4.8 LAND USE

INTRODUCTION

This section describes the existing land uses on the proposed Alamitos Bay Marina Rehabilitation Project site and in its vicinity and evaluates the compatibility of the proposed project with surrounding land uses and relevant policy and planning documents. Information presented in this section is based on information provided in the City of Long Beach (City) General Plan, Zoning Code, Alamitos Bay Marina Master Plan, and the City Parks, Recreation, and Marine Strategic Plan.

4.8.1 EXISTING ENVIRONMENTAL SETTING

The Alamitos Bay Marina (Marina) project area lies adjacent to and northwest (upshore) of the mouth of the San Gabriel River at the Pacific Ocean. The Marina facilities are operated by the City of Long Beach Marine Bureau and are primarily accessible from Pacific Coast Highway (PCH) and Second Street. Alamitos Bay Marina was constructed and opened in the late 1950s and early 1960s. From the ocean, the Marina entrance is approached from the south between two jetties, each marked by a light on the seaward end. There are currently 1,997 slips located throughout the Marina.

Alamitos Bay contains 7 miles (mi) of inland waterways for recreational water-related uses and includes private dock and slip facilities, guest slips, and a fuel dock. The Marina comprises eight basins, as illustrated on Figure 3.2, Alamitos Bay Marina Basin Locations (see Section 3.0, Project Description). The proposed project includes renovations to Basins 1–7. Basin 8 is not included in the project. Basins 1 through 3 are located adjacent to Marina Drive, south of Second Street. Basin 4 is located along East Appian Way on the southeast corner of Naples Island, adjacent to the Long Beach Yacht Club. Basin 5 is located adjacent to the Alamitos Bay Yacht Club on Ocean Boulevard. Basin 7 is located on Ocean Boulevard to the northwest of Basin 5. Basin 6 comprises two separate areas known as Basin 6-South (Basin 6-S) and Basin 6-North (Basin 6-N). Basin 6-S is located at the northernmost end of Marina Pacifica Drive and Basin 6-N is located northeast of Basin 6-S, adjacent to the Marina Pacifica Mall on PCH. Each of the seven basins has a differing number of slips available to boaters, ranging from 20 to 120 feet (ft) in length.

The project area also includes a proposed water open space/habitat mitigation site on the northeast shore of Marine Stadium. The open space/habitat mitigation site is located within a City-owned storage area that is currently used, in part, to store impounded items. An area of
approximately 218 ft by 105 ft would be excavated, and the existing rock revetment along Marine Stadium would be relocated to the eastern boundary of the site to allow the area to fill with water from the adjacent channel (see Figure 3.14, in Section 3.0, Project Description). The new open space area would be planted with eelgrass to mitigate the project’s potential impacts to this marine resource.

### 4.8.1.1 Land Uses Surrounding the Project Area

The land uses surrounding the basins are primarily residential, but also include areas of commercial development, marine-related commercial uses, a shipyard, yacht and sailing clubs, and public beaches.

Basins 1, 2, and 3 are surrounded by harbor parking areas and commercial uses, including several restaurants and marine-related retail uses. The Navy Yacht Club of Long Beach and the Seal Beach Yacht Club are both located on Marina Drive near Basin 2. Commercial uses, including a hotel, are located across Marina Drive from Basins 2 and 3. A fuel dock is located west of Basin 1, just inside the entrance to the Marina.

Basin 4, located across the water from Basin 3 on Naples Island, is surrounded by residential uses and is adjacent to the Long Beach Yacht Club. Basin 5 is located at the southeast end of the Alamitos Bay Peninsula, adjacent to the Alamitos Bay Yacht Club.

Land uses adjacent to Basin 6-N include the Marina Pacifica Mall commercial center, which is located on PCH. Residential uses and private slips are located across the channel from Basin 6-N. Basin 6-S is adjacent to the residential community of Marina Pacifica, with additional residential uses located across the channel from the basin.

Land uses surrounding Basin 7 include residential uses on the Alamitos Bay Peninsula and residential uses across the channel on Naples Island. The United States Sailing Center Long Beach is located adjacent to Basin 7.

Land uses adjacent to the project eelgrass mitigation area on the northeast shore of Marine Stadium include: open space/trails along Marine Stadium to the north, City-owned boat storage areas to the south along Marine Stadium, and a City-owned storage area on Boathouse Lane to the southeast.

### 4.8.2 REGULATORY SETTING

#### 4.8.2.1 State Sovereign Lands/State Tidelands Grant

The State of California (State) acquired ownership of all previously ungranted tidelands, submerged lands, and beds of navigable waterways upon its admission to the United States in
1850. The State holds these lands for the benefit of all the people of the State for waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space purposes. The State Lands Commission (SLC) has the review responsibility for tidal and submerged lands legislatively granted in trust to local jurisdictions. All tidelands and submerged lands, granted or ungranted, are subject to the Common Law Public Trust, which is a sovereign public property right held by the State-delegated trustee for the benefit of all people. The City’s ordinances and land use regulations govern land uses in and around the project area.

The tidelands at the Marina are held in trust by the City in accordance with the State Tidelands Grant, which grants to the City “all the tide lands and submerged lands, whether filled or unfilled, within the present boundaries of said city, and situation below the line of mean high tide of the Pacific Ocean, or of any harbor, estuary, bay or inlet within said boundaries, to be forever held by said city...”

4.8.2.2 California Coastal Act/Local Coastal Program/Coastal Development Permit

The California Coastal Act of 1976 (Coastal Act) was created to: (1) protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and man-made resources; (2) ensure orderly, balanced utilization and conservation of Coastal Zone resources that take into account social and economic needs; (3) maximize public access to and along the coast and public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners; (4) ensure priority for coastal-dependent development over other development on the coast; and (5) encourage State and local cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses in the Coastal Zone. The Coastal Act requires all cities located within the Coastal Zone to adopt a Local Coastal Program (LCP). The LCP is used by cities to regulate local land uses and development in a manner that is consistent with the goals of the Coastal Act. Specifically, LCPs identify the location, type, densities, and other land use policies for future development within the Coastal Zone of a jurisdiction.

The project site is located entirely within the Coastal Zone, as shown on Figure 4.8.2, and is under the land use planning and regulatory jurisdiction of the City and the California Coastal Commission (CCC). An LCP governing land uses within and around the Marina was adopted by the City Council on February 12, 1980, and certified by the CCC on July 22, 1980. After the CCC has certified an LCP, the primary responsibility for issuing Coastal Development Permits (CDPs) is transferred from the CCC to the local government for all nonshore/nonwater projects in the Coastal Zone. However, the CCC retains permanent coastal permit authority over areas on the water, immediate shoreline, tidelands, submerged lands, and coastal-oriented bodies of water, such as the Marina. The CDP process regulates improvements in the Coastal Zone. Projects proposed within the Coastal Zone are required to
obtain a CDP prior to commencement. Because the proposed project area includes open coastal water and tidal and submerged lands, the CCC is the agency that would act upon the CDP request for this project.

4.8.2.3 Southern California Association of Governments Regional Comprehensive Plan

The Southern California Association of Governments’ (SCAG) Regional Comprehensive Plan (RCP) is a regional policy document that responds to Southern California’s housing, traffic, water, air quality, and other regional challenges. The plan is a collaborative effort to address the region’s challenges and set a path forward. The RCP ties together SCAG’s role in transportation, land use, and air quality planning and further promotes environmental policies. Second, it recommends key roles and responsibilities for the public and private sectors and requests that reasonable policies be implemented.

The RCP’s objective is to balance resource conservation, economic vitality, and quality of life. The plan lays out a long-term planning framework that responds to growth and infrastructure challenges in a comprehensive way. Local governments are asked to consider the plan’s recommendations in General Plan updates, municipal code amendments, design guidelines, incentive programs, and other actions.

4.8.2.4 SCAG Regional Transportation Plan

The SCAG Regional Transportation Plan (RTP) is a regional policy document that responds to Southern California’s regional traffic challenges. The goals of the RTP are to maximize mobility and accessibility, ensure safety and reliability, preserve our transportation system, maximize productivity of our transportation system, protect the environment and encourage land use and growth patterns that complement the transportation system. The RTP policies were developed to guide the development and reflect the transportation priorities of the region. Through its policies, the SCAG RTP relies on a number of strategies to address the region’s transportation needs. These include an increased focus on operational, management, and preservation strategies; land use integration with transportation investments; strategic system expansion investments; and innovative financing mechanisms.

4.8.2.5 SCAG Compass Blueprint

This planning program presents the comprehensive Growth Vision for the six-county SCAG region. The Compass Blueprint aspires to link land use and transportation planning in the region, and is a planning tool for regional growth. The Compass Blueprint encourages focusing growth in existing and emerging centers and along major transportation corridors, creating significant areas of mixed-use development and walkable communities, targeting
growth around existing and planned transit stations, and preserving existing open space and stable residential areas.

4.8.2.6 City of Long Beach General Plan

The City General Plan (General Plan) provides goals, objectives, and policies that guide City decision-makers in directing future growth and development. A General Plan must contain at least seven elements: Land Use, Transportation, Housing, Conservation, Noise, Open Space and Recreation, and Safety. The City’s Seismic Safety and Air Quality Elements are optional components of its General Plan. Each element discusses in detail official policies and programs the City has adopted regarding each topic.

Land Use Element. The Land Use Element of the General Plan was adopted in 1989. The Land Use Element regulates the types of use and land use intensity within the City. Figure 4.8.1 illustrates the General Plan land use designations for the project site and adjacent areas. The General Plan land use designation for most of the project site is “Open Space and Parks” Land Use District (LUD) No. 11 by the Land Use Element of the General Plan. The Open Space and Park District is intended to provide for “preserving natural habitat areas and promoting the mental and physical health of the community through recreational, cultural, and relaxation pursuits. Parks are characterized by open spaces devoted to leisure activities including the enjoyment of nature, wildlife, cultural heritage, sports, and similar activities.”

A small portion of the site, located on the northeast shore of Marine Stadium, is designated as “Mixed Use” LUD No. 7 in the Land Use Element of the General Plan. The mixed-use land use accommodates a wide range of uses including residential, commercial, and public.

City of Long Beach Open Space and Recreation Element. The City’s Open Space and Recreation Element of the General Plan designates the project site as a “Special Use Park” because of the Marina’s boating amenities. There are several goals/objectives, policies, and programs in the element that are applicable to the proposed project, as listed below:

- Preserve, enhance and manage open areas to sustain and support marine life habitats. (Goals/Objectives 2.4)
- Provide the recreational resources the public wants. (Goals/Objectives 4.4)
- Make all recreation resources environmentally friendly and socially and economically sustainable. (Goals/Objectives 4.5)
• Create additional recreation open space and pursue all appropriate available funding to enhance recreation opportunities. (Open Space and Recreation Element, Policy 4.1)
• Fully maintain public recreation resources. (Goals/Objectives 4.7)
• Provide access to recreation resources for all individuals in the community. (Goals/Objectives 4.10)
• With the help of the community, plan and maintain park facilities at a level acceptable to the constituencies they serve. (Open Space and Recreation Element, Policy 4.6)
• Give special consideration to handicapped and disadvantaged residents in accessing public recreation resources. (Open Space and Recreation Element, Policy 4.13)

City of Long Beach Conservation Element. The Conservation Element of the City’s General Plan was adopted in 1973. The Conservation Element addresses the management of natural resources and areas of special interest within the City. There are several goals in the element that are applicable to the proposed project, as listed below:

• To assure that the waters of San Pedro and Alamitos Bays and Colorado Lagoon are maintained at the highest quality feasible in order to enhance their recreational, and commercial utilization. (Water Resource Management Goal)
• To enforce existing controls and ordinances regulating waste discharge from vessels. (Water Resource Management Goal)
• To preserve and enhance the open space opportunities offered by the inland waterways of the City through improved access and beautification. (Water Resource Management Goal)

4.8.2.7 City of Long Beach Zoning Code

Zoning is the division of a City into districts and the application of development regulations specific to each district. It is the intent of the City to have consistency between the General Plan Land Use Element and the Zoning Ordinance in order to ensure that long-term goals and objectives are implemented through land use regulations and other tools. The zoning ordinance and zoning designations of the land are primary tools implementing the City’s General Plan. Figure 4.8.3 illustrates the existing zoning designations for the project site and surrounding areas. The project area includes water areas and land areas that are zoned Park (P), Southeast Area Development and Improvement Plan – SEADIP (PD-1), and Long Beach Marina Planned Development Plan (PD-4).

Planned development districts in the City were established to allow flexible development plans to be prepared for areas of the City that may benefit from the formal recognition of unique or special land uses and the definition of special design policies and standards not
otherwise possible under conventional zoning district regulations. As shown on Figure 4.8.3, Basins 1 through 3 are in the PD-4 zoning district, and their respective parking areas are zoned PD-1. The intent of the PD-4 designation is to provide a set of land use regulations specific to the Marina, due to its unique land use.

4.8.2.8 City of Long Beach Parks, Recreation, and Marine Strategic Plan

The City Department of Parks, Recreation and Marine developed a departmental Strategic Plan in April 2003. The departmental Strategic Plan assessed recreation needs and objectives citywide. There are several strategies in this plan that apply to the proposed project, as listed below:

- Focus on improving the level of safety within City parks and recreational facilities. (Strategy 7, page 45)
- Focus on improving the condition of Department parks and recreational facilities. (Strategy 8, page 54)
- Establish lifetime use opportunities. Recreation programs and facilities will be designed to develop and serve a lifetime user through active, passive, and educational experiences. (Strategy 9, page 62)
- Improve and modernize marina conditions, infrastructure, and amenities. (Strategy 18, page 75)
- Improve the level of safety within City marinas. (Strategy 20, page 75)

4.8.2.9 Alamitos Bay Master Plan

In 1999, the City Planning Commission recommended the completion of an Alamitos Bay Master Plan (included in Appendix H). As part of the process, discussion regarding the reconstruction of the Marina ensued, which included discussion of slip mix. The popular opinion was that the Marina should continue to be recognized as a small craft Marina and, as such, should include slips as small as 20 ft. The Alamitos Bay Master Plan (adopted July 2001) did not include specific slip mix recommendations, but did initiate the evaluation of slip mix in the Marina.

City staff coordinated with CCC staff at that time to discuss the Master Plan and the future slip mix. As a result, the proposed project’s slip mix reflects a Marina that contains approximately 25 percent slips 25 ft and less (20s and 25s), 39 percent slips 30 ft and less (20s, 25s, and 30s), 58 percent slips 35 ft and less (20s, 25s, 30s, and 35s), and 81 percent slips 40 ft and less. These are cumulative percentages of slip sizes, meaning that each range of slip sizes includes the cumulative total of all boats in that range and smaller.
The following recommendations were included in the Master Plan and are applicable to the proposed project:

- Due to significant safety and visibility concerns, slips protruding further into the Bay in 1 and 2 should not be included in the Marina rebuild.
- The current ratio of “boat length to slip length” overhang rules should be retained for the rebuild of the Marina.
- The City should make a guarantee to the current slip renters that they will not be displaced as part of a rebuild except within the Marina.
- The current marine safety/fire vessel slips should be reconfigured and enhanced in order to accommodate the dredge and docks now posing a channel-narrowing eyesore under the Davis Bridge. If this is not possible, another parking for the dredge and supporting docks should be identified.
- The width of the navigable channel should be maintained in all cases.
- In the reconstruction of the Marina, every effort should be made to preserve the use of as many existing pilings, head walls, and sea walls as possible.
- All nondockside mooring should continue to be prohibited.
- As the Marina is rebuilt, it should be dredged to the original construction depth. If possible, the dredged material should be disposed of outside the Bay to prevent rapid refill.
- Boat owners’ restrooms should be remodeled and brought up to current standards, and a separate restroom facility for the public should be added at each location.
- As a general statement, the Marina and land areas of Alamitos Bay should be developed to enable their highest and best use, responding to market forces and the desires of the community, while remaining sensitive to the need for prudent management and consideration of the unique characteristics of the site.
- Construction should incorporate durable, high-quality materials and workmanship utilizing contemporary design standards, and should be completed at a reasonable cost, incorporating new and/or existing infrastructure. The completed project should be functional and inviting, and should meet the needs of users and lessees.
- The City should aggressively pursue State, federal, and private grant funds for development and maintenance of the Marina.
4.8.3 METHODOLOGY

Land use impacts are assessed based on physical effects related to land use compatibility (e.g., air quality, aesthetics, and circulation) and consistency with adopted plans and regulations. Specifically, this section of the EIR addresses the potential environmental impacts related to:

- **Land Use**
  - On-site land uses
  - Adjacent land uses

- **Plans and Regulations**
  - Coastal Act
  - City of Long Beach LCP
  - City of Long Beach General Plan
  - City of Long Beach Parks, Recreation, and Marine Strategic Plan
  - City of Long Beach Alamitos Bay Marina Master Plan
  - City of Long Beach Zoning Code

4.8.4 THRESHOLDS OF SIGNIFICANCE

The proposed project may have a significant impact on the environment if any of the following occur:

- Physically divide an established community
- 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, LCP, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect
- Substantially conflict with existing on-site or adjacent land uses
- Conflict with any applicable Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP)
4.8.5 IMPACTS AND MITIGATION MEASURES

4.8.5.1 Less Than Significant Impacts

The following impacts that could result from implementation of the proposed project were evaluated and are considered less than significant.

Physically Divide an Established Community. The project site is presently used for park and recreation activities. The proposed project would renovate the existing Marina facilities and enhance the existing recreational boating facilities within Alamitos Bay. In addition, the proposed project would develop an eelgrass habitat area on the northeast shore of Marine Stadium. The proposed project would maintain recreational uses within the project area. The Marina is an existing recreational/open space use that would continue with implementation of the proposed project. The new habitat area would convert a portion of City-owned storage area to a habitat area adjacent to Marine Stadium. This change is limited to a small portion of the project site. Therefore, the proposed project would not divide an established community or disrupt the existing physical arrangement of the surrounding area. Hence, impacts related to this issue would not occur.

Conflict with Existing Land Uses at Alamitos Bay Marina. Existing on-site facilities include 13 restrooms, parking, boat slips, and associated Marina facilities. The proposed project consists of a number of improvements to the existing Marina, including: dredging the Marina seafloor, replacing and/or upgrading 13 restrooms and the associated water and sewer lines, repairing the sea wall, complete dock and piling replacement, replacing the pavement in the Marina parking lots, and development of an eelgrass habitat area. The proposed project involves improvements to the existing amenities within the Marina, and would not involve changes to, or conflicts with, the existing land uses within the project area. The project is specifically intended to upgrade and extend the useful life of the existing Marina uses. In addition, the proposed project would not be in conflict with the existing recreation opportunities, open space, or natural resource uses at the Marina. Therefore, project implementation would not result in land use conflicts within the project area.

Conflict with Existing Adjacent Land Uses. Land use compatibility and operational conflicts are considered significant if they lead to substantial physical impacts on persons living or working in the area. Such incompatibilities and conflicts are characterized by substantial nuisances, such as significant unmitigated increases in traffic, noise, odor, activity level, or substantial incongruity and conflict (physical and visual) with adjacent land uses.

As described previously, the proposed project consists of various infrastructure and recreational improvements to the project area. The land uses and intensity of uses on the
The project site will remain generally the same after implementation of the Marina improvements. The only change in use involves development of the open space/habitat mitigation site, which would convert a City-owned storage area (located adjacent to Marine Stadium’s northeast shore) to an eelgrass habitat mitigation area. The development of the open space/eelgrass habitat area would be consistent with the existing low-intensity uses and would complement the marine environment of Marine Stadium and the open space/recreational uses to the adjacent north, which contain walking trails. The newly developed habitat area would be adjacent to the City’s existing storage area to the south and bound by Boathouse Lane on the northeast side, as shown in Figure 3.14 in Section 3.0, Project Description.

Because there are no new uses being proposed other than the eelgrass mitigation site, and because the proposed project would not alter the Marina’s physical recreational environment, the proposed project would not result in any adverse impacts to adjacent properties. Conversely, the proposed project is anticipated to benefit the surrounding area as the recreation and open space environment of the Marina would be improved and enhanced in the numerous ways detailed above. Therefore, significant land use impacts to adjacent properties would not occur with implementation of the project, and no mitigation is necessary.

Compatibility with Land Use Plans. The project site is under the land use planning and regulatory jurisdiction of the City and the CCC. The Marina is owned and operated by the City, which has the primary authority for development, maintenance, and operation of uses within the Marina. The City’s Marine Bureau is responsible for the daily operations within the Marina. The proposed renovations to the existing Marina facilities are intended to enhance the public’s access and recreational opportunities provided within the Marina and are a continuation of existing land uses, consistent with existing land use plans, policies, and regulations. The proposed project’s consistency with applicable City and CCC land use plans and policies is discussed in more detail below.

State Sovereign Lands/State Tidelands Grant. The proposed project will not conflict with the State Tidelands Grant and does not entail the sale or conveyance of any tidelands to a private entity; the Marina will remain under the control of the City. In accordance with the conditions in the Tidelands Grant for the City, the proposed project entails the maintenance and the improvement of a harbor and ensures that the lands will remain available for public use as outlined. In addition, the project would ensure that the existing recreation and commercial fishing uses continue, consistent with the Tidelands Grant requiring that actions associated with the harbor be necessary or convenient to accommodate commerce and navigation. Therefore, impacts related to consistency with
the State Tidelands Grant are considered less than significant, and no mitigation is required.

**California Coastal Commission/California Coastal Act/Local Coastal Program.** The Bay Marina is located entirely within the Coastal Zone as defined by the Coastal Act. The Coastal Act was created to: (1) protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and man-made resources; (2) ensure orderly, balanced utilization, and conservation of Coastal Zone resources, taking into account the social and economic needs; (3) maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners; (4) ensure priority for coastal-dependent development over other development on the coast; and (5) encourage State and local cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses in the Coastal Zone.

The Coastal Act requires all cities located within the Coastal Zone to adopt an LCP. The LCP is used by cities to regulate local land uses and development in a manner that is consistent with the goals of the Coastal Act. The City has an LCP that was certified by the CCC in 1980 and that governs permitted uses, activities, and development within Alamitos Bay and the existing basins/Marina facilities. The proposed renovation project is consistent with the policies and guidelines contained in the LCP, which state that the use of Alamitos Bay should be primarily recreational.

Although the City-certified LCP includes the project area, the CCC retains jurisdiction over all areas seaward of the mean high tide line, tidelands, and submerged lands (Section 30519 of the Coastal Act). Basins and Marinas included in this project are under the jurisdiction of the CCC. Projects proposed within the Coastal Zone are required to obtain a CDP prior to commencement (e.g., demolition or construction). Therefore, the appropriate standard for review is the project’s consistency with the Coastal Act.

The Coastal Act identifies Coastal Resources Planning and Management Policies (Chapter 3, Section 30200 et seq.) that address the following issue areas:

- Public Access
- Recreation
- Marine Environment
- Land Resources
• Development

• Industrial Development

Table 4.8.A outlines the applicable Coastal Act policies and discusses the project’s consistency with each applicable policy. Several policies are not included in Table 4.8.A because they address issues that are not relevant to the proposed Marina renovations and do not apply to an existing and operating Marina facility. Policies not included in the discussion include the following: access and development policies for new development projects; development of private, upland, and agricultural lands; construction altering the natural shoreline; water supply and flood control projects; and policies related to industrial developments.

As indicated above, the policies within Chapter 3 of the Coastal Act are intended to provide protection for suitable ocean front lands to be used for water-oriented and recreational purposes. The proposed project is consistent with the intent of these policies. The project consists of improvements to the existing water-oriented, recreational- and visitor-serving facilities within the basins of the harbor. In addition, the proposed project would further increase public recreational opportunities by providing an upgraded facility that is Americans with Disabilities Act (ADA) compliant and consistent with current boating needs and market trends. As indicated in Table 4.8.A, the proposed project is consistent with applicable Coastal Act policies, and impacts are therefore considered less than significant.

**SCAG’s Regional Policies.** As detailed previously, SCAG’s Regional Policy documents respond to Southern California’s housing, traffic, water, air quality, and other regional challenges. The RCP’s objective is to balance resource conservation, economic vitality, and quality of life. The RTP is a regional policy document that responds to Southern California’s regional traffic challenges. In addition, the SCAG Compass Growth Vision provides policies to direct growth related to mobility, livability, prosperity, and sustainability.

These plans include various policies that are applicable to the proposed project. Table 4.8.B outlines the applicable policies and discusses the project’s consistency with each applicable policy. Some SCAG policies are not included in Table 4.8.B because they address issues that are not relevant to the proposed project. However, some seemingly irrelevant policies have been included in Table 4.8.B at the request of SCAG in response to the Notice of Preparation for the proposed project.
### Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Section 30210</strong>: In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs, and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.</td>
<td>The proposed project provides for enhanced public access through the rehabilitation of the Alamitos Bay Marina’s (Marina) access facilities including docks and gangways. The project includes installation of Americans with Disabilities Act (ADA) compliant facilities, including ramp access to the docks, thereby increasing public access and improving public safety. Therefore, the proposed project is consistent with California Coastal Act (Coastal Act) Section 30210.</td>
</tr>
<tr>
<td><strong>Section 30211</strong>: Development shall not interfere with the public’s right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.</td>
<td>The project will not interfere with the public’s right of access. The project will upgrade the existing Marina facilities and provide additional access through the installation of new ADA-compliant facilities. The project will maintain the existing coastal access for the public, which will serve local and regional visitors and enhance the existing public recreational opportunities. Therefore, the proposed project is consistent with Coastal Act Section 30211.</td>
</tr>
<tr>
<td><strong>Section 30213</strong>: Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</td>
<td>The proposed project includes renovations to several publicly accessed areas and walkways within the Marina. In addition, the project does not remove or preclude the use of passive recreational activities currently available in the Marina, such as sightseeing, and ensures that public access to low-cost recreational facilities is protected and enhanced. Therefore, the proposed project is consistent with Coastal Act Section 30213.</td>
</tr>
</tbody>
</table>
Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.</td>
<td>The Marina has been in operation since the late 1950s/early 1960s. Renovating the docks, restrooms, and parking areas shows a commitment by the City of Long Beach (City) to the long-term use of this area as a water-oriented recreational facility, consistent with Coastal Act Section 30220.</td>
</tr>
<tr>
<td><strong>Section 30220</strong>: Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</td>
<td>See Response to Coastal Act Section 30220. The City utilizes the protected waters of Alamitos Bay to provide long-term recreational uses to complement similar facilities in the greater Long Beach Harbor, including Long Beach Shoreline Marina (Downtown Marina) and Rainbow Harbor (Rainbow Marina). As demand for water-oriented recreational facilities in Los Angeles County remains high, conversion to other uses is not under consideration or very likely. This is consistent with Coastal Act Section 30221, protecting such recreational facilities for the long term.</td>
</tr>
<tr>
<td><strong>Section 30221</strong>: Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.</td>
<td></td>
</tr>
<tr>
<td><strong>Section 30224</strong>: Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space</td>
<td>The proposed project would renovate the existing Marina facilities and enhance the existing recreational boating facilities within the harbor. The project encourages boating use by providing upgraded ADA-compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation and would accommodate changes in the boating needs of the</td>
</tr>
</tbody>
</table>
### Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.</td>
<td>public by providing longer average slip lengths. The dock and slip facilities were developed 50+ years ago, when the average length of recreational boating slips was shorter than current boater demand. However, providing longer slips will reduce the total number of slips within the Marinas.</td>
</tr>
<tr>
<td>In 1999, in response to criticism regarding a proposed boutique hotel, the City Planning Commission recommended the completion of an Alamitos Bay Master Plan. As part of that process, discussion regarding the rebuild of the Marina ensued, which included discussion of slip mix. Popular opinion was that the Marina should continue to be recognized as a small craft Marina and as such should include slips as small as 20 feet (ft). The Alamitos Bay Master Plan (adopted July 2001) did not include specific slip mix recommendations, but did initiate the evaluation of slip mix in the Marina. City staff coordinated with CCC staff at that time to discuss the Alamitos Bay Master Plan and the future slip mix. As a result, the proposed slip mix reflects a Marina that contains 23 percent slips 25 ft and less (20s and 25s), 39 percent slips 30 ft and less (20s, 25s, and 30s), 58 percent slips 35 ft and less (20s, 25s, 30s, and 35s), and 82 percent slips 40 ft and less. Although the proposed project would result in a reduction in the total number of boat slips, the Marina facilities would provide increased recreational opportunities because the renovated facility would be designed to meet existing and anticipated future market needs and would facilitate/continue public use within the Coastal Zone. Additionally, the</td>
<td></td>
</tr>
</tbody>
</table>
Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Section 30230:</strong> Marine resources shall be maintained, enhanced, and where feasible restored. Special protection shall be given to areas and species of special biological or economic significance. Use of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.</td>
<td>project does not involve any changes in land uses or other issues that would preclude boating. Therefore, the proposed project is consistent with the intent of Coastal Act Section 30234. As outlined in this Environmental Impact Report (EIR), a number of steps will be taken to protect the waters of Alamitos Bay and the marine resources located within the Bay and ocean waters. The proposed project provides for the conservation of marine resources by requiring biological surveys prior to any construction activities and limitations on hours of construction to ensure minimal noise disruptions to wildlife species (see Section 4.3, Biological Resources, and Section 4.9, Noise). Any loss of epibiota species during removal of docks and pilings and bulkhead repairs will be short term. These subtidal species are expected to reestablish themselves to healthy populations following disturbance. In addition, the loss of any eelgrass habitat will be mitigated for in accordance with the Southern California Eelgrass Mitigation Policy (National Marine Fisheries Service). The proposed habitat mitigation area included in the project will establish a productive eelgrass habitat intended to enhance the abundance and diversity of the marine life as well as serve a nursery function for many juvenile fishes. Therefore, the proposed project is consistent with Coastal Act Section 30230.</td>
</tr>
</tbody>
</table>
Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Section 30231</strong>: The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</td>
<td>See Response to Coastal Act Section 30230. Harbor and coastal waters will be protected through implementation of the water quality program, including implementation of best management practices (BMPs) both during construction and operation. BMPs as outlined in Section 4.7, Hydrology and Water Quality, of this EIR are designed to ensure that water quality is not adversely impacted and that biological productivity is maintained. During construction, BMPs will prevent soil and sediment, construction debris, and chemicals from entering surface water flows. During operation, BMPs will keep pesticides, oil and automotive products residue, and trash from surface water flows. Surface water flow is not significantly altered by the project since the replacement of docks and pilings will result in conditions similar to existing conditions. Marine organisms displaced during the renovations are expected to return to optimum populations following disturbances. Therefore, the proposed project is consistent with Coastal Act Section 30231.</td>
</tr>
<tr>
<td><strong>Section 30232</strong>: Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.</td>
<td>The coastal waters around the project site are impaired by pollution associated with water runoff and other urban sources. However, accidental spillage of hazardous substances during construction is controlled through implementation of appropriate National Pollutant Discharge Elimination System (NPDES) or other regulatory measures to ensure against any impacts resulting from accidental spills. During operational activities, spillage of solvents and fuels on site can</td>
</tr>
</tbody>
</table>
Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>occur through the use associated with the parking areas, and spillage in the waterways can occur from boating activity. However, the uses on site are not changing, and the project does not increase capacity. Prevention and cleanup would continue to be subject to the enforcement activities of the Alamitos Bay/Long Beach Marine Patrol. In addition, implementation of operational BMPs and enforcement of existing Marina regulations regarding the transportation and disposal of such wastes would ensure effective containment of accidental spills. Therefore, the project is consistent with Coastal Act Section 30232.</td>
</tr>
<tr>
<td><strong>Section 30233:</strong> The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects.</td>
<td>The proposed project includes the dredging of Marina basins to original design depths in order to restore safe navigation within the Marina. No less damaging alternatives exist to restore the basins to their original and safe navigable depths. Appropriate dredging permits and mitigation are required by the project (see Section 4.7, Hydrology and Water Quality). Therefore, the proposed project is consistent with Coastal Act Section 30233.</td>
</tr>
<tr>
<td><strong>Section 30234:</strong> Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate</td>
<td>The proposed project is the renovation and upgrading of recreational boating facilities, as specified in Coastal Act Section 30234. The preferred project design accommodates current changes in the boating needs of the public and responds to the market trend of increased demand for larger slips. The proposed project would result in an increased average slip length; however, the additional length would reduce the total number</td>
</tr>
</tbody>
</table>
### Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.</td>
<td>of slips (additional detail regarding slip reduction is provided in Section 3.0, Project Description). The proposed project is consistent with the intent of Coastal Act Section 30234 because the project design is in response to market demand and commercial fishing would not be affected.</td>
</tr>
<tr>
<td><strong>Section 30234.5:</strong> The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.</td>
<td>See Response to Coastal Act Section 30234. Commercial and recreational fishing opportunities will be protected and preserved. The project does not impact any commercial fishing activities. Implementation of the proposed project would enhance the facilities within the Marinas that support the existing fishing activities. Specifically, the new docks, gangways, and restrooms would be ADA compliant, allowing more people to participate in fishing activities. Hence, the proposed project would not adversely affect the economic, commercial, and recreational importance of fishing activities. Therefore, the proposed project is consistent with Coastal Act Section 30234.5.</td>
</tr>
<tr>
<td><strong>Section 30235:</strong> Revetments, breakwaters, groins, harbor channels, sea wall, cliff retaining walls, and other construction that alters natural shoreline processes shall be permitted when required to serve coastal dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline and sand supply.</td>
<td>The proposed project does not include any construction that would alter natural shoreline processes. The existing sea walls within the Marina will be repaired as necessary in order to protect existing Marina access and facilities. Therefore, the proposed project is consistent with Coastal Act Section 30235.</td>
</tr>
</tbody>
</table>
### Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Section 30240:</strong> Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas. Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.</td>
<td>No environmentally sensitive habitat areas are adjacent to the project area. Impacts to the eelgrass habitat impacted by the project will be mitigated as required by the Southern California Eelgrass Mitigation Policy (National Marine Fisheries Service) and as outlined above and in Section 4.3, Biological Resources. The project site itself is a recreation area, and the project objective is to renovate the existing facilities to ensure the long-term viability of the recreational facilities. Therefore, the proposed project is consistent with Coastal Act Section 30240.</td>
</tr>
<tr>
<td><strong>Section 30244:</strong> Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.</td>
<td>As discussed in this EIR, Section 4.4, Cultural Resources, no archaeological or paleontological resources as identified on the California State Historic Resources Inventory would be impacted by project implementation. Therefore, the proposed project is consistent with Coastal Act Section 30244.</td>
</tr>
<tr>
<td><strong>Section 30251:</strong> The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coast areas, to minimize the alteration of natural landforms, to be visually compatible with the character of the surrounding areas and similar, if not identical, to existing viewsheds in and around the Marina. Preservation of the scenic marine character is consistent with the objectives of the California Coastline Preservation and Recreation Plan. Therefore, the proposed project does not affect the existing public vistas or any natural landforms. The improvements proposed for the project ensure protection of on-site and off-site public views and the retention of visual qualities associated with a Marina. The proposed Marina facilities will be visually compatible with the character of the surrounding areas and similar, if not identical, to existing viewsheds in and around the Marina.</td>
<td></td>
</tr>
</tbody>
</table>
### Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>surrounding areas and where feasible to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</td>
<td>the proposed project is consistent with Coastal Act Section 30251.</td>
</tr>
</tbody>
</table>
| **Section 30253:** New development shall:                                                                                                        | The proposed project provides for implementation of Marina improvements in a manner that minimizes risks to life and property through the implementation of site-specific recommendations and specifications prepared by professional engineers and others. In addition, a geotechnical evaluation was prepared for the proposed project which, together with compliance with the seismic requirements of the Uniform Building Code (UBC) and the recommended engineering design measures, would ensure stability, structural integrity, and protection of the site and surrounding area. Additional detail regarding geologic hazards is provided in Section 4.5.  
As discussed in Section 4.1, Aesthetics, the proposed project will protect new and existing coastal access, thereby enhancing visitor-serving recreation opportunities.  
The project will be implemented consistent with federal, State, and local                                                                 |
Table 4.8.A: Consistency with Coastal Act Policies

<table>
<thead>
<tr>
<th>Coastal Act Policies</th>
<th>Discussion/Analysis of the Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>communities and neighborhoods which, because of their unique characteristics, are</td>
<td>rules and regulations addressing public health and safety, including requirements from the South Coast Air Quality Management District (SCAQMD). Based on the above reasons, the project is consistent with Coastal Act Section 30253.</td>
</tr>
<tr>
<td>popular visitor destination points for recreational uses.</td>
<td></td>
</tr>
<tr>
<td><strong>Section 30255:</strong> Coastal-dependent developments shall have priority over other</td>
<td>The proposed project enhances an existing coastal-dependent recreational-and visitor-serving use. No coastal-dependent developments will be impacted by the proposed project. Therefore, the proposed project is consistent with Coastal Act Section 30255.</td>
</tr>
<tr>
<td>developments on or near the shoreline. Except as provided elsewhere in this division,</td>
<td></td>
</tr>
<tr>
<td>coastal dependent developments shall not be sited in a wetland. When appropriate,</td>
<td></td>
</tr>
<tr>
<td>coastal related developments should be accommodated within reasonable proximity to</td>
<td></td>
</tr>
<tr>
<td>the coastal-dependent uses they support.</td>
<td></td>
</tr>
</tbody>
</table>
### Table 4.8.B: Consistency with SCAG Regional Policies

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy Text</th>
<th>Consistency with RCP Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RCP Growth Management Chapter</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.01</td>
<td>The population, housing, and jobs forecasts, which are adopted by SCAG’s Regional Council and that reflect local plans and polices, shall be used by SCAG in all phases of implementation and review.</td>
<td>The proposed project would implement improvements to the existing Marina facilities on the project site. The project would not change the existing uses on site, would not develop residential uses, and would not create new jobs. Also, the project does not involve infrastructure improvements that could induce population growth. Therefore, the proposed project does not conflict with adopted forecasts or this SCAG policy.</td>
</tr>
<tr>
<td>3.20</td>
<td>Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.</td>
<td>The objective of the proposed project is to protect and enhance the existing recreation resources within the project area. However, project components, such as dredging contaminated soils from the Marina bottom, would protect the existing water, biological resources, and habitat quality. Further, the quality of storm water that enters Alamitos Bay would be improved through the use of storm drain treatments. The project also includes planting eelgrass, which would increase the biological productivity and quality of the water and assist in maintaining optimum populations of marine organisms. Therefore, the proposed project would support the protection of vital resources on the project site and is furthering the objective of this policy.</td>
</tr>
<tr>
<td>3.23</td>
<td>Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure</td>
<td>The proposed project includes mitigation measures to reduce all adverse impacts to the extent feasible. Within this EIR, Section 4.9 includes construction noise mitigation measures; Section 4.3 includes construction mitigation measures to reduce biological impacts; and Section 4.5 includes mitigation measures to reduce exposure to seismic hazards and</td>
</tr>
</tbody>
</table>
Table 4.8.B: Consistency with SCAG Regional Policies

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy Text</th>
<th>Consistency with RCP Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy 3.23</td>
<td>to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.</td>
<td>reduce earthquake damage. Therefore, the proposed project is consistent with Policy 3.23.</td>
</tr>
<tr>
<td>RCP Air Quality Chapter</td>
<td>5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.</td>
<td>The proposed project is consistent with Policy 5.11. The proposed project does not change the existing uses on the project site. The purpose of the project is to enhance the existing recreational qualities of the project area. Therefore, as the site uses would not change, the project would not create an inconsistency between air quality, land use, transportation, and economic relationships. This EIR details the project’s potential effects on these topics, and mitigation measures are included as necessary to reduce any adverse effects. Sections applicable to this policy include: Section 4.8, Land Use; Section 4.2, Air Quality; and Section 4.12, Traffic and Circulation.</td>
</tr>
<tr>
<td>RCP Open Space and Conservation Chapter</td>
<td>9.1 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.</td>
<td>The project area is an existing outdoor recreation area. The proposed project would enhance the natural resources and existing recreational uses on site. In addition, recreation amenities will be enhanced through development of upgraded amenities, such as restrooms and parking, and improved ADA-accessible facilities, such as gangways and docks. Therefore, the proposed project is consistent with Policy 9.1.</td>
</tr>
</tbody>
</table>
Table 4.8.B: Consistency with SCAG Regional Policies

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy Text</th>
<th>Consistency with RCP Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.2</td>
<td>Increase the accessibility to open space lands for outdoor recreation.</td>
<td>The proposed project would maintain the existing accessibility to the project site’s open space lands that are used for outdoor recreation. The project area would not be enclosed by a fence and would be kept open to the public. Adequate access to the Marina will be maintained through implementation of the phased construction plan. Also, the project will provide increased access through development of ADA-compliant facilities. The open space recreational uses of the project area will continue to serve local and regional visitors; therefore, the proposed project is consistent with Policy 9.2.</td>
</tr>
<tr>
<td>9.3</td>
<td>Promote self-sustaining regional recreation resources and facilities</td>
<td>The objective of the proposed project is to improve the existing project site, which provides recreation resources. The project would enhance the existing self-sustaining recreation resources. Therefore, the proposed project is consistent with Policy 9.3.</td>
</tr>
<tr>
<td>9.4</td>
<td>Maintain open space for adequate protection to lives and properties against natural and manmade hazards</td>
<td>The proposed project is consistent with Policy 9.4 because the project would maintain the site’s existing open space. To reduce any project-related risk related to natural and man-made hazards, appropriate mitigation measures have been included. Potential risks and mitigation measures are detailed in Section 4.5, Geology and Soils, and Section 4.6, Hazards and Hazardous Materials.</td>
</tr>
<tr>
<td>9.8</td>
<td>Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.</td>
<td>The proposed project would improve water quality by dredging contaminated soils, and the quality of storm water that enters the Bay would be improved through the use of storm drain treatments. The project also includes planting eelgrass, which would increase the biological productivity and quality of the water and assist in maintaining optimum</td>
</tr>
</tbody>
</table>
Table 4.8.B: Consistency with SCAG Regional Policies

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy Text</th>
<th>Consistency with RCP Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>populations of marine organisms. Therefore, the proposed project is furthering the objective of this policy.</td>
</tr>
<tr>
<td>RCP Water Quality Chapter</td>
<td></td>
<td>Water quality would be improved by dredging contaminated soils and through the use of storm drain treatments. Therefore, the proposed project is furthering the objective of this policy.</td>
</tr>
<tr>
<td>11.05</td>
<td>Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.</td>
<td>Water quality would be improved by dredging contaminated soils and through the use of storm drain treatments. Therefore, the proposed project is furthering the objective of this policy.</td>
</tr>
<tr>
<td>RTP Goals</td>
<td>Maximize the mobility and accessibility for all people and goods in the region.</td>
<td>The proposed project would implement improvements to the existing Marina facilities on the project site. The project would not change the existing uses on site, would not develop residential uses, and would not create new jobs. Also, the project does not involve infrastructure improvements that could induce population growth. The project does not include a transportation component and would not otherwise result in significant impacts to transportation, mobility, and/or accessibility within the region (refer to Section 4.12). These RTP policies are not applicable to the proposed project, and the project does not conflict with any of these SCAG policies.</td>
</tr>
<tr>
<td>Compass Growth Visioning Principals</td>
<td>Encourage transportation investments and land use decisions that are mutually supportive.</td>
<td>The proposed project would implement improvements to the existing Marina facilities on the project site. The project would not change the existing uses on site, would not develop residential uses, and would not create new jobs. Also, the project does not involve infrastructure improvements that could induce population growth. The project does not include a transportation component and would not otherwise result in significant impacts to transportation, mobility, and/or accessibility within the region (refer to Section 4.12). These RTP policies are not applicable to the proposed project, and the project does not conflict with any of these SCAG policies.</td>
</tr>
</tbody>
</table>
Table 4.8.B: Consistency with SCAG Regional Policies

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy Text</th>
<th>Consistency with RCP Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>create new jobs. Also, the project does not involve infrastructure improvements that could induce population growth. The project does not include a transportation component and would not otherwise result in significant impacts to transportation, mobility, and/or accessibility within the region (refer to Section 4.12). This Compass Growth Vision policy is not applicable to the proposed project, and the project does not conflict with any of the SCAG Growth Vision policy.</td>
<td></td>
</tr>
</tbody>
</table>

ADA = Americans with Disabilities Act  
EIR = Environmental Impact Report  
GV = Growth Visioning  
RCP = Regional Comprehensive Plan  
RTP = Regional Transportation Plan  
SCAG = Southern California Association of Governments
As detailed in Table 4.8.B, the proposed project is consistent with, or furthers the intent of, all applicable SCAG regional policies. Therefore, the proposed project would not result in an impact related to this issue and no mitigation is required.

**General Plan Land Use Element.** The General Plan land use designation for a majority of the project site is “Open Space and Parks” (Land Use Designation No. 11 in the Land Use Element of the General Plan). The Open Space and Parks use is intended to provide for “preserving natural habitat areas and promoting the mental and physical health of the community through recreational, cultural, and relaxation pursuits. Parks are characterized by open spaces devoted to leisure activities including the enjoyment of nature, wildlife, cultural heritage, sports, and similar activities.” The portion of the project area located on the northeast shore of Marine Stadium is designated as Mixed Use.

The proposed project would continue existing uses, activities, and facilities while enhancing the existing Marina. Continuing Marina and related uses in the project area is consistent with the existing land use designations. The project would improve the character of the open space/recreation areas and would further the objective of supporting recreation uses. The proposed project would result in improved ADA-compliant facilities, which would increase the overall value of the project site as a recreation and open space resource consistent with the designations within the General Plan Land Use Element.

**General Plan Open Space and Recreation Element.** The City’s Open Space and Recreation Element defines the Marina as a special-use park because of the Marina’s boating amenities. As listed previously in Section 4.8.2, there are several objectives and policies in the Open Space and Recreation Element that are related to the proposed project. The proposed project is consistent with the element’s objectives and policies for the project area because the proposed project would enhance the recreation opportunities and facilities on the project site (i.e., improving ADA-compliant facilities, improving old docks/slips/waterways, and meeting the needs and desires of current/future boating trends). As indicated, all of the proposed improvements will be in compliance with the ADA (Policy 4.13). Therefore, the proposed project is consistent with, and furthers the intent of, the policies within the Open Space and Recreation Element. Hence, no adverse impacts to open space and recreation amenities would result, and mitigation measures are not necessary.

**Conservation Element.** The City’s Conservation Element contains several Water Resource Management Goals (previously listed in Section 4.8.2) that are applicable to the proposed project. The proposed project would be consistent with water quality goals for Alamitos Bay through the project’s continued compliance with the Long Beach Marina...
Environmental Policies and the Clean Marina Program. In addition, sewage pump-out stations will continue to be available to Marina patrons, provided by the City to protect the bay waters from potential waste discharge of boater waste directly into marine waters. All regulatory water quality standards and permits will be adhered to during construction of the project. Because the purpose of the project is to rehabilitate and upgrade the Marina facilities, the Conservation Element goal to preserve and enhance the open space and recreational opportunities of the Bays’ inland waterways will be implemented. Therefore, the proposed project is considered consistent with the applicable goals of the Conservation Element, and impacts are considered less than significant.

City of Long Beach Zoning Code. The project site encompasses areas zoned P, PD-1, and PD-4. Figure 4.8.3 illustrates the existing zoning designations for the project site and surrounding areas. As stated above, the PD zoning designation was established to allow flexible development plans for areas of the City that represent unique or special land uses. As shown on Figure 4.8.3, Basins 1 through 3 are in the PD-4 zoning district. The intent of the PD-4 designation is to provide a set of land use regulations specific to the Marina, due to its unique land use as a Marina. The area is also of interest to the surrounding community and therefore warrants public review of each development proposal. The land side portions (parking areas) adjacent to Basins 1 through 3 and Basins 6-South and 6-North are within the SEADIP PD-1 area, consistent with the land uses surrounding those areas.

The existing zoning of the project area is consistent with the Marina’s recreational and open space uses within the project area. The proposed project would continue the open space and recreational boating uses, activities, and facilities while enhancing the existing Marina. The continuation of passive and active recreational uses in the project area is consistent with the existing zoning designations. The project would improve the character of the open space/recreation areas and would further the objective of supporting coastal recreation uses. The proposed project would implement ADA-compliant facilities, which would increase access to the project site for recreation and open space users. Therefore, no impacts related to zoning consistency would occur with implementation of the proposed project.

City of Long Beach Parks, Recreation, and Marine Strategic Plan. The City’s Parks, Recreation, and Marine Department developed a Strategic Plan in February 2003. The departmental Strategic Plan assessed recreation needs and objectives citywide and identified strategies to provide recreation opportunities and improve water quality and City beach areas. Specific strategies that are applicable to the proposed project are listed in Subsection 4.8.1, Existing Environmental Setting. The proposed project is consistent with and furthers the intent of these strategies. Specifically, the proposed project would:
• Provide active, passive, and educational recreational opportunities by providing ADA access and improved navigational access to the Marina facilities (Strategy 9);

• Improve and modernize marina condition, infrastructure, and amenities through the replacement of deteriorated facilities with new docks, slips, restrooms, parking surfaces and seawall repairs (Strategy 8 and 18); and

• Improve the level of safety within City marinas by replacing older infrastructure and providing ADA compliant new docks and gangways (Strategy 20).

Therefore, the proposed project would not conflict with the City Parks, Recreation, and Marine Strategic Plan, and no adverse impacts related to this topic would occur.

**Alamitos Bay Master Plan.** The future rebuild of the Marina was considered during development of the Alamitos Bay Master Plan. The proposed project is consistent with Master Plan recommendations listed in Subsection 4.8.1, Existing Environmental Setting, above. Specifically, the proposed project involves the following components:

• The proposed project does not include slips protruding further into the Bay in Basins 1 or 2.

• The current ratio of “boat length to slip length” overhang rules are retained under the current proposal.

• The City has guaranteed current slip renters that they will not be displaced outside of the Marina and that at project completion there will be a slip for every existing Marina tenant.

• The dredge vessels and docks currently located under the Davis Bridge will be relocated during or before Phase 1 of the proposed project.

• The width of the navigable channel will be maintained in all cases.

• The rehabilitation will incorporate the reuse of as many pilings, head walls, and seawalls as possible, or will recycle such products in compliance with the City’s construction/demolition waste program.

• All nondockside mooring will still be prohibited.

• The proposed project includes maintenance dredging to the original design depths and/or original basin depths. All dredged material, except a portion of contaminated Basin 1 material, will be disposed of outside the Bay at LA-2.

• The 13 restroom buildings will be rebuilt or remodeled and brought up to current standards.
• The proposed project will provide a greater percentage of longer slips in response to market forces evident by the historical wait list for larger slips and the vacancies associated with the 25 ft and under slips. The proposed slip mix is consistent with other recently rebuilt Marinas and will ensure the highest and best use of the facility.

• Preliminary construction plans have utilized durable, high-quality materials to ensure the longest possible life of the facilities while endeavoring to keep maintenance costs low, thereby meeting the needs of users and tenants.

• The City is financing portions of the proposed project with State grant funds from the California Department of Boating and Waterways.

Conflict with Any Applicable Habitat Conservation Plan or Natural Community Conservation Plan. There are no adopted HCPs or NCCPs applicable to the project site; therefore, the proposed project would not result in impacts or be in conflict to an adopted HCP or NCCP.

4.8.5.2 Potentially Significant Impacts

No potentially significant impacts related to land use resulting from the proposed project have been identified, and no mitigation is required.

4.8.6 CUMULATIVE IMPACTS

As defined in Section 15130 of CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. Long Beach is a heavily urbanized area with a wide variety of established land uses. In considering cumulative project impacts, environmental effects from nearby projects and the project’s contribution to any cumulative effects are considered. Because the proposed project has little to no land use effect, the cumulative impact study area is very limited.

The land use patterns around the project site have been long-established with recreational, open space, residential, and small areas of commercial development. The proposed project involves improvements to an existing Marina, and the immediate area surrounding the project is largely built out. Currently, the following projects that have been proposed or approved but are not yet fully constructed would be considered within the cumulative study area for land use impacts the proposed project:

• Colorado Lagoon Restoration Project, currently under construction
• Second+PCH Mixed Use Commercial/Hotel/Residential Project
Proposed Home Depot Project at Loynes Drive and Studebaker Road

The proposed project would not increase boater activity, vehicle trips to the Marina, or additional recreational use of the project area amenities. Because the Marina activities would not increase and the land uses within the Marina would remain the same, the proposed project would not result in on- or off-site land use changes. There are no incompatibilities between the proposed project and planned future land use projects. Therefore, the contribution of the proposed project to potential cumulative land use compatibility impacts in the project area is considered less than significant.

The proposed improvements would not alter land use patterns or intensities in other areas of the City and would not contribute to cumulative land use impacts to the City’s land use patterns and character. Therefore, the contribution of the proposed project to potential cumulative land use compatibility effects with other projects in the study area is considered less than significant.

4.8.7 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

No potentially significant impacts related to land use resulting from the proposed project have been identified, and no mitigation is required. Therefore, there are no significant unavoidable adverse impacts of the proposed project related to land use.