

## **H. LAND USE**

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### **1. INTRODUCTION**

This section provides an analysis of the proposed project with regard to consistency with applicable land use regulations, as well as the compatibility of the proposed project with the surrounding uses in the area. A detailed analysis of the City of Long Beach Land Use Element is contained in this section. This section contains a summary analysis of consistency with other General Plan Elements. A detailed analysis of other General Plan Elements is contained in Appendix H of this EIR. Secondary environmental effects, such as traffic, noise, and air quality, which are analyzed in this section in relation to land use considerations, are also addressed in detail in other sections of this EIR.

### **2. ENVIRONMENTAL SETTING**

#### **a. Regulatory Framework**

##### **(1) State Regulations**

###### **(a) California Coastal Act**

The California Coastal Commission (Commission) was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976. The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government.

The Coastal Act includes specific policies (see Division 20 of the Public Resources Code) that address issues such as shoreline public access and recreation, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, lower cost visitor accommodations, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The policies of the Coastal Act constitute the statutory standards applied to planning and regulatory decisions made by the Commission and by local governments, pursuant to the Coastal Act.

California's coastal management program is carried out through a partnership between state and local governments. Implementation of Coastal Act policies is accomplished primarily through the preparation of local coastal programs (LCPs) that are required to be completed by each of the 15 counties and 60 cities located in whole or in part in the coastal zone. Completed LCPs must be submitted to the Commission for review and approval. An LCP includes a land use plan (LUP) which may be the relevant portion of the local general plan, including any maps necessary to administer it, and the zoning ordinances, zoning district maps, and other legal instruments necessary to implement the land use plan. Coastal Act policies are the standards by which the Commission evaluates the adequacy of LCPs. Amendments to certified LUPs and LCPs only become effective after approval by the Commission. To ensure that coastal resources are effectively

protected in light of changing circumstances, such as new information and changing development pressures and impacts, the Commission is required to review each certified LCP at least once every five years.

Development within the coastal zone requires a coastal development permit be issued by either the Commission or a local government that has a Commission-certified LCP. After certification of an LCP, coastal development permit authority is delegated to the appropriate local government, but the Commission retains original permit jurisdiction over certain specified lands (such as tidelands and public trust lands). The Commission also has appellate authority over development approved by local governments in specified geographic areas as well as certain other developments. The City of Long Beach implements Coastal Act policies through the City's Commission-certified LCP, included as the Local Coastal Program Element of the City's General Plan, as noted above. The City's LCP was certified on July 22, 1980, and the City assumed permit-issuing authority in August, 1980.

## **(2) Regional Plans**

### **(a) Southern California Association of Governments**

The Southern California Association of Governments (SCAG) is the designated regional planning agency for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. SCAG is a joint powers agency with responsibilities pertaining to regional issues. SCAG's current land use policies are set forth in the 2008 Regional Transportation Plan, and the Compass Blueprint Growth Vision, in conjunction with its constituent members and other regional planning agencies.

#### ***(i) Regional Transportation Plan***

The 2008 Regional Transportation Plan (RTP) adopted by SCAG in May 2008, is a multi-modal Plan, which as discussed in the RTP, represents SCAG's vision for a better transportation system that will integrate land use into transportation planning to make the region "function as best that it can"<sup>1</sup> over the RTP horizon of 2035. The RTP is the culmination of a multi-year effort focusing on maintaining and improving the transportation system through a balanced approach that considers system preservation, system operation and management, improved coordination between land use decisions and transportation investments, and strategic expansion of the system to accommodate future growth. The RTP includes goals and policies that pertain to mobility, accessibility, safety, productivity of the transportation system, protection of the environment and energy efficiency, and land use and growth patterns that complement the state and region's transportation investments. RTP population projections for the project area are addressed in Section IV.J, *Population and Housing*, of this EIR. The project is compared to applicable land use policies of the 2008 RTP in Subsection 1(d) under Analysis of Project Impacts, below.

#### ***(ii) Compass Blueprint Growth Vision***

In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities and neighborhoods in a process referred to by SCAG as Southern California Compass, which resulted in the development of a shared Growth Vision for Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura Counties. SCAG began Compass Blueprint in 2002,

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<sup>1</sup> SCAG, 2008 RTP: *Making the Connection* (<http://SCAG.ca.gov/rtp2008/index.html>).

spearheaded by the Growth Vision Subcommittee, which consists of civic leaders from throughout the region. The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents. To organize the strategies for improving the quality of life in the SCAG region, four principles were established by the Growth Vision Subcommittee. These goals are contained in the Compass Blueprint Growth Vision Report. The principles are intended to promote and maximize regional mobility, livability, prosperity and sustainability. Decisions regarding growth, transportation, land use and economic development should support and be guided by these principles. Specific policy and planning strategies also are provided as a way to achieve each of the principles.

In addition, the Compass Blueprint 2% Strategy provides guidance for how and where SCAG can implement the Growth Vision goals for the region's future. The strategy calls for modest changes to current land use and transportation trends on 2% of the land area of the region. As indicated on the 2% Strategy Opportunity Areas map for the South Bay Cities, the site is located within a Compass 2% Strategy Opportunity Area.<sup>2</sup> Therefore, the site is within a key target area that would help best serve the mobility, livability, prosperity and sustainability goals of the Growth Vision. The project's consistency with the Compass Blueprint Growth Vision Report is discussed in Subsection 1(d) under Analysis of Project Impacts, below.

#### **(b) Gateway Cities Council of Governments**

The City of Long Beach is a member of the Gateway Cities Council of Governments (COG). The COG advocates for its members at the regional, state, and federal levels on issues of importance, such as transportation planning and funding, economic development, and air quality. The COG does not have regional authority. However, as indicated above, the project's consistency with applicable regional policies and plans is discussed in Subsection 1(d) under Analysis of Project Impacts, below.

#### **(c) Air Quality Management Plan**

The Southern California Air Quality Management District (SCAQMD), which was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act, is responsible for bringing air quality in the South Coast Air Basin (Basin) into conformity with federal and State air pollution standards. The SCAQMD is also responsible for monitoring ambient air pollution levels throughout the Basin and for developing and implementing attainment strategies to ensure that future emissions will be within federal and State standards. The SCAQMD's Air Quality Management Plan (AQMP), last amended in 2007, presents strategies for achieving the air quality planning goals set forth in the Federal and California Clean Air Acts (CAA), including a comprehensive list of pollution control measures aimed at reducing emissions. Further discussion of the AQMP can be found in Section IV.B, Air Quality/Global Climate Change, of this EIR.

#### **(d) Congestion Management Program**

The Los Angeles County Metropolitan Transportation Authority (Metro) administers the Congestion Management Plan (CMP), a State-mandated program designed to provide comprehensive long-range traffic

<sup>2</sup> *Southern California Association of Governments, Compass Blueprint Opportunity Area Maps, South Bay Cities.*

planning on a regional basis. The primary goal of the CMP is to reduce traffic congestion in order to enhance the economic vitality and quality of life for affected communities. The CMP, last revised in 2004, includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management Element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. CMP guidelines specify that those freeway segments to which a project could add 150 or more trips in each direction during the peak hours be evaluated. The guidelines also require evaluation of designated CMP roadway intersections to which a project could add 50 or more trips during either peak hour. The project's consistency with the CMP is discussed in Section IV.L, *Traffic and Circulation*, of this EIR.

### **(3) Local Plans, Policies, and Regulations**

#### **(a) City of Long Beach General Plan**

California state law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community's environmental, social, and economic goals. The General Plan consists of mandatory Elements, including Land Use, Transportation, Housing, Conservation, Noise, Open Space and Safety. In addition, the City's General Plan includes the following three optional Elements: Air Quality, Scenic Routes and Seismic Safety. The City of Long Beach is in the process of updating the adopted General Plan. The Land Use Element was originally adopted in July 1989 and most recently revised in April 1997. The Housing Element was recently revised and was adopted in 2009.

The Land Use Element of the General Plan identifies the project site and the immediately surrounding area to the north, east and west as being located within the Southeast Area Development Improvement Plan (SEADIP). The SEADIP comprises 1,470 acres. SEADIP is currently developed with a variety of uses. The primary land use is low density residential uses. Commercial uses, such as hotel, office, restaurants, theatres, and retail uses are located along the area's major traffic arterials (i.e., 2<sup>nd</sup> Street and Pacific Coast Highway [PCH]).

In addition, the Land Use Element designates the project site and area to the north as Land Use District (LUD) 7. In general, areas in this land use district are classified elsewhere in this region as multi-purpose activity centers, though not all of those are incorporated in LUD No.7. Centers which are included in this LUD are now regulated by an area-wide planned development plan and ordinance (e.g., SEADIP in the case of the project area). Land use controls and design and development standards for these areas are contained in the planned development plan/ordinance for each area. This district is intended for use in large, vital activity centers, not in strips along major arterials. The combination of land uses intended by this district is, for example: employment centers, such as retail, offices, medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. Not intended for inclusion with the above-listed uses are those which may have a detrimental effect on the ambiance, environment, or social well-being of the area included in the district. Examples of these uses are industrial and manufacturing uses, warehousing activities, and outside storage.

The property to the east of the site, east of PCH, and the property to the northeast of the site are shown as properties with Development Opportunity (i.e., these sites could be redeveloped with increased density or highest and best use of the property).

**(i) Long Beach Local Coastal Program**

The project site is located within the coastal zone, which is governed by the Long Beach Local Coastal Program (LCP). The City of Long Beach adopted the LCP, as required under the California Coastal Act of 1976, in February 1980. Subsequently, the LCP was incorporated into the General Plan as a General Plan Element. The purpose of the LCP is to preserve shoreline resources and provide for public access and uses within a designated "coastal zone." Under the LCP, the project area is designated as Southeast Area Communities, or SEADIP. According to the LCP, the SEADIP encompasses the entire southeast corner of the City. The LCP characterizes the SEADIP as primarily residential with considerable commercial development and two large electric generating plants. The LCP also characterizes the area as having land used for oil production. The LCP acknowledges that when the oil is depleted, the land will be available for urban development. The project is compared to the applicable goals and policies of the General Plan in Subsection 1(a) under Analysis of Project Impacts, below.

**(b) Long Beach Strategic Plan 2010**

The adopted Long Beach Strategic Plan 2010 represents the views of residents, task forces, and City staff regarding key issues that concern the City. These include a growing population, demand for homes, education, needed youth services, economic well-being, and enhancing the environment. The project is compared to the applicable goals and policies of the Long Beach Strategic Plan 2010 in Subsection 1(b) under Analysis of Project Impacts, below.

**(c) City of Long Beach Municipal Code**

The Long Beach Municipal Code (LBMC) Zoning Regulations (Title 21), in conformance with General Plan land use designations, regulates land use development within the City, including permitted uses, building setbacks, heights, parking, design standards, and other criteria. Section 21.37.030 of the LBMC establishes special districts, called Planned Development Districts. Planned Development Districts are more comprehensive than zoning and are intended to achieve a specific outcome in a geographic area. The Planned Development District applicable to the project site is the SEADIP, described above. In the event that specific development standards are not addressed in the respective Planned Development District, LBMC requirements are enforced.

**b. Existing Conditions****(1) Site Location**

The 10.93-acre project site is located in an urbanized area approximately five miles east of downtown Long Beach and approximately one mile south of the I-405 Freeway. The site is located between the San Gabriel River and the Los Cerritos Channel at the southwest corner of PCH and 2<sup>nd</sup> Street. With respect to surrounding streets, the project site borders 2<sup>nd</sup> Street to the north, PCH to the east and Marina Drive to the west. The site is located at the southeastern edge of the City close to the City's boundary with the City of Seal Beach in close proximity to Alamitos Bay and the City's marina.

**(2) Existing Land Uses and Zoning**

The project site consists of two parcels. The majority of the site is occupied by the 240-room Seaport Marina Hotel, which was constructed in 1961 as the Edgewater Inn Marina Hotel. The existing hotel is

approximately two stories in height. The hotel includes a nightclub, a restaurant, Enterprise Car Rental and The Elks Club, which are tenants of the hotel. The Enterprise Car Rental and The Elks Club are located near the hotel lobby. The existing vehicular access to the site is provided via an existing system of roadways with direct access from PCH, 2<sup>nd</sup> Street, and Marina Drive. Surface parking surrounds the hotel structures.

Historically, between the late 1920s and 1961, the site was used as an oil field. Currently, an 8-inch crude oil pipeline and several other active and abandoned petroleum pipelines are located along the eastern boundary of the project site. Between 1968 and 1999 a gas station was located in the northeastern corner of the site bounded by PCH and 2<sup>nd</sup> Street. Currently, the corner of the site is vacant. The gas station was removed and remediation efforts are ongoing. (Please see Section IV.F, *Hazards and Hazardous Materials*, of this EIR.)

The project site is designated in the General Plan as LUD No. 7, and is zoned Subarea 17 of Planned Development (PD) District No. 1, the SEADIP. PD-1 is an area that may benefit from the formal recognition of unique or special land uses and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. The PD district allows a compatible mix of land uses, planned commercial areas and business parks, and encourages a variety of residential types, housing styles, and densities. PD-1 has a total of 33 subareas, providing for a community of residential, business, and marine-related uses integrated by an extensive system of parks, open space, and trails.

Generally speaking, SEADIP requires that development within the plan area include at least 30 percent open space on-site and limits building heights to a maximum of 30 feet for residential uses and 35 feet for commercial uses. Subarea 17, where the project site is located, is designated for commercial uses only, and as such is currently fully developed with commercial and service uses.<sup>3</sup> In reviewing and approving site plans and tract maps for development within PD-1, the City is guided by the goals and policies of the district.

The project site and much of the surrounding area is also subject to the LCP, which is discussed below. The LCP is an adopted component of the City's General Plan and is also a California Coastal Commission-approved land development and land use plan. An LCP amendment is required for the project to allow residential uses and to allow the proposed intensity of development on the site.

### **(3) Surrounding Land Uses and Zoning**

The site is located in the southeastern portion of the City and in the southern portion of the SEADIP area (refer to Figures II-1 and II-2 in Chapter II, Project Description, of the EIR for an illustration of project location and surrounding uses). This portion of the City was originally part of the San Gabriel River floodplain. The general area in which the site is located has direct access to the Pacific Ocean via surface streets for vehicles, via local and regional bike paths for bicycles, and via Alamitos Bay for boaters.

The SEADIP area is currently developed with a variety of uses. The primary land use is low density residential uses. However, commercial uses, such as hotel, office, restaurants, theatres, and retail uses are located along the area's major traffic arterials (i.e., 2<sup>nd</sup> Street and PCH). As indicated in the City's Land Use Element (p. 170), the area has a high number of amenities.

<sup>3</sup> The SEADIP states that Subarea 17 is developed with commercial uses in accordance with the CR Zone. Per conversation with the Long Beach Department of Development Services, the CR Zone is equivalent to the Community Automobile-Oriented (CCA) District.

More specifically, the project site is located in a mixed-use, urbanized area, with retail and commercial uses located along the major roadways bordering the site. The approximately 10.93-acre site is bounded to the north by 2<sup>nd</sup> Street, to the east by PCH and to the west by Marina Drive. The site is located in an area that has access to the waterfront and therefore is associated with water sports and coastal activities. The waterfront, as well as the Los Cerritos Wetlands located beyond the Market Place shopping center on the east side of PCH, provides a sense of open space in the area.

Directly west of the site, across Marina Drive, is the publicly owned Alamitos Bay Marina, which includes 1991 boat slips, restrooms, fuel station, restaurants, several yacht clubs, and associated surface parking. Marina Drive has a median down the center of the street that is planted with palm trees. A large, expansive surface parking lot with approximately 1,177 parking spaces for the Marina is located along Marina Drive directly across from the site. Beyond the parking lot are the marina and associated docks and boat slips. Restaurants and limited boat-related uses are also located in the area to the west of Marina Drive adjacent to the marina.

Immediately north of the site, across 2<sup>nd</sup> Street, is a one-story grocery store (Albertson's) and a one-story bank (City National Bank). The Marina Pacifica Mall is located further north and is occupied by a mix of retail, restaurant and entertainment uses. The Marina Pacifica Mall fronts on PCH but is also accessible from 2<sup>nd</sup> Street. Parking for the commercial uses is provided in surface parking lots with some subterranean parking for the mall. The area to the northwest of the site to the west of the Marina Pacifica Mall is a private waterfront community, known as Marina Pacifica. The Marina Pacifica residential community is developed with attached multi-family condominiums that range in height from three to five stories. The Marina Pacifica development is adjacent to, and surrounded by, waterfront boat docks with direct access to Marine Stadium and greater Alamitos Bay.

2<sup>nd</sup> Street has an unplanted median down the center of the street adjacent to the site. To the west of the site, 2<sup>nd</sup> Street rises and crosses over the Marine Stadium channel waterway. On the west side of the bridge, across Alamitos Bay, is a single-family residential neighborhood on Naples Island. The Naples neighborhood is primarily small, low-density housing with some commercial uses along 2<sup>nd</sup> Street. Belmont Park, another single-family neighborhood, is located to the north of Naples and the Alamitos Peninsula is located to the southwest.

The site is bounded to the east by PCH. To the northeast of the site, across PCH at the northeast corner of 2<sup>nd</sup> Street and PCH, is a fast food restaurant. Immediately east of the site across PCH is a service station at the southeast corner of 2<sup>nd</sup> Street and PCH. To the south of the service station on the east side of PCH is The Market Place, a one-story retail center with sloped roofs. The commercial center is occupied by restaurants, a grocery store, retail shops, and a movie theater. Office uses are located south of The Market Place. The Los Cerritos Wetlands, which provides a large expansive of open space, is located to the east of the commercial uses within the Market Place center. In addition, oil fields are located to the northeast of the site along PCH.

Immediately to the south of the site is Marina Shores, a commercial center with retail uses, including a Whole Foods Market grocery store and restaurants. The center occupies the land from the southern site boundary to Studebaker Road. A two-story office building, Congressional Place, is located to the south of Studebaker Road. Further south are oil-related facilities as well as the San Gabriel River. The City's southern boundary with Seal Beach is located further south.

As indicated previously, the site is zoned PD-1. The PD-1 area is divided into a total of 42 areas, entitled Subareas 1 through 33 (however, Subarea 30 is deleted). The site is located within Subarea 17. The surrounding area immediately to the north, east and south of the site is also zoned PD-1. More specifically, the Market Place is located in Subarea 18, Marina Shores is located in Subarea 29, Marina Pacifica Mall is located in Subarea 16 and Marina Pacifica is in Subarea 2a. The marina to the west of the site across Marina Drive is zoned PD-4. Marine Park, which is located on the east and west sides of the Alamitos Bay is zoned P. The residential neighborhood on the west side of Alamitos Bay is zoned primarily R-1-S with CNP along 2<sup>nd</sup> Street.

### 3. ENVIRONMENTAL IMPACTS

#### a. 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. In addition, the analysis addresses compatibility of the project with surrounding development in terms of use, height, intensity, and scale. 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 that an EIR discuss inconsistencies with applicable plans that the decision-makers should address. Evaluations are made as to whether a project is inconsistent with such plans.

Impacts on the environment pursuant to CEQA ordinarily focus on changes in the physical environment. In itself, an inconsistency between a project and a plan is a policy or legal determination rather than a physical impact on the environment. However, where a plan is adopted for the purpose of avoiding or mitigating a physical impact on the environment, an inconsistency may be evidence that the project may result in a significant effect on the environment.<sup>4</sup>

With regard to uses, it is important to consider compatibility of the proposed uses with the surrounding uses. In addition, the purpose of the development policies and standards in a City's General Plan and Zoning Code, respectively, is to ensure compatibility of the built environment. The City's development policies and standards (i.e., height limits, FAR, density per acre) serve to ensure that physical impacts, such as shade/shadow, traffic, noise, are minimized between land use forms. Since the project would require amendments to the General Plan and LCP regarding height, an analysis of compatibility of height, scale, and intensity with surrounding development is provided. The compatibility analysis is based on aerial photography, land use maps, and field surveys in which surrounding developments were identified and characterized. As such, the analysis addresses general land use relationships and urban form, based on a comparison of land use relationships with the implementation of the proposed project to those occurring under existing conditions.

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<sup>4</sup> *Stephen L. Kosta and Michael H. Zischke, Practice Under the California Environmental Quality Act, Continuing Education of the Bar, Chapter 12, Section 12.36, p. 611-612, October 2006.*

## **b. Thresholds of Significance**

A project may have a significant impact with respect to planning and land use if it would exceed any of the prescribed significance thresholds included in Section IX, Land Use and Planning, in Appendix G of the *CEQA Guidelines*. As such, the proposed project would result in a significant impact associated with land use and planning if it would:

1. Physically divide an established community;
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

All of these significance thresholds were preliminarily evaluated in the proposed project's Initial Study, which is included as Appendix A of this EIR. The Initial Study determined that the proposed project would have no impact or a less than significant impact with respect to threshold Nos. 1 and 3 and therefore no further study of those thresholds was required in the EIR. Below, the remaining threshold (i.e., No. 2) is used to further analyze the severity of the proposed project's potential impacts.

## **c. Project Design Features**

There are numerous project design features (PDFs) associated with the proposed project that relate to land use and consistency with applicable plans, policies and regulations. Because of the diversity of applicable plans that relate to land use and the numerous relevant PDFs, design features are not individually listed in this section; they are however identified when relevant in the analysis presented below. For a full listing of PDFs, see Subsection G, Project Design Features, in Chapter II, *Project Description*, of this EIR.

## **d. Analysis of Project Impacts**

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

**(a) City of Long Beach General Plan**

**(i) Land Use Element**

The Land Use Element is comprised of the following major components: The Forecasts Component; The Urban Design Component; The Neighborhood Component; The Activity Center Component; and The Traffic Corridors Component. The goals and objectives of the adopted Land Use Element are intended to set a course for the City through 2000. As the project is expected to begin construction in 2013, with completion not expected within approximately 30 months, the statistical standards under the Land Use Element are not

applicable to the proposed project.<sup>5</sup> The Land Use Element presents 15 goals and objectives that were adopted by the City Council to set a positive and determined course for Long Beach through the year 2000. Of these 15 goals, the Land Use Element identifies eight that relate to population growth, economic development, housing, infrastructure, and transportation and therefore, relate specifically to land use.<sup>6</sup> The eight goals and objectives of the Land Use Element address the following: Managed Growth; Economic Development; Downtown Revitalization; New Housing Construction; Affordable Housing; Neighborhood Emphasis; Facilities Maintenance; and Functional Transportation.

The following provides an analysis of the project's consistency with applicable goals and objectives set forth in the Land Use Element. The Downtown Revitalization goal is not applicable as the site is not located in the downtown area. A description of each of these Land Use objectives is followed by a discussion of the project's consistency with the objectives.

- Managed Growth:<sup>7</sup> The concept of managed growth is the underlying goal upon which the entire Land Use Element of the Plan is based. The Land Use Element recognizes that little vacant land remains to be developed and that growth will require recycling and increased density. In accepting increased growth, the underlying goal of the Land Use Element is to guide growth to have an overall beneficial impact on the City's quality of life. The Land Use Element recognizes that quality of life is multi-faceted and complex. The lifestyle provided in Long Beach is balanced between the "... friendliness and tranquility of small town life and the excitement and opportunity of a big city economy." The Land Use Element states that preservation of that lifestyle can occur through a "... sensitive and restrained distribution of land uses and densities throughout the City." The Land Use Element also recognizes that richness can be added to a community through the mix of old and new structures, which helps establish a sense of place with which people can identify. In addition, quality of life includes arts and culture. The Land Use Element states that arts and culture can flourish by encouraging active street level uses, pleasant pedestrian routes, and special activities combining public art and permanent cultural facilities. Furthermore, the Land Use Element recognizes that to achieve the increase in needed housing "... new housing must be concentrated around Downtown and the other economic activity nodes of the City, and along some of the principal streets which connect them."

Project Consistency with the Managed Growth Objective: The project would be consistent with the Managed Growth objective in that it would have an overall beneficial impact on the City's quality of life by recycling aging land uses, concentrating housing around the Marina, an economic activity node, and by providing amenities that will help arts and culture flourish. As suggested by this objective, the project would be located adjacent to several retail shopping centers, including Marina Pacifica, the Marketplace, and Marina Shores, and along two principal arterial corridors of the City, 2<sup>nd</sup> Street and PCH. The project would include a land use mix and distribution of land uses and densities that would serve to revitalize the site and would create areas of activity, consistent with this objective. The project would provide a mix of residential, retail,

<sup>5</sup> It should be noted that the City of Long Beach is in the process of updating the Land Use Element. However, as of the publication of this EIR a draft version of the Element is not available for analysis.

<sup>6</sup> City of Long Beach, Land Use Element, page 19.

<sup>7</sup> City of Long Beach Land Use Element, 1997, pages 19-21.

service, entertainment, and educational uses. The project would include a theatre, public art, public plazas and open space which would contribute to the cultural opportunities in the City.

Retail uses would be located along the Marina Drive, 2<sup>nd</sup> Street, and PCH street frontages. The location of retail uses at the street level would contribute to active street fronts at these locations. The interaction between the project's residents and the broad range of amenities within walking distance, including retail uses, restaurants, services, entertainment, recreational open space, as well as transit services, would contribute to a sense of community, as well as create an active pedestrian environment. The proposed pedestrian bridge to Alamitos Bay Marina would provide pedestrians with a safe route to the waterfront. The project would encourage and promote both physical and visual access to the waterfront through the creation of walkways, the pedestrian bridge, and the orientation of the buildings, including restaurants and retail uses. The project would contribute to the economic activity node through the provision of the Marine Science Learning Center.

The proposed landscaping, on-site pedestrian walkways and new sidewalks and crosswalks would serve to create a safe and pedestrian-friendly environment, thus enhancing pedestrian activity in the area. The project would contribute to the creation of an activity node through the mix of uses as well as through the site planning and design. The project would concentrate housing around the City's Marina, which would contribute to the activity node. While the project would result in a greater intensity of use than what is currently allowed on the site, the Managed Growth Objective anticipates the need for recycling of land uses with increased density. Furthermore, the project is designed to minimize potential impacts to the surrounding area. For example, over 46 percent of the site would be public open space. In addition, the project would provide 325 dwelling units and thus would contribute to the City's housing stock.

- **Economic Development:**<sup>8</sup> This Land Use Element objective states that the City will pursue economic development which focuses upon international trade, while maintaining and expanding its historic economic strengths in aerospace, biomedicine, and tourism. The Land Use Element indicates that tourism should extend along the entire shoreline, but center primarily around the Downtown Shoreline, the Convention Center and in the Alamitos Bay Area. This objective indicates the primary reasons for fostering such economic development are to create employment opportunities for residents and a tax base for the City. A need to balance environmental quality with such growth is also specified by this objective. The objective seeks a balance of jobs and housing to reduce home-to-work travel and regional benefits with respect to air pollution, freeway congestion, and energy consumption.

**Project Consistency with the Economic Development Objective:** The proposed project would support the objective to concentrate new economic development in the Alamitos Bay Area. The project would add to the City's retail and hotel floor area and, in turn, incrementally increase the Alamitos Bay Area's employment base. The proposed hotel would enhance economic development by providing additional accommodations for traveler's to the City on business or as tourists. The project would also support this objective by providing a mix of high-density residential and commercial uses. The project's combined residential and commercial components would result in a greater balance between housing and employment. The project's public amenities that complement and connect it to Alamitos Bay Marina would foster the vitality of the

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<sup>8</sup> *Ibid*, pages 21-22.

Marina and its value for tourism as would the overall upgrade to the quality of development on the site. In accordance with this objective, the location of residential and commercial uses within close proximity would potentially reduce the City's home-to-work travel distances and generate regional benefits with respect to air pollution, freeway congestion, and energy consumption.

- New Housing Construction:<sup>9</sup> This Land Use Element objective supports the development of new housing units and states that the Land Use Element must provide capacity for new residential units.

Project Consistency with the New Housing Construction Objective: The proposed project would be consistent with the New Housing Construction objective through provision of 325 residential units, thereby increasing the City's housing stock. Proposed residential development would be high-quality and would occur within an existing developed site and, as such, would upgrade the City's housing without consuming the limited supply of vacant land.

- Affordable Housing:<sup>10</sup> This Land Use Element objective establishes the goal of retaining 97 percent of the existing housing stock through the year 2000. The objective indicates that to achieve this goal, the Land Use Plan must limit residential densities to their present level in most neighborhoods so as to reduce the economic incentive to replace existing relatively affordable units with new more expensive housing.

Project Consistency with the Affordable Housing Objective: The site is developed with commercial uses and therefore, the project would not reduce the existing housing stock. In addition, the project would not change the residential density within an existing neighborhood. The project is a mixed use development providing commercial and residential uses. The project would provide commercial uses which would support residential development in the area. The provision of new residential units in the area would serve to increase the City's housing stock.

- Neighborhood Emphasis:<sup>11</sup> This Land Use Element objective indicates that Long Beach is and should remain a city of strong neighborhoods. The objective states that the Land Use Element must study each neighborhood individually and identify its present strengths and weaknesses. Existing deficiencies are to be identified and opportunities offered to provide for the services as the Land Use Plan is implemented.

Project Consistency with the Neighborhood Emphasis Objective: The site is located in the SEADIP planned development area, which is developed with a variety of uses. The project would contribute to the neighborhood in that the proposed project would provide diversity in uses, including commercial, entertainment and educational uses as well as residential uses. However, the Land Use Element indicates that the SEADIP has a ratio of dwelling units per acre for the villages that is low. Retaining this overall low density is necessary for preserving the quality of the SEADIP environment. As the project would increase the intensity of development that currently exists in the area, the project would not be fully consistent with this objective.

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<sup>9</sup> *Ibid, pages 22-23.*

<sup>10</sup> *Ibid, pages 23.*

<sup>11</sup> *Ibid, page 23.*

- **Facilities Maintenance:**<sup>12</sup> This Land Use objective indicates that the City will maintain its physical facilities and public rights-of-way at a high level of functional and aesthetic quality, manifesting the pride of the citizens in their City. A link between land use type and intensity and the provision of services, such as open space, water, and solid waste disposal, is recognized by this objective.

**Project Consistency with the Facilities Maintenance Objective:** The proposed project would provide adequate public facilities and infrastructure to meet the needs of on-site residents, employees, and visitors. The project would include improvements to the on-site and off-site circulation systems (i.e., pedestrian, automobile, and bicycle). In addition, the project would provide domestic water, sewer, storm drain, electricity, and natural gas systems. Utility lines for water, gas, sewer, electricity, and certain communications would be installed underground. The project would incorporate recreational and open space facilities (e.g., plazas, walkways, etc.) on-site. The project would enhance the functional quality of the site through the provision of a mix of uses within close proximity to the waterfront. The project would improve the aesthetic quality of the area and maintain consistency with this objective.

- **Functional Transportation:**<sup>13</sup> This Land Use Element objective specifies that the City will maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods. A need to coordinate land use and transportation planning is recognized by this objective. Implementation of this objective can occur by locating “sufficient employment in the City in proximity to residential areas” and by supporting transit ridership “by locating sufficient employment and residential densities along transit routes.” The objective also states that land uses along the City’s most heavily travelled arterials should be able to tolerate high traffic, while not themselves generating frequent in and out traffic that would interrupt flows.

**Project Consistency with the Functional Transportation Objective:** The proposed project would be located along PCH, a major arterial street. The project would be consistent with this objective in that it would not directly access local residential streets or cause direct traffic increases through established residential neighborhoods. The project site is bounded by Marina Drive, 2<sup>nd</sup> Street, and PCH, the latter two of which are high-capacity thoroughfares. Although the proposed project would result in an overall increase in traffic in the project vicinity, the vast majority of project-related traffic in the area would be limited to the major roadways bordering the project site, as this offers the most efficient means of mobility to and from the site. Given the direct access of the project site to major adjacent roadways, the project would not create a notable traffic impact within surrounding residential neighborhoods. As such, it would support to the objective of protecting residential neighborhoods. The project would also support the goal to locate employment and residents in close proximity, by providing a mix of uses that contain both employment and residential uses within a single site and by locating high-density residential uses within an activity center that is adjacent to transit routes. The site is located along PCH, a major arterial street, and a bus stop would be located at the site frontage, thus encouraging transit ridership. The project site is served by Long Beach Transit buses on Route 131 along both 2<sup>nd</sup> Street and PCH, and Route 171 along PCH; Passport Route D along 2<sup>nd</sup> Street and Passport Route A along 2<sup>nd</sup> Street and Marina Drive; and Aqualink boat shuttle service from Alamitos Bay Landing in the marina area to the west of the project site. The project would also promote transit ridership through institution of a shuttle service along 2<sup>nd</sup> Street and through an airport shuttle for hotel guests. With

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<sup>12</sup> *Ibid*, page 23.

<sup>13</sup> *Ibid*, page 24.

regard to vehicular access to the site, the project would limit access on PCH and Marina Drive. Therefore, the proposed project would be consistent with the Functional Transportation objective, in that the mix of uses and the orientation of the uses on the site are capable of tolerating a high traffic area. Thus, the project represents an appropriate land use along PCH and Marina Drive.

***(ii) Consistency with the General Plan Land Use Designation***

The Land Use Element designates the site as LUD No. 7 (Mixed Use District). The purpose of the Mixed Use District is to carefully blend land use types to save time and energy in transportation and communication, to simplify and shorten transactions of goods and services, vitalize a site, and give more importance to the urban structure of the City. Clear incompatibilities among different types of land uses are not permitted.<sup>14</sup>

In general, areas in the LUD No. 7 District are intended for use in large, vital activity centers rather than strip development. Land use controls and design and development standards for these areas are contained in the planned development plan/ordinance for each area. The types of land uses intended by the LUD No. 7 District are for example: employment centers, such as retail, offices, medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. Not intended for inclusion are uses that may have a detrimental effect on the ambiance, environment, or social well-being of the area. Examples cited are industrial and manufacturing uses, warehousing activities, and outside storage.

Under this designation, residential densities in districts where residential uses are permitted will vary according to the particular needs and characteristics of the district. In general, residential uses in Urban High Density and High-Rise Residential Districts are permitted. One intention or objective of this designation is to eliminate potential conflicts between widely different building types, heights, and densities, although “compatibility with” is not to be construed as “exactly the same.”<sup>15</sup>

Project Consistency with Land Use Designation: The proposed project is consistent with LUD No. 7 since the project would be a mixed-use development with retail, residential, hotel, restaurant, entertainment uses, as well as a learning center. The proposed uses on site would simplify and shorten trips as residents on the site would be located in close proximity to retail uses on the site and in the surrounding area. The project is designed to create an activity center through the mixing of uses and the provision of open spaces and walkways linking the various uses. The uses as proposed would not create incompatibilities as operationally the retail and entertainment uses would be separate from the residential uses. Parking for the various uses would also be separated and clearly marked.

***Compatibility of Proposed Uses With Surrounding Uses***

With regard to uses, it is also important to consider compatibility of the proposed uses with the surrounding uses. As previously noted, the site is currently developed with the Seaport Marina Hotel, and there are currently ancillary uses on the site. The surrounding uses are described in detail above in Subsection b(3), Existing Conditions, Surrounding Land Uses and Zoning. The area contains a mix of uses. Commercial uses

<sup>14</sup> *Op. Cit., Land Use Element, page 65.*

<sup>15</sup> *Op. Cit., Land Use Element, page 66.*

are located primarily along PCH and include the Marina Pacifica Mall to the north of the site, Market Place to the east of the site, and Marina Shores to the south of the site. In terms of residential uses, the Marina Pacifica is located to the northwest of the site. Further to the north are Spinnaker Bay and Bay Harbor, which are low density residential areas. To the west of the site is the Alamitos Bay Marina, with docks and boat slips, as well as associated commercial uses, such as restaurant and boating-associated shops. It should be noted that a number of boats docked at the marina serve as primary residences for their owners.

As shown in Figure II-4, *Ground Level L1 Floor Plan*, in Section II, Project Description, of this EIR, the proposed project would include ground-level retail with anchor retail located along PCH and 2<sup>nd</sup> Street. Additional retail uses, including the cycling center (labeled “bike station”), would be fronting Marina Drive. Two levels of residential uses would be oriented towards Marina Drive. Development fronting 2<sup>nd</sup> Street would have five levels of residential uses above the retail level. Development along PCH would have up to five levels of residential units above the retail and service ground floor space. Two levels of residential units would be located above the retail space fronting PCH. Development at the southeastern end of the project site would have retail at the ground level with a mix of uses, including the theater, hotel, and residential uses. The Marine Science Learning Center, theater, and hotel would be oriented to PCH. Nine levels of residential units would be located above the podium in the central portion of this structure.

The project would contain open space at the ground level and on the podium (Level 2). A total of approximately 219,134 square feet of public open space areas would be provided, with approximately 148,501 square feet on the street level (includes Marina View Lane open space) and approximately 68,758 square feet on the raised podium (Level 2). Additionally, an approximately 1,875-square-foot event terrace would be located on the Level 3 podium adjacent to the theatre.

The proposed uses in the project would be compatible with and would support the surrounding land uses. For example, the proposed retail and residential uses would be compatible with surrounding retail and residential uses. As indicated above, retail uses are located to the north, east, and south of the site and include the Marina Pacifica Mall, Market Place, and Marina Shores, respectively. Existing residential uses are located to the northwest of the site in the Marina Pacifica community. In addition, Spinnaker Bay and Bay Harbor, which are low density residential areas, are located to the north of the site. The proposed theater would provide entertainment facilities for the surrounding residential uses. The proposed Marine Science Learning Center would support the nearby marina, while the proposed cycling center would support recreational uses, including a proposed bike path. In addition, the project would provide public open space areas that would be connected by walkways through the site and to the marina, with a pedestrian bridge to the waterfront. Furthermore, the proposed development would not have adverse effects on adjacent land uses, including the Alamitos Bay Marina. The proposed project would provide adequate parking to accommodate project-related demands, and therefore, parking capacity at the marina parking lot would not be affected. Similarly, the existing Farmer’s Market that takes place in the marina parking lot would not be adversely affected; in fact, the addition of on-site residential uses is likely to enhance business at the Farmer’s Market given the increase in consumers in close proximity to the event. Boat owners in the marina, including those that live aboard their vessels, would not be notably affected by the proposed project relative to existing conditions given the distance to the site and because no physical changes to the marina or basic access to the marina are proposed. Marina residents may however benefit from the proposed project as they could utilize the various project services and amenities proximate to their residences.

Thus, the project would contribute positively to the surrounding area through the provision of local access to goods and services and various project amenities, including open space areas and places for people to gather. Compared to existing conditions on the site with aging buildings and large surface parking lots, the compatibility of the site with surrounding uses would substantially improve. Given the mixed-use nature of the area, the project would not disrupt the operation of existing surrounding land uses but rather would be compatible with and would support the uses in the area. The project would be particularly compatible with and would support the Alamitos Bay Marina.

In summary and based on the above analysis, the proposed uses would be consistent with the LUD No. 7 designation on the site. In addition, the uses would be compatible with the surrounding land uses.

***(iii) Land Use Element Urban Design Component***

The Urban Design Component of the Land Use Element evaluates the City's principal urban design features, including terrain, public open space areas, the downtown area, the port, and the Bay. The discussion of the Bay states that the natural features of the Bay and the white beaches all along its edges are very special design elements and are valuable natural resources. As an extension of these features, the water recreation areas of Alamitos Bay, including beaches, marina, and waterfront homes, form an important, even unique, urban design element.

The Urban Design Component of the Land Use Element also states that the most important activity areas in Long Beach are located in the Downtown-Port area, and around Alamitos Bay. The area around Alamitos Bay is identified as a "significant multi-purpose activity center." The Urban Design Component states that the area comprises the commercial centers of Belmont Shore, Marina Pacifica and the Market Place, the recreation facilities on and around the Bay itself, a large population of affluent and active people, and the campus of California State University Long Beach. According to the Urban Design Component, the area, like downtown, is characterized by considerable vehicular and pedestrian traffic. However, as indicated in the Urban Design Component, its urban design features are much more fine-grained and discrete. The area does not have the large scale building masses of downtown, except at the University. Because of the special role of the activity center, the Urban Design Component states that "...it is probably appropriate that the design scale remains low and intimate." In addition, the area is located in a depression which would tend to reduce the impact of vertical design elements.

The Urban Design Component of the Land Use Element refers to the Alamitos Bay center as a "truly unique place". The Urban Design Component acknowledges that the multi-purpose activity centers have a regional importance. The regional attraction in the Alamitos Bay area is recreation.

The Urban Design Component also addresses roadways, which are the principal means by which people understand a City, and roadways tend to divide or unify neighborhoods. The Urban Design Component indicates that positive design steps should be taken to improve appearances along City streets, including large setbacks along frontages, more plant materials, fewer curb cuts, and better building design and signage. The Urban Design Component also discusses the effects of growth on the arterial roadway system and states that recycled land uses should not generate more traffic or friction. PCH is identified as a street of concern and is a high priority for the City, since it has a high traffic demand and serves densely populated and vital neighborhoods of the City. In addition, PCH is listed as an arterial corridor of concern in the Land Use Element. PCH is a regional traffic corridor that carries east-west traffic in the southern part of the City. With

regard to appropriate land uses, the Land Use Element indicates that south of Seventh Street nearly all future development is controlled by Planned Development Districts. The Land Use Element states that PCH lacks character and that the right-of-way should be improved by both public and private actions.

**Project Consistency with Urban Design Component:** The proposed project would create a mixed-use development within the Alamitos Bay area within a multi-purpose activity center. The project would be located within close proximity to the waterfront and would contribute to the economic activity in the area. The project would contribute to the activity center through the mix of uses and the provision of public outdoor areas. The project would include walkways, landscaped areas, and open space that would provide for and contribute to pedestrian activity in the area, including the Alamitos Bay Marina. The project would include a total of 219,134 square feet of public open space throughout the development. A total of 148,501 square feet of public open space would be located on the ground level within the various plazas, Marina View Lane, and landscaped walkways between the buildings. The remainder of the public open space area would be provided on the podium levels (Levels 2 and 3) of all of the buildings. The project would include a bridge connecting the site to the waterfront. The project would provide a mix of uses and amenities, such as landscaping and public open space areas, that would contribute positively to the creation of a regional activity center within close proximity to the waterfront and the Alamitos Bay Marina.

The project would include a broad setback along PCH as well as extensive landscaping, a plaza and wide sidewalks along the frontage. The project with its varied heights, building orientation and proposed mix of materials would improve the character of PCH significantly when compared to existing conditions on the site.

With regard to building heights, the project would introduce buildings generally ranging in height from two to six stories, as well as a 12-story structure in the area. While recognizing that Alamitos Bay is a multi-purpose activity center, and a unique place of regional importance, the Urban Design Component also indicates that building scale should probably remain low and intimate in the Alamitos Bay area. Thus, the proposed project would be in conflict with this aspect of the Land Use Element Urban Design Component.

#### ***Compatibility of Height, Intensity, and Scale with Surrounding Development***

The purpose of the development policies and standards in a City's General Plan and Zoning Code, respectively, is to ensure compatibility of the built environment. The City's development policies and standards (i.e., height limits, FAR, density per acre) serve to ensure that physical impacts, such as shade/shadow, traffic, noise, are minimized between land use forms. Since the project would result in a conflict with the Land Use Element Urban Design Component due to the proposed building heights, the following discussion provides an analysis of land use relationships with the implementation of the proposed project to those occurring under existing conditions.

As previously discussed, the site is located in the southeastern portion of the City in the Alamitos Bay Retail Centers Activity Center. The area comprises the commercial centers of Belmont Shore, Marina Pacifica and the Market Place, the recreation facilities on and around the Bay itself, a large population of affluent and active people, and the campus of California State University Long Beach. The surrounding commercial centers are developed with one- and two-story structures, with building heights of up to 35 feet. The residential development in the project vicinity is low-density residential ranging in densities of 4.1 units per acre (Bay Harbor) to 8.4 units per acre (Spinnaker Bay). The residential development closest to the site,

Marina Pacifica, which is located to the northwest of the site across 2<sup>nd</sup> Street from the site, consists of buildings that are three to five stories in height.

The project would have buildings with heights ranging from two to six stories (up to approximately 82 feet with rooftop features), with one residential tower reaching a maximum of 12 stories (approximately 136 feet, or up to 150 feet with rooftop architectural elements and emergency helipad). The residential density on the overall site would be 29.75 dwelling units per acre. The project would have an overall site floor area ratio (FAR) of 1.73 to 1.<sup>16</sup>

More specifically, the building located along 2<sup>nd</sup> Street would be six stories in height. While this height would be greater than the building heights immediately to the north in the Marina Pacifica Mall, the height would be compatible with the Marina Pacifica residential development that has building heights of up to five stories. In addition, the building would be set back from the street by a plaza area with trees, landscaping and wide sidewalks.

With regard to the site frontage along PCH, which is located in the central portion of the site, building heights would range from three to six stories. The buildings closest to PCH would be primarily three stories in height. These buildings would be set back from PCH, and while oriented to the street, they are not located parallel to the street but have a slight curve in the alignment. The orientation of the buildings relative to the street would serve to reduce the perceived mass of the structures. The buildings in the central portion of the site would be five and six stories in height. Thus, the site planning would serve to reduce the perceived bulk of the development with the change in height from three story structures located along PCH stepping up to the five and six story structures in the central portion of the site. The site planning along PCH with the orientation of the buildings, the setbacks from PCH, and the location of the greater height within the interior of the site, the scale would be compatible along PCH with existing development.

With regard to the site frontage along Marina Drive, the proposed project would consist of two buildings oriented towards Marina Drive that are two stories in height. The buildings would be low in scale and would have articulation and various angles that serve to break up the perceived mass of the structures.

With regard to the southern portion of the site, the development at this location would be characterized by varying structural heights. The greatest height, the residential tower with 12 stories, would be located at the site interior adjacent to Marina View Lane. The building would be angled away from Marina View Lane, thereby reducing the perceived height of the building from the new street. The hotel, which would be located at the corner of the alley at PCH, would be four and five stories in height. The portion of the hotel closest to the street would be four stories stepping up to five stories within the site. The alley would provide separation from the four-story hotel building along the site's southern boundary and the adjacent Marina Shores retail shopping center. With the proposed separation and the stepping back of the hotel building on the site, the project would be compatible with the scale of adjacent development.

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<sup>16</sup> Floor area ratio is the relationship of the on-site square footage to the site building area. A 1.73 FAR means that the project would have 1.73 square feet of floor area for each square foot of land area.

Accepting, as discussed above, that the proposed project would be generally compatible with surrounding land uses, the project as a whole would be greater in scale than surrounding development. In addition, the 5-, 6- and 12-story structures would conflict with those aspects of the Urban Design Component that suggest a low and intimate scale for the area. However, there are aspects of the project's site planning and design that serve to reduce the perceived scale of the proposed project that should be noted. For example, the perceived mass and bulk of the project would be reduced through the distribution of square footage within a number of buildings with varying size of footprints and heights, the orientation of buildings relative to the street, the distance between buildings on the site, and the location of buildings around the tower that create a transition to lower heights along street frontages. In addition, the design of the structures, including the articulation and stepping back of the upper levels, and a mix of building materials, would serve to reduce the perceived mass and bulk of the development. The proposed site plan also includes extensive open space throughout, with plazas and generous landscaping (including trees) providing visual relief and breaking up the perceived massing of the development.

Beyond site planning and design considerations, there are also unique aspects of the site location, and consistency with other City plans and policies, that appear to support or minimize the effects of the height, intensity and scale of the proposed project. For instance, the project site is located at a gateway to the City and adjacent to Alamitos Bay Marina. As such, the proposed project would create a landmark development at the southern entrance or gateway to the City and to the Marina area that would serve to define and anchor the area. Furthermore, the site is bounded by major roadways (PCH and 2<sup>nd</sup> Street), a large surface parking area serving the Marina, and a commercial development that is not scale sensitive, thereby avoiding land use incompatibilities that might occur if the project were located adjacent or in close proximity to low scale residential or other sensitive uses. Regarding consistency with other plans and policies, the height and intensity of the project are in line with Land Use Element and other general plan policy statements, including those that recognize growth will require recycling and increased density of land uses, promote transit ridership by locating sufficient employment and residential densities along transit routes, and indicate that housing should be concentrated in proximity to economic activity nodes, such as the Marina.

While greater height, scale and intensity than surrounding development appear to be in conflict with the statements in the Urban Design Component that suggest a low and intimate scale for the area, this conflict alone does not necessarily translate to a significant physical impact on the environment. For instance, as described in Section IV.A, Aesthetics and Views, building heights would not result in shade/shadow impacts on sensitive land uses, and redevelopment of the site would have a beneficial effect on views and visual quality through the provision of view corridors, a high level of architectural design, and landscaping and open space that covers nearly half of the site. However, the height and intensity of the project does contribute to significant unavoidable impacts on the physical environment associated with traffic and operational air quality. Therefore, the project's inconsistency with policies suggesting lower scale development also translates to physical impacts on the environment, and land use impacts in this regard are considered significant.

***(iv) Consistency with the Long Beach Local Coastal Program***

The project site is located within the coastal zone, within the SEADIP sub-area. The SEADIP sub-area is the largest of the seven sub-areas and contains over 1,000 acres. The LCP describes the SEADIP sub-area as

principally a residential community but acknowledges the considerable commercial development that exists, as well as the electric generating plants and the fact that much of the land in SEADIP is being used for oil production.

The SEADIP was the first segment of the coastal zone to be systematically planned and zoned according to policies later established by the Coastal Act. The SEADIP Specific Plan is adopted as an integral part of the LCP and portions of the SEADIP Specific Plan are cited in the LCP. The LCP cites eight basic concepts from the SEADIP as well as adding three additional concepts. The project is compared to the applicable concepts of the LCP in **Table IV.H-1, Comparison of the Project with the Applicable Concepts of the LCP.**

Project Consistency with LCP: As shown in Table IV.H-1, the proposed project would create a mixed-use development including 325 condominium units. The project would be in conflict with the LCP since the concepts envision lower density residential development. In addition, the concepts envision lower scale development with a maximum of two stories. However, the site is located along busy thoroughfares and is surrounded by commercial development, making the site not suitable for a single-family neighborhood. In addition, the project would contain a number of public amenities including the science center, theater, cycling center, landscaped open space, and bicycle facilities throughout the site. The proposed project would also be designed and oriented to maximize views of the marina and greater Alamitos Bay, and would provide direct access from the site to the marina via an elevated walkway. However, as with the SEADIP, the project would require an amendment of the LCP to reflect the proposed uses and intensity of development as well as the proposed building heights. Given that the SEADIP is included in the LCP, see Subsection 1(c), City of Long Beach Municipal Code/Southeast Area Development and Improvement Plan, below, for a discussion regarding consistency of the project with the SEADIP. The LCP amendment request would be taken into consideration during Site Plan Review and would require City Council approval. Without the LCP amendment, the project would be in conflict with the LCP.

#### ***(v) Consistency with Other General Plan Elements***

A detailed analysis of consistency with other General Plan Elements is provided in Appendix H of this EIR. The discussion below regarding the other Elements provides a general discussion of the element and lists the primary goals, objectives, and/or policies that are relevant to the project. The analysis below provides a summary of the table contained in Appendix H. Please see Appendix H for a side-by-side analysis of all the goals, objectives, and policies in the other General Plan Elements.

#### ***Housing Element***

The Housing Element of the General Plan, adopted in 2009, offers a comprehensive analysis of housing needs, including current population, employment, and housing stock characteristics. In addition, the Housing Element identifies market and governmental constraints and opportunities, as well as available housing resources. The Housing Element also acts as the City's housing plan and establishes the City's goals, policies, and programs to address housing needs in the City. The following goals and policies in the Housing Element are applicable to the proposed project:

Goal 4: Provide Increased Opportunities for the Construction of High Quality Housing

**Table IV.H-1**

**Comparison of the Project with the Concepts of the LCP**

Concept	Project Consistency Analysis
<p>1. Development of the subject area must be comprehensive and integrated, with the balance sought between the issues of land use, density, traffic, environmental issues, and physical impacts.</p>	<p><b>Not Consistent.</b> The proposed project would be integrated into the area and would provide a mix of uses that would contribute to the identity of the Alamitos Bay Activity Center. The project would provide retail, entertainment, hotel, educational and residential uses. The commercial component of the project would provide uses and services for existing and future residents as well as visitors to the area. However, the proposed project would result in physical impacts with regard to traffic and air quality. Thus the project would not contribute to the balance sought between land use, density, traffic, environmental issues, and physical impacts.</p>
<p>2. Although a variety of housing types architectural styles, densities, and clustering patterns are suggested, the basic concept for development is to promote single-family housing.</p>	<p><b>Not Consistent.</b> The proposed project would provide 325 condominiums in a mixed use development at the project site. Given the site’s location along busy thoroughfares surrounded by commercial development, the site is not suitable for a single-family neighborhood. However, the project would not be consistent with this concept.</p>
<p>3. A density pattern of 7.26 dwelling units per gross acre is produced when the subdivision standard of 6,000 square feet per lot is applied in Long Beach; this density is the standard of development for the area.</p>	<p><b>Not Consistent.</b> The proposed project would provide 325 condominiums in a mixed use development at the project site. The residential component of the project would be developed at an overall site density of 29.75 units per acre. Thus, the project would not be consistent with this concept.</p>
<p>4. Higher densities are warranted only when supported by amenities provided to the public without costs, adequate open space is preserved, participation in an internal bicycle path and pedestrian trail system is guaranteed, and private streets are utilized to remove circulation burdens from public thoroughfares.</p>	<p><b>Consistent.</b> The proposed project would provide 325 condominiums in a mixed use development at the project site. The residential component of the project would be developed at an overall site density of 29.75 units per acre. The project includes a number of public amenities including the science center, theater, cycling center, landscaped open space, and bicycle facilities throughout the site.</p>
<p>5. A “Naples-like” community concept is required, following in conceptual form the patterns existing on Naples Island in Long Beach, with orientation of homes toward open space, greenbelts, water, or significant views. Further, access to waterways and public areas is necessary, and a limitation of building heights to two stories is required.</p>	<p><b>Partially Consistent.</b> The site plan would provide orientation of the uses towards open space areas and/or would provide significant views. However, the project would develop multi-family residences some of which are on upper floors of structures. As such, the residences would not all open to the open space areas. However, the project would include a total of 219,134 square feet of public open space throughout the development. A total of 148,501 square feet of public open space would be located on the ground level within the Wetlands Plaza, Great Space, Marina Plaza, and landscaped walkways between the buildings. The remainder of the public open space area would be provided on the podium levels (Levels 2 and 3) of all of the buildings. In addition, the proposed project would include private usable open space for</p>

**Table IV.H-1 (Continued)**

**Comparison of the Project with the Concepts of the LCP**

Concept	Project Consistency Analysis
	<p>proposed residential uses, or private common open space, totaling 178,313 square feet, as well as 21,668 square feet of open space for proposed hotel uses.</p> <p>The proposed project would be designed and oriented to maximize views of the marina and greater Alamitos Bay, and would provide direct access from the site to the marina via an elevated walkway.</p> <p>Building heights would range from two to 12 stories and thus, would exceed the limitation of two stories.</p>
<p>6. Fiscal controls shall be exerted so that public costs for supporting developments do not create a significant imbalance in public finances; revenue is to be maximized by selecting the highest and the best uses consistent with environmental standards and low service costs.</p>	<p><b>Consistent.</b> The project is the redevelopment of an underutilized site by a private developer. The proposed project would be the highest and best use of the property. Public funds would not be used for implementation of the project.</p>
<p>7. Traffic considerations include limiting access to major streets, improved local circulation, preventing streets or circulation patterns from disrupting existing neighborhoods, improving traffic flow on Pacific Coast Highway and Studebaker Road and controlling the number of dwelling units so as to minimize traffic impact.</p>	<p><b>Partially Consistent.</b> Vehicular access to the site would be provided via two entrances off of PCH and two entrances off of Marina Drive. Circulation patterns that would result from the project would not disrupt existing neighborhoods. However, the project would provide 325 residential units, with an overall site density of 29.75 units for the residential component of the project. The project would result in significant and unavoidable traffic impacts. Thus, the project would not be consistent with the portion of the concept that seeks to control the number of units so as to minimize traffic impacts.</p>
<p>8. Environmental considerations of special significance include seismic safety, water protection, problems of uncontrolled landfills, methane gas generated in landfill, wildlife protection, the impact of traffic, preserving unique natural habitats, and the requirement of landfill from many vacant areas.</p>	<p><b>Consistent.</b> As indicated in Section IV.E, Geology and Soils, of this EIR, the project site has a high susceptibility to liquefaction and a moderate susceptibility to ground shaking and differential settlement. However, compliance with applicable regulations, including state and local building and seismic safety codes, would generally reduce potential geology and soils-related risks to an acceptable level. In addition, mitigation measures are provided in Section IV.E, Geology and Soils, of the EIR.</p> <p>The site does not contain any identified natural resources as it is currently developed with a hotel and surface parking. The proposed project would include a mix of uses and would be designed in a way so as to create harmony between man and his environment. The project would not result in a significant impact to the surrounding sensitive areas, such as Alamitos Bay and the Los Cerritos Wetlands.</p> <p>As indicated in Section IV.G, Hydrology and Water Quality, the project would comply with water quality regulatory requirements such as the State National Pollutant Discharge Elimination System (NPDES) General Permit</p>

**Table IV.H-1 (Continued)**

**Comparison of the Project with the Concepts of the LCP**

Concept	Project Consistency Analysis
	requirements, which includes but is not limited to the preparation of a Storm Water Pollution Prevention Program (SWPPP) for construction - related storm water discharges and the City's Standard Urban Storm Water Mitigation Plan (SUSMP) for operational storm water discharges.
<p>9. Eighty new slips (one vote per slip) shall be allowed in the Costa Del Sol development. Marina Pacifica I-B shall be allowed to 255 new slips (one boat per slip). Development on Lot 31 of Tract No. 31253 shall be allowed to 15 new slips, and the Long Beach Marina shall be permitted a reasonable expansion, but not to exceed 10% additional slips (one boat per slip). The boat slips in Marina Pacifica I-B and Costa Del Sol shall be constructed only after review of a total slip development plan by the Planning Commission based on environmental considerations. The boat slips shall be restricted to use by actual residents of those developments. Marina Pacifica I-A and B Costa Del Sol developments shall be conspicuously posted for public access to waterfront walkways.</p>	<p><b>Not Applicable.</b> This concept does not apply as it relates to the provision of boat slips at Costa Del Sol, Marina Pacifica, and Long Beach Marina.</p>
<p>10. New oil dwellings [sp] from City-owned property in SEADIP shall be permitted on only two sites; In Parcel Q at the Northeast and [sp] of Marina Stadium; at the southwest corner of Second Street and Marina Drive (Amendment No. 1f).</p>	<p><b>Not Applicable.</b> This concept does not apply as the proposed project does not include oil drilling.</p>
<p>11. Land use and development standards in the Long Beach Marina shall be controlled by the following ordinance.</p>	<p><b>Not Applicable.</b> This concept does not apply as the site is not located in the Long Beach Marina.</p>

Source: PCR Services Corporation, 2011.

- Policy 4.1 Provide adequate sites, zoned at the appropriate densities and development standards, to facilitate the housing production and affordability goals set forth in the 2008-2014 Regional Housing Needs Assessment (RHNA).
- Policy 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.
- Policy 4.3 Encourage new high quality rental and ownership housing through the implementation of design review guidelines, and architectural and green building standards.

- 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.

Goal 5: Mitigate Government Constraints to Housing Investment and Affordability

- Policy 5.3 Utilize Planned Developments (PD), form-based zoning and other planning tools to allow flexible residential development standards in designated areas.

Goal 6: Provide Increased Opportunities for Home Ownership

- Policy 6.1 Provide favorable home purchasing opportunities, with an emphasis on providing affordable options for low and moderate-income households.
- Policy 6.2 Utilize home ownership assistance programs as a mechanism to expand affordable housing opportunities and accommodate large families.

Project Consistency with Housing Element: The project would result in the development of a mixed-use project, including 325 residential units. The project would support the goals of the Housing Element through the provision of 325 housing units on the site. The project would locate housing within close proximity to employment, transportation, and within an activity center. The project would support the RHNA goals and would develop residential uses along a transit corridor (PCH) and activity center. In addition, the project would include a range of dwelling units ranging from one- to three-bedroom units that would accommodate the housing needs of various socioeconomic segments of the community, including large families. Thus, the project would be consistent with the goal of providing increased opportunities for homeownership since the project would provide loft, condominiums, and townhomes. The project would provide for increased opportunities for the construction of high quality new housing as the project would locate housing within close proximity to the waterfront and the Marina as well as various recreational opportunities. In addition, the project would include a total of 219,134 square feet of public open space, comprising over 46 percent of the site, throughout the development. Additionally, the proposed project would include private usable open space for proposed residential uses, or private common open space, totaling 178,313 square feet, as well as 21,668 square feet of open space for proposed hotel uses. Although the project would not provide affordable housing, the project would provide 325 condominiums with a mix in the size of the units, thus increasing opportunities for home ownership. As such, the project would be consistent with applicable goals and policies in the City's Housing Element. Please also see Section IV.J, *Population and Housing*, for an analysis regarding population and employment that would occur as a result of the project.

#### **Noise Element**

The City's General Plan Noise Element, which was adopted in 1975, contains five general goals that can be summarized by the following statement: *the City desires to attain a healthier and quieter environment for all of its citizens while maintaining a reasonable level of economic progress and development.* The five general goals are as follows:

1. To improve and preserve the unique and fine qualities of Long Beach and eliminate undesirable and harmful elements.

2. To develop a well balanced community that offers planned and protected residential districts, well distributed commercial districts, planned and restricted industrial districts, and a coordinated circulation system that provides for the fast, safe, and efficient movement of people and commodities.
3. To improve the urban environment in order to make Long Beach a more pleasant place to live, work, play, and raise a family.
4. To establish noise policy guidelines and promote noise abatement action programs.
5. To develop specific neighborhood noise plans with the participation of resident citizen groups.

In addition, the Noise Element contains a list of more specific goals and strategies related to land use planning, the general noise environment, transportation noise, construction and industrial noise, population and housing noise, and public health and safety that can be summarized as follows:

- To protect and preserve both the property rights of owners and the right to quietness of the citizenry at large.
- To make the City a quieter, more pleasant place in which to live.
- To diminish transportation noise impacts on the population.
- To respond to demands for a reasonably quiet environment that is compatible with both existing ambient noise levels and continuing building (i.e., construction noise) and industrial development.
- To reduce both noise exposure to the population and noise level outputs generated by the population.
- To attain the lowest possible level of harmful effects of noise on people by the implementation of information, monitoring, and advisory programs.

The Noise Element suggests criteria for maximum acceptable outdoor and indoor noise levels based on land use type. The criteria are for planning purposes only and do not carry any regulatory authority. Please see Section IV.I, *Noise*, for a more detailed discussion of the criteria.

With regard to construction, the Noise Element suggests the following acceptable construction noise levels, where an average maximum noise level outside the nearest building at the window of an occupied room closest to the site boundary, should not exceed:

- 70 dBA in areas away from main roads and sources of industrial noise; and
- 75 dBA in areas near main roads and heavy industries.

**Project Consistency with Noise Element:** The proposed project would result in additional noise generation during construction activities, which could potentially affect nearby noise-sensitive uses. However, given the project site's location, and the associated distance to noise-sensitive land uses, significant construction-related noise impacts would not occur. Nonetheless, mitigation measures would be implemented to reduce impacts to nearby commercial uses during construction activities in order to reduce noise levels and to be consistent with the 75-dBA noise limit noted above for areas near main roadways. With regard to operation

of the proposed project, project-related stationary source and mobile-source noise generation would not exceed established noise thresholds and therefore, impacts to off-site receptors would be less than significant. However, mitigation measures would be necessary to achieve acceptable interior noise standards for the proposed on-site residential and hotel uses, and impacts would thereby be reduced to less than significant. Overall, given that the proposed project would not result in significant adverse noise impacts and harmful effects on the community would not occur in this regard, the proposed project would be consistent with applicable goals and policies in the City's Noise Element. Please also see Section IV.I, *Noise*, for an analysis regarding noise and vibration effects that would occur as a result of the proposed project.

#### ***Transportation Element***

The Transportation Element of the City's General Plan, which was adopted in 1991, serves as a long-range framework to guide the City in developing a comprehensive and balanced transportation system. The primary goal set forth in the Transportation Element is:

- To maintain or improve the current ability to move people and goods to and from activity centers while reinforcing the quality of life in the neighborhoods.

Specifically, the objectives included in the Transportation Element for the future transportation system as they relate to the project are:

- To maintain traffic and transportation service levels at Level of Service (LOS) D or at the 1987 LOS where that LOS was worse than D;
- To accommodate reasonable, balanced growth; and
- To maintain or enhance the quality of life.

The Transportation Element also contains more specific goals and policies that relate to the Land Use Element and the LCP. Those that relate to the Land Use Element are as follows:

- To improve overall traffic carrying capacity and travel safety, and to reduce traffic conflicts as much as possible;
- To permit sufficient employment and residential densities along transit routes to encourage transit ridership;
- To reduce the total number of strip commercial segments to minimize traffic conflict;
- To increase the amount and quality of moderate and higher density housing along selected corridors; and
- To improve the appearance of the corridors in general, recognizing that these streets provide most travelers through the City with their initial, and perhaps lasting, impression of Long Beach.

The goals and policies that relate to the LCP that are applicable to the project are as follows:

- To increase reliance on public transit and to decrease reliance on the automobile;
- To provide adequate parking for beach visitors;

- To increase pedestrian and bicycle access opportunities to the beach;
- To prevent the elimination of parking which would have provided additional through traffic lanes; and
- To prevent widening or the addition of traffic lanes on any east/west streets in the Coastal Zone.

The Long Beach Bicycle Master Plan, which was adopted in 2001, is a component of the Transportation Element. The primary goals of the Bicycle Master Plan are:

- To make bicycling safer, more convenient, and more enjoyable for all types of bicyclists, transportation and recreation related, with a goal to increase bicycle use by 5 percent by the year 2020;
- To encourage more people to bicycle for transportation to provide an attractive and healthy transportation option; and
- To develop an economical transportation option that promotes social equity.

Project Consistency with Transportation Element: The 10.93-acre site would be redeveloped with a mixed use project, including retail, residential, service, entertainment, and educational uses. The project would contribute to the quality of life in the neighborhood through the provision of commercial uses and the location of housing in the area. The project would encourage transit ridership by providing increased density with employment and housing along a major transit corridor. The mix of uses on the site would result in internal trip capture (people parking once and visiting multiple uses). The provision of walkways through the site would encourage pedestrian activity through and around the development. The bike path along Marina Drive would improve the travel and recreational opportunities.

In addition, the project would improve the appearance of the transportation corridors through the development of buildings that would provide visual interest through the shape and orientation of the buildings, the articulation and range of heights, and the building materials, which would include stone, stainless steel, and wood.

The project would provide employment opportunities and 325 residential units within proximity to public transit. In addition, the project would serve to increase pedestrian activity in the area through the provision of ground level retail uses, the provision of public open space on the site, and the mix of uses. The project would also increase pedestrian activity and would improve pedestrian circulation with the on-site walkways, the wide walkways around the perimeter of the site, and the proposed bridge over Marina Drive. The proposed bridge would improve pedestrian access to the waterfront. In addition, as noted above, the project would include the development of a bicycle path along Marina Drive.

Parking for the project would be provided on site in one subterranean level as well as one at-grade level and one above-grade level. The project would include a total of 1,440 on-site parking spaces. The project would not conflict with parking for beach visitors, as the closest beach in Alamitos Bay to the project site is located over ¼-mile west of the project site across the Marine Stadium channel (within Marine Park), and the closest coastal beaches are located at least ¾-mile away from the site, with parking provided in proximity to these areas to serve visitor demands. The project would locate residents within close proximity to recreational

opportunities, including the beach and marina. As indicated previously, the project would provide pedestrian and bicycle options for residents and users of the site.

The project would result in significant impacts at six study intersections. With the implementation of feasible mitigation measures, significant impacts at four intersections would be reduced to less than significant levels (although mitigation measures could reduce the impacts at one of the two intersections, the City has determined that the mitigation measures would not be feasible). Although the project would result in significant and unavoidable traffic impacts at two intersections, the project would reinforce the quality of life in the neighborhood through the creation of a mixed-use development that would locate retail, residential, service, entertainment, and educational uses in an activity center with access to public transit. The proximity of uses would serve to reduce vehicle trips. In addition, the project would encourage alternative transportation modes through the provision of pedestrian pathways throughout and around the site as well as a bicycle path along Marina Drive. However, given that the project would result in significant and unavoidable impacts at intersections, the project would not be consistent with the Transportation Element. Please also see Section IV.L, *Traffic and Circulation*, for an analysis regarding traffic and parking impacts that would occur as a result of the proposed project.

#### ***Seismic Safety Element***

The City adopted the Seismic Safety Element of the General Plan in October 1988. The purpose of this element is to provide a comprehensive analysis of seismic factors in order to reduce the loss of life, injuries, damage to property, and social and economic impacts resulting from future earthquakes. The Seismic Safety Element contains goals and recommendations that provide guidance for development in seismically active areas. Specifically, the Element contains goals such as: (1) reducing public exposure to seismic risks; (2) providing an urban environment which is as safe as possible from seismic risk; and (3) providing the maximum feasible level of seismic safety protection services.<sup>17</sup>

Project Consistency with Seismic Safety Element: Section IV.E, *Geology and Soils*, of this EIR, provides an analysis of the project with regard to seismic issues such as liquefaction, settlement, and seismic activity. As indicated in Section IV.E, compliance with applicable regulations, including state and local building and seismic safety codes, as well as mitigation measures regarding building foundations, removal and recompaction of compressible soils, construction dewatering limitations, and vibration-related ground settlement would reduce potential geology and soils-related risks to a less than significant level. Therefore, the project would be consistent with the Seismic Safety Element.

#### ***Public Safety Element***

The City's Public Safety Element, which was adopted in 1975 and reprinted in 2004, addresses fire protection, geologic hazards, crime prevention, utility-related hazards, transportation of hazardous materials, disaster operations and risk management. The Public Safety Element contains goals categorized in the following four topical categories: 1) management; 2) development; 3) protection and 4) remedial action. Relevant Development Goals are as follows:

3. Provide an urban environment, which is as safe from all types of hazards as possible.

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<sup>17</sup> *City of Long Beach, Seismic Safety Element, City of Long Beach General Plan, October 1988, pages 9-10.*

9. Encourage development that would augment efforts of other safety-related Departments of the City (i.e., design for adequate access for firefighting equipment and police surveillance).
10. Strive to encourage urbanizations patterns, which preserve and/or create greater safety for residents and visitors.
11. Critically evaluate proposed public or private actions, which may pose safety hazards to residents or visitors.

In addition, Goal 6 in the Protection category would be applicable to the project and states a desire to “[a]ssure continued economic stability and growth minimizing potential safety hazards.”

The Public Safety Element includes recommendations that are necessary for attaining the established public safety goals. The recommendations are divided into two categories: Immediate Action and Advance Planning and address the various components of public safety that are addressed in the Element. The following recommendations from the Public Safety Element would be applicable to the project:

- Density is a public safety factor in that a higher occupancy would result in an exposure of more people to a hazard. Therefore, from a public safety point of view, lower density is preferred.
- Accessibility is essential for fire-fighting and rescue vehicles, thus it is imperative that adequate street width be allowed for such equipment. At least two directions of ingress and egress should be available to all structures or grouping of structures. This allows people to leave an endangered area, while fire-fighting equipment may be entering the area simultaneously.
- New development should be responsive to seismic considerations.
- Crime is associated with an unstable population element and efforts should be made in the planning process to encourage developments that would tend to stabilize an area.
- Public access to parks and other urban uses should be designed in such a manner that surveillance is enhanced. On-street parking, foyers, and similar enclaves should be minimized.
- In multi-family structures, design provision should be made to allow mutual surveillance. Common areas and entranceways should be well lighted and in open view.
- Improved street lighting and pedestrian path illumination should be provided in public areas.
- Parking garages should be located in close proximity to activity centers.
- Landscaping that would hinder visibility or increase user fear should be avoided.
- To assure comprehensive project review, Police Department personnel should become even more involved in the planning and development process. Proposed developments, street alterations, public facilities, and other similar projects should not be implemented without input from police personnel.

Project Consistency with Public Safety Element: The project would provide public access to the parks, retail, residential, and restaurant uses, which would be designed in such a manner to provide for surveillance. In addition, exterior lighting would be provided throughout the site to provide wayfinding and security. Review of the project plans would occur by the Police Department personnel to ensure that the site is

designed in a way so as to avoid areas that would create unsafe places or concealed areas so as to provide mutual surveillance on site. As required by the Police Department, the applicant would incorporate Crime Prevention through Environmental Design (CPTED) principles and other crime prevention features into the project. Such features would include lighting of parking structures, elevators and lobbies to reduce areas of concealment; lighting of building entries and pedestrian walkways to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entries to buildings; public spaces that are designed to be easily patrolled and accessed by public safety personnel; and access, open spaces, and pedestrian walkways designed to be in view of surrounding areas. In addition, landscaping that would hinder visibility would be prohibited on the site.

The project would include the implementation of public safety features throughout the site and adequate emergency access would be provided. As such, the proposed project would be consistent with the Public Safety Element of the General Plan and potential safety impacts relative to the goals and recommendations contained in the Public Safety Element would be less than significant.

#### ***Conservation Element***

The City adopted a Conservation Element in 1973. The Conservation Element, which is a mandatory element of a General Plan, is directed towards recognizing natural resources and areas of special interest in the City. The Conservation Element addresses the utilization and management of natural resources to prevent over-exploitation, destruction, waste, and neglect. The Element acknowledges that the natural resources must be managed in order to maintain a quality environment and to maximize multiple beneficial uses for residents. The resources covered by the Element include soils, vegetation, wildlife, air, water, and minerals. The Conservation Element establishes overall goals of the City, as well as goals for each natural resource area. The relevant goals fall primarily under the overall goals since the site is currently developed and does not contain any identified natural resources. The overall goals of the City are as follows:

1. To conserve the natural resources of Long Beach through wise management and well planned utilization of water, vegetation, wildlife, minerals, and other resources.
2. To create and maintain a productive harmony between man and his environmental through conservation of natural resources and protection of significant areas having environmental and aesthetic value.
3. To revitalize and enhance areas where inadequate conservation measures occurred in the past.
4. To improve and preserve the unique and fine qualities of Long Beach and to eliminate undesirable or harmful elements.

Project Consistency with Conservation Element: The project would be the redevelopment of an underutilized site in the Alamitos Bay area. As indicated above, the site does not contain any identified natural resources as it is currently developed with a hotel and surface parking. The proposed project would include a mix of uses and would be designed in a way so as to create harmony between man and his environment. The project would not result in a significant impact to the surrounding sensitive areas, such as Alamitos Bay and the Los Cerritos Wetlands. For example, the project would comply with water quality regulatory requirements, such as NPDES General Permit requirements, which includes but is not limited to the preparation of a SWPPP for construction - related storm water discharges and the City's SUSMP for

operational storm water discharges. Thus, with compliance with the regulatory requirements established to provide protection to sensitive resources, the proposed project would contribute to the protection of adjacent sensitive areas. Potential impacts with regard to water quality would be less than significant. In addition, the project would revitalize a site with aging development and limited conservation features with new construction that would be in compliance with current water and energy conservation requirements. Therefore, the proposed project would be consistent with the Conservation Element.

#### ***Open Space and Recreation Element***

The City adopted the Open Space and Recreation Element of the General Plan in October 2002. The Open Space Element, which is a mandatory element of a General Plan, addresses four topical areas: 1) open space for the preservation of natural resources; 2) open space for the managed production of resources; 3) open space for public health and safety; and 4) open space for outdoor recreation. The Open Space and Recreation Element establishes goals/objectives and policies regarding open space and recreation organized by the four topical areas. The relevant goals/objectives and/or policies from the Open Space and Recreation Element relevant to the proposed project are as follows.

- Goal 1.3 – Improve appropriate access to natural environments.
- Policy 1.3 - Incorporate environmentally sustainable practices in City programs and projects.
- Goal 3- Provide for and maintain sufficient open space for adequate protection of lives and property against natural and man-made safety hazards.
- Goal 4.2- Achieve a ratio of 8.0 acres of publicly owned recreation open space per 1,000 residents
- Goal 4.3- Add recreation open space and recreation facilities in the areas of the City that are most underserved.
- Goal 4.5- Make all recreation resources environmentally-friendly and socially and economically sustainable.
- Goal 4.6- Increase recreation resources and supplement publicly owned recreation resources with privately owned recreation resources.
- Goal 4.9 – Connect recreation open spaces with greenway linkages.
- Goal 4.10- Provide access to recreation resources for all individuals in the community.

Project Consistency with Open Space and Recreation Element: The project would be consistent with the goals and policies described in the Open Space and Recreation Element of the City General Plan. Specifically, the project would provide approximately 219,134 square feet of open space on the site. A total of approximately 148,501 square feet of public open space would be located on the ground level within the various plazas, Marina View Lane, and landscaped walkways between the buildings. The remainder of the public open space area would be provided on the podium levels (Levels 2 and 3) of all of the buildings. Additionally, the proposed project would include private usable open space for the residents as well as open space for the hotel uses.

In addition, as described in Chapter II, *Project Description*, of this EIR, the project would include the California State University Long Beach (CSULB) Coastal Science Center (CSC), which would include touch tanks; interactive exhibits; tide pools with live rays, sharks, and other marine creatures; a hands-on model of

local geological features, displays demonstrating wave motions, and tanks with animated models showing erosion and plate tectonics. The CSC would also provide information classes, family science weekends, nature walks, and other special events for local residents, students, researchers, and tourists. In addition, the project would include the Coastal Cycling Center, which would include an indoor/outdoor café promoting community interaction centered around healthy eating and creating a forum for sharing tips on diet and eating to stay fit. Additionally, the proposed project would include bike paths with connections to existing bike routes, including the Class III bike lane along PCH and Class II bike lane along Marina Drive, which connect to the Class I bike path along the San Gabriel River. Thus, the project would encourage outdoor activities through the inclusion of these uses.

In addition, the project would include a pedestrian connection over Marina Drive to the waterfront and marina area. The project would also provide landscaping throughout the site as well as around the perimeter of the site, which would enhance the area. As discussed in more detail in Section IV.K.4, *Parks and Recreation*, of this EIR, the project would provide open space and would pay the required Quimby fees, which would contribute to the City achieving the goal of providing eight acres of open space per 1,000 residents. As such, the proposed project would comply with the Open Space and Recreation Element.

#### ***Air Quality Element***

The City adopted a General Plan Air Quality Element to aid the greater Los Angeles region in attaining state and federal ambient air quality standards at the earliest feasible date, while still maintaining economic growth and improving the quality of life. The Air Quality Element acknowledges the inter-relationships between transportation and land use planning in meeting mobility and clean air goals. By adopting an Air Quality Element, the City is seeking to achieve consistency with the AQMP, RCPG and CMP.

The City's Air Quality Element contains numerous Goals, Policies, and Actions that are intended to improve air quality throughout the City, which are based on the following guiding principles:

1. To achieve air quality improvements in such a manner that sustains current economic development while encouraging future growth.
2. To improve the quality of life for citizens by providing greater opportunities, conveniences, and choices.
3. To reinforce local mobility goals by reducing peak-hour traffic congestion.
4. To foster behavior change through public information and education, incentives, and pricing that reflects total societal costs for administration and enforcement.

The Air Quality Element is divided into eight topical areas: Government Organization, Roles and Responsibilities; Ground Transportation; Air Transportation; the Port of Long Beach; Land Use; Particulate Emissions; Energy Conservation; and Education. A general goal statement for each topic expresses the general, long-range condition toward which effort is being directed. Each goal is reinforced by a series of policies that provide guidance for decision making that will advance that particular goal. Policies are then implemented through a number of actions. For the project, the following actions are applicable:

- Action 2.1.2.3—Promote the creation of, and develop incentives for, sector committees consisting of local establishments providing consumer services and goods to offer and distribute those services and goods in a manner that will reduce overall automobile travel.
- Action 2.1.3.1—Apply system management techniques specified in the City’s Transportation Element, such as traffic signal synchronization or computerization, parking prohibitions, left-hand turn pockets, and recessed bus ways where appropriate to optimize existing capacity on regional corridors, and major and minor arterials.
- Action 2.1.3.6—Invest in capital improvements intended to eliminate traffic bottlenecks, such as grade separations, street widening, intersection improvements, and new or realigned roadways.
- Action 2.4.1.3—Ensure that all new development is designed and constructed to facilitate and encourage travel by carpool, vanpool, transit, bicycle, and foot.
- Action 2.4.1.10—Ensure that pedestrian walkways are safe, convenient, and aesthetically appealing, especially at major activity centers.
- Action 5.2.2—Improve the jobs/housing balance at the Southeast Los Angeles County Sub-regional level in relation to major activity centers as new development occurs.
- Action 6.1.8—Once sources of particulate pollution have been identified, the City shall pursue potential mitigation measures through private/public collaborations, or through other available means.
- Action 7.1.4—Encourage the incorporation of energy conservation features in the design of all new construction.
- Action 7.1.5—Encourage the installation of conservation devices and low energy using/water consuming appliances in new and existing development.

Project Consistency with Air Quality Element: Although the project would result in a significant and unavoidable regional and local air quality impact during construction and a regional air quality impact during operation, the project would incorporate elements to minimize air emissions to the extent feasible. The project would provide 325 residential units within an activity center that is located in a job-rich area. The commercial component of the project would allow project residents and immediate neighbors an opportunity to work within walking distance. The mix of uses would serve to reduce vehicle trips through interaction between the project’s residences, places of employment, places of recreation, and places of shopping and entertainment. The proximity of a residential population and services would reduce overall vehicle trips, thereby maximizing the development potential of the area while minimizing vehicle miles and respective air pollution. The project would increase commercial, cultural and residential development in an area that is served by public transportation and a range of services and recreational opportunities in the Alamitos Bay area. The project would include walkways throughout and around the site. The walkways would be landscaped and would be located to connect the various uses on the site. The project would include a pedestrian bridge to the waterfront and a bikepath. The project would incorporate energy conservation device and low energy using/water consuming appliances, which would serve to reduce air emissions. Thus, the project would not conflict with the City’s Air Quality Element as the project would improve the quality of life for citizens by providing greater conveniences and choices in an area and by developing a project that would sustain current economic development while encouraging future growth. Please also see Section IV.B, Air Quality/Global Climate Change, for an analysis regarding air quality impacts that would occur as a result of the proposed project.

### ***Scenic Routes Element***

The Scenic Routes Element was adopted in 1975 in order to protect the valuable viewsheds throughout the City. The Scenic Routes Element identifies 2<sup>nd</sup> Street and Marina Drive as potential Local Scenic Routes and as a portion of the Recreational Scenic Route. The Recreational Scenic Route connects recreational areas that are of local and regional significance. Alamitos Bay is a center of sailboat activity and swimming. The Scenic Element contains five main goals, which are as follows:

1. Preserve and enhance natural and man-made aesthetic resources within and visible from scenic corridors.
2. Strengthen the City's image and thereby the well-being of all its citizens.
3. Link and enhance recreational, cultural, and educational opportunities through a network of scenic corridors.
4. Provide alternative transportation modes within the scenic corridor network.
5. Create a system of scenic routes through joint public and private responsibility.

Project Consistency with Scenic Routes Element: The project would be consistent with the Scenic Routes Element in that the project would enhance the appearance of 2<sup>nd</sup> Street and Marina Drive as potential Local Scenic Routes. The project would enhance the pedestrian walkways surrounding the site. In addition, the project would include landscaped walkways throughout the site, connecting public open spaces that would be provided on the site and also providing multiple pedestrian connections to the Marina, including a bridge connecting the site to the waterfront. The mixed-use project would include residential, retail, public art, a science center, theater, and hotel. The project would include public open space with walkways connecting the various uses. The project would also enhance the appearance of 2<sup>nd</sup> Street and Marina Drive through the development of buildings that would provide visual interest from the shape and orientation of the buildings, the articulation and range of heights, and the building materials, which would include stone, stainless steel, and wood. In addition, the project would allow for a mix of transportation modes through the provision of a mixed-use development. In addition, the site is located within access of public transit. Finally, the project includes a bicycle path along Marina Drive. The project would be consistent with the Scenic Routes Element.

### **(b) Long Beach Strategic Plan 2010**

The Long Beach Strategic Plan 2010 (Strategic Plan) sets for goals to address key issues that concern the City. These include a growing population, demand for homes, education, needed youth services, economic well-being and enhancing the environment. The project is compared to the applicable goals of the Long Beach Strategic Plan 2010 in **Table IV.H-2, Comparison of the Project with the Applicable Goals of the Long Beach Strategic Plan 2010**. As shown in Table IV.H-2, the project would meet adopted Strategic Plan goals, including neighborhood enhancement goals, economic development goals, and sustainability goals.

### **(c) City of Long Beach Municipal Code/ Southeast Area Development and Improvement Plan**

Land use throughout the City is regulated by the LBMC Zoning Regulations (Title 21). Section 21.37 establishes special districts, called Planned Development Districts. The project site is designated as Subarea 17 of PD-1, SEADIP. The consistency of the project with the LBMC would require the consistency of the

**Table IV.H-2**

**Comparison of the Project with the Applicable Goals of the  
Long Beach Strategic Plan 2010**

Goal	Project Consistency Analysis
<i>Community of Neighborhoods Chapter</i>	
Goal 1: Build a strong network of healthy neighborhoods	<b>Consistent.</b> The proposed project would contribute to the identity of the Alamitos Bay Activity Center through the development of a mixed-use project on an underutilized site. The project would provide retail, entertainment, hotel, educational and residential uses. The commercial component of the project would provide uses and services for existing and future residents as well as visitors to the area. The project would be designed with public open space and retail store fronts, thus contributing to the pedestrian activity in the Marina and general neighborhood. The project would include pathways and gathering places thus creating places where people can be active, enjoy the outdoors, and be social. Thus, the project would contribute to the network of healthy neighborhoods in the City.
Goal 2: Strengthen community leadership and collaboration and increase public participation	<b>Not Applicable.</b> This goal applies to public agencies and the encouragement of interaction with community organizations and the public at large.
Goal 3: Celebrate the diversity of our neighborhoods and residents, using arts and cultural programs to build mutual acceptance	<b>Consistent.</b> The project would provide housing for a range of people from a variety of backgrounds. The project would include the CSULB Coastal Science Center and CSULB Performance Theater, which would provide education and cultural programs for residents and patrons. The project would also include the Coastal Cycling Center, which would include a café that would promote community interaction centered around healthy eating. The waterfront location and public facilities in the area may be used to celebrate the diversity of the community’s residents through arts and cultural programs, as well as draw the interest of other Long Beach neighborhoods.
Goal 4: Support neighborhood efforts to create beauty and pride	<b>Consistent.</b> The project would support the beauty and pride of the Alamitos Bay community with the redevelopment of an underutilized site with high quality architectural design and landscaping adjacent to the Marina. The project would include the installation of street trees and pathways and the development of various plazas. In addition, the project would locate utility lines underground.
Goal 5: Improve the quality and availability of housing	<b>Consistent.</b> The project would provide 325 residential units that would increase the City’s total housing stock, raise the quality of the City’s housing, and increase the opportunity for home ownership in the City. The project would locate housing within close proximity to public transit and an activity center. The increased density in the area can be accommodated by the existing and proposed infrastructure.

**Table IV.H-2 (Continued)**

**Comparison of the Project with the Applicable Goals of the Long Beach Strategic Plan 2010**

Goal	Project Consistency Analysis
<i>Economic Opportunity for All Chapter</i>	
Goal 1: Encourage business development based on our strengths	<b>Consistent:</b> The project would replace the 240-room Seaport Marina Hotel and other small commercial uses with a mixed-use development consisting of 325 residential units, approximately 191,475 square feet of retail floor area, approximately 21,092 square feet of restaurant floor area, a 100-room hotel and ancillary uses, an approximately 4,175 square foot science center, and a 99-seat theater. These uses respond to the business environment in Long Beach and the Alamitos Activity Center and support the goal to encourage business development based on the City’s strengths.
Goal 2: Create a work force development plan to promote better jobs and wages.	<b>Consistent:</b> The project would increase job opportunities to the City. The project’s retail, restaurant, service, and entertainment uses would generate approximately 613 employment positions, compared to the existing approximately 166 employment positions, representing a net increase of 447 jobs. See Section IV.J, <i>Population and Housing</i> , in this EIR.
Goal 3: Balance business growth and neighborhood needs	<b>Consistent:</b> The project would provide a mix of uses, including residential, commercial, and entertainment uses. The project would balance business and residential growth. In addition, the project would be infill redevelopment as the site is currently developed with commercial uses in a mixed use area. As such, the project would not encroach upon or diminish any existing residential neighborhoods.
Goal 4: Encourage small business growth	<b>Consistent:</b> The project would increase floor area available for a variety of commercial uses that would encourage small business growth.
Goal 5: Deliver needed business City services and infrastructure to businesses in the most cost-effective manner	<b>Consistent:</b> The delivery of infrastructure to businesses is incumbent upon the city and is not the sole responsibility of a single project. However, the project would support this goal by providing improvements to utility infrastructure and streets serving the project site and by increasing the City’s tax base for public improvements.
<i>A Healthy Environment and a Sustainable City Chapter</i>	
Goal 1: Become a sustainable City	<b>Consistent:</b> The project would support sustainability by avoiding development on environmentally sensitive areas, by providing infill redevelopment within an existing urban area, and by providing a mix of uses within close proximity of one another so as to potentially reduce vehicle miles traveled. Furthermore, the proposed project would include various sustainability features, including native drought-tolerant landscaping, water and energy saving design features, a recycling center, pedestrian and bicycle facilities to reduce

**Table IV.H-2 (Continued)**

**Comparison of the Project with the Applicable Goals of the Long Beach Strategic Plan 2010**

Goal	Project Consistency Analysis
	vehicle trips, and convenient access to public transit.
Goal 2: Enhance open space	<b>Consistent:</b> The project would locate a mixed-use development within an existing developed, commercial site and would not cause the removal or diminishment of open space. The project would be designed to be pedestrian-oriented with a series of connected pathways through and around the site as well as open space areas on-site. The project would also include a bridge to the waterfront to provide a pedestrian connection from the site to the waterfront. In addition, the project would include landscaping along the pathways and driveways on the site. The landscape plan also includes street trees along all the frontages with a wide, more formal landscape strip along PCH. Almost half of the site would be devoted to public open space.
Goal 3 Improve management of water resources and restore wetlands and riparian habitat	<b>Consistent:</b> The project would incorporate water management features, such as low flush fixtures and the use of recycled water for landscaping and any other water conservation features, as feasible. In addition, the project would not result in significant impacts to water quality. Please see Section IV.G, <i>Hydrology and Water Quality</i> , of this EIR.
Goal 4: Improve Air Quality	<b>Consistent:</b> The project would increase commercial, cultural and residential development in an area that is served by public transportation and a range of services and recreational opportunities in the Alamitos Bay area. The project would include pathways throughout the site as well as a pedestrian bridge to the waterfront and a bikepath. In addition, the project would include a mix of residential and commercial uses (including a hotel), which would reduce vehicle trips through interaction between the project’s residences, places of employment, places of recreation, and places of shopping and entertainment. The proximity of a residential population and services would reduce overall vehicle trips, thereby maximizing the development potential of the area while minimizing vehicle miles and respective air pollution. See Section IV.B, <i>Air Quality/Global Climate Change</i> , of this EIR.

Source: PCR Services Corporation, 2010.

project with the general development and use standards of PD-1 and specific development standards of Subarea 17. The provisions of SEADIP that apply to Subarea 17, as well as a discussion of the proposed project’s consistency with each provision, are provided below in **Table IV.H-3, Comparison of the Project with the Applicable Provisions of the Southeast Area Development and Improvement Plan.**

Table IV.H-3

**Comparison of the Project with the Applicable Provisions of the Southeast Area Development and Improvement Plan**

SEADIP Provision	Project Consistency Analysis
<p>1. Homes and offices shall be oriented toward open space, green belts and water wherever possible. Vehicular access shall generally be provided from the side opposite these natural amenities.</p>	<p><b>Partially Consistent:</b> The proposed project would orient residential uses in all directions from the project site, with the majority of housing units oriented in a northwest-southeast direction. Residential units, particularly on the upper levels, would have expansive views of Alamitos Bay, the Pacific Ocean, and Los Cerritos Wetlands, depending on the specific orientation of each unit. Vehicular access to the site would be provided via ground-level driveways, including three entrances off of PCH and four entrances off of Marina Drive. While the vehicular access from Marina Drive would be facing the Alamitos Bay Marina, such vehicular activity would not notably detract from the views of coastal areas, as the majority of activity areas on-site would be concentrated at and above the podium levels (i.e., above ground-level), and therefore views toward the Marina and coastal areas from the project site would not be substantially affected.</p>
<p>2. Areas, which are designated for single-family detached dwellings, shall be developed in accordance with R-1-N standards. However, if the area is to be re-subdivided, lot size and lot width and setback may be reduced provided that adequate common open space and guest parking are provided, and that the design is consistent with the adjacent residential development.</p>	<p><b>Not applicable.</b> This provision relates to areas designated for Single-family residential uses, for which the project site is not designated.</p>
<p>3. Prior to issuance of a building permit, all infrastructure, including street improvements, fire hydrants, water lines, storm drains, and sanitary sewers shall be constructed on a block basis in accordance with the approved plans. Such improvements, including engineering plans, shall be financed by subdivider(s) or by an assessment district or both.</p>	<p><b>Consistent:</b> The proposed project would provide all necessary infrastructure improvements to serve project-related demands, subject to approval by affected public agencies.</p>
<p>4. A minimum of thirty percent of the site shall be developed and maintained as usable open space (building footprint, streets, parking areas and sidewalks adjacent to streets shall not be considered usable open space. Bicycle and pedestrian trails not included within the public right-of-way may be considered usable open space). All buildings shall be set back a minimum of twenty feet from all public streets and a wider setback may be required by individual subarea. Within this minimum twenty-foot setback area, a strip having a minimum width of ten feet and abutting the street shall be attractively landscaped.</p>	<p><b>Consistent:</b> As discussed above and in Section II, <i>Project Description</i>, of this EIR, the proposed project would exceed SEADIP requirements for usable public open space on-site. Additionally, a minimum twenty-foot setback from project structures would be provided around the entire perimeter of the project site, which would be extensively landscaped.</p>

**Table IV.H-3 (Continued)**

**Comparison of the Project with the Applicable Provisions of the Southeast Area Development and Improvement Plan**

SEADIP Provision	Project Consistency Analysis
<p>5. The maximum height of buildings shall be 30 feet for residential and 35 feet for non-residential uses, unless otherwise provided herein.</p>	<p><b>Not Consistent:</b> The proposed project’s structural heights would range between two to six stories above ground level (up to 88 feet), with one residential tower reaching twelve stories in height (up to 150 feet). As such, the proposed project would not be consistent with SEADIP building height standards.</p>
<p>6. Minimum parking for each residential unit shall be the same as required Citywide by the zoning regulations; except that, in that part of SEADIP within the coastal zone, coastal zone standards shall apply. Minimum parking for commercial and industrial uses shall be provided in accordance with parking standards as specified in the zoning regulations.</p>	<p><b>Not Consistent:</b> The proposed project would provide off-street parking on-site for all proposed uses, including residential units and commercial retail and restaurant uses, as required by the City parking code. However, as discussed in Section IV.L, Traffic and Circulation, of this EIR, the proposed project would not provide parking in sufficient quantity to meet the parking code requirements. However, a shared parking performed for the project indicates that based on the variability in peak parking demands for each of the various project land uses, the parking provided on-site would be able to meet peak demands. However, because the project would not meet parking code requirements, it would not be consistent with this provision.</p>
<p>7. Navigable waterways shall not be extended unless it can be demonstrated that such extension will not have an adverse impact on water quality and boat traffic.</p>	<p>Not applicable. This provision relates to modifications to navigable waterways within the project area; however, the proposed project will not result in any physical alteration of navigable waterways, as project-related activities would occur on-site.</p>
<p>8. All developments shall be open and inviting to the public; the public shall not be excluded from use of private streets and bicycle and pedestrian trails, although the public may be excluded from private yard areas, from private recreation areas designed for the use of residents of the development, and from private drives serving parking lots and garage structures reserved for residents and their guests.</p>	<p><b>Consistent:</b> The proposed project would provide public access throughout the development, and would provide enhanced opportunities for public interaction with the adjacent marina, bicycle trails, and coastal resources. While the proposed project does include driveways and parking areas that are restricted to project residents, this would be consistent with the intent of this provision.</p>
<p>9. All development shall be designed and constructed to be in harmony with the character and quality of surrounding development so as to create community unity within the entire area.</p>	<p><b>Consistent:</b> While the proposed project would represent a considerable increase in development intensity at the project site, the design of the project is intended to be high quality and attractive, as well as minimize conflicts with the surrounding lower-scale development. As noted above, the proposed project includes extensive landscaping and building setbacks, as well as architectural differentiation and diversified massing which concentrates development intensity at the center of the site. The proposed development would serve as a visual icon and activity center at the City’s eastern coastal gateway, and is intended to attract tourists, visitors, and local residents alike. Furthermore, the proposed project would provide a variety of pedestrian and bicycle facilities with linkages to coastal areas, including a new pedestrian bridge from the project site to the marina waterfront.</p>

**Table IV.H-3 (Continued)**

**Comparison of the Project with the Applicable Provisions of the Southeast Area Development and Improvement Plan**

SEADIP Provision	Project Consistency Analysis
	<p>Additionally, the project would include various amenities for use by the public and residents alike, including a cycling center, marine science learning center, repertory theater, and open landscaped plazas and gather spaces, all of which serve to foster community interaction. As such, the proposed project would not detract from the character and quality of surrounding development, would not physically divide an established community, but rather would serve to foster interaction and unity in the community.</p>
<p>10. Developers shall construct public open space, trails, pathways and bicycle trails for each development in such a manner that they will be generally accessible to the public and that they will interconnect with similar facilities in adjacent developments so as to form an integrated system of open space and trails connecting major points of destination.</p>	<p><b>Consistent:</b> The proposed project includes landscaped sidewalks, plazas, and bicycle trails that will connect with existing facilities, including regional trail facilities (i.e., the San Gabriel River Trail southeast of the project site). These project-related improvements would all be accessible to the public as well as project residents.</p>
<p>11. Public access shall be provided to and along the boundaries of all public waterways as provided for in the wetlands restoration plan.</p>	<p><b>Consistent:</b> The proposed project would not restrict access to public waterways in the area. To the contrary, the proposed project would enhance access to waterways by constructing a pedestrian bridge directly linking the proposed development with the Alamitos Bay Marina waterfront, as well as new bicycle facilities and bike paths that connect to existing local and regional bike trails.</p>
<p>12. Public views to water areas and public open spaces shall be maintained and enhanced to the maximum extent possible, consistent with the wetlands restoration plan.</p>	<p><b>Consistent:</b> As discussed in Section IV.A, <i>Aesthetics and Views</i>, of this EIR, existing views of and across the site are obstructed by existing two-story structures associated with the Seaport Marina Hotel. The proposed project would provide enhanced views across the site from PCH to the Alamitos Bay Marina via the new Marina View Lane right-of-way, as well as the Wetlands Plaza/Great Space at the northern end of the project site. As also discussed in Section IV.A, while a limited number of private views from upper floors of the nearby Marina Pacifica residential development would be altered to some degree, views of water areas or public open spaces would not be obstructed.</p>
<p>13. Adequate landscaping and required irrigation shall be provided to create a park-like setting for the entire area. A landscaped parkway area shall be provided along all developments fronting on Pacific Coast Highway, Westminster Avenue, Studebaker Road, Seventh Street and Loynes Drive.</p>	<p><b>Consistent:</b> The proposed project would provide extensive landscaping throughout the project site, including a landscaped parkway along the project’s PCH frontage.</p>
<p>14. No additional curb cuts shall be permitted on Pacific Coast Highway, Westminster Avenue, Studebaker Road, or Seventh Street, unless it can be shown that inadequate access exists from local streets or unless specifically permitted by Subarea regulations provided herein. This restriction shall not preclude the</p>	<p><b>Consistent:</b> The proposed project includes a new street, Marina View Lane, to provide primary vehicular access to the project site. While construction of this new street requires a new curb cut on PCH, access studies have demonstrated that a new signalized intersection is required at this access point to allow for safe ingress and</p>

**Table IV.H-3 (Continued)**

**Comparison of the Project with the Applicable Provisions of the Southeast Area Development and Improvement Plan**

SEADIP Provision	Project Consistency Analysis
<p>provision of emergency access from these streets as may be required by the City.</p>	<p>egress from the site. Given that the existing driveways and street configuration do not provide adequate access to accommodate project-related vehicular traffic, a new intersection for access from PCH is warranted, and therefore the proposed project would not conflict with this provision.</p>
<p>15. All utility lines shall be placed underground and utility easements shall be provided as required unless waived by the Commission on the advice of the Director of Public Works.</p>	<p><b>Consistent:</b> The proposed project would place all utilities underground, as required by the City or other affected agencies.</p>
<p>16. Developers shall construct, in accordance with plans approved by the Director of Public Works, all necessary sanitary sewers to connect with existing public sewers, and shall provide easements to permit continued maintenance of these sewers by the City where the City accepts responsibility for such maintenance.</p>	<p><b>Consistent:</b> The proposed project would construct all necessary sewers and sewer connections to serve the proposed development, as well as provide easements to allow for ongoing maintenance, to the satisfaction of the Department of Public Works.</p>
<p>17. Developers shall construct, in accordance with plans approved by the Director of Public Works, all new streets and ways within the area. All streets and ways will include:</p> <ul style="list-style-type: none"> <li>a. Roadway pavement, curbs and sidewalks approved by the Director of Public Works. The sidewalk requirement may be waived or the sidewalk may be combined with an enlarged bicycle trail in such cases where the Commission and the Director of Public Works determine that an independent sidewalk is not required for pedestrian convenience and safety.</li> <li>b. Water lines approved by the General Manager of the Water Department.</li> <li>c. Fire hydrants approved by the Fire Chief and the General Manager of the Water Department.</li> <li>d. Street lighting using low energy luminaries as approved by the Director of Public Works.</li> <li>e. Storm drainage approved by the Director of Public Works.</li> <li>f. Street trees approved by the Manager of the Park Bureau.</li> <li>g. Street signs and pavement traffic markings approved by the Director of Public Works.</li> <li>h. All traffic control devices required by the Director of Public Works.</li> </ul>	<p><b>Consistent:</b> The proposed project would provide all such infrastructure and improvements to the satisfaction of each affected City department.</p>

**Table IV.H-3 (Continued)**

**Comparison of the Project with the Applicable Provisions of the Southeast Area Development and Improvement Plan**

SEADIP Provision	Project Consistency Analysis
<p>18. Developers shall improve and dedicate to the City certain streets, recreation areas and other public facilities necessary to support the proposed private development, as specified by area in subsequent paragraphs. If any such required improvements are found by the Commission to be infeasible or undesirable for engineering, legal or other reasons, the Commission may accept alternative improvements proposed by the developer so long as they meet the intent of the original requirements and are consistent with the overall goals and objectives of the adopted Specific Plan. Developers shall make such improvements or furnish security in connection with such improvements prior to commencement of construction of adjacent areas, which the improvements are designed to support; improvements may be phased with the phased construction of such adjacent areas. In those cases where the developer is to dedicate land area for subsequent improvement by the City, the developer shall not be required to convey such area until the City has budgeted funds for the improvements.</p>	<p><b>Consistent:</b> The proposed project will provide all necessary improvements to meet City requirements for the proposed development, including public streets, recreational amenities, or other facilities as determined by the City. The proposed project would not involve dedication of any facilities, as these improvements would be privately owned and maintained by the property owner(s).</p>
<p>19. Developers shall make provision for the continued private maintenance of all common areas that are not to be dedicated and accepted by the City, and of all ways not to be dedicated and accepted by the City, including maintenance of street lighting, walks, curbs, storm drainage, water lines, fire hydrants, and street trees. Such provisions shall be perpetuated by their inclusion in the covenants, conditions, and restrictions of the property owners.</p>	<p><b>Consistent:</b> Per City requirements, maintenance of common areas, lighting, landscaping, and other improvements would be required as a condition of project approval. As appropriate, maintenance requirements would be included in the covenants, conditions, and restrictions of the property owner(s).</p>

Source: PCR Services Corporation, February 2011.

The SEADIP Ordinance indicates that Subarea 17 is entirely developed with commercial uses in accordance with the CR zone. (The CR Zone is equivalent to the Community Automobile-Oriented (CCA) District.) The CCA designation permits retail and service uses for an entire community including convenience and comparison shopping goods and associated services. The project includes an amendment to allow residential uses on the site and building heights in excess of 35 feet. The site is located within a mixed-use area. Residential uses are located to the northwest of the site in the Marina Pacifica development. In addition, residential uses are located further north, including the Spinnaker Bay and Bay Harbor developments. Residential uses are located across Marine Stadium as well. Despite the location of residential uses relative to the project site, the proposed residential uses and structural heights in excess of 35 feet would not be consistent with the development standards of the SEADIP. However, with the approval

of the requested amendment, the project would be consistent with the allowable uses and building height standards.

The SEADIP standards require the provision of public open space. The standards require that 30 percent of the site area be public open space. Thus, the project would be required to provide 142,777 square feet of public open space. In addition, according to the Long Beach Municipal Code requirements for residential usable open space, the project would be required to provide 74,750 square feet of usable open space (pool and amenity areas and private balconies) for residential uses, though there is no requirement for hotel uses. The project would include a total of 219,134 square feet of public open space, comprising over 46 percent of the site, throughout the development. A total of 148,501 square feet of public open space would be located on the ground level within the various plazas, Marina View Lane, and landscaped walkways between the buildings. The remainder of the public open space area would be provided on the podium levels (Levels 2 and 3) of all of the buildings. Additionally, the proposed project would include private usable open space for proposed residential uses, or private common open space, totaling 178,313 square feet, as well as 21,668 square feet of open space for proposed hotel uses. Therefore, the project would comply with the open space requirement.

As shown in Table IV.H-3, the proposed buildings would comply with the required 20-foot setback from all public streets. In addition, the project would include a minimum 10-foot strip of landscaping along 2<sup>nd</sup> Street and Marina Drive as well as the installation of a landscaped parkway along PCH. The project would provide a total of 1,440 parking spaces in one subterranean parking level roughly covering the site and one at-grade level and one above-grade level on the southern portion of the site. The project would result in a less than significant impact with regard to parking. Please see Section IV.L, *Traffic and Circulation*, for a detailed analysis regarding parking impacts that would occur as a result of the proposed project.

As shown in Table IV.H-3, the project would exceed the allowable heights as the proposed buildings would generally range between two and six stories, with a residential tower in the southernmost structure reaching a maximum of 12 stories. The building heights would generally range from 22 to 82 feet above ground level, with the residential tower reaching a maximum of 150 feet in height. However, the project site is located at a gateway to the City and as such the proposed height would create a statement at the gateway to the City and to the Marina area. The project is proposed in a number of buildings that are varied in their orientation on the site relative to the street frontages, which would serve to break up the building mass and would reduce the perceived bulk of the overall development. In addition, the proposed location of the tower within the interior of the site would serve to minimize the perception of its height. The buildings surrounding the tower create a transition of the building heights from the street frontages. Finally, the proposed articulation of the buildings and the extent of trees and landscaping on the site would also reduce the mass and bulk of the structures.

The SEADIP requires that all developments be open and inviting to the public. Public pathways are to be generally accessible and developed so as to interconnect with similar facilities in adjacent developments. The project would include a total of 219,134 square feet of public open space throughout the development. The project would include landscaped walkways throughout the site, connecting public open spaces that would be provided on the site. The project would include a bridge connecting the site to the waterfront. The mixed-use project would include residential, retail, public art, a science center, theater, and hotel. The

project would include public open space with walkways connecting the various uses. The project would be open, inviting, and accessible to the public.

Overall, as shown in Table IV.H-3 the proposed project would be consistent with the applicable provisions of the SEADIP with the exception of the prescribed building height limits. While the proposed project would conflict with the maximum 35-foot building height restriction, the development would meet the overall intent of the SEADIP for Subarea 17. The proposed building heights would not result in a shade/shadow impact to surrounding uses. However, the increase in height, intensity, and scale would result in significant and unavoidable impacts to air quality and transportation. Thus, the project would result in adverse physical impacts to surrounding uses. Therefore, the project's inconsistency with the SEADIP height limits would result in a physical impact, and the land use impacts of the proposed project would be significant.

#### **(d) SCAG Regional Transportation Plan and Compass Growth Vision Report**

**Table IV.H-4**, *Comparison of the Project with the Applicable Goals and Policies of SCAG's Regional Transportation Plan and Compass Growth Vision Report*, summarizes the goals, policies and principles of SCAG's Regional Transportation Plan (RTP) and the Compass Growth Vision (CGV) that are applicable to the project and evaluates the consistency of the project with these policies. As discussed in Table IV.H-4, the project would be consistent with SCAG guidelines in that its location and uses would contribute to land use patterns that support SCAG's goals, policies and principles. These include improvements in jobs/housing balance, densification along transit corridors with access to public transit, mixed-use development, and pedestrian access to the surrounding community.

#### **(e) Conclusion Regarding Consistency with Plans, Policies and Regulations**

Based on the analysis, the project would not be consistent with the Land Use Element (Urban Design Component), the LCP (an Element of the General Plan that incorporates the policies of the Coastal Act), and the SEADIP due to the proposed heights and residential uses. In addition, the project would conflict with the Transportation Element since the project would result in a significant and unavoidable impact at two intersections. The project would be consistent with applicable goals, objectives and/or policies of the City's Housing, Noise, Seismic Safety, Public Safety, Conservation, Open Space and Recreation, Air Quality, and Scenic Routes Elements.

While the project is in conflict with certain statements in the Land Use Element Urban Design Component, due to the scale of a 12-story structure, the height of the structure and the massing of development on the site would not result in related significant physical impacts associated with incompatible land use, such as shade/shadow effects, light spill-over effects, or obstruction of important public scenic views. However, the project would result in traffic and air quality impacts. Thus, the project would result in physical impacts as a result of the proposed height, scale, and intensity. Therefore, the project would conflict with an applicable land use plan, policy, or regulation of any agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, would result in a significant land use impact.

However, the project would be in compliance with all applicable provisions of the Long Beach Strategic Plan 2010, and would comply with regional plans including SCAG's 2008 RTP and SCAG's Compass Growth Vision Plan.

Table IV.H-4

Comparison of the Project with the Applicable Goals and Policies of SCAG's Regional Transportation Plan and Compass Growth Vision Report

No.	Policy	Project Consistency Analysis
<b>Regional Transportation Plan Goals</b>		
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	<p><b>Consistent.</b> The project would provide a high-density/intensity mixed use project adjacent to PCH, a regional arterial. In addition to the surrounding network of streets and nearby freeways, the project site is served by public transportation, including the Aqualink, Route 171 and D, which run along PCH as well as Route 131, A, and D, which run along Ocean Boulevard to Downtown. Long Beach Transit also provides a free shuttle bus, the Passport, which runs along the waterfront and connects Alamitos Bay area with Downtown.</p> <p>In addition, the project would add housing and jobs and would support land use patterns that help to lessen the vehicle miles traveled and therefore traffic congestion</p>
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	<p><b>Consistent.</b> The proximity of surrounding roadways ensures the reliability of access. The project is designed to limit access to the alley to the south of the site. Vehicular access to the site would be via three driveways on PCH and four driveways on Marina Drive. In addition, the project would develop Marina View Lane, a new roadway that would bisect the southern portion of the project site. A signal would be installed at the intersections with PCH and Marina Drive. A public bridge would extend over Marina View Lane to provide safe pedestrian access between the northern and southern portions of the site. In addition, a bridge would be developed above Marina Drive to provide pedestrian access from the site to the water front. Traffic mitigation measures to ensure the safety and reliability of streets impacted by the project would be provided (see Section IV.L, <i>Traffic and Circulation</i>, of this EIR).</p>
RTP G3	Preserve and ensure a sustainable regional transportation system.	<p><b>Not Applicable.</b> This goal applies to operators of the regional transportation system.</p>
RTP G4	Maximize the productivity of our transportation system.	<p><b>Consistent.</b> As described in response to RTP G1, above, the project location and characteristics contribute to land use patterns that reduce vehicle miles traveled and, therefore, traffic congestion that would otherwise reduce the productivity of the transportation system.</p>

**Table IV.H-4 (Continued)**

**Comparison of the Project with the Applicable Goals and Policies of SCAG’s Regional Transportation Plan and Compass Growth Vision Report**

No.	Policy	Project Consistency Analysis
RTP G5	Protect the environment, improve air quality and promote energy efficiency.	<b>Consistent.</b> In supporting land use patterns that lessen vehicle miles traveled, as described under RTP G1 above, the project would support reduced energy consumption and reduced air emissions. As noted previously, the proposed project would include various sustainability features, including native drought-tolerant landscaping, water and energy saving design features, pedestrian and bicycle facilities to reduce vehicle trips, and convenient access to public transit.
RTP G6	Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.	<b>Consistent.</b> As described in response to RTP G1, above, the project location and characteristics contribute to land use patterns that lessen vehicle miles traveled. The project would locate a mixed use development within an area that is served by public transit and would provide for alternative modes of transportation.
RTP G7	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	<b>Not Applicable.</b> This goal applies to system monitoring and planning activities that would be carried out by SCAG and/or transportation agencies.
<b>Regional Transportation Plan Policies</b>		
RTP P1	Transportation investments shall be based on SCAG’s adopted Regional Performance Indicators.	<b>Consistent.</b> This policy is directed toward SCAG activities pertaining to the implementation of its own policies and to agencies with jurisdiction over the management of transportation systems (e.g., Caltrans, MTA, City transportation departments, etc.). The performance standards set levels of service and/or improvements that can be used to monitor the quality of transportation systems (e.g., improve travel speeds or system performance cost per capita to a level that is better than that in a previous base year.) As the proposed project would not be responsible for monitoring or measuring the performance of regional transportation, this policy is not directly applicable to the project. However, the policy is intended to encourage land use and transportation planning in a manner that would cause favorable outcomes for the performance indicators. The project’s development characteristics are consistent with design principles that are considered to make positive contributions to the performance of the transportation system. For example, the project would provide a mix of uses on the site and would locate multi-family housing units in proximity to job opportunities. In addition, multi-family uses would be located within

**Table IV.H-4 (Continued)**

**Comparison of the Project with the Applicable Goals and Policies of SCAG's Regional Transportation Plan and Compass Growth Vision Report**

No.	Policy	Project Consistency Analysis
		<p>walking distance of commercial services and entertainment.</p> <p>Further, the project would be constructed in an area of existing transportation infrastructure in which the city streets and transit would be maintained and operated. The project supports the use of alternative transportation modes such as transit and walking. To the extent that these modes are used by project residents or visitors, due to their immediate availability, the measured levels of the performance indicators would be improved.</p>
RTP P2	<p>Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.</p>	<p><b>Consistent.</b> This policy is directly applicable to transportation agencies responsible for the provision of transportation infrastructure. However, as the project is located adjacent to a major arterial and adjacent to public transit, it would support this policy in that it would not require the system expansion investments.</p>
RTP P3	<p>RTP land uses and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub regions.</p>	<p><b>Consistent.</b> The project would be developed within a 2% Compass Blueprint Strategy Area. The project would provide 325 residential units, which would not exceed SCAG's growth projections. As the project would be consistent with the RTP's land use and growth strategies, it would not require collaborative implementation program or other measures.</p>
RTP P4	<p>HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1</p>	<p><b>Not Applicable.</b> This policy is directed toward agencies with jurisdiction over the management of transportation systems (e.g., Caltrans, Metro, County and City transportation departments, etc.). However, the project site is located in an area in which direct transit service is readily available. The proposed project would provide a greater number of residents with access to public transit. The project would not interfere with the efforts to support and encourage HOV gap closures and, as such, would not conflict with this RTP policy.</p>
RTP P5	<p>Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.</p>	<p><b>Not Applicable.</b> This policy pertains to SCAG planning and monitoring activities. However, the project would not interfere with ability of SCAG to perform such monitoring.</p>

**Table IV.H-4 (Continued)**

**Comparison of the Project with the Applicable Goals and Policies of SCAG's  
Regional Transportation Plan and Compass Growth Vision Report**

No.	Policy	Project Consistency Analysis
<b><i>Compass Blueprint Growth Vision Report</i></b>		
GV P1	Principle 1: Improve mobility for all residents	<b>Consistent.</b> As described further in the Sub-principles below, the project would support mobility improvement by increasing residential density in a highly accessible urban area with available public transit.
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	<b>Consistent.</b> The proposed mixed-use project is located within an existing urban area, easily accessible to public transportation. The uses within the mixed- use project would be mutually supportive, supportive of the surrounding area, and supportive of existing transportation investments.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	<b>Consistent.</b> The project would provide 325 residential units within a job-rich area. In addition, the project would include a mixed use/commercial component that would allow project residents and immediate neighbors an opportunity to work within walking distance.
GV P1.3	Encourage transit oriented development.	<b>Consistent.</b> The project would be located within close proximity to public transit, including local and regional bus lines. The proximity of the project to existing transit would encourage transit use.
GV P1.4	Promote a variety of travel choices	<b>Consistent.</b> The project would have a variety of travel choices since it is located in close proximity to PCH. The project area is served by public transit. In addition, the project would include a bicycle path along Marina Drive and would include pedestrian walkways through the site and a pedestrian bridge to the waterfront
GV P2	Principle 2: Foster livability in all communities.	<b>Consistent.</b> The project would enhance landscaping and streetscape along 2 <sup>nd</sup> Street, Marina Drive, and PCH; provide high-quality landmark buildings, incorporate educational, services, and retail uses that would serve the surrounding community; and contribute to pedestrian activity between the project site and the marina in manner that would foster the livability of the surrounding community.
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	<b>Consistent.</b> The project represents the redevelopment of a site within the Alamitos Bay area of the City. The site is currently underutilized and the project would contribute to the revitalization of the area.

**Table IV.H-4 (Continued)**

**Comparison of the Project with the Applicable Goals and Policies of SCAG’s Regional Transportation Plan and Compass Growth Vision Report**

No.	Policy	Project Consistency Analysis
GV P2.2	Promote developments that provide a mix of uses.	<b>Consistent.</b> The project incorporates a mix of residential, retail, services, and educational uses. Thus, the project would provide a mix of uses on the site.
GV P2.3	Promote “people scaled,” pedestrian friendly (walkable) communities.	<b>Consistent.</b> The project includes landscaping along the perimeters of the site as well as landscaped plazas within the development. In addition, the project would provide plazas and open space areas visible and accessible to the street, which would invite pedestrians into the development. The project would include a pedestrian connection with the waterfront. Finally, the project would orient buildings to the street and buildings would be designed with people scaled elements at the base. Thus, the project would create a pedestrian friendly environment and would contribute to the walkability of the area.
GV P2.4	Support the preservation of stable, single-family neighborhoods	<b>Consistent.</b> The project would locate a high-density/high-intensity project within an existing urban area. The site is currently developed with a hotel and other commercial uses. The mixed use project would add housing, which could serve to avoid redevelopment demand on existing stable, single-family neighborhoods.
GV P3	Principle 3: Enable prosperity for all people	<b>Consistent.</b> The mixed use project would support prosperity by contributing to the growth and economic activity of the City. The project includes commercial uses that help to provide balanced development, and contribute to the City’s economic base.
GV P3.1	Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	<b>Consistent.</b> The project would provide 325 residential units. The proposed residential uses would add to the City’s existing housing stock and would increase housing options for the residents or future residents of Long Beach.
GV P3.2	Support educational opportunities that promote balanced growth.	<b>Not Applicable.</b> This principle is aimed at activities beyond the scope of individual projects. However, the project would provide a mix of uses, including a CSULB Coastal Science Center as well as a 99-seat theater. Thus, the project would contribute to the balance of growth in the community.
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	<b>Consistent.</b> Residency or other occupation or use of the project would not be prohibited due to race, ethnicity or income class. The project is located on an existing commercial site within an up-scale area

**Table IV.H-4 (Continued)**

**Comparison of the Project with the Applicable Goals and Policies of SCAG’s  
Regional Transportation Plan and Compass Growth Vision Report**

No.	Policy	Project Consistency Analysis
		of the City of Long Beach. Impacts generated by the project, such as traffic or noise, would not unfairly burden any less-advantaged community or remove any needed housing or services from any less-advantaged community or group.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	<b>Consistent.</b> The project would support balanced growth by incorporating a mix of uses and by increasing housing in a jobs-rich area.
GV P3.5	Encourage civic engagement.	<b>Consistent.</b> The project would provide a mixed use project, including residential, retail, service, educational uses as well as a 99-seat theater. The establishment of residents’ associations to administer the operation of the condominiums within a high population center has the potential to encourage civic engagement beyond the development, itself.
GV P4	Principle 4: Promote sustainability for future generations.	<b>Consistent.</b> The project would support sustainability by avoiding development on environmentally sensitive areas, by providing development within an existing urban site, and by using resources efficiently, including green development techniques.
GV P4.1	Preserve rural, agricultural, recreational and environmentally sensitive areas.	<b>Consistent.</b> The project would not be located within any rural, recreational or environmentally sensitive areas, nor cause the indirect development of such areas.
GV P4.2	Focus development in urban centers and existing cities.	<b>Consistent.</b> The project would redevelop a site within Long Beach on an existing underutilized commercial site.
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	<b>Consistent.</b> The mixed-use nature of the project, available public transit, and existing available infrastructure are features of the project that demonstrate the principles of smart growth and environmental sustainability.
GV P4.4	Utilize “green” development techniques.	<b>Consistent.</b> As noted above, the proposed project would include various sustainability features, including native drought-tolerant landscaping, water and energy saving design features, pedestrian and bicycle facilities to reduce vehicle trips, and convenient access to public transit.

Source: PCR Services Corporation, 2010.

#### **4. MITIGATION MEASURES**

The proposed project would result in significant physical impacts on the environment due to inconsistencies with land use plans and policies. The project would result in air quality and traffic impacts. Mitigation measures are provided in the respective sections. Please see Sections IV.B, Air Quality/Global Climate Change, and IV.L, Traffic and Circulation, of this EIR for respective mitigation measures.

#### **5. CUMULATIVE IMPACTS**

As indicated in Chapter III, *Basis for Cumulative Analysis*, of this EIR, there are five related projects in the project study area. The related projects consist of infill development and redevelopment of existing uses within the built urban environment. As with the proposed project, the cumulative projects would be required to demonstrate compliance with relevant land use policies and regulations, or receive approval of amendments to such policies or regulations to achieve compliance. To this end, each cumulative project must undergo the same project review process as the proposed project in order to identify potential land use compatibility issues and planning policy conflicts. It is assumed that cumulative development would progress in accordance with the criteria set forth within the jurisdiction in which each cumulative project is located. Each project would be analyzed independent of other land uses, as well as within the context of existing and planned developments to ensure that the goals, objectives and policies of relevant plans are consistently upheld. Therefore, as the project would generally be consistent with applicable land use plans, the project would not incrementally contribute to cumulative inconsistencies with respect to land use plans. Accordingly, cumulative impacts on the regulatory framework would be less than significant.

#### **6. LEVEL OF SIGNIFICANCE AFTER MITIGATION**

The proposed uses would be consistent with the LUD No. 7 designation on the site. In addition, the uses would be compatible with the surrounding land uses. The project would be consistent with applicable goals, objectives and/or policies of the City's Housing, Noise, Seismic Safety, Public Safety, Conservation, Open Space and Recreation, Air Quality, and Scenic Routes Elements. In addition, the project would be in compliance with all applicable provisions of the Long Beach Strategic Plan 2010. The project would comply with regional plans including SCAG's 2008 RTP and SCAG's Compass Growth Vision Plan.

However, the project would not be consistent with the Land Use Element (Urban Design Component), the LCP (an Element of the General Plan that incorporates the policies of the Coastal Act), and the SEADIP due to the proposed heights and residential uses. In addition, the project would conflict with the Transportation Element since the project would result in a significant and unavoidable impact at two intersections.

While the project is in conflict with certain statements in the Land Use Element Urban Design Component, due to the scale of a 12-story structure, and would also conflict with the SEADIP 35-foot building height restriction, the height of the structure and the massing of development on the site would not result in related significant physical impacts associated with incompatible land use, such as shade/shadow effects, light spill-over effects, or obstruction or degradation of important public scenic views. However, the project would result in traffic and air quality impacts. Therefore, because the inconsistency of the project with statements suggesting lower scale and intensity development for site also translates to physical impacts on the environment, land use impacts in this regard are considered significant. Furthermore, while mitigation measures are provided in Sections IV.B, Air Quality/Global Climate Change, and IV.L, Traffic and Circulation,

of this EIR, impacts on traffic and air quality cannot be mitigated to a level of less than significant. Therefore, the inconsistency with the SEADIP and associated physical impacts on the environment associated with the project would result in a significant unavoidable land use impact.