

APPENDIX C:

LAND USE CONSISTENCY ANALYSIS

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APPENDIX C

LAND USE CONSISTENCY ANALYSIS

The following tables summarize applicable goals, policies, and strategies from the California Coastal Act (CCA), the City of Long Beach Local Coastal Program (LCP), the 2016–2040 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), and the City of Long Beach General Plan. The tables also include an evaluation of potential land use impacts associated with the project’s consistency with each plan. Refer to Section 4.4, Land Use and Planning, of this Recirculated Draft EIR for further discussion related to the project’s land use impacts.

Table A: California Coastal Act and City of Long Beach Local Coastal Program Consistency Analysis

Plan Policy or Goal	Project Consistency
California Coastal Act (1972)	
<p>Overview. The southern area of the City is located within the Coastal Zone, which is regulated by the California Coastal Commission (CCC) under the California Coastal Act (CCA). While the proposed project would not include any physical improvements within the Coastal Zone that would require Coastal Development Permits (CDPs) from the CCC, the proposed project would require an update to the City’s existing Local Coastal Program (LCP), discussed in more detail below, that would require approval from the CCC. According to the CCA, Chapter 3 of the CCA is to be utilized by the CCC when reviewing CDPs and LCPs. As analyzed herein, the proposed project would be consistent with the CCA.</p>	
<p>Chapter 3. “The California Coastal Act of 1976 (CCA) was created to:</p> <ol style="list-style-type: none"> (1) Protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and manmade resources; (2) Ensure orderly, balanced utilization, and conservation of Coastal Zone resources, taking into account social and economic needs; (3) Maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners; and (4) Ensure priority for coastal-dependent development over other development on the coast.” 	<p>Consistent. The proposed project aims to protect, maintain, and enhance the overall quality of the California Coastal Zone by preserving existing natural resources (i.e., wetlands) within the Coastal Zone. The proposed project allows a balance between orderly, new development and conservation. For example, Strategy No. 19 in the Land Use Element (LUE) aims to protect and preserve water bodies. In addition, LU Policies 19-1 through LU 19-5 aim to protect and preserve marine resources and the coastal environment. Policy UD 17-3 also calls for the establishment of buffers between natural resources and the built environment to reduce impacts to natural resources, such as those resources found within the Coastal Zone. Further, Strategy No. 29 and Policy UD 29-1 call for the protection of the City’s natural resources, including the Pacific Ocean and its associated tributaries. The Urban Design Element (UDE) also includes Policy UD 28-2, which encourages lower-density development near waterfront areas so as to minimize impacts associated with new development adjacent to the coastline.</p> <p>The proposed project would also maintain public access by promoting improvements to existing and the construction of new pedestrian and bicycle pathways to the coast. For example, the proposed UDE includes Policy UD 28-1, which encourages the City to, “improve public access to the marinas and waterfront.”</p> <p>The proposed project would facilitate future development, including coastal-dependent and water-related uses (e.g., restaurants, museums, resorts, mixed-use projects, and Port facilities).</p>

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Plan Policy or Goal	Project Consistency
<p>Section 30211: Development not to interfere with access. “Development shall not interfere with the public’s right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.”</p>	<p>Consistent. The proposed project would maintain existing public accessways and would promote new pedestrian and bicycle pathways to the coast (Policy UD 28-1). The proposed project would also encourage pedestrian-oriented and transit-oriented development within the Coastal Zone to improve public access to the coast. Therefore, the proposed project would encourage, not interfere with, the public’s right of access to the sea.</p>
<p>Section 30213: Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals. “Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.”</p>	<p>Consistent. The proposed project would promote the preservation of existing recreational facilities (Policy UD 30-1) and would seek to provide additional opportunities for recreation throughout the City. For example, the proposed project would allow for planned improvements to the public Belmont Pier area within the proposed Waterfront PlaceType. These areas provide low-cost visitor and recreational opportunities including access to low-cost public swimming and public fishing at the pier, along with passive enjoyment of coastal resources. The proposed project would promote the creation of new pedestrian and bicycle pathways to the coast within the Waterfront PlaceType. The proposed project would also establish the Open Space PlaceType, which would be encouraged within the Coastal Zone to preserve existing open space and recreational facilities, such as passive parks, viewing areas, and public launch facilities along the coastline. The proposed project would also provide for adequate parking facilities to further enhance public accessibility to the coast. Therefore, the proposed project would preserve existing and provide for new low-cost visitor and recreational facilities.</p>
<p>Section 30221: Oceanfront land; protection for recreational use and development. “Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.”</p>	<p>Consistent. As illustrated by Figure 3.4, Project PlaceTypes (refer to Chapter 3.0, Project Description), the proposed project would primarily allow for the Open Space and Waterfront PlaceTypes adjacent to oceanfront land in the City. Within these PlaceTypes, existing uses and future recreational facilities would be maintained and encouraged, consistent with the intent of Goal 8 and Policy UD 30-1. While the proposed project is considered a policy/planning action and does not include any development activities, future development compatible with existing uses and natural resources would be encouraged within the Waterfront PlaceType. Therefore, the proposed project would maintain existing recreational facilities in oceanfront areas, retain beaches and opportunities for ocean viewing from piers, parks, and walkways, and encourage development in areas that could accommodate such uses.</p>
<p>Section 30230: Marine Resources; Maintenance. “Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that would sustain the biological productivity of coastal water and that would maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.”</p>	<p>Consistent. The proposed project would establish the Waterfront and Open Space PlaceTypes that would serve to protect existing biological marine resources within the Coastal Zone. For example, LU Policy 20-2 specifies that it is the City’s goal to protect and preserve the marine ecosystem and biological marine species. The proposed LUE also aims to restore damaged waterbodies and natural areas (LU Policy 20-3) and restore the City’s wetlands and other natural marine areas (LU Policy 20-4). Therefore, the proposed project would serve to maintain, enhance, and restore marine species within the Coastal Zone.</p>

Table A: California Coastal Act and City of Long Beach Local Coastal Program Consistency Analysis

Plan Policy or Goal	Project Consistency
<p>Section 30231: Biological Productivity; Water Quality. “The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.”</p>	<p>Consistent. The proposed project would establish several goals and policies aimed at preserving the biological productivity and quality of coastal waters and wetlands. Specifically, Implementation Strategies LU-M-100 and LU-M-101 of the proposed LUE aim to reduce urban runoff and improve water quality through the implementation of Best Management Practices (BMPs) and consultation with applicable agencies governing watersheds in the City of Long Beach. Additionally, LU Strategy 20 and Policies 20-1 through 20-5 would further serve to reduce impacts to existing marine resources and water quality as these policies aim to preserve, restore, and protect water bodies and natural areas; restore damaged and degraded water bodies and natural areas (including wetlands and lagoons); improve water quality and re-establish native riparian habitat areas; and prevent stormwater runoff and pollutants from entering water bodies. Therefore, the proposed project would maintain and enhance biological productivity and the quality of coastal waters and wetlands.</p>
<p>Section 30240: Environmentally sensitive habitat areas; adjacent developments.</p> <p>“(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade”</p>	<p>Consistent. All environmentally sensitive habitat areas (EHSA) within the Coastal Zone will remain protected following project implementation. The EHSA map for the City will not change, and future LCP amendments will be refined at the time individual applications for development within the City’s Coastal Zone are proposed. Refer to Figure 4.4.7 in Section 4.4, Land Use and Planning, for a map of habitat, including ESHAs, within the SEASP area.</p> <p>In addition, the proposed project would establish several goals and policies aimed at preserving existing natural habitats within the City. For example, LU Policy 6-12 aims to protect wetlands and local coastal habitats through the implementation of appropriately scaled land use patterns in the Southeast Area Specific Plan (SEASP) area. Additionally, LU Strategy No. 20 and LU 20-1 Policy through LU Policy 20-5 aim to preserve, restore, and protect natural areas and wildlife habitats in the City. Implementation Strategies LU-M-97 through LU-M-99, Strategy No. 29 (in the UDE), and UD Policy 29-1 also aim to preserve existing sensitive habitats through the allocation of monetary funds for the purpose of habitat and wetland restoration; the development of feasibility plans aimed at restoring wetlands and habitat areas; and collaborative efforts with the community to restore and rehabilitate habitats along the San Gabriel and Los Angeles Rivers, the Los Cerritos Wetlands, the Colorado Lagoon, and Alamitos Bay. As such, future development (with discretionary actions) facilitated by the proposed project would be required to undergo review pursuant to the California Environmental Quality Act (CEQA), and/or the National Environmental Policy Act (NEPA), which would include an analysis of potential impacts to biological resources, including environmentally</p>
<p>Section 30250: Location; existing developed area.</p> <p>“(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas</p>	<p>sensitive habitat areas.</p> <p>Consistent. The proposed project would allow for Open Space, Multi-Family Residential-Low, Founding and Contemporary Neighborhoods, Waterfront, and Neighborhood-Serving Center and Corridor-Low PlaceTypes within the Coastal Zone. As illustrated by Figure 4.4.1, Existing Land Uses, the establishment of the Multi-Family Residential-Low, Founding and Contemporary Neighborhoods, and Neighborhood-Serving Centers and Corridors-Low PlaceTypes would allow for existing residential and commercial uses to remain within the Coastal Zone and would facilitate future residential and commercial development that would be compatible</p>

Table A: California Coastal Act and City of Long Beach Local Coastal Program Consistency Analysis

Plan Policy or Goal	Project Consistency
<p>with adequate public services and where it would not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.</p> <p>(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.</p> <p>(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.”</p>	<p>with existing uses in this area and where adequate public services are already available. As specified in Policy UD 15-2, the proposed project would encourage infill development that is appropriate in use, scale, compactness, and design with existing development. Further, because the City is almost entirely urbanized, there are no agricultural resources in the City that would be impacted as a result of future development facilitated by project approval. Therefore, new development facilitated by the proposed project would be contiguous with existing developed areas within the Coastal Zone, thereby minimizing impacts to coastal resources.</p> <p>While the proposed LUE would not allow for new industrial activities in the Coastal Zone, the proposed project includes the proposed Neo-Industrial PlaceType that would allow for small-scale industrial and related commercial activities elsewhere in the City. This PlaceType would serve as a buffer between existing residential and industrial developments, as specified by Policy LU 7-2, as well as Policies UD 24-3, 24-8, and 25-1. Therefore, the proposed project would locate industrial uses away from existing developed areas and would not result in hazardous industrial development in the Coastal Zone.</p> <p>The proposed project would encourage the preservation of existing, and the creation of new, visitor-serving facilities (e.g., hotels, restaurants, recreational facilities, parks, and pedestrian and bicycle pathways) within the Coastal Zone. Therefore, the proposed project would not interfere with existing visitor-serving facilities and rather, would promote the development of new visitor-serving facilities.</p>
<p>Section 30251: Scenic and visual qualities. “The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.”</p>	<p>Consistent. As described further in Section 4.1, Aesthetics, scenic views afforded to the City within the Coastal Zone include views of the Pacific Ocean, the Port of Long Beach, the San Gabriel Mountains, the Santa Ana Mountains, marinas, and parks. While the proposed project would facilitate future higher-density development, the proposed project would include the establishment of various goals, strategies, policies, and design recommendations that would ensure future development would be visually compatible with existing development in the Coastal Zone and would protect scenic vistas. For example, Policy UD 17-1 restricts new development from encroaching into natural areas so as to protect viewsheds. The proposed project would also encourage the preservation of natural land areas, thereby minimizing the alteration of natural landforms. Further, as illustrated by Figure 3.3, Proposed PlaceTypes (refer to Chapter 3.0, Project Description), the proposed project would allow for the preservation of existing open space uses along the coastline, which would minimize impacts related to the existing scenic character of the City’s coastline. Therefore, the proposed project would minimize impacts to the scenic and visual qualities of coastal areas.</p>
<p>Section 30252: Maintenance and enhancement of public access. “The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that would minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing</p>	<p>Consistent. The proposed project would maintain existing access and provide improved access to the coast by promoting improvements to existing and the construction of new pedestrian and bicycle pathways to the coast. The proposed project would also promote public access to the coast by encouraging the preservation of existing, and the creation of new, open space and recreational facilities. The proposed UDE also aims to improve public access to the City’s marinas and waterfront (Policy UD 28-1). The proposed project would further public access to the coast by promoting alternate modes of transportation and encouraging mixed-use, pedestrian-oriented development (e.g., mixed-use development and the establishment of the</p>

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Plan Policy or Goal	Project Consistency
<p>adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents would not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.”</p>	<p>Transit-Oriented Development-Low and Moderate PlaceTypes) that would minimize the use of coastal access roads. The proposed project would also promote public access to the coast by encouraging transit-oriented and pedestrian-oriented development adjacent to existing transit stops along Long Beach Boulevard in the Downtown area, directly north of the Coastal Zone.</p> <p>The proposed project would also allow for adequate parking facilities associated with new development within the Waterfront PlaceType. For example, the proposed LUE requires that sufficient shared parking be provided with increased building densities (Policy UD 19-2) and also requires that bicycle racks, storage lockers, and plug-in spaces for electrical vehicles be provided in every parking structure within the Waterfront PlaceType.</p> <p>Furthermore, as illustrated by Figure 3.3, Proposed PlaceTypes (refer to Chapter 3.0, Project Description), the proposed project would allow for the Open Space PlaceType in the Coastal Zone, which would further the City’s goal of providing a compatible balance between new development and parks and recreational facilities along the coastline.</p> <p>Therefore, the proposed project would maintain and enhance public access to the coast.</p>
<p>Section 30253: Minimization of adverse impacts. “New development shall do all of the following:</p> <ul style="list-style-type: none"> (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development. (d) Minimize energy consumption and vehicle miles traveled. (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.” 	<p>Consistent. The City is not located within a Fire Severity Zone as established by the California Department of Forestry and Fire Protection (CAL FIRE).¹ In addition, the proposed project is considered a policy/planning action and does not include any physical improvements. Further, future projects facilitated by approval of the proposed project would be required to be planned in accordance with applicable State standards related to geologic, flood, and fire hazards. Consequently, the proposed project would not result in geologic, flood, or fire risks, nor would the project conflict with requirements imposed by the California Air Resources Board (CARB). While the proposed project does not include any physical development within the City, the project does include several goals and policies aimed at reducing automobile reliance within the City to improve the existing circulation system and to minimize energy consumption (LU Policy 1-1 and Implementation Strategy LU-M-3) and vehicle miles traveled (refer to Sections 4.2, Air Quality, and 4.3, Greenhouse Gas Emissions). Furthermore, future projects facilitated by project approval would be evaluated through environmental review to ensure that new development would not result in risks to life and property in areas of high geologic, flood, and fire hazards.</p> <p>The proposed project would allow for new development within the Coastal Zone while also maintaining the character of existing neighborhoods so as not to detract from the unique characteristics of these communities (refer to Policies 2-1, 5-4, 9-2, Strategy 9, and Implementation Strategy 51 in the UDE).</p> <p>Therefore, the proposed project would not result in adverse impacts related to geology, flooding, fire hazards, air pollution, energy consumption/vehicle miles traveled, and the character of existing communities within the Coastal Zone.</p>

¹ California Department of Forestry and Fire Protection (CAL FIRE). Los Angeles County Fire Hazard Severity Map. Website: http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf (accessed November 1, 2018).

Table A: California Coastal Act and City of Long Beach Local Coastal Program Consistency Analysis

Plan Policy or Goal	Project Consistency
<p>Section 30708: Location, Design and Construction of Port-related Developments. “All port-related developments shall be located, designed, and constructed so as to:</p> <ul style="list-style-type: none"> (a) Minimize substantial adverse environmental impacts. (b) Minimize potential traffic conflicts between vessels. (c) Give highest priority to the use of existing land space within harbors for Port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities. (d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible. (e) Encourage rail service to Port areas and multicompany use of facilities.’ 	<p>Consistent. The proposed project includes the establishment of the Regional-Serving Facility PlaceType, which includes the Port of Long Beach (among other facilities). The proposed project would allow for the current Port of Long Beach Master Plan to continue serving as the guiding land use document for Port development and other Port activities within this area. Therefore, the proposed project would not facilitate any new development within the Port of Long Beach that would result in adverse environmental impacts, vessel conflicts, land-use conflicts, biological resources and habitat impacts, or rail service conflicts.</p>
<p>City of Long Beach Local Coastal Program (1980)</p>	
<p>Overview. As described further in Project Design Feature 4.4.1, implementation of the proposed project would require the City to update its adopted Local Coastal Plan (LCP) within the first 24 months of project approval. After completion of the Climate Action and Adaptation Plan (CAAP) and Safety Element, the City may contemplate a larger update of the LCP. The LCP was adopted in 1980 and while there are minor changes in height contemplated under the proposed project, outside of the SEASP update process, major changes to the Coastal Zone are not contemplated in the LUE/UDE. Refer to LUE Strategy 8, Policies 8-3 and 7-1, and Southeast Strategy 6, as well as UDE Strategy 28, Implementation Strategies 47 and 59.</p>	
<p>Local Coastal Program – Transportation and Access</p>	<p>Consistent. The proposed project contemplates creating land uses and design that promote walking, biking, and the use of transit within the Coastal Zone (refer to LUE Goals 1-6; Implementation Strategies LU-M-11 and 34, Downtown Strategy 9; Midshore Strategy 12, and Southeast Strategy 11, as well as UDE Strategies 42 and 43; Policies 15-3, 18-10, 31-2, 37-3, 38-8, 40-8; and Implementation Strategy 48. This complete streets approach is consistent with the LCP goals of increasing transit use, decreasing use of automobiles and increasing pedestrian and bicycle access. The General Plan is, by definition, general in nature and does not address parking. Rather, parking standards are outlined in the City’s Municipal Code. Therefore, the proposed project would be consistent with applicable provisions of the LCP related to Transportation and Access.</p>
<p>Local Coastal Program – General Housing Policy</p>	<p>Consistent. The proposed project includes provisions to enhance existing neighborhoods and preserve existing affordable housing consistent with the Housing Element. No changes to the Coastal Zone policies regarding affordability (Mello Act compliance) are proposed. Implementation of the General Plan through the Zoning Code would continue to require local coastal development permits including specific findings regarding existing affordable housing units. The proposed project includes provisions for creation of additional housing units as necessary to fulfill the City’s responsibilities under its Regional Housing Needs Assessment (RHNA) and Housing Element (refer to Goals 4 and 6; Implementation Strategies LU-M- 3, 27, and 48, as well as UDE Policy 16-1). The 2014 General Plan Housing Element was certified by the California Coastal Commission as it relates to the LCP. Therefore, the</p>

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Plan Policy or Goal	Project Consistency
	proposed project would be consistent with applicable provisions of the LCP related to General Housing Policy.
Local Coastal Program – Park Dedication Policy	Consistent. This goal has already been implemented by the City. City parks and open space have been so dedicated and are reflected on the PlaceType and Open Space Maps. Implementation of the proposed project would result in the dedication of new open space as it is acquired or developed (refer to Maps 7 and 9 in the proposed LUE and Maps 2 and 12 in the proposed UDE). Therefore, the proposed project would be consistent with applicable provisions of the LCP related to Park Dedication Policy.
Local Coastal Program - Strand Use and Access	Consistent. The General Plan is, by definition, general in nature and does not contain specific development plans for the Strands and sandy areas of the beach. No specific changes to the recreational facilities on the beach are contemplated as part of the proposed project; however, the project would promote use of the coastal resources by residents and visitors alike, consistent with the LCP and goals of the Coastal Act (refer to Maps 7 and 9 in the proposed LUE and Maps 2 and 12 in the proposed UDE). Therefore, the proposed project would be consistent with applicable provisions of the LCP related to Strand Use and Access areas.
Local Coastal Program – Downtown Shoreline	Consistent. No major changes are proposed within the Downtown Shoreline area as part of the proposed project. Build out and operation of this area would continue to be implemented through PD-6 (refer to Maps 7 and 9 in the proposed LUE and Maps 2 and 12 in the proposed UDE). Therefore, the proposed project would be consistent with applicable provisions of the LCP regulating land use in the Downtown Shoreline area of the City.
Local Coastal Program – The Bluffs	Consistent. The proposed project contemplates increased height in existing multifamily neighborhoods bounded by Alamitos Avenue, Broadway, Cherry Avenue, and Ocean Boulevard. There are no identified coastal resources in this area. The purpose of this increase in height and intensity is to create new housing opportunities, upgrade the existing housing stock, maintain affordability (a goal within the LCP discussion of this area), and improve existing parking deficiencies (also called out within the LCP) (refer to LUE Goals 4 and 5 and all of the Midshore Policies, as well as UDE Strategies 1–3, 5, 13, 16, and 19–22). The existing housing stock was developed with little to no parking, whereas new development would be required to meet current parking requirements of the LCP and Zoning Code. This area is noted as high-density residential in the LCP; only the specific height is contemplated in the LUE. This change would be accomplished over time through the LUE implementation program (PDF 4.4.1). At the time of the appropriate zone change, a change to the height text (page III-A-11) of the LCP would be required. Therefore, the proposed project would be consistent with applicable provisions of the LCP regulating land use in The Bluffs area of the City.
Local Coastal Program – Bixby Park	Consistent. Changes within this area are limited to a height increase from 2 to 3 stories along Broadway and Redondo Avenue within the mixed-use Neighborhood-Serving Center or Corridor PlaceType. While this is a change from the existing General Plan (which does not have height limits) and would be implemented through a future zone change, it is consistent with the LCP characterization of this area as 2-3 story mixed use (page III-B-11). Refer to LUE Goals 4 and 5 and all of the Midshore Policies, as well as UDE Strategies 1-3, 5, 13, 16, and 19-22 for further discussion related to goals and policies

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Plan Policy or Goal	Project Consistency
	aimed at future development in the Bixby Park neighborhood. Therefore, the proposed project would be consistent with applicable provisions of the LCP regulating land use in the Bixby Park area of the City.
Local Coastal Program – Belmont Heights/ Belmont Park	Consistent. Changes within this area include: mixed-use development along Redondo Avenue (three stories), increased height of residential development around the Belmont Pool (four stories), and increased height on the North side of Ocean Boulevard (three stories). While this is a change from the existing General Plan and zoning, it is not a change from the LCP. Changes would occur over time and are not expected to substantially increase the built density in the area (consistent with page III-C-14). The existing housing stock was developed with little to no parking, whereas new development would be required to meet current parking requirements of the LCP and Zoning Code. Refer to LUE Goals 1 through 5 and all of the Southeast Policies, as well as UDE Strategies 1–3, 5, 13, 16, and 19–22 for further discussion related to goals and policies aimed at future development in the Belmont Heights/Belmont Park neighborhood. Therefore, the proposed project would be consistent with applicable provisions of the LCP regulating land use in the Belmont Heights/Belmont Park area of the City.
Local Coastal Program – Belmont Shore	Consistent. Changes within this area include: increased height of residential development along The Toledo (four stories) and on the north side of Ocean Boulevard (three stories). While this is a change from the existing General Plan and zoning, it is not a change from the LCP. Changes would occur over time and are not expected to substantially increase the built density in the area (consistent with page III-C-14). The existing housing stock was developed with little to no parking, whereas new development would be required to meet current parking requirements of the LCP and Zoning Code. Refer to LUE Goals 1 through 5 and all of the Southeast Policies, as well as UDE Strategies 1–3, 5, 13, 16, and 19–22 for further discussion related to goals and policies aimed at future development in the Belmont Shore neighborhood. Therefore, the proposed project would be consistent with applicable provisions of the LCP regulating land use in the Belmont Shore area of the City.
Local Coastal Program – Naples and the Peninsula	Consistent. No major changes are proposed to this area. Future zoning of the commercial area of 62 nd Place may contemplate a residential zone, but would allow existing commercial uses to remain consistent with the “limited commercial uses” vision in the LCP (page III-E-14). Refer to LUE Goals 1 through 5 and all of the Southeast Policies, as well as UDE Strategies 1–3, 5, 13, 16, and 19–22. Therefore, the proposed project would be consistent with applicable provisions of the LCP regulating land use in the Naples and Peninsula areas of the City.
Local Coastal Program – Southeast Area (SEASP)	Consistent. The proposed project supports the goals and policies outlined in the Southeast Area Specific Plan (SEASP), which was adopted by the Long Beach City Council in September 2017. The goal of this update is to bring additional land under the protection of open space/wetland/habitat protections, enhance the public’s ability to visit coastal resources, enhance existing hotels and allow for new hotel construction, as well as provide employment and housing opportunities in the area. Refer to LUE Goals 1 through 5 and all of the Southeast Policies, as well as UDE Strategies 1–3, 5, 13, 16, and 19–22 for further discussion related to goals and policies aimed at future development in the SEASP neighborhood. Therefore, the proposed project would be consistent with applicable provisions of the LCP regulating land use in the SEASP area of the City.

Table A: California Coastal Act and City of Long Beach Local Coastal Program Consistency Analysis

Plan Policy or Goal	Project Consistency
Local Coastal Program – Resources Management Plan	Consistent. The proposed project focuses on acquisition of open space for multiple uses, including as buffer and habitat or natural areas (refer to LUE Goal 9; Policy 18-1; Strategies 19 and 20; and Implementation Strategies 84, 85, 88, 89, 97, 99, and 108, as well as UDE Strategies 17 and 29). Therefore, the proposed project would be consistent with the Resources Management Plan of the LCP.

Sources: Public Resources Code, Division 20-California Coastal Act; LSA Associates, Inc.

Table B: SCAG 2008 RCP and 2016–2040 RTP/SCS Consistency Analysis

Plan Policy or Goal	Project Consistency
<i>SCAG 2008 Regional Comprehensive Plan</i>	
<p>The 2008 Regional Comprehensive Plan (RCP) addresses regional goals related to growth and infrastructure in the Southern California region. Overall, the 2008 RCP is a vision of how Southern California can balance resource conservation, economic vitality, and quality of life for residents and visitors. The 2008 RCP includes the below policies related to Land Use and Housing that are considered voluntary local government best practices, which would be consistent with the proposed project.</p>	
<p>Policy LU-4: Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.</p>	<p>Consistent. The proposed project includes provisions for the creation of additional housing units as necessary to fulfill the City’s responsibilities under its Regional Housing Needs Assessment (RHNA) and Housing Element (refer to Goals 4 and 6; Implementation Strategies LU-M- 3, 27, and 48, as well as UDE Policy 16-1). Therefore, the proposed project would be consistent with Policy LU-4 of the 2008 RCP.</p>
<p>Policy LU-5: Local governments should leverage federal and State and local funds to implement the Compass Blueprint.</p>	<p>Consistent. The proposed project encourages the use of a variety of funding approaches, including grants, to fund City programs, services, and capital investments (refer to LU Policy 6-3). In addition, the proposed project encourages updating the City’s greenhouse gas (GHG) emissions inventory, which would enable the City to secure future grant funding for sustainability programs (refer to Implementation Strategy LU-M-73). Therefore, the proposed project would be consistent with Policy LU-5 of the 2008 RCP.</p>
<p>Policy LU-6: Local governments should consider shared regional priorities, as outlined in the Compass Blueprint, Regional Transportation Plan, and this Regional Comprehensive Plan, in determining their own development goals and drafting local plans.</p>	<p>Consistent. The proposed project includes a multifaceted planning approach that considers both local community stakeholder perspectives and broader regional perspectives. In addition, the proposed project supports the future development of regional facilities, including the Long Beach Airport, the Port, Long Beach Memorial Medical Center, Long Beach City College, and California State University, Long Beach (CSULB), which generate high-quality jobs that impact employment in the region (refer to LUE Goal No. 1, Major Area of Change Nos. 3 and 6; and LUE Implementation Strategies LU-M-7, and 73-76, as well as UDE Strategies 24 and 26). Further, as detailed below in this Appendix, the proposed project would be consistent with shared regional priorities outlined in the 2016–2040 RTP/SCS. Therefore, the proposed project would be consistent with Policy LU-6 of the 2008 RCP.</p>
<i>SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy</i>	
<p>Overview. The 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) provides a comprehensive outline for transportation investments throughout the SCAG region. The RTP was most recently adopted in 2016 and is updated every four years to address regional transportation needs. In order to receive State and federal funding, transportation projects must be outlined in the RTP. In addition, the SCS component of the 2016–2040 RTP aims to fulfil State commitments to reduce GHG emissions from passenger vehicles. In order to achieve these goals, the RTP/SCS encourages growth near transit services to reduce vehicle miles traveled and to encourage alternative modes of transportation. As analyzed herein, the proposed project would be consistent with the goals outlined in the 2016–2040 RTP/SCS.</p>	
<p>Goal 1: Align the plan investments and policies with improving regional and economic development and competitiveness.</p>	<p>Consistent. The proposed project would shift from the traditional land use approach, which designates land uses on a parcel-to-parcel basis, to a more flexible land use approach through the adoption of PlaceTypes. Under the proposed PlaceTypes, property and business owners would have greater flexibility on how they can develop their properties, which in turn would encourage economic investment and redevelopment. The proposed project would also accommodate 28,511 new jobs as a result of increased opportunities for development envisioned under the project. One example of new jobs that would be facilitated by project approval would be light manufacturing jobs</p>

Table B: SCAG 2008 RCP and 2016–2040 RTP/SCS Consistency Analysis

Plan Policy or Goal	Project Consistency
	<p>allowed within the Neo-Industrial PlaceType. This PlaceType would be introduced within existing Industrial areas of the City. In addition, the land use goals, policies, and strategies included in the proposed Land Use Element (LUE) promote the revitalization and enhancement of commercial corridors and centers throughout the planning area to encourage economic development and competitiveness within the planning area and overall region (refer to LUE Goal 2; Strategy 3; Policies 3-1, 6-1, 6-7, 6-11; and Implementation Strategies 13 through 23, as well as Urban Design Element (UDE) (UDE Strategy 8 and Policies 8-1 through 8-7). Therefore, the proposed project would be consistent with Goal 1 of the 2016–2040 RTP/SCS.</p>
<p>Goal 2: Maximize mobility and accessibility for all people and goods in the region.</p>	<p>Consistent. The proposed project would encourage development along transit corridors and arterials and near transit stations in an effort to provide additional mobility options for residents and visitors in the planning area. The proposed project is consistent with the City’s General Plan Mobility Element (2013) (refer to LUE Goals No. 1–6; Implementation Strategies LU-M-11 and 37; and North Long Beach Strategy 10, Bixby Knolls Strategy 8, Westside and Wrigley Strategy 9, Eastside Strategy 13, Central Strategy 8, Traffic Circle Strategy 9, Downtown Strategy 12, and Midshore Strategy 11; as well as UDE Strategies 42 and 43, Policies 15-3, 18-10, 31-2, 37-3, 38-8, and 40-8, and Implementation Strategy 48). For example, the project includes the establishment of the Transit-Oriented Development PlaceType, which would encourage new development along Metro Blue line stations in the City. The proposed project would also allow for mixed-uses within several of the proposed PlaceTypes to encourage compact neighborhoods that are walkable and that provide a greater number of goods and services within a closer proximity to the City’s residents. By promoting alternative modes of transportation in the planning area, the proposed project aims to reduce vehicular congestion and promote an efficient, multi-modal transportation network that would maximize safety for vehicles, transit users, bicyclists, and pedestrians. The proposed project also recognizes that automobile transit may remain the preferred method of transportation for some users in the City. As such, the proposed project includes a number of policies to promote transit connections between the planning area and the regional transit system and the incorporation of transit amenities within local roadway improvements. Therefore, the proposed project would be consistent with Goal 2 of the 2016–2040 RTP/SCS.</p>
<p>Goal 3: Ensure travel safety and reliability for all people and goods in the region.</p>	<p>Consistent. As previously stated, the proposed project encourages development along existing and future transit lines and near existing and future transit stops. In order to ensure the safety and reliability of transportation options in the City, the project aims to improve public infrastructure and to remedy existing deficiencies to better serve residents and visitors to the planning area (LU Policies 17-2 and 17-3). Additionally, the proposed LUE includes strategies aimed at coordinating long-range planning and infrastructure improvements to ensure there is adequate infrastructure to meet existing and future developments (Implementation Strategy LU-M-80) and to more effectively transport goods in the region.</p>

Table B: SCAG 2008 RCP and 2016–2040 RTP/SCS Consistency Analysis

Plan Policy or Goal	Project Consistency
	Furthermore, the proposed project includes goals and policies that support the intent of the City’s adopted General Plan Mobility Element (2013), which supports the creation of complete streets. Complete streets envisioned in the Mobility Element aim to accommodate all modes of transportation in a safe and convenient manner for all users. Therefore, the proposed project would be consistent with Goal 3 of the 2016–2040 RTP/SCS.
Goal 4: Preserve and ensure a sustainable regional transportation system.	Consistent. Please refer to the consistency analysis provided for Goal 3, above. As previously stated, the proposed project supports the goals and policies of the City’s General Plan Mobility Element, which was designed in accordance with applicable transportation plans to ensure that the transportation network is consistent with the transit plan for the region. The proposed project also identifies improvements that would support improvements to the City’s roadway network (e.g., improved wayfinding signage). Therefore, the proposed project would be consistent with Goal 4 of the 2016–2040 RTP/SCS.
Goal 5: Maximize the productivity of our transportation system.	Consistent. Please refer to the consistency analysis provided for Goal 3, above. The proposed project includes goals and policies that support the creation of neighborhoods that are well-connected to a multi-modal transportation network. Additionally, the project supports a mix of land uses to ensure neighborhoods are easily navigable by walking or biking for short trips and by passenger vehicles and transit for longer trips. In doing so, the project aims to reduce greenhouse gas (GHG) emissions and air pollutants while also recognizing the need to preserve auto mobility. Therefore, the proposed project would be consistent with Goal 5 of the 2016–2040 RTP/SCS.
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	Consistent. As previously stated, the project aims to encourage development near transit lines and stations in an effort to reduce reliance upon the private automobile in the City and to promote a multi-modal transportation network with bicycling, walking, and mass transit options. Although passenger vehicles are the preferred means of travel for many residents, the project includes goals and policies aimed at reducing vehicle miles traveled by increased pedestrian, bicycle, and transit connectivity. In turn, the project aims to improve air quality in the City and the region as a whole (LUE Strategy No. 2, and LU Policies 16-4, 16-5, 16-6, and 16-7, as well as Implementation Strategies LU-M-74 and LU-M-77). Therefore, the proposed project would be consistent with Goal 6 of the 2016–2040 RTP/SCS.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	Consistent. Future development facilitated by project approval would be designed in accordance with the California Buildings Standard Code, which outlines the minimum energy standards for new buildings. These standards are updated every three years to require increased energy efficiency standards for development, with the overall intent of moving towards the goal of zero net energy for all buildings. The project also includes goals for promoting energy efficiency in an effort to reduce GHG emissions and promote renewable energy (Implementation Strategies LU-M-9, LU-M-11, LU-M-16, and LU-M-77). Additionally, the proposed UDE would encourage the use of solar panels on rooftops and the inclusion of electric vehicle (EV) charging stations within new developments (Policies UD 5-5 and UD 5-6). Therefore, the proposed project would be consistent with Goal 7 of the 2016–2040 RTP/SCS.
Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent. Please refer to the consistency analysis provided for Goal 3, above. New development facilitated by project approval would

Table B: SCAG 2008 RCP and 2016–2040 RTP/SCS Consistency Analysis

Plan Policy or Goal	Project Consistency
	<p>primarily focus on development on vacant and underutilized lots, in addition to infill development. The proposed project also includes a number of goals, policies, and strategies aimed at promoting walkability (LU Policies 7-7, 8-2, and 11-5) and increased connectivity to the City’s multi-modal transportation network. Therefore, the proposed project would be consistent with Goal 8 of the 2016–2040 RTP/SCS.</p>
<p>Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.</p>	<p>Consistent. SCAG does not currently have an agreed-upon security performance measure established within the 2016–2040 RTP/SCS. However, the proposed project aims to encourage land use patterns that would promote alternative modes of transportation, which in turn would reduce vehicular congestion, improve mobility, and promote a more secure transportation system within the planning area. As discussed under the consistency analysis for Goal 3 (above), the project also aims to improve existing deficiencies in the transportation system and would monitor future infrastructure improvements to maximize the efficiency of the transportation system. As such, the project would not interfere with improved system monitoring, rapid recovery planning, or coordination with security agencies associated with the regional transportation system. Therefore, the proposed project would be consistent with Goal 9 of the 2016–2040 RTP/SCS.</p>
<p>Policy 3: RTP/SCS land use and growth strategies in the RTP/SCS would respect local input and advance smart growth initiatives.</p>	<p>Consistent. As described further in Section 4.6, Population and Housing, of this Recirculated Draft Environmental Impact Report (EIR), the City provided input to SCAG regarding existing and projected socioeconomic characteristics and land use patterns in the planning area. This input was then utilized by SCAG when drafting the 2016–2040 RTP/SCS. Socioeconomic growth projections provided in the 2016–2040 RTP/SCS were subsequently incorporated into the proposed LUE to ensure consistency with regional transit and growth plans for the planning area and the region. Therefore, the proposed project would be consistent with Policy 3 of the 2016–2040 RTP/SCS.</p>
<p>Policy 4: Transportation demand management (TDM) and active transportation would be focus areas, subject to Policy 1.</p>	<p>Consistent. The proposed project would further goals and strategies included in the City’s General Plan Mobility Element that are aimed at reducing vehicle miles travelled through the use of alternative modes of transportation and TDM programs. For example, the project would encourage the use of TDM programs that would include shared or consolidated parking facilities, employee shuttles, preferential parking for vanpools, and other measures to prevent off-site spillover parking from uses within the Regional-Serving Facility PlaceType. The proposed project would also encourage the provision of various transportation modes within this PlaceType to ensure adequate access for both visitors and daily users. Therefore, the proposed project would be consistent with Policy 4 of the 2016–040 RTP/SCS.</p>
<p>Policy 5: HOV gap closures that significantly increase transit and rideshare usage would be supported and encouraged, subject to Policy 1.</p>	<p>Consistent. Although the proposed project does not include any high occupancy vehicle (HOV) gap closures, the proposed project would further goals and strategies included in the City’s General Plan Mobility Element aimed at improving the City’s multi-modal transportation network and transit ridership in the City. Therefore, the proposed project would be consistent with Policy 5 of the 2016–2040 RTP/SCS.</p>
<p>Policy 6: The RTP/SCS would support investments and strategies to reduce non-recurrent congestion and</p>	<p>Consistent. The proposed project encourages development near transit lines and stations in an effort to reduce reliance upon the</p>

Table B: SCAG 2008 RCP and 2016–2040 RTP/SCS Consistency Analysis

Plan Policy or Goal	Project Consistency
demand for single occupancy vehicle use, by leveraging advanced technologies.	private automobile in the City and to promote a multi-modal transportation network with bicycling, walking, and mass transit options. Although passenger vehicles are the preferred means of travel for many residents, the project includes goals and policies aimed at reducing vehicle miles traveled by increased pedestrian, bicycle, and transit connectivity. In turn, the project aims to improve air quality in the City and the region as a whole (LUE Strategy No. 2, and LU Policies 16-4 and 16-7, as well as Implementation Strategies LU-M-74 and LU-M-77). Therefore, the proposed project would be consistent with Policy 6 of the 2016–2040 RTP/SCS.
Policy 7: The RTP/SCS would encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system, and sustainable outcomes in the long run.	Consistent. The proposed project would further goals and policies outlined in the City’s General Plan Mobility Element that are aimed at improving transit ridership through transportation investments (MOP Policy 1-11) and reducing vehicle miles traveled and GHG emissions. Therefore, the proposed project would be consistent with Policy 7 of the 2016–2040 RTP/SCS.
Policy 8: Monitoring progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies, would be an important and integral component of the Plan.	Consistent. The proposed project would not interfere with monitoring progress associated with the 2016–2040 RTP/SCS, but rather would further SCAG’s objective of increasing multi-modal connectivity between the planning area and the SCAG region. Therefore, the proposed project would be consistent with Policy 8 of the 2016–2040 RTP/SCS.

Source: SCAG, 2016–2040 RTP/SCS. City of Long Beach, Land Use and Urban Design Elements (March 2018).

RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy

SCAG = Southern California Association of Governments

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Historic Preservation Element (2010)	
<p>Overview. The proposed project would focus areas of change and growth outside of established historic districts in the planning area. In addition, the project would encourage the retention of historic structures and landmarks (refer to Land Use Element [LUE] Goal 4; Implementation Strategies LU-M-3, and LU-M-43; Midshore Strategies 3, 7, and 8; and Southeast Strategy 3, as well as Urban Design Element (UDE) Strategies 9 and 10; Policies UD 2-1, UD 9-1 through 9-3; UD 10-1, UD 10-3, UD 14-8, UD 19-1, UD 19-4, UD 20-2, and UD 20-5, and Implementation Strategy 45). Therefore, the proposed project would be consistent with the overall intention of the City’s General Plan Historic Preservation Element.</p>	
<p>Goal No. 1: Maintain and support a comprehensive, citywide historic preservation program to identify and protect Long Beach’s historic, cultural, and archaeological resources.</p>	<p>Consistent. The proposed project focuses areas of change and growth outside of established historic districts. In addition, the project would encourage the retention of historic structures and landmarks (refer to LUE Goal 4; Implementation Strategies LU-M-3 and LU-M-43; Neighborhood Strategies Midshore Strategies 3, 7, and 8; and Southeast Strategy 3, as well as and UDE Strategies 9 and 10; Policies UD 2-1, UD 9-1 through 9-3; UD 10-1, UD 10-3, UD 14-8, UD 19-1, UD 19-4, UD 20-2, and UD 20-5, and Implementation Strategy 45). Therefore, the proposed project would be consistent with Goal No. 1 of the Historic Preservation Element.</p>
<p>Goal No. 2: Protect historic resources from demolition and inappropriate alterations through the use of the City’s regulatory framework, technical assistance, and incentives.</p>	<p>Consistent. Demolition policies would be unchanged by the proposed project. In addition, the project would encourage the retention of historic structures and landmarks (refer to LUE Goal 4; Implementation Strategies LU-M-3 and LU-M-43; Midshore Strategies 3, 7, and 8; and Southeast Strategy 3, as well as and UDE Strategies 9 and 10; Policies UD 2-1, UD 9-1 through 9-3; UD 10-1, UD 10-3, UD 14-8, UD 19-1, UD 19-4, UD 20-2, and UD 20-5, and Implementation Strategy 45). Furthermore, the City’s historic preservation program includes the Mills Act, façade improvement rebates, and other preservation incentives. Additionally, new development with discretionary actions would be required to undergo review pursuant to the California Environmental Quality Act (CEQA) and/or the National Environmental Policy Act (NEPA), which would prevent the loss of historic structures through demolition. Therefore, the proposed project would be consistent with Goal No. 2 of the Historic Preservation Element.</p>
<p>Goal No. 3: Maintain and expand the inventory of historic resources in Long Beach.</p>	<p>Consistent. Specific neighborhood strategies are included in the proposed LUE to include future surveys of historic structures in the Midshore and Southeast areas, and to encourage the protection of existing historic structures and landmarks in the City landmarks (refer to LUE Goal 4; Implementation Strategies LU-M-3 and LU-M-43; Midshore Strategies 3, 7, and 8; and Southeast Strategy 3, as well as and UDE Strategies 9 and 10; Policies UD 2-1, UD 9-1 through 9-3; UD 10-1, UD 10-3, UD 14-8, UD 19-1, UD 19-4, UD 20-2, and UD 20-5, and Implementation Strategy 45). Furthermore, the City’s existing Historic Preservation Program continues to add new landmarks each year to protect the City’s architectural and cultural history. Therefore, the proposed project would be consistent with Goal No. 3 of the Historic Preservation Element.</p>
<p>Goal No. 4: Increase public awareness and appreciation of the City’s history and historic, cultural, and archaeological resources.</p>	<p>Consistent. The City’s existing preservation program would be complemented by the proposed project, which strives to better educate and orient residents and visitors to amenities within the City, including historic resources (refer to LUE Bold Move 4, Policy 3-5, Implementation Strategy LU-M-39, as well as Policy UD 12-2). Therefore, the proposed project would be consistent with Goal No. 4 of the Historic Preservation Element.</p>

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 5: Integrate historic preservation policies into City’s community development, economic development, and sustainable-city strategies.</p>	<p>Consistent. The proposed project focuses areas of change and growth outside of established historic districts and would maintain existing protections of historic landmarks (refer to LUE Goal 4; Implementation Strategies LU-M-3 and LU-M-43; Neighborhood Strategies Midshore Strategies 3, 7, and 8; and Southeast Strategy 3, as well as and UDE Strategies 9 and 10; Policies UD 2-1, UD 9-1 through 9-3; UD 10-1, UD 10-3, UD 14-8, UD 19-1, UD 19-4, UD 20-2, and UD 20-5, and Implementation Strategy 45). In addition, the City is currently preparing the Climate Action and Adaptation Plan (CAAP), which includes implementation strategies to weatherize and improve energy efficiency within historic structures while still preserving the historic resource, consistent with the Secretary of the Interior’s Standards for Rehabilitation. Therefore, the proposed project would be consistent with Goal No. 5 of the Historic Preservation Element.</p>
<p><i>Open Space and Recreation Element (2002)</i></p>	
<p>Overview. The proposed project would establish the Open Space PlaceType, which would preserve existing open space and recreational facilities throughout the City. In addition, the proposed project establishes More Open Space as a Major Area of Change, which focuses on acquisition of open space for multiple uses, including as buffer and habitat or natural areas (refer to LUE Major Area of Change No. 1, Goal No. 9; Policies 16-6, 18-1, 18-5, 19-1, and 20-1; and Implementation Strategies LU-M-37 and LU-M-88; as well as Policies UD 3-1, 19-3, and 30-1). Therefore, the proposed project would be consistent with the overall intention of the City’s General Plan Open Space and Recreation Element.</p>	
<p>Goal No. 1: Open space for the preservation of natural resources.</p>	<p>Consistent. The proposed project focuses on acquisition of open space for multiple uses, including as buffer and habitat or natural areas (refer to LUE Major Area of Change No. 1, Goal No. 9; Policies 16-6, 18-1, 18-5, 19-1, and 20-1; and Implementation Strategies LU-M-37 and LU-M-88; as well as Policies UD 3-1, 19-3, and 30-1). Therefore, the proposed project would be consistent with Goal No. 1 of the Open Space and Recreation Element.</p>
<p>Goal No. 2: Open space for the managed production of resources.</p>	<p>Consistent. The proposed project applies sustainability standards to protect and enhance water and other natural resources (refer to LUE Major Area of Change No. 1, Goal No. 9; Policies 16-6, 18-1, 18-5, 19-1, and 20-1; and Implementation Strategies LU-M-37 and LU-M-88, as well as Policies UD 3-1, 19-3, and 30-1). Therefore, the proposed project would be consistent with Goal No. 2 of the Open Space and Recreation Element.</p>
<p>Goal No. 3: Open space for public health and safety.</p>	<p>Consistent. The proposed project seeks to increase the amount of open space, including as a buffer between noxious and sensitive uses. In addition, the project supports farmers markets to increase access to healthy food options (refer to LUE Goal 1, North Long Beach Strategy 3, Westside and Wrigley Strategies 5, and 6, as well as UDE Strategies 14 and 17, and Policies 24-3, 24-8, and 24-9). Therefore, the proposed project would be consistent with Goal No. 3 of the Open Space and Recreation Element.</p>
<p>Goal No. 4: Open space for recreation and recreational facilities.</p>	<p>Consistent. The proposed project seeks to increase open space through park fees, the reuse of underutilized land, and innovative use of small spaces such as parklets. With this approach, parks of all sizes would be created as resources become available (refer to LUE Goals No. 3 and 8; Major Area of Change No. 1; Strategy No. 18, Policies 9-1, 10-5; 18-1, 18-5, 18-6; 19-1, and Implementation Strategies LU-M-37 and LU-M-84-96, as well as UDE Strategies 14, 17, 17, and 30-33; Policies 5-3, 21-7, 24-8, 34-1, and 34-8; and Implementation Strategy 63). Therefore, the proposed project would be consistent with Goal No. 4 of the Open Space and Recreation Element.</p>

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<i>Housing Element (2014)</i>	
<p>Overview. The proposed project would allow for the development of new housing units and would encourage improvement of existing residential uses in an effort to provide a variety of housing options at varying income levels to meet the needs of all residents in the planning area. Refer to LUE Goals 4 and 6; Policy 16-5; and Implementation Strategies LU-M-3, 27, 47, as well as UDE Policy 16-1. Therefore, the proposed project would be consistent with the overall intention of the City’s General Plan Housing Element.</p>	
<p>Goal No. 1: Provide housing assistance and preserve publicly assisted units.</p>	<p>Consistent. The proposed project focuses on creating new housing units and improving services and the built environment in existing disadvantaged communities (refer to LUE Goals 4 and 6; Policy 16-5; and Implementation Strategies LU-M-3, 27, and 47, as well as UDE Policy 16-1). Therefore, the proposed project would be consistent with Goal No. 1 of the Housing Element.</p>
<p>Goal No. 2: Address the unique housing needs of special needs residents.</p>	<p>Consistent. The proposed project focuses on creating new housing units, including units for those individuals with special needs. Through the implementation of the Americans with Disabilities Act (ADA), concepts of universal design and a focus on creating diverse housing for a diverse population, the proposed project would improve the availability of housing for those with special needs (refer to LUE Goals 4 and 6; Goals 4-6, and Policies 12-1 through 12-7, as well as UDE Policy 1-8). Therefore, the proposed project would be consistent with Goal No. 2 of the Housing Element.</p>
<p>Goal No. 3: Retain and improve the quality of existing housing and neighborhoods.</p>	<p>Consistent. The proposed project focuses growth along transit corridors and other major areas of change, not within existing neighborhoods. The proposed project also includes policies aimed at protecting existing neighborhoods and existing programs, such as the façade improvement program (refer to LUE Goals 1, 4, 5, and 6; Policies 16-7, 16-2, and 16-5; and Implementation Strategies LU-M-29, 35-38, and 43, as well as UDE Strategies 1-3, 13, 19-20). Therefore, the proposed project would be consistent with Goal No. 3 of the Housing Element.</p>
<p>Goal No. 4: Provide increased opportunities for the construction of high quality housing.</p>	<p>Consistent. The proposed project includes provisions for new housing consistent with the production goals found in the Housing Element and RTP/SCS. Housing production is targeted in Downtown, Transit-Oriented Development (TOD) corridors, major bus-route mixed-use corridors, within existing multifamily areas such as Alamitos Beach, within regional opportunity sites, such as PD-1 (Southeast Long Beach), and near the traffic circle. Appropriate modest increases in height and intensity are included in these areas (refer to LUE Goals 1-5, as well as UDE Strategies 3, 16, and 20-22). Therefore, the proposed project would be consistent with Goal No. 4 of the Housing Element.</p>
<p>Goal No. 5: Mitigate government constraints to housing investment and affordability.</p>	<p>Consistent. The proposed project includes a map of PlaceTypes and heights, as well as an implementation program for those changes. Implementation of the proposed project, as well as certification of this Recirculated Draft Program EIR, provides opportunities to streamline the future development of housing. Improving certainty, reducing the timeline of the development process, and including modest increases in height and intensity would all contribute to reducing governmental constraints and improving the ability to create housing of all types and for all income levels (refer to LUE Goals 1-6, and Implementation Strategies LU-M-3, 26, 27, 45, as well as UDE Strategies 5, 16, and 20-22). Therefore, the proposed project would be consistent with Goal No. 5 of the Housing Element.</p>

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 6: Provide increased opportunities for home ownership.</p>	<p>Consistent. Through promotion of creating all types of housing for all types of families, the proposed project would increase the opportunity for home ownership. Home ownership is a function of availability of housing for sale, but also affordability and economic opportunity. The proposed project promotes both housing and job growth, which is anticipated to improve home ownership in the planning area (refer to LUE Goals 1-5, as well as UDE Strategies 5, 16, and 20-22). Therefore, the proposed project would be consistent with Goal No. 6 of the Housing Element.</p>
<p>Goal No. 7: Fair and equal housing opportunity.</p>	<p>Consistent. Existing programs to ensure fair housing would continue under the proposed project. Through promotion of creating all types of housing for all types of families, the proposed project would increase the overall access to, affordability, and accessibility of housing to all persons. The proposed project promotes both housing and job growth, which should provide the foundation for improved home ownership (refer to LUE Goals 1-5, as well as UDE Strategies 5, 16, and 20-22). Therefore, the proposed project would be consistent with Goal No. 7 of the Housing Element.</p>
<p><i>Air Quality Element (1996)</i></p>	
<p>Overview. The LUE implementation program includes creation of a CAAP in the immediate short term, which is already underway. Once completed, this CAAP would replace the City’s optional Air Quality Element. In the interim, the proposed LUE and UDE are consistent with the Air Quality Element adopted in 1996. Four goals guide the Air Quality Element: achieve air quality improvements in such a manner that sustains current economic development while encouraging future growth; improve the quality of life for our citizens by providing greater opportunities, convenience, and choices; reinforce local mobility goals by reducing peak-hour traffic congestion; and foster behavior change through public information and education, incentives and pricing that reflects total societal costs for administration and enforcement.</p> <p>The LUE starts with Goal No. 1, which aims to implement sustainable planning and development practices. The LUE and UDE address sustainability throughout each element, and the creation of the CAAP would further the Air Quality Element’s intent. Land Use policies related to climate change and sustainability are summarized in the appendix, Chapter 7, of the LUE.</p>	
<p>Goal No. 1: Effective coordination of air quality improvement efforts in the South Coast Air Basin, the Southeast Los Angeles County (SELAC) subregion of SCAG, and other agencies.</p>	<p>Consistent. The 2016 EIR for the proposed project was provided for comment to the South Coast Air Quality Management District (SCAQMD), as well as the local Council of Governments (COG) (now Gateway Cities COG) and SCAG. This Recirculated Draft EIR would also be distributed to the SCAQMD, the Gateway Cities COG, and SCAG. Additionally, the project proposes the creation and implementation of the CAAP that would be drafted in consultation with all stakeholders, including the SCAQMD, the Gateway Cities, and SCAG (refer to LUE Goals 1, 3, 4, 7, and 9, and Implementation Strategies 50-53, and 72, as well as UDE Strategy 70). Therefore, the proposed project would be consistent with Goal No. 1 of the Air Quality Element.</p>
<p>Goal No. 2: A diverse and efficient ground transportation system that minimizes air pollutant emissions.</p>	<p>Consistent. The transportation system is primarily addressed in the City’s General Plan Mobility Element; however, there are supporting policies in the proposed LUE and UDE that promote complete streets and focus on land use and design features that promote walking, biking, and transit use (refer to LUE Goals 1 and 6; North Long Beach Strategy 10, Bixby Knolls Strategy 8, Westside and Wrigley Strategy 9, Eastside Strategy 13, Central Strategy 8, Traffic Circle Strategy 9, Downtown Strategy 12, and Midshore Strategy 11; and Implementation Strategy LU-M-11, as well as Strategies 42 and 43, Policies 15-3, 18-10, 31-2, 37-3, 38-8, and 40-8, and Implementation Strategy 48). Therefore, the proposed project would be consistent with Goal No. 2 of the Air Quality Element.</p>

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 3: Minimize feasible emissions from Long Beach Airport.</p>	<p>Consistent. The Long Beach Airport is primarily regulated by the Federal Aviation Administration (FAA) and an adopted Airport Land Use Plan. However, the Airport is also regulated by the City’s General Plan Mobility Element and associated rules and regulations. However, the proposed project supports regional uses including the sustainable use of the Airport (refer to LUE Goals No. 1, 3 (Major Area of Change No. 3), and 6, as well as UDE Implementation Strategies 46 and 47). Therefore, the proposed project would be consistent with Goal No. 3 of the Air Quality Element.</p>
<p>Goal No. 4: Minimum feasible emissions from the Ports of Long Beach and Los Angeles.</p>	<p>Consistent. Emissions from the Port are primarily regulated through the City’s General Plan Mobility Element, the Green Port Plan, the CAAP, and related regulations. In addition, the proposed project supports the sustainable use of regional facilities and industrial areas including the Port (refer to LUE Goals No. 1, Major Area of Change No. 3 and 6; LUE Implementation Strategies LU-M-7, and 73-76, as well as UDE Strategies 24 and 26). Therefore, the proposed project would be consistent with Goal No. 4 of the Air Quality Element.</p>
<p>Goal No. 5: A pattern of land uses that can be efficiently served by a diversified transportation system and that directly and indirectly minimizes air pollutants.</p>	<p>Consistent. The proposed project seeks to complement the City’s General Plan Mobility Element by concentrating new development in Downtown and along bus and rail corridors. Under the design provisions of the proposed project, all new development would include features to encourage biking, walking, and transit use (refer to LUE Goals 1 and 6; North Long Beach Strategy 10, Bixby Knolls Strategy 8, Westside and Wrigley Strategy 9, Eastside Strategy 13, Central Strategy 8, Traffic Circle Strategy 9, Downtown Strategy 12, and Midshore Strategy 11; and Implementation Strategy LU-M-11, as well as Strategies 42, 43, Policies 15-3, 18-10, 31-2, 37-3, 38-8, 40-8, and Implementation Strategy 48). Therefore, the proposed project would be consistent with Goal No. 5 of the Air Quality Element.</p>
<p>Goal No. 6: Minimize particulate emissions from the construction and operation of roads and buildings, from mobile sources, and from the transportation, handling, and storage of materials.</p>	<p>Consistent. Sustainability is a foundation for all goals and policies in the proposed project (refer to LUE Goals No. 1, 3, and 6-9; Strategy No. 2, Policy 16-4, and Implementation Strategies 72, and 74-79, as well as UDE Strategy 70). While the emissions factors of vehicles are outside the jurisdiction of the City of Long Beach, the proposed project does include provisions for walking, biking, and transit use as a mechanism to reduce the vehicle miles travelled (VMT) in the City and associated emissions (including particulate emissions). Furthermore, the implementation program includes the preparation of a CAAP, which is already being prepared. The focus of the CAAP is to reduce greenhouse gas (GHG) emissions but it is anticipated to have co-benefits including reductions in criteria pollutants, such as particulate emissions. Therefore, the proposed project would be consistent with Goal No. 6 of the Air Quality Element.</p>
<p>Goal No. 7: Reduce emissions through reduced energy consumption.</p>	<p>Consistent. The proposed project focuses on compact, sustainable, and energy-efficient new development, as well as enhancements to existing neighborhoods such as energy retrofits and installation of rooftop solar systems (refer to LUE Strategy No. 2; Policies 1-6, 2-1, 4-1, 11-2, and 16-7, and Implementation Strategies LU-M-3, 9-13, and 59-69, as well as UDE Policies 5-5 and 5-10). Therefore, the proposed project would be consistent with Goal No. 7 of the Air Quality Element.</p>

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General Plan Policy or Goal	Project Consistency
<p>Goal No. 8: Education of the City residents concerning air quality, energy, and congestion issues, and the need to modify present travel behavior and energy consumption patterns.</p>	<p>Consistent. Existing education programs would continue and be enhanced by the proposed project’s focus on creating sustainable communities (refer to LUE Goals 1 and 6; North Long Beach Strategy 10, Bixby Knolls Strategy 8, Westside and Wrigley Strategy 9, Eastside Strategy 13, Central Strategy 8, Traffic Circle Strategy 9, Downtown Strategy 12, and Midshore Strategy 11; and Implementation Strategy LU-M-11, as well as Strategies 42 and 43, Policies 15-3, 18-10, 31-2, 37-3, 38-8, and 40-8, and Implementation Strategy 48). Therefore, the proposed project would be consistent with Goal No. 8 of the Air Quality Element.</p>
<p>Mobility Element (2013)</p>	
<p>Overview. The proposed project would further the goals of the City’s General Plan Mobility Element by concentrating new development in Downtown and along bus and rail corridors. The project also includes design provisions to encourage biking, walking, and transit use (refer to LUE Goals No. 1-6; Implementation Strategies LU-M-11 and 37; and North Long Beach Strategy 10, Bixby Knolls Strategy 8, Westside and Wrigley Strategy 9, Eastside Strategy 13, Central Strategy 8, Traffic Circle Strategy 9, Downtown Strategy 12, and Midshore Strategy 11; as well as UDE Strategies 42 and 43, Policies 15-3, 18-10, 31-2, 37-3, 38-8, and 40-8 and Implementation Strategy 48). Therefore, the proposed project would be consistent with the overall intent of the City’s General Plan Mobility Element.</p>	
<p>Goal No. 1: Create an efficient, balanced, multimodal mobility network.</p>	<p>Consistent. The proposed project seeks to complement the City’s General Plan Mobility Element by concentrating new development in Downtown and along bus and rail corridors. Under the design provisions of the proposed project, all new development would include features to encourage biking, walking, and transit use (refer to LUE Goals No. 1-6; Implementation Strategies LU-M-11 and 37; and North Long Beach Strategy 10, Bixby Knolls Strategy 8, Westside and Wrigley Strategy 9, Eastside Strategy 13, Central Strategy 8, Traffic Circle Strategy 9, Downtown Strategy 12, and Midshore Strategy 11; as well as UDE Strategies 42 and 43, Policies 15-3, 18-10, 31-2, 37-3, 38-8, and 40-8, and Implementation Strategy 48). Therefore, the proposed project would be consistent with Goal No. 1 of the Mobility Element.</p>
<p>Goal No. 2: Maintain and enhance air, water, and ground transportation capacity.</p>	<p>Consistent. The proposed project utilizes the network established in the City’s General Plan Mobility Element and distributes land uses by PlaceType around the City. The proposed project focuses on walkable corridors of mixed-use activity, but also economic development anchored by regional facilities such as the Port, Airport, and other significant regional facilities. The Waterfront PlaceType includes transportation-related provisions (including water transportation) to enhance mobility citywide (refer to LUE Goals No. 1–6; Implementation Strategies LU-M-11 and 37; and North Long Beach Strategy 10, Bixby Knolls Strategy 8, Westside and Wrigley Strategy 9, Eastside Strategy 13, Central Strategy 8, Traffic Circle Strategy 9, Downtown Strategy 12, and Midshore Strategy 11; as well as UDE Strategies 42 and 43, Policies 15-3, 18-10, 31-2, 37-3, 38-8, and 40-8; and Implementation Strategy 48). Therefore, the proposed project would be consistent with Goal No. 2 of the Mobility Element.</p>
<p>Goal No. 3: Lead the region by example with innovative and experimental practices.</p>	<p>Consistent. The proposed project continues the current mobility approach including experimental approaches to repurposing right-of-way and applying complete streets principles. PlaceTypes, such as Neo-Industrial, represent an innovative approach to creating and retaining employment while reducing the environmental impacts of those companies (refer to LUE Goals No. 3, 7, and 8, as well as UDE Policy 6-3). Therefore, the proposed project would be consistent with Goal No. 3 of the Mobility Element.</p>

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<i>Seismic Safety Element (1988)</i>	
<p>Overview. The proposed project would be implemented through the regulations outlined in the Zoning Code (Title 21) and Building Code, both of which include provisions for seismic safety. In addition, the City intends to update the Safety Element of the General Plan in the near future as resources are available (refer to LUE Goals 1-4, and Policies 16-2 and 17-2, as well as UDE Policy 6-3). Therefore, the proposed project would be consistent with the overall intent of the City’s General Plan Seismic Safety Element.</p>	
<p>Management Goal No. 1: Develop implementable mechanisms for a more stringent review of the earthquake potential associated with various projects.</p>	<p>Consistent. This goal has already been implemented by the City and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4, and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the regulations outlined in the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. In addition, upon completion of the CAAP, the City, based on available resources, will update the Safety Element of the General Plan. Therefore, the proposed project would be consistent with Management Goal No. 1 of the Seismic Safety Element.</p>
<p>Management Goal No. 2: Coordinate and cooperate with other political jurisdictions in implementing seismic safety programs.</p>	<p>Consistent. This goal has already been implemented by the City and is reflected in existing programs and regulations. However, please also refer to LUE Goal No. 7 and UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. In addition, the City co-operates with surrounding jurisdictions, the Gateway Cities COG, and the County of Los Angeles in preparing for emergencies such as a major seismic event. Therefore, the proposed project would be consistent with Management Goal No. 2 of the Seismic Safety Element.</p>
<p>Management Goal No. 3: Establish seismic safety guidelines to evaluate all potential hazards and mitigate existing problems.</p>	<p>Consistent. This goal has already been implemented by the City and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4, and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of seismic safety. In addition, upon completion of the CAAP, the City, based on available resources, will update the Safety Element of the General Plan to further enhance the City’s approach to mitigating existing threats. Therefore, the proposed project would be consistent with Management Goal No. 3 of the Seismic Safety Element.</p>
<p>Development Goal No. 1: Utilize seismic safety considerations as a means of encouraging and enhancing desired land use patterns.</p>	<p>Consistent. This goal has already been implemented by the City and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4, and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) as well as the Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of seismic safety. Therefore, the proposed project would be consistent with Development Goal No. 1 of the Seismic Safety Element.</p>

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General Plan Policy or Goal	Project Consistency
<p>Development Goal No. 2: Provide an urban environment, which is as safe as possible from seismic risk.</p>	<p>Consistent. This goal has already been implemented by the City and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4, and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project is implemented through the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of seismic safety. Therefore, the proposed project would be consistent with Development Goal No. 2 of the Seismic Safety Element.</p>
<p>Development Goal No. 3: Use physical planning as a means of achieving greater degrees of protection from seismic safety hazards.</p>	<p>Consistent. This goal has already been implemented and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4, and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures to new structures built at higher levels of seismic safety. In addition, upon completion of the CAAP, the City, based on available resources, will update the Safety Element of the General Plan to further enhance the City's approach to mitigating existing threats. Therefore, the proposed project would be consistent with Development Goal No. 3 of the Seismic Safety Element.</p>
<p>Development Goal No. 4: Encourage development that would be most in harmony with nature and thus less vulnerable to earthquake damage.</p>	<p>Consistent. This goal has already been implemented and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4, Goal 9, and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of seismic safety. In addition, upon completion of the CAAP, the City, based on available resources, will update the Safety Element of the General Plan to further enhance the City's approach to mitigating existing threats. Therefore, the proposed project would be consistent with Development Goal No. 4 of the Seismic Safety Element.</p>
<p>Development Goal No. 5: Strive to encourage urbanization patterns which preserve and/or create greater earthquake safety for residents and visitors.</p>	<p>Consistent. This goal has already been implemented and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4 and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) as well as the Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of seismic safety. In addition, upon completion of the CAAP, the City, based on available resources, will update the Safety Element of the General Plan to further enhance the City's approach to mitigating existing threats. Therefore, the proposed project would be consistent with Development Goal No. 5 of the Seismic Safety Element.</p>

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General Plan Policy or Goal	Project Consistency
<p>Protection Goal No. 1: Reduce public exposure to seismic risks.</p>	<p>Consistent. This goal has already been implemented and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4 and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) as well as the Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of seismic safety. In addition, upon completion of the CAAP, the City, based on available resources, will update the Safety Element of the General Plan to further enhance the City's approach to mitigating existing threats. Therefore, the proposed project would be consistent with Protection Goal No. 1 of the Seismic Safety Element.</p>
<p>Protection Goal No. 2: Reduce the potential adverse economic, environmental, and social conditions which could result from a major earthquake.</p>	<p>Consistent. This goal has already been implemented and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4 and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. In addition, the City co-operates with surrounding jurisdictions, the Gateway Cities COG, and the County of Los Angeles in preparing for emergencies such as a major seismic event. Therefore, the proposed project would be consistent with Protection Goal No. 2 of the Seismic Safety Element.</p>
<p>Protection Goal No. 3: Assure continued economic stability and growth by minimizing potential seismic hazards.</p>	<p>Consistent. This goal has already been implemented and is reflected in existing programs and regulations. However, please also refer to LUE Goals 1-4 and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of seismic safety. Therefore, the proposed project would be consistent with Protection Goal No. 3 of the Seismic Safety Element.</p>
<p>Protection Goal No. 4: Inform the public of existing or potential seismic hazards and what to do in times of earthquake events.</p>	<p>Consistent. Existing programs including the City's Community Emergency Response Team (CERT) and neighborhood outreach around preparedness currently meet this goal. These programs would continue under the proposed project (refer to LUE Strategy No. 15 and UDE Policy 6-3). Therefore, the proposed project would be consistent with Protection Goal No. 4 of the Seismic Safety Element.</p>
<p>Protection Goal No. 5: Provide the maximum feasible level of seismic safety protection services.</p>	<p>Consistent. This goal has already been implemented and is reflected in existing programs and regulations. Please also refer to LUE Goals 1-4, Goal 7, and Policies 16-2 and 17-2, as well as UDE Policy 6-3. The proposed project would be implemented through the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of seismic safety. Existing programs also assist property owners with undertaking rehabilitation projects such as foundation bolting. Therefore, the proposed project would be consistent with Protection Goal No. 5 of the Seismic Safety Element.</p>

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General Plan Policy or Goal	Project Consistency
<p>Remedial Action Goal No. 1: Eliminate or reconstruct uses and structures which pose seismic risks.</p>	<p>Consistent. This goal has already been implemented and is reflected in existing programs and regulations. Please also refer to LUE Policies 6-6 and 7-1 and Southeast Strategy 6, as well as UDE Policies 6-1 and 6-3. The proposed project would be implemented through the Zoning Code (Title 21) and Building Code. These codes include provisions for seismic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of seismic safety. In addition, upon completion of the CAAP, the City, based on available resources, will update the Safety Element of the General Plan to further enhance the City's approach to mitigating existing threats. Therefore, the proposed project would be consistent with Remedial Action Goal No. 1 of the Seismic Safety Element.</p>
<p>Noise Element (1975)</p>	
<p>Overview. The proposed project promotes an active, sustainable environmental with a high quality of life. Limiting noise exposure, while still allowing positive activity is part of implementing the proposed project (refer to LUE Goals 1, 4, Policies 16-6 through 16-8, Bixby Knolls Strategy 1, and Westside and Wrigley Strategy 6, as well as UDE Policies 14-5 and 23-1). The Noise Element contains various goals related to different sections of the General Plan. The Land Use Planning goals are analyzed herein. Additionally, the City is currently updating the 1975 Noise Element as part of its overall General Plan update process. Therefore, the proposed project would be consistent with applicable provisions in the Noise Element.</p>	
<p>Goal No. 1: Provide the City with limited maximum noise levels by judicious land use planning policies.</p>	<p>Consistent. The PlaceType map and supporting policies were created with consideration of the existing built environment and the natural setting. Different urban forms are available throughout the City, thereby providing residents and visitors the opportunity to make an informed decision to visit or live in a more boisterous environment (e.g., Downtown) or a more sedate environment (e.g., Founding and Contemporary Neighborhoods PlaceType) (refer to LUE Goals 1, 4, and 7; Bixby Knolls Strategy 1, and Westside and Wrigley Strategy 6, as well as UDE Policies 14-5 and 23-1). This Program EIR also includes an evaluation of potential noise impacts resulting from project implementation (refer to Section 4.5, Noise, and Appendix D). Therefore, the proposed project would be consistent with Goal No. 1 of the Noise Element.</p>
<p>Goal No. 2: Develop standards for local fixed point noise sources.</p>	<p>Consistent. This goal has already been implemented through the City's adoption and enforcement of the Noise Ordinance. Maximum noise levels, hours of activity and noise, and construction hours are all currently regulated. The proposed project continues these existing programs (refer to LUE Goal 4, as well as UDE Policies 14-5 and 23-1). Therefore, the proposed project would be consistent with Goal No. 2 of the Noise Element.</p>
<p>Goal No. 3: Set measurable goals for the reduction of noise in problem areas.</p>	<p>Consistent. The City has established noise regulations. Additionally the proposed project contemplates increased open space and buffers from noxious uses. The proposed project also contemplates changes to industrial areas that are adjacent to residential neighborhoods, allowing for a reduction in impacts over time (refer to LUE Goals 1 through 4, 6, 8, and 9; Bixby Knolls Strategy 1, and Westside and Wrigley Strategy 6, as well as UDE Policies 14-5 and 23-1). Therefore, the proposed project would be consistent with Goal No. 3 of the Noise Element.</p>
<p>Goal No. 4: Propose land uses or activities that would act as buffer zones between incompatible land uses.</p>	<p>Consistent. The proposed project includes provisions for increased open-space and buffers to reduce land-use conflicts including noise (refer to LUE Goals 1, 3, 8, and 9, as well as UDE Policies 14-5 and 23-1). Therefore, the proposed project would be consistent with Goal No. 4 of the Noise Element.</p>

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General Plan Policy or Goal	Project Consistency
<p>Goal No. 5: Consider existing ambient noise levels before establishing specific permitted levels of sound.</p>	<p>Consistent. This goal has already been implemented through the City's adoption and enforcement of the Noise Ordinance. Maximum noise levels, hours of activity and noise, and construction hours are all currently regulated. The Noise Ordinance measures noise in the context of existing ambient levels. The proposed project continues these existing programs (refer to LUE Goals 1, 3, 8, and 9; Bixby Knolls Strategy 1, and Westside and Wrigley Strategy 6, as well as UDE Strategies 14 and 17 and Policies 23-1, 23-6, 24-3, 24-8, 24-9, 25-1, and 38-4). Therefore, the proposed project would be consistent with Goal No. 5 of the Noise Element.</p>
<p>Goal No. 6: Locate and mitigate noise impacts from highways and freeways on residential land uses and institutional, recreational and school facilities.</p>	<p>Consistent. This goal has already been implemented through the City's adoption and enforcement of the Noise Ordinance. Maximum noise levels, hours of activity and noise, as well as construction hours are all currently regulated. The proposed project continues these existing programs while seeking to calm traffic and provide increased buffers between residents and noise sources, including roadways (refer to LUE Goal 4, as well as UDE Policies 14-5 and 23-1). Therefore, the proposed project would be consistent with Goal No. 6 of the Noise Element.</p>
<p>Goal No. 7: Identify and anticipate existing or proposed land uses that cause (directly or indirectly) noise-generating activities.</p>	<p>Consistent. The proposed project includes provisions for increased open-space and buffers to reduce land-use conflicts including noise (refer to LUE Goals 1, 3, 8, and 9, as well as UDE Strategies 14 and 17 and Policies 23-1, 23-6, 24-3, 24-8, 24-9, 25-1, 38-4). Therefore, the proposed project would be consistent with Goal No. 7 of the Noise Element.</p>
<p>Goal No. 8: Promote the health and well-being of the people of Long Beach by adopting standards for the proper balance, relationship, and distribution of the various types of land uses.</p>	<p>Consistent. This goal has already been implemented. PlaceTypes have been distributed around the City based on existing conditions, transportation corridors and the jobs and housing projections set in the RTP/SCS (refer to Map 6 in the proposed LUE and Map 2 in the proposed UDE). Therefore, the proposed project would be consistent with Goal No. 8 of the Noise Element.</p>
<p>Goal No. 9: Protect business and industrial areas against intrusion of non-business or non-industrial land uses which are highly sensitive to noise.</p>	<p>Consistent. The proposed project does not allow residential uses within the Community Commercial or Open Space PlaceTypes and restricts residential uses within the Neo-Industrial PlaceType to the adaptive reuse of existing buildings. The proposed project seeks to maintain and expand existing employment (refer to LUE Goal 2, as well as UDE Strategies 24 and 25 and Policies 5-10 and 24-8). Therefore, the proposed project would be consistent with Goal No. 9 of the Noise Element.</p>
<p>Public Safety Element (1975)</p>	
<p>Overview. The 1975 Public Safety Element contains goals relating to multiple areas of the General Plan and City operations. The development goals are analyzed herein. Additionally, upon completion of the CAAP and dependent on available resources, the City intends to update the Safety Element consistent with Senate Bill (SB) 379 (refer to LUE Goal 4 and UDE Policies 6-3 and 41-7). Therefore, the proposed project would be consistent with the Public Safety Element.</p>	
<p>Goal No. 1: Promote the redevelopment of areas, which may present safety problems.</p>	<p>Consistent. The proposed project includes provisions for safety, as well as design features to improve safety through new development. The proposed project focuses growth in transit corridors and other major areas of change. The LUE is implemented through the Zoning Code, including crime prevention through environmental design provisions applied during the City's Site Plan review process (refer to LUE Goals 2 and 3, as well as UDE Strategy 7 and Implementation Strategy 50). Therefore, the proposed project would be consistent with Goal No. 1 of the Public Safety Element.</p>

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General Plan Policy or Goal	Project Consistency
<p>Goal No. 2: Utilize safety considerations, as a means of encouraging and enhancing desired land use patterns.</p>	<p>Consistent. The proposed project includes provisions for safety, as well as design features to improve safety through new development. The proposed project focuses growth in transit corridors and other major areas of change. The LUE is implemented through the Zoning Code, including crime prevention through environmental design provisions applied during the City’s Site Plan review process (refer to LUE Goals 2 and 3, as well as UDE Strategy 7 and Implementation Strategy 50). Therefore, the proposed project would be consistent with Goal No. 2 of the Public Safety Element.</p>
<p>Goal No. 3: provide an urban environment, which is safe from all types of hazards as possible</p>	<p>Consistent. The proposed project includes provisions for safety, as well as design features to improve safety through new development. The proposed project focuses growth in transit corridors and other major areas of change. The LUE is implemented through the Zoning Code, including crime prevention through environmental design provisions applied during the City’s Site Plan review process (refer to LUE Goals 2 and 3, as well as UDE Strategy 7 and Implementation Strategy 50). Therefore, the proposed project would be consistent with Goal No. 3 of the Public Safety Element.</p>
<p>Goal No. 4: Continue to identify existing or proposed uses or activities that may pose safety hazards.</p>	<p>Consistent. The proposed project seeks to develop safe, attractive neighborhoods throughout the City. Safety is also addressed through implementation of the City’s Violence Prevention Plan and associated programs (refer to LUE Goal 4, as well as UDE Strategy 7 and Policies 6-3 and 41-7). Additionally, upon completion of the CAAP and dependent on available resources, the City will update the Safety Element consistent with SB 379. Therefore, the proposed project would be consistent with Goal No. 4 of the Public Safety Element.</p>
<p>Goal No. 5: Use physical planning as a means of achieving greater degrees of protection from safety hazards.</p>	<p>Consistent. The proposed project includes provisions for safety, as well as design features to improve safety through new development (refer to LUE Goals 2 through 4, as well as UDE Strategy 7, Policies 6-3 and 41-7, and Implementation Strategy 50). The proposed project focuses growth in transit corridors and other major areas of change. The proposed project is implemented through the Zoning Code, including crime prevention through environmental design provisions applied during the City’s Site Plan review process. Therefore, the proposed project would be consistent with Goal No. 5 of the Public Safety Element.</p>
<p>Goal No. 6: Encourage transportation systems, utilities, industries and similar uses to locate and operate in a manner consistent with public safety goals.</p>	<p>Consistent. The proposed project contemplates new jobs and housing as well as improved buffers to reduce land-use conflicts (refer to Refer to LUE Goals 2 through 7, as well as UDE Strategies 7, 14, and 17; Policies 6-3, 23-1, 23-6, 24-3, 24-8, 24-9, 25-1, 38-4, and 41-7; and Implementation Strategy 50). The proposed project is implemented through the Zoning Code, including crime prevention through environmental design provisions applied during the City’s Site Plan review process. Therefore, the proposed project would be consistent with Goal No. 6 of the Public Safety Element.</p>
<p>Goal No. 7: Assure continued safe accessibility to all urban land uses throughout the City.</p>	<p>Consistent. The transportation system is primarily addressed in the City’s General Plan Mobility Element. However, there are supporting policies in the plan that promote complete streets and focus on land use and design features that promote walking, biking, and transit use. Safety is an important component in designing street improvements along with complementary land uses (refer to LUE Goals 2 through 7, as well as UDE Strategies 7, 14, and 17; Policies 6-3, 23-1, 23-6, 24-3, 24-8, 24-9, 25-1, 38-4, and 41-7; and Implementation Strategy 50). Therefore, the proposed project would be consistent with Goal No. 7 of the Public Safety Element.</p>

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 8: Encourage development that would be most in harmony with nature and less vulnerable to natural disasters.</p>	<p>Consistent. Existing codes and regulations, including the zoning and building code provide for high levels of safety. In addition, the plan seeks to reconnect development with consideration of the natural environment. Provisions for new and redevelopment within the proposed project would encourage structures to be built and designed at higher levels of safety than exist in the current built environment (refer to LUE Goals 1 through 4 and Policy 16-2, as well as UDE Strategy 7 and Policy 6-3). Therefore, the proposed project would be consistent with Goal No. 8 of the Public Safety Element.</p>
<p>Goal No. 9: Encourage development that would augment efforts of other safety-related Departments of the City (i.e. design for adequate access for firefighting equipment and police surveillance).</p>	<p>Consistent. The proposed project includes provision for safety through the distribution of land uses and also the design of those future improvements. The proposed project is implemented through the Zoning Code, including review by police, fire, transit, and public works officials applied during the City’s Site Plan Review process (refer to LUE Goal 7, as well as UDE Strategies, 1, 6, and 7). Therefore, the proposed project would be consistent with Goal No. 9 of the Public Safety Element.</p>
<p>Goal No. 10: Strive to encourage urbanization patterns, which preserve and/or create greater safety for residents or visitors.</p>	<p>Consistent. The proposed project includes goals and provisions for improved safety both in new development and through improvements to existing neighborhoods (refer to LUE Goal 4 and UDE Strategy 7). Therefore, the proposed project would be consistent with Goal No. 10 of the Public Safety Element.</p>
<p>Goal No. 11: Critically evaluate proposed public or private actions, which may pose safety hazards to residents or visitors.</p>	<p>Consistent. The proposed project includes provision for safety through the distribution of land uses and also the design of those future improvements (refer to LUE Goal 7, as well as UDE Strategies, 1, 6, and 7). The proposed project is implemented through the Zoning Code, including review by police, fire, transit, and public works officials applied during the City’s Site Plan Review process. Therefore, the proposed project would be consistent with Goal No. 11 of the Public Safety Element.</p>
<p>Conservation Element (1973)</p>	
<p>Overview. The 1973 Conservation Element assures that natural resources, including mineral resources are considered in land use planning. This is consistent with the proposed project’s goal to expand open space and plan in relation to the natural world (refer to LUE Goals 7-9; Policies 11-2, 18-4, 18-5, 19-1, 19-3, 19-4, 19-5, and 20-1 through 20-11; Implementation Strategies LU-M-28, 37, 55, 97, 98, 99, and 110, as well as UDE Strategies 5, 39, and 40; Policies UD 4-2, 6-4, 31-7, 31-8, and 34-2; and Implementation Strategies 51 and 53). Therefore, the proposed project would be consistent with the Conservation Element.</p>	
<p>Goal No. 1: To conserve the natural resources of Long Beach through wise management and well planned utilization of water, vegetation, wildlife, minerals, and other resources.</p>	<p>Consistent. The proposed project applies sustainability standards to protect and enhance water and other natural resources. The proposed project seeks to expand resource protection and integrate sustainability into all land use and design decisions (refer to LUE Goals 7-9; Policies 11-2, 18-4, 18-5, 19-1, 19-3, 19-4, 19-5, and 20-1 through 20-11; Implementation Strategies LU-M-28, 37, 55, 97, 98, 99, and 110, as well as UDE Strategies 5, 39, and 40; Policies UD 4-2, 6-4, 31-7, 31-8, and 34-2; and Implementation Strategies 51 and 53). Therefore, the proposed project would be consistent with Goal No. 1 of the Conservation Element.</p>
<p>Goal No. 2: To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental or aesthetic value.</p>	<p>Consistent. The proposed project seeks to create additional open space, through both large and small additions of park, plaza, and buffer space. The proposed project seeks to expand resource protection and integrates sustainability into all land use and design decisions (refer to LUE Goals 7 through 9, as well as UDE Strategies 17, 29, 30, and 33, and Policies 23-1, 24-7, 24-8, and 24-9). Therefore, the proposed project would be consistent with Goal No. 2 of the Conservation Element.</p>

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
<p>Goal No. 3: To revitalize and enhance areas where inadequate conservation measures occurred in the past.</p>	<p>Consistent. The proposed project places a particular emphasis on disadvantaged communities and ways to lessen land-use conflicts including through the reduction of environmental hazards (refer to LUE Goal 6 and UDE Strategy 13). Therefore, the proposed project would be consistent with Goal No. 3 of the Conservation Element.</p>
<p>Goal No. 4: To improve and preserve the unique and fine qualities of Long Beach and to eliminate undesirable or harmful elements.</p>	<p>Consistent. The proposed project includes a number of goals to improve the quality of life in Long Beach for residents, workers, and visitors (refer to all goals, policies, and strategies listed throughout the proposed LUE and UDE). Therefore, the proposed project would be consistent with Goal No. 4 of the Conservation Element.</p>
<p>Goal No. 5: To promote the health, safety and well-being of the people of Long Beach by adopting standards for the proper balance, relationship, and distribution of the various types of land uses, and by formulating and adopting a long-term capital improvement program.</p>	<p>Consistent. This goal has already been implemented by the City. PlaceTypes have been distributed around the City based on existing conditions, transportation corridors, and the jobs and housing projections set in the RTP/SCS (refer to Map 7 in the proposed LUE and Map 2 in the proposed UDE). The annual Capital Improvement Program is certified by the Planning Commission for conformity with the City’s General Plan. Therefore, the proposed project would be consistent with Goal No. 5 of the Conservation Element.</p>
<p>Goal No. 6: To establish a balanced program aimed at improving the qualitative conditions of life for all segments of the population of the City.</p>	<p>Consistent. The proposed project includes a number of goals to improve the quality of life in Long Beach for residents, workers, and visitors. Refer to all goals, policies, and strategies listed throughout the proposed LUE and UDE. Therefore, the proposed project would be consistent with Goal No. 6 of the Conservation Element.</p>
<p>Water Resource Goal No. 1: To assure adequate quantity and quality of water to meet present and future domestic, agricultural and industrial needs of the City.</p>	<p>Consistent. This Recirculated Draft EIR includes a full analysis of water supply including conformity with the Urban Water Management Plan in Section 4.9, Utilities. The proposed project includes provisions aimed at the careful management of water and integrating water savings into project design (refer to LUE Goals 1 and 8, Strategies 10, 19, and 20, and Policy 18-4, as well as UDE Strategy 39, Policies 4-3, 5-1, 5-7, 6-4, 31-7, 31-8, and 34-2, and Implementation Strategy 69). Therefore, the proposed project would be consistent with Water Resource Goal No. 1 of the Conservation Element.</p>
<p>Water Resource Goal No. 2: To enforce existing ordinances and develop new ordinances and promote continuing research directed toward achieving the required stringent water quality standards which regulate waste water effluent discharge to ocean waters, bay and estuaries, fresh water and groundwater.</p>	<p>Consistent. Wastewater standards are established under the Clean Water Act and other federal, State, and regional regulations. The proposed project promotes proper infrastructure and promotes improved water quality through improved stormwater diversion and infiltration (refer to LUE Goal 7 and Strategy 6). Therefore, the proposed project would be consistent with Water Resource Goal No. 2 of the Conservation Element.</p>
<p>Water Resource Goal No. 3: To assure that the waters of San Pedro and Alamitos Bays and Colorado Lagoon are maintained at the highest quality feasible in order to enhance their recreational, and commercial utilization.</p>	<p>Consistent. The proposed project includes provisions and design policies to promote stormwater capture, treatment, and infiltration. Preventing stormwater from reaching the bays and lagoons is essential to maintaining the good water quality the City currently enjoys (refer to LUE Goal 7 and Strategy 6). Therefore, the proposed project would be consistent with Water Resource Goal No. 3 of the Conservation Element.</p>

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General Plan Policy or Goal	Project Consistency
<p>Water Resource Goal No. 4: To enforce existing controls and ordinances regulating waste discharge from vessels.</p>	<p>Consistent. The City of Long Beach Marine Bureau, the Long Beach Police Department, and the Health Department all assist State and federal agencies in enforcing water quality rules. Untreated effluent cannot be legally discharged from any vessel in the waters in and around Long Beach. In addition, LUE Goal 7 and Strategy 6 are aimed at improving water quality and natural resources in the City. Therefore, the proposed project would be consistent with Water Resource Goal No. 4 of the Conservation Element.</p>
<p>Water Resource Goal No. 5: To maintain, upgrade, and improve waste water systems and facilities serving Long Beach.</p>	<p>Consistent. This Recirculated Draft EIR includes an analysis of wastewater systems and capacities in Section 4.9, Utilities. Existing capacity is sufficient for the anticipated levels of growth. In addition, LUE Goal 7 and Strategy 6 are aimed at improving water quality and natural resources in the City. Therefore, the proposed project would be consistent with Water Resource Goal No. 5 of the Conservation Element.</p>
<p>Water Resource Goal No. 6: To develop a comprehensive citywide water supply and management program which utilizes water from all sources including groundwater.</p>	<p>Consistent. This goal is already implemented through the City’s Urban Water Management Plan. This Recirculated Draft EIR includes a full analysis of water supply including conformity with the Urban Water Management Plan in Section 4.9, Utilities. The proposed project also includes provisions regarding the careful management of water and integrating water savings into project design (refer to LUE Goals 1 and 8, Strategies 10, 19, and 20, and Policy 18-4, as well as UDE Strategy 39, Policies 4-3, 5-1, 5-7, 6-4, 31-7, 31-8, and 34-2, and Implementation Strategy 69). Therefore, the proposed project would be consistent with Water Resource Goal No. 6 of the Conservation Element.</p>
<p>Water Resource Goal No. 7: To preserve and enhance the open space opportunities offered by the inland waterways of the City through improved access and beautification.</p>	<p>Consistent. The proposed project strives to protect, enhance, and promote the public use of all the City’s parks and open space including its inland waterways (refer to LUE Major Area of Change 1, Goal 9, Policy 18-1, Strategies 19 and 20, and Implementation Strategies 84, 85, 86, 91, and 96, as well as UDE Strategies 17 and 29). Therefore, the proposed project would be consistent with Water Resource Goal No. 7 of the Conservation Element.</p>
<p>Soils Management Goal No. 1: To preserve and enhance lands of significant value such as beaches and bluffs.</p>	<p>Consistent. The City’s General Plan, by definition, is general in nature and does not contain specific development plans for the sandy area of the beach. No specific changes to the recreational facilities on the beach are contemplated in the proposed project. The proposed project does, however, seek to promote use of the enhancement and use of coastal resources by residents and visitors alike (refer to LUE Goals 1, 3, and 9; and Maps 7 and 9, as well as UDE Maps 2 and 12). Therefore, the proposed project would be consistent with Soils Management Goal No. 1 of the Conservation Element.</p>
<p>Soils Management Goal No. 2: To critically evaluate any proposed public improvements on the beach and any project that would contribute to the erosion of the beaches.</p>	<p>Consistent. The City’s General Plan is by definition general in nature and does not contain specific development plans for the sandy area of the beach. No specific changes to the recreational facilities on the beach are contemplated in the proposed project that would exacerbate beach erosion. The proposed project does, however, seek to promote use of the enhancement and use of coastal resources by residents and visitors alike. Specific impacts of any future projects would be evaluated through the City’s Site Plan Review process, including potential impacts with respect to beach erosion. Refer to LUE Goals 1, 3, and 9; and Maps 7 and 9, as well as UDE Maps 2 and 12. Therefore, the proposed project would be consistent with Soils Management Goal No. 2 of the Conservation Element.</p>
<p>Soils Management Goal No. 3: To minimize those activities which would have a critical or</p>	<p>Consistent. This goal has already been implemented and is reflected in existing programs and regulations. Future projects facilitated by the</p>

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
detrimental effect on geologically unstable areas and soils subject to erosion.	proposed project would be implemented through the City’s Zoning Code (Title 21) and Building Code. These codes include provisions for soil stability and geologic safety. The proposed project allows modest increases in height and intensity, which would encourage the redevelopment of existing structures, resulting in new structures built at higher levels of safety (refer to LUE Goals 1–4, and 7, as well as UDE Policy 6-3). Specific impacts of any future projects would be evaluated through the City’s Site Plan Review process. Therefore, the proposed project would be consistent with Soils Management Goal No. 3 of the Conservation Element.
Soils Management Goal No. 4: To preserve the beach from Alamitos Boulevard to the Long Beach Marina as a unique geologic zone and to perpetuate its public use as an open entity.	Consistent. The City’s General Plan is by definition general in nature and does not contain specific development plans for the sandy area of the beach. No specific changes to the recreational facilities on the beach are contemplated in the proposed project. The proposed project would promote the enhancement and use of coastal resources by residents and visitors alike (refer to LUE Goals 1, 3, and 9; and Maps 7 and 9, as well as UDE Maps 2 and 12). Specific impacts of any future projects would be evaluated through the City’s Site Plan Review process. The public use of the beach is guaranteed under park abandonment laws, the California Coastal Act, the adopted LCP, tidelands restrictions and other laws. Therefore, the proposed project would be consistent with Soils Management Goal No. 4 of the Conservation Element.
Soils Management Goal No. 5: To continue to monitor areas subject to siltation and deposition of soils which could have a detrimental effect upon water quality and the marine biosphere.	Consistent. The proposed project applies sustainability standards to protect and enhance water and other natural resources. The proposed project seeks to expand resource protection and integrate sustainability into all land use and design decisions (refer to LUE Goals 7-9; Strategy 20; Policies 11-2, 18-4, 19-3, 19-4, 19-5, and 20-5; and Implementation Strategies 99, 100, 101, as well as UDE Policies 17-3, 17-4, 21-8, and 39-7, and Implementation Strategy 70). Specific impacts of any future projects, including sediment deposition, would be evaluated through the City’s Site Plan Review process. Therefore, the proposed project would be consistent with Soils Management Goal No. 5 of the Conservation Element.
Vegetation Goal No. 1: To provide protective controls for lands supporting distinctive native vegetation, wildlife species which can be used for ecologic, scientific and educational purposes.	Consistent. The proposed project designates specific open space areas and focuses on acquisition of open space for multiple uses, including as buffer and habitat or natural areas (refer to LUE Goal 9, Policy 18-1, Strategies 18 through 20, and Implementation Strategies 84, 85, 86, and 88, as well as UDE Strategies 17 and 29). Therefore, the proposed project would be consistent with Vegetation Goal No. 1 of the Conservation Element.
Vegetation Goal No. 2: To perpetuate the ecological preserve in El Dorado Park.	Consistent. The proposed project continues the operation of El Dorado Park as a nature preserve (refer to LUE Implementation Strategy 108 and UDE Map 12). Therefore, the proposed project would be consistent with Vegetation Goal No. 2 of the Conservation Element.
Vegetation Goal No. 3: To locate, define, and protect other beneficial habitats in and about the City.	Consistent. The proposed project focuses on acquisition of open space for multiple uses, including as buffer and habitat or natural areas. Acquisition and restoration of the Los Cerritos wetlands, in cooperation with the Los Cerritos Wetland Authority, is a major focus of that effort. Refer to LUE Goals 1 and 2, as well as UDE Strategy 29. Therefore, the proposed project would be consistent with Vegetation Goal No. 3 of the Conservation Element.

Table C: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Wildlife Goal No. 1: to promote measures and plans which protect and preserve distinctive types of wildlife including mammals, birds, marine organisms and especially endangered species.	Consistent. The proposed project focuses on acquisition of open space for multiple uses, including as buffer and habitat or natural areas that could be utilized for varying types of wildlife (refer to LUE Goals 1 and 2, as well as UDE Strategy 29). Therefore, the proposed project would be consistent with Wildlife Goal No. 1 of the Conservation Element.
Mineral Resource Goal No. 1: To manage the petroleum resources of the City in a manner that not only maximize their economic value, but would enhance the quality of open space.	Consistent. Oil drilling is conducted according to the City's Oil Map. City proceeds from those activities benefit tidelands and uplands activities, including the acquisition and improvement of open space (refer to LUE Goals 1 and 2, as well as UDE Strategy 29). Therefore, the proposed project would be consistent with Mineral Resource Goal No. 1 of the Conservation Element.
Mineral Resource Goal No. 2: To continue good management practices in the production of petroleum including aesthetics, ecological compatibility and other environmental aspects.	Consistent. The proposed project encourages gradual consolidation of oil drilling activities in order to lessen the aesthetic and environmental impacts. Refer to LUE Policies 7-3, 11-2, and 20-6, as well as UDE Policy 28-12. Therefore, the proposed project would be consistent with Mineral Resource Goal No. 2 of the Conservation Element.
Mineral Resource Goal No. 3: To continue to take restorative measures to remedy and prevent subsidence associated with oil extraction.	Consistent. This goal has been implemented through local and State regulations. The proposed project encourages the consolidation and thus modernization of oil drilling equipment, which would result in higher levels of geologic safety, further preventing subsidence (refer to LUE Policies 7-3, 11-2, and 20-6, as well as UDE Policy 28-12). Therefore, the proposed project would be consistent with Mineral Resource Goal No. 3 of the Conservation Element.
Other Resources Goal No. 1: To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.	Consistent. The proposed project is consistent with the Scenic Routes contained within the Mobility Element. Additionally, the proposed project continues the City's Historic Preservation program and includes a map of designated City parks and open space (refer to LUE Maps 7 and 9, as well as UDE Maps 1, 2, and 12). Therefore, the proposed project would be consistent with Other Resources Goal No. 1 of the Conservation Element.
Other Resources Goal No. 2: To encourage citizen participation in the identification and preservation of historic and cultural sites.	Consistent. The proposed project is consistent with the Scenic Routes contained within the Mobility Element. Additionally, the plan continues the City's Historic Preservation program and includes a map of designated City parks and open space (refer to LUE Maps 7 and 9, as well as UDE Maps 1, 2, and 12). Therefore, the proposed project would be consistent with Other Resources Goal No. 2 of the Conservation Element.

Source: City of Long Beach General Plan, as amended.

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