

1. INTRODUCTION

This section of the Draft EIR analyzes the Project’s consistency with applicable policies and regulations and the relationship between the Project and surrounding land uses. Prior to the preparation of this Draft EIR, an Initial Study (included in **Appendix I.1** of this Draft EIR) was prepared to assess potential environmental impacts on land use and planning. Potential impacts to land use and planning were considered in the Project’s Initial Study under Section 11. Land Use and Planning, Threshold (a) and Threshold (b). The discussion concluded that impacts to land use and planning would result in a less than significant impact. However, City Planning staff decided to provide a more thorough evaluation of potential land use and planning impacts in the EIR.

2. ENVIRONMENTAL SETTING

Existing Conditions

The City of Long Beach occupies the southernmost portion of Los Angeles County. The City is bordered by the cities of Carson and Los Angeles to the west, Paramount and Lakewood to the north, and Los Alamitos and Seal Beach to the east. The City also surrounds the City of Signal Hill on all sides in its central area. The Pacific Ocean abuts the City’s southern border. Land subdivision began in the areas that were later to become Long Beach in the late 19th century, the City incorporated in 1908, and it continued to develop through various cycles of booms, busts, and steady development throughout the 20th century. Land uses in the city encompass a wide variety of urban uses including residential neighborhoods; the concentration of civic and tourist-oriented uses in the City’s downtown; commercial developments in the downtown and in shopping centers and commercial strips throughout the city; industrial areas such as the Port of Long Beach; and public and institutional uses such as parks, schools, and universities such as California State University Long Beach.

Project Site

The Project Site is located within the neighborhood of Wrigley Heights near the western edge of the City. The Site is bordered by Interstate 405 (I-405) to the north, Golden Avenue and residential uses to the east, Wardlow Road to the south, and the County-owned open space corridor bordering the Los Angeles River to the west. The Los Angeles River, Dominguez Gap Wetlands, and bicycle and pedestrian paths run along the western boundary of the Site. Industrial uses and the Long Beach Freeway are located on the opposite side of the Los Angeles River. The Los Angeles River Trail along the west side of the Project Site is a recreational trail available to pedestrians, bicyclists, and horses. West of the Los Angeles River is Interstate 710 (I-710) and additional residential development. There are two existing parks – Baker Street

Park and Wrigley Heights Dog Park – adjacent on the east side of the Project Site. Baker Street Park lies to the north of the Project Site and includes amenities such as a playground, concrete picnic tables and benches, and a walking path.

General Plan Land Use Designations

The Project Site is designated Founding and Contemporary Neighborhood (FCN). As set forth in the Land Use Element of the Long Beach General Plan, the FCN is a Neighborhood Place Type. The Long Beach General Plan Land Use Element defines Place Types as a more flexible and comprehensive approach to land use planning that de-emphasizes specific uses and focuses on the form and character of neighborhoods. Place Types allow for a wide variety of compatible and complementary uses in addition to the primary permitted land uses.¹ Under the FCN general plan designation, the allowed uses include single-family and low-density housing and neighborhood-serving low-intensity commercial uses. Residential uses are allowed at a density of 7- 18 dwelling units per acre (du/ac). The maximum height allowed is 2 stories per the General Plan. The Project has a density of approximately 14.6 du/ac within the 15.5 acres proposed for residential development, which is within the range of density allowed under the general plan designation.

Zoning

The existing zoning on Site is Commercial Storage (CS) and Single-Family Residential Standard Lot (R-1-N) with a Horse (H) Overlay District over a portion of the Project Site. The CS zone allows for commercial land uses consisting of the rental of space for the storage of personal property, such as mini-warehouse and the storage of recreational vehicles.² The R-1- N district is a single-family residential district with standard lots.³ The H Overlay District modifies the underlying zoning to allow for the keeping of horses and horse related facilities on private properties in the City and outlines the requirements and standards for horse keeping, including definition of the number of horses allowed in different zones.⁴

Surrounding Area

Land uses surrounding the Project Site are mostly residential or roadway and river. To the east are detached single-family condominium units and single-family detached homes in the Wrigley Heights

1 Long Beach Development Services, General Plan- Land Use Element, November 2021.

2 City of Long Beach, Long Beach Municipal Code, Chapter 21.32- Commercial Districts, https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT21ZO_CH21.32CODI. Accessed November 2021.

3 City of Long Beach. Long Beach Municipal Code. Chapter 21.31- Residential Districts.

https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT21ZO_CH21.31REDI. Accessed November 2021.

4 City of Long Beach. Long Beach Municipal Code. Chapter 21.38- Horse Overlay District.

https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT21ZO_CH21.38HOOVDI. Accessed November 2021.

neighborhood. The west is the channelized LA River bordered by a County-owned open space corridor. To the north is the 405 freeway beyond which is vacant commercial land and the Los Cerritos residential neighborhood. To the south of Wardlow Road is the North Wrigley residential neighborhood. The existing neighborhood at Baker Street & Golden Avenue is located adjacent to the northeast corner of the Project Site. There also a public dog park on the north side of Wardlow Road, adjacent to the southeast corner of the Project Site.

The Project is located immediately east of the LA River, which provides a walking path adjacent to the eastern edge of the river for which there is a pedestrian entrance at the northwestern corner of De Forest Avenue and West 34th Street, located south of Wardlow Road. There is also an existing informal path connecting the end of Baker Street with the LA River walking path.

General Plan Land Use Designations

To the east of the Project Site is designated Founding and Contemporary Neighborhood (FCN) which includes low-density residential uses. To the north, south, and east is designated Open Space (OS) and further south past Wardlow Road is designated Multiple Family Residential Low Density (MFR-L). As stated previously, the Founding and Contemporary Neighborhood PlaceType allows sensitive infill developments and the preservation and protection of single-family neighborhoods, while providing enough flexibility for residents to reinvest and adapt their homes to meet changing lifestyles and long-term maintenance needs. The Open Space PlaceType serves the overall purpose of promoting the emotional and physical health of urban residents through contact with natural environments. The Multi-Family Residential–Low PlaceType represents the housing stock in lower density multi-family residential areas, with a maximum density of 29 dwelling units per acre.

Zoning

The residential development to the east, adjacent to the Project Site is zoned as R-1-N and R-1-S, to the north of the Site is zoned for Public Right-of-Way (PR), and south of the Project Site includes R-1-N and R-4-R zoning. The R-1-S District is a single-family residential district with small lots. The District recognizes the existing subdivision pattern and is established to accommodate the requirements of a modern home on existing small lots. The R-1-N District is a single-family residential district with standard lots. This District recognizes the outdoor lifestyle characteristic of Southern California and is established to protect such areas from overcrowding and conversion to higher densities. The R-4-R district is a moderate density, multifamily residential district with restrictions on building height. It is intended to provide a moderate density use consistent in scale with existing older and lower density developments. The district is designed to encourage full development in established moderate density neighborhoods. The Public Right-of-Way

(PR) District is established to create, enhance, and preserve open areas of public rights-of-way and to protect such areas from encroachment by other uses.

3. REGULATORY SETTING

Regional

Southern California Association of Governments

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

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

SCAG is responsible for the designated Regional Transportation Plan (RTP), including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. The 2020-2045 RTP/SCS, also known as Connect SoCal, was adopted by SCAG on September 3, 2020. The 2020–2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

The 2020-2045 RTP/SCS reflects changes in economic, policy, and demographic conditions in the region.⁵ In the SCAG region, annual growth is slowing down in concert with the national population growth trend. According to SCAG population growth in the region slowed down from about 0.85 percent in 2020 to about 0.45 percent by 2045. These changes are driven by declines in fertility and affected by high housing costs in the region. The population in the region is also growing older, with a median age of 32.3 in 2000 to 35.8 in 2016. By 2045 the median age is expected to reach 39.7. Net migration to the region has also slowed over the last 30 years.

The guiding policies and strategies for the 2020-2045 RTP/SCS are intended to focus future investments on the best-performing Projects and strategies to preserve, maintain, and optimize the performance of

5 SCAG, Connect SoCal, 2020-2045 RTP/SCS, https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocialplan_0.pdf?1606001176. Accessed November 2021.

the existing transportation system. The Project's consistency with the applicable goals and strategies of the 2020-2045 RTP/SCS is provided in **Table IV.J-1: SCAG 2020-2045 RTP/SCS Project Consistency Analysis** of this Draft EIR.

Applicable goals from the 2020-2045 RTP/SCS include:

- Goal 2:** Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Goal 3:** Enhance the preservation, security, and resilience of the regional transportation system
- Goal 4:** Increase person and goods movement and travel choices within the transportation system.
- Goal 5:** Reduce greenhouse gas emissions and improve air quality
- Goal 6:** Support healthy and equitable communities.
- Goal 9:** Encourage development of diverse housing types in areas that are supported by multiple transportation options.
- Goal 10:** Promote conservation of natural and agricultural lands and restoration of habitats.

Local

City of Long Beach General Plan

California requires that every city and county prepare a comprehensive General Plan that guides decision making and implementation related to land use, zoning, redevelopment, environmental justice, planning, and general decision making of the jurisdiction into the future. Each General Plan must include seven required elements: land use, circulation, housing, conservation, open-space, noise, and safety. Additionally, other, optional elements may also be included in a General Plan, such as air quality, capital improvements/ public development, energy, flood management, geothermal, parks and recreation, and water.

The current Long Beach General Plan was adopted by the Long Beach City Council in 1973 and has been updated and supplemented periodically. The current General Plan has twelve elements: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Local Coastal Program, Mobility, Noise, Open Space and Recreation, Public Safety, Seismic Safety, and Urban Design. The Housing Element has been updated on a schedule prescribed by the California Department of Housing and Community Development (HCD), most recently on January 7, 2014. The current Mobility Element was adopted in 2013. In December

of 2019, the City adopted the Land Use Element and the Urban Design Element. The update to the Land Use Element provides a blueprint for the City's growth from the time of adoption to the year 2040. The Urban Design Element focuses on the preservation of existing neighborhoods and building upon them to allow for continued adaptation and improvement of the build environment. The Project's consistency with the applicable goals and strategies of the Long Beach General Plan is provided in **Table IV.J-2: Long Beach General Plan Consistency Analysis** of this Draft EIR.

Long Beach Municipal Code - Zoning

The City of Long Beach Municipal Code (LBMC) codifies regulations implementing the City's General Plan. Title 21, Zoning of the LBMC includes numerous regulations governing development within the City. Title 21 divides the City into zoning districts and provides development standards for each district, including permitted uses, density, and intensity of uses, building height, and other standards for development and activity. The City also is developing a transitional form-based zoning code, Title 22, that will eventually replace Title 21 outside of the City's Coastal Zone. Currently Title 22 currently only applies to an initial program area in North Long Beach

Other Plans and Studies

A series of studies have been prepared since 1996 addressing the Los Angeles River and planning for parks in the City of Long Beach that relate to the proposed Project and Project Site. These studies include the 2007 Long Beach RiverLink Plan, 2018 Lower LA River Revitalization Plan, 2020 Los Angeles River Master Plan and the 2021 City of Long Beach Park Acquisition Feasibility Report. A description of each of these plans and studies is provided below.

Long Beach RiverLink Plan

The RiverLink Plan was initiated in 2003, when the City's Department of Parks, Recreation, and Marine contracted with the San Pedro Bay Estuary Project, a local nonprofit agency, to prepare a study of opportunities to create a continuous greenway along the east bank of the Los Angeles River. The west bank of the Los Angeles River was not included in the study due to the close proximity of the 710 Freeway, and the discussions that were taking place regarding its potential redesign. The plan was presented to the Parks and Recreation Commission in December 2004 and approved in concept by the Parks and Recreation Commission in April 2005, with staff suggested revisions and recommendations.⁶

In 2007, the Department of Parks, Recreation, and Marine created an updated document based on the original concepts. The RiverLink Plan provided a conceptual vision of an integrated open space system and

⁶ City of Long Beach, Department of Parks, Recreation and Marine, Long Beach RiverLink. February 2007.

a framework to connect west side neighborhoods, and greater Long Beach, with the Los Angeles River. When fully implemented, RiverLink would comprise 263 acres of open space. In February 2007, the Parks and Recreation Commission approved RiverLink in concept, and recommended that plan be forwarded to the Planning and Building Department for inclusion in the General Plan update. The Riverlink plan was not, however, incorporated into the City's General Plan and is therefore not part of the City's General Plan.

The RiverLink plan has four main components: Destinations, Gateways, Pathways, and Connections. Each of these planning concepts is set forth below.

Destinations

Destinations are places where accessible recreational open space or habitat restorations are located. The Project site is located within Destination 7: Wrigley Heights – South. Also located within Destination 7 are the Los Angeles River Right-of-Way and two City-owned parcels, Wrigley Heights Dog Park and Baker St. Park. The RiverLink Plan recommends that as much of the area become an open space destination as possible, suggesting recreational components such as a restored wetland, riparian woodland, neighborhood park, pedestrian and bike paths, and other features.

Gateways

Gateways are those points where a visitor begins the journey along a pathway towards a connection or destination. The closest suggested Gateway marker is located at approximately Pacific Ave. and Wardlow Road. This location is located outside of the Project area, and this aspect of the RiverLink Plan is not directly applicable.

Pathways

Pathways facilitate movement in and around the neighborhoods to the Los Angeles River. There are two types of Pathways in RiverLink: the Los Angeles River Trail (LARIO trail) and CityLinks. CityLinks are bicycle and pedestrian pathways that connect neighborhoods to the LARIO trail. A Citylink is proposed surrounding Destination 7, connecting back to the Wardlow Road Class 2 (on-street) bicycle path. The recommended CityLink includes lands outside of the Project area and this aspect of the RiverLink Plan is not directly applicable.

Connections

Connections link pathways together. The RiverLink Plan identified Connections providing access to the LARIO trail or the Destinations. The closest Connections to the Project area are north of the 405 freeway

and at approximately Spring St. and Pacific Ave. As these Connections are well outside of the Project area, this aspect of the RiverLink Plan is not applicable

Lower LA River Revitalization Plan

In 2015, California State Assembly Bill (AB 530) was passed with the intentions of reviving the Lower Los Angeles River by developing a watershed-based, equitable, community-driven plan. The Working Group, chaired by the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, included city representatives and community advocates who came together to create the Lower Los Angeles River Revitalization Plan (LLARRP). The Lower LA River Revitalization Plan was finalized in 2018 and identifies opportunities for improving the environment and life quality for residents living in communities located along the river.⁷ AB 530 required that the LLARRP be consistent with, and enhance, the County of Los Angeles's Master Plan for the entire Los Angeles River. The Plan also includes educational programs designed to help the communities along the river recognize its value, understand the importance of protecting its watershed resources, and appreciate its vitality to their communities. The LLARRP complies with the requirements of AB 530 by addressing the diverse needs of the river and its communities but does not directly require development of opportunity areas.

Los Angeles River Master Plan

Los Angeles County is currently updating the Los Angeles (LA) River Master Plan, a comprehensive plan covering all 51 miles of the LA River. In October 2016, the Los Angeles County Board of Supervisors directed Public Works to work with other County Departments to update the LA River Master Plan for the first time in over 20 years since it was conceptualized in 1996. As part of this effort, the Department of Public Works, acting as Lead Agency, is preparing a Program Environmental Impact Report (PEIR) to evaluate any potential impacts to the environment pursuant to the CEQA.⁸ The public review period for the Draft Program EIR ended on May 13, 2021.

The 2020 LA River Master Plan builds on the adopted 1996 Master Plan and other regional planning studies since then. It is intended to improve health, equity, access, mobility, and economic opportunity for the diverse communities of the County while still providing flood risk management. As described in the Plan, an analysis at site scale was used to determine how much impact each opportunity site could have on achieving the goals of the Master Plan. These potential opportunity sites were then used to fill in gaps where projects currently in development were not already meeting identified needs. The ultimate purpose of the Plan is to create multi-benefit projects that address many needs at a given site. However,

7 Lower River LA, Lower LA River Revitalization Plan, <https://lowerlariver.org/>. Accessed November 2021.

8 Los Angeles County Public Works. Los Angeles River Master Plan: Program Environmental Impact Report. <https://pw.lacounty.gov/swq/peir/>. Accessed November 2021.

each site has specific conditions that will need to be evaluated on a project by project basis as sites are developed. This includes specific research on preservation of social fabric, historic resources, and community character.

April 2021 City of Long Beach Park Acquisition Feasibility Report

In February of 2021, the Long Beach City Council requested the City Manager to study the feasibility of acquiring open space for park development along the Los Angeles River consistent with the Long Beach RiverLink Plan and the Lower LA River Master Plan. The Park Acquisition Feasibility Report, completed in April 2021, identified properties that may be opportunity sites that could be further considered for possible acquisition, along with information on possible acquisition methods and funding sources that may be available for park acquisition.⁹ The goal of this study was to identify areas within the western Long Beach that were most feasible to develop park space in order to improve park equity and increased quality of life for all residents. As the Park Acquisition Feasibility Report built upon the concepts of the RiverLink Plan, the Project site, as well as sites to the north and south along the east side of the river, were identified in the report.

4. ENVIRONMENTAL IMPACTS

Thresholds of Significance

The potential for the Project to result in impacts associated with land use and planning is based on the thresholds of significance derived from the Appendix G of the CEQA Guidelines. The first threshold in Appendix G, “Would the project physically divide an established community?,” was scoped out during the Initial Study process. As such the applicable threshold is::

Threshold IV.J-1: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

5. METHODOLOGY

The analysis of potential land use impacts considers consistency of the Project with adopted plans, policies, and ordinances that regulate land use on the Project Site, including the compatibility of proposed uses with surrounding land uses. The determination of consistency with applicable land use policies and ordinances is based upon a review of the previously identified planning documents that regulate land use or guide land use decisions pertaining to the Project Site. CEQA Guidelines Section 15125(d) requires an

⁹ City of Long Beach. Park Acquisition Feasibility Report. April 2021. <https://www.longbeach.gov/globalassets/city-manager/media-library/documents/memos-to-the-mayor-tabbed-file-list-folders/2021/april-5--2021---open-space-acquisition-study>. Accessed November 2021.

EIR to discuss inconsistencies with applicable plans and evaluate whether a Project is inconsistent with such plans. Projects are considered consistent with General Plan provisions, zoning ordinances and general SCAG policies if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. The intent of the compatibility analysis is to determine whether the Project would be compatible with existing surrounding development in terms of land use, size, intensity, density, scale, and other physical and operational factors. The analysis addresses general land use relationships and urban form, based on a comparison of land use relationships in the area surrounding the Project Site under conditions existing at the time the Notice of Preparation (NOP) was published to those that would occur with Project implementation.

6. PROJECT IMPACTS

Threshold IV.J-1: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed Project Site is located in an urbanized area with a General Plan designation for Founding and Contemporary Neighborhood (FCN). A development standards waiver for the height limitation to allow 3-story buildings in an area designated for 2-story buildings under the General Plan is requested by the Applicant in exchange for providing 5% affordable housing units onsite. The Project would offer 11 affordable housing units out of the proposed 226 units. The waiver is requested under the California Density Bonus Law, State of California Government Code Section 65915. As such, the proposed height would exceed the height limit indicated in General Plan Land Use Element. The additional height would be present in the proposed townhomes in the portion of the site close to Wardlow Road. Due to the lower existing grade, the resulting height would not be substantially greater than the heights of existing residences when viewed from within the Wrigley Heights neighborhood or than the multifamily residences on the south side of Wardlow Road. No identified scenic views would be obstructed by the third story on the townhomes close to Wardlow Road. As such, though the waiver would conflict with the height limit in the General Plan, it would not result in a significant environmental impact due to this conflict.

The following includes analysis based on the consistency of the proposed Project with applicable regional and local laws, regulations, plans, and guidelines adopted for the purpose of avoiding or mitigating an environmental effect.

Regional

SCAG RTP/SCS Consistency

Table IV.J-1: SCAG RTP/SCS Consistency Analysis provides an assessment of the Project’s consistency with 2020-2045 SCAG RTP/SCS goals. The analysis in these tables concludes that the proposed Project would be consistent with the applicable 2020-2045 RTP/SCS goals.

**Table IV.J-1
SCAG RTP/SCS Consistency Analysis**

Goal	Consistency Analysis
<p>2: Improve mobility, accessibility, reliability, and travel safety for people and goods.</p> <p>3: Enhance the preservation, security, and resilience of the regional transportation system</p> <p>4: Increase person and goods movement and travel choices within the transportation system.</p>	<p>Consistent. The Project would be consistent with this goal as it is located within one mile of the Metro Rail A Line and would place residential development near multiple transit lines that could be used to travel to and from development centers and to other employment centers. The vehicular, public transit, bicycle, and pedestrian circulation improvements implemented as part of the proposed Project would meet the needs of local and regional transportation and ensure efficient mobility and access within the Project Site and surrounding area.</p> <p>Due to the proximity of the Wardlow Road exit, the I-710 northbound on-ramp were analyzed for potential freeway impacts. Based on trip distribution analysis, the Project would result in less than one percent increase in trips based on the freeway mainline capacity. Additionally, the I-405 southbound off-ramp was screened from further analysis due to a less than significant impact on LOS. Therefore, the Project would not inhibit regional vehicular transportation access. Furthermore, the Project would promote regional access via the Metro Rail A Line located less than one-mile from the Site.</p>
<p>5: Reduce greenhouse gas emissions and improve air quality</p> <p>6: Support healthy and equitable communities.</p>	<p>Consistent. In the absence of any adopted, numeric threshold, the City evaluates the significance of the Project’s potential GHG emissions consistent with CEQA Guidelines section 15064.4(b)(2) which refer to applicable policies and/or regulations outlined in CARB’s Climate Change Scoping Plan, SCAG’s 2020-2045 RTP/SCS, the City’s Sustainable City Action Plan, or the City’s General Plan. The proposed Project would not conflict with any of the applicable</p>

Goal	Consistency Analysis
	<p>policies and/or regulations outlined in these plans and as such would not result in impacts related to direct and indirect emissions of GHG emissions. Consistent with regulatory requirements, the proposed Project would comply with applicable provisions of the California Green Building Standards Code. The goals of the Green Building standard include protecting occupant health, improving employee productivity, and using resources more efficiently while reducing the overall impact to the environment. Section 21.45.400.C.1.a requires new residential or mixed-use buildings of fifty (50) dwelling units and fifty thousand (50,000) gross sq. ft. or more to meet the intent of LEED at the certified level.</p>
<p>9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.</p>	<p>Consistent. The Project includes 226 units consisting of 74 detached single-family condominium units, 99 attached townhouse units, and 53 attached condominium units. Transit options are also numerous within the area of the Project Site with entrances to the I-710 and I-405 adjacent to the Site, the Metro Rail A Line within one-mile, multiple bus routes nearby, as well as bicycle lanes available within and adjacent to the Site.</p>
<p>10: Promote conservation of natural and agricultural lands and restoration of habitats.</p>	<p>Consistent. The Project would include development of a 5-acre park space to the north of the Project Site. This park space and recreational area would be open to the public and will contain amenities such as established walking trails, look-out points, an open grass area, a butterfly garden, and exercise equipment. The grass area would be sufficient in size for use as a soccer field or for other active sports activities. The sidewalks within the residential development would connect to the open space area trails, creating a seamless pedestrian connection between the residential complex and the recreational open space to the north. Additionally, trails and walkways would connect to the existing LA River bike and walking path which would promote exploration of the surrounding natural resources.</p>

Source: SCAG RTP/SCS 2020-2040, Connect SoCal, https://scag.ca.gov/Sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176. Accessed November 2021.

Based on the preceding analysis, the Project would be consistent with the vision, goals, and policies of the 2020-2045 SCAG RTP/SCS. As such, impacts would be less than significant.

Local

City of Long Beach General Plan

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

**Table IV.J-2
Long Beach General Plan Consistency Analysis**

General Plan Element	Consistency Analysis
Land Use	
Policy	
<p>LU 6-10: Discourage fiscally draining land uses such as public storage, vacant lots, and outdoor storage.</p>	<p>Consistent. The proposed Project would develop residential uses on an underdeveloped parcel that would include a range of attached and detached housing with the Long Beach Residential development standards and LBMC to assist the City in meeting the goals for housing production identified in the Housing Element of the General Plan. The Project would also provide affordable housing and market rate housing near employment centers which would encourage economic progress for the City.</p>
<p>LU 7-2: Convert outdated and underutilized manufacturing and industrial Sites to Neo-Industrial uses, particularly those adjacent to residential areas.</p>	<p>Consistent. As stated above, the Project would serve to utilize currently vacant land adjacent to an existing residential development. The existing Project Site contains remnants of the previous oil field water treatment facility, which would be remediated and redeveloped through the proposed Project to include a residential development and public park adjacent to the existing residential development.</p>
<p>LU 7-8: Ensure infill development is compatible with surrounding established and planned uses.</p>	<p>Consistent. The Project is consistent with this policy with regards to the architectural detail proposed in the Spanish Colonial Revival style architecture chosen for the Project’s homes, as well as the previously-described sensitivity to scale both within the Project and with the adjacent neighborhood. Development of the proposed Project would include visually attractive and high-quality development that is in scale, complements, and blends with the Wrigley Heights community and surrounding open space.</p>
<p>LU 11-2: Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues.</p>	<p>Consistent. The Project would be consistent with this policy, as the Site is currently undergoing remediation since it was previously used for the treatment of oil field production brines, water, and wastewater as well as other fluid by-products generated by oil production activities. As such, remediation of the Project Site is</p>

General Plan Element	Consistency Analysis
	<p>would be completed by Project construction. Additionally, the LBMC requires certain types of development to meet LEED certificate standards, which include protecting occupant health, improving employee productivity, and using resources more efficiently while reducing the overall impact to the environment. Overall, the Project would provide a variety of solutions to reduce potential impacts on the environment and surrounding uses.</p>
<p>LU 11-5: Ensure neighborhoods are accessible to open spaces, parks, trails, and recreational programs that encourage physical activity and walkability.</p>	<p>Consistent. The Project is consistent with this policy with the inclusion of the approximately 5-acre public park space provided with the development of the Project. The park space would be maintained by the residential Homeowner’s Association (HOA) and available to the public. The park space trails would connect to the pedestrian paths within the residential complex, the adjacent public sidewalks, and the existing Baker Street Park trails to the east creating a flow with the surrounding uses. A looped trail is included in the active park area and would contain amenities such as parcourse exercise equipment, a look-out point, and a butterfly garden along the route. The center of the looped trail will include a turf area large enough to accommodate a youth soccer field.</p>
<p>LU 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles, and family needs.</p>	<p>Consistent. Development of the Project would be consistent with this policy by providing new, high quality housing located near a variety of transit options with the addition of nearby park space. The Project proposes 226 single-family units consisting of 74 detached single-family condominium units, 99 attached townhouse units, and 53 attached condominium units. Included in the 226 units would be 11 designated affordable housing units. In addition to the development, a park space would be included providing approximately 5-acres for the existing residential development as well as the proposed Project. This would provide a variety of activities within walking distance of the development. Also, the Project Site has nearby access to the I-405 to the north, the I-710 to the west and LA Metro bus routes 60 and 2020, as well as the Metro Rail A line.</p>
<p>LU 12-4: Allow new high-density residential growth to occur within Multi-Family neighborhoods in a manner that is context sensitive and compatible to surrounding uses and buildings and that provides a range of housing types and options that meets the needs of Long Beach residents.</p>	<p>Consistent. The Project meets this policy through the use of appropriately-scaled development that is similar to the low-to-moderate density form of the development directly east of the Site and the neighborhood beyond. Residential uses are allowed within the current General Plan land use designation at a density of 7-18 dwelling units per acre (du/ac). The Project proposes a density of approximately 14.6 du/ac within the 15.5 acres proposed. The Project</p>

General Plan Element	Consistency Analysis
	further uses detached single-family homes, townhouses, and carriage/row houses, all with exterior entrances for each unit, to maintain a single-family-scaled design concept across the Project.
<p>LU 13-1: Promote an equitable distribution of housing types for all income and various cultural groups throughout the City; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods.</p>	<p>Consistent. The Project would be consistent with this policy through the inclusion of affordable housing within the development. By including affordable housing, the Project would promote a more equitable distribution of housing units within an area consisting of mainly market rate homes.</p>
<p>LU 16-3: Locate sensitive land uses (e.g., residences, schools, and daycare centers) to avoid incompatibilities with recommended buffer distances identified in the most current version of the CARB Air Quality and Land Use Handbook: A Community Health Perspective (CARB Handbook). Sensitive land uses that are within the recommended buffer distances listed in the CARB Handbook shall provide enhanced filtration units or submit a Health Risk Assessment (HRA) to the City. If the HRA shows that the Project would exceed the applicable thresholds, mitigation measures capable of reducing potential impacts to an acceptable level must be identified and approved by the City.</p>	<p>Consistent. The Project is consistent with this policy since development of residential uses on the Project Site would be compatible with the existing surrounding park and residential uses. Construction of the Project could expose sensitive receptors to elevated pollutant concentrations, but these would be minimized with implementation of MM AQ-1. Operation of the Project could also expose sensitive receptors (proposed Project residents) to increase air quality hazards due to the proximity of the freeways and major roads nearby. The proposed building features internal (no window units) filtration and climate control systems to minimize the effects of air quality hazards. Also, in the event exterior cooling systems are utilized, MM AQ-2 would incorporate design features such as HVAC systems that utilize Minimum Efficiency Reporting Value (MERV) 14 or higher to reduce potential cancer risks. Additionally, an HRA was completed for the Project and determined that with the inclusion of these mitigation measures and Project design features, the proposed Project would not exceed applicable thresholds.</p>
<p>LU 16-14: When residential or other sensitive land uses are proposed within proximity to freeways or the Port, use the discretionary review process to impose Site plan and design features aimed at minimizing exposure to environmental pollution. For example, locate balconies, outdoor amenity spaces, and when possible occupied portions of buildings as far from the pollution source as a particular Site will allow, and require the planting of vegetation and landscape buffering as appropriate.</p>	<p>Consistent. As stated above, the Project would be consistent with this policy due to the proposed design features that limit residential exposure to particulate matter and other air quality hazards through enhanced filtration systems and higher tiered construction equipment requirements.</p>
<p>LU 18-1: Require that new development creatively and effectively integrates private open spaces into Project design, both as green spaces and landscaped courtyards.</p>	<p>Consistent. The Project is consistent with this policy through the inclusion of approximately 5-acres of park space located just north of the Project Site on the adjacent parcel and additional landscaping throughout the residential development. The park space would be designed to connect to the pedestrian paths within the residential complex, the adjacent public sidewalks, and the existing Baker Street Park trails to the east of the proposed park space, providing</p>

General Plan Element	Consistency Analysis
<p>LU 18-4: Increase the number of trees, first prioritizing areas identified as tree deficient, to provide the maximum benefits of improved air quality, increased carbon dioxide sequestration, reduced stormwater runoff and mitigated urban heat island effect.</p>	<p>a variety of thoughtful landscaping as well including drought tolerant and native species.</p> <p>Consistent. Landscaping for the proposed Project would be consistent with this policy. The residential development area would include approximately 4.36 acres of landscaping with approximately 375 trees planted throughout the development area. Vegetation within the condominium area would also utilize climate appropriate plants that are suitable to the Mediterranean climate. The proposed park space would also include climate appropriate plants suitable to the California’s Mediterranean climate. In combination, the residential and open space areas would provide approximately 9.17 acres of landscaped area and open space, with an estimated total of 520 trees planted. Any on Site trees or street trees removed during construction would be replaced in accordance with the City’s Tree Maintenance Policy, LBMC Chapter 14.28 pertaining to street trees, and other applicable City requirements. Landscaping would provide additional shade, drainage, and carbon dioxide sequestration to the Project Site.</p>
<p>LU 18-8: Pursue resources to clean up land that could safely be used for public recreation.</p>	<p>Consistent. The Project would be consistent with this policy through remediation and development of the proposed public park space. As previously described, the existing Project Site is undergoing soil remediation due to previous oil production uses. The north parcel proposed for the public park space is also undergoing remediation and containment of existing contamination is proposed through placement of an Engineered Cap. The Engineered Cap would eliminate the exposure pathway of COCs that remain on-Site.</p>

Housing

Policy

<p>H 4.2: Encourage a balance of rental and homeownership opportunities, including high quality apartments, townhomes, condominiums, and single-family homes to accommodate the housing needs of all socioeconomic segments of the community, including large families.</p>	<p>Consistent. The proposed Project would be consistent with this policy through the development of 226 high quality, detached and attached units for sale at market price as well as available affordable housing units. The Project consists of 74 detached single-family condominium units, 99 attached townhouse units, and 53 attached condominium units. The various housing types would provide a variety of affordable and market price options for residents with a wide range of family sizes.</p>
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<p>H 4.5: Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts.</p>	<p>Consistent. The Project would be consistent with this policy since it is less than a mile away from an existing transit corridor and retail/employment centers and is considered an in-fill Project.</p>
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General Plan Element	Consistency Analysis
Mobility	
Strategies – Mobility of People	
<p>MOP 1-1: To improve the performance and visual appearance of Long Beach’s streets, design streets holistically using the “complete streets approach” which considers walking, those with mobility constraints, bicyclists, public transit users, and various other modes of mobility in parallel.</p>	<p>Consistent. The proposed Project is consistent with this policy through design features that are intended to minimize impacts to the public right-of-way and enhance the user experience by integrating multimodal transportation options which aligns with the Strategies of the Mobility Element, including on-Site pedestrian infrastructure and trails to the approximately 5-acres of dedicated park space north of the developed Site area. Design and implementation of corridor improvements is proposed on Wardlow Road between Long Beach Boulevard and Cherry Avenue, including freeway ramp access configuration, sidewalk improvements, and signal system upgrades.</p>
<p>MOP 2-2: Design the character and scale of the street to support its street type and place-type designation and overlay networks (for example, create a bike boulevard or bicycle-friendly retail district, transit street, or green street).</p>	<p>Consistent. The Project is consistent with this policy through Project design features and access improvements that connect the Site to the surrounding uses and public ROWs. The Project includes internal sidewalk infrastructure for pedestrians, along with connectivity to Wardlow Road and Golden Avenue. Additionally, on-Site bicycle parking would be provided to encourage active transportation.</p>
<p>MOP 2-12: Identify and analyze roadways where it may be possible to preserve the level of service while eliminating a vehicle travel lane to create a bike lane, or adding width to the curb lane for a new or improved bike lane.</p>	<p>Consistent. The proposed Project would not alter external roadways but would be consistent with this policy as the residential development includes bicycle parking and facilities on-Site for current use as well as designed pathways within the development for bicycle connectivity with the existing LA River bike path to the west. The proposed Project would also be designed to encourage pedestrian and bicycle activity because it concentrates the development near public transit, which provides residents and visitors access to the Site that can be conveniently accessed by walking, biking, or taking transit. A bikeway is proposed adjacent to the Project Site to the south along Wardlow Road, which has been included in the proposed Project development bicycle connectivity design.</p>
<p>MOP 2-15: Ensure that all new development is consistent with the applicable provisions of the Bicycle Master Plan.</p>	<p>Consistent. See Table IV.J-2: Bicycle Master Plan Consistency Analysis below.</p>
<p>MOP 2-19: Where feasible, widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities, and streetscape improvements.</p>	<p>Consistent. As stated above, the Project would be consistent with this policy through the implementation of corridor improvements such as sidewalk extensions/connections and by providing bicycle facilities and parking on-site in preparation for</p>

General Plan Element	Consistency Analysis
	future City planned bicycle facilities within the vicinity of the proposed Project.
Urban Design	
Policy	
UD 19-1: Encourage new construction, additions, renovations, and infill development to be sensitive to established neighborhood context, historic development patterns, and building form and scale.	Consistent. The Project is consistent with this policy with the implementation of Spanish Colonial Revival style architecture in the Project design. The proposed Project is considered infill as the existing Site includes vacant land as well as remnants of the previous oil processing facility. Design of the residential units would also include similar form and scale as the existing residential development.
UD 19-2: Ensure that Project Site design and function minimizes the potential adverse impacts of vehicle access, parking and loading facilities, signage, lighting, trash enclosures, and sound systems.	Consistent. The Project meets this policy through its adequate Site circulation design, provision for sufficient resident and guest parking, and the signalization of the Project driveway with Wardlow Rd. Additionally the Project is adjacent to the local bus routes serving Wardlow Rd., as well as being less than a half-mile walk or bicycle ride to the Wardlow Station of the Metro Rail A Line light rail system. Trash receptacles will be provided within the garage spaces of each unit, and all Project lighting will be designed to full-cutoff lighting standards. No exterior sound systems are planned.
UD 19-3: Support new development that is designed to respect the height, massing, and open space characteristics of the existing neighborhood while creating the appearance of single-family units for multifamily buildings to allow for better integration.	Consistent. The Project meets this policy through the use of appropriately-scaled development that is similar to the low-to-moderate density form of the development directly east of the Site and the neighborhood beyond. The Project further uses detached single-family homes, townhouses, and carriage/row houses, all with exterior entrances for each unit, to maintain a single-family-scaled design concept across the Project.
UD 19-4: Promote the uniqueness of each neighborhood through preservation of mature trees, historic structures, fine-grained architectural detail, appropriate building scale, and cultural amenities that are key to the neighborhood’s identity and help create a uniform streetscape.	Consistent. The Project meets this policy with regards to the architectural detail proposed in the Spanish Colonial Revival style architecture chosen for the Project’s homes, as well as the previously-described sensitivity to scale both within the Project and with the adjacent neighborhood. The Project additionally will provide a new approximately 5-acre park as a neighborhood amenity available to both residents and the general public. There are no significant mature trees (see Biological Resources Constraints Study in Project EIR file) and no historic structures or buildings on the Site.
UD 19-5: Provide shade trees to match the existing species to reinforce neighborhood identity, to add greenspace for texture, shade, and overall visual character, and to create a uniform streetscape. Maintain	Consistent. The Project meets this policy through a complete landscaping plan and concept that will be installed as the Project units are built, which will include broad-canopy leafy shade trees both within

General Plan Element	Consistency Analysis
<p>consistent wall and fence treatment along the street edge.</p>	<p>the yard area of each private unit, on common private streets within the development, and as public trees on adjacent public streets. Trees will use a consistent species palette and will comport with public tree plans for the public streets. Consistent design of fences and walls throughout the development and especially on its perimeter will be required.</p>
<p>UD 19-6: Encourage the use of appropriately sized, landscaped roundabouts in concert with other traffic calming measures to create a pedestrian-friendly, safe environment.</p>	<p>Consistent. The Project meets this policy through its multiple improvements to streets, sidewalks, and intersections within and adjacent to the Project Site, with a primary focus on safety and walkability; however, there are no opportunities for traffic roundabouts or other typical calming measures such as speed humps or bulb-outs.</p>
<p>UD 19-8: Provide better connections to these neighborhoods by improving bikeways and pedestrian paths, especially along the arterial streets. Capture opportunity for pedestrian paths to improve walkability (e.g., utility easement, vacant parcels).</p>	<p>Consistent. The Project meets this policy through improvements to public sidewalks adjacent to the Project Site as well as a consistent, connected, and complete sidewalk system within the Project itself. Additional off-Site improvements will be made to a section of Wardlow Rd. between the Project driveway and the Wardlow Rd. bridge over the Los Angeles River, where the developer will be required to construct a public sidewalk where none currently exists.</p>
<p>UD 19-11: Ensure access to local serving commercial retail (i.e., dining, coffeehouses) at the periphery to serve residents.</p>	<p>Consistent. The nearest commercial retail area is located at the intersection of Wardlow Rd. and Pacific Pl., which is approximately one-third of a mile from the Project Site. This is well within convenient bicycling distance and marginally within convenient walking distance. Project improvements to public sidewalks on Wardlow Rd. will make this distance more convenient to traverse for non-automobile travelers.</p>
<p>UD 21-2: Encourage gateway elements that help define neighborhood edges and provide transitions into center development along lengthy corridors.</p>	<p>Consistent. The Project would be consistent with this policy with the inclusion of similar low-density residential housing as seen by the existing neighborhood and would reference existing development to create compatible architectural design of the proposed homes.</p>
<p>UD 21-3: Promote pedestrian activity by establishing well-designed streetscapes, active ground floor uses, and tree-canopied sidewalks, which are unique to the individual neighborhood and transit stations.</p>	<p>Consistent. The Project would be consistent with this policy through the addition of pedestrian sidewalks connecting the Project Site to surrounding uses in addition to enhanced landscaping throughout the Project Site. The proposed Project would also accommodate pedestrian activity with its access locations and park space, which would be designed to City standards to provide adequate sight distance and pedestrian movement controls that would meet the City's requirements to protect pedestrian safety.</p>

General Plan Element	Consistency Analysis
	Vegetation within the development and throughout the pedestrian walkways/sidewalks would consist of drought tolerant shade trees for safe and comfortable movement throughout.
UD 21-4: Ensure signing, lighting and other potential nuisances are selected with a sensitivity to existing residential neighbors.	Consistent. The proposed Project is consistent with this policy as it would include lighting throughout the residential development area and to the exterior of the development area for security, wayfinding, and entryway lighting along development access points.
UD 21-6: Provide neighborhood serving uses, parks, and transit connections within a ¼-mile radius of a neighborhood-Serving Centers and corridors – Low and moderate PlaceTypes.	Consistent. As stated previously, the Project would include an approximately 5-acre public park space to the north of the development, which would be consistent with this policy. Also, the Site would incorporate access to the LA River by walking, bicycling, or horseback for recreational use.
UD 21-7: Provide courtyards, paseos, and public plazas that provide needed open space and encourage walking and socializing at the heart of a neighborhood - serving center or transit station. Provide adequate open space as density increases.	Consistent. The Project would provide approximately 5-acres of publicly available park space sufficient for the proposed residential which would be consistent with this policy. Also, pedestrian access would be provided throughout the development with landscaping lining each walkway to promote pedestrian movement.
UD 21-8: Provide access to parking/loading from alleys or side-streets to minimize curb cuts along the main boulevard where pedestrian activity will be heaviest. Require a well-designed interface between pedestrians, bicyclists, and transit users. Bicycle facilities and pedestrian amenities should be integrated throughout the PlaceType.	Consistent. The Project would be consistent with this policy with approximately 4-acres set aside for streets and parking areas within the complex, including 452 off-street garage parking spaces, and 59 guest parking spaces. Bicycle facilities would be provided on-Site and trails are included which would be segregated from vehicle traffic, which connect with supporting commercial, recreational, and other public facilities.
UD 35-7: Monolithic structures that appear as a massive wall, block views, or overshadow the surrounding neighborhood, should be avoided.	Consistent. The Project would be consistent with this policy as it includes architectural styles that are unique and also complement the surrounding development and avoid monolithic type architecture.

Source: City of Long Beach General Plan 2040.

Based on the preceding analysis, the proposed Project would be consistent with the vision, goals, and policies of the City’s adopted General Plan, including those of the Land Use, Housing, Mobility and Urban Design Elements. As such, impacts would be less than significant.

Long Beach Zoning Regulations

The existing zoning on Site is Commercial Storage (CS) and Single-Family Residential Standard Lot (R-1-N) with a Horse (H) Overlay District over a portion of the Project Site. The CS zone allows for commercial land

use consisting of the consisting of the rental of space for the storage of personal property, such as mini-warehouse and the storage of recreational vehicles.¹⁰ The R-1- N district is a single-family residential district with standard lots.¹¹ The H Overlay District modifies the underlying zoning to allow for the keeping of horses and horse related facilities on private properties in the City and outlines the requirements and standards for horse keeping, including definition of the number of horses allowed in different zones.¹² No horse facilities or trails are present or are proposed for that portion of the site that is within the H Overlay District. A zone change to Residential Planned Unit Development (PUD) is proposed. The Residential PUD zone allows greater flexibility in development standards to encourage innovative and creative design though good urban planning principals, with efficient use of land, a mixture of densities, and diverse housing opportunities and on-Site community facilities. The development standards of a PUD are defined in Chapter 21.31 of the City's zoning code. A PUD is required to have a minimum site are of 5 acres, be internally integrated and connected and provide a minimum of 15% of the site as usable open space. In addition, minimum building setbacks, maximum height, minimum open space, street and sidewalk width, and other dimensional standards are established in Table 31-8 of Chapter 21.31. The Project has been designed to be consistent with the design standards and intent of the PUD zone.

Based on this analysis, the proposed Project would be consistent with the City's Zoning Regulations and would change the existing zoning of the Project Site to be consistent with the proposed Project. Therefore, impacts related to consistency with the zoning regulations would be less than significant.

Other Plans and Studies

As presented in *Section 3: Regulatory Setting*, A series of studies have been prepared since 1996 addressing the Los Angeles River and planning for parks in the City of Long Beach that relate to the proposed Project and Project Site including:

- Long Beach River Link Plan (2007)
- Lower LA River Revitalization Plan (2018)
- The Los Angeles River Master Plan (1996 adopted, 2020 draft update)
- City of Long Beach Park Acquisition Feasibility Report (2021)

10 City of Long Beach, Long Beach Municipal Code, Chapter 21.32- Commercial Districts, https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT21ZO_CH21.32CODI. Accessed November 2021.

11 City of Long Beach. Long Beach Municipal Code. Chapter 21.31- Residential Districts. https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT21ZO_CH21.31REDI. Accessed November 2021.

12 City of Long Beach. Long Beach Municipal Code. Chapter 21.38- Horse Overlay District. https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT21ZO_CH21.38HOOVDI. Accessed November 2021.

A description of each of these plans and studies and their relationship to the Site is provided below. These planning studies are not land use regulatory documents and, for this reason, the Project is not required to comply with these plans and studies.

Long Beach RiverLink Plan

The City's 2007 RiverLink Plan provided guidance and recommendations for open space planning by the City and led to the Park Acquisition Feasibility Report, described below. Destination 7, as identified in the Long Beach RiverLink Plan, identifies the Project Site as "Wrigley Heights – South" as a potential location for open space/parks along the river corridor. Regarding the area including the Project Site, the RiverLink Plan identifies this location as suitable as open space destination including public amenities such as pedestrian and bicycle paths, and a neighborhood park with a playground, and picnic areas.

The Project would not conflict with the Long Beach RiverLink Plan. The proposed Project includes an approximately 5-acre park to the north of the proposed residential development, which includes connected pathways to the surrounding parks. The Project would also include connections to the existing bicycle, pedestrian, and horse path that runs along the LA River. Additional public amenities are proposed in this 5 acre open space area that may include a youth soccer field, walking trails, look-out points, a butterfly garden, and exercise equipment. Landscaping would include various shrubs and five different types of trees (California Sycamore, Chitalpa, Black Elder, Coast Live Oak, and Torrey Pine). Connection with the existing Baker St. Park would be provided so as to establish continuity between these open space features. These features of the Project are consistent with the RiverLink Plan. As 25% of the Project site is dedicated as a public park in perpetuity and also incorporates most of the RiverLink suggested recreational components, the Project serves to implement the open space destination as envisioned in the RiverLink Plan.

Lower LA River Revitalization Plan

As described above, the Lower LA River Revitalization Plan (LLARRP) identifies opportunities for improving the environment and residents' quality of life along the river. The long-term vision defined in the Lower LA River Revitalization Plan (LLARRP) includes restoring a continuous, functioning riparian ecosystem along the Los Angeles River Corridor. A major element of reconnecting neighborhoods to the Los Angeles River identified in the Plan is the transformation of the river corridor into a continuous River Greenway that functions as the "green spine" of the City. Safe, pedestrian-friendly connections to the Greenway can be provided via a system of arterial and local "green streets" that are bicycle- and pedestrian-friendly, and paseos with wide sidewalks and shady tree canopies. This Plan identifies "Opportunity Areas" along the Los Angeles River corridor to illustrate what might be feasible through implementation of various Los Angeles River improvement scenarios.

The proposed Project would not conflict with the goals and policies identified in the LLARRP. The Project Site is included in the Wrigley Heights River Park Opportunity Area as the “Wrigley Heights River Park South” site. The LLARRP identifies several configurations for the Wrigley Heights River Park Opportunity Area that include active and passive recreation features on the north and south sites. Cost estimates for these different configurations, including property acquisition and improvement costs range from \$55 to \$191 million.

As described above, the Project includes approximately 5-acres of public open space which would be connected to the surrounding City parks as well as the LA River pedestrian, bicycle, and horse paths. The Project would also include features such as a youth soccer field, native plant garden, and other amenities, consistent with the concepts identified in this plan.

Los Angeles River Master Plan

The Los Angeles River Master Plan was originally approved by Los Angeles County in 1996. This plan expanded the originally single-purpose flood-management efforts on the river to a multi-benefit community amenity that reflected aesthetic, environmental, economic, and recreational values of local residents. In 2020, the County prepared a draft update of the LA River Master Plan. The 2020 Plan is intended to guide all LA County departments in decision making for LA River projects and facilities owned, operated, funded, permitted, and/or maintained by the County. Other agencies and municipalities are encouraged to adopt the LA River Master Plan for their jurisdictions and communities.

The LA River Master Plan identifies opportunity areas along the entire 51 mile river corridor where multi-benefit projects could be implemented that would be consistent with the objectives of the plan. Potential opportunity sites within one mile of the LA River were assessed. Out of 450 initial opportunity sites, ninety-eight parcels were deemed most viable for future projects. Known brownfield and superfund sites were eliminated, resulting in 78 opportunity sites being identified. This analysis considered the site identified in previous studies, including the Lower LA River Revitalization Plan.

The proposed Project site was identified in this Master Plan (as RM 4.4 Wrigley Heights River Park) due to the identification as an opportunity site in the Long Beach Riverlink Plan and the Lower LA River Revitalization Plan.

The Master Plan states that the implementation of projects on these opportunity sites would depend on many factors including, but not limited to, local community needs, policy decisions, timing of proposed implementation, and availability of funding. The Plan was developed to make the 51 miles of the river accessible and useful to the communities of LA County. While the Los Angeles River Master Plan provides

guidance and recommendation for open space planning it does not require identified sites to be developed with park space.

The proposed Project would not conflict with any of the goals identified in the LA River Master Plan. The approximately 5-acres of public open space and connected pathways included in the proposed Project would further the goal mentioned in the LA River Master Plan to make the LA River resources more accessible to the public. The sidewalks within the proposed residential development in the Project would connect to the park space area trails. Additionally, the Project would not conflict with or impede the open space trail along the river and would integrate the public ROW to the west in order to connect the Project's park space with the LA River pedestrian, bicycle, and horse paths. With the potential development of the northern parcel located north of I-405 and east of the Los Angeles River by the City as well as the proposed Project recreational features, the Project would not conflict with the intentions of the LA River Master Plan.

City of Long Beach Park Acquisition Feasibility Report

This report identifies properties that may be opportunity sites that could be further considered for possible acquisition, along with information on possible acquisition methods and funding sources that may be available to acquire and improve these sites as parks. The Project Site, identified as "712 Baker Street", is specifically addressed in this report.

Between 2000-2010, the City pursued a variety of private properties for park acquisition, made possible through by a combination of City and Redevelopment Agency funds, county, state and federal grant funds, and Park Impact Fees. In 2000 the City began negotiating with the property owner(s) of the vacant site at 712 Baker Street. Initially, \$5 million in State grant funds were provided for a possible acquisition but were frozen by the State due to State budgetary issues, and ultimately never made available to the City. In 2003, the City secured a second \$5 million grant from the Rivers and Mountains Conservancy from the Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Bond of 2002 (Proposition 40) in 2003 to acquire the property. The value of the property was determined to be greater than the available amount of grant funds and the property was not acquired at that time. In 2016, the City estimates that the cost of acquisition could range from \$17 to \$22 million, with \$10 million needed for environmental clean-up. In 2017, the City engaged the Trust for Public Lands (TPL) to contact the property owner to discuss the potential for acquisition of the property. TPL concluded that the property owners were not willing sellers and the City was not able to begin any discussions with the property owners that would result in acquisition. For these reasons, the proposed Project Site was identified as a "site considered but not recommended" in the Acquisition Feasibility Report.

The report notes that an entitlement application was filed in June 2019 for the Proposed Project that included a Development Agreement which would obligate the developer to meet certain terms for the approximate 5 acres of public open space included in the Project including:

1. Design and development of the new park acreage with a nature theme and connecting it to the adjacent Baker Street Park so the area operates as a larger park space;
2. New amenities including a universally accessible/inclusive playground, half basketball court, grass playing field, walking loop with outdoor inclusive fitness equipment;
3. Drought-tolerant landscape and carbon sequestering trees and site furnishings like seating, lighting, and trash receptacles;
4. Interpretive and educational signage about the history of Long Beach's Indigenous People and their connection with the LA River; and
5. Designation of the public park and funding park maintenance in perpetuity.

Consistent with the RiverLink Plan, the Park Acquisition Feasibility Report identifies the Development Agreement associated with the Project as a mechanism to provide as much open space on the site as possible.

The Park Acquisition Feasibility Report identified a single site as most feasible for acquisition for development of a new park in the area, the 11-acre site located north of I-405 and the Project Site. This property met the criteria of institutional or utility property; is undeveloped, unused, and unencumbered; and the County is interested in making this property public open space. It is also directly accessible from the LA River Bike Trail.

The proposed Project would not conflict with the goals of the Park Acquisition Feasibility Report. The public park space proposed within the Project Site would be consistent with the goals of the Report by integrating sidewalks within the residential development with the park space area trails, creating a seamless pedestrian connection between the residential complex and the recreational park space to the north. Also, these pedestrian pathways would connect to the existing entrance to the LA River located to the west of the Project site within the pedestrian ROW.

The Project is also consistent with the terms of the development agreement. The 5-acres of active park space to the north of the Project Site, would introduce trails connecting to the existing Baker Street Park and the realigned Baker Street to be used by Long Beach's Public Works' Department for public facility maintenance. This park space and recreational area would be open to the public and contain established walking trails, look-out points, an open grass area, a butterfly garden, and exercise equipment. The grass area would be sufficient in size for use as a soccer field or for other active

sports activities. The sidewalks within the residential development would connect to the park space area trails, creating a seamless pedestrian connection between the residential complex and the recreational park space to the north. Vegetation included in the landscape design would fit into the overall character of the surrounding landscape. With the potential development of the northern parcel located north of I-405 and east of the Los Angeles River by the City as well as the proposed Project recreational features, the Project would not conflict with the intentions of the City of Long Beach Park Acquisition Feasibility Report.

Based on the above, the Project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. As such, impacts would be less than significant.

7. CUMULATIVE IMPACTS

Cumulative development in and around the Project area in accordance with the City's General Plan would incrementally modify land use patterns and the general setting of the area. As shown in Table 3-1 in Section 3.0, Environmental Setting, two other development Projects are planned. A four-story, mixed-use 35,000 square-foot office building is planned for 3435 Long Beach Boulevard, east of the Project. Additionally, a proposed self-storage and RV storage facility would be developed at 3701 Pacific Place. This related Project will construct a 150,000-gross-squarefoot building with 1,100 self-storage units and 580 RV storage spaces on the currently vacant property. Additionally, the City is looking to expand local recreational facilities within the vicinity of the proposed Project through construction of the Wrigley Greenbelt within County property immediately south of Wardlow Road. However, similar to the proposed Project, land use and policy consistency impacts associated with individual Projects can be addressed on a case-by-case basis and cumulative significant impacts would not occur.

Additionally, a site was identified in the Park Acquisition Feasibility Report located near the Project Site, which would, if developed, further the goals and objectives of the LA River Master Plan, RiverLink Plan, and the LLARRP. The 11-acre site located north of I-405 and the Project Site is currently owned by Los Angeles County. The City is planning to work with the County to develop the 11 acres site into a public park.¹³ The County has halted any other plans for this property and the City has begun examining potential funding sources, which could include grants and support from other State and

13 City of Long Beach. Park Acquisition Feasibility Report. April 2021. <https://www.longbeach.gov/globalassets/city-manager/media-library/documents/memos-to-the-mayor-tabbed-file-list-folders/2021/april-5--2021---open-space-acquisition-study>. Accessed November 2021.

Federal sources. This expansion of City park facilities would be consistent with the proposed River Link Report (identified as Destination 6: Wrigley Heights North).¹⁴

Moreover, because the Project's impacts related to land use compatibility and consistency with adopted local plans and goals would be less than significant (as discussed above), the Project's contribution to cumulative land use impacts would not be cumulatively considerable.

8. MITIGATION MEASURES

The proposed Project would have a less than significant impact on land use and planning. Therefore, no mitigation measures would be required.

9. LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed Project would have a less than significant impact on land use and planning. Therefore, no mitigation measures would be required.

14 City of Long Beach, Department of Parks, Recreation and Marine, Long Beach RiverLink. February 2007.