

## 3.9 POPULATION AND HOUSING

This section describes the existing population and housing setting related to the Globemaster Corridor Specific Plan (GCSP; Proposed Project) site and vicinity, identifies associated regulatory requirements, and analyzes the Proposed Project’s impacts to population and housing. The following discussion focuses on the existing population and housing of the City of Long Beach (City) and more specifically, the Plan Area.

The Initial Study (IS) and Notice of Preparation (NOP) are contained in Appendix A-1, Initial Study; and Appendix A-2, Notice of Preparation, respectively. Comments regarding population and housing, received by SCAG in response to the NOP (see Appendix A-3, Notice of Preparation Comment Letters), specifically related to consistency with goals and policies in the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS), and have been considered in the preparation of the analyses presented in this section. For a complete consistency analysis with SCAG’s 2016 RTP/SCS, see Section 3.7, Land Use and Planning, of this Draft Program Environmental Impact Report (PEIR)/Draft Program Environmental Impact Statement (PEIS).

The IS found that the Proposed Project would have no impact as it relates to displacing substantial numbers of existing housing, or substantial numbers of people (Appendix A-1). As such, these impacts will not be addressed further in this Draft PEIR/PEIS.

### 3.9.1 Existing Conditions

#### Population, Housing, and Employment

Currently, the City of Long Beach is the seventh largest city in the State of California. According to the population estimates by the California Department of Finance (DOF) Demographic Research Unit, the Estimated 2015 population for the City of Long Beach, and County of Los Angeles as a whole, were 472,779 and 10,136,559 persons, respectively (SCAG 2018). As identified in Tables 3.9-1 and 3.9-2, recent growth trends projected by SCAG suggest that population, housing, and employment in both the City and the County will increase through 2040 (City of Long Beach 2017).

**Table 3.9-1  
Population, Housing, and Employment Forecasts for the City of Long Beach**

	2012	2040	Change 2012-2040	% Change 2012-2040	# of Years	Percentage of Change/Year
<b>Total Population</b>	<b>466,300</b>	<b>484,500</b>	<b>18,200</b>	<b>3.7%</b>	<b>28</b>	<b>0.14%</b>
<b>Total Households</b>	<b>163,800</b>	<b>175,500</b>	<b>11,700</b>	<b>7.14%</b>	<b>28</b>	<b>0.26%</b>
<b>Total Employment</b>	<b>153,200</b>	<b>181,700</b>	<b>28,500</b>	<b>18.6%</b>	<b>28</b>	<b>0.66%</b>

**Source:** City of Long Beach 2017; SCAG 2018 SCAG’s regional growth forecast utilizes “households,” not housing units. As defined by the U.S. Census Bureau, “households” are equivalent to “occupied dwelling units”

**Table 3.9-2**  
**Population, Housing, and Employment Forecasts for the County of Los Angeles**

	2012	2040	Change 2012-2040	% Change 2012-2040	# of Years	Percentage of Change/Year
<b>Total Population</b>	9,923,000	11,514,000	1,591,000	16.03%	28	0.57%
<b>Total Households</b>	3,257,000	3,946,000	686,000	21.15%	28	0.76%
<b>Total Employment</b>	4,246,000	5,266,000	980,000	23.08%	28	0.82%

Source: City of Long Beach 2017; SCAG 2018 <sup>1</sup>

These projected increases in population are likely attributed to the net migration of individuals moving into the region due to the recent increase in job availability (City of Long Beach 2017).

### *Population*

As shown above in Tables 3.9-1 and 3.9-2, according to the growth forecast by SCAG and the City, the City’s population is anticipated to grow by approximately 4% (approximately 0.1% per year) between 2012 and 2040.<sup>1</sup> Growth of 4% between 2012 and 2040 would be consistent with the 3.5% growth the City experienced between 2012 and 2015. Comparatively, the County is expected to experience a higher increase of approximately 16% (approximately 0.6% per year) between 2012 and 2040 (City of Long Beach 2016).

### *Households*

The GCSP does not include any residential units, land uses, or overlays, and would not allow for mixed-use residential/commercial developments. The project would not contribute to, or reduce the number of housing units within the City. However, the extent to which new jobs created by a project, such as the GCSP, are filled by existing residents is a factor that tends to reduce the growth-related effect of a project. Thus, for purposes of the impact analysis provided in Section 3.9.4, a look at the past and future jobs to housing ratio is provided below.

The “jobs-to-housing ratio” measures the extent to which job opportunities in a given geographic area are sufficient to meet the employment needs of area residents. A sub-area of the region with a jobs-to-housing ratio that is lower than the standard of the region would be considered a “jobs poor” area, indicating that many of the residents must commute to places of employment outside of that sub-area. The projected 2040 jobs-to-housing ratios for the City, subregion (Los Angeles County), and SCAG region are 1.04, 1.32, and 1.33, respectively (Table 3.9-3). As the projected 2040 jobs-to-housing ratio for the City is lower than both the subregional and regional ratio, the City would be “jobs poor,” meaning it is projected that more residents will be required to commute outside the City for employment in 2040 (City of Long Beach 2017).

<sup>1</sup> The analysis herein uses the year 2040 as the horizon year, as this is the same year the City of Long Beach expects full buildout of the General Plan.

**Table 3.9-3  
Projected Future Jobs-to-Housing Ratios**

	<b>Employment in 2040</b>	<b>Number of Housing Units in 2040</b>	<b>2040 Jobs-to-Housing Ratio</b>
City of Long Beach	181,700	175,500	1.04
Los Angeles County	5,225,000	3,946,000	1.32
SCAG Region	9,872,000	7,412,000	1.33

Source: City of Long Beach 2017

### ***Employment***

According to the U.S. Census Bureau, the top five leading employment industries in the City of Long Beach in 2012 were: 1) Health Care and Social Assistance (approx. 25,500 jobs); 2) Transportation and Warehousing (approx. 20,500 jobs); 3) Accommodations and Food Services (approx. 17,000); 3) Retail Trade (approx. 14,000); 4) Administrative and Support and Waste Management and Remediation Services (approx. 12,000 jobs); and . In 2012, manufacturing only accounted for approx. 8,000 jobs within the City of Long Beach (U.S. Census Bureau 2012).

In 2016 the number one leading employment industry was the same as 2012 with approximately 29,500 jobs. However, manufacturing jumped to the second leading employment industry with approx. 23,000 jobs in 2016 (American Fact Finder 2016).

According to SCAG’s growth forecasts, the percentage of residents employed in the City is anticipated to increase by approximately 18.6% between 2012 and 2040 (approximately 0.66% a year). As of January 2016, the City had a labor force of 283,000 people with approximately 15,500 unemployed (City of Long Beach 2017).

### **C-17 Site Closure**

In September 2013, the Department of Defense notified Boeing, manufacturer of the C-17 Globemaster military aircraft, that it would no longer place future orders for the C-17. In April 2014, Boeing announced it would close C-17 production plants by mid-2015 due primarily to the termination of Department of Defense contracts, which represented the single largest demand for the aircraft. Boeing closed the C-17 Site in December 2015. At its peak, the C-17 Site employed up to 5,000 people; however, since 2010, Boeing has steadily downsized the C-17 workforce in anticipation of the closure.

A study conducted by Economic Modeling Specialists International (EMSI) anticipated that the closure of the C-17 Site would result in an overall loss of nearly 5,000 jobs. This includes the elimination of approximately 1,158 Boeing jobs at the C-17 production site, plus an estimated 3,781 jobs in the related supply chain. EMSI’s analysis shows that for every laid-off Boeing employee, 2.68 jobs in other industries will also disappear (a job multiplier of 3.68). The EMSI study also

estimated that the closure would result in a \$417 million reduction in regional earnings, \$190 million of which stem from the jobs removed at the facility. Aside from manufacturing, engineering, and project management jobs within the aerospace/defense sector, other job losses are anticipated to occur in the service realm, including health care; retail trade; professional, scientific, and technical services; accommodation and food services; and administrative support services.

### **3.9.2 Regulatory Setting**

#### **Federal**

There are no federal laws or regulations related to housing that are applicable to the Proposed Project.

#### **State**

##### *Southern California Association of Governments*

The Southern California Association of Governments (SCAG) is a regional council consisting of the following six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. In total, the SCAG region encompasses 191 cities and over 38,000 square miles within Southern California. SCAG is the Metropolitan Planning Organization (MPO) serving the region under federal law, and serves as the Joint Powers Authority, the Regional Transportation Planning Agency, and the Council of Governments under State law.

On April 7, 2016, the Southern California Association of Governments' Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. It outlines more than \$556.5 billion in transportation system investments through 2040. The 2016 RTP/SCS integrates planning for how land is used with planning for how people get around to achieve a thoughtfully planned, maturing region where people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life.

Similar to the objectives of the GCSP, the 2016 RTP/SCS's land use strategies strive to accommodate new growth within existing urbanized areas, underutilized urban areas, and existing suburban town centers. These areas have the potential to accommodate growth by integrating land use development patterns with transportation improvements that improve accessibility, increase mobility, and encourage the use of active transportation.

### ***California Planning and Zoning Law***

The legal framework within which California counties and cities exercise local planning and land use functions is provided in the California Planning and Zoning Law (Sections 65000 through 66499.58 of the California Government Code). Under that law, each county and city must adopt a comprehensive, long-term general plan. The law gives counties and cities wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. The requirements include seven mandatory elements described in the Government Code. Each element must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and implementation measures.

Once the general plan of a county or city is adopted, it should be construed as a dynamic document, for which adaptability is a key component. Each jurisdiction frequently reviews its general plan for consistency and to ensure it addresses growth-related issues in a comprehensive manner. State law allows up to four general plan amendments per general plan element per year, so each jurisdiction can make changes as justified.

### ***California Government Code section 65450, et seq.***

California Government Code sections 65450 through 65457 governs the content and consistency of specific plans with the adopted general plan of the jurisdiction within which it is located. Specific plans shall include text and a diagram(s) which include the following: (a) the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan; (b) the proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan; (c) standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable; and (d) a program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out the above mentioned program. In addition, a specific plan shall include a statement of the relationship of the specific plan to the general plan.

## **Local**

### ***City of Long Beach General Plan***

State law mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community as discussed above. Housing policy in the state rests largely upon the effective implementation of local general plans and, in particular, local housing elements. The City of Long Beach's General Plan 2013-2021 Housing Element

identifies policies, programs and objectives that focus on the following issues: 1) conserving and improving existing affordable housing; 2) providing adequate sites for new housing; 3) assisting in the development of affordable housing; 4) removing governmental constraints to housing development; and 5) promoting equal housing opportunities for Long Beach’s population. The Housing Element includes analysis of the City’s demographic, household and housing characteristics; market, governmental, and environmental constraints; and an evaluation of land, financial, and administrative resources.

### ***City of Long Beach Zoning Regulations***

The Zoning Regulations implement the General Plan by regulating the distribution and intensity of land uses and development in such categories as residential, commercial, and industrial. Within each zoning district, the Zoning Regulations establish standards for minimum lot size; building height and setback limits; fence heights; parking; and other development parameters within each land use. Some areas of the city are "zoned" as special districts, called Specific Plan Districts. A Specific Plan is a comprehensive planning and zoning document that is specifically enabled in state planning and zoning law. A Specific Plan provides a means to establish more specific land use regulations and design standards for properties and areas requiring special attention or treatment. A Specific Plan serves as a policy and regulatory document, with policy direction and project development concepts consistent with the General Plan.

### **3.9.3 Thresholds of Significance**

The following significance criteria are based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines (14 CCR 15000 et seq.), and will be used to determine the significance of potential population and housing impacts. Impacts would be significant if the Proposed Project would:

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

The IS found that the Proposed Project would have no impact as it relates to displacing substantial numbers of existing housing, or substantial numbers of people (Appendix A-1). As such, these impacts will not be addressed further in this Draft PEIR/PEIS.

### 3.9.4 Impacts Analysis

- a) *Would the project 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)?*

Population growth, in and of itself, does not constitute a physical impact on the environment. However, population growth is relevant in that it may generate secondary environmental impacts as defined under the CEQA, such as increased demands for public services, surpassing of infrastructure capacities, or increased traffic congestion and resulting air pollutant emissions. These indirect environmental effects related to population growth are addressed in the applicable sections of this Draft PEIR/PEIS.

The GCSP does not include any zoning for residential land uses that could directly induce population growth. The Plan Area is highly urbanized, already built out, and has the infrastructure to support new commercial and industrial development as would likely be built under the GCSP. While the GCSP does not include plans for residentially zoned areas, which could directly induce population growth, the GCSP does have the potential to induce growth through the increase in the number of jobs available within the Plan Area. While the GCSP could increase the number of jobs available relative to the number of jobs that are currently available, increase in employment during construction and operation are not expected to cause a significant number of people to move into the City from areas outside the City.

The following analysis addresses the different geographic areas of the GCSP (Central Core, Northern, Southern, and Southeastern Areas) to determine if the zoning and development regulations under the GCSP would significantly change or increase the amount of development that was planned for in the City's General Plan, and regional growth projections, thus leading to potential population growth.

#### **Central Core – Industrial**

The Central Core of the Plan Area would primarily be designated as Business Park (BP), however, it also includes General Industrial (IG), Community Commercial (CC), Industrial Commercial (CC), and Airport (AP) districts, as well as the Cherry Avenue Corridor Overlay. According to the City's Zoning Map, existing zoning in the Central Core area includes General Industrial (IG) and PD-19 which includes industrial (light and heavy) uses, Office/Professional, Wholesale Storage, and Airport Facilities. This portion of the Plan Area also includes the former C-17 Site, which is envisioned to be a campus-style environment that supports a range of employment uses, including office, research and development, light industrial, warehousing/distribution, and aviation-related uses. The

2019 General Plan Land Use Element classified portions of this area as the Industrial, Regional-Serving Facility, and Neo-Industrial, Community Commercial Place Types. Thus, future zoning and development regulations, as proposed under the GCSP for the Central Core Plan Area would be consistent with what was planned for and envisioned in the City’s 2019 General Plan Land Use Element.

#### **Northern Area – Auto-Oriented Commercial**

The Northern Area of the GCSP would be designated as Community Commercial (CC), Industrial Commercial (IC), and Airport (AP) districts with Aviation-Related Use Overlays. The Northern Area is envisioned to be an auto-oriented commercial area, which is consistent with the existing environment, which includes auto-service shops, car dealerships, and strip commercial centers. According to the City’s Zoning Map, existing zoning in the Northern Area include Commercial and Light Industrial (IL). The 2019 General Plan Land Use Element classified portions of this area as the Community Commercial PlaceType. Thus, future zoning and development regulations as proposed under the GCSP for the Northern Area would be generally consistent with what was planned for and envisioned in the City’s 2019 General Plan Land Uses Element.

#### **Southern Area – Commercial/Industrial**

The Southern Area of the GCSP would be designated as General Industrial (IG) and Open Space (OS) districts. The area along Cherry Avenue designated as General Industrial also includes the Cherry Avenue Corridor Overlay. According to the City’s Zoning Map, existing zoning in the Southern Area include Commercial, General Industrial, Medium Industrial, Public Right-of-Way, and Park. This portion of the Plan Area includes large-scale industrial operations and warehouses west of Cherry Avenue, as well as, an open space (Willow Springs Park) area designated to preserve an area at the southeast corner of Spring Street and California Avenue. The 2019 General Plan Land Use Element classified portions of this area as the Industrial, Neo-Industrial, Community Commercial, and Open Space PlaceTypes. Future zoning and development regulations as proposed under the GCSP for the Southern Area would be consistent with what was planned for and envisioned in the City’s 2019 General Plan Land Use Element.

#### **Southeastern Area – Industrial**

The Southeastern Area of the GCSP would be designated as Business Park (BP), Industrial Commercial (IC) (with and without Runway Safety Zone Overlay), General Industrial (IG), and Airport (AP) districts. The area designated with the Airport (AP) district in this portion of the Plan Area is airport-owned land comprised of FBOs, including the Pilot Shop, Long Beach Flying Club, and a Flight School. The remaining portions of this area currently

consist of warehouse uses and construction. According to the City’s Zoning Maps, existing zoning in the Southeastern Area include General Industrial, Light Industrial, and Planned Development (PD-13). The 2019 General Plan Land Use Element classified portions of this area as the Industrial and Regional-Serving Facility PlaceTypes. Future zoning and development regulations as proposed under the GCSP for the Southeastern Area would be consistent with what was planned for and envisioned in the City’s 2019 General Plan Land Use Element.

Therefore, similar to the other areas described above, the GCSP would not substantially alter existing land uses, rather it would place zoning districts over areas with similar built environments and provide a set of development regulations to guide future development in those districts. Although the types of land uses would be similar under the GCSP, the development regulations would improve overall design, create pedestrian facilities, and incorporate transportation elements to improve the overall accessibility, walkability, and visual appeal.

### **Conclusion**

The extent to which new jobs created by a project are filled by existing residents is a factor that tends to reduce the growth-related effect of a project. While the GCSP is a planning document and does not include any physical improvements or projects at this time, future development facilitated by project approval would create a number of temporary, construction related jobs, as well as permanent jobs associated with the new developments. As indicated in Table 3.9-3, the City of Long Beach is expected to have a jobs-to-housing ratio of 1.04 by 2040, which is lower than Los Angeles County and the SCAG region by 0.28 and 0.27, respectively (City of Long Beach 2017, see Table 3.9-3). This means that the City is considered to be “jobs poor,” indicating that many of the residents must commute to places of employment outside of the City. While it is uncertain where future places of residence would be for employees working within the Plan Area due to the City’s projected jobs-to-housing ratio (1.04 by 2040), it is reasonable to assume that a large percentage of these jobs would be filled by persons already living within the City. Therefore, a substantial increase in population as a result of future employment opportunities potentially facilitated by the GCSP is not anticipated.

In addition, due to the significant job loss that resulted in the area from closure of the C-17 Site, which is evident by the number of manufacturing jobs lost from 2010 to 2016, the new jobs created by the GCSP would likely be replacing those that were lost in the area due to closure of the C-17 site. A principal goal of the GCSP is to stimulate economic growth and attract businesses that replenish high-quality jobs lost from the closure of the former Boeing C-17 manufacturing plant.

As noted in Chapter 2.0, Project Description, of this Draft PEIR/PEIS, a 2018 market study indicated that warehouse and distribution uses were identified as the highest demand industrial sector over at least the next ten years. The job projections for the GCSP 2040 horizon year are shown in Table 4, Job Growth Projections, 2018-2045 and Beyond. As of 2020, there are an estimated 3,700 existing jobs in the Plan Area. Ultimately, more than 1,200 of these jobs are planned to be replaced by new development and new jobs. During the 2020-2040 period, it is projected that more than 700 of these would be replaced, leaving about 3,000 existing jobs on site in 2040. Combined with the growth, the total job count in the Plan Area in 2040 is estimated to be 7,880.

For comparison, SCAG projects the City of Long Beach as a whole to add 15,900 jobs during this period (2016 RTP). Accounting for the loss of some existing jobs as discussed below, the Plan Area would account for about one third of total citywide net job growth. Other areas of the City are largely built-out and redevelopment would not facilitate achievement of the projected job creation envisioned in the 2016 SCAG RTP/SCS. Additionally, as shown on Table 3.9-1, the City would experience an increase in 28,500 jobs from 2012 to 2040. Thus, the Project's estimated 7,880 additional jobs would be consistent with SCAG's employment forecasts for the City. Implementation of the GCSP would provide a planning framework for development of uses with an established employment density. This would represent a shift of jobs to the Plan Area, but would not exceed the overall projections for jobs in the City of Long Beach in the 2040 horizon year.

#### ***CEQA Impact Determination***

Although the GCSP would allow for new employment opportunities in the City of Long Beach through the year 2040, it would be consistent with SCAG's regional growth forecasts for employment in the same horizon year (Table 3.9-1 and 3.9-2). The City would experience an increase in 28,500 jobs from 2012 to 2040. Thus, the Project's estimated 7,880 additional jobs would be consistent with SCAG's employment forecasts for the City. Therefore, the Proposed Project would not foster growth in excess of what was assumed in projections made by regional planning agencies (e.g., SCAG). Implementation of the GCSP would not result in direct or indirect substantial population growth and impacts would be **less than significant** under CEQA. No mitigation is required.

#### ***NEPA Impact Determination***

Although the GCSP would allow for new employment opportunities in the City of Long Beach through the year 2040, it would be consistent with SCAG's regional growth forecasts for employment in the same horizon year (Table 3.9-1 and 3.9-2). Therefore, the Proposed Project would not foster growth in excess of what was assumed in projections

made by regional planning agencies (e.g., SCAG). Implementation of the GCSP would not result in direct or indirect substantial population growth and there would be **no adverse effect** under NEPA.

### **3.9.5 Cumulative Impacts**

As defined in the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for population, housing, and employment. The cumulative study area used to assess potential cumulative population and housing impacts includes the City of Long Beach and the County of Los Angeles because employees of the GCSP may live within or outside the City’s jurisdictional boundaries.

As shown in Tables 3.9-1 and 3.9-2, the City’s population and employment numbers are anticipated to increase by 18,200 and 28,500 respectively by 2040, and the County’s employment numbers are anticipated to increase by 980,000 by 2040. Therefore, while the GCSP would allow for 7,880 new employment opportunities in the City of Long Beach through the year 2040, it would be consistent with SCAG’s regional growth forecasts for population and employment in the same horizon year.

As stated in the impact analysis above, the proposed GCSP would not significantly change, alter, or increase the amount of development compared to what currently exists within the Plan Area or what was assumed in local and regional planning documents. Therefore, future zoning and development regulations as proposed under the GCSP for the Southern Area would be consistent with what was planned for and envisioned in the City’s General Plan.

While it is uncertain where future places of residence would be for employees working within the Plan Area, due to the City’s projected “poor” jobs-to-housing ratio (1.04 by 2040), it is reasonable to assume that a large percentage of these jobs would be filled by persons already living within the City. Therefore, a substantial increase in population as a result of future employment opportunities potentially facilitated by the GCSP is not anticipated.

The proposed GCSP would allow for future development and redevelopment since the Plan Area is primarily built out, within designated zoning districts and according to the specified development regulations. The different zoning districts under the GCSP include Business Park (BP), Industrial Commercial (IC), General Industrial (IG), Community Commercial (CC), Open Space (OS), Airport (AP), Runway Safety Zone Overlay, and Cherry Avenue Corridor Overlay. These zoning districts would provide for a diversified economic base and increased employment opportunities for the City and its current and future residences. The Proposed Project would help meet the cumulative demand of employment that will result from the City’s projected future population. Therefore, since the project would not induce substantial population growth, a

cumulatively considerable effect would not result when combined with population growth caused by other projects within the City or County. Effects of substantial population growth when combined with other future projects would **not be cumulatively considerable**.

### 3.9.6 Mitigation Measures

Potential impacts associated with growth inducement are considered **less than significant** and no mitigation is required.

### 3.9.7 Significance After Mitigation

As indicated in the impact analysis above, impacts associated with the GCSP and the potential for induced population growth would be **less than significant**.

### 3.9.8 References

City of Long Beach. 2017. Program EIR for the Land Use and Urban Design Element.

City of Long Beach. 2019. General Plan. Land Use Element. December 2019.

<http://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/advance/lueude/land-use-element-final-adopted-december-2019>.

City of Long Beach 2013-2021 Housing Element. <http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=4185>

SCAG 2018. California Department of Finance. Report E-1 Population Estimates for Cities, Counties, and the State. Website: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php>