

3.7 LAND USE AND PLANNING

This section describes the potential conflicts with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project (including, but not limited to the General Plan and Zoning Code) resulting from implementation of the Globemaster Corridor Specific Plan (GCSP; Proposed Project). This section also describes the existing land use and planning setting of the Plan Area, identifies associated regulatory requirements and evaluates potential land use impacts related to implementation of the Proposed Project.

The Initial Study (IS) and Notice of Preparation (NOP) are contained in Appendix A-1, Initial Study; and Appendix A-2, Notice of Preparation, respectively. Comments regarding land use and planning, received in response to the NOP (see Appendix A-3, Notice of Preparation Comment Letters), specifically related to increasing pedestrian connections, improving walkways, and adding more parkland or public spaces, and have been considered in the preparation of the analyses presented in this section.

The IS found that the Proposed Project would have a less than significant impact as it relates to physically dividing an established community, and conflicting with an applicable habitat conservation plan (Appendix A-1). As such, these impacts will not be addressed further in this Draft Program Environmental Impact Report (PEIR)/Draft Program Environmental Impact Statement (PEIS).

In addition to the GCSP, the following references were used in the preparation of this section of the PEIR/PEIS:

- General Plan Land Use and Urban Design Elements Project EIR, City of Long Beach
- City of Long Beach General Plan Land Use Element (1989)¹
- City of Long Beach Scenic Routes Element (1975)¹
- City of Long Beach General Plan
 - Land Use Element (2019)
 - Historic Preservation Element (2010)
 - Air Quality Element (1996)
 - Mobility Element (2013)

¹ The City's General Plan Land Use Element (1989) and Scenic Routes Element (1975) were updated in 2019. The Scenic Routes Element was replaced with the Urban Design Element. At time the Notice of Preparation (NOP) for this PEIR/PEIS was published and circulated for review (September 12, 2018), the 1989 General Plan Land Use Element and Scenic Routes Element were in effect. Subsequent to the NOP, the 2019 General Plan Land Use Element and Scenic Routes Element were approved by City Council on December 3, 2019.

- Open Space and Recreation Element (2002)
- Housing Element (2014)
- Seismic Safety Element (1988)
- Noise Element (1975)
- Public Safety Element (1975)
- Urban Design Element (2019)
- 2016 Regional Transportation Plan and Sustainable Communities Strategy, Southern California Association of Governments
- City of Long Beach Bicycle Master Plan (2017)
- Los Angeles County Airport Land Use Plan
- Caltrans California Airport Land Use Planning Handbook (2011)

While the NOP was released for public review while the 2019 Land Use Element was pending approval. Both the 1989 Land Use Element and the 2019 Land Use Element have been reviewed for consistency.

3.7.1 Existing Conditions

The Plan Area and surrounding area is characterized as an urban, developed commercial, industrial, and residential area. The most prominent land use adjacent to the Plan Area is the Long Beach Airport to the north, east, and south. The Plan Area and all surrounding properties have undergone disturbance previously resulting from development of the commercial, industrial, and residential uses that surround it.

The Plan Area consists of a variety of low- to mid-rise commercial and industrial uses. Land uses are supported by a streetscape context largely auto-oriented in nature, and lacking in street trees and other pedestrian amenities that would encourage walking through the Plan Area. Figure 2-3, Existing Land Uses in Chapter 2.0, Project Description, illustrates the pattern of existing land uses as of 2017.

Northern Area - Auto-Oriented Commercial

The Northern Area is occupied by single-story auto-oriented commercial uses, including auto-service shops, car dealerships, and strip commercial centers. The Long Beach Town Square shopping center is the largest shopping center in the area.

Central Core Area – Industrial

The Central Core Area is home to primarily industrial uses, including the former Boeing C-17 Site comprised of approximately 1.1 million square feet (approximately 25 acres) of enclosed aerospace manufacturing production space and associated buildings. To the east of these buildings are airport-owned property used for airport-related uses and taxiing planes to the runways. Along Cherry Avenue in the central core are industrial uses and auto-oriented commercial establishments such as fast-food restaurants; car wash, rentals and sales; and a gas station.

Southern Area – Commercial/Industrial

The Southern Area includes primarily large-scale industrial operations and warehouses west of Cherry Avenue. East of Cherry Avenue uses transition to more commercial/office related businesses, including a new multi-story office building, motorcycle dealership, and a new retail center under construction at the Cherry Avenue/Spring Street intersection.

Southeastern Area – Industrial

The Southeastern Area includes primarily large scale industrial operations and warehouses west of Cherry Avenue. East of Cherry Avenue, uses transition to more commercial/office related businesses, including a new multistory office building, motorcycle dealership and a new retail center.

Adjacent Land Use Designations and Zoning

The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. The City of Signal Hill and the City of Lakewood are located immediately adjacent to the Plan Area. Specific land uses surrounding the Plan Area are detailed below:

North: The Plan Area extends north along Cherry Avenue and past Carson Street. The land use to the northwest of the Plan Area consists of single-family residential uses. A self-storage facility and the All Souls Cemetery are directly north of the Plan Area. The Long Beach Airport also extends north of the Central Core of the Plan Area.

South: Industrial and commercial land uses within the City of Signal Hill are located directly south of the Plan Area. Additionally, an open space area associated with Willow Springs Park is located south of the Plan Area. The Long Beach Airport also extends south of the Plan Area.

East: The majority of the eastern boundary of the Plan Area is adjacent to the Long Beach Airport. The City of Lakewood is adjacent to the Plan Area to the northeast. Land uses in this part of

the City of Lakewood include industrial properties, as well as a small amount of medium-density to high-density residential and low-density residential uses. The I-405 freeway passes through the Plan Area

West: The majority of the land located west of the Plan Area consists of single-family residential uses. The neighborhood adjacent to the Plan Area is California Heights, which is within the Bixby Knolls Community Plan Area. California Heights is a locally-designated historic district where Spanish Colonial style homes were built in the 1920s and 1930s, coinciding with the discovery of oil at Signal Hill. The City of Signal Hill borders the southwestern portion of the Plan Area and includes commercial and industrial land uses, as well as a small amount of low-density to medium-density residential uses, Reservoir Park (a small open space area associated with Gundry Reservoir), and Burroughs Elementary School. Additionally, the I-405 freeway passes through the Plan Area and continues west of the Plan Area.

Proposed Project

The Proposed Project involves the implementation of the GCSP, which serves as a planning and regulatory framework for the Plan Area. The GCSP would guide land uses for the approximately 437-acre Plan Area and allow development within this Plan Area as defined in the GCSP (Figure 2-6, Globemaster Corridor Specific Plan, of Chapter 2.0, Project Description).

Globemaster Corridor Specific Plan

The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, I-405 freeway, and surrounding residential and business community. Key components of the GCSP include:

- **Summary.** This chapter provides a brief background and overview of the GCSP, and serves as a quick reference and summary of each chapter contained in the GCSP.
- **Context.** This chapter describes the location, history, and existing conditions of the Plan Area, along with a summary of community workshop meetings.
- **Vision and Goals.** This chapter describes the vision for the overall plan, as well as the goals and policies.

- **Land Use and Mobility.** This chapter describes recommended land use and transportation improvements to the Plan Area and its vicinity. It includes a street network plan and associated cross sections, and identifies bicycle and pedestrian facilities, and nearby transit. The chapter also describes the application of six development districts and two overlay zones proposed as part of the GCSP:
 - **Business Park (BP)** district is intended as a campus-style district that supports a range of employment uses, including professional office, research and development, light industrial, high cube warehousing and aviation-related uses. Warehousing uses shall be high-turnover and employment-generating warehousing subject to the authority of the Zoning Administrator to determine what constitutes a “high-turnover and employment-generating warehouse.” Development regulations are designed to achieve high-quality mid-rise structures served by a system of pedestrian pathways, passive and active open space areas, and amenities in a campus-style environment.
 - **Community Commercial (CC)** district supports medium-scale retail, hotel, and service uses intended to serve the entire community, including convenience and comparison shopping goods and associated services. Development regulations are designed to achieve a pedestrian-friendly environment where buildings face the sidewalk at the immediate intersections, and where mid-corridor streetscape enhancements provide a more inviting walking environment.
 - **Industrial Commercial (IC)** district supports a mix of auto-oriented commercial and light industrial uses, including research and development, flex space, warehousing, and small-scale incubator industries, as well as community-serving commercial uses. Land uses are designed to operate entirely within enclosed structures, which pose limited potential for environmental impacts on neighboring uses with respect to noise, hazardous materials, odors, dust, light, glare, traffic, air emissions, and hours of operation. It is anticipated that buildings housing these uses will be within low-scale, adaptively reused structures or part of modern industrial complexes in campus-like settings. Development regulations are designed to address the streetscape to achieve a more inviting walking environment.
 - **General Industrial (IG)** is preserved for traditionally heavy industrial and manufacturing uses such as large construction yards with heavy equipment, chemical manufacturing plants, and food processing plants. The buildings that house these operations may be older industrial buildings retrofitted to accommodate the use or new state-of-the-art manufacturing plants. The focus of the IG district is on the operating characteristics of the use, rather than the particular product created. Development regulations are designed to provide adequate parking and address the streetscape to achieve a more inviting walking environment.

- **Airport (AP)** district is reserved for property that is part of the designated airfield of the Long Beach Airport, and adjacent properties under Airport control. The Federal Aviation Administration (FAA) requires these areas to remain available for aviation operations and aviation-related uses. The property in the Airport district is managed by the Airport Department of the City of Long Beach. Land use and development standards reflect this aviation focus and are intended to accommodate any aviation-related uses approved by the Airport Department.

This district in the GCSP is created to unify the land use regulations for the western and southern areas of the Long Beach Airport and is intended to serve as a model for the future adoption of an airport zoning district into Title 21 (Zoning Regulations), Long Beach Municipal Code (LBMC), or adoption of a specific plan for the airport, either of which will cover the entire extent of the Long Beach Airport. At the time of the creation of the GCSP Plan, land use at the Long Beach Airport was regulated through a mix of the IG (General Industrial) zoning district, and several Planned Development (PD) Districts, including PDs for the Long Beach Airport Terminal (PD-12), the Atlantic Aviation Center (PD-13), and Douglas Aircraft (PD-19). The GCSP replaces the western area of PD-19 (leaving the eastern area, which is east of Lakewood Boulevard, as-is) and absorbs all of PD-13, as well as the IG zone on the airport property within the extent of the Plan Area.

- **Open Space** district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including for recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area.
- **Cherry Avenue Overlay Zone** is intended to allow complementary retail and restaurant amenities supportive of the underlying BP district and adjacent neighborhoods. Development standards are designed to ensure that new uses are pedestrian-oriented and address Cherry Avenue either as stand-alone buildings or integrated with new business-park or modern industrial complexes in a campus-style setting.
- **Airport Environs Overlay Zone (AEOZ)** encompasses the entire Specific Plan area. It is intended to ensure that future land uses within the plan area are compatible with airport operations with respect to noise, safety and airspace protection. The AEOZ includes the areas within: 1) the airport's 65 and 70 decibels (dB) Community Noise Equivalent Level (CNEL) contours; 2) the six safety compatibility zones applicable to each airport runway where heightened risk levels may warrant restrictions on land use development; and 3) the airspace protection surfaces that define the airport's airspace, including FAA Part 77 and TERPS surfaces. Each of these areas are mapped and addressed in detail in Section 2.3.2, Airport Compatibility, and again in Section 5.5, Development Regulations. The

information pertaining to this Overlay Zone is informational only. Final authority and land use jurisdiction rests with the City, with the Federal Aviation Administration (FAA) serving as an advisory body with respect to land use and height. The City however intends to comply with all FAA airport land use planning guidelines in this plan, as well as Caltrans and County guidelines and regulations.

- **Land Use and Development Regulations.** This chapter provides development standards (building height, community benefits, setbacks, open space, parking, and adaptive reuse) and permitted uses within each development district and overlay zone.
- **Urban Design Guidelines.** This chapter describes the building design standards (massing, articulation, materials, openings, landscape, screening, signage, etc.).
- **Infrastructure Systems.** This chapter discusses the proposed distribution, location, and extent of the utility's infrastructure (water, wastewater, stormwater, gas, and electric), and other essential facilities proposed to be located within the Plan Area.
- **Implementation and Administration.** This chapter discusses the general administration, review and approval process, actions for implementation of the GCSP, and a description of strategies for funding these improvements. The GCSP is the regulatory document guiding land use and development within the boundaries identified in the GCSP. Upon adoption by ordinance, the GCSP will serve as the zoning document for the properties within the Plan Area.

3.7.2 Regulatory Setting

Federal

There are no federal plans, policies, or ordinances applicable to the land use considerations of the Proposed Project.

State

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires that project proponents assess potential land use impacts, including project consistency with local land use policies and plans. Consistency with local land use policies and plans is one of several criteria that can be used to assess whether a project could have significant environmental impacts under the provisions of CEQA. A discussion of local land use policies and plans and standards of significance for potential land use impacts are described below.

California Government Code Section 65300

California Government Code Section 65300 et seq. mandates that every city and county must prepare, adopt and implement a general plan to guide and shape its physical as well as social and economic development, environmental resources, and to address various growth-related statutes of the State over a long-term (typically 20-year) timeframe. This law discusses the substantive and procedural requirements of general plans and places general plans atop the hierarchy of the tools of local government that regulate land use. This law also provides for changes in community development by allowing amendments to be made to a general plan.

California Government Code Section 65450

California Government Code Section 65450 et seq. authorizes cities to prepare, adopt, and administer Specific Plans for portions of their jurisdictions, as a means of implementing the City's General Plan. All Specific Plans must comply with Sections 65450–65457 of the Government Code. The proposed Specific Plan complies with all requirements mandated by state law.

Southern California Association of Governments

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

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

Local

City of Long Beach General Plan

The State of California requires cities and counties to prepare and adopt a general plan to set out a long-range vision and comprehensive policy framework for its future. The state also mandates that the plan be updated periodically to ensure relevance and utility. The *City of Long Beach General Plan* includes 11 elements that were adopted between 1975 and 2019. The City recently completed the process of updating the Land Use and Urban Design Elements. The Land Use and Urban Design Elements were adopted by City Council in December 2019, which was after the circulation of the NOP for the Globemaster Corridor Specific Plan PEIR/PEIS in September 2018; therefore, both the former Land Use Element (1989)/Scenic Routes Element (1975) and 2019 Land Use and Urban Design Elements are assessed here. The following elements contain a land use component and are addressed for consistency in this General Plan.

Land Use Element (1989)

The 1989 Land Use Element established land use designations and distinct neighborhoods with the City. Goals and objectives were established in this element that to address a range of topics, which include, economic development, downtown revitalization, new housing construction, affordable housing, neighborhood emphasis, facilities maintenance, and functional transportation.

Land Use Element (2019)

In 2019 the City prepared a PEIR for the Land Use and Urban Design Elements. The Land Use Element introduces the concept of “Place Types,” which replaces the previous approach of segregating property within the City through traditional land use designations and zoning classifications. The Land Use Element establishes 14 primary Place Types that would divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. Each Place Type is defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that Place Type within the City (City of Long Beach 2019a).

Urban Design Element (2019)

The Urban Design Element is a new element of the City’s General Plan that was adopted with approval of the PEIR for the City’s Land Use and Urban Design Elements in December 2019. The Urban Design Element defines the physical aspects of the urban environment. Specifically, it aims to further enhance the City’s Place Types established in the Land Use Element by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and

corridors. The adoption of the 2019 Urban Design Element repealed the 1975 Scenic Routes Element (City of Long Beach 2019b).

Historic Preservation Element (2010)

The Historic Preservation Element outlines a vision for future historic preservation efforts and the actions that need to be taken to achieve it. Development of the Historic Preservation Element was coordinated with the City’s 2030 General Plan update. Primary goals of the Historic Preservation Element are to better integrate historic preservation into City procedures and interdepartmental decisions, and to create a meaningful partnership with the community in order to implement the historic preservation program.

Open Space and Recreation Element (2002)

The Open Space and Recreation Element outlines the long-term development and maintenance of park and recreation facilities in the City. Primary goals of the Historic Preservation Element are to support the preservation of natural habitats, improve access to natural environments where appropriate, and remediate contaminated sites.

Mobility Element (2013)

The Mobility Element presents the City’s future plan for improving the way people, goods, and resources move from place to place. Primary goals focus on improving the quality of life and natural environment; expanding opportunity, choice, and convenience; and balancing the needs of all users of the transportation network, while providing safe and convenient travel options that are suitable for the urban and suburban context of the City’s neighborhoods and districts.

Scenic Routes Element (1975)

The Scenic Routes Element addresses the aesthetics and physical design of the city. It establishes the design criteria for developing a scenic route system and the design standards for the protection of scenic corridors with respect to structures, signing, utility lines, landscaping, view corridors and street furniture. The element culminates with the Conceptual Plan of Scenic Routes and an action plan for their official local designation. The adoption of the 2019 Urban Design Element repealed the 1975 Scenic Routes Element.

Air Quality Element (1996)

The Air Quality Element identifies a series of policies, programs, and strategies that encourage fewer vehicle trips, increased opportunities for alternative transportation modes and fuels, and land use patterns that can be efficiently served by a diversified transportation system. The purpose of

the Air Quality Element is to promote healthful air for all residents of Long Beach and strives to maximize the use of tools available to local governments to promote clean air.

City of Long Beach Zoning Regulations

The Zoning Regulations, Title 21 of the LBMC, includes regulations concerning where and under what conditions various land uses may occur in the City. It also establishes zone-specific height limits, setback requirements, parking ratios, and other development standards, for residential, commercial, industrial, and all other types of sites. The Zoning Ordinance 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 Ordinance are consistent to ensure that goals and policies outlined in the General Plan and development standards outlined in the Zoning Ordinance are implemented in a manner that is identifiable with the City’s overall vision for the City.

City of Long Beach Bicycle Master Plan (2017)

The City of Long Beach Bicycle Master Plan outlines a vision that increases to increase the proportion of trips made my bicycle to increase by 10% each decade until 2040. The Bicycle Master Plan includes the provision of 200 miles of new bikeways. The Bicycle Master Plan also includes polices to eliminate traffic related facilities by 2026 (“Vision Zero”).

Los Angeles County Airport Land Use Plan (1991)

The Los Angeles County Airport Land Use Plan (ALUP) sets forth land use measures that limit the public’s exposure to airport related hazards and to minimize nearby uses that may interfere with airport operations. The ALUP defines the runway protection zone, airport property, and the ALUP noise contour; which together define the planning boundaries and airport influence area. The ALUP is prepared in conformance with Federal Aviation Administration (FAA) guidelines. The planning boundaries and policy suggestions contained in the ALUP are then incorporated into the Long Beach General Plan and GCSP as applicable (Los Angeles County 2004), which is administered by the City of Long Beach. Within the ALUP planning boundaries, certain proposed local land use actions must be submitted to the Airport Land Use Commission (ALUC) for review.

3.7.3 Thresholds of Significance

The significance criteria used to evaluate the Proposed Project’s impacts to land use and planning are based on Appendix G of the State CEQA Guidelines. According to Appendix G of the State CEQA Guidelines, a significant impact related to land use and planning would occur if the project would:

- A. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan,

local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

As stated in the introduction to this section, the IS found that the Proposed Project would have a less than significant impact as it relates to physically dividing an established community, and conflicting with an applicable habitat conservation plan (Appendix A-1, Initial Study). As such, these impacts are not addressed further below.

3.7.4 Impacts Analysis

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

General Plan Consistency

The GCSP land uses designations are consistent with the Land Use Element of the City of Long Beach General Plan. Table 3.7-1 (see Appendix C, Land Use Consistency Table) provides a consistency analysis for the proposed GCSP and the City's applicable General Plan elements, including the PlaceTypes and policies contained in the 2019 Land Use Element. Other General Plan elements evaluated for consistency include the 1989 Land Use Element, the 2019 Urban Design Element, the 2010 Historic Preservation Element, the 2002 Open Space and Recreation Element, the 2013 Mobility Element, the 1975 Scenic Routes Element, and the 1996 Air Quality Element. All other General Plan elements (i.e., Housing, Noise, Seismic Safety, and Public Safety) do not have an applicable land use component, and are therefore, not analyzed for consistency. As shown in Table 3.7-1, the GCSP would be consistent with all applicable goals and policies included in the City's General Plan.

Zoning Ordinance Consistency

The Zoning Regulations (Title 21 of the LBMC), in conformance with the General Plan, regulate land use development in the City. In each zoning district, the zoning regulations specify the permitted and prohibited uses, and the development standards, including setbacks, height, parking, and design standards, among others.

When a specific plan is adopted, the specific plan may effectively supersede portions or all of the current zoning regulations for specified parcels or plan area, and becomes an independent set of zoning regulations that provide specific direction to the type and intensity of uses permitted, and may define other types of design and permitting criteria. The GCSP is adopted by ordinance and serves as the primary zoning document for the Plan Area. Where the GCSP is silent, the relevant sections and requirements of the zoning

regulations shall apply. All required Zoning Regulations related to specific procedures, such as required findings for entitlements, remain in effect with adoption of the GCSP.

Decision-Making Authority

The responsibilities of the Director of Development Services shall include administering, interpreting, and enforcing all requirements and standards of the GCSP, including the acceptance and processing of all land use permit applications. The Director of Development Services or designated representative may approve or deny ministerial applications that meet the requirements of this GCSP and do not require a conditional use permit. The Director of Development Services holds final approval authority for and enforcement of building permits, certificates of occupancy, sign permits, and temporary use permits.

The Zoning Administrator shall have the authority to consider and act on requests for waivers and variances. The Zoning Administrator, or Planning Commission on appeal, may waive setback requirements for additions and new construction, with the exception of minimum required setbacks for corner cut-off areas, if such deviation would be consistent with the intent of this GSCP. For all other requirements and standards of the GCSP, the Zoning Administrator may approve or deny a request for a variance, or refer the application to the Planning Commission in accordance with Chapter 21.25 of the LBMC. The Zoning Administrator's actions may be appealed to the Planning Commission.

The Site Plan Review (SPR) Committee's primary function is as the architectural/design review board for new development. The SPR Committee shall have the authority to consider alternative configurations and compliances with certain development standards in this GCSP, as noted throughout the GSCP, provided that these alternatives meet the fundamental intent of the GSCP and further its goals.

The Planning Commission may approve, conditionally approve, or deny conditional use permits, applications for waivers and variances, specific plan amendments, and appeals of the actions of the Zoning Administrator or SPR Committee to the City Council. The City Council may approve, conditionally approve, or deny conditional use permits, applications for variances, specific plan amendments, and appeals of the actions of the Planning Commission or SPR Committee.

For all specific procedures not modified or otherwise specified within the GCSP, all planning entitlement and permitting processes for projects requiring said permits within the Plan Area shall be carried out in accordance with the procedures in Chapter 21.25 of the LBMC. The GCSP establishes alternate thresholds for SPR, superseding the thresholds in Chapter 21.25 of the LBMC, as follows:

- A. Nonresidential Development: 1,000 square feet or more of new building area.

- B. Street-Fronting Building Elevation Remodel: Any remodel to a street-fronting building elevation consisting of 25% or more of the elevation. The 25% is counted cumulatively over the entire building frontage and need not be contiguous.
- C. Thresholds for requiring Conceptual Site Plan Review and Site Plan Review approval by Planning Commission include projects of 50,000 square feet or more of new building area.

2016-2040 SCAG RTP/SCS Consistency

The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The 2016 RTP/SCS includes a set of goals that are intended to help guide transportation and land use decisions, as well as, public investment. A consistency analysis with the nine goals identified in the 2016 RTP/SCS is provided in Table 3.7-2. As shown in Table 3.7-2, the GCSP is consistent with the 2016 RTP/SCS in that it also embodies the vision of integrating planning for how land is used with planning for transportation. The GCSP combines the land use and mobility plan into one diagram that considers land use districts together with the types of multi-modal roads that will support and be supportive by, the adjoining land uses.

As noted in Chapter 2.0, Project Description, a 2018 market study indicated that warehouse and distribution uses were identified as the highest demand industrial sector over at least the next ten years. The job projections in Table 4, Job Growth Projections, 2018-2045 and Beyond, in the Project Description for the first ten years are essentially consistent with the 2018 market study (mid-point between high and low projections). As of 2020, there are an estimated 3,700 existing jobs in the Plan Area. Ultimately, more than 1,200 of these jobs are planned to be replaced by new development and new jobs. During the 2020-2040 period, it is projected that more than 700 of these would be replaced, leaving about 3,000 existing jobs on site in 2040. Combined with the growth, the total job count in the Plan Area in 2040 is estimated to be 7,880. For comparison, SCAG projects the City of Long Beach as a whole to add 15,900 jobs during this period. Accounting for the loss of some existing jobs, the Plan Area would account for about one third of total citywide net job growth. Thus, the Proposed Project would not exceed the overall projection for jobs in the City of Long Beach in the 2040 horizon year.

City of Long Beach Bike Master Plan Consistency

The City of Long Beach Bicycle Master Plan outlines a vision that increases to increase the proportion of trips made my bicycle to increase by 10% each decade until 2040. The Bicycle Master Plan includes the provision of 200 miles of new bikeways. The Bicycle Master Plan also includes polices to eliminate traffic related facilities by 2026 (“Vision Zero”). The local bicycle facilities within and in close proximity to the Plan Area are located along Spring Street, Bixby Road, Carson Street, Orange Avenue, and Cover Street.

The Bicycle Master Plan guides the development and maintenance of bicycle-friendly roads, bikeways, support facilities, and programs for the City. This policy document aims to reduce traffic congestion by providing better facilities for biking and enhancing alternatives to commuting by car. The City’s commitment to being the nation’s most bicycle-friendly city relies on implementation and integration of all of the City’s mobility- and transit-related plans.

The GCSP provides guidelines for reconfiguring existing streets and installing new streets, both of which to include bike paths consistent with Complete Streets principles, as well as, new bike facilities would be designed in accordance with the Bicycle Master Plan. Improvements to existing streets and the design of new streets are important aspects of this plan. Bicycle facilities are proposed for Cherry Avenue, Wardlow Road, and all new streets in the Plan Area to help improve connectivity within the Plan Area and connect to existing bicycle infrastructure within the vicinity of the Plan Area, strengthening Long Beach’s commitment to being the nation’s most bicycle-friendly city. A consistency analysis with applicable goals and strategies identified in the City’s Bicycle Master Plan is provided in Table 3.7-3. As shown in Table 3.7-3, integration of multi-modal streets that enhance mobility for bicycles, as proposed in the GCSP would be consistent with and would help to implement the City’s Bicycle Master Plan.

Long Beach Airport Land Use Compatibility

During the SPR process, the applicant must complete and submit all required forms (including Form 7460-1) to the Federal Aviation Administration (FAA) for a determination of no hazard to air navigation. Prior to issuance of a building permit, a copy of all written findings from the FAA regarding compliance with Part 77, height limit regulations related to the Long Beach Airport, shall be provided to the SPR Committee.

Airspace Protection

The GCSP establishes airspace protection criteria and strategies to avoid development that, by posing hazards or obstructions to flight, could increase the risk of an accident occurring

or result in a loss in airport utility at Long Beach Airport. The hazards of concern are: (i) airspace obstructions; (ii) wildlife hazards, particularly bird strikes; and (iii) land use characteristics that pose other potential hazards to flight by creating visual or electronic interference with air navigation.

The measurement requirements for airspace protection around Long Beach Airport is a function of the dimensions and layout of the runway system and instrument approach procedures; the type of operating procedures established for the Airport; and the performance capabilities of aircraft that operate at the Airport.

Part 77 Airspace Surfaces

To help ensure protection of the airspace essential to the safe operation of aircraft at and around airports, the FAA has established a process that requires project sponsors to inform the FAA about proposed construction that could affect navigable airspace. The standards by which the FAA conducts these aeronautical studies are set forth in Part 77 of the Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace. FAR Part 77 provides standards for: (i) FAA notification about any proposed construction or alteration of objects (whether permanent, temporary, or of natural growth) that could be a hazard to flight; (ii) imaginary surfaces defining an airport's airspace; and (iii) aeronautical studies determining obstructions to navigable airspace and the potential hazardous effects of such obstruction on the safe and efficient use of that airspace.

Height restrictions range from a maximum of 36 feet in areas closest to the airport, to a maximum of 176 feet towards the outer boundaries of the Plan Area.. The boundaries of the airspace protection surfaces are defined in terms of the Part 77 imaginary surfaces in the airspace extending out from and around the Airport runways.

Standard for Terminal Instrument Procedures (TERPS)

A second set of airspace surfaces around airports are defined by the U.S. Standard for Terminal Instrument Procedures (TERPS). These criteria are used in the design of instrument approach procedures. Specifically, TERPS establishes clearance requirements for all en-route and terminal (airport) instrument procedures including approach, landing, missed approach, and departure. In most cases, height limitations under TERPS are less restrictive than under FAR Part 77. However, because the TERPS surface elevations are directly determined by the location and elevation of critical obstacles, by design, neither the ground nor any obstacles can penetrate the TERPS surface. Therefore, TERPS surfaces need to be considered in order to fully protect an airport's airspace.

Figure 3.7-1, Standard for Terminal Instrument Procedures (TERPS) Surfaces, provides a diagram of the TERPS surfaces utilizing what is known as "required obstacle

clearance (ROC) bands” for all flight segments of the instrument procedure at Long Beach Airport. Placing the bottom surface of the ROC band on top of the highest obstacle within a segment yields the minimum altitude for that segment. A penetration of a TERPS clearance surface is considered a hazard to flight and should be avoided.

Other Federal Airspace Protection Guidance

Additional guidelines regarding protection of airport airspace are set forth in other FAA documents. In general, the GCSP follows these criteria to specify that no use of land or water anywhere within the boundaries encompassed by FAR Part 77 or TERPS surfaces should be allowed if it could endanger or interfere with landing, take off, or maneuvering of an aircraft at Long Beach Airport. Specific characteristics to be avoided include:

- Creation of electrical interference with navigational signals or radio communication between the airport and aircraft;
- Lighting which is difficult to distinguish from airport lighting;
- Glare in the eyes of pilots using the airport;
- Smoke or other impairments to visibility in the airport vicinity; and
- Uses which attract birds and create bird strike hazards.

Compatibility Strategies and Criteria

The GCSP provides the following compatibility strategies and criteria for airspace protection:

(i) *FAA Notification:*

Proponents of a project involving objects that may exceed a Part 77 surface must notify the FAA as required by FAR Part 77.

(ii) *Building Height Restriction Criteria:*

The City will use the data and findings of an Aeronautical Study, conducted by the FAA pursuant to FAR Part 77, in order to determine if a structure poses hazards to flight or has an adverse effect on the Airport or on aeronautical operations.

The City will not approve any structure within the Plan Area:

- (a) If the structure is determined to be a “hazard” by the FAA; or
- (b) If the structure is determined to be an “obstruction” by the FAA (including buildings, antennas, and other types of structures and trees) and would:

- (1) Raise the ceiling or visibility minimums at the Airport for an existing or planned instrument procedure (i.e., a procedure consistent with the FAA approved airport layout plan or a proposed procedure formally on file with the FAA);
- (2) Result in a loss in airport utility, (e.g., in a diminution of the established operational efficiency and capacity of the Airport, such as by causing the usable length of the runway to be reduced); or
- (3) Conflict with the visual flight rules (VFR) airspace used for the airport traffic pattern or en-route navigation to and from the Airport.

(iii) *Other Flight Hazards:*

Land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight will be consistent with the Globemaster Plan policies and criteria only if the uses are consistent with FAA rules and regulations.

Specific characteristics to be avoided within the Globemaster Plan area that fall within the Part 77 and TERPS surfaces include:

- (a) Sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays);
- (b) Distracting lights that could be mistaken for airport lights;
- (c) Sources of dust, steam, or smoke that may impair pilot visibility;
- (d) Sources of electrical interference with aircraft communications or navigation; and
- (e) Any proposed use that creates an increased attraction for large flocks of birds and that is inconsistent with FAA rules and regulations. Certain types of landscaping materials and designs may create wildlife hazard attractants on and near Long Beach Airport.

Conclusion

CEQA Impact Determination

Based on the analysis provided above, the proposed GCSP would be consistent with the City's General Plan, Zoning Ordinance, 2016 SCAG RTP/SCS, the City's Bicycle Master Plan, and

the Long Beach Airport Land Use Compatibility Plan. The proposed GCSP would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental impact, and impacts under CEQA would be **less than significant**. No mitigation is required.

NEPA Impact Determination

Based on the analysis provided above, the proposed GCSP would be consistent with the City's General Plan, Zoning Ordinance, 2016 SCAG RTP/SCS, the City's Bicycle Master Plan, and the Long Beach Airport Land Use Compatibility Plan. The proposed GCSP would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, and there would be **no adverse impact** under NEPA.

3.7.5 Cumulative Impacts

As defined in the State CEQA Guidelines, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The cumulative study area used to assess potential cumulative land use impacts include the areas and land uses surrounding the Plan Area.

Continued development in Long Beach, including that which might occur as a result of the GCSP, and the surrounding region could result in increased urbanization, including the density of residential, commercial, office, recreational, and public uses. Under cumulative conditions, conflicts between land uses may occur. Generally, land use conflicts would be related to noise, traffic, air quality, and hazards/human health and safety issues, which are discussed in the relevant sections of the Draft PEIR/PEIS. Land use conflicts are also typically site-specific and not cumulative in nature; in other words, despite the number of cumulative projects in a given area, they wouldn't necessarily compound to create cumulative land use conflicts. Cumulative incompatibility issues associated with surrounding developments or projects are anticipated to be addressed and mitigated for on a project-by-project basis. In addition, the cumulative environmental effects associated with implementation of the GCSP have been addressed in the technical sections of this Draft PEIR/PEIS. This impact would **not be cumulatively considerable**.

3.7.6 Mitigation Measures

Potential impacts associated with land use conflicts are considered **less than significant** and no mitigation is required.

3.7.7 Significance After Mitigation

As indicated in the impact analysis above, impacts associated with the GCSP and the potential for land use conflicts would be **less than significant**.

3.7.8 References

Long Beach, City of. 1973-2010. *Long Beach General Plan*. http://www.lbds.info/planning/advance_planning/general_plan.asp

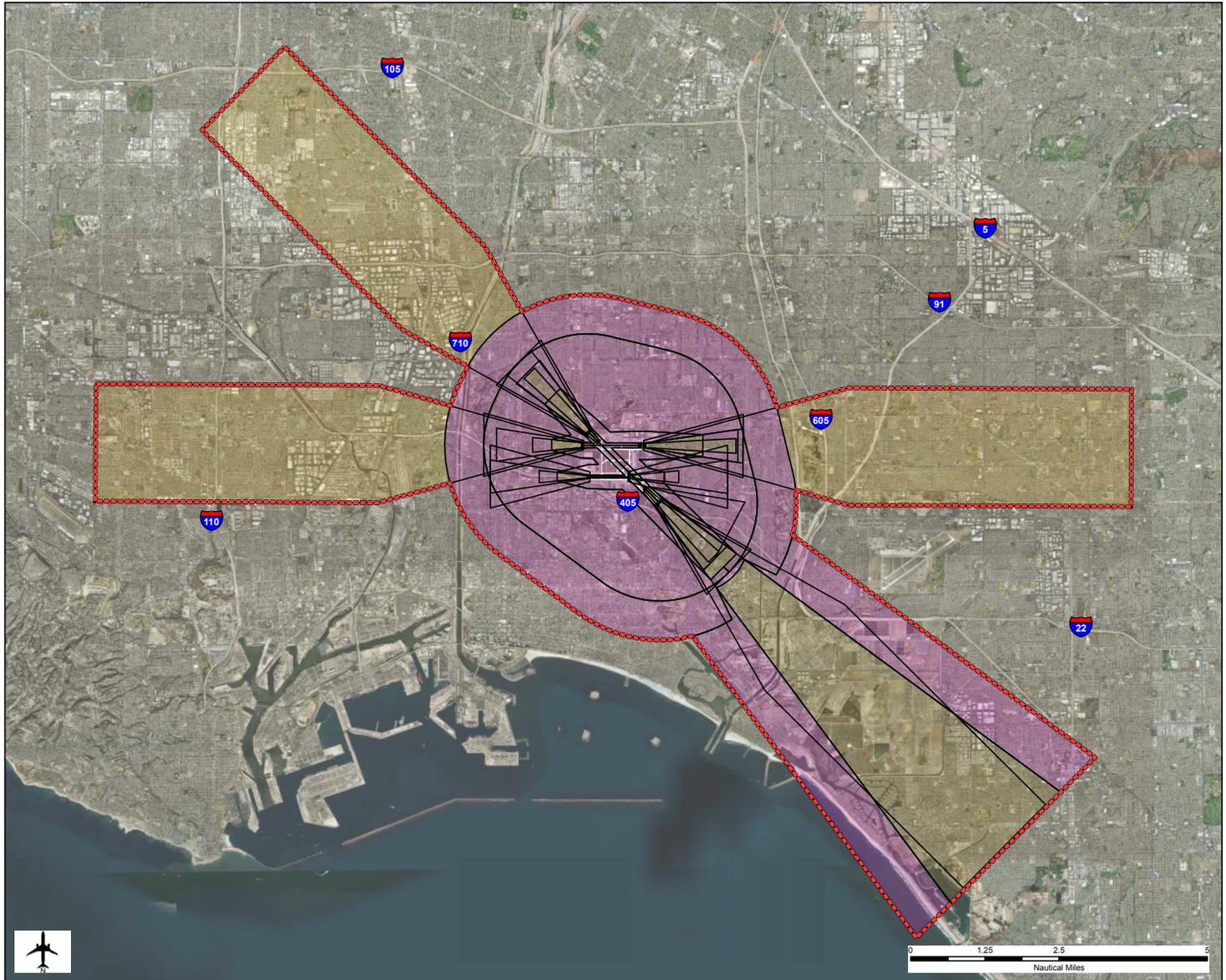
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LONG BEACH AIRPORT - NAVIGABLE AIRSPACE SURFACES



Legend

Base Map Layers

- Highway
- Navigable Airspace Extents
- Runway Segment
- Taxiway Segment

Navigable Airspace Surfaces

- GLIDEPATH QUALIFICATION SURFACE 12
- GLIDEPATH QUALIFICATION SURFACE 26R
- GLIDEPATH QUALIFICATION SURFACE 30
- INSTRUMENT DEPARTURE SURFACE 12 - 30 END
- INSTRUMENT DEPARTURE SURFACE 26L - 8R END
- INSTRUMENT DEPARTURE SURFACE 26R - 8L END
- INSTRUMENT DEPARTURE SURFACE 30 - 12 END
- INSTRUMENT DEPARTURE SURFACE 8L - 26R END
- INSTRUMENT DEPARTURE SURFACE 8R - 26L END
- ONE ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE (12 - 30)
- ONE ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE 26R - 8L END
- ONE ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE 30 - 12 END
- ONE ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE 8L - 26R END
- PART 77 APPROACH SURFACE 12
- PART 77 APPROACH SURFACE 26L
- PART 77 APPROACH SURFACE 26R
- PART 77 APPROACH SURFACE 30
- PART 77 APPROACH SURFACE 8L
- PART 77 APPROACH SURFACE 8R
- PART 77 CONICAL SURFACE
- PART 77 HORIZONTAL SURFACE
- PART 77 PRIMARY SURFACE
- PART 77 TRANSITIONAL SURFACE
- THRESHOLD SITING SURFACE 12
- THRESHOLD SITING SURFACE 26L
- THRESHOLD SITING SURFACE 26R
- THRESHOLD SITING SURFACE 30
- THRESHOLD SITING SURFACE 30 OFFSET
- THRESHOLD SITING SURFACE 8L
- THRESHOLD SITING SURFACE 8R

SOURCES: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

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