



4.10 LAND USE AND PLANNING

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

a) *Physically divide an established community?*

Less Than Significant Impact. The proposed project would occur within an entirely developed, urbanized area. Conveyance facilities associated with the project would be constructed as either subsurface pipelines or as open channels. Conveyance segments constructed as pipelines would be trenched, backfilled, and restored to existing conditions, and thus would not have the capacity to divide a community. Conveyance segments constructed as open channels would occur within vacant areas, and would not include structures or other features that could act as physical barriers segregating portions of the existing community. The MUST facility site would occur immediately adjacent to the eastern side of the LA River, which is an existing linear water feature that separates industrial areas on the west side of the River from communities to the east. As such, the MUST facility would not have the capacity to divide an established community. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact.

City of Long Beach General Plan

As shown on Table 4.10-1, *General Plan Land Use Designations*, the *General Plan* designation for the MUST site is “LUD 9R; Restricted Industry,” “LUD 11; Open Space/Parks,” and “LUD 7; Mixed Use.” According to the *General Plan, Land Use Element*, the Restricted Industry land use “is intended to attract and maintain businesses which conduct industrial or manufacturing operations primarily indoors, with limited outdoor appurtenant activities.” The Open Space/Parks land use designation includes parks, plazas, promenades and boardwalks, vacant lots, cemeteries, community gardens, golf courses, beaches, flood control channels and basins, rivers and river levees, utility rights-of-way (e.g., transmission tower areas), oil drilling sites, median strips and back up lots, offshore islands, marinas, inland bodies of water, the ocean, estuaries and lagoons. The Mixed Use district encompasses a combination of land uses including employment centers such as retail, offices, medical facilities; high density residences; visitor-serving facilities; personal and professional services; or recreational facilities. The MUST facility would be consistent with these land use designations, and no General Plan Amendment would be required. As such, impacts in this regard would be less than significant.



Table 4.10-1
General Plan Land Use Designations

Designation	General Plan Land Use
MUST Facility	
9R	Restricted Industry
11	Open Space/Parks
7	Mixed Use
Conveyance Facilities	
1	Single Family
2	Mixed Style Homes
3A	Townhomes
4	High Density Residential
7	Mixed Use
8A	Traditional Retail Strip Commercial
8N	Shopping Nodes
9G	General Industry
9R	Restricted Industry
10	Institutions/Schools
11	Open Space/Parks
13	Right-of-Way

Given the wide geographical area spanned by the conveyance facilities, the proposed conveyance segments traverse a wide range of *General Plan* land use designations. [Table 4.10-1](#), provides a summary of the existing land use designations for the conveyance facilities. All conveyance facilities would be constructed entirely beneath ground surface, within existing public right-of-way or easements. As such, these facilities would be consistent with the General Plan designations provided below, and impacts would be less than significant in this regard.

City of Long Beach Zoning Ordinance

As shown in [Table 4.10-2, *Zoning Designations*](#), the zoning for the MUST facility site is “IL; Light Industrial,” “PD-21, Planned Development, Queensway Bay,” and “PD-30, Planned Development, Downtown Long Beach.” Based on the *LBMC*, Light Industrial zoning “allows a wide range of industries whose primary operations occur entirely within enclosed structures and which pose limited potential for environmental impacts on neighboring uses.” The Queensway Bay Planned Development Plan provides a flexible planning mechanism that allows mixed-use development to be built incrementally over time that is consistent with the intent of the Legislative grants of tide and submerged lands to the City of Long Beach and with the Port’s Master Plan. The Downtown Long Beach Planned Development Plan is based on “form-base code,” which changes the focus from traditional regulation characterized by a list of permitted uses to the design and character of the buildings and how they contribute to defining and activating the nearby public realm. The Plan includes the following topics: vision, connectivity and character, development standards, design standards, streetscape and public realm standards, sign standards, historic preservation, and plan administration. The MUST facility would be consistent with these zoning designations, and no Zone Change would be required. In addition, the MUST facility would be subject to the City’s standard site plan review process to ensure consistency with design standards associated with the IL, PD-21, and PD-30 districts. As such, impacts in this regard would be less than significant.

Given the wide geographical area spanned by the conveyance facilities, the proposed conveyance segments traverse a wide range of *LBMC* zoning designations. [Table 4.10-2](#), provides a summary of the existing zoning for the conveyance facilities. All conveyance facilities would be constructed entirely beneath ground surface, within existing public right-of-way or easements. As such, these facilities would be consistent with the zoning designations provided below, and impacts would be less than significant in this regard.



**Table 4.10-2
Zoning Designations**

Designation	Zoning
MUST Facility	
IL	Light Industrial
PD-21	Queensway Bay Planned Development
PD-30	Downtown Long Beach Planned Development
Conveyance Facilities	
CCA	Community Commercial Automobile-Oriented
CNA	Neighborhood Commercial Automobile-Oriented
I	Institutional
IG	General Industrial
IL	Light Industrial
P	Park
PD-6 (2)	Planned Development, Downtown Shoreline
PD-10	Planned Development, Wilmore City
PD-30	Planned Development, Downtown Long Beach
PR	Public Right-of-Way
R-1-L	Single-Family Residential, Large Lot
R-1-N	Single-Family Residential, Standard Lot
R-2-N	Two-Family Residential, Standard Lot
R-4-N	Medium-Density Multiple Residential
RM	Mobile Homes, Modular and Manufactured Residential
R-4-R	Moderate-Density Multiple Residential

California Coastal Act

The southerly extent of the project site (i.e., the southern portion of conveyance segment 11) is situated within the Coastal Zone. As such, the project would be required to comply with California Coastal Act (CCA) as administered by the California Coastal Commission (CCC). The project site is located in the City Permit Jurisdiction portion of the Coastal Zone, and therefore requires approval of a Local Coastal Development Permit (LCDP) from the City. According to the Local Coastal Program (LCP), the southern portion of conveyance segment 11 would be located within the Downtown Shoreline sub-area of the Long Beach coastal zone. The Downtown Shoreline sub-area is characterized by mid- to high-rise office and residential buildings and large scale public recreation and entertainment facilities. Public recreation, RV Park, parking, boat launch, nature preserve, wetlands, and State University and college offices are permitted uses within this area.

The only facilities associated with the proposed project that would occur within the Downtown Shoreline sub-area would be conveyance facilities (either subsurface pipeline or open channel facilities). No structures or other land uses that would be capable of conflicts with the CCA would occur. Moreover, the project would be subject to review by the City as part of the LCDP process, which would ensure consistency with the CCA. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.



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

No Impact. As stated in Response 4.4(f), the project site is not located within a Natural Community Conservation Plan (NCCP) and/or Habitat Conservation Plan (HCP).^{1,2} As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

¹ U.S. Fish and Wildlife Service, Carlsbad Fish and Wildlife Office, *HCP/NCCP Planning Areas in Southern California*, October 2008.

² California Department of Fish and Wildlife, *California Regional Conservation Plans Map*, August 2015.