

## 5. Environmental Analysis

### 5.8 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Long Beach from implementation of the Proposed Project. Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

#### 5.8.1 Environmental Setting

##### 5.8.1.1 REGULATORY BACKGROUND

Regional and local laws, regulations, plans, or guidelines that are potentially applicable to the Proposed Project are summarized below.

#### Regional

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

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District, the California Department of Transportation (Caltrans), and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives. The plans most applicable to the Proposed Project are discussed below.

The Proposed Project is considered a project of regionwide significance pursuant to the criteria outlined in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the CEQA Guidelines. Therefore, this section addresses the Proposed Project's consistency with the applicable SCAG regional planning guidelines and policies.

##### *Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*

On April 4, 2012, SCAG adopted the 2012–2035 RTP/SCS: Towards a Sustainable Future, which places a greater emphasis than ever on sustainability and integrated planning. The 2012–2035 RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. It includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375; the Sustainable Communities Act), improve public health, and meet the

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National Ambient Air Quality Standards set by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2012). The Proposed Project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.8-1, *Consistency with SCAG's 2012–2035 RTP/SCS Goals*.

#### ***High Quality Transit Areas***

With the adoption of the 2012 RTP/SCS, the areas previously known as 2% Strategy Opportunity Areas were updated by SCAG and replaced with what are now called high quality transit areas (HQTAs), which are a part of, and integrated into, the SCS portion (Chapter 4) of the 2012 RTP/SCS. An HQTA is generally a walkable transit village or corridor that is within one half-mile of a well-served transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The overall land use pattern of the 2012 RTP/SCS focuses jobs and housing in the region's designated HQTA (SCAG 2012). The entire Project Site is identified as an HQTA in the 2012 RTP/SCS (SCAG 2014).

Separate goals, policies, or guidelines have not been adopted for as HQTAs.

#### **Local**

##### ***Central Long Beach Design Guidelines***

The entire Project Site lies within the area covered by the Central Long Beach Design Guidelines (CLBDG), which are intended to implement the goals, design standards, and guidelines of the Central Long Beach Strategic Guide for Development. Under the CLBDG every development project in central Long Beach is evaluated with respect to its success in incorporating six broad principles of good urban design: 1) a sense of place, 2) compatibility with surrounding context, 3) activity focused along the street in a high-quality public realm, 4) human scale, especially at the street level, 5) consideration of historic and cultural character, and 5) sustainability, including use of quality and durable materials.

##### ***The City of Long Beach Downtown Plan***

The Downtown Plan, also known as Planned Development District 30 (PD-30), seeks to guide how new private and public development can capitalize on existing strengths and enhance the downtown Long Beach area overall—making it a more complete place. The Downtown Plan sets the City's visioning process into motion by establishing development and design standards aimed at enhancing downtown Long Beach. The Downtown Plan draws on form-based elements to emphasize the role of building design and character in defining and activating the nearby public realm. Long Beach Boulevard is a main thoroughfare connecting downtown Long Beach to the subregion, I-405, and many Long Beach neighborhoods, including those found within the Project Site, which is just north of and abuts the downtown Long Beach area (see Figure 3-5, *Current and Proposed Zoning Designations*).

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#### *Long Beach Bicycle Master Plan*

The Bicycle Master Plan serves as a citywide planning document that is used to guide future improvements to the City of Long Beach bicycle network, so that Long Beach can become a model community. 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 overarching goal of the Bicycle Master Plan is to increase bicycle use from 1 to 5 percent by the year 2020.

#### *Willow Station Bike Transit Hub Access Plan*

The Willow Station Bike Transit Hub Access Plan identifies improvements for Metro Blue Line's Willow Station along Long Beach Boulevard, which falls within the boundaries of the Midtown Specific Plan area of the Project Site. The assessment of the station found that it is underserved, with poor access and inadequate bike lockers and racks. Recommended improvements under the Willow Station Bike Transit Hub Access Plan include new bike lanes, restriping, and intersection improvements such as bicycle signal detectors, modifications to signal timing, and reconfigured crosswalks.

### 5.8.1.2 EXISTING CONDITIONS

#### Existing Onsite Land Uses

The Project Site is currently developed (see Figure 3-3, *Aerial Photograph*) and consists of a mix of residential, commercial, medical, institutional, and open space and recreation uses. The Project Site consists of just under 2,000 residential units and approximately 2.6 million square feet of commercial uses (see Table 3-3, *Overall Land Use Projections for Proposed Project*). Existing residential development consists of a mixture of single-family and multifamily homes, while commercial development consists of a range of small- to medium-sized retail and service establishments. Existing medical development consists of multiple hospitals and medical offices, in addition to diagnostic and research businesses. Institutional uses include ten schools: seven elementary and middle schools, and three high schools (including a satellite campus). Existing open space and recreation uses include several park spaces consisting of sport fields/courts, community recreation centers, and skate parks. As shown in Figure 3-3, the Metro Blue Line light rail runs along almost the entire length of Long Beach Boulevard within the Project Site. The light rail consists of various infrastructure improvements, including overhead power lines, metal tracks, and raised platforms.

#### Existing Surrounding Land Uses

The Project Site is located in a highly urbanized, built-out portion of the City. It is generally surrounded by residential uses, which vary widely in character and density and include single-family neighborhoods and apartment complexes. Long Beach Boulevard, which runs along the central portion of the Project Site (see Figure 3-3), acts as a main north-south thoroughfare through the City.

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#### Existing General Plan Land Use and Zoning Designations

According to the City's General Plan Land Use Map and as shown in Figure 4-1, *Existing General Plan Land Use Designations*, the current land use designations of the Project Site include:

- Land Use District No. 1 – Single-Family District
- Land Use District No. 2 – Mixed Style Homes District
- Land Use District No. 3A – Townhomes District
- Land Use District No. 3B – Moderate Density Residential District
- Land Use District No. 7 – Mixed Use District
- Land Use District No. 8A – Traditional Retail Strip Commercial District
- Land Use District No. 8N – Shopping Nodes District
- Land Use District No. 8R – Mixed Retail/Residential Strip District
- Land Use District No. 9G – General Industry District
- Land Use District No. 10 – Institutional/School District
- Land Use District No. 11 – Open Space/Park District

According to the City's zoning map and as shown in Figure 3-5, *Current and Proposed Zoning Designations*, zoning designations within the Project Site include:

- Two-family Residential, standard lot (R-2-N)
- Low-density Multi-family Residential, small lot (R-3-S)
- Moderate-density Multiple Residential (R-4-R)
- Community Commercial Automobile-Oriented (CCA)/Regional Highway Commercial (CHW)/Highway Commercial (CH)/Neighborhood Commercial Automobile-Oriented (CAN)/Neighborhood Pedestrian-Oriented Commercial (CNP)/Community R-4-N Commercial (CCN)
- Planned Development District (PD)-22, PD-25, and PD-29
- Institutional (I)
- Park (P)
- Public Right-of-Way (PR)

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### 5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 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.
- LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold LU-1
- Threshold LU-3

These impacts will not be addressed in the following analysis.

### 5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

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**Impact 5.8-1: Project implementation would conflict with an applicable plan adopted for the purpose of avoiding or mitigating and environmental effect. [Threshold LU-2]**

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**Impact Analysis:** As described in detail in Chapter 3, *Project Description*, and shown in Figures 3-2, *Local Vicinity*, and 3-3, *Aerial Photograph*, the project consists of two areas along Long Beach Boulevard totaling 373 acres, stretching from Anaheim Street on the south to Wardlow Road on the north: 1) the Midtown Specific Plan area spanning approximately 369 acres from Anaheim Street on the south to Wardlow Road on the north, 2) an area outside of, but adjacent to the Midtown Specific Plan boundary, which consists of approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). All of these areas make up the overall Project Site and constitute the Proposed Project.

Table 3-3, *Overall Land Use Projections for the Proposed Project*, shows the buildout statistics of the Proposed Project, including dwelling units, population, commercial/employment uses (in square feet), and employment. As shown in Table 3-3, the overall Project Site contains just under 2,000 residential units and a little over 2.6 million square feet of commercial and employment uses, along with just over 950 licensed hospital beds and almost 200 hotel rooms. The Proposed Project would increase the number of permitted residential units to a little under 3,700 dwelling units—roughly 1,700 more than existing conditions. The Proposed Project also

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increases potential commercial and employment building square footage to approximately 3 million square feet (a net increase of approximately 369,000 square feet over existing conditions). The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms. No physical change (e.g., additional development intensity, redevelopment) is expected to occur within the area outside the Midtown Specific Plan and all existing uses within this area are expected to remain.

Following is an analysis of the Proposed Project's consistency with the applicable City plans that have been adopted for the purpose of avoiding or mitigating an environmental effect.

#### City of Long Beach General Plan Consistency

##### *Midtown Specific Plan Area*

The City's General Plan sets forth the goals, policies, and directions the City will take in managing its future. It is the blueprint for development and a guide to achieving the long-term, citywide vision. The City's General Plan sets seven interrelated goals:

- Increased mobility
- Affordable housing
- Reduction in greenhouse gas emissions
- Enhanced quality of life
- Compact and transit-oriented development
- Improved water quality
- Walkable neighborhoods and districts

These goals have been integrated into the Midtown Specific Plan and are discussed in relation to the three elements—Land Use, Mobility and Housing—that have the greatest influence in guiding the vision and goals of the Midtown Specific Plan.

For example, the General Plan 2035 Mobility Element outlines the vision, goals, policies, and implementation measures required to improve and enhance the City's local and regional transportation system, which includes the Long Beach Boulevard corridor. The Midtown Specific Plan and Mobility Element are consistent in their values and vision relative to circulation. Creating an efficient, balanced, multimodal mobility network is a priority for both plans. Specifically, the mobility and streetscape plan for the Midtown Specific Plan is guided by the City's General Plan Mobility Element. Although Long Beach Boulevard is already a multi-modal corridor, the mobility and streetscape plan of the Midtown Specific Plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. The complete streets network for the Midtown Specific Plan area consists of four types of facilities—pedestrian, bicycle, vehicular, and public transit. Synchronizing traffic signals, reconfiguring streets and freeway ramps, and applying a context-sensitive approach to balance the mobility system along Long Beach Boulevard are just a few of the strategies that will help to create a safe and enjoyable area for all users of the corridor. Implementation of the mobility and

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streetscape plan would also include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bike lanes, wider sidewalks, new street lighting, landscaping buffers, and improved intersection crossings.

Additionally, the General Plan Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes. The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including infill residential development projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in within the Midtown Specific Plan area could also be used to address lower income housing needs. A homeless shelter overlay was also considered by the City for the Midtown Specific Plan area but was not selected. However, the City maintains zoning designations in other areas of the City that provide sufficient by-right locations for homeless shelters.

The City's General Plan also introduces the concept of place types and identifies strategies to improve Long Beach neighborhoods, for which the Midtown Specific Plan would accomplish for the neighborhoods found along the portion of Long Beach Boulevard within the Midtown Specific Plan area. Additionally, the General Plan Land Use Element identifies Long Beach Boulevard as one of the targeted change areas; the Midtown Specific Plan would help implement the changes envisioned for the portion of Long Beach Boulevard within the Midtown Specific Plan area.

Furthermore, the Land Use Element identifies activity centers throughout the City, which are defined in the Urban Design section of the element as places where concentrations of human activities are found. Included among the activities in the definition are employment, shopping, and recreation. Activity centers provide identification, character, interest, vitality, and economic health to the City and its many parts. Long Beach Boulevard, a major north-south corridor, is designated in the Land Use Element as one of various activity centers in the City. As stated in the Land Use Element, "A detailed corridor plan is needed for Long Beach Boulevard." The Land Use Element also states that land uses along Long Beach Boulevard between 7th Street and Willow Street should enhance the image of this key boulevard as one of the most important in the City. The Midtown Specific Plan would accomplish these key goals of the Land Use Element, as it would essentially serve as the detailed corridor plan for the portion of Long Beach Boulevard within the Midtown Specific Plan area of the Project Site. Through the objectives, land use plan, development standards, and design guidelines of the Midtown Specific Plan, the image of Long Beach Boulevard would be enhanced.

Based on the preceding analysis, the Midtown Specific Plan would be consistent with the vision, goals and policies of the City's adopted General Plan, including those of the Land Use, Mobility and Housing Elements.

However, in order for the Midtown Specific Plan to be implemented, the City's General Plan would need to be amended with adoption of the Midtown Specific Plan. Specifically, the General Plan Land Use Map would need to be amended in order to change the current land use designations of the Midtown Specific Plan area (see Figure 4-1, *Existing General Plan Land Use Designations*, for land use designations) to Midtown Specific

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Plan. The amendment is required as some of the current General Plan land use designations within the Midtown Specific Plan area do not permit the mix and density/intensity of uses proposed under the Specific Plan; the Specific Plan would allow for uses and densities set forth in the Specific Plan. For example, the current Mixed Style Homes land use designation (which as shown in Figure 4-1, occurs in three areas of the Midtown Specific Plan area) permits low-density residential uses, while the Specific Plan would allow for a higher density than currently permitted for these areas. Additionally, for the areas currently designated Traditional Retail Strip Commercial (which as shown in Figure 4-1, occurs in three areas of the Midtown Specific Plan area), only commercial uses area permitted; under the Specific Plan, these areas would allow for a mix of uses, including residential.

Other project-related amendments to the City's General Plan include revisions to tables and exhibits of the Mobility Element pertaining to roadway classifications and closures (closure of 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach Boulevard; and 14th Street east of Long Beach Boulevard).

Adoption of these amendments is necessary in order for the Midtown Specific Plan to be consistent with the City's General Plan. Therefore, mitigation has been provided at the end of this section, which requires the City to undertake an amendment to the City's General Plan Land Use and Mobility elements within a certain time frame after adoption of the Specific Plan.

The Midtown Specific Plan's consistency with others elements (e.g., open space and recreation, housing, air quality, noise, mobility) of the City's General Plan is contained in the analysis provided in the respective topical sections of this DEIR.

#### *Area Outside the Midtown Specific Plan*

The area outside the Midtown Specific Plan area (the 4-acre area around Officer Black Park) would maintain its current General Plan land use designations of Single-Family and Moderate Density Residential Districts. No amendments to the City's General Plan or land use designations would occur in this area of the Project Site under the Proposed Project. Additionally, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no land use impacts related to the City's General Plan are anticipated to occur.

### **City of Long Beach Zoning Consistency**

#### *Midtown Specific Plan Area*

Implementation of the Midtown Specific Plan would require an amendment to the City's Zoning Regulations (Title 21 of the City's Municipal Code) and zoning map. More specifically, the City's Zoning Regulations and zoning map would be amended to change the existing Planning Development District 29 (PD-29) boundary to coincide with the boundaries of the Midtown Specific Plan area. The existing zoning designations of the Midtown Specific Plan area would also be replaced with the new Midtown Specific Plan zoning designations (see Figure 3-5, *Current and Proposed Zoning Designations*). Additionally, the changes to the City's Zoning

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Regulations would state that the regulating code within the Midtown Specific Plan would serve as the zoning, development, and design standards for all development projects within the Midtown Specific Plan area.

Specific plans act as a bridge between general plans and individual development proposals. Local jurisdictions may adopt specific plans by resolution or ordinance. The Midtown Specific Plan (which would replace the existing zoning designations of the Midtown Specific Plan area of the Project Site) would be adopted by ordinance and would serve as the zoning for the Midtown Specific Plan area. The provisions in the Midtown Specific Plan would control the use and development of property in the Midtown Specific Plan area to the same extent as if set forth in the City's Zoning Regulations. The Midtown Specific Plan would act as the regulatory document that the City of Long Beach would use to guide development within the Midtown Specific Plan area, systematically implement the City's General Plan, and help maintain consistency with and carry out the goals, objectives, and policies of the City's General Plan. The Midtown Specific Plan would provide the flexibility, innovative use of land resources and development, a variety of housing and other development types, and an equitable method of vehicular, public transit, pedestrian, and bicycle access for development of the Midtown Specific Plan area. The Midtown Specific Plan is also intended to be more flexible than conventional zoning to encourage new investment and development along the Long Beach Boulevard corridor.

Additionally, the Midtown Specific Plan would establish the necessary plans, development standards (e.g., parking requirements, setbacks, building heights, etc.), design guidelines (e.g., architectural styles, building form and massing, landscaping, signage, etc.), regulations, infrastructure requirements, financing methods, and implementation programs for subsequent project-related development activities. The Midtown Specific Plan would combine these necessary components into a single document that would be tailored to meet the needs of the Midtown Specific Plan area and its surroundings. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the Midtown Specific Plan area be consistent with the Midtown Specific Plan.

Based on the preceding analysis, the Midtown Specific Plan would be consistent with the City's Zoning Regulations and would therefore, not result in any significant land use impacts.

### *Area Outside the Midtown Specific Plan*

The two residential blocks around Officer Black Park (approximately 4 acres) west of Pasadena Avenue between 21st Street and 20th Street would be extracted from PD-29 and retain its underlying conventional zoning designations (see Figure 3-5, *Current and Proposed Zoning Designations*), which include Single-family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P). The proposed extraction would not require an amendment to the City's Zoning Regulations of zoning map, as the underlying conventional zoning designations are already in place. This area of the Project Site would continue to be regulated by the aforementioned underlying conventional zoning designations. Additionally, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area under the Proposed Project and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain. Therefore, the zoning designation revisions that would occur in this area of the Project

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Site would be consistent with the City's Zoning Regulations and would therefore, not result in any significant land use impacts.

#### Central Long Beach Design Guidelines Consistency

The entire Project Site lies within the area covered by the Central Long Beach Design Guidelines (CLBDG), which are intended to implement the goals, design standards, and guidelines of the Central Long Beach Strategic Guide for Development.

#### *Midtown Specific Plan Area*

The CLBDG guidelines strongly influenced and in some cases are directly reflected in the design guidelines contained in the Midtown Specific Plan. Design principles that are carried throughout both the CLDGB and Midtown Specific Plan include placemaking, green building, human-scale development, and auto/transit-oriented considerations. Additionally, the Midtown Specific Plan strives to create a lively corridor through the physical environment—to produce quality design that enhances the experience of those living, working, and visiting the Midtown Specific Plan area. Like the CLBDG, the Midtown Specific Plan takes a comprehensive approach to shaping physical features by emphasizing building form and landscape design to reinforce urban and transit-oriented development patterns. Future development that would occur within the Midtown Specific Plan area of the Project Site would be required to adhere to the development standards and design guidelines of the Midtown Specific Plan. Therefore, the Midtown Specific Plan would be consistent with the CLDGB and would therefore, not result in any significant land use impacts.

#### *Area Outside the Midtown Specific Plan*

As noted above, with the exception of the zoning designation revisions that would be undertaken in this area of the Project Site, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no land use impacts related to the CLDGB are anticipated to occur.

#### City of Long Beach Downtown Plan Consistency

The Downtown Plan sets the City's visioning process into motion by establishing development and design standards aimed at enhancing downtown Long Beach, which is just north of and abuts the southern portion of the Project Site (see Figure 3-5, *Current and Proposed Zoning Designations*). The Downtown Plan draws on form-based elements to emphasize the role of building design and character in defining and activating the nearby public realm. Although the Project Site lies outside of the area covered by the Downtown Plan, Long Beach Boulevard is a main thoroughfare connecting downtown Long Beach to the subregion, I-405, and many Long Beach neighborhoods, including those found within the Project Site.

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### *Midtown Specific Plan Area*

The Midtown Specific Plan draws from many of the design principles, multimodal strategies, and mixed-use development standards in the Downtown Plan to create consistency with and connectedness between the two planning areas. Therefore, although not applicable to or required to be consistent with the Downtown Plan, the Midtown Specific Plan would help provide consistency and connectivity between downtown Long Beach area and the Midtown Specific Plan area. Therefore, the Midtown Specific Plan would not result in any significant land use impacts.

### *Area Outside the Midtown Specific Plan*

The area outside of the Midtown Specific Plan area occurs in the central portion of the Project Site (see Figure 3-3, *Aerial Photograph*). This area is not connected or integral to the area covered by the Downtown Plan. Therefore, no land use impacts related to the Downtown Plan would occur.

### **Long Beach Bicycle Master Plan Consistency**

The Bicycle Master Plan serves as a citywide planning document that is used to guide future improvements to the City of Long Beach bicycle network. 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.

### *Midtown Specific Plan Area*

The Bicycle Master Plan is not applicable to the Midtown Specific Plan, as no bicycle facilities or improvements have been designated for this area of the Project Site. However, with the integration of complete streets and enhanced mobility, the Midtown Specific Plan prescribes improved crossings and reevaluates the right-of-way design for Long Beach Boulevard (the portion within the Project Site boundaries) to better accommodate bicycles along the corridor. Implementation of the mobility and streetscape plan would include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bicycle facilities.

Specifically, the Specific Plan includes recommendations for an improved Class III or IV bikeway and bike boxes along Long Beach Boulevard where and when feasible. Bicycle improvements along Long Beach Boulevard will be determined in the City's Bicycle Master Plan Update. As conditions change along the boulevard, new bikeways would add connectivity to other transit options, such as the Metro Blue line, and other bicycle connections in the City. Where feasible and when on-street parking is deemed unnecessary, new bike lanes could be physically separated from pedestrian and vehicular traffic. Curb extensions could also be considered to create space for the new lanes by reducing on-street parking and right-turn pockets. This treatment creates safer environments for pedestrians and bicyclists while encouraging healthy alternative transportation options for people living and working in the area.

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The Midtown Specific Plan would further help implement the Bicycle Master Plan and would therefore, not result in any significant land use impacts.

#### *Area Outside the Midtown Specific Plan*

The Bicycle Master Plan is not applicable to the area outside of the Midtown Specific Plan, as no bicycle facilities or improvements have been designated for this area. Therefore, no land use impacts related to the Bicycle Master Plan would occur.

#### **Willow Station Bike Transit Hub Access Plan Consistency**

The Willow Station Bike Transit Hub Access Plan identifies improvements for Metro Blue Line's Willow Station along Long Beach Boulevard. Recommended improvements under the Willow Station Bike Transit Hub Access Plan include new bike lanes, restriping, and intersection improvements such as bicycle signal detectors, modifications to signal timing, and reconfigured crosswalks.

#### *Midtown Specific Plan Area*

The Midtown Specific Plan recognizes the importance of Willow Station, which falls within the boundaries of the Midtown Specific Plan area, as a multi-modal transit hub along the Long Beach Boulevard corridor. The goals and vision for the Midtown Specific Plan are consistent with the access and onsite improvements in and leading to the Willow Station. The design guidelines and development standards contained in the Midtown Specific Plan would be used for improving signage, landscaping, bike racks, and other furnishings for the area associated with the Willow Station. Therefore, the Midtown Specific Plan would be consistent with the Willow Station Bike Transit Hub Access Plan and would therefore, not result in any significant land use impacts.

#### *Area Outside the Midtown Specific Plan*

The area outside of the Midtown Specific Plan area occurs in the central portion of the Project Site (see Figure 3-3, *Aerial Photograph*). This area not connected to or integral to the area covered by Willow Station. Therefore, no land use impacts related to the Willow Station Bike Transit Hub Access Plan would occur.

#### **SCAG 2012–2035 RTP/SCS Consistency**

#### *Midtown Specific Plan Area*

Table 5.8-1 provides an assessment of the Midtown Specific Plan's relationship to pertinent 2012–2035 SCAG RTP/SCS goals. The analysis in this table concludes that the Midtown Specific Plan would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the Midtown Specific Plan would not result in significant land use impacts related to relevant RTP/SCS goals.

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Table 5.8-1 Consistency with SCAG's 2012–2035 RTP/SCS Goals

RTP/SCS Goal	Project Compliance with Goal
<p>RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.</p>	<p><b>Not Applicable:</b> This is not a project-specific goal and is therefore not applicable.</p>
<p>RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.</p> <p>RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.</p> <p>RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.</p> <p>RTP/SCS G5: Maximize the productivity of our transportation system.</p>	<p><b>Consistent:</b> Project implementation would ensure that mobility, accessibility, travel safety, and reliability for people and goods would be maximized. The vehicular, public transit, bicycle, and pedestrian circulation practices and improvements that are called for in the Midtown Specific would be implemented and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and access within the Midtown Specific Plan area and beyond. A number of regional and local plans and programs (e.g., Los Angeles County Congestion Management Program, Caltrans Traffic Impact Studies Guidelines, and City of Long Beach Traffic Impact Analysis Guidelines, City of Long Beach Willow Station Bike Transit Hub Access Plan) would be used to guide development and maintenance of traffic, circulation, and transportation improvements within the Midtown Specific Plan area and its surrounding roadway network.</p> <p>All modes of public and commercial transit throughout the Midtown Specific Plan area would be required to follow safety standards set by state, regional, and local regulatory documents. For example, pedestrian walkways and bikeways must follow safety precautions and standards established by local (e.g., City of Long Beach, County of Los Angeles) and regional (e.g., SCAG, Caltrans) agencies. Additionally, roadway improvements must follow safety standards established for the local and regional plans noted above.</p> <p>All improvements to the existing traffic and transportation networks within the Midtown Specific Plan area must also be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how individual development projects that would be accommodated by the Midtown Specific Plan would impact existing multimodal traffic capacities and to determine the needs for improving future multimodal traffic capacities. A transportation impact analysis was prepared for the Proposed Project by Fehr &amp; Peers and is included in its entirety in Appendix H of this DEIR. The findings, conclusions, and recommendations of the analysis are provided in Section 5.13, <i>Transportation and Traffic</i>.</p> <p>The Midtown Specific Plan would also help ensure a sustainable transportation system and help maximize the productivity of the transportation system. For example, project implementation would lead to the development of an improved vehicular, public transit, bicycle, and pedestrian circulation system throughout the Midtown Specific Plan area and its surroundings. The existing and proposed improvements to the nonvehicular modes of transportation (e.g., sidewalks, bicycle facilities) would provide convenient, efficient, and safe access to uses within the Midtown Specific Plan area as well as to offsite destinations. The Midtown Specific Plan also outlines bicycle parking and facility requirements for residential and nonresidential uses. Furthermore, the Midtown Specific Plan recognizes the importance of Metro Blue Line's Willow Station, which falls within the boundaries of the Midtown Specific Plan area, as a multi-modal transit hub along the Long Beach Boulevard corridor. The goals and vision for the Midtown Specific Plan are consistent with the access and onsite improvements in and leading to the Willow Station. The design guidelines and development standards contained in the Midtown Specific Plan would be used for improving signage, landscaping, bike racks, and other furnishings for the area associated with the Willow Station.</p>

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**Table 5.8-1 Consistency with SCAG's 2012–2035 RTP/SCS Goals**

RTP/SCS Goal	Project Compliance with Goal
<p><b>RTP/SCS G6:</b> Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p><b>Consistent:</b> The CEQA process ensures that plans at all levels of government consider all environmental impacts. Various sections of this DEIR appropriately address the potential environmental impacts related to implementation of the Midtown Specific Plan and outline mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible. For example, Sections 5.2, <i>Air Quality</i>, and 5.5, <i>Greenhouse Gas Emissions</i>, address air quality, energy, and global climate impacts that would occur as a result of implementation of the Midtown Specific Plan, and apply mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible.</p> <p>The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the existing and proposed alternative transportation modes, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects that would be accommodated by the Midtown Specific Plan would be required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the 2010 California Green Building Standards Code. Compliance with these provisions would be ensured through the City's development review and building plan check process.</p> <p>Project implementation would also strive to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (i.e., bus, bicycle, light rail) for residents and workers that would be generated by the Midtown Specific Plan, as well as for existing residents and workers of the Project Site and its surroundings. As noted above under RTP/SCS Goals G2 through G5, the Midtown Specific Plan calls for the enhancement of the existing pedestrian, bicycle, and public transit circulation system.</p> <p>Additionally, the close proximity of existing and future housing units within the Midtown Specific Plan area and its surroundings to existing commercial and employment-generating uses, as well as future commercial and employment-generating uses that would be accommodated under the Midtown Specific Plan, would reduce vehicle miles traveled by offering alternate modes of traveling (e.g., walking, bicycling, public transit) throughout the Project Site, thereby reducing air quality and traffic impacts and greenhouse gas emissions.</p> <p>Furthermore, the Midtown Specific Plan is designed to create a sustainable, urban neighborhood focused on providing a blend of parks, strong businesses, and transit-oriented housing, as well as a wide range of multi-modal transportation practices. The Midtown Specific Plan also outlines five guiding principles (which are outlined in detail in Section 3.2, <i>Guiding Principles</i>) that accompany the vision to guide future development and improvements that would occur within the Midtown Specific Plan area and support citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future. For example, one of the guiding principles calls for the Midtown Specific Plan area to improve and develop in a sustainable manner by decreasing the reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing. The guiding principles, development standards, and design guidelines within the Midtown Specific Plan also implement the pillars of sustainability for the Midtown Specific Plan area, as well as promote the development of green buildings, streets, and public spaces, all of which would contribute to a sustainable neighborhood.</p>

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**Table 5.8-1 Consistency with SCAG's 2012–2035 RTP/SCS Goals**

RTP/SCS Goal	Project Compliance with Goal
RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.	<b>Not Applicable:</b> This is not a project-specific goal and is therefore not applicable.
RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	<b>Consistent:</b> See response to RTP/SCS Goals G2 through G5.
RTP/SCS G9: Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<b>Not Applicable:</b> This is not a project-specific goal and is therefore not applicable.

Source: 2012-2305 SCAG Regional Transportation Plan/Sustainable Communities Strategy.

*Area Outside the Midtown Specific Plan*

With the exception of the zoning designation revisions that would be undertaken in this area of the Project Site, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses are expected to remain. Therefore, no land use impacts related to the 2012–2035 SCAG RTP/SCS goals would occur.

**5.8.4 Cumulative Impacts**

Implementation of the Proposed Project, in conjunction with other cumulative development in accordance with the City’s General Plan, could cause citywide land use and planning impacts. However, upon adoption of the Midtown Specific Plan and approval of the other project components, the Proposed Project would be consistent with applicable plans, goals, policies, and regulations of the City’s General Plan, the City’s Zoning Regulations, and SCAG’s RTP/SCS, as provided in detail above. In accordance with the City’s objectives for the Midtown Specific Plan area, this area of the Project Site would be developed pursuant to the Midtown Specific Plan, which would allow for a wide range of residential, commercial, employment-generating, and open spaces uses within four districts: Transit Node (TN) District, Corridor (CDR) District, Medical (M) District, and Open Space (OS) District. Various chapters of the Midtown Specific Plan outline the list of permitted uses, development standards, design guidelines, preferred building and frontage types, landscape guidelines, and strategies promoting integration between new development that would occur within the Midtown Specific Plan area and the existing surrounding uses. The areas outside the Midtown Specific Plan area would be guided and regulated by the zoning standards under the special district (PD-29) and conventional (R-1-N, R-3-S, P) zoning designations of these areas.

In addition, a host of jobs, neighborhood commercial, and other support services and uses would be within walking distance of many of the existing and future residential uses. Therefore, implementation of Proposed Project would create a cohesive community of residential, commercial, employment-generating, open space and other support uses, contributing to the development of a sustainable urban area of the City. The Midtown Specific Plan has also been designed to enable development that would occur within the Midtown Specific Plan area to be constructed incrementally while still achieving a unified, comprehensive development plan.

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Furthermore, as with the future development that would occur under the Proposed Project, cumulative development projects in accordance with the City's General Plan would be subject to compliance with the regional and local plans reviewed in this section. Therefore, implementation of cumulative development projects would not combine with the Proposed Project to result in cumulatively considerable land use impacts.

### 5.8.5 Existing Regulations

#### Regional

- SCAG 2012 RTP/SCS

#### Local

- Central Long Beach Design Guidelines
- Long Beach Bicycle Master Plan
- Willow Station Bike Transit Hub Access Plan
- City of Long Beach Zoning Regulations

### 5.8.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.8-1            Project implementation would result in a conflict with the current City of Long Beach General Plan Land Use and Mobility Elements.

### 5.8.7 Mitigation Measures

LU-1            If the current General Plan Land Use Element update being undertaken by the City of Long Beach, which includes revisions to the land use designations of the current Land Use Map (including the area covered by the Midtown Specific Plan), is not adopted within 12 months after adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment to achieve consistency between the General Plan Land Use Element and the Midtown Specific Plan. Specifically, the General Plan Amendment shall require an update to the current Land Use Map in order to change the current General Plan land use designations of the Midtown Specific Plan area to allow for uses and densities set forth in the Midtown Specific Plan.

A future General Plan Amendment may also require revisions to tables and exhibits in the Mobility Element pertaining to roadway classifications and closures associated with the Midtown Specific Plan. The specific roadway closures under the Midtown Specific Plan include 25th Street, 23rd Street, 21st Street, and 15th Street east and west of Long Beach Boulevard; Rhea Street east of Long Beach Boulevard; Esther Street east of Long Beach

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Boulevard; and 14th Street east of Long Beach Boulevard. Roadway amendments will be processed as the time of individual roadway character change projects.

### 5.8.8 Level of Significance After Mitigation

With implementation of the mitigation measure outlined above, no significant unavoidable adverse impacts relating to land use and planning would result on a project-specific or cumulative basis.

### 5.8.9 References

Southern California Association of Governments (SCAG). 2012, April 4. 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future.  
<http://www.scagrtpl.net/download>.

———. 2014. High Quality Transit Areas (HQTA) in the City of Long Beach [2035 Plan].  
[http://webapp.scag.ca.gov/scsmaps/Maps/Los%20Angeles/subregion/Gateway/Long%20Beach/image/Long\\_Beach\\_TPP.jpg](http://webapp.scag.ca.gov/scsmaps/Maps/Los%20Angeles/subregion/Gateway/Long%20Beach/image/Long_Beach_TPP.jpg).

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