

5. Environmental Analysis

5.9 LAND USE AND PLANNING

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

5.9.1 Environmental Setting

5.9.1.1 REGULATORY BACKGROUND

State, regional, and local laws, regulations, plans, or guidelines related to land use and planning that are applicable to the Specific Plan are summarized below.

State

California Government Code

California Government Code provide authority for a city/county to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy plan). When a specific plan is adopted by ordinance, the specific plan effectively replaces portions or all of the current zoning regulations for specified parcels and becomes an independent set of zoning regulations that provide specific direction to the type and intensity of uses permitted or define other types of design and permitting criteria. The Specific Plan would be adopted by ordinance.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the Southern California 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, as discussed below.

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Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, *Towards a Sustainable Future* (2016–2040 RTP/SCS). The 2016–2040 RTP/SCS emphasizes sustainability and integrated planning, and its vision focuses on three principles: mobility, economy, and sustainability. The 2016–2040 RTP/SCS includes a commitment to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set by the federal Clean Air Act. The 2016–2040 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2016).

The RTP/SCS is updated periodically to allow for the consideration and inclusion of new transportation strategies and methods. On November 7, 2019, SCAG’s Regional Council approved the release of the Draft 2020-2045 RTP/SCS (“Connect SoCal”) and its associated Program EIR. SCAG’s Regional Council adopted Connect SoCal and its associated Program EIR on May 7, 2020 for federal transportation conformity purposes only. Connect SoCal 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 (SCAG 2020).

At the time of preparation of this EIR, Connect SoCal was not fully adopted, therefore, consistency with the 2016–2040 RTP/SCS and Connect SoCal was analyzed, herein. September 3, 2020, SCAG’s Regional Council unanimously voted to approve and fully adopt Connect SoCal.

High Quality Transit Areas

With the adoption of the 2016-2040 RTP/SCS, SCAG reinforced the importance of placing new growth near transit and has designated high quality transit areas (HQTAs), which are a part of and integrated into the RTP/SCS. An HQTA is generally a walkable transit village or corridor that is within a half mile of a well-serviced transit stop or a transit corridor with a service frequency of 15 minutes or less during peak commute hours. The overall land use pattern of the 2016-2040 RTP/SCS focuses jobs and housing in the region’s designated HQTAs (SCAG 2016). The Plan Area is identified as an HQTA in the 2016-2040 RTP/SCS (SCAG 2016); it is also identified as an HQTA in Connect SoCal (SCAG 2019). Separate goals, policies, or guidelines have not been adopted for HQTAs.

Transit Priority Areas

In accordance with SB 743, *Transit priority areas* (TPA) are defined as “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.”

A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (PRC § 21064.3). It also includes major transit stops that are included in the applicable regional transportation plan, for purposes of implementing the Sustainable Communities Strategy as defined by the PRC (PRC § 21155(b)).

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Major transit stops are extracted from 2045 plan year data of the Connect SoCal and modified by inputs from transit operators. This inventory is based on available information at the time regarding existing and planned transit service. However, transit agencies make adjustments to bus service on a regular basis.

Section 450.216 and 450.322 of the Code of Federal Regulations address development and content of the statewide transportation improvement program (STIP) and of the metropolitan transportation plan. According to Section 450.218, the STIP shall cover a period of no less than 4 years and shall be updated at least every 4 years or more frequently if the Governor of the State elects a more frequent update cycle. According to Section 450.216, the State shall develop a long-range statewide transportation plan, with a minimum 20-year forecast period at the time of adoption, that provides for the development and implementation of the multimodal transportation system for the State.

The majority of the Specific Plan Area is within a TPA, with the exception of a small portion at the western end of the Plan Area (see Figure 4-1, *Long Beach Transit Priority Areas*).

Local

City of Long Beach General Plan

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, Public Safety, Scenic Routes, 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 2012. 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.

Long Beach Bicycle Master Plan

The City's Bicycle Master Plan was adopted in February 2017 as a citywide planning document to guide future improvements to the City's bicycle network, including the development and maintenance of bicycle-friendly roads, bikeways, support facilities, and programs. The Bicycle Master Plan envisions a future where bicycling will be the easiest, most convenient way to run errands, get to work or school, or travel for recreation within the City. This policy document aims to reduce traffic congestion by providing better facilities for biking and enhancing alternatives to commuting by car. The City aims to see 10 percent of all trips made by bicycle in 10 years, 20 percent in 20 years, and 30 percent in 30 years. This 30 percent bike mode share is part of a larger goal to have fewer than 50 percent of trips made by solo drivers by 2040.

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5.9.1.2 EXISTING CONDITIONS

Onsite Land Uses

The Plan Area has been developed and redeveloped over the past 70 years, with the former Naval housing and facilities either rehabilitated or removed to accommodate new construction. Existing land uses in the Plan Area are comprised of a combination of one- and two-story rehabilitated Naval housing and new one-to five-story residential buildings, some of which are built over enclosed garages that are lined with ground floor amenities including service providers and community spaces. As shown in Table 5.9-1, the Plan Area currently contains 865 dwelling units, 12,380 square feet of amenities, 10,200 square feet of educational uses, 5,850 square feet of commercial/retail uses, and 26,300 square feet of administrative and support services. Amenities include approximately 5,000 square feet for play area consisting of playground, mural, shade structures, tetherball, and other amenities. Open space and parking areas spread throughout the Plan Area.

Table 5.9-1 Existing Land Uses

Land Uses	
Residential Units	865 DU
Amenities	12,380 SF
Education	10,200 SF
Commercial/Retail	5,850 SF
Services/Administration	26,300 SF
Residential	580,340 SF
Total	635,070 SF
Parking	
Commercial/Retail	73 PS
Services/Administration	6 PS
Blended Residential	433 PS
Total Parking Required	511 PS
Total Parking Provided	520 PS

Notes: DU=dwelling units; SF=square feet; PS=parking spaces

The southern portion of the Plan Area, south of Williams Street, has outdoor spaces, circulation paths, and activity centers while the northern portion has meandering walking paths, open spaces that blend with parking lots, and pockets of activity spaces. Newer residential buildings are developed around deliberate open spaces while the rehabilitated housing units are less dense and spread evenly across portions of the Plan Area. Due to the mature tree canopy of the Plan Area, the difference in building heights, placement, and organization is often screened from view in the northern portion while the variation is more apparent on the southern portions where there are larger open spaces and newer trees. A landscape barrier running along the western perimeter of the community provides a barrier to the Terminal Island Freeway. There are also bike paths and bike infrastructure throughout and surrounding the Plan Area. Currently there are few existing bicycle facilities within 0.5-mile of the Plan Area. Pacific Coast Highway is a designated bicycle route and Santa Fe Avenue, Hill Street and Harbor Avenue are proposed bike routes.

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Surrounding Land Uses

Surrounding land uses primarily consist of industrial, residential, and institutional uses. The Plan Area is bordered by Cabrillo High School and associated campus facilities to the north and east; Long Beach Job Corps Center to the east; warehousing, distribution and logistics uses to the south; and warehouse, distribution and logistics uses to the west, across SR-103. Residential uses are located further to the north and northeast, beyond the institutional uses. Also, to the west is major infrastructure that serve the Port of Long Beach and Los Angeles, including the Terminal Island Freeway, San Pedro Branch railroad, and Southern California Edison's electricity transmission corridor. The large institutions, major infrastructure, I-710 Freeway, and Los Angeles River separates the Plan Area, its residents, and visitors from other Long Beach residential neighborhoods.

General Plan Land Use and Zoning Designations

The place type of the Plan Area pursuant to the current General Plan land use map (updated in 2019) is Regional Serving Facility (RSF). RSFs are those facilities, businesses and operations that not only serve the City, but also the region and parts of the nation.

The current zoning designation of the Plan Area is Subarea D of Planned Development District 31 (PD-31). The subarea is intended to promote the adaptive reuse of the existing housing and support facility buildings to provide transitional housing and support services to the homeless veterans and the homeless population in the City.

5.9.2 Thresholds of Significance

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

- LU-1 Physically divide an established community.
- LU-2 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 Initial Study, included as Appendix A, establishes that impacts associated with the following threshold would be less than significant:

- Threshold LU-1

This impact will not be addressed in the following analysis.

5.9.3 Environmental Impacts

5.9.3.1 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance for which the Initial Study (Appendix A) disclosed potentially significant impacts. The applicable threshold is identified in brackets after the impact statement.

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Impact 5.9-1: Implementation of the Specific Plan would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

Impact Analysis: The following is an analysis of the Specific Plan’s consistency with applicable regional and laws, regulations, plans, and guidelines adopted for the purpose of avoiding or mitigating an environmental effect.

Long Beach General Plan Consistency

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

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

These goals have been integrated into the Specific Plan and are discussed relative to two elements—Land Use and Housing—that have significantly influenced the vision and goals of the Specific Plan. The Specific Plan’s consistency with other elements (e.g., open space and recreation, housing, air quality, noise, mobility) of the City’s General Plan is contained in the analysis provided in the respective topical sections of this DEIR.

Land Use

The Land Use Element identifies land uses within this area as those that serve a regional need for medical and social services, education, goods movement, people movement, energy production and distribution, public utilities, and uses of similar nature. Table 5.9-2 provides an assessment of the Plan Area’s relationship to City’s General Plan Land Use Element.

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Table 5.9-2 Consistency with City of Long Beach General Plan Land Use Element

General Plan Goal/Policies	Project Compliance
STRATEGY No. 1: Support sustainable urban development patterns.	
<p>LU Policy 1-1: Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.</p>	<p>Consistent: The guiding principles, development standards, and design guidelines within the Specific Plan implement the pillars of sustainability for the Specific Plan Area, as well as promote the development of green buildings, streets, and public spaces, all of which would contribute to a sustainable neighborhood. Urban design strategies in the Specific Plan include improving connectivity by standardizing streets, connecting walkway and bicycle networks, and extending the transit system. Buildings will be developed with multiple functions to sustain growth and change in a built-out neighborhood. Internal streets and walking paths will be reconfigured and redesigned to improve vehicular and nonvehicular (active transportation) mobility throughout the Plan Area. The primary basis for the Plan Area’s future mobility network emphasizes biking and walking as the primary modes of transportation within the Plan Area and public transit beyond accessing the greater Long Beach Community and Los Angeles County. Automobile movement in the Plan Area would become more efficient while transitioning to be secondary to the active transportation network. Additionally, the Specific Plan would encourage active transportation through a network of wellness trails that would be established in order to encourage walking, jogging, and biking.</p>
<p>LU Policy 1-2: Support high-density residential, mixed use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.</p>	<p>Consistent: Implementation of the Specific Plan allows for high density residential uses near transit stations. The Specific Plan would result in a total of 1,380 dwelling units, 79,350 square feet of amenities, 15,000 square feet of educational uses, 22,850 square feet of commercial/retail uses, 67,050 square feet of administrative and supportive services, and 877 parking spaces. In 2018, a new West Long Beach Transit Center was developed as part of CVC’s Anchor Place development. As a part of the transit center development, two existing Long Beach Transit bus routes were rerouted into the Plan Area where they begin and end their respective routes at the CVC Transit Center, which is centrally located in the Plan Area at the southwest corner of Williams Street and River Avenue. Additionally, the Wellness Trails would connect residential and non-residential uses to public transportation facilities onsite and with the wider community.</p>
<p>LU Policy 1-3: Require sustainable design strategies to be integrated into public and private development projects.</p>	<p>Consistent: Implementation of the Specific Plan would include sustainable design strategies using applicable green building practices, including those of the most current Building Energy Efficiency Standards (Title 24, California Code of Regulations, Part 6) and California Green Building Standards Code (CALGreen; Title 24, California Code of Regulations, Part 11). Furthermore, the development standards and design guidelines included in the Specific Plan are based on the gold LEED-ND certification documentation.</p>
<p>LU Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment.</p>	<p>Consistent: New developments in the Plan Area would be required to provide electric vehicle charging facilities. At minimum, at least three percent of total parking spaces, but not less than one stall, shall be capable of supporting electric vehicle supply equipment with pre-wired electricity service.</p>
<p>LU Policy 1-7: Encourage neighborhood-serving retail, employment and entertainment destinations in new mixed-use projects to create local, walkable daily trip destinations.</p>	<p>Consistent: The Specific Plan provides guidance as to the types of uses allowed in the Plan Area, balancing the need to ensure a harmonious mix of uses, with flexibility to adapt to the evolving needs of the community. Allowable uses generally include a variety of residential programs, social and clinical services, administrative applications, and neighborhood-serving commercial uses. For active transportation, a network of wellness trails will be established throughout the Plan Area to encourage walking, jogging, and biking.</p>
<p>LU Policy 1-10: In addition to analyzing project and plan impacts on Levels of Service and Stop</p>	<p>Consistent: A transportation impact analysis was prepared for the Proposed Project by Fehr & Peers and is included in its entirety in Appendix I of this DEIR. The traffic</p>

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Table 5.9-2 Consistency with City of Long Beach General Plan Land Use Element

General Plan Goal/Policies	Project Compliance
Delay, analyze Vehicle Miles Traveled consistent with the State's guidelines.	impact analysis concluded that the Specific Plan would have a less than significant impact on vehicle miles travel due to its location within a transit priority area and the Project being a 100 percent affordable housing project. The findings, conclusions, and recommendations of the analysis are provided in Section 5.14, Transportation and Traffic.
STRATEGY No. 2: Promote efficient management of energy resources to reduce greenhouse gas emissions and the impacts of climate change by employing a full range of feasible means to meet climate goals.	Consistent: Under the 2019 Building Energy Efficiency Standards, future residential buildings of three stories and less in the Plan Area would be required to install solar PV systems. Furthermore, under the Specific Plan design standards, streetlights will include solar panels and batteries to generate and capture electricity to be later used in the evening to light the way for pedestrians and vehicles. Sections 5.4, <i>Energy</i> , and 5.5, <i>Greenhouse Gas Emissions</i> , address energy, and global climate impacts that would occur as a result of implementation of the Specific Plan, and apply mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible. Furthermore, the development standards and design guidelines included in the Specific Plan are based on the gold LEED-ND certification documentation.
STRATEGY No. 10: Create complete neighborhoods with identifiable centers and a full range of supporting neighborhood-serving uses to meet the daily needs of residents.	
LU Policy 10-1: Ensure neighborhoods contain a variety of functional attributes that contribute to residents' day-to-day living, including schools, parks and commercial and public spaces.	Consistent: Implementation of the Specific Plan would result in a net increase of 515 dwelling units within the Plan Area, in addition to a net increase in retail, commercial, and educational space. Under the open space requirements of the Specific Plan, the additional dwelling units accommodated by the Specific Plan would result in the provision of 3.44 acres (150,000 square feet) of new open space—75,000 square feet of outdoor common residential open space, 37,500 square feet of indoor common residential open space, and 37,500 square feet of private residential open space.
LU Policy 10-3: Plan for and accommodate neighborhood-serving goods and services, learning facilities, public amenities and transit stops within walking distance of most residences.	Consistent: See response to LU Policy 1-2.
LU Policy 10-4: Enhance neighborhoods and connect housing to commercial uses to provide residents with an active choice to walk or bike within their local neighborhoods.	Consistent: See response to LU Policy 1-1 and 1-2.
STRATEGY No. 11: Create healthy and sustainable neighborhoods.	
LU Policy 11-5: Ensure neighborhoods are accessible to open spaces, parks, trails and recreational programs that encourage physical activity and walkability.	Consistent: The Specific Plan identifies new and enhanced amenities for current and future residents of the Plan Area. Some of the existing amenities will be realigned to better support the specific populations. The open space network is designed to transition from the most public to most private with appropriate levels of activity and access. Outdoor common residential open space, indoor common residential open space, and private residential open space will all be included under the Specific Plan to increase accessibility to various types of open spaces. Bike paths will be incorporated into the new wellness trails networks that will provide a safe, separated active transportation network with limited vehicular interruptions. The Specific Plan would result in the provision of 3.44 acres (150,000 square feet) of new open space—75,000 square feet of outdoor common residential open space, 37,500 square feet of indoor common residential open space, and 37,500 square feet of private residential open space.
STRATEGY No. 12: Diversify Long Beach's housing stock.	

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Table 5.9-2 Consistency with City of Long Beach General Plan Land Use Element

General Plan Goal/Policies	Project Compliance
<p>LU Policy 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>LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place</p> <p>LU Policy 12-3: Encourage universal design of housing products and environments, making them usable by a wide range of people with different physical and mental abilities.</p> <p>LU Policy 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>LU Policy 12-6: Establish clear rules and locations for special housing types, such as congregate care, assisted living, senior housing, student housing, housing for temporary workers and housing with supportive services.</p>	<p>Consistent: The Specific Plan would provide 1,380 new affordable dwelling units. Implementation of the Specific Plan would continue to serve the Plan Area’s existing and future residents while upgrading and expanding the housing stock to address community needs. Dedicated veteran housing would continue to be the core offering with the initial phases of development focusing on replacing these units and upgrading the associated services and amenities. Housing dedicated for special needs and seniors would also be part of the Specific Plan with new facilities provided for service providers that are not currently operating in the Plan Area. Some existing amenities would be realigned to better serve the intended populations while new contemplated amenities such as a dedicated senior center would be developed for the future population.</p> <p>The Specific Plan supports a unique housing community that provides housing on any given night to over 1,500 persons. These include veteran and non-veteran individuals, families, youth, and children who are housed within the Plan Area’s robust continuum of supportive housing, ranging from shelter, to transitional housing, to permanent housing. Additionally, the Specific Plan has co-located a palette variety of valuable social services to help residents regain their independence. The Specific Plan includes partnerships with more than thirty established service providers to provide these offering much needed services which include: case management, life skills training, substance abuse treatment, affordable child care, a homeless education program, an employment center, a career center, a food service program, and a VA medical clinic among others.</p> <p>The Specific Plan’s mission is to develop, manage, and serve as the steward of the Villages at Cabrillo, delivering property management, real estate development, and supportive services to empower residents, restore health, and inspire hope. The Specific Plan embraces a vision of breaking the cycle of homelessness by offering residents a service-enriched, supportive environment designed to encourage self-sufficiency and promote achievement of the highest human potential. The Specific Plan seeks to provide residents a nurturing, healing environment along with the tools necessary to change behaviors and overcome barriers. Ultimately, the Specific Plan seeks to empower residents to build dreams and reintegrate into mainstream society.</p>
STRATEGY No. 13: Facilitate housing type distribution.	
<p>LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.</p>	<p>Consistent: See response to LU Policy 1-1 and 1-2.</p>
STRATEGY No. 18: Increase open space in urban areas.	
<p>LU Policy 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>LU Policy 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>Consistent: Under the open space requirements of the Specific Plan, the additional 750 dwelling units accommodated by the Specific Plan would result in the provision of 3.44 acres (150,000 square feet) of new open space—75,000 square feet of outdoor common residential open space, 37,500 square feet of indoor common residential open space, and 37,500 square feet of private residential open space. Open spaces shown in Figure 3-6, <i>Open Space Network</i>, demonstrate intended distribution and relationships of such spaces throughout the Plan Area. The open space network is designed to transition from the most public to most private with appropriate levels of activity and access. The exact configuration and location of open spaces will be established as part of each development.</p> <p>As noted above, a network of wellness trails will be established throughout the Plan Area to encourage walking, jogging, and biking. The wellness trail network and</p>

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Table 5.9-2 Consistency with City of Long Beach General Plan Land Use Element

General Plan Goal/Policies	Project Compliance
LU Policy 18-5: Enhance access to safe open space and recreation facilities for all residents.	sidewalks will include preservation, replanting and expanding the tree canopy with climate-appropriate species that retain rainwater, provide habitat for local wildlife, and reduce the local heat island and air pollution effects. The wellness trails will provide a safe, separated active transportation network with limited vehicular interruptions
Source: City of Long Beach General Plan Land Use Element	

Mobility

For a comprehensive analysis of the Specific Plan’s consistency with the Mobility Element, see Section 5.14 of this EIR, Transportation and Traffic.

Housing

The General Plan Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes. Table 5.9-3 provides an assessment of the Plan Area’s relationship to the City’s General Plan Housing Element. The Specific Plan promotes redevelopment of antiquated structures and underutilized areas to a mix of development accommodated by the Specific Plan which would provide quality dwelling units for residents in need while hosting modern spaces for current and new social service providers, commercial uses, and community amenities. Additionally, the General Plan Housing Element of the Long Beach General Plan consistently identified the Plan Area as an area to invest resources to expand affordable housing.

On May 27, 2020, the City of Long Beach approved Phase 6, a 90-unit affordable housing complex at 2221 West Williams Street.

Table 5.9-3 Consistency with the City’s General Plan Housing Element

General Plan Goal	Project Compliance
Goal 1: Provide Housing Assistance and Preserve Publicly Assisted Units	
Policy 1.1 Direct local financial assistance to affordable housing projects.	Consistent: See Response to LU Policy 12-1. Additionally, the City of Long Beach is the custodian of the Specific Plan, reviewing and approving projects being proposed within the Plan Area. Together, CVC and the City of Long Beach leverage local resources to secure funding and financing for the implementation of the Specific Plan. The Specific Plan does not provide for market rate housing and would result in a net increase of 1,380 new affordable dwelling units.
Policy 1.4 Work with property owners, nonprofit housing providers, and tenants to encourage the preservation of assisted multi-family units at risk of conversion to market rents.	
Goal 2: Address the Unique Housing Needs of Special Needs Residents	
Policy 2.3 Support provision of housing to address the needs of the disabled (including persons with developmental disabilities), the mentally ill, persons with substance problems, persons with HIV/AIDS, veterans and other groups needing transitional and supportive housing.	Consistent: See Response to LU Policy 12-1. Since being established, CVC has developed into a unique supportive housing community that provides housing on any given night to over 1,500 persons. These include veteran and non-veteran individuals, families, youth, and children who are housed within CVC’s robust continuum of supportive housing, ranging from shelter, to transitional housing, to permanent housing. CVC is a community in

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Table 5.9-3 Consistency with the City's General Plan Housing Element

General Plan Goal	Project Compliance
<p>Policy 2.4 Encourage universal design of housing products and environments, making them usable by a wide range people with different physical and mental abilities.</p> <p>Policy 2.5 Integrate and disperse special needs housing within the community and in close proximity to transit and public services.</p>	<p>transition as the initial housing stock consisted of the rehabilitated structures from the Naval housing make up half of the community while newer development has infilled the other half.</p> <p>Pedestrian walkways will be between seven and ten feet in width, sized to support the surrounding levels of activity. Wider walkways will be provided adjacent to more active uses in the core of the Plan Area, with more modest pedestrian facilities serving secondary and tertiary areas. All existing and new walkways will be designed to meet (or exceed) ADA accessibility as many of the Plan Area residents have impaired mobility. Where possible, the most direct routes will be provided for pedestrians to access their residence, services, and community amenities.</p>
<p>Goal 3: Retain and Improve the Quality of Existing Housing and Neighborhoods</p>	
<p>Policy 3.1 Encourage the maintenance and improvement of the housing stock and the neighborhood context.</p> <p>Policy 3.4 Promote, where appropriate, the revitalization and/or rehabilitation of residential structures that are substandard or have fallen into disrepair.</p> <p>Policy 3.10 Support programs and projects which link affordable housing with other community development goals and resources.</p> <p>Policy 3.11 Promote green building standards in the rehabilitation of existing housing.</p>	<p>Consistent: See Response to LU Policy 1-3 and 12-1.</p>
<p>Goal 4: Provide Increased Opportunities for the Construction of High Quality Housing</p>	
<p>Policy 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>Policy 4.7 Assist in establishing partnerships of nonprofit organizations, affordable housing builders, and for-profit developers, to provide greater access to affordable housing funds.</p> <p>Policy 4.10 Promote mixed-generation housing that accommodates both families and elderly households.</p>	<p>Consistent: See Response to LU Policy LU-1, LU-2, and 12-1.</p>
<p>Goal 5: Mitigate Government Constraints to Housing Investment and Affordability</p>	
<p>Policy 5.3 Utilize Planned Developments (PD), form-based zoning and other planning tools to allow flexible residential development standards in designated areas.</p>	<p>Consistent: The Specific Plan (which would replace the existing zoning designations of the PD-31) would be adopted by ordinance and would serve as the zoning for the Specific Plan Area. The provisions in the Specific Plan would control the use and development of property in the Plan Area to the same extent as if set forth in the City's Zoning Regulations. The Specific Plan would act as the regulatory document that the City of Long Beach would use to guide development within the Specific Plan Area, systematically implement the City's General Plan, and helping maintain consistency with and carrying out the goals, objectives, and policies of the City's General Plan. The Specific Plan would provide the flexibility, innovative use of land resources and development, a variety of housing and other development types,</p>

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Table 5.9-3 Consistency with the City's General Plan Housing Element

General Plan Goal	Project Compliance
	and an equitable method of vehicular, public transit, pedestrian, and bicycle access for development of the Specific Plan Area.
Source: City of Long Beach General Plan Housing Element	

Conclusion

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

Long Beach Zoning Ordinance Consistency

Implementation of the Specific Plan will require an amendment to the Long Beach Zoning Ordinance and Zoning Map. Specifically, the zoning ordinance amendment is required to replace the existing Planned Development District 31 (PD-31) zoning designation of the Plan Area with the new Century Villages of Cabrillo Specific Plan. An amendment to the zoning map will also be required to reflect the new Specific Plan land use designation. Additionally, the zoning ordinance amendment will state that the regulating code contained in the Specific Plan will serve as the regulatory plan (zoning, development, and design standards and guidelines) for all development projects and improvements in the Plan Area.

California Government Code Sections 65450–65457 provide authority for a local jurisdiction to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy plan). When a specific plan is adopted by ordinance, the specific plan replaces portions or all of the current zoning regulations for specified parcels and becomes an independent set of zoning regulations that provide specific direction to the type and intensity of uses permitted, or define other types of design and permitting criteria. The Specific Plan will be adopted by ordinance and function as the regulatory plan that serves as the implementing zoning for the Plan Area, thereby ensuring the orderly and systematic implementation of the Long Beach General Plan, as well as the orderly and systematic development of the Plan Area.

The Specific Plan (which would replace the existing zoning designations of the PD-31) would be adopted by ordinance and would serve as the zoning for the Plan Area. The provisions in the Specific Plan would control the use and development of property in the Plan Area to the same extent as if set forth in the City's Zoning Regulations. The Specific Plan would act as the regulatory document that the City would use to guide development within the Plan Area, helping maintain consistency with and carrying out the goals, objectives, and policies of the City's General Plan. The Specific Plan would provide the flexibility, innovative use of land resources and development, a variety of housing and other development types, and an equitable method of vehicular, public transit, pedestrian, and bicycle access for development of the Specific Plan Area.

The Specific Plan would establish the necessary plans, development standards (e.g., parking requirements, setbacks, building heights, etc.), design guidelines (e.g., architectural styles, building form and massing, landscaping, signage, etc.), regulations, infrastructure requirements, financing methods, and implementation programs for subsequent project-related development activities. It is intended that local public works projects,

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design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the project area would be consistent with the Specific Plan.

Based on the preceding analysis, the Specific Plan would be consistent with the City’s Zoning Regulations as it would replace existing zoning regulations with new provisions consistent with the Government Code and City zoning priorities. Therefore, the Specific Plan would not result in any significant land use impacts.

Long Beach Bicycle Master Plan Consistency

The Bicycle Master Plan serves as a citywide planning document that is used to guide future improvements to the City of Long Beach bicycle network. The Bicycle Master Plan guides the development and maintenance of bicycle-friendly roads, bikeways, support facilities, and programs for the City. This policy document aims to reduce traffic congestion by providing better facilities for biking and enhancing alternatives to commuting by car.

The proposed project would be consistent with the Bicycle Master Plan as it would include dedicated bicycle facilities as part of the Specific Plan. Table 5.9-4 provides an assessment of the Plan Area’s relationship to the Bicycle Master Plan.

Table 5.9-4 Consistency with the Bicycle Master Plan

General Plan Goal	Project Compliance
<i>Goal 1: Design bicycle facilities that are accessible and comfortable for people of all ages and abilities.</i>	
Strategy 1: Develop a Comprehensive Bikeway Network Strategy 2: Implement Citywide Bicycle Support Facilities Strategy 3: Develop a Multimodal Transportation Network that Provides for Local and Regional Mobility to Meet the Challenges of Climate Change.	<p>Consistent: The Specific Plan would support bicycling by providing bicycle facilities (such as bike racks) and secured bicycle parking. The bicycle and pedestrian facilities displayed in Figure 3-6, <i>Open Space Network</i>, demonstrates the intended connections.</p> <p>As part of new secure bicycle parking and bike paths incorporated into the wellness trail network, additional bike facilities will be established in future developments and programming. Additionally, until the City of Long Beach bike share program is expanded to the City’s westside, CVC will work with community partners to develop a local bike share program.</p> <p>The Specific Plan would reduce environmental impacts of the Plan Area’s transportation network by encouraging active transportation, providing a walkable neighborhood with linkages to public transit and the surrounding community, and by promoting carsharing and carpools. The Specific Plan includes a Transportation Demand Management program that would promote alternative and shared modes of transportation and reduce the dependence of vehicles.</p>
<i>GOAL 2 Increase awareness and support of bicycling through programs and social equity.</i>	
Strategy 4: Increase Awareness of Bicycle Safety Practices	<p>Consistent: As part of the local bike share program, residents will be trained in safe bicycling and even basic bike repair in order to support their transportation independence.</p>
Source: Bicycle Master Plan	

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Based on the preceding analysis, the Specific Plan would be consistent with the vision, goals, and policies of the City’s Bicycle Master Plan. Additionally, certain aspects of the Specific Plan, including the development and maintenance of active transportation infrastructure and facilities, would promote the vision, goals, and policies of the City’s Bicycle Master Plan.

SCAG RTP/SCS Consistency

Table 5.9-5 provides an assessment of the Plan Area’s relationship to pertinent 2016-2040 SCAG RTP/SCS goals. Table 5.9-6 provides an assessment of the Plan Area’s relationship to pertinent SCAG’S Connect SoCal Goals. The analysis in these tables concludes that the Specific Plan would be consistent with the applicable RTP/SCS goals.

Table 5.9-5 Consistency with SCAG’s 2016-2040 RTP/SCS Goals

RTP/SCS Goal	Project Compliance with Goal
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.	<p>Consistent: Project implementation would ensure that mobility, accessibility, travel safety, and reliability for people and goods would be maximized. The vehicular, public transit, bicycle, and pedestrian circulation practices and improvements that are called for in the Specific Plan would be implemented and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and access within the Plan Area and beyond. A number of regional and local plans and programs (e.g., Los Angeles County Congestion Management Program, Caltrans Traffic Impact Studies Guidelines, and City of Long Beach Traffic Impact Analysis Guidelines, Long Beach Bicycle Master Plan) would be used to guide development and maintenance of traffic, circulation, and transportation improvements within the Specific Plan Area and its surrounding roadway network.</p>
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.	<p>All modes of public and commercial transit throughout the Plan Area would be required to follow safety standards set by state, regional, and local regulatory documents. For example, pedestrian walkways and bikeways must follow safety precautions and standards established by local (e.g., City of Long Beach, County of Los Angeles) and regional (e.g., SCAG, Caltrans) agencies. Additionally, roadway improvements must follow safety standards established for the local and regional plans noted above.</p>
RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.	<p>All improvements to the existing traffic and transportation networks within the Plan Area must also be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how individual development projects that would be accommodated by the Specific Plan would impact existing multimodal traffic capacities and to determine the needs for improving future multimodal traffic capacities. A transportation impact analysis was prepared for the Proposed Project by Fehr & Peers and is included in its entirety in Appendix I of this DEIR. The traffic impact analysis concluded that the Specific Plan would have a less than significant impact on vehicle miles travel due to its location within a transit priority area and the Project being a 100 percent affordable housing project. The findings, conclusions, and</p>
RTP/SCS G5: Maximize the productivity of our transportation system.	

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Table 5.9-5 Consistency with SCAG's 2016-2040 RTP/SCS Goals

RTP/SCS Goal	Project Compliance with Goal
	<p>recommendations of the analysis are provided in Section 5.14, <i>Transportation and Traffic</i>.</p> <p>The Specific Plan would help ensure a sustainable transportation system and help maximize the productivity of the transportation system. Project implementation would lead to the development of an improved vehicular, public transit, bicycle, and pedestrian circulation system throughout the Plan Area and its surroundings. Existing and proposed improvements to the nonvehicular modes of transportation (e.g., sidewalks, bicycle facilities) would provide convenient, efficient, and safe access to uses within the Plan Area as well as to offsite destinations while encouraging opportunities for active transportation. The Specific Plan also outlines bicycle parking and facility requirements for residential and nonresidential uses.</p> <p>The Specific Plan would help ensure a sustainable transportation system and help maximize the productivity of the transportation system. Specific Plan implementation would lead to the development of an improved bicycle and pedestrian circulation system, as mentioned above. Additionally, the Mobility Element of the General Plan, and associated addendums – including the Green TI Plan, Bicycle Master Plan and CX3 Pedestrian Plan also emphasize strengthening connections to, and reducing freight transportation impacts on the Plan Area, which the Specific Plan supports.</p> <p>The Specific Plan Area recognizes that the new West Long Beach Transit Center developed as part of CVC's Anchor Place development began service in 2018. As a part of the transit center development, two existing Long Beach Transit bus routes were rerouted into the Plan Area where they begin and end their respective routes at the CVC Transit Center, which is centrally located in the Plan Area at the southwest corner of Williams Street and River Avenue. The new transit service provides an ideal opportunity to expand affordable housing and services consistent with SCAG's goals to maximize mobility, accessibility, and safety for people and goods. Furthermore, the proposed development would increase ridership maximizing productivity and sustainability of the regional transportation system.</p>
<p>RTP/SCS G6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p>Consistent: The CEQA process ensures that plans at all levels of government consider all environmental impacts. Various sections of this DEIR appropriately address the potential environmental impacts related to implementation of the Specific Plan and outline mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible. For example, Sections 5.2, <i>Air Quality</i>, and 5.5, <i>Greenhouse Gas Emissions</i>, address air quality, energy, and global climate impacts that would occur as a result of implementation of the Specific Plan, and apply mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible.</p> <p>The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the existing and proposed alternative</p>

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Table 5.9-5 Consistency with SCAG's 2016-2040 RTP/SCS Goals

RTP/SCS Goal	Project Compliance with Goal
	<p>transportation modes, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects that would be accommodated by the Specific Plan would be required to comply with the provisions of the 2019 Building and Energy Efficiency Standards and the 2016 California Green Building Standards Code. Compliance with these provisions would be ensured through the City's development review and building plan check process.</p> <p>Project implementation would also strive to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (i.e., bus, bicycle) for residents and workers that would be generated by the Specific Plan, as well as for existing residents and workers of the Plan Area and its surroundings. As noted above under RTP/SCS Goals G2 through G5, the Specific Plan calls for the enhancement of the existing pedestrian, bicycle, and public transit circulation system.</p> <p>Additionally, the close proximity of existing and future housing units within the Plan Area and its surroundings to existing industrial and employment-generating uses, as well as future commercial and employment-generating uses that would be accommodated under the Specific Plan, would reduce vehicle miles traveled by offering alternate modes of traveling (e.g., walking, bicycling, public transit) throughout the Plan Area, thereby reducing air quality and traffic impacts and greenhouse gas emissions.</p> <p>The Specific Plan would include a mix of development that would provide quality dwelling units for residents in need while hosting modern spaces for current and new social service providers, commercial uses, and community uses, while encouraging active transportation and public transit uses. The Specific Plan also outlines six guiding principles (which are outlined in detail in Section 3.2, <i>Statement of Objectives</i>) that accompany the vision to guide future development and improvements that would occur within the Plan Area encouraging efforts to increase non-motorized transportation, promote healthy living options, and create a more financially and environmentally sustainable future. The Specific Plan would support citywide efforts to support the current and future needs, challenges, and opportunities for the Plan Area while guiding redevelopment of antiquated building stock and available land.</p> <p>For example, one of the guiding principles calls for Plan Area to improve and develop in a sustainable manner by adapting the built and natural environments of the community for climate change while molding it into an environmentally restorative and productive system. The guiding principles, development standards, and design guidelines within the Specific Plan also implement the pillars of sustainability for the Specific Plan Area, as well as promote the development of green buildings, streets, and public spaces, all of which would contribute to a sustainable neighborhood. The Specific Plan outlines further strategies such as improving efficiencies within</p>

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Table 5.9-5 Consistency with SCAG's 2016-2040 RTP/SCS Goals

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

Source: 2016-2040 SCAG Regional Transportation Plan/Sustainable Communities Strategy

Table 5.9-6 Consistency with SCAG's Connect SoCal (2020-2045)

RTP/SCS Goal	Project Compliance with Goal
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness.	Consistent: Refer to the consistency analysis for Goal G1 of the 2016 RTP/SCS.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: Refer to the consistency analysis for Goals G2 through G5 of the 2016 RTP/SCS.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	Consistent: Refer to the consistency analysis for Goals G2 through G5 of the 2016 RTP/SCS.
RTP/SCS G5: Reduce greenhouse gas emission and improve air quality.	Consistent: Refer to the consistency analysis for Goals G6 and G7 of the 2016 RTP/SCS.
RTP/SCS G6: Support healthy and equitable communities.	Consistent: This policy pertains to health and equitable communities, and these issues are addressed through guiding principles outlined under the Specific Plan, specifically the Health and Wellbeing guiding principle. The Westside Livability Plan has helped inform the Specific Plan as it seeks to bring a better balance between residents' exposure to environmental and health hazards, and the benefits and investments they want and need in order to maintain a healthy environment in which to live, learn, work, and play. Also refer to the consistency analysis for Goal G6 of the 2016 RTP/SCS.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development.	Consistent: The Specific Plan involves the redevelopment of antiquated structures and underutilized areas to modern, affordable housing and services along with key site improvements. This would bring employment opportunities closer to the local workforce. Additionally, the Specific Plan would provide needed services including case management, life skills training, substance abuse treatment, affordable child care, a homeless education program, an employment center, a career center, a food service program, and a VA medical clinic. This would provide more opportunities to individuals proximate to and within the Plan Area. Co-locating jobs near housing reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns.
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	Not Applicable: This is not a project-specific goal and is therefore not applicable.

Source: 2012-2035 SCAG Regional Transportation Plan/Sustainable Communities Strategy

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SCAG HQTAs and SB 743 TPA Consistency

The Specific Plan would be consistent with the Urban Land Use Development Category. The Specific Plan is located within a highly urbanized area on the western edge of the City. Implementation of the Specific Plan involves the demolition of 235 dwelling units, 10,030 square feet of amenities, 10,200 square feet of educational uses, 7,250 square feet of administrative and support services, and removal of 153 parking spaces. As shown in Figure 3-4, *Proposed Development Plan*, the majority of buildings that will be demolished are along Williams Streets and toward the north end of San Gabriel Avenue. New development under the Specific Plan will include 750 dwelling units, 77,000 square feet of amenities, 15,000 square feet of educational uses, 17,000 square feet of commercial/retail uses, 48,000 square feet of administrative and supportive services, and 518 parking spaces. As shown in Table 3-1, buildout of the Plan Area under the Specific Plan will result in a total of 1,380 dwelling units, 79,350 square feet of amenities, 15,000 square feet of educational uses, 22,850 square feet of commercial/retail uses, 67,050 square feet of administrative and supportive services, and 877 parking spaces.

As previously stated, the Specific Plan is located within a HQTAs as defined by SCAG and a TPA as defined by SB 743. Additionally, access to the Plan Area is served by a well-connected street network, which consists of a grid pattern as is most of the City. As such, the Specific Plan is highly connected and provides accessibility for persons who choose not to drive or do not have access to a vehicle.

According to the 2016-2040 RTP/SCS, HQTAs may include high-density development, support pedestrian and bike infrastructure, reduce parking requirements, and retain affordable housing near transit. The Specific Plan is a modern affordable housing and service facilities project. The Specific Plan promotes pedestrian activity and bicycling activity by providing opportunities for active transportation through the implementation of new secure bicycle parking and bike paths incorporated into the wellness trail network, additional bike facilities, and a network of wellness trails to encourage walking jogging, and biking.

5.9.4 Cumulative Impacts

Implementation of the Specific Plan, in conjunction with other cumulative development in accordance with the City's General Plan, could cause citywide land use and planning impacts. However, upon adoption of the Specific Plan and approval of the other project components, the Specific Plan would be consistent with applicable plans, goals, policies, and regulations of the City's General Plan, the City's Zoning Regulations, and SCAG's 2016-2040 RTP/SCS and Connect SoCal, as provided in detail above. In accordance with the City's objectives for the Plan Area, this portion of the Plan Area would be developed pursuant to the Specific Plan. Centrally located in the Plan Area, the Village Core would be developed with more active uses closer to the existing CVC Transit Center and main entrance. Village General would primarily serve as multi-family residential uses along with amenities, services, and administrative uses.

The Village Core would have more intensive functions and denser development, featuring primary administrative functions, commercial uses, and social spaces. Uses would be more passive and development lower in scale toward the outer edges of the community, within the Village General.

Section 3.4.1.5, *Development Standards* and Table 4.6A, Permitted Uses, of the Specific Plan outline the list of permitted uses, development standards, design guidelines, preferred building and frontage types, landscape

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guidelines, and strategies promoting integration between new development that would occur within the Plan Area and the existing surrounding uses.

The zoning ordinance amendment is required to replace the existing PD-31, Subarea D zoning designation of the Plan Area with the new Specific Plan. An amendment to the zoning map will also be required to reflect the new Specific Plan land use designation. The areas outside the Specific Plan would require an amendment to the Long Beach Zoning Ordinance and Zoning Map.

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

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

5.9.5 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impact would be less than significant: 5.9-1.

5.9.6 Mitigation Measures

No significant adverse impacts related to land use and planning were identified and no mitigation measures are necessary.

5.9.7 Level of Significance After Mitigation

No significant adverse impacts related to land use and planning were identified.

5.9.8 References

Southern California Association of Governments (SCAG). 2020. Adopted Final Connect SoCal. <https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx>.

2016. High Quality Transit Areas (HQTA) 2045 – SCAG Region. http://gisdata-scag.opendata.arcgis.com/datasets/43e6fef395d041c09deacb369a513ca1_1?geometry=-118.250%2C33.784%2C-118.168%2C33.796.

2016. 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. <http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf>.

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