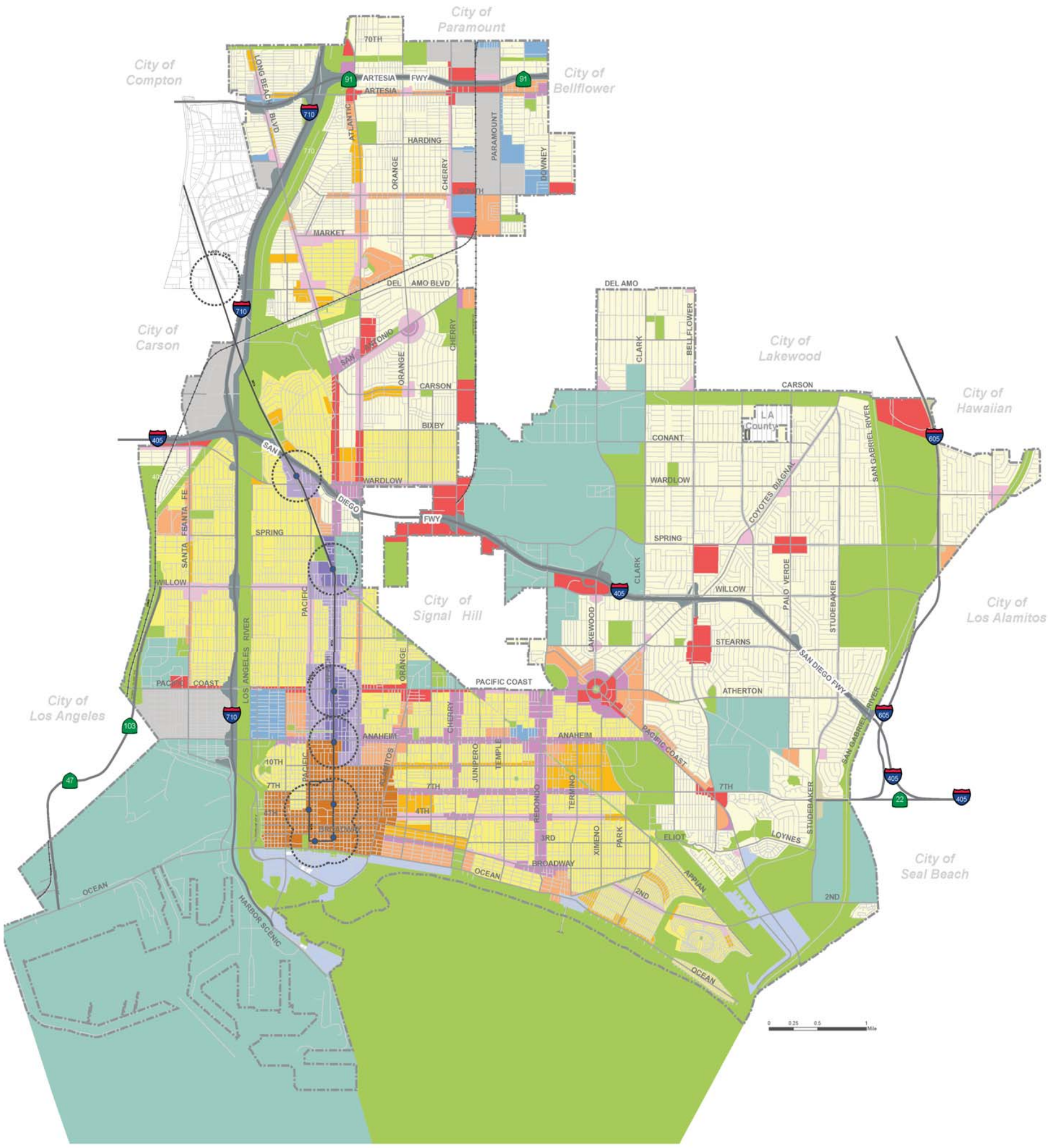

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FIGURE 2.3

SOURCE: 2015 Long Beach General Plan Land Use Element

Long Beach General Plan
Land Use and Urban Design Elements
Proposed PlaceTypes Map

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Multiple-Family Residential PlaceType is 3 du/ac on lots less than or equal to 120 ft in width and 29 du/ac thresholds of density, intensity, and height allowed under the Moderate Multiple-Family Residential PlaceType are 3 du/ac on lots less than or equal to 120 ft in width, 48 du/ac on lots 120 to 180 ft in width; and 62 du/ac on lots greater than 180 ft in width; 0.5 to 0.75 FAR; and 58 ft (6 stories), respectively.

4. **Neighborhood-Serving Centers and Corridors- Low and Moderate.** Commercial corridors and centers are located throughout the City. As such, the Neighborhood-Serving and Corridors PlaceType aims to locate low- to moderate- intensity mixed-uses (i.e., residential/retail) near these areas in an effort to provide goods and services near housing. The intention of this PlaceType is to strengthen the identity of those neighborhoods surrounding commercial corridors and centers, to enhance pedestrian and bicycle connections, and to provide community gathering places. The maximum thresholds of density, intensity, and height allowed under the Low Neighborhood-Serving Centers and Corridors PlaceType are 6 du/lot and 44 du/ac, 0.50 to 1.00 FAR, and 38 ft (3 stories), respectively. The maximum thresholds of density, intensity, and height allowed under the Moderate Neighborhood-Serving Centers and Corridors PlaceType are 9 du/lot and 54 du/ac, 1.00 to 1.50 FAR, and 58 ft (5 stories[1]), respectively.

5. **Transit-Oriented Development-Low and Moderate.** The City is currently served by bus, shuttle, and other transit services. In particular, the Metro Blue Line light rail has a significant presence along Long Beach Boulevard and the City's downtown area. As such, the Transit-Oriented Development PlaceType aims to provide multi-family residential uses near areas adjacent to the Metro Blue Line in an effort to establish regional transit connections and promote transit use in the City. The Transit-Oriented PlaceType would also encourage the continuation of mixed-uses (residential and community-serving commercial uses) at a higher intensity to promote a pedestrian-friendly, active streetscape. Although this PlaceType has specifically been concentrated near Metro Blue Line stations, this PlaceType could also be applicable to areas containing future transit systems in the City. The maximum thresholds of density, intensity, and height allowed under the Transit Oriented Development PlaceType are 7 du/lot and 62 du/ac, 1.00 to 1.50 FAR, and 80 ft (7 stories), respectively.

6. **Community Commercial Centers and Corridors.** Although the aforementioned PlaceTypes emphasize the City's transition to allow for more mixed-uses, the City is also aware of the community's need for auto-oriented goods and services. As such, the Community Commercial Centers and Corridors PlaceType emphasizes this need by allowing for auto-oriented commercial development along primary arterials in the City, with residential uses strictly prohibited. It is important to note that while this PlaceType would accommodate auto-oriented commercial uses; these areas would be designed to be consistent with any surrounding neighborhood developments and would also be served, where possible, by transit stops to encourage alternative modes of transportation. The maximum thresholds of intensity and height allowed under the Community Commercial Centers and Corridors PlaceType are 0.25 to 1.00 FAR and 40 ft (2 stories), respectively.

7. **Industrial.** The Industrial PlaceType would allow for light industrial research parks, warehousing or storage activities, industrial manufacturing, and machining operations in areas generally separated from residential uses. The intention of this PlaceType is to preserve and protect

[1] In some areas designated as Moderate Neighborhood-Serving Centers and Corridors, the maximum height of 5 stories, or 58 ft, may be extended.

industrial lands in the City and generally discourage the conversion of these lands to non-industrial uses. Non-industrial uses, with the exception of on-site caretaker units and commercial accessory units required to serve the Industrial PlaceType, are strictly prohibited within this PlaceType. The maximum height allowed under Industrial PlaceType is 40 ft (2 stories).

8. **Neo Industrial.** The Neo Industrial PlaceType encourages light industrial activities, particularly those related to innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, and information industries. As permitted by the updated LUE, office uses may comprise 50 percent of the uses within this PlaceType. It should be noted that limited retail and live/work uses that support the Neo Industrial uses are also allowed within this PlaceType. It is the intent of the City that by establishing this PlaceType, innovative and small incubator businesses would co-locate and form symbiotic relationships with other small businesses in the area. Neo Industrial PlaceTypes would generally be located in areas above Market Street in North Long Beach, the Zafaria area on Anaheim Street and Obispo Avenue, and the Magnolia Industrial Group area located between Anaheim Street and Pacific Coast Highway (PCH) west of Magnolia Avenue. The maximum thresholds of density, intensity, and height allowed under the Neo Industrial PlaceType are 6 du/lot and 36 du/ac, 0.50 to 1.00 FAR, and 45 ft (3 stories), respectively.

9. **Regional-Serving Facility.** Due to its size and location between the City of Los Angeles and the County of Orange, the City of Long Beach is home to a variety of regional-serving facilities that serve the sub-region and region. Primary examples of these facilities include, but are not limited to, the following: medical centers; the Port of Long Beach; Long Beach City College; the Long Beach Airport; California State University Long Beach; the Department of Motor Vehicles; the City's Health Department; and Ability First (provides programs for children and adults with disabilities or special needs). These facilities generally consist of large properties within the City and are generally disjointed from other regional-serving facilities within the City. As such, the Regional-Serving Facility PlaceType would increase connectivity between these facilities to foster their growth and economic vitality. The height limitations vary by the facility proposed for this PlaceType designation. For example, within the area designated with California State University Long Beach facilities, the height limitation is 150 ft (15 to 18 stories) and in areas near the Long Beach Airport, height limitations are set at 100 ft (10 stories).

10. **Downtown.** The Downtown PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area; therefore, the establishment of the Downtown PlaceType in the updated LUE would serve to support the current Downtown Plan to ensure high-quality development in this area. Specifically, the Downtown Plan, as well as the updated LUE, call for a mix of land uses and housing types and emphasize the placement of shops, restaurants, and cafes on the ground floor of these uses in the Downtown area. The height limitations proposed for this PlaceType designation are set forth in the existing 2012 Downtown Plan.

11. **Waterfront.** The Waterfront PlaceType includes three primary areas along the City's shoreline, including the Downtown Shoreline waterfront, the Belmont Pier and Pool Complex area, and the Southeast Area Development Improvement Plan (SEADIP) area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area, such as the Queen Mary and the

Long Beach Aquarium of the Pacific. The Belmont Pier and Pool Complex area is specifically targeted as an area with significant opportunities for improvements that would revitalize this area and improve recreational opportunities for residents and visitors to the City utilizing the Belmont Pool Complex. Lastly, the SEADIP area, which is comprised of 1,500 ac and includes five commercial areas and the Marina Pacifica condominium complex, is targeted as an area with new opportunities for pedestrian-oriented development and the revitalization of the Los Cerritos Wetlands. The City is currently updating SEADIP in an effort to encourage responsible growth while balancing resource preservation in this area of southeast Long Beach. It is the City's stated vision in the updated LUE that three Waterfront PlaceTypes should be characterized by mixed-uses, and because of the location of this PlaceType adjacent to waterways, the LUE calls for pedestrian-oriented development to decrease environmental impacts and the creation of recreation uses to allow visitors to access waterways within the Waterfront PlaceType. In addition, future development within both the Waterfront PlaceType and the California Coastal Zone would be subject to the goals, policies, and strategies established in the updated LUE and would be required to comply with the City's Local Coastal Program, which regulates land use in areas within the California Coastal Zone. The height limitations proposed for this PlaceType designation vary by area. For example, in waterfront areas near the City's downtown, height limitations reach up to 250 ft (16 stories and over), whereas in waterfront areas further east along the City's coastline, height limitations are set at 38 to 45 ft (3 stories).

The updated LUE would establish the Open Space PlaceType along the Los Angeles River and would allow for a greater mix of residential and mixed-use PlaceTypes within existing neighborhoods in the North Long Beach area. Additionally, the proposed LUE would consolidate commercial activities into neighborhood-serving areas and would buffer industrial activities from existing neighborhoods by encouraging the conversion of some industrial uses to Neo Industrial activities and commercial uses. The proposed LUE would consolidate commercial activities along major arterials, encourage infill housing, convert industrial activities to commercial uses, and create recreation and green areas in the Bixby Knolls area in an effort to enhance the urban character of this area in the City. Similarly, the proposed LUE would enhance the Westside and Wrigley area by consolidating commercial activities along major arterials, creating open space buffers between industrial activities and surrounding neighborhoods, creating green and open space areas along the Los Angeles River, and implementing a variety of mobility improvements (e.g., creating bicycle paths, pedestrian bridges, and intersection improvements) to increase connectivity within this area of the City. In the Eastside area of the City, the proposed LUE would encourage multi-family housing in areas served by public transit, improve streetscapes to improve walkability, create additional recreation and open space areas, and improve pedestrian and bicycle facilities to increase connectivity in this area of the City.

In addition to establishing the aforementioned PlaceTypes in place of traditional land use designations in the City, the updated LUE also identifies the following goals to guide the use of land and urban form within these PlaceTypes:

- **Goal No. 1: Implement Sustainable Planning and Development Practices**
  - Implementation of this goal includes creating compact new developments and walkable neighborhoods in the downtown area, along corridors, and surrounding transit stations in an effort to minimize the City's contribution to greenhouse gas emissions (GHGs) and energy usage.

Goal No. 2: Stimulate Continuous Economic Development Growth

- Implementation of this goal includes the creation of PlaceTypes that would allow for large businesses in the Downtown area, small businesses in transition neighborhoods, and incubator start-up businesses in the Neo Industrial area, while also maintaining and preserving existing employment opportunities at the City's regional facilities (e.g., California State University, Long Beach) and employment centers (e.g., Port of Long Beach and Douglas Park).

- **Goal No. 3: Accommodate Strategic Growth and Change**
  - Implementation of this goal involves locating growth in the Downtown area, around regional-serving facilities, along major corridors, and in transit-oriented development areas. Additionally, this goal would be implemented by creating and preserving open space, converting industrial areas to neo industrial uses, promoting regional-serving uses, converting industrial uses to commercial uses (along Cherry Avenue and Temple/Redondo Avenue), and revitalizing the Waterfront PlaceType areas.
- **Goal No. 4: Support Neighborhood Preservation and Enhancement**
  - Implementation of this goal includes preserving low-density neighborhoods while improving pedestrian, bicycle, and transit access in these areas. Further, this goal would be implemented by developing commercial and retail uses along the periphery of these low-density residential neighborhoods to ensure increased access to goods and services.
- **Goal No. 5: Diversify Housing Opportunities**
  - Implementation of this goal consists of the provision of a variety of housing types within the Multiple-Family, Neighborhood Center and Corridor, Transit-Oriented Development, Neo Industrial, Downtown and Waterfront PlaceTypes. Further, new development in the City would be encouraged, if not required, to provide a mix of market-rate and affordable housing units to meet this goal.
- **Goal No. 6: Ensure Fair and Equitable Land Use**
  - Implementation of this goal would occur by making planning decisions that would ensure the fair and equitable distribution of services, amenities, and investments throughout the City.
- **Goal No. 7: Provide Reliable Public Facilities and Infrastructure**
  - Implementation of this goal would occur by expanding and maintaining the current infrastructure to serve new and existing developments in the City. Priority improvements will be focused in those areas where existing deficiencies are present.
- **Goal No. 8: Increase Access to Green and Open Space**
  - Implementation of this goal would occur through the creation of urban open spaces and greenscapes and providing for clean beaches, waterways, preserves, and parklands. In addition, the City would implement this goal by providing for additional parkland in the north, west, and central areas of the City.

- **Goal No. 9: Restore and Reconnect with Local Natural Reserves**
  - Implementation of this goal would occur through the utilization of clean energy, best management practices (BMPs), and current technologies. The City would also continue to implement efforts to preserve water bodies, natural areas, and wildlife habitats.

The overall goal of updated LUEs would be to guide planning decisions towards a high-quality, balanced community that would encourage innovative land use practices while maintaining the small-town feel of existing neighborhoods and the urban land use pattern in downtown Long Beach and in major centers. The establishment of PlaceTypes in place of standard land use designations would allow for greater flexibility in development types to create distinct residential neighborhoods, employment centers, and open space areas. The implementation of the goals listed above would accommodate new business opportunities, expand job growth, revitalize corridors, enhance existing neighborhoods, create a smarter city, protect the environment, and encourage sustainable planning practices and development. As such, the overarching goal of the LUE would be to create and maintain a healthy, equitable, and sustainable City for residents, workers, and visitors to enjoy.

2.2.2 Urban Design Element

The Urban Design Element (UDE) would be an entirely new element of the City's General Plan. The decision to include an UDE in the City's General Plan grew from the City's stated need to provide an urban framework that addresses the varying aesthetic characteristics associated with the historic districts, traditional neighborhoods, auto-oriented commercial centers, urbanized centers, and corridors located throughout the City. As the City continues to evolve, the UDE seeks to shape the urban environment by preserving the character of existing neighborhoods that define the City's unique character while allowing for the continued evolution and improvement of the City in areas targeted for new development.

Specifically, the UDE aims to improve the City's PlaceTypes by creating great places, improving the urban fabric, public spaces, and defining edges, thoroughfares, and corridors. It is the City's intention that creating great places would provide gathering spaces for community members to meet and provide a space for spontaneous activities to occur. By improving the urban fabric, the City would allow for new development that would complement the existing historical development while serving as a unique and distinctive feature of the City.

Similar to the concept of creating great places, the City aims to provide public spaces to allow for community engagement opportunities. Last, the creation of edges, thoroughfares, and corridors would define the larger commercial and business centers of the City while also integrating pedestrian amenities that would provide transitions into adjacent PlaceTypes. Examples of such pedestrian amenities include the creation of "public rooms" where pedestrians can dine and gather along street frontages adjacent to ground-floor cafes and retail uses.

The aforementioned overarching goals of the UDE would be achieved through a series of more specific goals and strategies tailored to certain areas within the City. The following discussion outlines these goals and strategies:

- **Great Places.** The City defines Great Places as those areas within a community that have functional neighborhoods, aesthetic spaces, healthy and sustainable activities, are economically viable, support social and cultural vitality, and promote the arts. The City would create such places by improving the connectivity, and the visual appearance of the development and public spaces, promoting sustainable design practices, encouraging design techniques that foster economic development, preserving historic districts and the unique character of each neighborhood, providing for public art, and expanding the unified sign program to increase wayfinding within neighborhoods and PlaceTypes.
- **Urban Fabric.** The City's Urban Fabric is defined as the man-made and natural features in the City and the combination of these components that shape the human experience of the City. Specific ways the City would improve its urban fabric include creating complete neighborhoods and community blocks, properly placing and designing new development to prevent visual and land use conflicts, promoting compact urban and infill development, clearly defining boundaries between natural and urbanized areas, preserving iconic buildings, and providing pedestrian furniture and wide sidewalks to create walkable blocks.
- **PlaceTypes.** As previously stated, the updated LUE proposes to adopt PlaceTypes in place of traditional land use designations. The UDE is consistent with the aforementioned land use intentions, including the specified densities and intensities, associated with each PlaceType.
- **Public Places.** The UDE categorizes public spaces into the following seven categories: (1) scenic routes, natural areas, watersheds and views, (2) open space and parks, (3) plazas, squares, and other publicly accessible private spaces, (4) community facilities, (5) infill place spaces (e.g., gardens, parks, and plazas), (6) interstitial spaces (i.e., parklets and bulbouts), and (7) temporary spaces. Specifically, the UDE calls for the preservation of the City's natural features and the maintenance and addition of open space and parks throughout the City. Additionally, the UDE aims to provide public spaces throughout the community, parks, and plazas at infill sites, and parklets along sidewalks. The UDE also aims to enhance the use of community facilities and to promote temporary uses that encourage activity and entertainment.
- **Edges, Thoroughfares, and Corridors.** This portion of the UDE aims to improve streetscapes and sidewalks in the City. Specifically, the City aims to encourage building form and design to improve the interface between buildings and streets, develop areas along public sidewalks that promote streets as "public rooms," design parking lots and access points to be pedestrian-friendly, provide buffers along streetscapes to buffer parking areas and promote walkability, provide bicycle infrastructure, establish safe transit infrastructure, and design streetscapes utilizing sustainable streetscape strategies.

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

By implementing the goals and strategies in the specific target areas described in detail above, the UDE aims to strengthen the existing areas of the City that define its unique character. In addition, the UDE aims to decrease land use and visual conflicts in the City to ensure that the City's PlaceTypes are defined as individually unique areas representative of their respective location within the City.

It is important to note that while the LUE and UDE would guide new development and improvements in the City, the future physical improvements associated with changes in the LUE and UDE would be subject to further environmental review on a project-specific basis. In other words, each future project would be subject to project-level CEQA review requirements at the time it is proposed for consideration by the City. Therefore, the impact analysis contained in this document addresses the potential environmental implications associated with the adoption of the LUE and the UDE, not a project-specific development or proposal.

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3.0 ENVIRONMENTAL CHECKLIST FORM

1. Project title: General Plan Land Use and Urban Design Elements Project

2. Lead agency name and address:

City of Long Beach, Long Beach Development Services, Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802

3. Contact person and phone number:

Craig Chalfant, Planner
Long Beach Development Services, Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
Phone: (562) 570-6368

4. Project location: All areas within the City limits of the City of Long Beach.

5. Project sponsor's name and address:

City of Long Beach, Long Beach Development Services, Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802

6. General Plan designation: The Land Use Element (LUE) is a State-required element of the City's General Plan, and the Urban Design Element (UDE) is an optional Element that the City has decided to incorporate into its General Plan.

7. Zoning: Both the Land Use and Urban Design Elements involve changes to all zoning districts within the City. As such, the City will subsequently engage in a comprehensive update to its Zoning Code to accommodate the proposed changes outlined in the Land Use and Urban Design Elements.

8. Description of project: (Describe the whole action involved, including, but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project includes the approval of an updated LUE and an entirely new UDE for incorporation into the City's General Plan. The proposed LUE and UDE propose intensifying densities along the corridors in the City that provide the more robust transit and mobility options, using smart growth concepts, and encouraging urban infill development.

9. Surrounding land uses and setting: Briefly describe the project's surroundings: The City of Long Beach is located in a highly urbanized area in southwest Los Angeles County. Surrounding Cities include Los Angeles (including Wilmington and the Port of Los Angeles), Carson, Compton, Paramount, Bellflower, Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach. The City is also located adjacent to the unincorporated communities of Rancho Dominguez and Rossmoor. The City of Signal Hill is also completely surrounded by the City of Long Beach. Refer to Figure 2.2 for an illustration of surrounding communities.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): N/A

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" prior to implementation of mitigation as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☒ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☒ Population/Housing	☒ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Utilities/Service Systems	☒ Mandatory Findings of Significance

DETERMINATION (to be completed by the Lead Agency):

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 (MND) will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

☐ I find that the proposed project MAY have a "potentially significant" 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.

Signature

Date: May 18, 2015

Printed Name: Craig Chalfant

For: City of Long Beach

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses 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 Incorporated" 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 Section XVII, "Earlier Analyses," may be cross-referenced).
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(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 effects 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 significant.

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4.0 ENVIRONMENTAL CHECKLIST AND ANALYSIS

4.1 AESTHETICS

Would the project:

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

Discussion:

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include (1) scenic quality, (2) sensitivity level, and (3) view access. Although the City does not provide a definition of scenic vistas, potential scenic vistas can include areas with views of the coastline, mountains, or other prominent scenic features in a region that are considered significant visual resources for residents and businesses.

Scenic vistas afforded to the City include views of the Pacific Ocean and the Port of Long Beach to the south, distant views of the San Gabriel and San Bernardino Mountains to the north, and distant views of the Santa Ana Mountains to the east.

Land Use Element. The proposed LUE would allow for significantly greater building heights and density along primary arterials, major transit routes, in the downtown area, and along the waterfront, than currently allowed under the City's existing General Plan LUE (1989) and current Zoning Code. As such, the increased height and density associated with the proposed LUE could result in the obstruction of scenic views of the Pacific Ocean and the Port of Long Beach. Therefore, potential impacts to scenic vistas associated with the proposed LUE will be discussed further in the EIR.

Urban Design Element. While the proposed LUE would allow for high-density development in areas that could potentially result in the partial obstruction of public views of the coastline, approval of the proposed UDE would establish design guidelines that would focus on improvements to the aesthetic character of existing and future development in the City. Therefore, approval of the UDE would not result in significant adverse impacts related to a scenic vista, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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

No Impact. SR-1 (PCH), which traverses the southern portion of the City from northwest to southeast, is currently designated as an Eligible State Scenic Highway, but is not officially designated. [1] Although the City's General Plan Scenic Routes Element (1975) designates scenic roadways in the City for which view protection should be considered, there are no State-designated scenic highways in the City. This element would be replaced by the proposed UDE, which designates Scenic Routes and outlines goals and policies to ensure the continued preservation of scenic views along these routes. Approval of the proposed project constitutes a policy/planning action and does not include any physical improvements associated with changes in the proposed LUE or UDE. As such, no rock outcroppings or trees would be impacted as a result of project approval. Further, the proposed project, in particular the UDE, would set forth goals, policies, and objectives aimed at improving the aesthetic character of future development in the City, thus enhancing views along scenic routes and improving the overall visual quality of the City. Therefore, approval of the proposed project would not result in impacts related to scenic resources within a State-designated Scenic Highway.

Due to the City's rich historic and cultural history, the City has designated numerous building and neighborhoods as locally significant "Historic Districts" and "Historic Landmarks" in the Historic Preservation Element (2010) of the General Plan. Through the establishment of PlaceTypes throughout the City, the updated LUE would aim to encourage new development while preserving the character of existing historic buildings and neighborhoods throughout the City. PlaceTypes specifically targeted for the retention of historic buildings include the Founding Neighborhood PlaceType, the Multiple-Family Residential (Low and Moderate) PlaceType, the Downtown PlaceType, and the Waterfront PlaceType. Additionally, the proposed UDE includes a number of goals, policies, and strategies aimed at the preservation of the historic character of City-designated historic buildings and districts. Any physical improvements proposed following the approval of the proposed UDE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, because there are no State-designated scenic highways in the City, and because the proposed project aims to preserve historic resources within the City, approval of the proposed project would not result in impacts related to the damage of a historic resource within a State-designated Scenic Highway. This topic will not be analyzed further in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact.

Land Use Element. The proposed LUE would establish a number of PlaceTypes designations, each with its own specific goals, policies, and strategies aimed at guiding development and shaping the overall visual character of the City. As previously stated, the LUE would allow for significantly greater building heights and densities along primary arterials, major transit routes, in

[1] California Department of Transportation (Caltrans), Scenic Highways. Website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm (accessed February 2015).

the downtown area, and along the waterfront, than currently allowed under the existing General Plan LUE and Zoning Code. This proposed increase in height and density could result in significant changes to the existing visual character of these areas. Therefore, potential impacts to the existing character of these areas associated with the proposed LUE will be discussed further in the EIR.

Urban Design Element. The proposed UDE would further the goals, policies, and strategies outlined for each PlaceType in the LUE by establishing a separate set of goals, policies and strategies aimed specifically at guiding urban design and form throughout the City. Therefore, because the proposed UDE would establish design guidelines aimed at improving the visual character of existing and future development in the City, approval of the UDE would not result in significant adverse impacts related to the degradation of the visual character of the City. This topic will not be analyzed further in the EIR.

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

Potentially Significant Impact. The introduction of new light sources within the City could potentially impact nighttime views within the City and from surrounding areas. As such, the following discussion analyzes potential impacts resulting from approval of the proposed project with respect to the introduction of new light sources and glare.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially result in the introduction of new sources of light and glare. Therefore, impacts related to light and glare associated with new development allowed under the proposed LUE will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the type and placement of light sources within each PlaceType. For example, the UDE identifies specific areas within each PlaceType where the addition of street lighting, security lighting, and pedestrian-scaled lighting is encouraged. Additionally, the proposed UDE aims to define the urban fabric of existing and future neighborhoods and community blocks through the addition of lighting, landscaping, and signage that is both visually enhancing and sensitive to any adjacent residential uses. Although the UDE specifically addresses light and glare by identifying areas requiring the addition of new light sources, approval of the UDE itself does not include any physical improvements or associated light sources. Therefore, the proposed UDE would not introduce new sources of light and glare within the City. Impacts are considered less than significant, and no mitigation would be required. This topic will not be analyzed further in the EIR.

4.2 AGRICULTURE & FOREST RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion:

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 non-agricultural use?

No Impact. The City is highly urbanized and is almost entirely developed. As such, there are no areas within the City that are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on maps prepared as part of the Farmland Mapping and Monitoring Program of the California Resources Agency. The proposed project would not convert farmland to a nonagricultural use or result in the conversion of farmland to a nonagricultural use. Further, approval of the proposed LUE would allow for community gardens, urban agriculture, farmer's markets, and school gardens to encourage urban agricultural activities. Therefore, no adverse impacts to agricultural resources would occur, and no mitigation would be required. This topic will not be analyzed further in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. There are no areas currently zoned in the City for agricultural uses; therefore, approval of the proposed project would not conflict with existing zoning for agricultural uses or a Williamson Act contract or contribute to environmental changes that would result in the conversion of farmland to a nonagricultural use. Neither the LUE nor the UDE contain strictly agricultural PlaceTypes, and no new agricultural zones would be created with their approval. Therefore, no impacts to zoning for agricultural resources would occur, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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))?

No Impact. As previously stated, the City of Long Beach is highly urbanized and is almost entirely developed. As such, there are no properties within the City that are currently being used for timberland production, are zoned as forest land or timberland, or contain forest land or timberland. Therefore, no impacts to forest land resources would occur, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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

No Impact. As previously stated, there are no properties within the City that contain forest land. As such, approval of the proposed project would not contribute to environmental changes that could result in conversion of forest land to a nonforest use. Therefore, no impacts to forest land would occur.

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?

No Impact. The City does not contain any agricultural uses; therefore, approval of the proposed project would not convert farmland to a nonagricultural use. Likewise, the proposed project would not contribute to environmental changes that would indirectly result in conversion of farmland to nonagricultural use. Although neither the LUE nor the UDE contain strictly agricultural PlaceTypes, new agricultural uses would be created with their approval. For example, both elements would promote urban agricultural activities, community gardens, and local farm-to-table uses, consistent with the Healthy Communities Policies adopted by the City Council on October 14, 2014. Therefore, no impacts to agricultural resources would occur, and no mitigation would be required. This topic will not be analyzed further in the EIR.

4.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Discussion:

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

Potentially Significant Impact. The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards. Such plans describe air pollution control strategies to be implemented by a city, county, or region. The City is located in the South Coast Air Basin (Basin) and is subject to the South Coast Air Quality Management Air District (SCAQMD) 2012 Final Air Quality Management Plan (AQMP) for attaining California Ambient Air Quality Standards.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially result in an increase in traffic volumes that could result in increased air pollutant emissions. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City. Therefore, because the proposed UDE would not introduce new air pollutant emissions within the City, approval of the proposed UDE is not anticipated to result in significant impacts related to potential conflicts with the 2012 Final AQMP, and no mitigation would be required. This topic will not be analyzed further in the EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density

development that could potentially result in an increase in traffic volumes that could result in increased air pollutant emissions. This potential increase could result in violations of air quality standards or potentially contribute substantially to an existing or projected air quality violation. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce new air pollutant emissions within the City, approval of the proposed UDE would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and no mitigation would be required. This topic will not be analyzed further in the EIR.

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. Ozone levels, as measured by peak concentrations and the number of days that exceed the State 1-hour standard, have declined substantially as a result of aggressive programs by the SCAQMD and other regional, State, and federal agencies. The reduction of peak concentrations represents progress in improving public health; however, the South Coast Air Basin still exceeds the State standard for 1-hour and 8-hour ozone (O_3) levels. In addition, the South Coast Air Basin was designated as an extreme nonattainment area for the federal 8-hour O_3 level. The United States Environmental Protection Agency (EPA) lowered the national 8-hour O_3 standard from 0.080 to 0.075 parts per million (ppm) on May 27, 2008. The South Long Beach air monitoring station, located at 2425 Webster Street, reported that in the past 3 years, no days were recorded as having exceedances of the State and federal 8-hour O_3 standards.

National and State standards have also been established for fine particulate matter less than 2.5 microns in size ($PM_{2.5}$), over 24-hour and yearly averaging periods. Fine particulate matter, because of the small size of individual particles, can be especially harmful to human health. Fine particulate matter is emitted by common combustion sources such as cars, trucks, buses, and power plants, in addition to ground-disturbing activities. The Basin is considered a nonattainment area for $PM_{2.5}$ at both the State and federal levels. Eight exceedances of the federal 24-hour standard for $PM_{2.5}$ were measured at the South Long Beach air monitoring station in the last 3 years.[1]

The Basin is a serious nonattainment area for the federal PM_{10} standard and a nonattainment area at the State level. No exceedances of the federal 24-hour standard for particulate matter less than 10 microns in size (PM_{10}) were measured at the South Long Beach air monitoring station in the last 3 years; however, the State standards were exceeded 2 days in that same period. No exceedances of the State or federal carbon monoxide (CO) standards have been recorded at the

[1] California Air Resources Board (ARB), 2013. iADAM Air Quality Data Statistics. Website: www.arb.ca.gov/adam/ (accessed November 14, 2014)

Long Beach monitoring station since 1991. The Basin is currently considered an attainment area for State and federal CO standards.

Table A lists the attainment status for criteria pollutants in the Basin.

Table A: Attainment Status of Criteria Pollutants in the South Coast Air Basin

	State	Federal
1-hour Ozone	Nonattainment	N/A
8-hour Ozone	Nonattainment	Extreme Nonattainment
PM_{10}	Nonattainment	Attainment/Maintenance
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Nonattainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Nonattainment (Los Angeles County only)	Nonattainment (Los Angeles County only)
All others	Attainment/Unclassified	Attainment/Unclassified

Source: California Air Resources Board. Website: http://www.arb.ca.gov.
CO = carbon monoxide
N/A = not available
NO_2 = nitrogen dioxide
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 10 microns in diameter
SO_2 = sulfur dioxide

Land Use Element. As illustrated by Table A, the Basin is considered nonattainment area for O_3, $PM_{2.5}$, PM_{10}, and lead (only in Los Angeles County). Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially result in a cumulatively considerable net increase of a criteria pollutant for which the Basin is nonattainment under applicable federal and State ambient air quality standards. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. As such, approval of the proposed UDE is not anticipated to have any impact on air quality emissions, including those for which the Basin is considered nonattainment under applicable federal and State standards. This topic will not be analyzed further in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors are defined in the CEQA Air Quality Handbook as children, athletes, the elderly, and sick individuals because they are considered more likely to be susceptible to negative impacts associated with air pollution.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially result in an increase in traffic volumes that could result in increased air pollutant emissions. This potential increase in air pollutant emissions could result in

in the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. As such, approval of the proposed UDE is not anticipated to have any impact on air quality emissions that could result in the exposure of sensitive receptors to substantial pollutant concentrations. This topic will not be analyzed further in the EIR.

e) Create objectionable odors affecting a substantial number of people?

No Impact. Odor complaints are most commonly associated with agricultural land uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, and landfills, etc. The proposed LUE and UDE do not include any new odor-producing land uses that beyond existing odor-producing land uses (i.e. industrial and commercial land uses) that are allowed under the City's existing General Plan Land Use Element (1989). Further, the proposed Industrial and Neo Industrial PlaceTypes would establish setbacks and transition zones to ensure existing and future industrial uses in the City would be located at a sufficient distance from nearby existing residential uses; no residential uses are allowable within either PlaceType. As such, potential odors emanating from Industrial and Neo Industrial PlaceTypes are not anticipated to impact sensitive receptors, such as residential uses. Therefore, approval of the proposed project would result in the generation of objectionable odors. This topic will not be analyzed further in the EIR.

4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, 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 Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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 Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion:

a) Have a substantial adverse effect, 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 Wildlife or the U.S. Fish and Wildlife Service?

Less than Significant Impact. Wildlife habitats present throughout the City include parks, nature preserves, and water body areas.

Land Use Element. The proposed LUE would establish a variety of PlaceTypes that would preserve existing wildlife habitat areas in the City. The proposed LUE would establish the Open Space PlaceType that would encourage urban green space recreation areas adjacent to wildlife habitats in an effort to provide a balance between urban development and natural habitats within the City. In addition, the LUE includes a variety of goals and strategies aimed at preserving wildlife habitat areas. For example, the LUE establishes Goal Number 9, which states "restore and reconnect with natural resources." As part of goal implementation, the City would restore existing and degraded water bodies and habitat areas (Strategy No. 19 and Policy 19-1) and would protect open space areas with known sensitive biological resources (Policy 19-3). Additionally, the LUE would encourage the creation and expansion of wildlife habitats along the Los Angeles and San Gabriel Rivers through the establishment of the Open Space PlaceType along each river. The LUE includes the establishment of the proposed Waterfront PlaceType, which would encourage

development compatible with adjacent water bodies to allow for the continued preservation of such water bodies and their dependent wildlife species.

Although the proposed LUE would encourage development patterns that would preserve wildlife habitats present throughout the City, approval of the proposed project is considered a policy/ planning action and does not include any physical improvements that would result in impacts to sensitive habitats or species. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review (including an analysis of impacts to biological resources) on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, approval of the proposed LUE would not result in substantial adverse impacts to sensitive species either directly or through habitat modification. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide the physical placement of future development in the City. Approval of the UDE would not result in any significant adverse impacts to sensitive species in the City, either directly or indirectly through habitat modifications. Therefore, the proposed UDE would not result in significant adverse impacts to wildlife habitats or candidate, sensitive, or special-status species dependent on such habitats. This topic will not be analyzed further in the EIR.

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 Wildlife or the U.S. Fish and Wildlife Service?

Less than Significant Impact.

Land Use Element. The proposed LUE would establish goals, policies, and strategies aimed at improving and maintaining existing riparian and other sensitive habitats. In addition to the aforementioned policies aimed at preserving wildlife habitats, the LUE would implement Goal Number 9, aimed at restoring natural resources in the City, through the re-establishment of native riparian habitats (Policy LU 19-2).

Although the proposed LUE would encourage the restoration of existing natural resources in the City, approval of the proposed project is considered a policy/planning action and does not include any physical improvements that would result in impacts to riparian or other sensitive habitats. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review (including an analysis of impacts to biological resources) on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, approval of the proposed LUE would not result in substantial adverse impacts to sensitive species either directly or through habitat modification. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide or direct the physical placement of future development in the City. Therefore, the proposed UDE would not result in significant adverse impacts to riparian or other sensitive habitats. This topic will not be analyzed further in the EIR.

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?

Less than Significant Impact. Due to the City's location along the coastline of the Pacific Ocean and near the Los Angeles and San Gabriel Rivers, the City is home to several wetland environments. Perhaps the most prominent of these are the Los Cerritos Wetlands, which are located near the mouth of the San Gabriel River at the Pacific Ocean.

Land Use Element. The proposed LUE would establish goals, policies, and strategies aimed at improving and maintaining existing wetland habitats. In addition to the aforementioned policies aimed at preserving wildlife habitats, the LUE would implement Goal Number 9, aimed at restoring natural resources in the City, through the restoration of existing wetland habitat areas, including the Los Cerritos Wetlands (Policy LU 19-2) and through the prevention of stormwater runoff and pollutants entering wetlands (Policy LU 19-5).

Although the proposed LUE would encourage the restoration of existing wetland habitat areas in the City, approval of the proposed project is considered a policy/planning action and does not include any physical improvements that would result in impacts to federally protected wetlands. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review (including an analysis of impacts to biological resources) on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, approval of the proposed LUE would not result in substantial adverse impacts to sensitive species either directly or through habitat modification. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide the physical placement of future development in the City. As such, approval of the UDE would not result in any significant adverse impacts to wetland habitats. Therefore, the proposed project would not result in impacts to riparian or other sensitive habitats. This topic will not be analyzed further in the EIR.

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?

Less than Significant Impact. While the UDE would not impact wildlife movement corridors, the proposed LUE would establish the Open Space PlaceType throughout the City. The establishment of the Open Space PlaceType would encourage the preservation and re-establishment of existing wildlife habitat areas in the City, which would serve to maintain existing wildlife movement corridors. Further, approval of the proposed project is considered a policy/planning action and does not include any physical improvements that would result in impacts to wildlife movement corridors. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the

proposed project would result in less than significant impacts to wildlife movement corridors. This topic will not be analyzed further in the EIR.

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

Less than Significant Impact. The City currently has a tree preservation ordinance that applies to City-owned trees. The proposed project would not include any physical improvements that would result in the removal of City-owned trees. Further, future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines,* and would be required to obtain ministerial permits for any trees that would be removed on City-owned property. Therefore, the proposed project would not result in potential conflicts with the City's tree preservation policy. This topic will not be analyzed further in the EIR.

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

No Impact. There is no adopted Habitat Conservation Plan (HCP), a Natural Community Conservation Plan (NCCP), or any other local or regional conservation plan in the City of Long Beach. Therefore, approval of the proposed project would not result in impacts to an adopted HCP/NCCP. This topic will not be analyzed further in the EIR.

4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact. Due to the City's rich historic and cultural history, the City has identified and designated 17 Historic Districts and 131 Historic Landmarks in the Historic Preservation Element (2010) of the General Plan. The updated LUE would aim to encourage new development while preserving the character of existing historic buildings and neighborhoods throughout the City. The proposed UDE would also aim to preserve the historic character of City-designated historic buildings and districts through the implementation of design guidelines and policies. While approval of the proposed project would help to preserve existing historic resources within the City, the project does not include any physical improvements that would impact existing historic resources within the City. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not result in adverse impacts to any historical resources in the City. This topic will not be analyzed further in the EIR.

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

No Impact. Approval of the proposed project would not include any physical improvements that would result in adverse impacts to archaeological resources. Further, future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not result in impacts to archaeological resources. This topic will not be analyzed further in the EIR.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. Approval of the proposed project would not include any physical improvements that would result in adverse impacts to paleontological resources. Further, future individual projects resulting from the approval of the proposed project would be subject to separate environmental

review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not result in impacts to paleontological resources. This topic will not be analyzed further in the EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. Because the proposed project would result in the adoption of two new General Plan Elements and would result in the replacement of the existing General Plan land use designations with the proposed PlaceTypes, LSA conducted Native American consultation for the proposed project consistent with Senate Bill 18 (SB 18) requirements. Based on a list of Native American contacts from the Native American Heritage Commission (NAHC) dated April 24, 2013, which was provided to LSA by the City, letters detailing the project and requesting information were sent via certified mail to 10 Native American representatives. Of the 10 people that were contacted, responses were received from two individuals: John Tommy Rosas of the Tongva Ancestral Territorial Tribal Nation and Andrew Salas of the Gabrieleno Band of Mission Indians. While both individuals noted that the City has several areas that are considered to be sensitive for cultural resources, approval of the proposed project would not include any physical improvements that would result in the disturbance of any unknown human remains. Further, future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. In accordance with the requests outlined by both Jon Tommy Rosas and Andrew Salas, these individuals and other Native American representatives will be notified of any future projects occurring in the event of project approval. Therefore, the proposed project would not result in impacts to unknown human remains. This topic will not be analyzed further in the EIR.

4.6 GEOLOGY AND SOILS

Would the project:

		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Expose people or structures to potential substantial 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.	☐	☐	☒	☐
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☒	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒

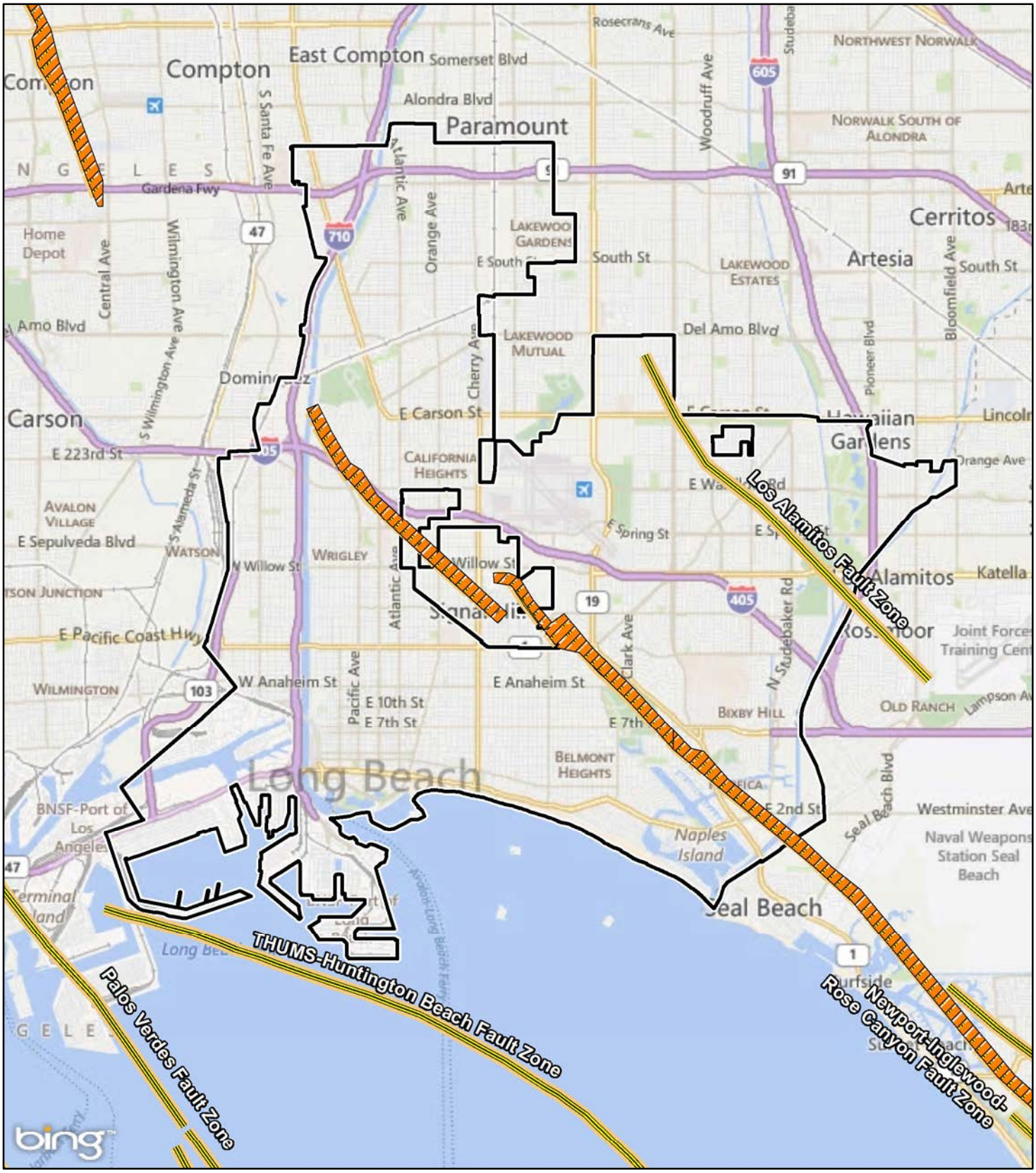
Discussion:

a) Expose people or structures to potential substantial 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.

Less Than Significant Impact. The City, like the rest of Southern California, is located in a seismically active area. As such, portions of the City are located within a designated Fault Zone, as designated by the California Department of Conservation and United States Geological Survey (refer to Figure 4.1, Fault Zones). However, according to the City's General Plan Seismic Safety Element (1988), the most prominent active fault in the City is the Newport-Inglewood Fault, which runs from northwest to southeast across the southern portion of the City.

Land Use Element. Although the proposed LUE would encourage and direct growth in the City, approval of the proposed project would not include any physical improvements that would be subject to impacts as a result of surface fault rupture. Further, future individual projects resulting from the approval of the proposed project would be required to be consistent with City requirements established in the Seismic Safety Element of the General Plan (1988), would include compliance with current building codes, and would be subject to separate environmental



LSA

LEGEND

Alquist-Priolo Earthquake Fault Zones

Quaternary Faults (>6 Magnitude in Last 1.6 Million Years)

FIGURE 4.1

N

0 4500 9000
FEET

Long Beach General Plan
Land Use and Urban Design Elements

Fault Zones

SOURCE: Bing Maps (2013); California Division of Mines and Geology (2001); U.S. Geological Survey (2006)

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review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would be subject to less than significant impacts related to surface rupture, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide the physical placement of future development in the City. As such, approval of the UDE would not result in any significant adverse impacts to wetland habitats. Therefore, the proposed project would not result in impacts related to surface rupture, and no mitigation would be required. This topic will not be analyzed further in the EIR.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

ii) Strong seismic ground shaking?

Less Than Significant Impact.

Land Use Element. As with most areas in Southern California, damage to development and infrastructure associated with the surrounding areas could be expected as a result of significant ground shaking during a strong seismic event in the region. However, because the proposed project is a policy/planning action and does not include any physical improvements, impacts related to strong seismic ground shaking are expected to be less than significant. Further, future individual projects resulting from the approval of the proposed project would be required to be consistent with City requirements established in the Seismic Safety Element of the General Plan (1988), would comply with current building codes (including the California Building Code), and would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, impacts related to strong ground shaking are anticipated to be less than significant, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide the physical placement of future development in the City. As such, approval of the UDE would not result in any significant adverse impacts related to strong ground shaking, and no mitigation would be required. This topic will not be analyzed further in the EIR.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction most commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesionless (sandy) soil; and (3) earthquake-generated seismic waves. The presence of these conditions has the potential to result in a loss of shear strength and ground settlement, causing the soil to behave as a fluid and become liquefied for a short period of time.

Land Use Element. According to the City's General Plan Seismic Safety Element (1988), the City primarily consists of areas subject to minimal or low liquefaction potential, with the exception of the southeastern and western portions of the City where there is significant and moderate to significant liquefaction potential, respectively. However, because the proposed project is a policy/planning action and does not include any physical improvements, impacts related to liquefaction are expected to be less than significant. Further, future individual projects resulting from the approval of the proposed LUE would be consistent with and would comply with current building codes, and would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Specifically, future projects resulting from approval of the proposed project would be required to conduct site-specific geotechnical studies on a project-by-project basis to determine the site-specific soil properties and potential for liquefaction. Therefore, impacts related to liquefaction are anticipated to be less than significant. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide the physical placement of future development in the City. As such, approval of the UDE would not result in any significant adverse impacts related to strong ground shaking, and no mitigation would be required. This topic will not be analyzed further in the EIR.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

iv) Landslides?

Less Than Significant Impact. Landslides are most common where slopes are steep, soils are weak, and groundwater is present. However, according to the City's General Plan Seismic Safety Element (1988), the City is not considered to have a high potential for landslides.

Land Use Element. Although the proposed LUE does not include any physical improvements, future individual projects resulting from the approval of the LUE would comply with current building codes and would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, impacts related to landslides would be less than significant, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide the physical placement of future development in the City. As such, approval of the UDE would not result in any significant adverse impacts related to landslides, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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

Less Than Significant Impact.

Land Use Element. Approval of the proposed LUE is a policy/planning action and would not include any physical improvements that would result in substantial soil erosion or the loss of

topsoil. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. In addition, all future projects resulting from approval of the proposed LUE would be required to adhere to construction standards related to erosion control, including BMPs, to minimize impacts related to erosion and runoff to a less than significant level. Further, future projects on sites larger than one acre would also be required to comply with the National Pollution Discharge Elimination System (NPDES) program's General Construction Permit (requirements, which require the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Therefore, the proposed LUE would not result in less than significant impacts related to soil erosion and the loss of topsoil, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide the physical placement of future development in the City. As such, approval of the UDE would not result in any significant adverse impacts related to substantial soil erosion or the loss of topsoil, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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?

Less Than Significant Impact. See Responses 4.6.a.iv. and 4.6.b, above. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, impacts related to unstable soils would be less than significant, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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

Less Than Significant Impact. Expansive soils generally consist of clay materials that occupy more volume when wet or hydrated. Volume changes associated with moisture content in expansive soils can cause uplift in the ground when they become wet, or less commonly, cause settlement when they dry out.

Land Use Element. Approval of the proposed LUE is a policy/planning action and would not include any physical improvements that would result in impacts related to expansive soils. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed LUE would not result in less than significant impacts related to expansive soils, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide the

physical placement of future development in the City. As such, approval of the UDE would not result in any significant adverse impacts related to expansive soils, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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?

No Impact. The City is currently served by an existing sewer system. Currently, the Long Beach Water Department (LBWD) operates and maintains approximately 765 miles of sanitary sewer lines delivering over 40 million gallons per day (gpd) to the Los Angeles County Sanitation Districts facilities. Of the 40 million gpd of wastewater that is delivered to the Los Angeles County Sanitation District, the majority is delivered to the Joint Water Pollution Control Plan (JWPCP) located at 24501 S. Figueroa Street in the City of Carson. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant located at 7400 E. Willow Street in the City of Long Beach. The JWPCP provides treatment for 350 million gallons of wastewater per day whereas the Long Beach Water Reclamation Plant serves wastewater treatment for 25 million gallons of wastewater per day.[1]

Land Use Element. Approval of the proposed LUE would not result in development that would trigger the need for septic tanks or any other wastewater disposal systems. Therefore, approval of the proposed LUE would not result in any impacts related to the capability of the soils to adequately support the use of septic tanks or alternative wastewater disposal systems, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE establishes goals, policies, and strategies aimed at defining the visual character of the development proposed in the City, but would not guide the physical placement of future development in the City. As such, approval of the proposed UDE would not result in any impacts related to the capability of the soils to adequately support the use of septic tanks or alternative wastewater disposal systems, and no mitigation would be required. This topic will not be analyzed further in the EIR.

4.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Discussion:

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

Or

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The following response applies to both Questions 4.7.a and 4.7.b.

Potentially Significant Impact.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially result in an increase in traffic volumes, and as a result, increased greenhouse gas (GHG) emissions. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City. Therefore, because the proposed UDE does not include any physical improvements that would introduce new traffic volumes and GHG emissions within the City, approval of the proposed UDE is not anticipated to result in significant impacts related to GHG emissions, and no mitigation would be required. This topic will not be analyzed further in the EIR.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion:

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

No Impact. Hazardous materials are defined as chemicals with the potential to cause harm during an accidental release or mishap, and are toxic, corrosive, flammable, reactive, and an irritant or a strong sensitizer. Hazardous substances include all chemicals regulated under the United States Department of Transportation "hazardous material" regulations and the EPA "hazardous waste" regulations. Under these regulations, hazardous wastes require special handling and disposal due to their potential to damage public health and the environment. The probable frequency and severity of consequences from the use, transport, and/or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of activities and operations.

Land Use Element. Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of the proposed project is considered a policy/planning action and would not include any physical improvements that could generate hazardous materials or create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Future individual projects resulting from the approval of the proposed

LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not result in impacts related to hazards generated as a result of the routine transport, use, or disposal of hazardous materials. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could generate hazardous materials or create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, the proposed UDE would not generate hazardous materials or create a significant hazard to the public or the environment, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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

No Impact. See Response 4.8.a, above. This topic will not be analyzed further in the EIR.

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

No Impact. See Response 4.8.a, above. This topic will not be analyzed further in the EIR.

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

No Impact. The Hazardous Waste and Substances Sites List (Cortese List) is a document providing information about the location of known hazardous materials release sites.

Land Use Element. Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of the proposed project is considered a policy/planning action and would not include any physical improvements on known hazardous materials sites. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis and may require review of the Cortese List, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not result in impacts related to significant hazards to the public or the environment as a result of development on a listed hazardous materials site. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could

result in the development of a project on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the proposed UDE would not result in any physical improvements on known hazardous materials sites, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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?

Less Than Significant Impact.

Land Use Element. The Long Beach Airport is located in the central portion of the City, north of I-405 between Cherry Avenue and Lakewood Boulevard. Although approval of the LUE would allow for greater building heights and intensity within certain PlaceTypes in the City, future development occurring as a result of approval of the General Plan Elements would not interfere with air traffic patterns, conflict with established Federal Aviation Administration (FAA) flight protection zones, or conflict with building height standards established by the FAA for structures on and adjacent to the Long Beach Airport. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, because the proposed LUE does not propose heights within the area surrounding the Long Beach Airport that would conflict with existing air traffic patterns, the proposed project would result in less than significant impacts related to safety hazards resulting from conflicts with existing air traffic patterns, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could result in conflicts with air traffic patterns. Therefore, the proposed UDE would not result in any physical improvements that would result in a safety hazard for people residing or working in the project area, and no mitigation would be required. This topic will not be analyzed further in the EIR.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no private airstrips located in the City or in areas directly adjacent to the City. Therefore, no impacts are anticipated. This topic will not be analyzed further in the EIR.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact.

Land Use Element. Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density

development, approval of the proposed project is considered a policy/planning action and would not interfere with an adopted emergency response or evacuation plan. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines* and would be required to comply with all policies set forth in the City's General Plan Public Safety Element (1978). Therefore, the proposed project would not result in impacts related to the impairment or interference with an adopted emergency response or evacuation plan, and no mitigation is required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could result in conflicts with an adopted emergency response or evacuation plan. Therefore, the proposed UDE would not result in impacts related to the impairment or interference with an adopted emergency response or evacuation plan. This topic will not be analyzed further in the EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The City is generally urban and built out and there are no properties adjacent to wildlands. In addition, the City is not listed a by the California Department of Forestry and Fire Protection (CAL FIRE) as a community at risk to impacts associated with a wildfire.[1] As such, there is no risk of exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, no impacts related to wildland fires are anticipated. This topic will not be analyzed further in the EIR.

[1] CAL FIRE, Communities at Risk List. Website: http://osfm.fire.ca.gov/fireplan/fireplanning _communities_at_risk.php?filter_field=place_name&filter_text=long+beach+ (accessed April 20, 2015).

4.9 HYDROLOGY AND WATER QUALITY

Would the project:

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Discussion:

a) Violate any water quality standards or waste discharge requirements?

Less than Significant Impact. Pursuant to Section 402 of the Clean Water Act, the United States Environmental Protection Agency (EPA) establishes regulations under the NPDES program to control storm water discharges. In the City of Long Beach, the Los Angeles Regional Water Quality Control Board (RWQCB) administers NPDES permits and is responsible for establishing wastewater discharge requirements and standards. Further, as previously stated, all new developments located on properties over one acre in size are required to obtain a Construction General Permit through the Los Angeles RWQCB NPDES program and are required to prepare a SWPPP to identify potential sources of pollutant discharges that could adversely impact water quality in the City and surrounding area.

Land Use Element. Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of proposed LUE is considered a planning/policy action and does not include any physical improvements that would result in the violation of water quality standards or waste discharge requirements. Future individual projects resulting from the approval of the proposed LUE would be required to obtain applicable wastewater permits and would be subject to

separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed LUE would not result in impacts related to the violation of water quality standards or waste discharge requirements, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could result in the violation of water quality standards or waste discharge requirements. This topic will not be analyzed further in the EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. According to the LBWD, the two primary sources of potable water to the City are groundwater and imported water. Groundwater in the City originates from the underground water reservoir known as the "Central Basin." Groundwater in the Central Basin originates from the San Gabriel Mountains via the San Gabriel River. Currently, the LBWD has the authority to pump over 30,000 acre-feet of groundwater from this basin per year. Currently, the City supplies approximately 60 percent of its total potable water from groundwater. According to the 2010 Urban Water Management Plan groundwater supply for the City is considered to be very reliable, even during multi-year droughts through the year 2035 because extractions are strictly limited and because multiple forms of replenishment exist (e.g., recycled water is mixed with imported water and/or natural runoff and is allowed to percolate in the groundwater basin, San Gabriel River stream flows are used to replenish the groundwater basin, etc.)[1]

Land Use Element. Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of the proposed LUE does not include any physical improvements that would result in the substantial depletion of groundwater supplies. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not result in impacts related to the depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical

[1] LBWD. 2010 Urban Water Management Plan, last revised on September 15, 2011.

improvements or changes to existing and proposed development patterns in the City that could result in in impacts related to the depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table. This topic will not be analyzed further in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact.

Land Use Element. Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of the proposed LUE does not include any physical improvements that would result in the alteration of existing drainage patterns or alterations to the course of a stream or river. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed LUE would not result in impacts resulting from the alteration of area drainages or streams and rivers that would result in erosion or siltation on or off site, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could result in in impacts resulting from the alteration of area drainages or streams and rivers that would result in erosion or siltation on or off site. This topic will not be analyzed further in the EIR.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. See Responses 4.9.a through 4.9.c, above.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. See Responses 4.9.a through 4.9.c, above.

f) Otherwise substantially degrade water quality?

Less than Significant Impact. See Responses 4.9.a through 4.9.c, above.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Less than Significant Impact. According to the Federal Emergency Management Agency (FEMA), the majority of the City is located in Zone X, which is defined as the area determined to be outside the 100-year flood zone.

Land Use Element. Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of the proposed LUE does not include any physical improvements that would result in the placement of housing within a flood hazard area. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not place housing within a 100-year flood hazard area, and no mitigation would be required.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could result in the placement of housing within a flood hazard area. This topic will not be analyzed further in the EIR.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Less than Significant Impact. See Response 4.9.g, above.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. See Response 4.9.g, above. The City is not within the flood zone of a levee or dam. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

j) Inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. Seiching is a phenomenon that occurs when seismic groundshaking induces standing waves (seiches) inside water retention facilities such as reservoirs and water tanks. Such waves can cause retention structures to fail and flood downstream properties. Tsunamis are generated wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. Mudslides and slumps are described as a shallower type of slope failure, usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and triggered by surface or shallow subsurface saturation.

According to the City's Seismic Safety Element and the California Emergency Management Agency, the majority of the City is not located within a zone of seiche or mudflow hazard area. Similarly, the majority of the City is located outside of the Tsunami Inundation Zone, with the exception of the Port of Long Beach and in areas along the coastline and Los Angeles and San

Gabriel Rivers.[1] However, in the event of a tsunami, the City has established response procedures as described in the City of Long Beach Natural Hazards Mitigation Plan, Section 4.9, Tsunami Hazards.

Land Use Element. Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of the proposed LUE does not include any physical improvements that would result in impacts related to inundation resulting from a seiche, tsunami, or mudflow. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not result in impacts related to inundation resulting from a seiche, tsunami, or mudflow, and no mitigation would be required.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could result in impacts related to inundation resulting from a seiche, tsunami, or mudflow. This topic will not be analyzed further in the EIR.

[1] California Emergency Management Agency, Tsunami Map for Emergency Planning, Long Beach Quadrangle, March 1, 2009.

4.10 LAND USE/PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion:

a) Physically divide an established community?

Less than Significant Impact.

Land Use Element. The proposed LUE would amend the existing General Plan Land Use Map to include the proposed PlaceTypes. The proposed PlaceTypes have been established in such a way as to guide future development to would allow for greater flexibility and cohesion in land use patterns throughout the City. In the North Long Beach Area, the updated LUE would establish the Open Space PlaceType along the Los Angeles River, would consolidate commercial activities into neighborhood-serving areas and would buffer industrial activities from existing neighborhoods by encouraging the conversion of some industrial uses to Neo Industrial activities and commercial uses. In addition, the proposed LUE would consolidate commercial activities along major arterials, encourage infill housing, convert industrial activities to commercial uses, and create recreation and green areas in the Bixby Knolls area. Similarly, the LUE would consolidate commercial activities along major arterials, create open space buffers between industrial activities and surrounding neighborhoods, create green and open space areas along the Los Angeles River, and would increase connectivity within the Westside and Wrigley areas. In the Eastside area, the proposed LUE would encourage multi-family housing in areas served by public transit, improve walkability, create recreation and open space areas, and improve pedestrian and bicycle facilities. As such, the proposed LUE would establish PlaceTypes throughout the City that would improve cohesion between existing communities and would encourage the provision of buffer zones between existing incompatible uses. Therefore, the proposed LUE would not result in the physical division of existing communities, but rather, would improve the connectivity between existing communities.

Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of the proposed LUE does not include any physical improvements that would result in the division of any established communities. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not result in impacts related to the division of any established communities, and no mitigation would be required.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could result in the division of any established communities. This topic will not be analyzed further in the EIR.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The proposed project involves the adoption of two elements for inclusion in the City's General Plan. The proposed LUE includes updates to the existing General Plan Land Use Element, with the most prominent update being the adoption of PlaceTypes in the place of traditional land use designations. The proposed UDE would be a new element of the City's General Plan and would include goals, policies, and strategies for guiding the visual character of the City, consistent with the intent of the PlaceTypes established in the proposed LUE. Although both the LUE and the UDE would include new goals, policies, and strategies, both proposed elements that would be generally consistent with the City's existing General Plan, approval of both the proposed LUE and UDE may result in potential conflicts with the City's existing goals, policies, and strategies of the City's existing General Plan. In addition, approval of the proposed project may also result in potential conflicts with the City's Zoning Code, and the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP), Therefore, impacts related to the proposed project's consistent with the City's General Plan, Zoning Code, SCAG's RCP, and any other applicable land use plans or policies will be analyzed further in the EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. See Response 4.4.f, above. The proposed project would not result in an impact related to any applicable HCP or NCCP.

4.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion:

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?

Or

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?

In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA) which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership into four categories of Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4:** An area where available information is inadequate for assignment to any other MRZ zone.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Those areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the Mining and Geology Board as being "regionally significant." Such designations require that a lead agency's land use decisions involving designated areas be made in accordance with its mineral resource management policies and that it consider the importance of the mineral resource to the region or the State as a whole, not just to the lead agency's jurisdiction.

No Impact. According to the City's General Plan Conservation Element (1973), the primary mineral resources within the City have historically been oil and natural gas. However, over the last century, oil and natural gas extractions have been diminished as the resources have become increasingly depleted. Although extraction operations continue, they are on a reduced scale as compared to past levels.

Land Use Element. Although the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of the proposed LUE does not include any physical improvements that

would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would not result in impacts related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the State, and no mitigation would be required.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City that could 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. This topic will not be analyzed further in the EIR.

4.12 NOISE

Would the project result in:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion:

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

Applicable Noise Criteria

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the criteria in the City's Noise Element of the General Plan (1975) and the City's Noise Control Ordinance.

Noise Element of the General Plan. The Noise Element of the General Plan contains noise standards for mobile noise sources. These standards address the impacts of noise from adjacent roadways and airports. The City also specifies outdoor and indoor noise limits for residential uses, places of worship, educational facilities, hospitals, hotels/motels, and commercial and other land uses. The noise standard for exterior living areas is 65 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL). The indoor noise standard is 45 dBA CNEL, which is consistent with the standard in the California Noise Insulation Standard.

Municipal Code. The City has adopted a quantitative Noise Control Ordinance, No. C-5371, Long Beach 1978 (Municipal Code, Chapter 8.80). The ordinance establishes maximum permissible hourly noise levels (L_{50}) for different districts throughout the City.

The City's Noise Control Ordinance also governs the time of day that construction work can be conducted. The Noise Ordinance prohibits construction, drilling, repair, alteration, or demolition work between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 7:00 p.m. on

Friday and 9:00 a.m. on Saturday, and after 6:00 p.m. on Saturday, or at any time on Sundays or federal holidays if the noise would create a disturbance across a residential or commercial property line or violate the quantitative provisions of the ordinance.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially result in the exposure of persons or generation of noise levels in excess of the City's established noise standards. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in the exposure of persons or generation of noise levels in excess of the City's established noise standards, and no mitigation would be required. This topic will not be analyzed further in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. See Response 4.12.a, above.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially result in the exposure of persons or generation of excessive groundborne vibration or groundborne noise levels. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in the exposure of persons or generation of excessive groundborne vibration or groundborne noise levels, and no mitigation would be required. This topic will not be analyzed further in the EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. See Response 4.12.a, above.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density

development that could potentially result in an increase of ambient noise levels. This topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in the ambient noise levels in the project vicinity above levels existing without the project, and no mitigation would be required. This topic will not be analyzed further in the EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. See Responses 4.12.a and 4.12.b, above.

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 expose people residing or working in the project area to excessive noise levels?

Less than Significant Impact.

Land Use Element. Approval of the proposed LUE would establish the Regional-Serving Facility PlaceType in multiple areas within the City, one of which would be the area currently developed in the vicinity of the Long Beach Airport. While the establishment of this PlaceType would allow for the continued operation of the Airport, this PlaceType designation would not allow for the development of sensitive uses (e.g., offices and residences) in the area surrounding the airport. Further, although approval of both the LUE and the UDE is considered a policy/planning action and does not include any physical improvements, future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would result in less than significant impacts related to the exposure of people or workers to excessive noise levels generated from the Long Beach Airport, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The UDE would guide the visual character of development proposed within the Regional-Serving Facility PlaceType near the Long Beach Airport area, but would not guide future growth or development in the area. As such, approval of the UDE would not result in the exposure of people or workers to excessive noise generated from the Long Beach Airport. This topic will not be analyzed further in the EIR.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no private airstrips located in the City or in areas directly adjacent to the City. Therefore, no impacts are anticipated. This topic will not be analyzed further in the EIR.

4.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☒	☐	☐	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion:

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.

Land Use Element The proposed LUE includes the establishment of PlaceTypes that would allow for higher density mixed-use development along primary arterials and transit routes, near employment and activity centers. The addition of housing units as allowed under the proposed PlaceTypes could result in substantial population growth. Therefore, this topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not induce substantial population growth, and no mitigation would be required. This topic will not be analyzed further in the EIR.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact.

Land Use Element The proposed LUE includes the establishment of PlaceTypes that would guide future development patterns throughout the City. The proposed LUE would assume that existing land uses would remain in place and future land use changes would occur through voluntary means or through infill efforts. Further, the LUE would allow for higher-density mixed-use residential/retail/office uses in areas that currently do not allow for residential uses, thereby increasing the availability of a range of housing types throughout the City. Therefore, approval of the proposed LUE would result in less than significant impacts related to the displacement of substantial numbers of existing housing or people elsewhere.

Approval of the LUE is considered a policy/planning action and does not include any physical improvements. As such, future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would result in less than significant impacts related to the displacement of existing housing or people elsewhere, and not mitigation would be required. This topic will not be analyzed further in the EIR. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE would be consistent with the proposed LUE and all other elements of the City's General Plan. The UDE would establish goals, policies, and strategies aimed at guiding the visual character of future development in the City, but would not encourage growth that could potentially displace substantial numbers of existing housing or people elsewhere. This topic will not be analyzed further in the EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. Refer to Response 4.13.b, above.

4.14 PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of or 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:				
i) Fire Protection?	☒	☐	☐	☐
ii) Police Protection?	☒	☐	☐	☐
iii) Schools?	☒	☐	☐	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☒	☐	☐	☐

Discussion:

a) Would the project result in substantial adverse physical impacts associated with the provision of or 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:

i) Fire Protection?

Potentially Significant Impact. The Long Beach Fire Department (LBFD) provides fire protection, emergency medical and rescue services, hazardous inspection and response, and public education activities to the City. The LBFD consists of 24 stations located throughout the City. [1] The proposed project would not impact the number of existing fire stations in the City, and fire stations would continue to be identified as land uses within the Residential PlaceType neighborhoods. Further, the proposed LUE would concentrate development near transit stops (i.e., Blue Line) to encourage alternative modes of transportation and reduce automobile congestion. As such, the proposed LUE is anticipated to improve emergency response times and better prepare the LBFD for emergency response to hazards and disasters.

Land Use Element Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in potential impacts related to fire protection. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to fire protection services, and no mitigation would be required. This topic will not be analyzed further in the EIR.

[1] City of Long Beach Fire Department, Station Locations. Website: http://www.longbeach.gov/fire/fire_station_locations.asp (accessed February 6, 2015).

a) Would the project result in substantial adverse physical impacts associated with the provision of or 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:

ii) Police Protection?

Potentially Significant Impact. The City of Long Beach Police Department (LBPD) is responsible for providing law enforcement protection throughout the City. According to the City's website, the LBPD currently employs approximately 792 officers. The proposed project would not impact the number of police officers in the City, and police stations would continue to be identified as land uses within the Residential PlaceType neighborhoods. Further, the proposed LUE would concentrate development near transit stops (i.e., Blue Line) to encourage alternative modes of transportation and reduce automobile congestion. As such, the proposed LUE is anticipated to improve emergency response times and better prepare the LBPD for emergency response to hazards and disasters.

Land Use Element Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in potential impacts related to police protection. Therefore, this topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to police protection services, and no mitigation would be required. This topic will not be analyzed further in the EIR.

a) Would the project result in substantial adverse physical impacts associated with the provision of or 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:

iii) Schools?

Potentially Significant Impact.

Land Use Element. The City is served by the Long Beach Unified School District (LBUSD). Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in potential impacts related to schools. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the

updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to schools, and no mitigation would be required. This topic will not be analyzed further in the EIR.

a) Would the project result in substantial adverse physical impacts associated with the provision of or 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:

iv) Parks?

Less Than Significant Impact.

Land Use Element. As described further below, according to the proposed LUE, the City currently contains approximately 2,750 ac of recreational uses, or the equivalent of approximately 5.9 acres of recreational open space per 1,000 residents.[1] As stated in the project description, approval of the proposed LUE would include the establishment of the Open Space PlaceType, which allows for the continued operation of existing parks in the City. Specifically, the Open Space PlaceType would provide for the preservation of existing recreational and passive undeveloped land and water areas, including parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature reserves, parks, and wetlands. Further, future individual projects resulting from the approval of the proposed LUE would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed LUE would result in less than significant impacts related to park facilities, and no mitigation would be required.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to parks, and no mitigation would be required. This topic will not be analyzed further in the EIR.

a) Would the project result in substantial adverse physical impacts associated with the provision of or 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:

v) Other public facilities?

Potentially Significant Impact.

[1] According to the United States Census Bureau, there are 469,428 residents in the City of Long Beach. Therefore, 2,750 acres x 1,000 acres/469,428x = 2,750,000/469,428x = 5.86 acres (approximately 5.9 acres).

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in potential impacts to other public facilities (e.g., libraries). Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to other public facilities, and no mitigation would be required. This topic will not be analyzed further in the EIR.

4.15 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion:

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?

Less than Significant Impact. According to the proposed LUE, the City currently contains 100 public parks with 25 community centers, 2 tennis centers, 5 municipal golf courses, and a marina system. Overall, the citywide total of recreation uses is approximately 2,750 acres. The proposed LUE would establish the Open Space PlaceType that would aim to preserve these existing parks and recreational facilities, while also creating additional parks and urban open spaces to increase connectivity between these resources and surrounding neighborhoods. For example, the LUE and UDE contain policies aimed at providing a more equitable distribution of open space throughout the City, as well as policies encouraging innovative development patterns that provide for smaller parks in more urbanized areas of the City.

Approval of the both the LUE and UDE is considered a policy/planning action, and it would not include physical improvements that would generate an increased use of existing neighborhood and regional parks or other recreational facilities. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed project would result in less than significant impacts related to increased use and deterioration of recreational facilities, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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?

Less than Significant Impact. Refer to Responses 4.14.a.iii and 4.15.a., above.

4.16 TRANSPORTATION/TRAFFIC

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

Discussion:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially result in an increase in traffic volumes that could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City. Therefore, because the proposed UDE would not introduce traffic volumes within the City, approval of the proposed UDE is not anticipated to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, and no mitigation would be required. This topic will not be analyzed further in the EIR.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The County Metropolitan Transportation Authority adopted the Congestion Management Program (CMP) in 2010. This CMP establishes a minimum standard of level of service (LOS) E for signalized roadway intersections in the County of Los Angeles.

Land Use Element. Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially result in an increase in traffic volumes that could conflict with 2010 CMP. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City. Therefore, because the proposed UDE would not introduce traffic volumes within the City, approval of the proposed UDE is not anticipated to conflict with the 2010 CMP, and no mitigation would be required. This topic will not be analyzed further in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Less than Significant Impact.

Land Use Element. Although approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, future development occurring as a result of approval of the LUE would not interfere with air traffic patterns, conflict with established FAA flight protection zones, or conflict with building height standards established by the FAA for structures on and adjacent to the Long Beach Airport. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed LUE would result in less than significant impacts related to changes in air traffic patterns, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City. Therefore, because the proposed UDE would not result in changes to air traffic patterns that could result in substantial safety risks, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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

Less than Significant Impact.

Land Use Element. Although approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, future development occurring as a result of approval of the LUE would not include the physical development of any project that would substantially increase hazards due to a design feature or incompatible uses. Further, the proposed LUE would establish PlaceTypes, each with its own land use compatibility strategies, to ease transitions between new development and established developments within the City. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Therefore, the proposed LUE would result in less than significant impacts related to hazards due to a design feature or incompatible uses, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. However, approval of the UDE itself would not result in any physical improvements or changes to existing and proposed development patterns in the City. Therefore, because the proposed UDE would not result in impacts related to hazards due to a design feature or incompatible uses, and no mitigation would be required. This topic will not be analyzed further in the EIR.

e) Result in inadequate emergency access?

Less Than Significant Impact. While approval of the proposed project would guide future development in the City, neither the LUE nor the UDE would propose or encourage development with inadequate emergency access. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*, and individual site plans would be subject to review and approval by the LBFD and LBPD to ensure that adequate emergency access would be provided. Therefore, impacts are considered less than significant, and no mitigation would be required. This topic will not be analyzed further in the EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. While approval of the proposed project would guide future development in the City, neither the LUE nor the UDE would propose or encourage development that would conflict with adopted policies supporting alternative transportation. Further, the LUE and UDE would encourage development in the City along primary arterials and major transit routes in an effort to minimize vehicle miles traveled (VMTs) and encourage alternative modes of transportation. For example, the LUE would develop housing and employment options around transit stations (particularly along Long Beach Boulevard along the Blue Line) to increase transit use in the City and reduce automobile dependence. Therefore, approval of the proposed project

would result in less than significant impacts related to conflict with any adopted policies, plans, or programs supporting the use of alternative transportation. No mitigation would be required. This topic will not be analyzed further in the EIR.

4.17 UTILITIES/SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☒	☐	☐	☐
b) Require or result in the construction of new water or wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☒	☐	☐	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid wastes.	☐	☐	☒	☐

Discussion:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. Wastewater generated in the City is currently delivered to the Joint Water Pollution Control Plant (JWPCP) of the Sanitation Districts of Los Angeles County (LACSD).[1] LACSD facilities are required to meet all wastewater treatment requirements from the Los Angeles Regional Water Quality Control Board (RWQCB).

Land Use Element Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in an increased demand for wastewater treatment services that could result in the exceedance of wastewater treatment requirements established by the Los Angeles RWQCB. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to the exceedance of any wastewater treatment requirements, and no mitigation would be required. This topic will not be analyzed further in the EIR.

[1] LBWD. Website: http://www.lbwater.org/sewage-treatment (accessed November 21, 2014).

b) Require or result in the construction of new water or wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. The City's main sources of water supply are groundwater and imported water. The City is able to meet approximately half of its water supply needs due to the fact that the City has ownership rights to groundwater wells located throughout the City. In addition, the City is able to purchase treated surface water from the Metropolitan Water District of Southern California; this water originates from the Colorado River Aqueduct and the Northern California Bay-Delta region.[1] The Long Beach Water Reclamation Plant (WRP) also reuses reclaimed water in the City for irrigation of parks, schools, golf courses, cemeteries, greenbelts, and commercial nurseries. This plant currently has a capacity of 25 million gallons per day (mgd).[2]

Land Use Element Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in potential impacts related to increased demands for water and wastewater. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to water or wastewater treatment services or collection systems, and no mitigation would be required. This topic will not be analyzed further in the EIR.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact.

Land Use Element Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in potential impacts related to storm water drainage facilities. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to stormwater

[1] LBWD. Website: http://www.lbwater.org/sources-water (accessed November 21, 2014).
[2] Sanitation Districts of Los Angeles County, Clear Water Program. Website: http://www.clearwater program.org/clearwater/wastewaterplants.asp#longbeach (accessed November 21, 2014).

drainage facilities, and no mitigation would be required. This topic will not be analyzed further in the EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact.

Land Use Element Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in potential impacts related to water supplies. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to existing or projected water supplies, and no mitigation would be required. This topic will not be analyzed further in the EIR.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. The City's Water Department operates wastewater lines and delivers this wastewater to the LACSD facilities located on the northern and southern sides of the City. The majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP), and the remaining portion is delivered to the Long Beach WRP. The JWPCP currently treats up to 350 mgd, and the Long Beach WRP treats up to 25 mgd.[1]

Land Use Element Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in potential impacts related to wastewater treatment services. Therefore, this topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to wastewater treatment services, and no mitigation would be required. This topic will not be analyzed further in the EIR.

[1] LBWD. Sewage Treatment. Website: http://www.lbwater.org/sewage-treatment (accessed April 20, 2015).

f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact.

Land Use Element Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in the increased generation of solid waste that could result in the exceedance of a permitted capacity of landfills currently serving the City. Therefore, this topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to the capacity of existing landfills serving the City, and no mitigation would be required. This topic will not be analyzed further in the EIR.

g) Comply with federal, state, and local statutes and regulations related to solid wastes?

Less Than Significant Impact. The California Integrated Waste Management Act (AB 939) changed the focus of solid waste management from landfill to diversion strategies such as resource reduction, recycling, and composting. The intent of these diversions strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995 and 50 percent by 2000. As of 2010, the City had accomplished a waste diversion rate of 72 percent. The City provides curbside recycling and collection of green waste for all residences within the City; both of these collection services count toward the City's diversion rate. In addition, the City has adopted an ordinance that requires certain demolition and/or construction projects to divert at least 60 percent of waste either through recycling, salvage, or deconstruction. The Construction & Demolition Debris Recycling (C&D) Program, which took effect on November 5, 2007, aims to encourage permit applicants to recycle all C&D materials through a refundable performance deposit. The C&D program also encourages the use of green building techniques in new construction and promotes reuse or salvaging of recyclable materials in demolition, deconstruction, and construction projects.

Land Use Element Approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development that could potentially induce population growth, thereby potentially resulting in an increased generation of solid waste. Further, future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines* and would be required to comply with existing and future statutes and regulations mandated by the City, State, or federal law. Therefore, it is anticipated that impacts related to federal, State, and local statutes regulating solid waste would be less than significant, and no mitigation would be required. This topic will not be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to conflicts with regulations related to solid waste, and no mitigation would be required. This topic will not be analyzed further in the EIR.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?)	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Discussion:

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?

Less than Significant Impact. As described above in Sections 4.4, Biological Resources, and Section 4.5, Cultural Resources, approval of the proposed project is considered a policy/planning action and does not propose any physical improvements that would result in potential impacts to biological or cultural resources. Further, approval of the proposed project would not result in the degradation of the quality of the environment or natural habitats, nor would the project result in impacts to fish and wildlife species or endangered plant or animal species. In addition, approval of the proposed project would not result in the elimination of important examples of 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.

Land Use Element The proposed LUE includes the establishment of PlaceTypes that would allow for higher density mixed-use development within areas in the City concentrated along primary arterials and transit routes, near employment and activity centers. The addition of population associated with the proposed increase in housing units as allowed under the proposed LUE could result in potentially cumulatively considerable impacts related to air quality, global climate change, noise, and transportation/traffic. This topic will be analyzed further in the EIR.

Urban Design Element. The UDE would establish goals, policies, and strategies aimed at guiding the visual character of future development in the City, but would not encourage

population growth. Therefore, the proposed UDE would not result in cumulatively considerable impacts, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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

Potentially Significant Impact.

Land Use Element The proposed LUE includes the establishment of PlaceTypes that would allow for higher density mixed-use development within areas in the City concentrated along primary arterials and transit routes, near employment and activity centers. The addition of population associated with the proposed increase in housing units as allowed under the proposed LUE could result in potentially significant impacts with respect to aesthetics, air quality, global climate change, noise, population/housing, public services, transportation/traffic, and utilities and service systems. This topic will be analyzed further in the EIR.

Urban Design Element. The proposed UDE contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Therefore, because the proposed UDE would not introduce any development within the City, approval of the proposed UDE would not result in impacts to the environment or human beings, and no mitigation would be required. This topic will not be analyzed further in the EIR.

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COMMENT LETTERS

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

Notice of Preparation

May 18, 2015

To: Reviewing Agencies

Re: General Plan Land Use and Urban Design Elements
SCH# 2015051054

Attached for your review and comment is the Notice of Preparation (NOP) for the General Plan Land Use and Urban Design Elements draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Craig Chalfant
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

City of Long Beach
RECEIVED
MAY 27 2015
Planning Bureau

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2015051054
Project Title General Plan Land Use and Urban Design Elements
Lead Agency Long Beach, City of

Type NOP Notice of Preparation

Description The project proposes to update the City's General Plan Land Use Element (LUE) and to adopt a new General Plan Urban Design Element (UDE). The proposed LUE would replace the current 1989 General Plan LUE. Compared to the existing LUE, the proposed updated LUE would introduce the concept of "PlaceTypes," which would replace the current approach of segregating property within the City through traditional land uses designations and zoning classifications. The UDE would be an entirely new element of the City's General Plan. The UDE aims to improve the City's PlaceTypes by creating great places, improving the urban fabric, public spaces, and defining edges, thoroughfares, and corridors.

Lead Agency Contact

Name Craig Chalfant
Agency City of Long Beach
Phone 562 570 6368 **Fax**
email
Address 333 W. Ocean Boulevard, 5th Floor
City Long Beach **State** CA **Zip** 90802

Project Location

County Los Angeles
City Long Beach
Region
Cross Streets The project includes all areas within the City limits
Lat / Long
Parcel No. All areas within City limits
Township **Range** **Section** **Base**

Proximity to:

Highways SR-91, 103, 47, 1
Airports Long Beach Airport
Railways Metro
Waterways Pacific Ocean, POLB, LA River, Alamitos Bay
Schools Multiple
Land Use All areas within City limits and their current land use designations and zoning districts, as outlined in the GP and Zoning Code

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Project Issues Aesthetic/Visual; Air Quality; Coastal Zone; Noise; Population/Housing Balance; Public Services; Schools/Universities; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues

---

Reviewing Agencies Resources Agency; California Coastal Commission; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Office of Emergency Services, California; Native American Heritage Commission; State Lands Commission; Caltrans, Division of Aeronautics; Caltrans, Division of Transportation Planning; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4

Date Received 05/18/2015 **Start of Review** 05/18/2015 **End of Review** 06/16/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH# 2015051054

Project Title: General Plan Land Use and Urban Design Elements

Lead Agency: City of Long Beach
Contact Person: Craig Chalfant
Mailing Address: 333 West Ocean Boulevard, 5th Floor
Phone: (562) 570-6368
City: Long Beach
Zip: 90802
County: Los Angeles

Project Location: County: Los Angeles
City/Nearest Community: Long Beach
Cross Streets: The project includes all areas within the City limits
Zip Code: 90802
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W
Total Acres: 52 square miles
Assessor's Parcel No.: all areas within City limits
Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: S-91,-103,-47,-1
Waterways: Pacific Ocean, POLB, LA River, Alamitos Bay
Airports: Long Beach Airport
Railways: Metro
Schools: Multiple

Document Type:

CEQA:
- [x] NOP
- [ ] Early Cons
- [ ] Neg Dec
- [ ] Mit Neg Dec
- [ ] Draft EIR
- [ ] Supplement/Subsequent EIR (Prior SCH No.) ____
- Other: ____

NEPA:
- [ ] NOI
- [ ] EA
- [ ] Draft EIS
- [ ] FONSI

Other:
- [ ] Joint Document
- [ ] Final Document
- [ ] Other: ____

RECEIVED MAY 18 2015 STATE CLEARINGHOUSE

Local Action Type:

- [ ] General Plan Update
- [x] General Plan Amendment
- [x] General Plan Element
- [ ] Community Plan
- [ ] Specific Plan
- [ ] Master Plan
- [ ] Planned Unit Development
- [ ] Site Plan
- [ ] Rezone
- [ ] Prezone
- [ ] Use Permit
- [ ] Land Division (Subdivision, etc.)
- [ ] Annexation
- [ ] Redevelopment
- [ ] Coastal Permit
- [ ] Other: ____

Development Type:

- [ ] Residential: Units ____ Acres ____
- [ ] Office: Sq.ft. ____ Acres ____ Employees ____
- [ ] Commercial: Sq.ft. ____ Acres ____ Employees ____
- [ ] Industrial: Sq.ft. ____ Acres ____ Employees ____
- [ ] Educational: ____
- [ ] Recreational: ____
- [ ] Water Facilities: Type ____ MGD ____
- [ ] Transportation: Type ____
- [ ] Mining: Mineral ____
- [ ] Power: Type ____ MW ____
- [ ] Waste Treatment: Type ____ MGD ____
- [ ] Hazardous Waste: Type ____
- [ ] Other: No development-approval of General Plan Elements

Project Issues Discussed in Document:

- [x] Aesthetic/Visual
- [ ] Agricultural Land
- [x] Air Quality
- [ ] Archeological/Historical
- [ ] Biological Resources
- [x] Coastal Zone
- [ ] Drainage/Absorption
- [ ] Economic/Jobs
- [ ] Fiscal
- [ ] Flood Plain/Flooding
- [ ] Forest Land/Fire Hazard
- [ ] Geologic/Seismic
- [ ] Minerals
- [x] Noise
- [x] Population/Housing Balance
- [x] Public Services/Facilities
- [ ] Recreation/Parks
- [x] Schools/Universities
- [ ] Septic Systems
- [x] Sewer Capacity
- [ ] Soil Erosion/Compaction/Grading
- [x] Solid Waste
- [ ] Toxic/Hazardous
- [x] Traffic/Circulation
- [ ] Vegetation
- [ ] Water Quality
- [x] Water Supply/Groundwater
- [ ] Wetland/Riparian
- [x] Growth Inducement
- [x] Land Use
- [x] Cumulative Effects
- [x] Other: GHG

Present Land Use/Zoning/General Plan Designation:

All areas within City limits and their current land use designations and zoning districts, as outlined in the GP and Zoning Code

Project Description: *(please use a separate page if necessary)*

The project proposes to update the City's General Plan Land Use Element (LUE) and to adopt a new General Plan Urban Design Element (UDE). The proposed LUE would replace the current 1989 General Plan LUE. Compared to the existing LUE, the proposed updated LUE would introduce the concept of "PlaceTypes," which would replace the current approach of segregating property within the City through traditional land uses designations and zoning classifications. The UDE would be an entirely new element of the City's General Plan. The UDE aims to improve the City's PlaceTypes by creating great places, improving the urban fabric, public spaces, and defining edges, thoroughfares, and corridors.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

NOP Distribution List: SCH#

County: Los Angeles

SCH# 2015051054

Resources Agency

- ■ **Resources Agency**
  Nadell Gayou
- ☐ **Dept. of Boating & Waterways**
  Nicole Wong
- ■ **California Coastal Commission**
  Elizabeth A. Fuchs
- ☐ **Colorado River Board**
  Lisa Johansen
- ☐ **Dept. of Conservation**
  Elizabeth Carpenter
- ☐ **California Energy Commission**
  Eric Knight
- ■ **Cal Fire**
  Dan Foster
- ☐ **Central Valley Flood Protection Board**
  James Herota
- ☐ **Office of Historic Preservation**
  Ron Parsons
- ■ **Dept of Parks & Recreation**
  Environmental Stewardship Section
- ☐ **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- ☐ **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- ■ **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Fish and Game

- ☐ **Depart. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- ☐ **Fish & Wildlife Region 1**
  Donald Koch
- ☐ **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- ☐ **Fish & Wildlife Region 2**
  Jeff Drongesen
- ☐ **Fish & Wildlife Region 3**
  Charles Armor
- ☐ **Fish & Wildlife Region 4**
  Julie Vance
- ■ **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6**
  Tiffany Ellis
  Habitat Conservation Program
- ☐ **Fish & Wildlife Region 6 I/M**
  Heidi Sickler
  Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Wildlife M**
  George Isaac
  Marine Region

Other Departments

- ☐ **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- ☐ **Depart. of General Services**
  Public School Construction
- ☐ **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- ☐ **Delta Stewardship Council**
  Kevan Samsam
- ☐ **Housing & Comm. Dev.**
  CEQA Coordinator
  Housing Policy Division

Independent Commissions,Boards

- ☐ **Delta Protection Commission**
  Michael Machado
- ■ **OES (Office of Emergency Services)**
  Dennis Castrillo
- ■ **Native American Heritage Comm.**
  Debbie Treadway
- ☐ **Public Utilities Commission**
  Leo Wong
- ☐ **Santa Monica Bay Restoration**
  Guangyu Wang
- ■ **State Lands Commission**
  Jennifer Deleong
- ☐ **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Cal State Transportation Agency CalSTA

- ■ **Caltrans - Division of Aeronautics**
  Philip Crimmins
- ■ **Caltrans – Planning HQ LD-IGR**
  Terri Pencovic
- ☐ **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects

Dept. of Transportation

- ☐ **Caltrans, District 1**
  Rex Jackman
- ☐ **Caltrans, District 2**
  Marcelino Gonzalez
- ☐ **Caltrans, District 3**
  Eric Federicks – South
  Susan Zanchi - North
- ☐ **Caltrans, District 4**
  Erik Alm
- ☐ **Caltrans, District 5**
  Larry Newland
- ☐ **Caltrans, District 6**
  Michael Navarro
- ■ **Caltrans, District 7**
  Dianna Watson
- ☐ **Caltrans, District 8**
  Mark Roberts
- ☐ **Caltrans, District 9**
  Gayle Rosander
- ☐ **Caltrans, District 10**
  Tom Dumas
- ☐ **Caltrans, District 11**
  Jacob Armstrong
- ☐ **Caltrans, District 12**
  Maureen El Harake

Cal EPA

Air Resources Board

- ■ All Other Projects
  Cathi Slaminski
  - ☐ Transportation Projects
    Nesamani Kalandiyur
  - ☐ Industrial/Energy Projects
    Mike Tollstrup
- ☐ **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- ☐ **State Water Resources Control Board**
  Jeffery Werth
  Division of Drinking Water
- ☐ **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- ☐ **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- ☐ **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- ☐ **Department of Pesticide Regulation**
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- ☐ **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- ☐ **RWQCB 3**
  Central Coast Region (3)
- ■ **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- ☐ **RWQCB 5S**
  Central Valley Region (5)
  - ☐ **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - ☐ **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- ☐ **RWQCB 6**
  Lahontan Region (6)
  - ☐ **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- ☐ **RWQCB 7**
  Colorado River Basin Region (7)
- ☐ **RWQCB 8**
  Santa Ana Region (8)
- ☐ **RWQCB 9**
  San Diego Region (9)

☐ **Other** _____

_____

_____

☐ _____
Conservancy

Last Updated 10/13/2014

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

City of Long Beach
RECEIVED
MAY 27 2015
Planning Bureau

May 21, 2015

Craig Calfant, Planner
City of Long Beach
333 West Ocean Boulevard, Fifth Floor
Long Beach, CA 90802

Notice of Preparation of a CEQA Document for the
General Plan Urban Design Element Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts

when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at Jwong1@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

LAC150519-04
Control Number

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Thursday, May 28, 2015 8:46 AM
To: Ashley Davis; Alyssa Helper
Cc: Angela Reynolds; Christopher Koontz
Subject: FW: Downtown urban design and land use

-----Original Message-----
From: Anne Proffit [mailto:anne.proffit@gmail.com]
Sent: Wednesday, May 27, 2015 5:35 PM
To: Craig Chalfant
Subject: Downtown urban design and land use

I think it's horrible that you intend to paper downtown with condos even as you implement this discount mall south of Pine... while I have no objections to added parking problems and terrible road congestion, I do have a particular difficulty with WATER.

Where does the city of LB intend to find WATER to satisfy all of these people? Do you simply intend to make those stakeholders who have already invested in downtown do with less?

It seems to be the usual and customary process.

Doesn't matter anyway - you have no interest in what the currently taxable stakeholders think, do you?

June 4, 2015

Discussion points for Planning Commission Study Session - General Plan Land Use Element and the proposed addition of a General Plan Urban Design Element.

Subject: Flexibility in zoning requirements to allow legal conversions of exiting accessory structures to secondary dwelling units on single-family zoned properties. Additionally, allow secondary structures without requiring an additional enclosed parking space if adequate space is available on-site.

I am not a homeowner but I may be one day. I currently rent in LB and have recently researched permitting secondary unit conversions as I am curious about finding a home that would serve my immediate family as well as my father-in-law who is approaching retirement. I wonder, what is the reality of finding an affordable multigenerational property in a residential neighborhood in Long Beach?

I am not alone.

Realtors, builders, buyers, planners and social scientists all recognize the demand for multigenerational homes. – a quick Google search will confirm this.

Homeowner desires:

- Increase home value and reduce monthly costs of living for themselves and extended family.
- Multigenerational housing demand is rising
    - While privacy remains a top priority. A secondary unit allows more than one generation to live together while still maintaining individual independence and privacy.

City of Long Beach planning visions:

- Increased affordable housing for all economic classes.
- The realization that the baby boomer population is ever-increasing
- Addressing affordable housing needs should not be limited to TOD's.
- The adoption of the mobility element to our General Plan promotes less cars more bikes and transit.

I believe there is a disconnect between what homeowners want, the city's planning vision and the current Development Services zoning policies on this subject.

I suggest that when adopting the new Land Use and Urban Design Elements of the General Plan that zoning regarding accessory unit conversions be reevaluated. Allowing planners to look at specific neighborhoods and properties on a case by case basis. When a single-family home has adequate on-site parking and a secondary unit presents no adverse impact to the community there should be flexibility in the code. Conversions rather than additions dramatically reduces the cost of a secondary unit while maintaining open space and the amount of permeable surface on the property. Allowing habitable accessory space above a garage should also be examined as an alternative.

The first step to align these common visions in the City of Long Beach would be to relax zoning requirements or allow for zoning variances in non-parking impacted areas. The City should provide solutions to law abiding citizens to legally and affordably provide homes for their loved one. Our City's current endeavor to reimagine and reshape our City's future through the goals and polices set forth in the General Plan make this the most opportune time to re-examine our existing regulations and policies and test whether or not they still represent and serve of citizen's needs today and in the future.

Thank you,
Marilyn Surakus
3435 E 3rd St
Long Beach CA, 90814

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

City of Long Beach
RECEIVED
JUN 16 2015
TM
Planning Bureau

June 10, 2015

Craig Clalfant
City of Long Beach
Planning and Research
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Clalfant:

NOTICE OF PREPARATION, "GENERAL PLAN LAND USE AND URBAN DESIGN ELEMENTS", PROPOSES TO UPDATE THE CITY'S GENERAL PLAN LAND USE ELEMENT AND TO ADOPT A NEW GENERAL PLAN URBAN DESIGN ELEMENT, LONG BEACH (FFER 201500106)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. The subject property is entirely within the City of Long Beach, which is not a part of the emergency response area of the Los Angeles County Fire Department (also known as the Consolidated Fire Protection District of Los Angeles County). Therefore, this project does not appear to have any impact on the emergency responsibilities of this Department.

LAND DEVELOPMENT UNIT:

1. This project is located entirely in the City of Long Beach. Therefore, the City of Long Beach Fire Department has jurisdiction concerning this project and will be setting conditions. This project is located in close proximity to the jurisdictional

area of the Los Angeles County Fire Department. However, this project is unlikely to have an impact that necessitates a comment concerning general requirements from the Land Development Unit of the Los Angeles County Fire Department.

2. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department's Land Development Unit's Inspector Nancy Rodeheffer at (323) 890-4243.

3. The County of Los Angeles Fire Department's Land Development Unit appreciates the opportunity to comment on this project.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed in the Draft Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. The Health Hazardous Materials Division (HHMD) of the Los Angeles County Fire Department has no comment or objection to the project at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

KEVIN T JOHNSON, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

KTJ:ad

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-9140
FAX: (213) 897-1337

Serious drought
Help save water!

June 15, 2015

Mr. Craig Chalfant
City of Long Beach
Department of Development Services
333 W. Ocean Boulevard
Long Beach, CA, 90802

Re: **City of Long Beach General Plan Land Use & Urban Design Elements Project**
Notice of Preparation, NOP
IGR#150536RH

Dear Mr. Chalfant:

We have reviewed the Notice of Preparation report prepared for the City's General Plan Land Use and Urban Design Elements Project. Primary goals of the Land Use Element (LUE) include (1) Creating an efficient, high quality, balanced, and multimodal mobility network, (2) Encourage innovative land use practices (3) maintain the small-town feel of existing neighborhoods and the urban land use pattern in downtown Long Beach and in major centers.

The Urban Design Element (UDE) would be an entirely new element of the City's General Plan. It aims to improve the urban fabric, public spaces, define edges, thoroughfares and corridors. By improving the urban fabric, the City would allow for new development that would complement the existing historical development.

The implementation of the goals listed above would accommodate new business opportunities, expand job growth, revitalize corridors, enhance existing neighborhoods, create a smarter city, protect the environment and encourage sustainable planning practices and development.

In the interest of mutual cooperation throughout the environmental review process, please consider the following comments:

- As the state transportation agency, with jurisdiction over state highways, we support and share the City's goals to provide a balanced, multi-modal transportation network. Caltrans is particularly interested in the transportation planning roles of local general plans and suggests that the following areas be emphasized: Coordination of planning efforts between local agencies and Caltrans, preservation of transportation corridors for future system improvements, and development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure.

- Caltrans agrees that the approval of the proposed LUE would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density. Approval of high-density development projects could potentially result in an increase in traffic volumes that could

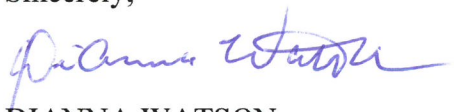
conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, this topic should be analyzed further in the EIR.

- Caltrans requests to be consulted on any land development projects that may require a traffic impact analysis, are in close proximity to State facilities, and/or may potentially impact the State Highway System. Please include policies that require collaboration with Caltrans in the planning and implementation of transportation improvements that may affect state highways. Caltrans may provide assistance in the areas of traffic modeling, mainline freeway and freeway ramp analysis, data collection, environmental and community impact assessment, as well as identifying critical operational deficiencies affecting freeway congestion, speed, and delay, etc.

In addition, it is important to re-emphasize the future physical improvements associated with changes in the LUE and UDE would be subject to project-level CEQA review requirements on a project specific basis, at the time it is proposed for consideration by the City.

Thank you for including Caltrans in the environmental review process for the City's General Plan Land Use and Urban Design Element. If you have any questions regarding these comments, you may contact Rick Holland, project coordinator at (213) 897 – 4230 or electronically at Rick.Holland@dot.ca.gov. Please refer to our internal record number 150536/RH.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

June 16, 2015

Ref File No.: 3318767

Mr. Craig Chalfant, Planner
Development Services Department
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Chalfant:

General Plan Land Use
and Urban Design Elements Project

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on May 18, 2015. The City of Long Beach is located within the jurisdictional boundaries of District Nos. 3, 8, and 19. We offer the following comments regarding sewerage service:

1. The Districts own, operate, and maintain only the large trunk sewers that form the backbone of the regional wastewater conveyance system. Local collector and/or lateral sewer lines are the responsibility of the jurisdiction in which they are located. As such, the Districts cannot comment on any deficiencies in the sewerage system in the City of Long Beach (City) except to state that presently no deficiencies exist in Districts' facilities that serve the City. For information on deficiencies in the City sewerage system, please contact the City Department of Public Works and/or the Los Angeles County Department of Public Works.

2. The Districts should review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project.

3. The wastewater generated by the City is treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 million gallons per day (mgd) and currently processes an average flow of 263 mgd, or the Long Beach Water Reclamation Plant, which has a design capacity of 25 mgd and currently processes an average flow of 15.1 mgd.

4. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the Table 1, Loadings for Each Class of Land Use link.

5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing

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the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate proposed projects. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde

Adriana R

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

SOUTHERN CALIFORNIA
ASSOCIATION of
GOVERNMENTS

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Transportation
Alan Wapner, San Bernardino Associated Governments

June 16, 2015

Mr. Craig Chalfant, Planner
City of Long Beach
Development Services Department, Planning Bureau
333 West Ocean Boulevard
Long Beach, California 90802
Phone: (562) 570-6368
Email: craig.chalfant@longbeach.gov

RE: SCAG Comment on the Notice of Preparation of a Draft Environmental Impact Report for the General Plan Land Use & Urban Design Elements Project [SCAG NO. IGR8468]

Dear Mr. Chalfant,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the General Plan Land Use and Urban Design Elements Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the General Plan Land Use and Urban Design Elements Project. The proposed project consists of updates to the City of Long Beach General Plan Land Use Element (LUE) and adoption of a new General Plan Urban Design Element (UDE).

When available, please send environmental documentation to SCAG's *office in Los Angeles or by email to sunl@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact Lijin Sun, Esq., Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

Ping Chang

Ping Chang,
Program Manager II, Land Use and Environmental Planning

---

[1] SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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**COMMENTS ON THE NOTICE OF PREPARATION OF
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR
THE GENERAL PLAN LAND USE & URBAN DESIGN ELEMENTS PROJECT [SCAG NO. IGR8468]**

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

2012 RTP/SCS Goals

The SCAG Regional Council adopted the 2012 RTP/SCS in April 2012. The 2012 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see http://rtpscs.scag.ca.gov). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012 RTP/SCS are the following:

SCAG 2012 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and non-motorized transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why; DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why; DEIR page number reference*
etc.		etc.

RTP/SCS Strategies

To achieve the goals of the 2012 RTP/SCS, a wide range of strategies are included in SCS Chapter (starting on page 152) of the RTP/SCS focusing on four key areas: 1) Land Use Actions and Strategies; 2) Transportation Network Actions and Strategies; 3) Transportation Demand Management (TDM) Actions and Strategies and; 4) Transportation System Management (TSM) Actions and Strategies. If applicable to the proposed project, please refer to these strategies as guidance for considering the proposed project within the context of regional goals and policies. To access a listing of the strategies, please visit http://rtpscs.scag.ca.gov/Documents/2012/final/f2012RTPSCS.pdf (Tables 4.3 – 4.7, beginning on page 152).

Regional Growth Forecasts

At the time of this letter, the most recently adopted SCAG forecasts consists of the 2020 and 2035 RTP/SCS population, household and employment forecasts. To view them, please visit http://scag.ca.gov/Documents/2012AdoptedGrowthForecastPDF.pdf. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		**Adopted City of Long Beach Forecasts**	
	Year 2020	**Year 2035**	**Year 2020**	**Year 2035**
Population	19,663,000	22,091,000	491,000	534,100
Households	6,458,000	7,325,000	175,600	188,900
Employment	8,414,000	9,441,000	176,000	184,800

MITIGATION

SCAG staff recommends that you review the SCAG 2012 RTP/SCS Final Program EIR Mitigation Measures for guidance, as appropriate. See Chapter 6 (beginning on page 143) at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/Final2012PEIR.pdf

As referenced in Chapter 6, a comprehensive list of example mitigation measures that may be considered as appropriate is included in Appendix G: *Examples of Measures that Could Reduce Impacts from Planning, Development and Transportation Projects.* Appendix G can be accessed at: http://rtpscs.scag.ca.gov/Documents/peir/2012/final/2012fPEIR_AppendixG_ExampleMeasures.pdf