

4.4 LAND USE AND PLANNING

4.4.1 Introduction

This section of the Recirculated Draft Environmental Impact Report (EIR) analyzes the direct land use impacts associated with the long-term implementation of the proposed General Plan Land Use and Urban Design Elements Project (proposed project). The key focus of the analysis is the potential for growth and development projected, as a result of project approval, to conflict with relevant policy and planning documents. The consistency analysis in this section was prepared in accordance with the California Environmental Quality Act (CEQA), specifically *State CEQA Guidelines* Section 15125(d). Information presented in this section is based on information provided in the following documents: the proposed General Plan Land Use and Urban Design Elements (March 2018) (Appendix H), the City of Long Beach's (City) existing General Plan (as amended), the City's Zoning Code (Title 21), and associated Zoning Map, the City's Local Coastal Program (LCP) (1980), the Port of Long Beach Port Master Plan (PMP) (1978), the Los Angeles County Airport Land Use Plan (ALUP) (1991), the Orange County Airport Environs Land Use Plan (AELUP) for the Joint Forces Training Base (JFTB) at Los Alamitos (1975), the Draft 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), the 2008 Regional Comprehensive Plan (2008 RCP), and the California Coastal Act of 1976 (CCA) (Public Resources Code [PRC], Division 20).

4.4.2 CEQA Baseline

Since the time the Notice of Preparation (NOP) was published (May 2015), the City has conducted an updated inventory of existing land uses in the planning area (refer to Table 4.4.A, below). This inventory was collected in September 2017, analyzed, and published on the LUE update website in November 2017. The inventory has been incorporated into this section of the Recirculated Draft EIR for the purpose of evaluating land use impacts associated with project implementation. Therefore, this updated land use inventory forms the baseline for addressing land use impacts based on the proposed LUE.

In addition to updated land use data, several updates to applicable land use documents have occurred since the distribution of the 2016 Draft EIR for the proposed project, including updates to the 2016 RTP/SCS and the Southeast Area Specific Plan (SEASP). These updates have been incorporated into the Regulatory Setting portion of this section and are incorporated into the land use consistency analysis provided below and as contained in Appendix C (Land Use Consistency Analysis) of this Recirculated Draft EIR.

4.4.3 Methodology

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

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

4.4.4 Existing Environmental Setting

4.4.4.1 Existing Planning Area

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

The planning area encompasses 50 square miles (approximately 33,000 acres) within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in the southern region of Los Angeles County. The planning area is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower; and on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach. Additionally, the City of Signal Hill is centrally located within the planning area and is completely surrounded by development in the City of Long Beach.

4.4.4.2 Existing Land Uses

As illustrated by Table 4.4.A and Figure 4.4.1, existing land uses in the City include a mix of residential, commercial, open space, industrial, institutional, church, and utility/right-of-ways uses. Figure 4.4.1, Existing General Plan Land Use Designations, shows the planning area of the City and existing land uses within the planning area. Table 4.4.A is based on data from the Los Angeles County Assessor, whereas Figure 4.4.1 shows existing land use data provided by SCAG for the 2016 RTP. It should be noted that there are some limitations to these sets of data and that these two data sources differ because certain categorizations of land uses differ. For example, the Los Angeles County Assessor data categorizes most city park space as "Institutional/Government", whereas some readers would expect these uses to fall under "open space." Per the most updated records from the City Department of Parks, Recreation and Marine, the City maintains 2,750 acres of parks and open space. Further, the 3,520 acres of land that comprise the Port of Long Beach are categorized as "Institutional/Government" as shown in the table below. In contrast, data from SCAG displayed in Figure 4.4.1 categorize the Port as "Industrial" land. These land uses are described in further detail below.

Table 4.4.A: Existing Citywide Land Uses

Land Use Type	Acreage	Percentage of Total Acreage
Commercial	2,780.21	8.43 %
Single-Family Residential	10,288.28	31.20 %
Multi-Family Residential (Low Density)	2,489.45	7.55 %
Multi-Family Residential (Moderate Density)	1,862.27	5.65 %
Neo-Industrial	558.06	1.69 %
Industrial	3,592.96	10.89 %
Institutional/Government	10,515.78	31.89 %
Open Space	491.81	1.49 %
Church	211.64	0.64 %
Utility/Right-of-Way/Miscellaneous	189.40	0.57 %
Total	32,979.86	100.00 %

Source: City of Long Beach Analysis of Los Angeles County Assessor Data (November 2017).

Residential Uses. Residential uses are the predominant land use currently characterizing the City, comprising approximately 45 percent of the City’s total land area (approximately 14,640 acres) (refer to Table 4.4.B, below). The City currently has a total of 163,794 housing units, of which most are low-density single-family and duplex homes (approximately 31 percent; 10,288.28 acres).

Table 4.4.B: Existing Citywide Residential Land Uses

Land Use Type	Acreage	Percentage of Residential Acreage	Percent of Total Acreage in City
Low Density Residential (Single-Family and Duplex)	10,288.28	70.28 %	31.20 %
Medium Density-Low Residential	2,489.45	17.00 %	7.55 %
Medium Density-Moderate Residential	1,862.27	12.72 %	5.65 %
Total Residential Acreage	14,640	100.00 %	44.40 %

Source: City of Long Beach Analysis of Los Angeles County Assessor Data (November 2017).

Note: Citywide acreage is 32,979.9.

Existing residential uses are distributed throughout the planning area and vary widely in type and density. For example, residential uses include detached single-family homes, mixed-style homes (i.e., duplexes, triplexes, and townhomes), and moderate- to high-density housing (i.e., apartments and condominiums). Higher density residential uses are located closer to the City’s Downtown area whereas lower density uses are located throughout the City and along its urban edge. The primary contributing factor for the wide range of housing densities and styles in the City is attributable to the time period during which the housing units were constructed. For example, between 1900 and 1930, smaller single-family homes were built on smaller lots and typically included detached garages, as vehicle ownership was not widespread. Homes built between the 1930s and 1950s were developed at a mass-scale on larger lot sizes and were constructed on plots by a single developer or builder. However, from the 1960s to 1980s, developers concentrated on converting small, single-family units to larger apartment complexes, as many of the large vacant swaths of land in the City had already

been developed. Infill housing development continues in the City to the present day, and largely occurs within more urban areas, such as Downtown Long Beach.

Commercial and Office Uses. In total, commercial and office uses comprise approximately 8 percent of the total planning area (2,780.21 acres).

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

Office uses are found throughout the planning area, primarily near commercial corridors and centers. Larger office buildings are primarily located in the Downtown area, near the Long Beach Airport, and along Long Beach Boulevard and San Antonio Drive. Existing office buildings range in height from two to 30 stories and typically accommodate parking through the use of parking structures.

The City also has a number of commercial areas that are characterized by mixed-use development. These areas include a combination of land use, and often include a mix of commercial, office, and/or residential uses. One example of mixed-use development in the City is the CityPlace Shopping Center, which occupies six blocks within the Downtown, and includes residential, commercial, and restaurant uses. Douglas Park is also an example of a mixed-use development, as it includes a combination of office and industrial spaces.

Industrial Uses. Industrial and Neo-industrial offices uses comprise 12.59 percent of the planning area (4,151.02 acres). Heavy industrial uses in the City are primarily located near the Port of Long Beach, rail lines, and freeways. Older industrial uses are located adjacent to residential uses, whereas newer industrial uses are located adjacent to each other and are separated from residential and commercial uses. Industrial uses in the City include activities associated with the Port of Long Beach, trucking, packaging, assembly, light manufacturing, fabrication shops, food processing, auto and marine repair shops, and outdoor storage areas.

Institutional and Government Uses. Institutional and government uses comprise 31.89 percent of the planning area (10,515.78 acres). These uses consist of civic uses, schools, colleges/universities, medical facilities, libraries, certain government owned parks and open space, and community centers. Examples of institutional and governmental uses include the Port of Long Beach, Long Beach Civic Center, Long Beach Airport, California State University Long Beach, Long Beach City College, several private colleges and universities, Long Beach Memorial Medical Center, the Veterans Administration Long Beach Medical Center, St. Mary Medical Center, Pacific Hospital of Long Beach, and Community Hospital. These uses are generally located in the southwestern, central, and southeastern portions of the City.

Open Space Uses. As identified by Table 4.4.A, open space and recreational uses in the City comprise 1.49 percent of the City (491.81 acres) and range from small mini parks to large special uses areas. As previously stated, the percentage of open space uses reported by the Los Angeles County Assessor's office underrepresents the total amount of park acreage in the City, as park uses are categorized by the Los Angeles County Assessor's office as "Intuitional/Governmental." In reality, the City maintains approximately 2,750 acres of parks and open space uses (approximately 8.34 percent of the total planning area). The most prominent open space areas in the City include El Dorado Regional Park, cemeteries, golf courses, marinas, bays, and wetlands. The majority open space uses are located along waterways and are scattered throughout residential neighborhoods.

Religious Uses. Religious uses comprise less than 1 percent of the total land area in the planning area (211.64 acres). These uses are scattered throughout the City and are primarily located within and adjacent to residential neighborhoods.

Utility/Right-of-Way/Miscellaneous. Utility easements and right-of-way areas on private parcels also comprise less than one percent of the total planning area in the City (0.57 percent; 189.40 acres). These areas are typically situated along utility corridors (e.g., transmission power line), roadways, and freeways.

4.4.4.3 Neighborhoods and Community Plan Areas

While the City consists of many distinct land uses, there are nine primary community plan areas that combine to form the City's unique identity (refer to Figure 4.4.2, Community Plan Areas). These community plan areas are listed and briefly described below.

1. **North Long Beach.** The North Long Beach area is located west of Interstate 710 (I-710) and includes the residential and industrial areas located west of Cherry Avenue and residential uses north of the Union Pacific Railroad (UPRR). This area predominantly consists of residential and commercial uses; however, North Long Beach is also home to several public schools and a retail/business district.
2. **Bixby Knolls.** The Bixby Knolls area consists of the California Heights, Los Cerritos, Bixby Knolls, Bixby Highlands, Scherer Park, Ridgewood Heights, and Ranton Circle neighborhoods. This community is home to several historic resources as many of the residential units consist of custom homes built between the 1920s and 1940s. This area also includes a retail corridor along Atlantic Avenue between San Antonio Drive and the Interstate 405 (I-405) freeway.
3. **Westside and Wrigley.** The Westside and Wrigley community is located west of I-710 and includes the Westside and Arlington neighborhoods. The majority of the housing units in this area are single-family detached homes, also constructed between the 1920s and 1940s. This community is also home to Cabrillo High School, the Villages at Cabrillo, and the Long Beach Jobs Center.
4. **Eastside.** The Eastside area is bound by the Cities of Los Alamitos and Hawaiian Gardens to the East, the City of Lakewood to the north, and the I-405 freeway to the south. This community is the largest of the nine community plan areas. Predominant uses in the Eastside

area include low-density post-World War II housing, shopping centers, schools, religious institutions, and parks. This community plan area also contains an 800-acre open space area that features a community center and a 100-acre nature center, basketball and volleyball courts, a skate park, an archery range, picnic areas, a disc golf course, tennis courts, an 18-hole golf course, playgrounds, and a fishing lake and pond.

5. **Central.** The Central area includes both the Central Area West and Central Area East neighborhoods. The primary uses in this community plan area are residential and commercial. In addition to being one of several historic areas within the City, the Central area is also home to Cambodia Town, a 1-mile long business corridor along Anaheim Street.
6. **Traffic Circle.** The Traffic Circle area consists of a large multi-lane roundabout at the intersection of Pacific Coast Highway (PCH) and Lakewood Boulevard, as well as the Stearns Park, Alamitos Ridge, and Bryant School neighborhoods. Within this area, commercial and high-density residential uses are concentrated adjacent to the roundabout, with more traditional suburban residential neighborhoods located further north.
7. **Downtown.** The Downtown area is the primary commercial hub in the City. This area consists of the Washington School, Wilmore City, West End, East Village, Promenade, North Pine, and the Downtown Shoreline neighborhoods. As the economic center of the City, the Downtown is comprised of commercial, financial, institutional, entertainment, retail, maritime, and high-density/moderate residential uses.
8. **Midshore.** The Midshore area is comprised of Alamitos Beach, Rose Park, Franklin School, Bluff Heights, and Bluff Park, most of which are considered historic residential districts. While Midshore is home to several historic residential homes, new high-density residential units line Ocean Avenue within this community plan area.
9. **Southeast.** The Southeast area is comprised of Alamitos Heights, Belmont Heights, Belmont Shore, Belmont Park, Naples, Peninsula, Recreation Park, University Park Estates, and the Southeast Area Specific Plan (SEASP) neighborhoods. This area is predominantly characterized by residential and commercial uses; however, the variety and type, and architectural styles of residential and commercial uses are unique to each neighborhood within this area.

4.4.5 Regulatory Setting

4.4.5.1 Federal Policies and Regulations

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

4.4.5.2 State Policies and Regulations

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

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

The current Long Beach General Plan includes elements that address each of the seven mandatory issue areas required by State law, but goes beyond these required elements by adopting the Historic Preservation Element (2010), the Air Quality Element (1996), the Seismic Safety Element (1988), and the Scenic Routes Element (SRE) (1975). The proposed project includes the replacement of the required existing Land Use Element (LUE) (1989) with the proposed LUE and the replacement of the existing SRE (1975) with the proposed “optional” Urban Design Element (UDE).

California Coastal Act. The California Coastal Act (CCA; Public Resources Code 30000) of 1976 was created to (1) protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and manmade resources; (2) ensure orderly, balanced utilization and conservation of Coastal Zone resources, taking into account 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 project includes the entire area within the City’s limits, including the Coastal Zone, which is regulated by the California Coastal Commission (CCC) under the CCA. Pursuant to the CCA, the CCC has certified the City’s LCP (see below for further details), giving the City the primary authority to regulate development and to issue Coastal Development Permits (CDPs) for projects requiring discretionary approval within its jurisdiction that are consistent with the LCP. While the City is the responsible agency with the authority to issue CDPs for projects located in the Coastal Zone, the CCC retains jurisdiction of those project activities occurring on tidelands and submerged lands. Implementation of the proposed project is considered a planning policy action and would not result in the physical development of any project that would require a CDP from either the City or the CCC.

4.4.5.3 Local and Regional Plans and Policies

The City is covered by several planning documents and programs that have varying degrees of regulation. The City has preeminent authority over deciding the land uses within the City. The adopted planning documents regulating land use are the City's General Plan, the Zoning Code, and various specific plans.

Applicable regional, local, and conservation land use policies and guidelines from each of these planning documents are described below. In addition, pursuant to *State CEQA Guidelines* Section 15125 (d), the proposed project's consistency with other applicable regional plans and programs, such as the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), is addressed in the appropriate topical sections of this Recirculated Draft EIR. The following paragraphs explain the regulations, plans, and policies applicable to the proposed project.

Regional Transportation Plan/Sustainable Communities Strategy. 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. As the Regional Transportation Planning Agency, SCAG prepares long-range transportation plans for the Southern California region, including the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2008 Regional Comprehensive Plan (RCP).

On April 7, 2016, SCAG adopted the 2016–2040 RTP/SCS. The 2016–2040 RTP/SCS is a long-range planning document that provides a common foundation for regional and local planning, policymaking, and infrastructure goals in the SCAG region. The overall vision for the 2016–2040 RTP/SCS is to allow for compact communities that are connected by numerous public transit options, are more walkable, and are safe for bicyclists. By promoting more compact communities and improving the regional transit system, SCAG's 2016–2040 RTP/SCS aims to reduce vehicular miles traveled and associated air quality and greenhouse gas emissions, promote active lifestyles, and fuel economic growth.

The 2016–2040 RTP/SCS establishes a number of initiatives aimed at improving the regional transit system and reducing automobile reliance in the SCAG planning area. Examples of these initiatives include promoting alternative modes of transportation and active transportation (e.g., bicycling and focusing new growth near transit and high-quality transit areas [HQTA] and Livable Corridors). HQTAs are defined as walkable transit villages or corridors within 0.5 mile of a well-served transit stop or transit corridor with a 15-minute or less service frequency during peak commuting hours. Approximately 62 percent of the City's land area is within an HQTA (refer to Figure 4.4.3 for a map of HQTAs within the City). Livable corridors are defined as arterials characterized by a mix of higher-density residential uses, employment centers, active transportation, and alternative transportation modes. In addition, the 2016–2040 RTP/SCS aims to provide sustainable transportation options or residents of the region through the creation of Neighborhood Mobility Areas (NMAs). NMAs promote active transportation and encourage biking, walking, skateboarding, neighborhood electric vehicles, and senior mobility devices in place of automobile use. Overall, the 2016–2040 RTP/SCS aims to focus new growth around transit.

Regional Comprehensive Plan. In 2008, SCAG adopted the Regional Comprehensive Plan (RCP) for the purpose of providing a comprehensive strategic plan for defining and solving housing, traffic, water, air quality, and other regional challenges. The 2008 RCP has two primary objectives in implementing this strategic plan: (1) integrating transportation, land use, and air quality planning approaches, and (2) outlining key roles for public and private sector stakeholders to implement reasonable policies regarding transportation, land use, and air quality approaches. While the 2008 RCP outlines several policies to inform local decision-makers within the SCAG region with respect to policy and planning decisions, these policies are considered recommendations and are not mandated by law.

With respect to land use policy, the 2008 RCP includes a Land Use and Housing chapter that aims to link land use and transportation planning decisions to the projected population and economic growth in the SCAG region. Specifically, the Land Use and Housing chapter of the 2008 RCP promotes sustainable planning for land use and housing in the SCAG region by maximizing the efficiency of the existing circulation network, providing a greater variety in housing types, promoting a diverse and growing economy, and protecting the existing natural environment. The 2008 RCP identifies 2% Strategy Areas as part of the Sustainability Planning Grant (formerly known as Compass Blueprint growth vision); however, these areas have since been updated and replaced by the HQTAs identified in the 2016–2040 RTP/SCS.

Los Angeles County Airport Land Use Plan. Consistent with requirements established by the Federal Aviation Administration (FAA), the County of Los Angeles adopted the Los Angeles County Airport Land Use Plan (ALUP) on December 19, 1991. The overall intent of this plan is to protect public health, safety, and welfare in the County of Los Angeles by ensuring the orderly expansion of airports and the adoption of land use patterns strategies that minimize the public's exposure to excessive noise and safety hazards around public use airports. The Los Angeles ALUP establishes regulations for over 10 airports in the region, including the Long Beach Airport.

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

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

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

The Los Alamitos JFTB is within the jurisdiction of the Orange County ALUC, which is required to prepare and adopt an airport environs land use plan (AELUP) for each of the airports within its

jurisdiction. As such, the Orange County AELUP for the Los Alamitos JFTB was adopted in 1975 and has since been revised numerous times, with the last revision occurring in 2016.

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

4.4.5.4 City of Long Beach General Plan

The City’s General Plan establishes goals, policies, and strategies that combine to serve as a “blueprint” directing future growth in the City. The current General Plan consists of the Historic Preservation, Open Space and Recreation, Housing, Air Quality, Mobility, Land Use, Seismic Safety, Noise, Public Safety, Conservation, Scenic Routes, and Mobility Elements. The Mobility Element (2013) is the most recent General Plan element to be adopted, as part of the City’s larger effort to update older elements of its General Plan.

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

The existing 1989 LUE includes a summary of land uses and contains a discussion of the intended and allowable uses within each land use type. Per the 1989 LUE, future development must be consistent with land uses established for each parcel of land and must also be consistent with applicable goals and policies established for the proposed land use type.

As part of the LUE, the City designated land uses in the City on a parcel-by-parcel basis using one of 13 land use districts established in the LUE. These land use districts include the following: (1) Single-Family District, (2) Mixed Style Homes District, (3A) Townhomes, (3B) Moderate Density Residential District, (4) High Density Residential District, (5) Urban High Density Residential District, (6) High-Rise Residential District, (7) Mixed Use District, (8) Major Commercial Corridor, (8A) Traditional Retail Strip Commercial, (8P) Pedestrian-Oriented Retail Strip, (8R) Mixed Retail-Residential Strip, (8M) Mixed Office/Residential Strip, (8N) Shopping Nodes, (9R) Restricted Industry, (9G) General Industry, (10) Institutional and School District, (11) Open Space and Park District, (12) Harbor/Airport District, and (13) Rights-of-Way.

In addition to the General Plan LUE, the City’s Local Coastal Program regulates land use and development within the City’s Coastal Zone, as discussed further below.

Scenic Routes Element. In 1975, the City adopted the Scenic Routes Element (SRE), which addresses selective and protective criteria and standards for the designation of scenic corridors within the City. The SRE also contains specific urban design criteria and standards that support the regulation of structures, signage, utility lines, landscaping, view corridors, street furniture, and other visual elements within scenic corridors. It is the overall intent of the SRE to enhance and protect the urban setting of the City through aesthetic improvements to scenic routes and corridors in the City.

In addition to updating and replacing the existing 1989 LUE with a new LUE, the project also proposes to replace the existing 1975 SRE with the proposed UDE. This element would establish iconic sites and viewsheds within the City and outline goals, policies, and implementation strategies aimed at guiding the aesthetic character of the City.

Local Coastal Program. The City of Long Beach became the first City in California to adopt a LCP when the CCC certified its LCP on July 22, 1980. The LCP is the primary planning tool used to guide land use and development within the City's Coastal Zone, which encompasses approximately 3,100 acres along the coastline (refer to Figure 4.4.4, Local Coastal Zone). Within the Coastal Zone, the City's LCP outlines goals and policies to protect and enhance coastal resources. Specifically, these goals and policies are aimed at maximizing public access to the coast, protecting low-cost housing and recreational facilities, and increasing recreational boating and other uses of coastal waters.

The LCP is distinct from the City's General Plan and Zoning Code as it establishes both land use and zoning regulations that support its implementation for new development within the Coastal Zone. Therefore, the City's General Plan must be consistent with the LCP. However, it is important to note that because the City's LCP was adopted 35 years ago, there have been several amendments to the LCP to ensure its consistency with the current Long Beach General Plan. Because the proposed project would facilitate land use changes within the Coastal Zone, further updates/amendments to the City's LCP would be required.

Specific Plans. In addition to the existing General Plan land use designations and zoning districts, the City has also adopted several Specific Plans that serve as the presiding regulatory documents guiding land use within specific areas of the City. These specific plans include the SEASP, the Downtown Plan, and the Midtown Specific Plan. While the proposed project would facilitate citywide land use changes, the project would allow for existing Specific Plans to continue regulating land use and planning within areas designated as such in the City.

SEASP. The Southeast Area Specific Plan (previously known as the Southeast Area Development and Improvement Plan) was adopted in 1977 and served as the first Planned Development District in the City. The original plan aimed at guiding land uses through a period of rapid growth in the City. Nearly 40 years after its original option, the City adopted a new plan (SEASP) to guide area growth through 2060.

The SEASP area encompasses approximately 1,500 acres and is comprised of several established neighborhoods and undeveloped wetlands. The purpose of SEASP is to provide a regulatory framework for the area that allows for customized land uses and development standards, expanded multi-modal transportation choices, and a plan for future development that is compatible with natural resources in the area.

Due to the site's location within the Coastal Zone, the City is also engaged in the process of amending the City's LCP to ensure consistency between SEASP Specific Plan and the LCP. This amendment is currently pending consideration by the California Coastal Commission. However, as discussed further in Section 4.4.7, the proposed project includes a more comprehensive update to the LCP, beginning approximately 24 months after adoption of the project.

Downtown Plan. The Downtown area is situated in the southern portion of the City in between the Port of Long Beach and Alamitos Beach. The City's Downtown Plan was adopted in 2012 as the result of a 6-year effort to update the previous Downtown Plan (PD-30). The Downtown Plan establishes zoning, development standards, and design guidelines for the Downtown area. Implementation of the Downtown Plan would allow for approximately 5,000 new residential units; 1.5 million square feet (sf) of new office, civic, cultural, and similar uses; 384,000 sf of new retail uses; 96,000 sf of restaurant uses; and 800 new hotel rooms over a 25-year timeline. Overall, the Downtown Plan is an area-wide plan adopted by the City to direct future development within the Downtown area of the City.

Midtown Specific Plan. The Midtown Specific Plan consists of a 369-acre corridor along Long Beach Boulevard generally bounded by Spring Street to the north, Atlantic Avenue to the east, Anaheim Street to the south, and Pacific Avenue to the west. The Midtown Specific Plan was adopted in June 2016 for the purpose of regulating land use within PD-29, which encompasses the following four development districts: Transit Node, Corridor, Medical, and Open Space. Each of these four districts has its own set of development standards and land use plans. The Midtown Specific Plan is intended to be more flexible than traditional zoning to encourage new investment and development along the corridor. Altogether, the Midtown Specific Plan allows for the development of 3,600 homes and 2.8 million sf and could support up to 15,000 jobs.

Port Master Plan. The Port Master Plan (PMP) is the principal planning and land use plan that identifies planning policies aimed at guiding the physical development of tide and submerged lands conveyed and granted in trust to the Port of Long Beach. The PMP is used as a reference indicating needed policy changes as a guide for policy decisions; as a basis for capital improvements programming and for rendering services; by other governmental agencies as necessary guidance leading to coordinated efforts; and to individuals as an accurate source of information, an indication of new opportunities for private action and investment, and a basis for protecting existing development. The PMP covers an area of approximately 2,700 acres of land and over 4,500 acres of water. The PMP divides the Port of Long Beach area into 11 distinct planning districts, each with its own allowable land and water uses. While the CCC first certified the PMP in 1978, the last update to the PMP occurred in 1990.

The City is currently in the process of a comprehensive update to the existing PMP. The PMP update will incorporate years of amendments, technological advances, and important factors such as climate change and energy resources that are consistent with Green Port Policy objectives. The PMP update

will also revise guidelines related to public access to the waterfront by reviewing the vision for development of future recreation areas and facilities.¹

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

The Zoning Code is a primary tool for implementing the City's General Plan. It is the intent of the City that the General Plan LUE and the Zoning Code are consistent to ensure that goals and policies outlined in the General Plan and development standards outlined in the Zoning Code are implemented in a manner that is identifiable with the City's overall vision for the City. As illustrated by Figure 4.4.5, Zoning Districts, the primary existing zoning districts in the City include residential, commercial, and industrial uses.

In addition to establishing zoning districts, the City's Zoning Code also defines 32 Planned Development Districts throughout the City (refer to Figure 4.4.6, Planned Development Districts). All of these Planned Development Districts are more comprehensive than traditional zoning districts and are intended to allow for increased flexibility for development within these areas.

The proposed project includes an update to the existing General Plan LUE and corresponding Land Use Map. As such, following approval of the proposed project, the City's existing Zoning Code and Zoning Map would also be updated to ensure consistency with the General Plan. While PlaceTypes included as part of the project would be inconsistent with some current zoning districts and regulations outlined in the City's existing Zoning Code and corresponding Zoning Map (refer to Figure 4.4.5), the project includes Project Design Feature (PDF) 4.4.1 to address such inconsistencies. Specifically, Project Design Feature PDF 4.4.1 requires the City to: (1) evaluate and map zoning inconsistencies and prioritize areas needing intervention within the first 12 months of project approval, (2) begin processing zone changes, zone text amendments, and LCP updates within the first 24 months of project approval, (3) begin drafting new zones or begin preparation of a comprehensive Zoning Code and LCP update to reflect the PlaceTypes adopted in the LUE within the first 36 months of project approval, and (4) complete the resolution of all zoning and LCP inconsistencies by the end of the fifth year following project approval.

4.4.6 Thresholds of Significance

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

¹ Port of Long Beach. Master Plan/Port Master Plan Update. Website: http://www.polb.com/facilities/master_plan/default.asp (accessed September 13, 2018).

Threshold 4.4.1: Physically divide an established community

Threshold 4.4.2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

The planning area is almost entirely developed and is currently characterized by a mix of residential, commercial, institutional, industrial, open space, religious, utility/right-of-way, and other land use designations. The area is primarily built out with a limited inventory of vacant and underutilized parcels. The proposed project would allow for strategic growth along transit corridors and within the City's Downtown area that would serve to preserve existing single-family neighborhoods, target new areas for infill development, and transform vacant and underutilized parcels.

As described further in Chapter 3.0, Project Description, the project is proposing to update and replace its existing General Plan LUE with a new LUE that would shape growth in the City through the horizon year 2040. As part of this update, the proposed LUE would adopt "PlaceTypes" in place of the existing parcel-by-parcel land use designations outlined in the 1989 LUE. The existing seven residential land use categories would be replaced by three new PlaceTypes: Founding and Contemporary Neighborhood, Multi-Family Residential-Low, and Multi-Family Residential-Moderate. The current Mixed Use Designation would be split into two new PlaceTypes: Neighborhood-Serving Center or Corridor and Transit-Oriented Development. The current six commercial land use designations would be replaced and would either be allowed under the aforementioned two mixed-use PlaceTypes or be allowed within the proposed Community Commercial PlaceType. The existing Restricted Industry and General Industry land use designations would be replaced with the Neo-Industrial and Industrial PlaceTypes, respectively. The Open Space/Parks and Right-of-Way land use designations would be replaced with the Open Space PlaceType. Similarly, the Harbor/Airport land use designation would be replaced with the Regional-Serving Facility PlaceType. The Institutional/Schools land use designation would be allowed within several of the aforementioned PlaceTypes, such as the Founding and Contemporary Neighborhood (Low and Moderate), Multi-Family Residential (Low and Moderate), and Regional-Serving PlaceTypes. The proposed LUE would also include the addition of the Downtown and Waterfront PlaceTypes. For further detail regarding the proposed PlaceTypes, refer to Chapter 3.0, Project Description, of this Recirculated Draft EIR and the proposed LUE included in Appendix H.

The proposed PlaceTypes would differ from the existing land use designations in that they would allow for greater land use flexibility focused on mixed-use development. The proposed PlaceTypes would be centered on permitted land uses and preferred development patterns, streetscapes, and urban form features. The proposed LUE would also regulate maximum development standards by establishing allowable densities within each PlaceType.

In addition to adopting PlaceTypes, the proposed project would focus on new development opportunities within the following eight Major Areas of Change:

1. **Create, restore, and preserve more open space.** The proposed project aims to preserve parks and open spaces within the north, central, and western portions of the planning area, with a priority on underserved areas.

2. **Convert targeted industrial edges and districts to Neo-Industrial uses.** The proposed project aims to establish transitions between older industrial areas and light industrial uses that would allow some live/work opportunities. Neo-industrial uses would also serve as a buffer between heavy industrial and residential uses in northern and western portions of the planning area.
3. **Promote regional-serving uses.** The proposed project aims to encourage future development adjacent to regional-serving uses in the City (e.g., the Long Beach Airport) in an effort to stimulate economic growth.
4. **Convert some industrial uses to commercial and regional-serving uses.** The proposed project aims to convert industrial uses to commercial uses in two areas of central Long Beach between Cherry Avenue and the Union Pacific Railroad.
5. **Create new transit-oriented development.** The proposed project aims to encourage transit ridership and walkability by allowing for development along the Metro Blue Line in the City.
6. **Continue Downtown development.** The proposed project aims to accommodate high-quality residential, entertainment, and commercial development within the Downtown area of the planning area.
7. **Promote infill and redevelopment to support transit.** The proposed project aims to promote infill development for appropriate nodes and corridors supported by transit throughout the City, including along Cherry Avenue, near the Traffic Circle, and along Pacific Coast Highway in order to revitalize existing underutilized parcels and shipping centers.
8. **Revitalize the Belmont Pier Complex and Alamitos Bay to highest and best use.** The proposed project aims to revitalize the Belmont Pier Complex and Alamitos Bay by creating a more pedestrian-friendly environment, improving coastal access, providing additional recreational and visitor-serving amenities, increasing parking availability, and allowing for new commercial development that is integrated with the existing coastal setting.

In total, the Major Areas of Change encompass approximately 13 percent of the planning area. Consistent with the goals outlined in the 2016–2040 RTP/SCS and the City’s General Plan Mobility Element, the proposed project focuses on these areas specifically as they are uniquely situated to accommodate new development along transit corridors; infill development; and revitalization efforts. Because the proposed project would focus on development efforts within the Major Areas of Change, most of the planning area (87 percent) would be preserved in its existing land use type following project implementation. In addition, future development within these Major Areas of Change would not include the development of any major roadway corridors or obstructions that would physically divide any established communities. Therefore, the proposed project would result in less than significant impacts related to the potential physical division of an established community (Threshold 4.4.1).

For the reasons stated above, this threshold is not analyzed further in this Recirculated Draft EIR.

4.4.7 Compliance Measures and Project Design Features

The proposed project would not be required to adhere to any compliance measures related to land use and planning. However, the project would incorporate Project Design Feature PDF 4.4.1 to reduce potential zoning inconsistencies.

PDF 4.4.1 To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Zoning Code, the project shall implement a Zone Change Program and Local Coastal Program (LCP) update to ensure that changes facilitated by the adopted Land Use Element (LUE) are consistent with the Zoning Code and LCP. The Zone Change Program and LCP update shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

- **Year 1:** Within the first 12 months following project approval, all Land Use Element/Zoning Code/LCP inconsistencies shall be identified and mapped. The City shall evaluate these inconsistencies and prioritize areas needing intervention.
- **Year 2:** Following the identification and mapping of any zoning and LCP inconsistencies, the City shall, within 24 months following project approval, begin processing zone changes, zone text amendments, and LCP updates in batches, as required to ensure that the Zoning Code and LCP are consistent with the adopted LUE.
- **Year 3:** The City shall, within 36 months following project approval, begin drafting new zones, or begin preparation of a comprehensive Zoning Code and LCP update, to better reflect the PlaceTypes identified in the adopted LUE.
- **Year 5:** All zoning and LCP inconsistencies shall be resolved through mapping and text amendments by the end of the fifth year following project approval. The City shall also submit the updated LCP to the California Coastal Commission (CCC) for consideration and approval by the end of the fifth year following project approval.

4.4.7.1 Proposed Land Use Element and Urban Design Element Goals, Strategies, and Policies

The following proposed strategies, policies, and implementation measures contained in the proposed LUE and UDE are applicable to the analysis of Land Use and Planning and would replace existing goals, policies, and strategies outlined in the City's existing LUE and Scenic Routes Element (SRE) following project approval:

4.4.7.2 Land Use Element (2018)

Goal No. 1: Implement sustainable planning and development practices.

Strategy No. 1: Support sustainable urban development patterns.

- **LU Policy 1-1:** Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.
- **LU Policy 1-2:** Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.
 - **LU-M-3:** Consider including development incentives in the Zoning Regulations that allow greater development flexibility if projects include affordable housing, creative open space, cultural amenities, historic preservation, or green building elements beyond those required, renewable energy components, and transit, pedestrian, and bicycle amenities.
- **LU Policy 1-7:** Encourage neighborhood-serving retail, employment, and entertainment destinations in new mixed-use projects to create local, walkable daily trip destinations.
 - **LU-M-4:** Re-invent commercial corridors by creating compact, mixed-use land use patterns and making streets safer for pedestrians, bicyclists, and transit users.
- **LU Policy 3-3:** Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist galleries, studios, and limited live-work units.
- **LU Policy 3-4:** Promote and attract a mix of commercial and industrial uses by emphasizing the flexibility of the PlaceTypes designations.
- **LU Policy 4-2:** Promote the transition of some heavy industrial and manufacturing sites to creative green and sustainable industries.
- **LU Policy 6-1:** Encourage a mix of land uses that is diverse, innovative, competitive, entrepreneurial, local and sustainable, which thereby promotes economic development, increases City revenues, expands job growth and increases value, access and usability for existing neighborhoods and communities.
- **LU Policy 6-9:** Encourage the redevelopment of parcels with poor land utilization such as single-use commercial structures on parcels over 5,000 square feet.
- **LU Policy 6-10:** Discourage fiscally draining land uses such as public storage, vacant lots, and outdoor storage.

- **LU Policy 6-2:** Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.

Strategy No. 7: Implement the major areas of change identified in this Land Use Plan (Map LU-20).

- **LU Policy 7-1:** Continue to accommodate regional-serving facilities, new growth, and infrastructure expansion through the development and update of master plans.
 - **LU-M-7:** Continue to create and update master plans for large employment and higher education centers, including the Port of Long Beach Master Plan, the Golden Shore Master Plan, the California State University at Long Beach Campus Master Plan, the Long Beach City College 2020 Unified Master Plan, and the Long Beach Memorial Medical Center 2005 Master Plan of Land Uses.
- **LU Policy 7-2:** Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.
- **LU Policy 7-3:** Allow heavy industry uses, as well as oil and gas facilities, to transition to green industry where feasible and desired.
- **LU Policy 7-4:** Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.
- **LU Policy 7-5:** Provide incentives for outdated and underperforming industrial areas to transition to commercial uses consistent with the PlaceTypes Map.
- **LU Policy 7-6:** Promote transit-oriented development around passenger rail stations and along major transit corridors.
- **LU Policy 7-7:** Continue to develop the Downtown into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified businesses, and is easily accessible to surrounding neighborhoods and regional facilities.
 - **LU-M-6:** Continue to implement the Downtown Plan to promote the development of a compact downtown core.
- **LU Policy 7-8:** Ensure infill development is compatible with surrounding established and planned uses.
 - **LU-M-35:** Amend Title 21 of the Municipal Code to include compatibility development standards and urban form strategies that protect low-density development from higher density/intensity developments. Measures may include stepping down building height, reducing building mass, decreasing the number of stories and window placement, among others.

- **LU Policy 7-9:** Focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors.
- **LU Policy 7-10:** Maintain consistency between the Land Use Element PlaceTypes and by the updated Zoning Districts.
 - **LU-M-1:** Update the Zoning Regulations and Zoning Districts Map to include new zoning districts and development standards that are consistent with the PlaceTypes, goals, strategies, and policies outlined in this Land Use Element.
 - **LU-M-2:** Update the Zoning Regulations to include urban form standards that address the interface with street frontage, appropriate massing, and compatibility standards based on context and location. Ensure the regulations allow a mix of uses and accommodate transit, walking, and biking facilities.
- **LU Policy 7-11:** Support infill and transit-oriented development projects by utilizing available tools, such as public-private partnerships and assistance with land assembly and consolidation.
- **LU Policy 7-12:** Develop and implement a plan for SEASP that establishes the area as an important gateway and builds on residential neighborhoods that are complemented by businesses and commercial services, protects wetlands and local coastal habitat, and creates attractive streetscapes with buildings designed at appropriate scale and form.

Strategy No 8: Enhance and improve the waterfront areas.

- **LU Policy 8-2:** Improve Alamitos Bay Landing to create a more enjoyable and successful place with additional coastal access, recreation and visitor-serving uses and design improvements to create a more pedestrian-friendly and attractive area.
- **LU Policy 8-3:** Minimize potential land use conflicts when changing waterfront areas so as not compromise military readiness.

Goal No. 4: Support Neighborhood Preservation and Enhancement.

Strategy No. 9: Protect and enhance established neighborhoods.

- **LU Policy 9-1:** Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.
 - **LU-M-36:** Use the development review process to identify and remove impacts associated with new development projects on low-density residential uses.
- **LU Policy 9-2:** Enhance and improve neighborhoods through maintenance strategies and code enforcement.

Strategy No. 10: Create complete neighborhoods with identifiable centers and a full range of supporting neighborhood-serving uses to meet the daily needs of residents.

- **LU Policy 10-2:** Complete neighborhoods by allowing low-intensity commercial uses to locate along neighborhood edges, in transition areas and at key intersections.
- **LU Policy 10-3:** Plan for and accommodate neighborhood-serving goods and services, learning facilities, public amenities, and transit stops within walking distance of most residences.
- **LU Policy 12-4:** Allow new high-density residential growth to occur within Multi-Family neighborhoods in a manner that is context sensitive and compatible to surrounding uses and buildings and that provides a range of housing types and options that meets the needs of Long Beach residents.
- **LU Policy 14-3:** Avoid concentrating undesirable uses, service facilities, and infrastructure projects in any manner that results in an inequitable environmental burden on low-income or minority neighborhoods.

4.4.7.3 Urban Design Element (2018)

Strategy No. 1: Improve function and connectivity within neighborhoods and districts.

- **Policy UD 1-2:** Focus development and supporting infrastructure improvements within targeted Areas of Change identified within Land Use Element.
- **Policy UD 1-3:** Promote the adaptive reuse and appropriate infill of resources within the existing urban fabric.
- **Policy UD 1-4:** Focus on building flexible design on ground floors to allow for active building frontages along corridors and at the street level.
- **Policy UD 2-6:** Prioritize aesthetic considerations in the refinement of development standards to enhance the quality of new and existing developments within scenic areas and iconic sites.

Strategy No. 14: Building types and forms should contribute to the PlaceType they are sited within and should address potential conflicts between neighboring PlaceTypes by implementing buffering measures and thoughtful design patterns.

- **Policy UD 14-2:** Acknowledge transitions between commercial and residential uses by requiring new development in higher-density centers and corridors to transition in height, massing, scale, and intensity in a thoughtful way to provide a buffer to lower density residential development.
- **Policy UD 14-4:** Protect neighborhoods from the encroachment of incompatible activities

or land uses that may have negative impacts on the residential living environment.

- **Policy UD 14-5:** Promote commercial center and corridor development compatibility with adjacent residential uses, including ensuring that project design and function minimizes the potential adverse impacts of vehicle access, parking and loading facilities, building massing, signage, lighting, trash enclosures, and noise generating uses and areas.

Strategy No. 15: Consider vacant parcels as infill opportunities.

- **Policy UD 15-2:** Promote infill projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.

Strategy No. 16: “Complete the neighborhood” by filling in gaps (e.g., functional needs like housing, new or missing services, new public amenities or services, healthy food options, flexible uses on larger streets and fostering a safe walkable environment within each PlaceType.).

- **Policy UD 16-1:** Provide opportunities for mixed-use development within focused locations (areas of change and target areas) to provide opportunities for live-work, affordable and mixed-income housing, and commercial and residential mixes in a medium to high-density setting.
- **Policy UD 16-2:** Continue to develop the Downtown into a city center that provides compact development, accommodates new growth, creates a walkable environment, allows for diversified businesses, and is easily accessible to surrounding neighborhoods and regional facilities.
- **Policy UD 16-3:** Focus new development with the greatest intensity and broadest mix of uses, along transit-supportive corridors, downtown, and near transit stations.

Strategy No. 19: Protect and enhance established Founding and Contemporary Neighborhood PlaceType.

- **Policy UD 19-3:** Support new development that is designed to respect the height, massing, and open space characteristics of the existing neighborhood while creating the appearance of single-family units for multi-family buildings to allow for better integration.

Strategy No. 20: Protect and enhance established Multi-Family Residential - Low and Moderate PlaceTypes.

- **Policy UD 20-1:** Integrate Multi-Family Residential - Low and Moderate PlaceType neighborhoods with surrounding uses to encourage appropriate transitions in height and massing.

Strategy No. 21: Protect and enhance established Neighborhood-Serving Centers and Corridors-Low and Moderate PlaceType.

- **Policy UD 21-1:** Promote the concentration of mixed uses and higher building intensity nearest the center of the PlaceType and adjacent to transit stations, with housing or lower scale buildings at the periphery.

Strategy No. 22: Protect and enhance established Transit-Oriented Development–Low and Moderate PlaceType.

- **Policy UD 22-1:** Encourage the massing of buildings and setbacks behind the Long Beach Boulevard light rail corridor to transition from moderate to low, in order to gracefully handle the transition from more intense to less intense development.
- **Policy UD 22-3:** Provide a mix of uses either within a single development or within a 1/4–mile radius of the PlaceType area, and centered around a transit station. The highest density of development should occur nearest the station.

Strategy No. 23: Protect and enhance established Community Commercial PlaceType.

- **Policy UD 23-2:** Develop single-family attached units or multi-family residential uses as a transition in scale between the automobile-oriented corridor and the adjacent neighborhood.

Strategy No. 24: Protect and enhance established Industrial PlaceTypes.

- **Policy UD 24-4:** Utilize sites away from neighborhoods for more intense industrial uses.
- **Policy UD 24-5:** Encourage incompatible land uses and operations to be located away from and screened from view of residential neighborhoods.
- **Policy UD 24-7:** Establish parkways, planted medians, and street trees along the sidewalk to increase permeable surface areas.
- **Policy UD 24-8:** Convert single-family homes that are immediately next to industrial uses into linear parks to buffer other homes and to serve as open space.
- **Policy UD 24-9:** Buffer industrial areas with open space or compatible uses. Avoid locating residential uses adjacent to industrial uses.

Strategy No. 25: Protect and enhance established Neo-Industrial PlaceType.

- **Policy UD 25-1:** Develop the Neo-Industrial PlaceType as a buffer between existing industrial and residential neighborhoods.
- **Policy UD 25-4:** Encourage development intensity that is graduated, from lower intensity near residential neighbors, to moderate intensity near wholly industrial uses.
- **Policy UD 25-7:** Convert and reuse existing buildings for creative commercial or office use,

as well as spaces for artists to live, work, and display their work on-site.

Strategy No. 26: Protect and enhance established Regional-Serving Facility PlaceType.

- **Policy UD 26-1:** Enhance the edges, both within and adjacent to, the regional serving facility to avoid abrupt transitions between large institutional facilities and their neighbors.
- **Policy UD 26-2:** Encourage separation of incompatible land uses with site planning strategies and appropriate design treatments.

Strategy No. 27: Protect and enhance established Downtown PlaceType.

- **Policy UD 27-1:** Promote the importance of the transitions between uses and developments in the Downtown PlaceType, given the small block sizes and mix of different uses.
- **Policy UD 27-2:** Apply the development standards and guidelines prescribed in the Downtown Plan.

Strategy No. 28: Protect and enhance established Waterfront PlaceType.

- **Policy UD 28-2:** Encourage mixed uses and greater building intensity to be located nearest the center within this PlaceType, with housing and/or lower-scale buildings on the periphery.

4.4.8 Project Impacts

Threshold 4.4.2: **Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Less than Significant Impact. Several regionally and locally adopted land use plans, policies, and regulations would be applicable to development under the proposed project, including the CCA and the City-certified Local Coastal Program, the SCAG 2008 Regional Comprehensive Plan, the SCAG 2016–2040 RTP/SCS, the Los Angeles County ALUP and the Orange County AELUP for the Los Alamitos JFTB, the City of Long Beach General Plan, the City of Long Beach Municipal Code, and applicable Specific Plans. Consistency of the proposed project with the 2016 Air Quality Management Plan and the 2017 Orange County Transportation Authority (OCTA) Congestion Management Program are discussed in Section 4.2, Air Quality, and Section 4.8, Transportation/ Traffic, respectively, of this Recirculated Draft EIR.

California Coastal Act. As previously identified, the southern area of the City is located within the Coastal Zone, which is regulated by the CCC under the CCA. While the proposed project would not include any physical improvements within the Coastal Zone that would require CDPs from the CCC, the proposed project would require an update to the City's existing LCP that would require approval from the CCC.

As proposed as part of the project, the City would update its General Plan LUE and associated Land Use Map with the proposed PlaceTypes Map, which would include changes to areas within the Coastal Zone (refer to Figure 4.4.4). As illustrated in Figure 3.3, Proposed PlaceTypes, the proposed LUE would allow for the Open Space, Multi-Family Residential-Low, Contemporary and Founding Neighborhoods, and Neighborhood-Serving Center or Corridor-Low PlaceTypes within the Coastal Zone (refer to Chapter 3.0, Project Description, for figures). The establishment of these PlaceTypes within the Coastal Zone would allow for existing neighborhoods and open space areas to largely remain in their existing condition while also allowing for low-density residential and commercial development to accommodate the City's projected growth in population.

While the proposed LUE would include updates to existing land uses in this area by redesignating several areas within the Coastal Zone, the primary changes within the Coastal Zone would occur within the proposed Waterfront PlaceType. The Waterfront PlaceType encompasses the Downtown South Shore, Alamitos Beach, Belmont Pool and Pier, and the Alamitos Bay Marina areas. This PlaceType would aim to provide an increase of mixed uses and greater building intensities near the proposed Downtown area and lower-density uses adjacent to the shoreline and on the City's periphery.

While the Waterfront PlaceType would allow for existing development standards for the South Shore, Downtown, and Alamitos Beach areas to regulate land use within these areas, the LUE proposes changes primarily within the Belmont Pier area and the Alamitos Bay Marina areas. As part of the proposed project, allowable land uses within the Belmont Pier area would be updated to allow for additional visitor-serving uses and improved recreational opportunities for residents and visitors to the area. In addition, the proposed project would encourage improvements to the pedestrian and bicycle circulation network within the Alamitos Bay Marina, protect and enhance natural resources, promote pedestrian- and bicycle-oriented development, promote clear signage, and encourage wetlands restoration within the Coastal Zone.

According to the CCA, Chapter 3 of the CCA is to be utilized by the CCC when reviewing coastal development permits and LCPs. As such, a consistency analysis with applicable standards and policies included in Chapter 3 of the CCA has been provided to demonstrate the project's consistency with Chapter 3 of the CCA; refer to Table A in Appendix C (Land Use Consistency Analysis) of this Recirculated Draft EIR. As described in detail throughout Table A and summarized below, the proposed project would be consistent with applicable goals and policies outlined in the CCA.

In accordance with Chapter 3 of the CCA, the proposed project aims to protect, maintain, and enhance the overall quality of the California Coastal Zone by preserving existing natural resources (i.e., wetlands) within the Coastal Zone. The proposed project allows a balance between orderly, new development and conservation. For example, Strategy No. 19 in the LUE aims to protect and preserve water bodies, and LU Policies 19-1 through LU 19-5 aim to protect and preserve marine resources and the coastal environment. In the UDE, Policy UD 17-3 calls for the establishment of buffers between natural resources and the built environment to reduce impacts to natural resources, such as those resources found within the Coastal Zone. Strategy No. 29 and Policy UD 29-1 call for the protection of the City's natural resources, including the Pacific Ocean and its associated tributaries. Policy UD 28-2 encourages lower-density development near waterfront areas so as to minimize impacts associated with new development adjacent to the coastline. The proposed project would also maintain public access by promoting improvements to existing pedestrian and bicycle pathways and the construction

of new pedestrian and bicycle pathways to the coast through Policy UD 28-1. Further, the proposed project would facilitate future development, including coastal-dependent and water-related uses (e.g., restaurants, museums, resorts, mixed-use projects, and Port facilities). For the reasons stated above, the proposed project would be consistent with applicable goals and policies outlined in the CCA.

Local Coastal Program Consistency. The City's LCP outlines provisions related to the following general policies: Transportation and Access; General Housing Policy; Park Dedication Policy; and Strand Use and Access. The proposed project would be consistent with applicable provisions of the LCP related to Transportation and Access because the contemplated land uses and design promote walking, biking, and the use of transit within the Coastal Zone (refer to LUE Goals 1–6; Implementation Strategies LU-M-11 and 34, Downtown Strategy 9; Midshore Strategy 12, and Southeast Strategy 11, as well as UDE Strategies 42 and 43; Policies 15-3, 18-10, 31-2, 37-3, 38-8, 40-8; and Implementation Strategy 48). The proposed project would be consistent with the LCP's General Housing Policy provisions due to included provisions for creation of additional housing units as necessary to fulfill the City's responsibilities under its Regional Housing Needs Assessment (RHNA) and Housing Element (refer to Goals 4 and 6; and Implementation Strategies LU-M-3, 27, and 48, as well as UDE Policy 16-1). City parks and open space have been dedicated and are reflected on the PlaceType and Open Space Maps in the LUE and UDE, ensuring project compliance with the LCP's Park Dedication Policy provisions. Additionally, implementation of the proposed project would result in the dedication of new open space as it is acquired or developed (refer to Maps 7 and 9 in the proposed LUE and Maps 2 and 12 in the proposed UDE). The proposed project would be consistent with applicable provisions of the LCP related to Strand Use and Access because the project would promote use of the coastal resources by residents and visitors alike and promote improvements to existing and future pedestrian and bicycle pathways, consistent with the LCP and goals of the Coastal Act (refer to Maps 7 and 9 in the proposed LUE and Maps 2 and 12 in the proposed UDE). Therefore, the proposed project would be consistent with applicable provisions of the LCP related to the general policies discussed above.

The proposed LUE would re-designate land uses within the City's Coastal Zone with the proposed Downtown, Waterfront, Neighborhood-Serving Center or Corridor (Low and Moderate), Open Space, Founding and Contemporary Neighborhood, and Multi-Family Residential-Moderate PlaceTypes. While the proposed LUE would allow for a variety of PlaceTypes within the City's Coastal Zone, the Belmont Pier area and the Alamitos Bay Marina areas are the two primary areas targeted for change, including redevelopment activities and improved bicycle and pedestrian circulation.

Because the proposed project would result in updates to the City's General Plan that would be inconsistent with portions of the City's existing LCP, project implementation could result in potential land use conflicts with the LCP. Therefore, updates/amendments to the City's LCP could be required at the time individual applications for development within the City's Coastal Zone are proposed, if they were determined by the City to be inconsistent with the adopted General Plan LUE. Additionally, as the City updates zoning in each specific area as part of the comprehensive zoning update outlined in Project Design Feature PDF 4.4.1, the City will also update the LCP and submit it to the CCC for review and approval. Therefore, approval of these future LCP updates and future LCP amendments would reduce potential inconsistencies with the City's LCP to a less than significant level.

All environmentally sensitive habitat areas (EHSA) within the Coastal Zone will remain protected following project implementation. The EHSA map for the City will not change, and future LCP amendments will be further refined at the time individual applications for development within the City's Coastal Zone are proposed. Refer to Figure 4.4.7 for a map of vegetated habitat areas, including ESHAs, within the SEASP area. See further details in Appendix C (Land Use Consistency Analysis) of this Recirculated Draft EIR.

While the LUE would update existing land use designations within the City, including areas within the Coastal Zone, the proposed UDE would not result in any changes to land use designations, but would establish goals, policies, and implementation strategies aimed at guiding the desired urban form and character associated with each PlaceType included in the proposed LUE. Therefore, following approval of the proposed UDE, no inconsistency with the City's General Plan would occur, and impacts would be considered less than significant.

For these reasons cited above, the proposed project would be consistent with the applicable goals and policies outlined in the City's LCP. Impacts would be considered less than significant, and no mitigation would be required. For further discussion related to the proposed project's consistency with the City's LCP, please refer to Table A in Appendix C (Land Use Consistency Analysis) of this Recirculated Draft EIR.

SCAG 2008 RCP. The 2008 Regional Comprehensive Plan (RCP) addresses regional goals related to growth and infrastructure in the Southern California region. The RCP also addresses issues such as housing, traffic, air quality, and water resources as a guide for local agencies to use in preparing plans that deal with regional issues. The RCP outlines a vision of how the Southern California region can balance growth with conservation in order to achieve a higher quality of life. In order to achieve this balance the RCP aims to establish the following land use and housing goals: (1) focus growth in existing centers and along major transportation corridors, (2) encourage mixed-use development, (3) provide new housing opportunities, (4) encourage development near existing and planned transportation stations to reduce traffic congestion and associated air pollutants, (5) preserve existing single-family neighborhoods, and (6) protect open space and environmentally sensitive habitat areas from development.

The proposed project would encourage new development and infrastructure projects that would emphasize land use and mobility connectivity and would encourage new housing and employment options.

The provision of new housing and employment options under the proposed project would be accomplished through the by adoption of PlaceTypes, which would emphasize flexible land use patterns and would allow for a mix of compatible uses in areas throughout the City. For example, the proposed project would allow for the establishment of the Transit-Oriented Development PlaceType, which would encourage mixed-use development that would transition from lower density single-family neighborhoods to higher-density housing. The Transit-Oriented Development PlaceType would be encouraged in areas along the Metro Blue Line (i.e., Long Beach Boulevard); in the Downtown area; and along existing and future bus, shuttle, and other mass transit routes and stations. Therefore, the proposed project would be consistent with the 2008 RCP's goals to focus growth near major transportation corridors and transportation stations and to encourage mixed-use development.

As described further in Section 4.6, Population and Housing, the proposed project would accommodate up to 28,532 new residential households in the planning area. Specifically, residential uses would be allowed within the Founding and Contemporary Neighborhood, Multi-Family, Neighborhood-Serving Centers and Corridors, Transit-Oriented Development, Downtown, and Waterfront PlaceTypes. Therefore, the proposed project would be consistent with the 2008 RCP's goals to provide additional housing opportunities.

Although the proposed project would allow for mixed-uses and higher density development within several of the proposed PlaceTypes, the project also encourages the protection of existing residential communities and open space/environmentally sensitive areas from new development. Specifically, the proposed project would establish the Founding Neighborhood PlaceType, which is intended to preserve the City's lower-density residential neighborhoods from higher-density uses proposed elsewhere in the City. The project would also establish the Open Space PlaceType, which is intended to protect existing open space uses and environmentally sensitive areas (e.g., wetland areas), as well as promote the creation of new parks and open space areas throughout the City. Therefore, the proposed project would be consistent with the 2008 RCP's goals to preserve existing single-family neighborhoods and protect open space and environmentally sensitive habitat areas from development.

While the LUE would update existing land use designations within the City, the proposed UDE would not result in any changes to land use designations, but would establish goals, policies, and implementation strategies aimed at guiding the desired urban form and character associated with each PlaceType included in the proposed LUE. As such, the proposed UDE would not result in conflicts with the 2008 RCP.

For further discussion related to the proposed project's consistency with the 2008 RCP, please refer to Table B in Appendix C (Land Use Consistency Analysis) of this Recirculated Draft EIR. For the reasons stated above, the proposed project would be consistent with applicable goals outlined in the 2008 RCP. Impacts would be considered less than significant, and no mitigation would be required.

SCAG RTP/SCS Consistency. For the City and much of the Southern California region, SCAG is the Metropolitan Planning Organization (MPO) that prepares demographic projections. These demographic projections are included in the RTP/SCS. For the 2016–2040 RTP/SCS, SCAG forecasts population growth of 18,320 new residents, employment growth of 28,511 new jobs, and 11,700 housing units in the City by the year 2040. The proposed LUE is consistent with the 2040 population and housing projections outlined in the 2016–2040 RTP/SCS, and also incorporates the same horizon year (2040) as the RTP/SCS.²

² The number of housing units included as part of the project is greater than what is projected for the City in the 2016–2040 RTP/SCS, as the number of needed housing units is based on the projected future growth in the number of households in the City (based on RTP/SCS projections) combined with the number of new housing units needed to address overcrowding of existing households in the City (as documented through the Assessment of Fair Housing). In total, 28,524 housing units are required to ensure consistency with these projections and housing mandates.

In addition to preparing demographic projections for the region, the 2016–2040 RTP/SCS also provides a comprehensive outline for transportation investments throughout the SCAG region. The RTP was most recently adopted in 2016 and is updated every four years to address regional transportation needs. In order to receive State and federal funding, transportation projects must be outlined in the RTP. In addition, the SCS component of the 2016–2040 RTP aims to fulfil State commitments to reduce GHG emissions from passenger vehicles. In order to achieve these goals, the RTP/SCS encourages growth near transit services to reduce vehicle miles traveled and to encourage alternative modes of transportation.

The proposed project would establish the Transit-Oriented Development-Low and Moderate PlaceTypes that would promote mixed-use development along Long Beach Boulevard, adjacent to stations along the Metro Blue Line route. The proposed project would also allow for mixed-use development in most of the proposed PlaceTypes and would focus on creating walkable, pedestrian-friendly neighborhoods that would reduce automobile dependence and improve the transportation network (refer to LUE Goals Nos. 1–6; Implementation Strategies LU-M-11 and 37; and North Long Beach Strategy 10, Bixby Knolls Strategy 8, Westside and Wrigley Strategy 9, Eastside Strategy 13, Central Strategy 8, Traffic Circle Strategy 9, Downtown Strategy 12, and Midshore Strategy 11; as well as UDE Strategies 42 and 43, Policies 15-3, 18-10, 31-2, 37-3, 38-8, and 40-8, and Implementation Strategy 48). Active transportation is an area of focus in the RTP/SCS, as well as the City’s General Plan Mobility Element (2013). Therefore, the proposed project would be consistent with the RTP/SCS and the Mobility Element goal to protect the environment and health of its residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking) through mixed-use development along the Metro Blue Line route.

The proposed project would also promote a variety of housing types by allowing for varying building densities within the proposed PlaceTypes. For example, the Founding and Contemporary Neighborhood PlaceType would allow for single-family, low-density housing, and the Multi-Family Low-and Moderate PlaceTypes would allow for duplex, triplex, apartment, and condominium units (refer to LUE Goals 4 and 6; Policy 16-5; and Implementation Strategies LU-M-3, 27, 47, and UDE Policy 16-1). Therefore, the proposed project would be consistent with the RTP/SCS’s goals of providing new housing opportunities.

In addition, the proposed project would promote a diverse economy by allowing for a variety of businesses, such as start-up businesses within the Neo-Industrial PlaceType (refer to LUE Goals No. 3, 7, and 8, as well as UDE Policy 6-3), and would preserve the existing natural environment through the establishment of the Open Space PlaceType (refer to LUE Major Area of Change No. 1, Goal No. 9; Policies 16-6, 18-1, 18-5, 19-1, and 20-1; and Implementation Strategies LU-M-37 and LU-M-88; as well as Policies UD 3-1, 19-3, and 30-1). The proposed project would also establish the Regional-Serving Facilities PlaceType, which would allow for the continued operation of existing regional-serving facilities in the City, such as the Port of Long Beach, California State University Long Beach, and the Long Beach Airport (refer to LUE Major Area of Change No. 3, Goal No. 7, Strategy No. 17, and LU Policy 17-2). Therefore, the proposed project would be consistent with the RCP’s economy goal of enabling business to be profitable and competitive locally, regionally, nationally, and internationally.

While the LUE would update existing land use designations within the City, the proposed UDE would not result in any changes to land use designations, but would establish goals, policies, and

implementation strategies aimed at guiding the desired urban form and character associated with each PlaceType included in the proposed LUE. As such, the proposed UDE would not result in conflicts with the 2016–2040 RTP/SCS.

For further discussion related to the proposed project’s consistency with the 2016–2040 RTP, please refer to Table B in Appendix C (Land Use Consistency Analysis) of this Recirculated Draft EIR. For these reasons cited above, the proposed project would be consistent with the 2016–2040 RTP. Impacts would be considered less than significant, and no mitigation would be required.

General Plan, Specific Plan, PMP, and ALUP Consistency. The proposed project is requesting to update and replace the existing LUE with an updated LUE and to replace the existing SRE with the proposed UDE. Approval of the proposed project would ensure that the proposed LUE would serve as the guiding land use policy document for future development in the City.

The proposed project would be consistent with California Government Code Section 65302 as it addresses one of the seven required elements (Land Use) and proposes to adopt an additional optional element (Urban Design) in the City’s General Plan. The project would revise and replace the General Plan Land Use Map with the proposed PlaceTypes map. The proposed LUE and UDE, together with the other General Plan Elements, would serve to guide the overall physical development and urban form of the entire City through the horizon year 2040.

The proposed project includes a description of the existing land use setting and urban character of the City; outlines goals, policies, and implementation strategies specific to each PlaceType, and includes a number of diagrams and maps illustrating proposed land use patterns and development standards intended for each PlaceType. The adoption of PlaceTypes in place of land use designations is intended to preserve and ensure land use compatibility throughout the City. Specifically, the goals and policies in the LUE and UDE are intended to preserve existing neighborhoods, accommodate growth and promote mixed-use development in higher-density areas, preserve open space, and promote alternative modes of transportation to reduce automobile reliance throughout the City. These goals and policies, along with the flexibility in land use patterns afforded by the proposed PlaceTypes, would reduce potential conflicts related to incompatible uses, traffic, and noise, and would promote growth in urbanized areas to accommodate future projections in housing, population, and employment in the City.

The City’s General Plan LUE and UDE also contain goals and policies aimed at regulating land use and development patterns in the City. These goals and policies would be updated and replaced by the goals, strategies, policies, and implementation strategies outlined in the proposed LUE. Similarly, goals and policies in the SRE would be replaced with goals, strategies, policies, and implementation strategies outlined in the proposed UDE. As described in detail throughout Table C in Appendix C of this Recirculated Draft EIR and summarized below, these goals, strategies, policies, and implementation strategies would be internally consistent between the proposed LUE and UDE, as well as consistent with existing elements of the City’s General Plan (including the recently adopted Mobility Element).

Historic Preservation Element (2010). The proposed project would focus areas of change and growth outside of established historic districts in the planning area. Further, the project would

encourage the retention of historic structures and landmarks (refer to LUE Goal 4; Implementation Strategies LU-M-3, and LU-M-43; Midshore Strategies 3, 7, and 8; and Southeast Strategy 3, as well as Urban Design Element (UDE) Strategies 9 and 10; Policies UD 2-1, UD 9-1 through 9-3; UD 10-1, UD 10-3, UD 14-8, UD 19-1, UD 19-4, UD 20-2, and UD 20-5, and Implementation Strategy 45). The City's existing preservation program would also be complemented by the proposed project, which strives to better educate and orient residents and visitors to amenities within the City, including historic resources (refer to LUE Bold Move 4, Policy 3-5, and Implementation Strategy LU-M-39, as well as Policy UD 12-2). Therefore, the proposed project would be consistent with the overall intent of the City's General Plan Historic Preservation Element.

Open Space and Recreation Element (2002). The proposed project would establish the Open Space PlaceType, which would preserve existing open space and recreational facilities throughout the City. In addition, the proposed project establishes more Open Space as a Major Area of Change, which focuses on acquisition of open space for multiple uses, including as buffer and habitat or natural areas (refer to LUE Major Area of Change No. 1, Goal No. 9; Policies 16-6, 18-1, 18-5, 19-1, and 20-1; and Implementation Strategies LU-M-37 and LU-M-88; as well as Policies UD 3-1, 19-3, and 30-1). Therefore, the proposed project would be consistent with the overall intent of the City's General Plan Open Space and Recreation Element.

Housing Element (2014). The proposed project would facilitate the development of new housing units and would encourage improvement of existing residential uses in an effort to provide a variety of housing options at varying income levels to meet the needs of all residents in the planning area (refer to LUE Goals 4 and 6; Policy 16-5; and Implementation Strategies LU-M-3, 27, 47, and UDE Policy 16-1). In addition, the proposed project includes provisions for new housing consistent with the production goals found in the Housing Element and RTP/SCS. Housing production is targeted in Downtown, Transit-Oriented Development (TOD) corridors, major bus-route mixed-use corridors, within existing multi-family areas such as Alamitos Beach, within regional opportunity sites, such as PD-1 (Southeast Long Beach), and near the traffic circle (refer to LUE Goals 1–5, as well as UDE Strategies 3, 16, and 20–22).

As an outcome of the most recent RHNA process, the City is required to plan for 7,048 new dwelling units by the year 2021. Further, due to insufficient construction of new housing units within Long Beach and the region in the past, the City has many residential areas where existing housing units are overcrowded. As discussed in Chapter 3.0, Project Description, it was determined that the City has anticipated housing needs for 21,476 housing units to address existing housing needs. In total, 28,524 housing units are required to address future (7,048) and existing (21,476) housing needs. It is this number of units, which complies with both the State and federal assessments, which must be accommodated in City planning documents, including the proposed LUE. The proposed project includes provisions for creation of additional housing units as necessary to fulfill the City's responsibilities under its RHNA and Housing Element (refer to Goals 4 and 6; and Implementation Strategies LU-M- 3, 27, and 48, as well as UDE Policy 16-1). Therefore, the proposed project would be consistent with the overall intent of the City's General Plan Housing Element.

Air Quality Element (1996). The LUE implementation program includes creation of a Climate Action and Adaptation Plan (CAAP) in the immediate short term, which is already underway and would

be drafted in consultation with all stakeholders, including the SCAQMD, the Gateway Cities, and SCAG (refer to LUE Goals 1, 3, 4, 7, and 9, and Implementation Strategies 50–53, and 72, as well as UDE Strategy 70). Once completed, this CAAP would replace the City’s Air Quality Element. In the interim, the proposed LUE and UDE are consistent with the Air Quality Element adopted in 1996. Four goals guide the Air Quality Element: achieve air quality improvements in such a manner that sustains current economic development while encouraging future growth; improve the quality of life for citizens by providing greater opportunities, convenience, and choices; reinforce local mobility goals by reducing peak-hour traffic congestion; and foster behavior change through public information and education, incentives and pricing that reflects total societal costs for administration and enforcement. Goal No. 1 in the LUE aims to implement sustainable planning and development practices. Sustainability is a foundation for all goals and policies in the proposed project (refer to LUE Goals No. 1, 3, and 6–9; Strategy No. 2, Policy 16-4, and Implementation Strategies 72 and 74–79, as well as UDE Strategy 70). Land Use policies related to climate change and sustainability are summarized in the appendix, Chapter 7, of the LUE. The LUE and UDE address sustainability throughout each element and are consistent with the overall intent of the Air Quality Element. In addition, the creation of the CAAP would further the intent of the existing Air Quality Element.

Mobility Element (2013). The proposed project would further the goals of the City’s General Plan Mobility Element by concentrating new development in the Downtown area and along bus and rail corridors. The project also includes design provisions to encourage biking, walking, and transit use. In addition, the proposed project utilizes the network established in the Mobility Element and distributes land uses by PlaceType around the City. The proposed project focuses on walkable corridors of mixed-use activity, but also encourages economic development anchored by regional facilities such as the Port, the Long Beach Airport, and other significant regional facilities such as California State University, Long Beach (CSULB). The Waterfront PlaceType includes transportation-related provisions (including water transportation) to enhance mobility citywide (refer to LUE Goals No. 1–6; Implementation Strategies LU-M-11 and 37; and North Long Beach Strategy 10, Bixby Knolls Strategy 8, Westside and Wrigley Strategy 9, Eastside Strategy 13, Central Strategy 8, Traffic Circle Strategy 9, Downtown Strategy 12, and Midshore Strategy 11; as well as UDE Strategies 42 and 43, Policies 15-3, 18-10, 31-2, 37-3, 38-8, and 40-8, and Implementation Strategy 48). Therefore, the proposed project would be consistent with the overall intent of the City’s General Plan Mobility Element.

Seismic Safety Element (1988). The proposed project would be implemented through the regulations outlined in the Zoning Code (Title 21) and Building Code, both of which include provisions for seismic safety. In addition, the City intends to update the Safety Element of the General Plan in the near future as resources are available (refer to LUE Goals 1–4, and Policies 16-2 and 17-2, as well as UDE Policy 6-3). Therefore, the proposed project would be consistent with the overall intent of the City’s General Plan Seismic Safety Element.

Noise Element (1975). The proposed project promotes an active, sustainable environment with a high-quality of life. Limiting noise exposure, while still allowing positive activity is part of implementing the proposed project (refer to LUE Goals 1, 4, Policies 16-6 through 16-8, Bixby Knolls Strategy 1, and Westside and Wrigley Strategy 6, as well as UDE Policies 14-5 and 23-1).

The proposed project includes provisions for increased open-space and buffers to reduce land-use conflicts including noise (refer to LUE Goals 1, 3, 8, and 9, as well as UDE Strategies 14 and 17 and Policies 23-1, 23-6, 24-3, 24-8, 24-9, 25-1, and 38-4). Additionally, the City is currently updating the Noise Element as part of its overall General Plan update process. Therefore, the proposed project would be consistent with the overall intent of both the existing and future Noise Elements.

Public Safety Element (1975). The proposed project includes provisions for safety, as well as design features to improve safety through new development and through improvements to existing neighborhoods (refer to LUE Goal 4 and UDE Strategy 7). The LUE is implemented through the Zoning Code, including Crime Prevention through Environmental Design (CPTED) provisions applied during the City's Site Plan review process (refer to LUE Goals 2 and 3, as well as UDE Strategy 7 and Implementation Strategy 50). Additionally, upon completion of the CAAP, and dependent on available resources, the City intends to update the Safety Element consistent with Senate Bill (SB) 379 (refer to LUE Goal 4 and UDE Policies 6-3 and 41-7). Therefore, the proposed project would be consistent with the overall intent of the Public Safety Element.

Conservation Element (1973). The Conservation Element assures that natural resources, including mineral resources are considered in land use planning. The proposed project applies sustainability standards to protect and enhance water and other natural resources. The proposed project seeks to expand resource protection and integrate sustainability into all land use and design decisions (refer to LUE Goals 7-9; Policies 11-2, 18-4, 18-5, 19-1, 19-3, 19-4, 19-5, and 20-1 through 20-11; Implementation Strategies LU-M-28, 37, 55, 97, 98, 99, and 110, as well as UDE Strategies 5, 39, and 40; Policies UD 4-2, 6-4, 31-7, 31-8, and 34-2; and Implementation Strategies 51 and 53). In addition, the proposed project places a particular emphasis on disadvantaged communities and identifies ways to lessen land use conflicts including through the reduction of environmental hazards (refer to LUE Goal 6 and UDE Strategy 13). Overall, the proposed project includes a number of goals to improve the quality of life in Long Beach for residents, workers, and visitors (refer to all goals, policies, and strategies listed throughout the proposed LUE and UDE). Therefore, the proposed project would be consistent with the overall intent of the Conservation Element.

For further detailed discussion related to the proposed project's consistency with adopted elements of the City's General Plan, refer to Table C in Appendix C of this Recirculated Draft EIR.

Although the proposed PlaceTypes are currently inconsistent with the existing General Plan land use designations, approval of the proposed project would result in the project being consistent with the General Plan and would ensure the proposed LUE would be the presiding policy document guiding land use in the City. Therefore, no inconsistency with the City's General Plan would occur following project approval.

While the LUE would update existing land use designations within the City, the proposed UDE would not result in any changes to land use designations, but would establish goals, policies, and implementation strategies aimed at guiding the desired urban form and character associated with each PlaceType included in the proposed LUE. Furthermore, the proposed UDE would replace the

City's existing SRE. Therefore, project approval would resolve any current inconsistencies between the proposed project and the SRE.

For all of the reasons cited above and as detailed in Table C of Appendix C of this Recirculated Draft EIR, the proposed project would be consistent with the applicable goals and policies outlined in the City's General Plan. Impacts would be considered less than significant, and no mitigation would be required.

Adopted Land Use Plans. The proposed PlaceTypes would be consistent with adopted land use plans currently regulating development in the City. For example, the land use plan (e.g., the PlaceTypes Map) incorporates SEASP into the Regional-Serving Facility and Open Space PlaceTypes, the Downtown Plan into the Downtown PlaceType, and the Midtown Specific Plan in the Transit-Oriented Development PlaceType. The proposed project also incorporates the PMP into the Regional-Servicing Facility PlaceType. Similarly, the proposed project would allow for development within adopted airport land use plans to continue to be regulated by such plans so as to protect and maintain the public health, safety, and welfare within airport influence areas. As such, the proposed project would allow for these plans to continue regulating development within the adopted specific plan, the PMP, and airport land use plan areas. The proposed project would therefore be consistent with adopted land use plans. Impacts would be considered less than significant, and no mitigation would be required.

City Zoning Code Consistency. The proposed LUE would allow for increased densities, intensities, and heights throughout the City as compared to the existing General Plan and Zoning Code. The proposed UDE would also establish goals, policies, and implementation strategies aimed at guiding the desired urban form and character associated with each PlaceType included in the proposed LUE. However, the allowable increase in future densities, heights, and intensities envisioned under the proposed project would be concentrated within the Downtown, Regional Serving Facilities (i.e., Douglas Park and the Port of Long Beach), and the Transit-Oriented Development (Low and Moderate) PlaceTypes, as well as along major corridors and thoroughfares throughout the City. While PlaceTypes included as part of the project and policies aimed at guiding the urban character of the City would be inconsistent with some current zoning districts and regulations outlined in the City's existing Zoning Code and corresponding Zoning Map (refer to Figure 4.4.4), the project includes Project Design Feature PDF 4.4.1 to address such inconsistencies. Specifically, Project Design Feature PDF 4.4.1 requires the City to: (1) evaluate and map zoning and LCP inconsistencies and prioritize areas needing intervention within the first 12 months of project approval, (2) begin processing zone change, zone text, and LCP amendments within the first 24 months of project approval, (3) begin drafting new zones or begin preparation of a comprehensive Zoning Code and LCP update to reflect the PlaceTypes adopted in the LUE within the first 36 months of project approval, and (4) complete the resolution of all zoning and LCP inconsistencies by the end of the fifth year following approval of the proposed LUE and UDE. Therefore, with incorporation of Project Design Feature PDF 4.4.1, the proposed project would be consistent with the City's Zoning Code and Zoning Map.

4.4.9 Mitigation Measures

The proposed project would not result in any significant adverse impacts related to land use and planning, and no mitigation would be required.

4.4.10 Cumulative Impacts

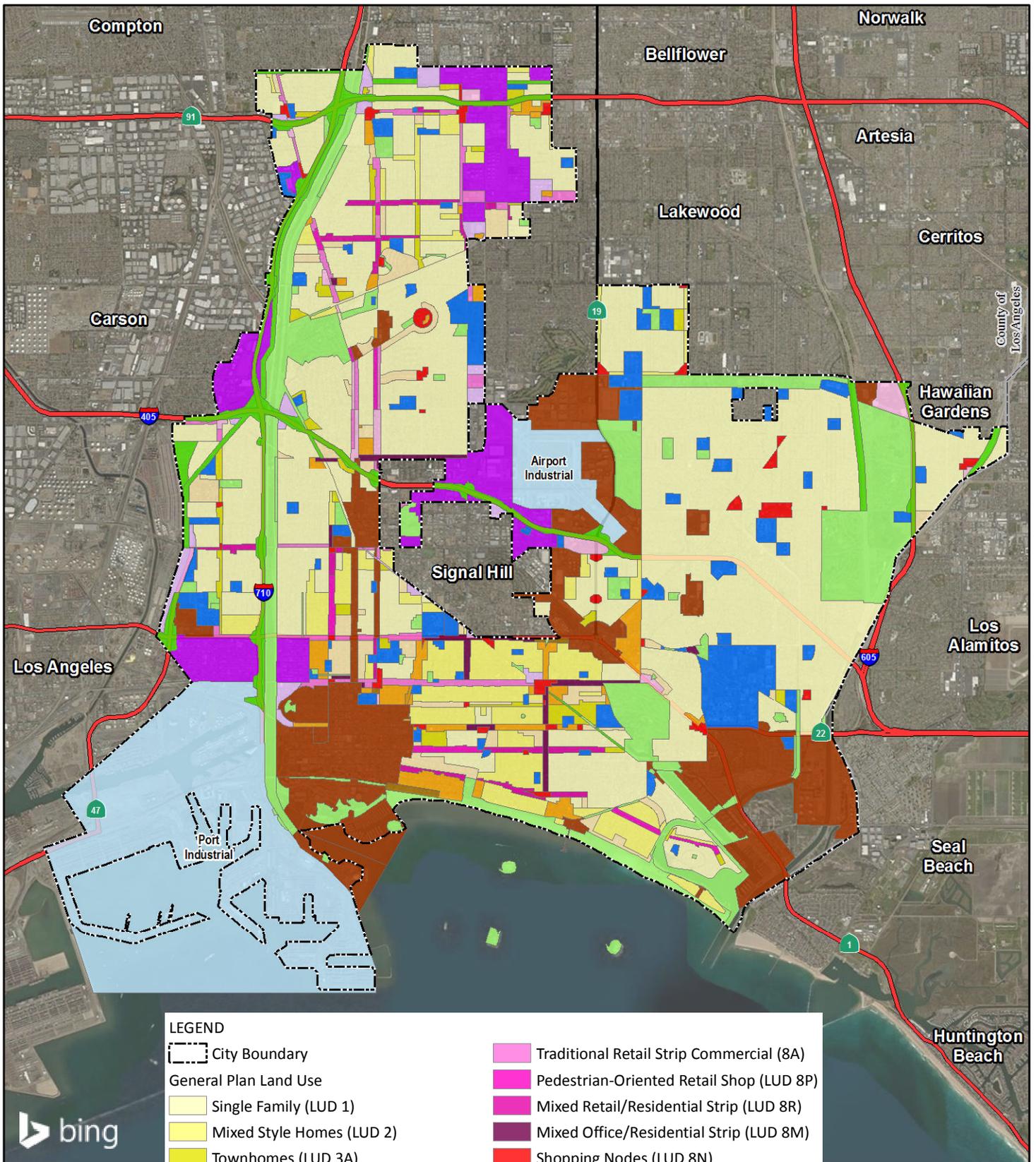
As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The cumulative impact area for land use for the proposed project is the City of Long Beach, assuming the fully anticipated General Plan buildout scenario. Given that the proposed project encompasses a comprehensive update to the City's existing General Plan LUE and the adoption of a new UDE, the project itself is cumulative in nature, which would shape growth in the City through the horizon year 2040. As such, each new development project facilitated by project approval and subject to discretionary review would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies. For this reason, cumulative impacts associated with inconsistency of future development with adopted plans and policies would be less than significant.

The planning area is almost entirely developed with a wide variety of established land uses. The existing land use patterns within the City have been established with a variety of residential, commercial, office, industrial, and open space/recreational use, which are generally consistent with the City's General Plan Land Use Map and Zoning Map. Because the planning area is highly developed, it is anticipated that future growth would primarily result in infill development and redevelopment. Changes to the existing area would occur through the conversion of vacant or underutilized land. However, future development would be required to be consistent with applicable land use plans and policies, as well as zoning requirements. Therefore, cumulative land use impacts associated with incompatibilities between existing and future development would be less than significant.

Implementation of the proposed project would not conflict with applicable land use documents. The project would also address potential inconsistencies with the City's Zoning Ordinance and Zoning Map within the first 5 years following project approval (as outlined in Project Design Feature PDF 4.4.1), which would reduce cumulative project impacts related to potential zoning inconsistencies to a less than significant level. Therefore, land use impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.

4.4.11 Level of Significance after Mitigation

There would be no significant unavoidable adverse impacts of the proposed project related to land use and planning. No mitigation would be required.



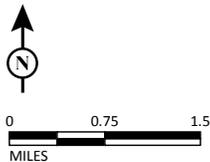
LEGEND	
	City Boundary
General Plan Land Use	
	Single Family (LUD 1)
	Mixed Style Homes (LUD 2)
	Townhomes (LUD 3A)
	Moderate Density Residential (3B)
	High Density Residential (LUD 4)
	Urban High Density Residential (LUD 5)
	High Rise Residential (LUD 6)
	Mixed Uses (LUD 7)
	Major Commercial Corridor (LUD 8)
	Traditional Retail Strip Commercial (8A)
	Pedestrian-Oriented Retail Shop (LUD 8P)
	Mixed Retail/Residential Strip (LUD 8R)
	Mixed Office/Residential Strip (LUD 8M)
	Shopping Nodes (LUD 8N)
	Restricted Industry (LUD 9R)
	General Industry (LUD 9G)
	Institutions/Schools (LUD 10)
	Open Space/Parks (LUD 11)
	Harbor/Airport (LUD 12)
	Right-of-Way (LUD 13)

FIGURE 4.4.1

Long Beach General Plan
Land Use and Urban Design Elements

Existing General Plan (1989) Land Use Map

LSA



SOURCE: Bing Maps (2018); City of Long Beach (1989)
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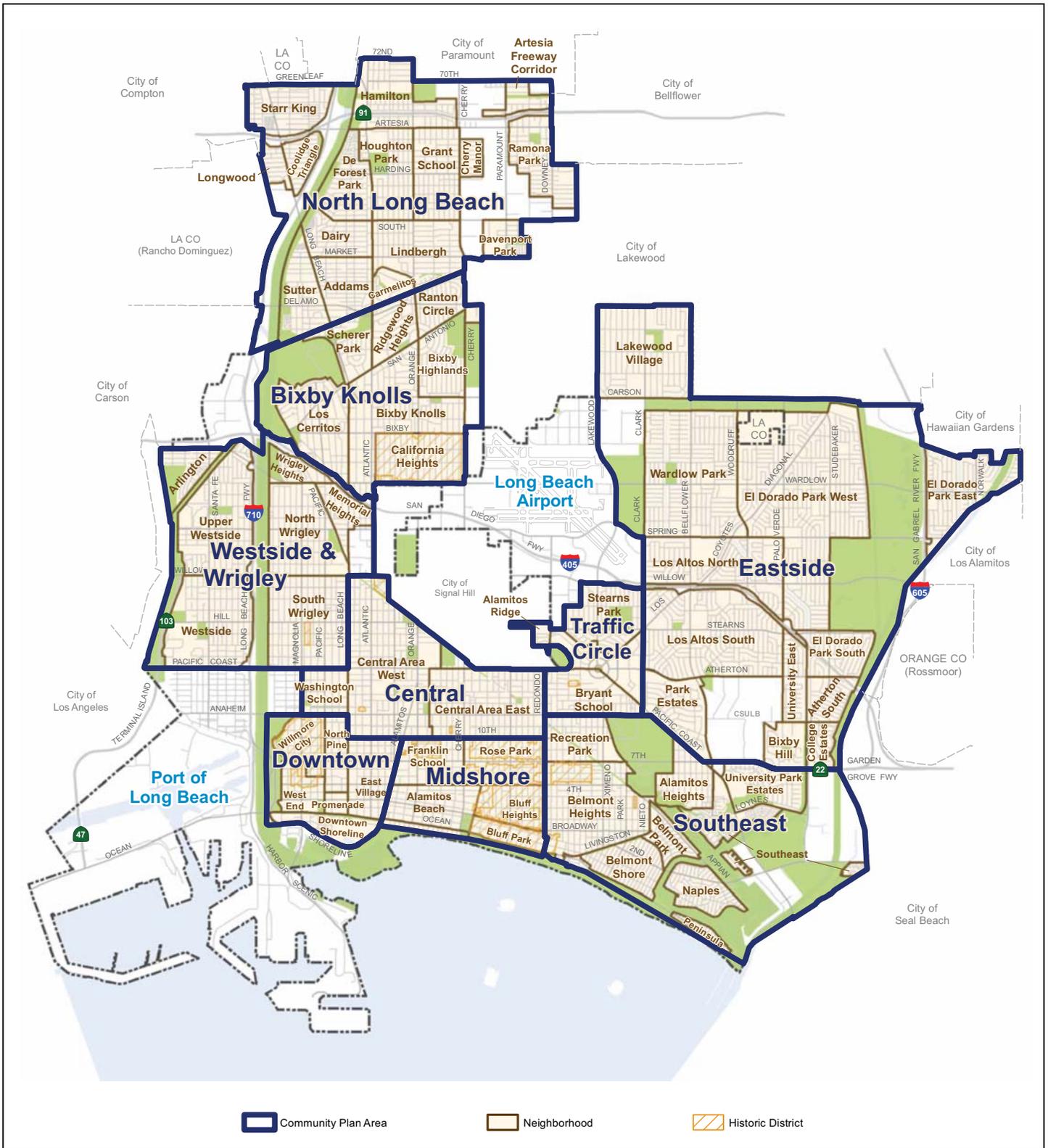
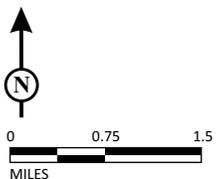


FIGURE 4.4.2

LSA



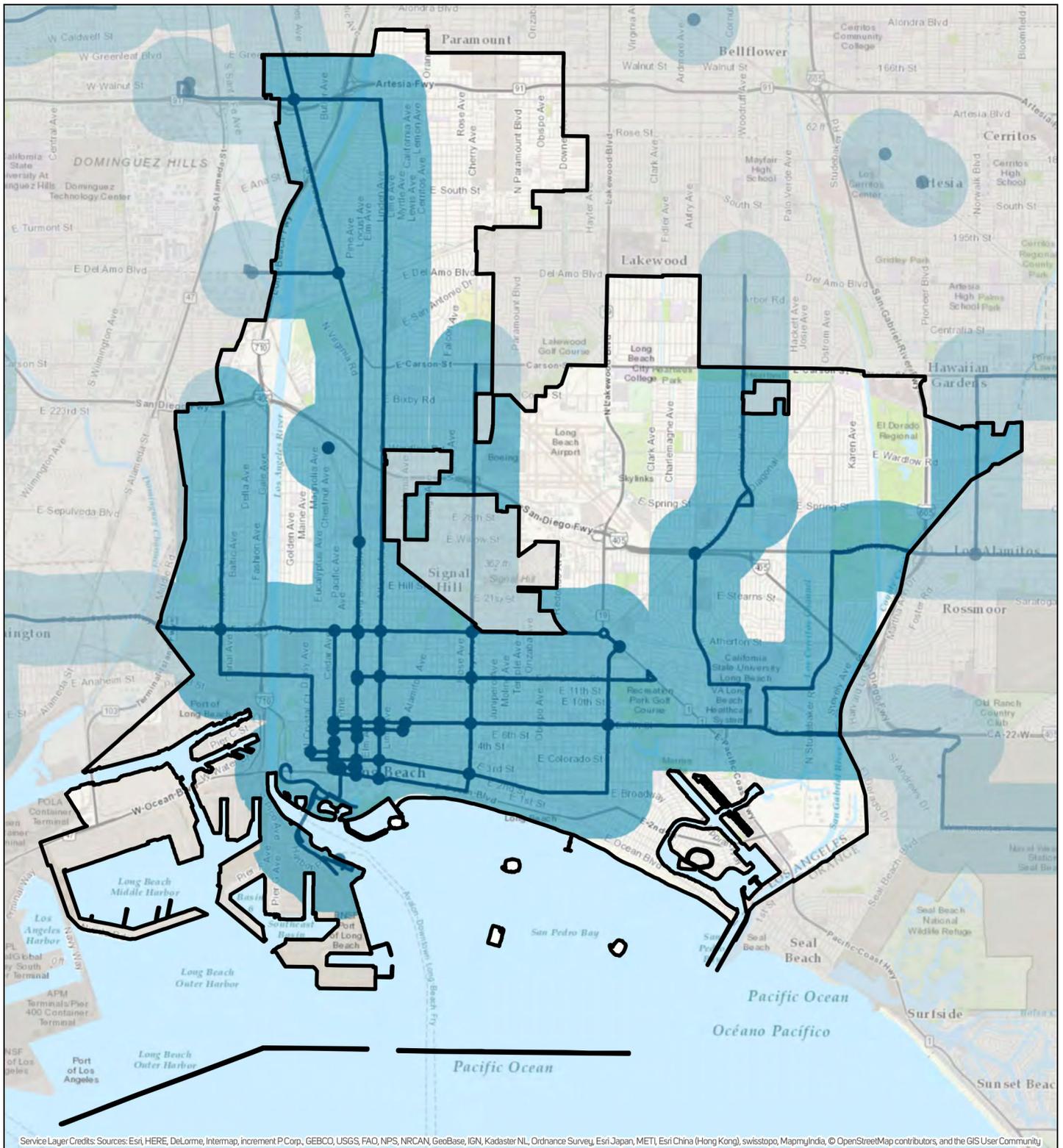
SOURCE: Proposed Land Use Element, City of Long Beach, August 2016

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General Plan Land Use and Urban Design Elements

Community Plan Areas

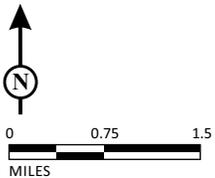
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Service Layer Credits: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

LSA

- Major Transit Stops
- ▬ High Quality Transit Corridors (HQTCS)
- High Quality Transit Areas (HQTAs)



SOURCE: SCAG, 2017

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FIGURE 4.4.3

General Plan Land Use and Urban Design Elements
SCAG High Quality Transit Areas

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FIGURE 4.4.4

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0 2000 4000

FEET

SOURCE: Proposed Land Use Element, City of Long Beach, August 2016

I:\CLB1804\G\Local_Coastal_Zone.cdr (2/1/2019)

General Plan Land Use and Urban Design Elements

Local Coastal Zone

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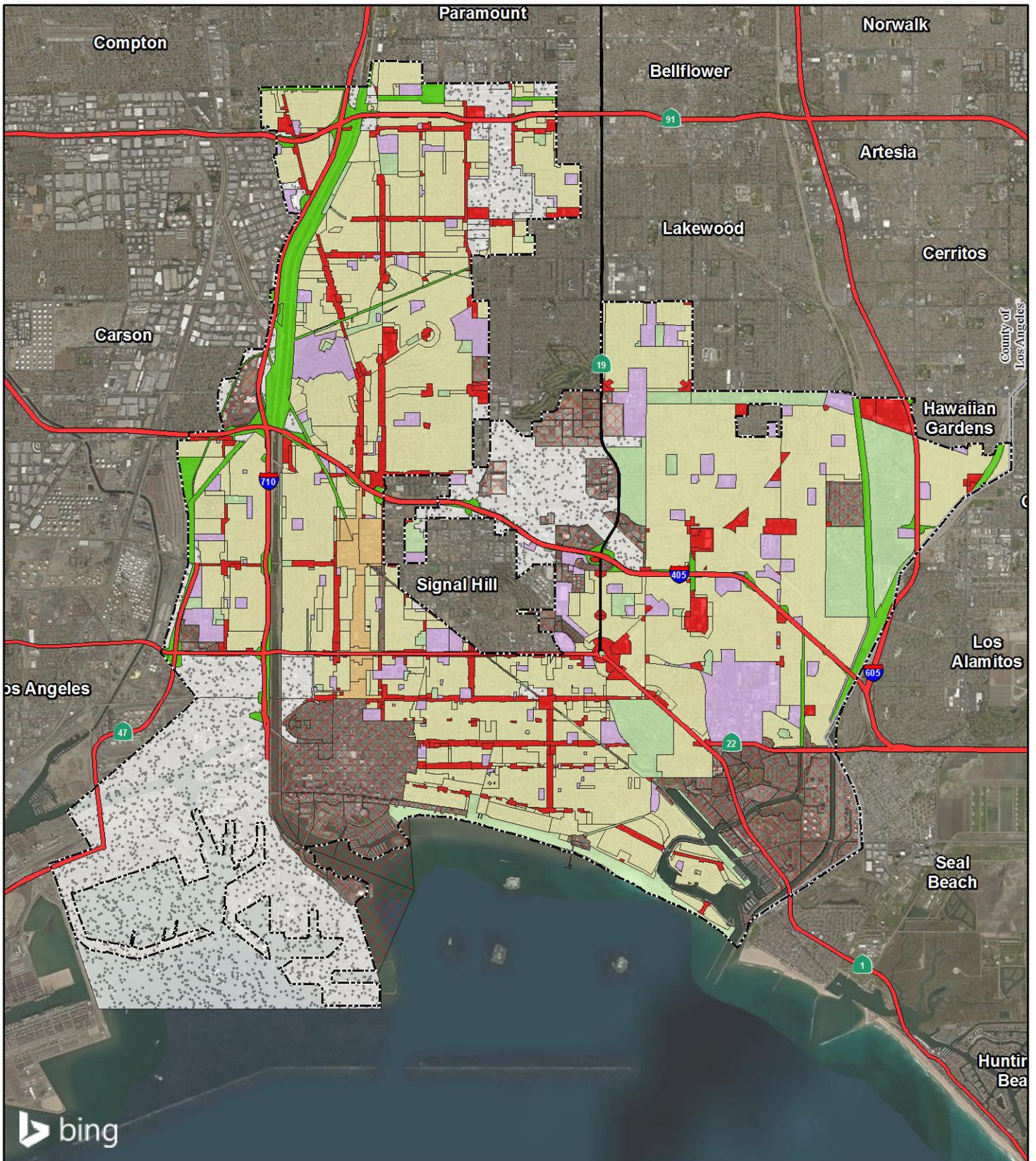
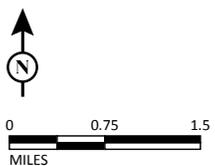


FIGURE 4.4.5

LSA



LEGEND	
City Boundary	Industrial
Zoning	Institutional
Specific Plan	Park
Residential	Public Right-of-Way
Commercial	Planned Development

SOURCE: Bing Maps (2014); City of Long Beach (2018)
 I:\CLB1804\GIS\MXD\Zoning.mxd (2/5/2019)

*Long Beach General Plan
 Land Use and Urban Design Elements
 Zoning Districts*

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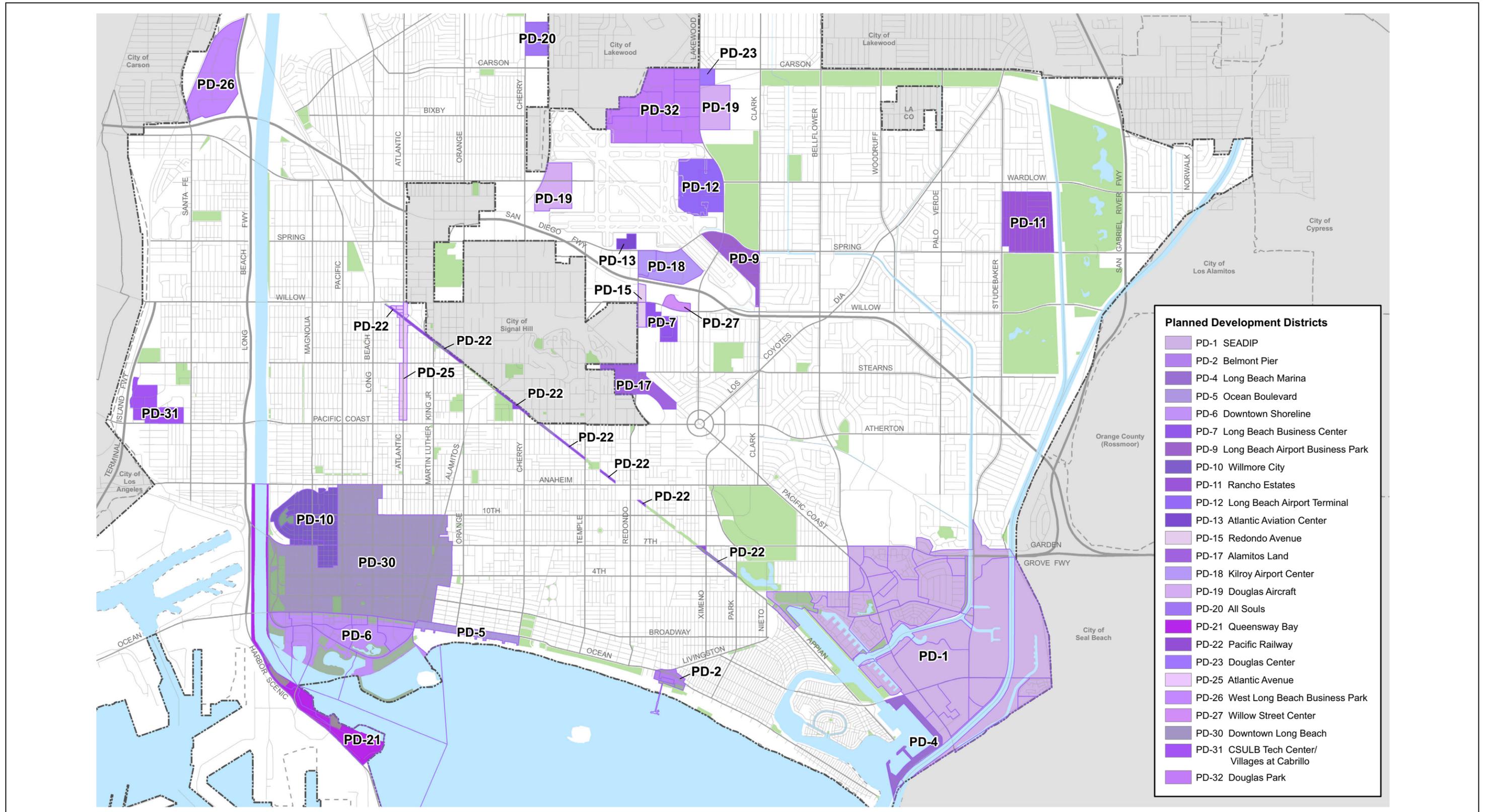


FIGURE 4.4.6

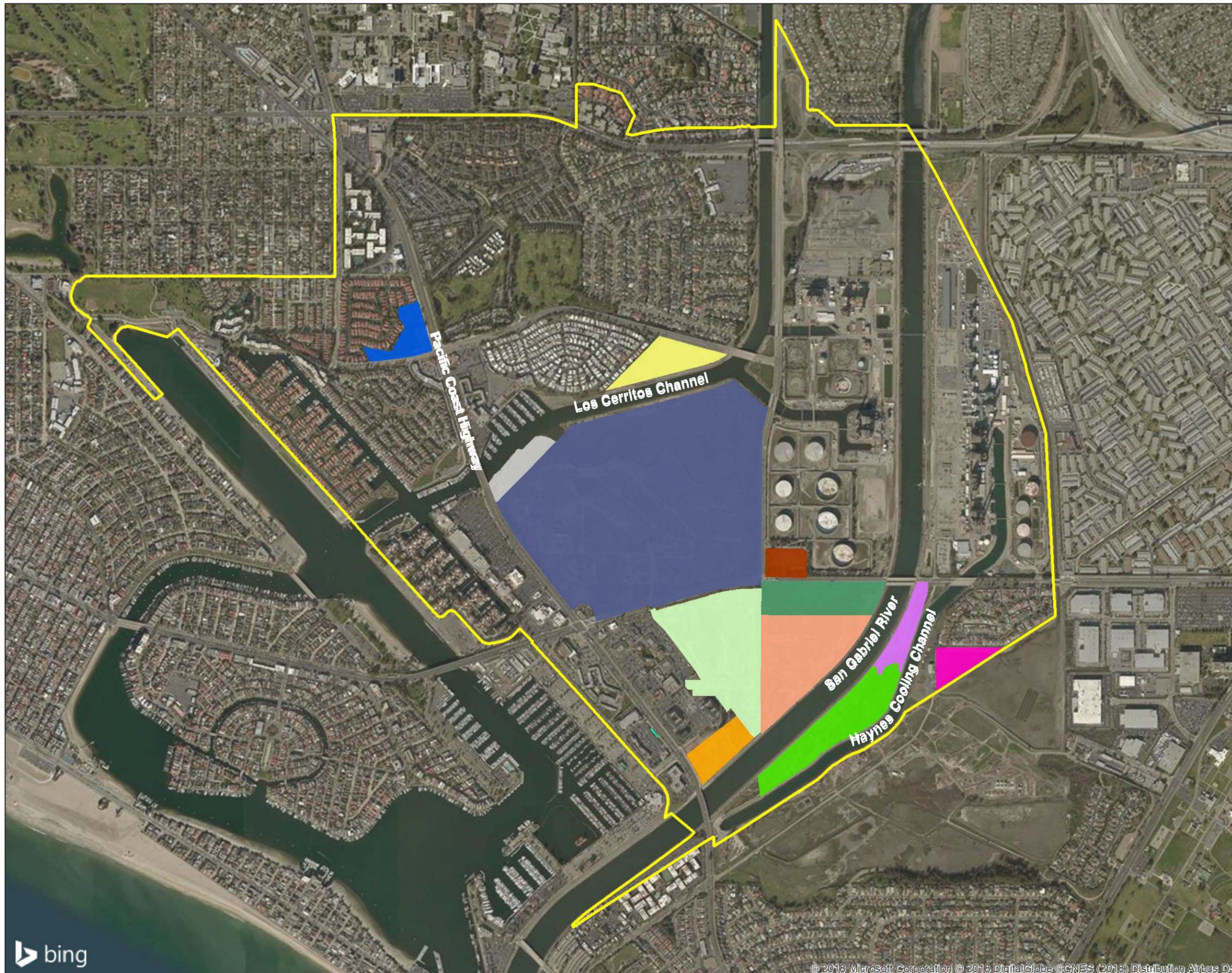
LSA



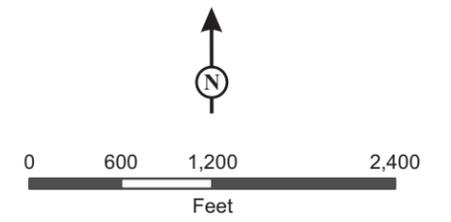
SOURCE: Proposed Land Use Element, City of Long Beach, 2016

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- SEASP Property Boundary
- Eastern Bryant Parcel
- Western Bryant Parcel
- City of Long Beach Property Site
- Eastern LCWA Parcel
- LCWA/Synergy Site
- Western LCWA Parcel
- Los Alamitos Retarding Basin
- Loynes Property
- Pumpkin Patch Site
- Sim's Pond Biological Reserve
- Subarea 11
- Synergy Oil Fields
- Whole Foods Parking Lot Swale



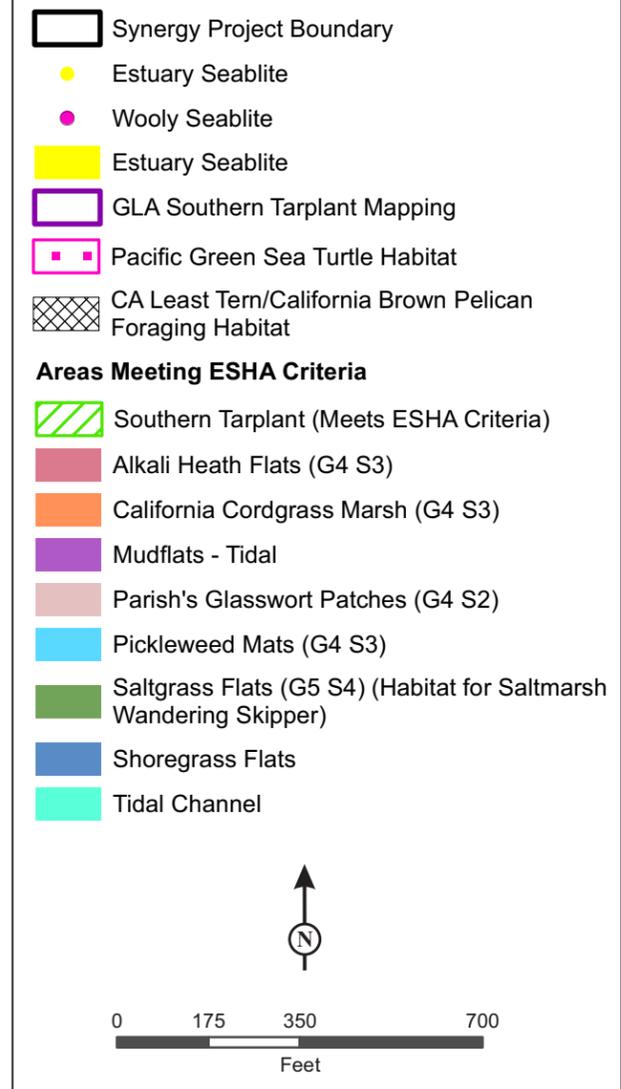
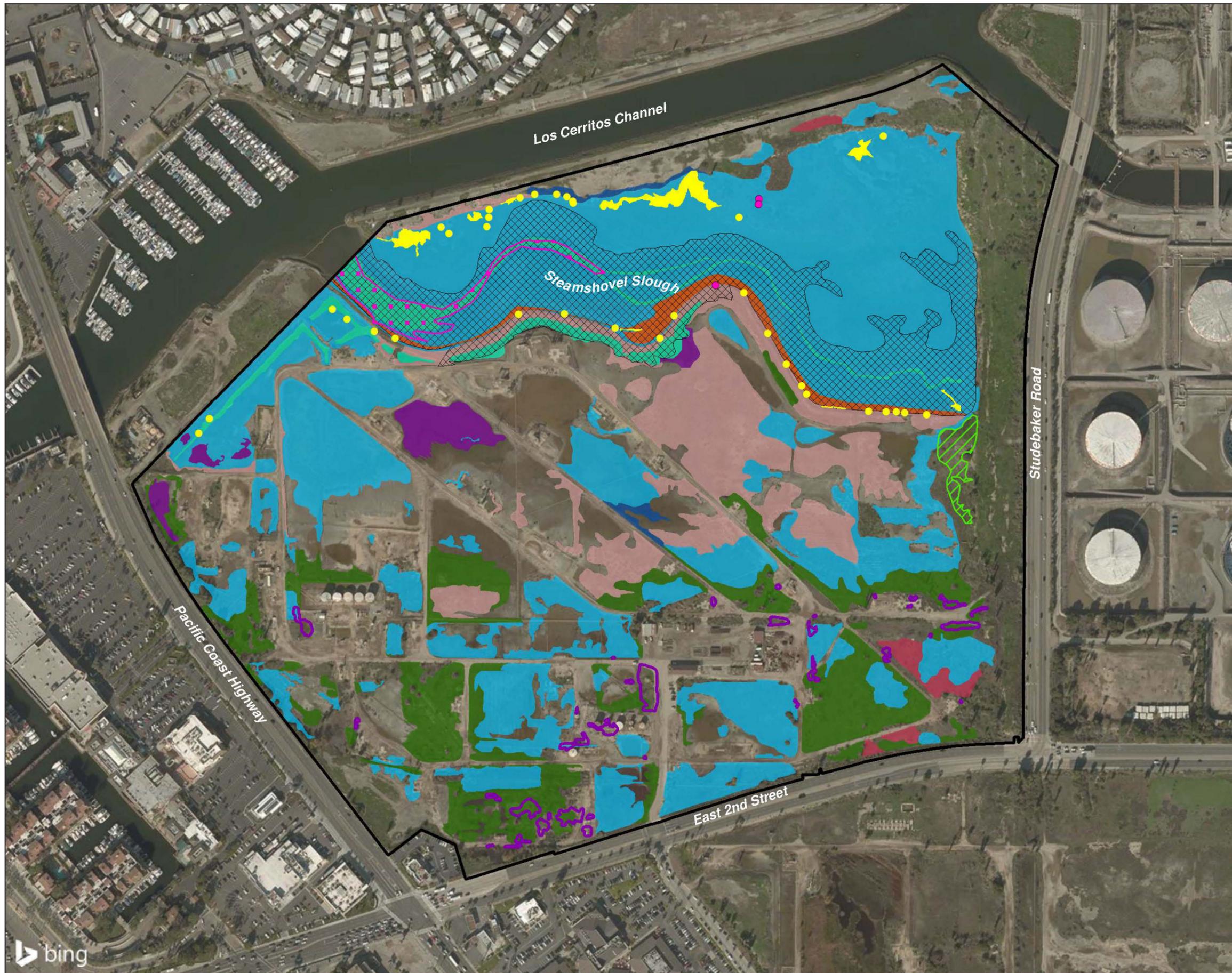
LSA

FIGURE 4.4.7a

General Plan Land Use and Urban Design Elements
 Southeast Area Specific Plan
 Vegetated Habitat Areas



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LSA

FIGURE 4.4.7b

General Plan Land Use and Urban Design Elements
Southeast Area Specific Plan
Vegetated Habitat Areas

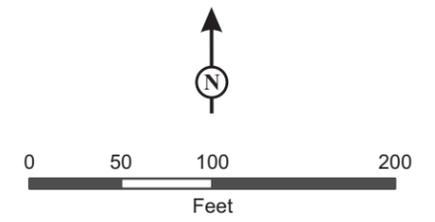


SOURCE: Glenn Lukos Associates
I:\CLB1804\G\SEASP ESHA.cdr (6/5/2019)

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-  Pumpkin Patch Project Boundary
 -  City Right of Way
 -  Impact Footprint
 -  GLA Southern Tarplant Mapping (Does Not Meet ESHA Criteria)
- Areas Meeting ESHA Criteria**
-  Pickleweed Mats (G4 S3)



LSA

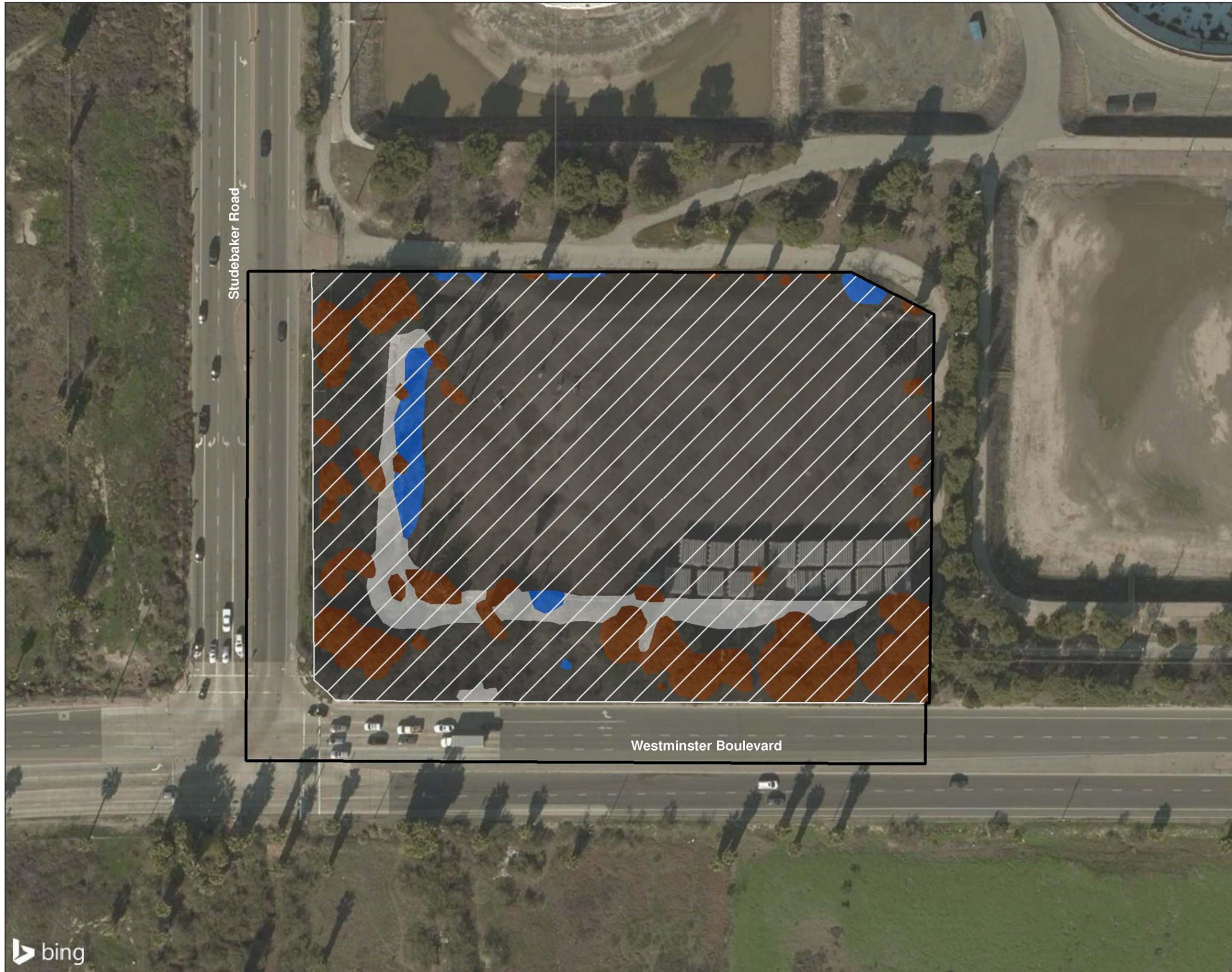
FIGURE 4.4.7c

General Plan Land Use and Urban Design Elements
 Southeast Area Specific Plan
 Vegetated Habitat Areas

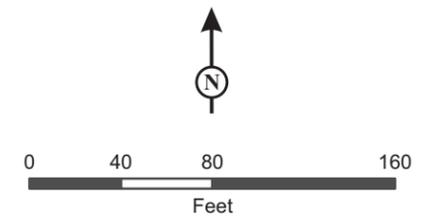
SOURCE: Glenn Lukos Associates
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-  LCWA/Synergy Project Boundary
-  Impact Boundary
- Areas Not Meeting ESHA Criteria**
-  Disturbed
-  Mulefat Thickets
-  Non-Native Grassland
-  Ornamental



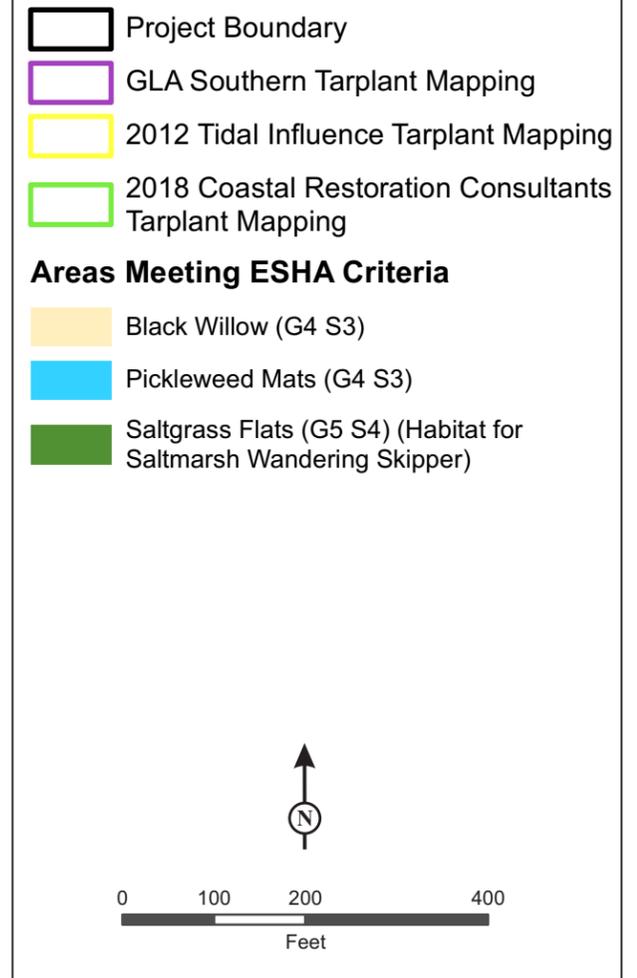
LSA

FIGURE 4.4.7d

General Plan Land Use and Urban Design Elements
 Southeast Area Specific Plan
 Vegetated Habitat Areas



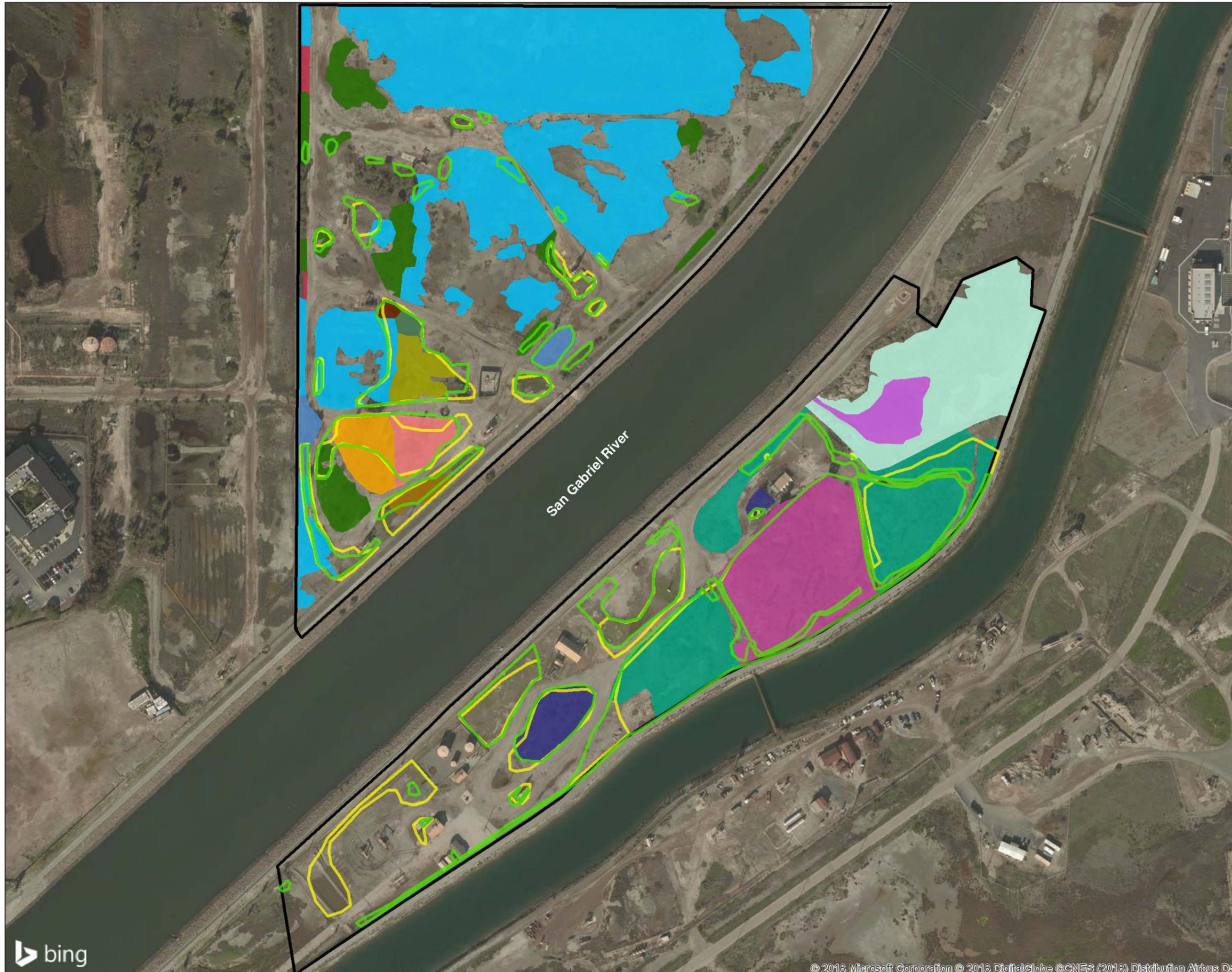
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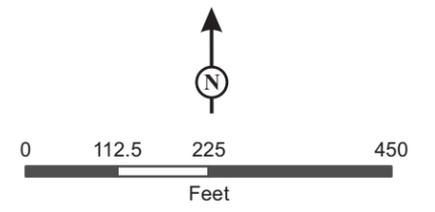
LSA FIGURE 4.4.7e

*General Plan Land Use and Urban Design Elements
Southeast Area Specific Plan
Vegetated Habitat Areas*

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- 2012 Tidal Influence Southern Tarplant Mapping
 - 2018 Coastal Restoration Consultants Southern Tarplant Mapping
 - LCWA Property Boundary
- Areas Meeting ESHA Criteria**
- Alkali Heath Flats (G4 S3)
 - Bassia Thicket*
 - Black Mustard-Australian Saltbush Thicket*
 - Coastal Sage Scrub*
 - Mixed Coastal Sage Scrub - Southern Tarplant
 - Coastal Sage Scrub/Mulefat Thicket
 - Marine Intertidal
 - Mulefat Thickets*
 - Ornamental
 - Pickleweed Mats (G4 S3)
 - Saltgrass Flats (G5 S4) (Habitat for Saltmarsh Wandering Skipper)
 - Saltgrass Flats-Australian Saltbush Thicket*
 - Southern Coastal Salt Marsh (G2 S2)
 - Southern Tarplant-Bassia Thicket*
 - Southern Tarplant-Disturbed*
- *Supports Southern Tarplant



LSA

FIGURE 4.4.7f

General Plan Land Use and Urban Design Elements
 Southeast Area Specific Plan
 Vegetated Habitat Areas

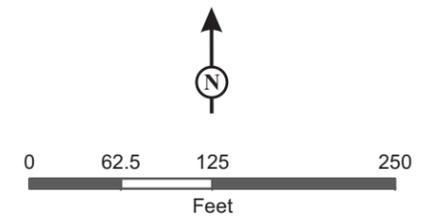


SOURCE: Glenn Lukos Associates
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-  Bryant Property Boundary
 -  GLA Southern Tarplant Mapping
 -  2012 Tidal Influence Southern Tarplant Mapping
 -  2018 Coastal Restoration Consultants Southern Tarplant Mapping
- Areas Meeting ESHA Criteria**
-  Alkali Heath Flats (G4 S3)
 -  Pickleweed Mats (G4 S3)
 -  Saltgrass Flats (Habitat for Saltmarsh Wandering Skipper)



LSA

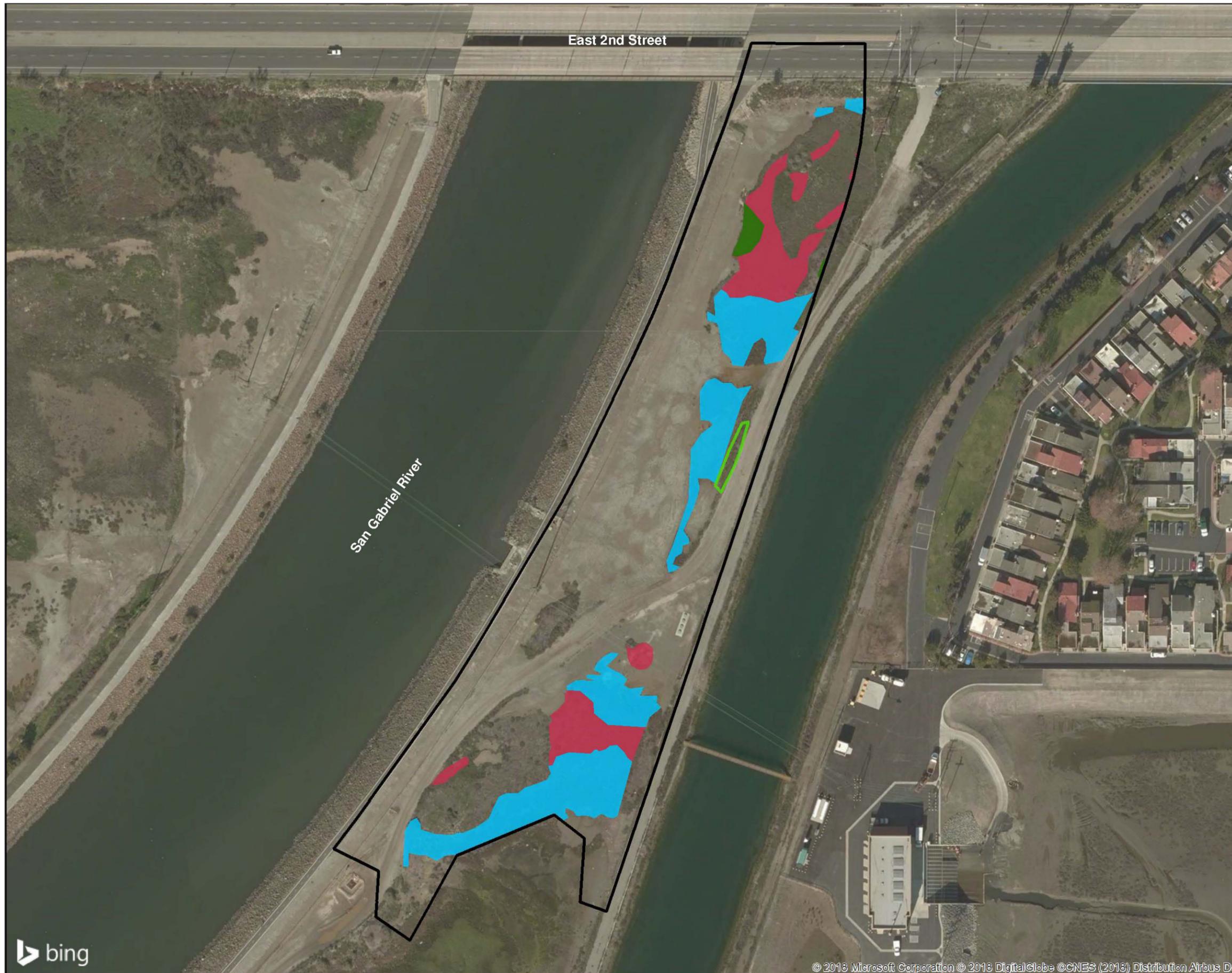
FIGURE 4.4.7g

General Plan Land Use and Urban Design Elements
 Southeast Area Specific Plan
 Vegetated Habitat Areas

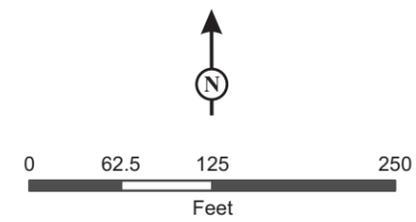
SOURCE: Glenn Lukos Associates
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-  Bryant Property Boundary
-  2012 Tidal Influence Southern Tarplant Mapping
-  2018 Coastal Restoration Consultants Southern Tarplant Mapping
- Areas Meeting ESHA Criteria**
-  Alkali Heath Flats (G4 S3)
-  Pickleweed Mats (G4 S3)
-  Saltgrass Flats (Habitat for Saltmarsh Wandering Skipper)



LSA

FIGURE 4.4.7h

General Plan Land Use and Urban Design Elements
 Southeast Area Specific Plan
 Vegetated Habitat Areas



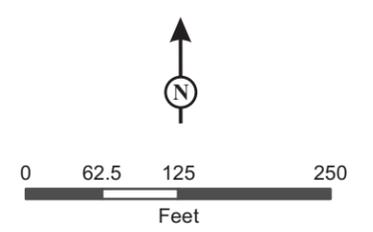
SOURCE: Glenn Lukos Associates
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-  Loynes Property Boundary
- Areas Not Meeting ESHA Criteria**
-  2012 LSA Southern Tarplant Mapping



LSA

FIGURE 4.4.7i

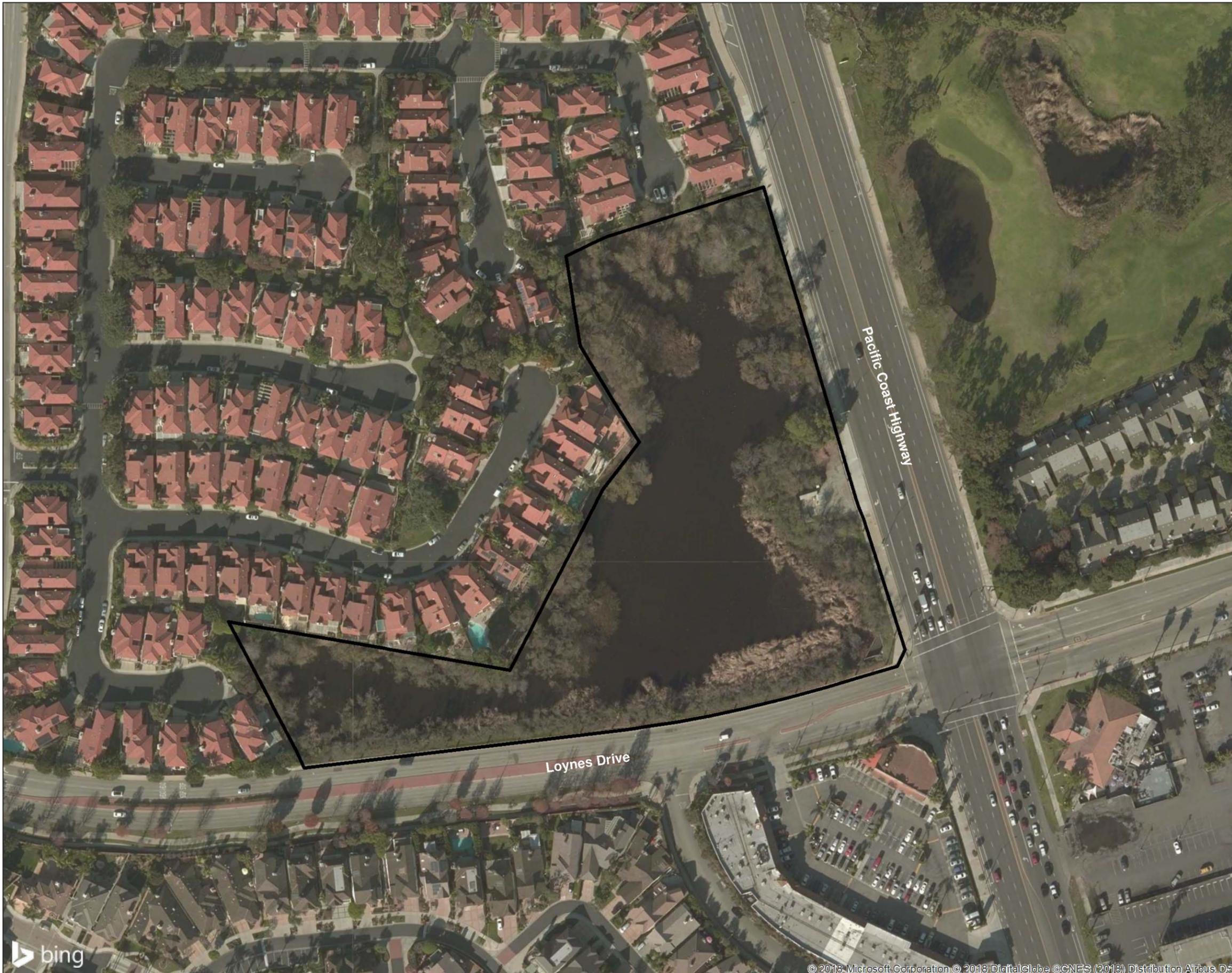
General Plan Land Use and Urban Design Elements
Southeast Area Specific Plan
Vegetated Habitat Areas



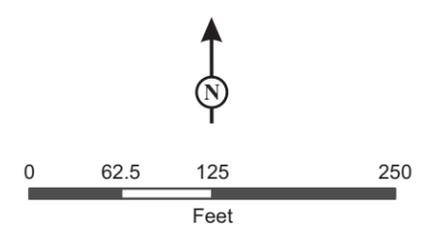
SOURCE: Glenn Lukos Associates
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Areas Not Meeting ESHA Criteria
 [Black Outline] Sim's Pond Biological Reserve Property Boundary



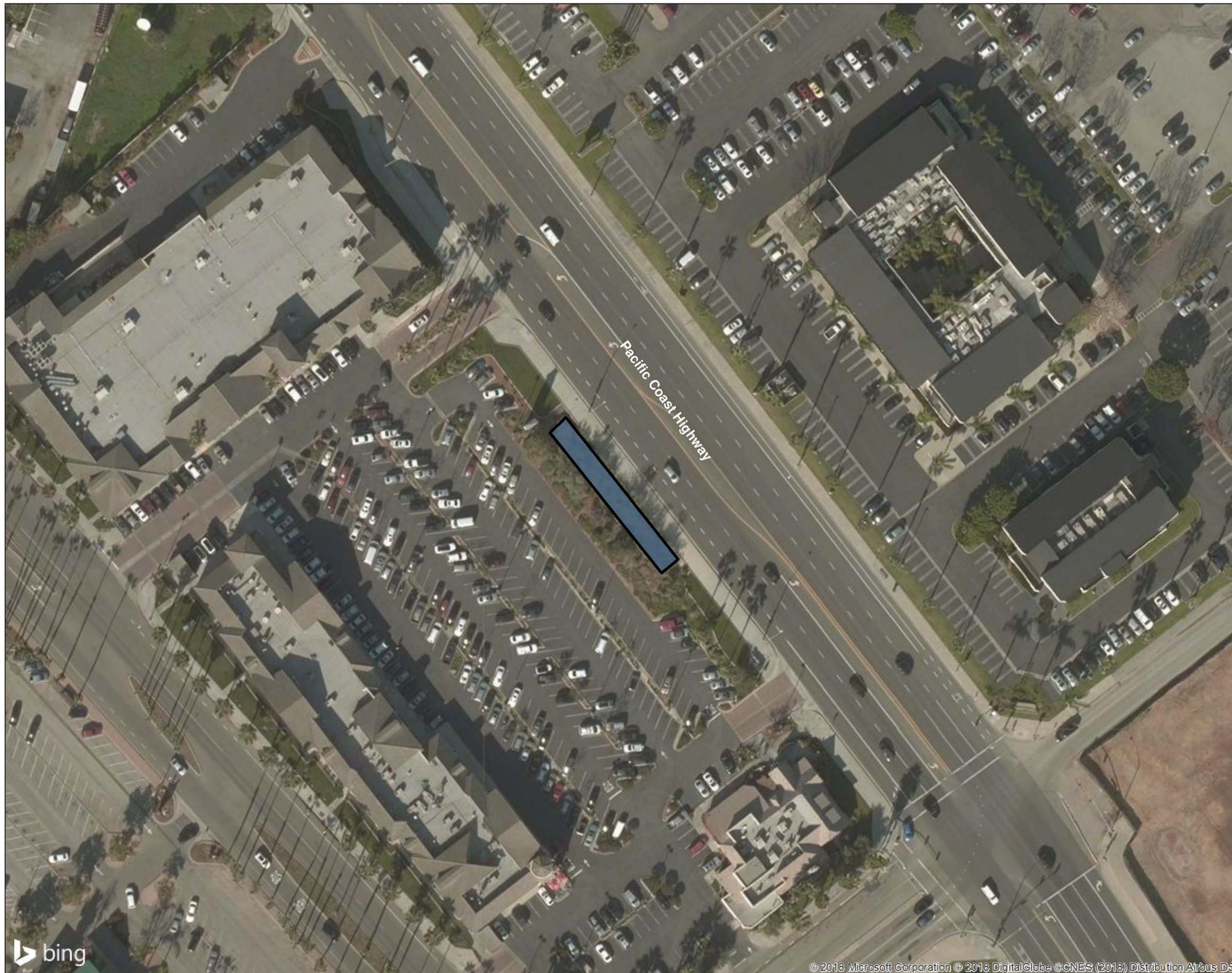
LSA

FIGURE 4.4.7j

*General Plan Land Use and Urban Design Elements
 Southeast Area Specific Plan
 Vegetated Habitat Areas*



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Whole Foods Parking Lot Swale Boundary

Areas Not Meeting ESHA Criteria

Sandbar Willow Thickets (G4 S4)/Cattail Marsh (G5 S4)



0 37.5 75 150
Feet

LSA

FIGURE 4.4.7k

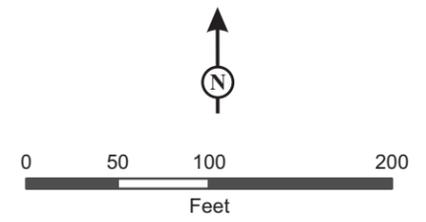
General Plan Land Use and Urban Design Elements
Southeast Area Specific Plan
Vegetated Habitat Areas



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-  Subarea 11 Property Boundary
-  GLA Southern Tarplant Mapping
- Areas Meeting ESHA Criteria**
-  Parish's Glasswort Patches (G4 S2)
-  Pickleweed Mats (G4 S3)



LSA

FIGURE 4.4.7I

General Plan Land Use and Urban Design Elements
 Southeast Area Specific Plan
 Vegetated Habitat Areas

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