

5. Environmental Analysis

5.10 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Long Beach from implementation of the proposed Southeast Area Specific Plan (Project).

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

Laws, regulations, and plans that are potentially applicable to the Project are summarized below.

Regional

Southern California Association of Governments

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

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

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Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (RTP/SCS), which places a greater emphasis than ever on sustainability and integrated planning. The 2016-2040 RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. It includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375 (SB 375; the Sustainable Communities Act), improve public health, and meet the National Ambient Air Quality Standards set by the federal Clean Air Act. The 2016-2040 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around (SCAG 2012). (The Project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.10-3.).

High Quality Transit Areas

With the adoption of the 2016-2040 RTP/SCS, SCAG has reinforced the importance of placing new growth near transit and has designated high quality transit areas (HQTAs), which are a part of and integrated into the RTP/SCS (Chapter 5). An HQTA is generally a walkable transit village or corridor that is within a half mile of a well-serviced transit stop or a transit corridor with a service frequency of 15 minutes or less during peak commute hours. The overall land use pattern of the 2016-2040 RTP/SCS focuses jobs and housing in the region's designated HQTAs (SCAG 2016). The majority of the Project area is identified as an HQTA in the 2016-2040 RTP/SCS (SCAG 2016). Separate goals, policies, or guidelines have not been adopted for HQTAs.

Local

City of Long Beach General Plan

The current Long Beach General Plan was adopted by the Long Beach City Council in 1973. Since then, the plan has been updated and supplemented periodically. In particular, the Housing Element has been updated on a schedule prescribed by the California Department of Housing and Community Development (HCD). The current Housing Element was adopted on January 7, 2014. The current Mobility Element was adopted in 2012. The current General Plan has twelve elements: Air Quality, Conservation, Historic Preservation, Housing, Land Use, Local Coastal Program, Mobility, Noise, Open Space, Public Safety, Scenic Routes, And Seismic Safety.

The City of Long Beach is currently updating their General Plan Land Use Element to provide a blueprint for the City's growth from now to year 2040.

The Southeast Area Development and Improvement Plan

The Southeast Area Development and Improvement Plan (SEADIP), also known as Planned Development District 1 (PD-1), was adopted in 1977 and currently applies to 1,381 acres of the

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Project area. It seeks to guide new development in a community of residential, business, and light industrial uses integrated by an extensive system of parks, open space, and trails. The guiding principles of the plan was based on a 15 to 20 year vision and includes restoration and maintenance of wetlands, bike and pedestrian connectivity, linear park and landscaped setbacks, creating a village atmosphere with varied heights, green building practices, traffic mitigation, and gateway signage. The SEADIP provides development and use standards (e.g., density, setbacks, height limitations), establishes a mechanism for infrastructure improvements, protects views, open space, and wetlands. The SEADIP also establishes the requirements and responsibility for the construction and maintenance of wetland and buffers.

City of Long Beach Local Coastal Program

The Project area is partially in the state coastal zone and is therefore required to comply with the provisions of the California Coastal Act (California Public Resources Code, Division 20). The California Coastal Act requires that the City of Long Beach adopt a Local Coastal Program (LCP), which is a basic planning tool used by local governments to guide development in the Coastal Zone. The LCP provides policies regarding public access, recreation, marine environment, land resources, development, and industrial development. It specifies the appropriate location, type, and scale of new or changed uses of land and water and includes a land use plan and measures to implement the plan.

The City of Long Beach LCP was adopted by the Long Beach City Council on February 12, 1980, and certified by the California Coastal Commission on July 22, 1980. For each of its five subareas, the Long Beach LCP provides a description, policy plan, and implementation plan. The Project area is included as part of the SEADIP subarea. Separate from the LCP, the Southeast Area Development Improvement Plan (SEADIP) was adopted in April 1977 just prior to the commencement of work on the Long Beach LCP; therefore, it was approved in total by the LCP Advisory Committee for inclusion in the LCP. The SEADIP and development ordinance were adopted by reference in the LCP and function as the current zoning for the Project area (Planned Development District 1, PD-1). Prior to adoption the Los Angeles County portion of SEADIP and parcels 11a, 11b, 25, 26a, 26b, 27, 28, 30, and 33 were deleted from the LCP. These areas represent the wetland areas, existing oil operations, and the Los Alamitos Retaining Basin southeast of the San Gabriel River.

Long Beach Bicycle Master Plan

The City's Bicycle Master Plan was adopted in December 2001 as a citywide planning document to guide future improvements to the City's bicycle network, including the development and maintenance of bicycle-friendly roads, bikeways, support facilities, and programs. This policy document aims to reduce traffic congestion by providing better facilities for biking and enhancing

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alternatives to commuting by car. The overarching goal of the Bicycle Master Plan is to increase bicycle use from 1 to 5 percent by the year 2020.

Airport Environs Land Use Plan for the Los Alamitos Joint Forces Training Base

Portions of the Project area are within the airport planning area of the Los Alamitos Joint Forces Training Base (JFTB). The JFTB is home to an Army Aviation Support Facility and the 1st Battalion of the 140th Aviation Regiment of the California Army National Guard and other units not related to aviation. The facility has two runways, one 8,001 feet long and one 5,902 feet long, both aligned northeast–southwest. The JFTB is within the oversight of the Orange County Airport Land Use Commission (ALUC), which is required to prepare and adopt an airport land-use plan (AELUP) for each of the airports within its jurisdiction.

The AELUP for the JFTB was issued by ALUC in 2002. The AELUP is a land-use compatibility plan that is intended to protect the public from adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable space. The AELUP identifies standards for development in the airport’s planning area based on noise contours, accident-potential zones, and building heights. ALUC is an agency authorized under state law to assist local agencies in ensuring compatible land uses in the vicinity of airports. Primary areas of concern for ALUCs are noise, safety hazards, and airport operational integrity. Land uses within the airport planning area boundaries are required to conform to safety, height, and noise restrictions established in the AELUP for the JFTB.

As indicated in Sections 5.8, *Hazards and Hazardous Materials*, and 5.12, *Noise*, of this DEIR, the Project area is not within noise contours or safety hazard zones of JFTB. However, portions of the Project area fall within the height restriction zone for the JFTB, which has a radius of 20,000 feet surrounding the runways and has a 1:100 slope. Development proposals in this zone that include the construction or alteration of structures more than 200 feet above mean sea level require filing with the Federal Aviation Administration (FAA) and notification of ALUC, including filing of a Notice of Proposed Construction or Alteration (FAA Form 7460-1). Any development project that would penetrate the Federal Aviation Regulations (FAR) Part 77 Notification Surface for Los Alamitos JFTB (notification area) is also required to file FAA Form 7460-1. ALUC review is required for adoptions of or amendments to a general plan or specific plan; zoning ordinance; master plan for public use airports; and heliports within the airport influence area (Public Utilities Code §§ 21676(b), 21676(c), 21664.5, and 21661.5). However, ALUC review is also required for all discretionary projects if the ALUC has not yet determined that the general plan is consistent with the AELUP or the local agency has overruled the ALUC (Public Utilities Code § 21676.5). The adopted PD-1 is consistent with the height restriction zone for the JFTB, since it requires a maximum building height of 30 feet for residential and 35 feet for nonresidential uses.

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The proposed Project's consistency with the AELUP for the Los Alamitos JFTB is provided in the analysis for Impact 5.10-2.

5.10.1.2 EXISTING CONDITIONS

Onsite Land Uses

As shown in Figure 3-3, *Aerial Photograph*, the Project area consists of a mix of existing residential, commercial, office, industrial, open space/wetlands, active oil operations in the wetlands area, and undeveloped uses. Parcels designated as Industrial and Coastal Habitat/Wetlands/Recreation land make up 20 and 19 percent of the existing land use composition, respectively. Single Family Residential (13 percent), Right-of-Way (12 percent), and Channel/Marina/Waterway (11 percent) are the next three largest land use types. The Project area also includes one public school (Kettering Elementary School), a religious institution (Assumption of the Blessed Virgin Mary Greek Orthodox Church), and a county facility (Los Angeles District Water and Power).

Commercial uses are primarily located along Pacific Coast Highway (PCH), and residential uses are primarily located in the northern portion of the Project area. There are also a variety of parks distributed throughout the area, including an open-to-the-public golf course in the residential area north of Loynes Drive. AES's power plant facilities use channel water flows and encompass a large area in the eastern portion of the Project area. A large portion of the Project area is also part of the Los Cerritos Wetlands. Active oil operations occur in the wetlands. Southeast of the San Gabriel River is the Los Alamitos Retaining Basin owned by the Orange County Flood Control District. A portion of the retaining basin lies in the Project area and the remaining within the City of Seal Beach.

The Project area contains approximately 4,079 residential dwelling units and approximately 2.2 million square feet of nonresidential uses (see Table 3-2, *Existing Land Use Summary*).

Surrounding Land Uses

Land uses surrounding the Project area largely consist of single- and multifamily residential neighborhoods to the north, west, and southwest. The 29-acre Colorado Lagoon Park is an inland water body that is half land area and half open salt water adjacent to the northwest corner of the Project area. The Veteran's Administration Long Beach Medical Center; California State University, Long Beach; and Rancho Los Alamitos residential neighborhood are located along the northern Project boundary.

The neighborhoods of Belmont Park and Belmont Shore are southwest of the Project area across the Long Beach Marine Stadium, Belmont Heights is located further west, and Alamitos Heights is to the northwest. Naples is a Long Beach neighborhood situated on three islands in the Alamitos Bay southwest of the Project area. To the east, Leisure World (a mobile home community) and an

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additional portion of the Los Cerritos Wetlands are in the City of Seal Beach southeast of Long Beach.

General Plan Land Use and Zoning Designations

The current City of Long Beach General Plan designates the Project area with the following land use districts: Single-Family District (LUD No. 1), Mixed Use District (LUD No. 7), Institutional and School District (LUD No. 10), and Open Space and Park District (LUD No. 11).

The 1,481-acre Project area consists of 1,372 acres zoned PD-1 (SEADIP), 94 acres of waterways (portions of the Los Cerritos Channel and San Gabriel River), and 6 acres at the southeast boundary of the Project area resulting from a County boundary adjustment approved by LAFCO in 2012.

SEADIP Land Use Designations

The current land use designations of the Project area are outlined in Planned Development District 1 (PD-1). The PD-1, adopted in 1977, divides the Project area into 33 subareas. The current PD-1 planned uses include Residential, Commercial, Public/Institutional, Parks and Recreation, Industrial, Undeveloped, Water, and Rights-of-Way (ROW). Buildout of PD-1 would allow for approximately 5,499 units and 3.1 million square feet of commercial/employment uses.

As stated above, the PD-1 ordinance and zoning regulations are included by reference as a whole in the Long Beach LCP.

5.10.2 Thresholds of Significance

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

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

The Initial Study, included as Appendix A, substantiates that impacts associated with thresholds LU-1 and LU-3 would be less than significant. However, due to input received from members of the public, this DEIR has been prepared as a “full scope” EIR, where every environmental topic listed

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in Appendix G of the CEQA Guidelines is evaluated. Therefore, all the above thresholds are addressed in the following analysis.

5.10.3 Environmental Impacts

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

Impact 5.10-1: Project implementation would not divide an established community. [Threshold LU-1]

Impact Analysis: The existing community character of the Project area consists of distinct neighborhoods, many of which are gated and separated from commercial centers. These areas are separate from the wetland and industrial uses in the eastern portion of the Project area. One of the main goals of the proposed Specific Plan is to identify opportunity areas for better urban design and placemaking to plan for a more cohesive sense of place in the Project area. Implementation of Project would help create a sense of place by creating a unifying mixed-use core and streetscape. Streetscape improvements would aid pedestrian and bicycle movement between parts of the area. Additionally, implementation of the Project would occur within the confines of the Project area and would not introduce roadways or other infrastructure improvements that would bisect or transect the surrounding communities. The residential and commercial uses of the Project would also be compatible with and similar to the surrounding land uses. Therefore, the proposed land use plan would not physically divide established communities, but would rather have a beneficial impact of bringing together individual neighborhoods and creating gateways, landmarks, and destinations that strengthen the Project area's community character. No impacts related to division of established communities would occur and no mitigation is necessary.

Impact 5.10-2: The proposed Southeast Area Specific Plan would not conflict with policies or programs adopted for the purpose of mitigating or avoiding environmental impacts. [Threshold LU-2]

Impact Analysis: The 1,481 acre Project consists of two areas: 1) 1,472 acres within the proposed Southeast Area Specific Plan and 2) 9 acres directly west of the Marina Vista Park known as the "conventional zoning area." Both of these areas make up the overall Project area and constitute the proposed Project. The proposed Project includes a specific plan, general plan amendment, zoning ordinance and map amendment, and LCP amendment. The proposed Specific Plan would cover 1,472 acres replacing the current PD-1 and 9 acres would be removed from the current PD-1 and converted to conventional zoning.

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Buildout of the proposed Specific Plan would allow development of up to an additional 5,439 dwelling units, 573,576 square feet of commercial use, and 50 hotel rooms, which would generate approximately 8,648 additional residents and 560 workers in the area over the existing conditions. Therefore, buildout of the proposed Specific Plan would allow 9,518 dwelling units, 2,665,052 square feet of commercial uses, and 425 hotel rooms, which would generate 15,134 residents and 4,115 employees.

The 9 acre conventional zoning area would change the general plan and zoning designations to single family residential to match the existing land uses in this portion of the Project area. No new development is intended for this area and no physical change (e.g., additional development intensity or redevelopment) is expected to occur; all existing uses within this area are expected to remain. Since the land use and zoning designations of this area were selected to conform to the existing land uses and no new development is anticipated, further analysis of general plan and zoning ordinance consistency is not provided below.

Below is an evaluation of the Project's consistency with applicable plans and policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

City of Long Beach General Plan Consistency

The current land use designations for parcels in the Project area include the Single-Family District, Mixed Use District, Institutional and School District, and Open Space and Park District.

The proposed Project requires a general plan amendment to reflect the proposed land use designations of the Specific Plan and conventional zoning area. Some of the current General Plan land use designations within the Project area do not permit the mix and intensity of uses proposed under the Specific Plan. Specifically, the commercial areas along PCH do not permit the mixed uses and higher density residential uses that would be allowed in the Specific Plan. Upon approval of the general plan amendment by the City of Long Beach City Council, the Project would become compatible with the City's land use designations and impacts would be less than significant.

Goals and Policies in the City's Land Use Element are generally aimed at addressing issues at the neighborhood level. Land use policies identified for the SEADIP area are found on page 172 of the Land Use Element. These "policies" consist of three paragraphs that generally relate to land use comparability, community character, and quality of design. Impacts of the proposed Specific Plan's implementation on these types of issues are discussed in Section 5.1, *Aesthetics*, of this DEIR.

A detailed analysis of the Project's consistency with Citywide goals in the General Plan is provided in Table 5.10-1. Because CEQA Threshold LU-2 emphasizes consistency with land use goals "adopted for the purpose of avoiding or mitigating an environmental effect," Table 5.10-1 focuses on consistency with the City's Conservation and Open Space Elements. The Project's consistency

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with other General Plan Elements that address environmental issues (e.g., Air Quality, Noise, Mobility, Housing, And Seismic Safety Elements) is analyzed in the in the respective topical sections of this DEIR.

Table 5.10-1 Consistency with the Adopted Long Beach General Plan

General Plan Goal	Project Compliance with Goal
Conservation Element	
<p>Goal 1: To conserve the natural resources of Long Beach through wise management and well planned utilization of water, vegetation, wildlife, minerals, and other resources.</p>	<p>Consistent: The proposed Specific Plan directs new development away from wetland and natural resources and toward urbanized, developed areas. The proposed Specific Plan provides a Wetland Monitoring Fund to restore and maintain the wetland area. As described in Section 5.4, <i>Biological Resources</i>, of this DEIR all impacts related to wildlife and vegetation would be mitigated to less than significant.</p> <p>Section 5.17, <i>Utilities and Service Systems</i>, of this DEIR evaluates the availability of water supplies to Project. Based on the Water Supply Assessment adopted by the Long Beach Water Department there will be adequate supply and management of water supplies to the Project at buildout.</p> <p>The proposed Specific Plan allows for the continued oil operations in the areas designed Industrial and Coastal Habitat, Wetlands, & Recreation. By allowing both restoration activities and continued access to subsurface oil deposits, the proposed Specific Plan would balance the management of mineral resources with the natural resources located above them (e.g., wildlife habitat).</p>
<p>Goal 2: To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value.</p>	<p>Consistent: See response to Conservation Element Goal 1, above.</p>

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Table 5.10-1 Consistency with the Adopted Long Beach General Plan

General Plan Goal	Project Compliance with Goal
<p>Goal 3: To revitalize and enhance areas where inadequate conservation measures occurred in the past.</p>	<p>Consistent: See response to Conservation Element Goal 1, above. The proposed Specific Plan provides an additional mechanism to enhance the wetland area through the creation of a Wetland Monitoring Fund. The Specific Plan also encourages the consolidation of wells, which would limit the impact of oil operations in the wetland areas.</p>
<p>Goal 4: To improve and preserve the unique and fine qualities of Long Beach and to eliminate undesirable or harmful elements.</p>	<p>Consistent: See Section 5.1, <i>Aesthetics</i>, of this DEIR. Implementation of the proposed Project would result in beneficial aesthetics impacts. Compliance with design guidelines found in the proposed Specific Plan would ensure that new development would be compatible with existing community character in the Project area.</p>
<p>Goal 5: To promote the health, safety, and well-being of the people of Long Beach by adopting standards for the proper balance, relationship, and distribution of the various types of land uses, and by formulating and adopting a long-term capital improvement program.</p>	<p>Consistent: Chapter 4, <i>Land Use</i>, of the proposed Specific Plan provides a detailed scheme for the geographic distribution of land uses in the Project area, with special attention to land use computability and a balance between community needs and opportunities for economic investment.</p> <p>Adoption of a long-term capital improvement program for the City is not a project-specific goal and is therefore not applicable.</p>
<p>Goal 6: To establish a balanced program aimed at improving the qualitative conditions of life for all segments of the population of the City.</p>	<p>Consistent: Provisions of the proposed Specific Plan include a broad range of strategies intended to promote a high quality of life in the Project area. The community vision outlined in Chapter 3 is designed to address the needs of all segments of the local population, including residents, visitors, adults, and children. The land use pattern identified in Chapter 4 was designed to address overall land use compatibility. Crafted over a multiyear period that included extensive public input, the community vision and land use plan were both developed to promote the creation of amenities that all segments of the population can use and</p>

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Table 5.10-1 Consistency with the Adopted Long Beach General Plan

General Plan Goal	Project Compliance with Goal
	enjoy. Development standards in Chapter 5 and design guidelines in Chapter 7 address the design, scale, and character of the urban realm to ensure that new development is consistent with the character of Long Beach. Finally, Chapter 6 outlines a multimodal circulation system that is sensitive to the mobility needs of all residents, including those that walk, bicycle, and/or are transit dependent.
Goal 7: To assure adequate quantity and quality of water to meet the present and future domestic, agricultural, and industrial needs of the City.	Consistent: See Sections 5.9, <i>Hydrology and Water Quality</i> , and 5.17, <i>Utilities and Service Systems</i> , of this DEIR for analysis related to water quality and water supply, respectively. As identified in those sections, project impacts related to both topics would be less than significant.
Goal 8: To enforce existing ordinances and develop new ordinances and promote continuing research directed toward achieving the required stringent water quality standards which regulate waste water effluent discharge to ocean waters, bays and estuaries, fresh waters and groundwater.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
Goal 9: To assure that the waters of the San Pedro and Alamitos Bays and Colorado Lagoon are maintained at the highest quality feasible in order to enhance their recreational and commercial utilization.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
Goal 10: To enforce existing controls and ordinances regulating waste discharge from vessels.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
Goal 11: To maintain, upgrade, and improve waste water systems and facilities serving Long Beach	Not Applicable: This is not a project-specific goal and is therefore not applicable. However, sewer lines would be upgraded as development occurs with the Specific Plan area. Refer also to Section 5.17, <i>Utilities and Service Systems</i> , of this DEIR.
Goal 12: To develop a comprehensive City-wide water supply and management program which utilizes water from all sources including groundwater.	Not Applicable: This is not a project-specific goal and is therefore not applicable.

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Table 5.10-1 Consistency with the Adopted Long Beach General Plan

General Plan Goal	Project Compliance with Goal
<p>Goal 13: To preserve and enhance the open space opportunities offered by the inland waterways of the City through improved access and beautification.</p>	<p>Consistent: One of the central motivations of the proposed Specific Plan is to allow for the preservation and/or restoration of portions of the Los Cerritos Wetlands so that the area is more accessible to wildlife and for recreational activities. As described in Section 5.1, <i>Aesthetics</i>, implementation of the Specific Plan is expected to result in beneficial impacts to the wetlands, including Los Cerritos Channel, Steam Shovel Slough, and the San Gabriel River, related to visual character and quality. As described in Section 5.15, <i>Recreation</i>, beneficial impacts to recreational amenities are also expected due to the Specific Plan's encouragement of expanded access to the Project area's waterways and marinas.</p>
<p>Goal 14: To preserve and enhance lands of significant value such as beaches and bluffs.</p>	<p>Not Applicable: The Project area does not contain beaches or bluffs.</p>
<p>Goal 15: To critically evaluate any proposed public improvements on the beach and any projects that would contribute to the erosion of the beaches.</p>	<p>Not Applicable: The Project area does not contain portions of the City's oceanfront beaches, nor would implementation of the Project otherwise affect any beaches.</p>
<p>Goal 16: To minimize those activities which will have a critical or detrimental effect on geologically unstable areas and soils subject to erosion.</p>	<p>Consistent: See Section 5.6, <i>Geology and Soils</i>, of this DEIR. Impacts of the Project related to unstable soils would be less than significant.</p>
<p>Goal 17: To preserve the beach from Alamos Boulevard to the Long Beach Marina as a unique geologic zone and to perpetuate its public use as an open entity.</p>	<p>Not Applicable: The Project area does not contain portions of the City's oceanfront beach, nor would implementation of the proposed Project affect access to the beach.</p>
<p>Goal 18: To continue to monitor areas subject to siltation and deposition of soils which could have a detrimental effect upon water quality and the marine biosphere.</p>	<p>Not Applicable: This is not a project-specific goal and is therefore not applicable.</p>
<p>Goal 19: To provide protective controls for lands supporting distinctive native vegetation, wildlife species, which can be used for ecologic, scientific and educational purposes.</p>	<p>Consistent: See response to Conservation Element Goal 1 and 13, above.</p>

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Table 5.10-1 Consistency with the Adopted Long Beach General Plan

General Plan Goal	Project Compliance with Goal
Goal 20: To perpetuate the ecological preserve in El Dorado Park.	Not Applicable: The Project area is not near El Dorado Park, and implementation of the Project would not impact the park.
Goal 21: To locate, define, and protect other beneficial natural habitats in and about the City.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
Goal 22: To promote measures and plans which protect and preserve distinctive types of wildlife including mammals, birds, marine organisms and especially endangered species.	Consistent: See response to Conservation Element Goal 1 and 13, above. Section 7.2.14, <i>Bird-Safe Treatments</i> , of the proposed Specific Plan provides standards and guidelines to ensure that new buildings are bird safe. Also refer to Section 5.4, <i>Biological Resources</i> , of this DEIR. Impacts of the proposed Project on biological resources would be less than significant with incorporation of mitigation measures.
Goal 23: To manage the petroleum resources of the City in a manner that will only maximize their economic value, but will enhance the quality of open space. Goal 24: To continue good management practices in the production of petroleum including aesthetics, ecological compatibility and other environmental aspects.	Consistent: See response to Conservation Element Goal 1, above. The Project allows for the continued oil operation and encourages the consolidation of oil wells. Also see Section 5.11, <i>Mineral Resources</i> , of this DEIR. Impacts of the proposed Project on mineral resources, including petroleum resources, would be less than significant.
Goal 25: To continue to take restorative measures to remedy and prevent subsidence associated with oil extraction.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
Goal 26: To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.	Consistent: See Section 5.5, <i>Cultural Resources</i> , of this DEIR. Implementation of the Specific Plan incorporates mitigation measures to ensure that historical and cultural resources are protected.
Goal 27: To encourage citizen participation in the identification and preservation of historic and cultural sites.	Not Applicable: This is not a project-specific goal and is therefore not applicable.

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Table 5.10-1 Consistency with the Adopted Long Beach General Plan

General Plan Goal	Project Compliance with Goal
Open Space Element	
<p>Goal 1.1: Develop well-managed, viable ecosystems that support the preservation and enhancement of natural and wildlife habitats.</p>	<p>Consistent: The proposed land use plan directs future development and growth away from the Los Cerritos Wetlands and into areas already developed with urbanized land uses. This land use pattern would promote the future preservation and enhancement of the Project area's wetland habitat areas.</p>
<p>Goal 1.2: Preserve, keep clean and upgrade beaches, bluffs, water bodies and natural habitats, including the ecological preserves at El Dorado Nature Center and the DeForest Nature Area.</p>	<p>Not Applicable: This is not a project-specific goal and is therefore not applicable. Furthermore, the Project area is not near either El Dorado Nature Center or the DeForest Nature Area.</p>
<p>Goal 1.3: Improve appropriate access to natural environments.</p>	<p>Consistent: See response to Conservation Element Goal 13, above.</p>
<p>Goal 1.4: Design and manage natural habitats to achieve environmental sustainability.</p>	<p>Not Applicable: This proposed Specific Plan is a program-level planning document and does not propose detailed designs for natural habitat areas or any other portion of the Project area. Management of the City's natural habitats is a citywide effort; therefore, this goal is not applicable.</p>
<p>Goal 1.5: Remediate contaminated sites.</p>	<p>Consistent: See Section 5.8, <i>Hazards and Hazardous Materials</i>, of this DEIR. As stated in Section 5.8 (see Tables 5.8-1 and 5.8-2), a number of sites and facilities in the Project area are listed in hazardous materials sites databases. However, implementation of Mitigation Measures HAZ-1 through HAZ-3 would ensure that contaminated sites in the Project area are sufficiently documented, evaluated, and remediated consistent with applicable federal, state, and local regulations as development occurs.</p>
<p>Goal 2.1: Maintain a sufficient quantity and quality of open space in Long Beach to produce and manage natural resources.</p>	<p>Consistent: Implementation of the proposed Specific Plan would not diminish the amount of open space in Long Beach; development capacity would be directed to parcels that already feature urbanized land uses and away</p>

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Table 5.10-1 Consistency with the Adopted Long Beach General Plan

General Plan Goal	Project Compliance with Goal
	from the Los Cerritos Wetlands, Marine Stadium, Marina Vista Park, and other existing open space areas.
Goal 3.1: Provide for and maintain sufficient open space for adequate protection of lives and property against natural and man-made safety hazards.	Consistent: By proposing that future new urban development be developed outside of—and away from—existing wetland areas in the Project area, the proposed Specific Plan promotes the Los Cerritos Wetlands' continued capacity to absorb water flows during storm-related flooding events.
Goals 4.1 through 4.10	Consistent: These goals relate to the provision of recreational amenities relative to local recreational needs. See Section 5.15, <i>Recreation</i> , of this DEIR for analysis of the Specific Plan's potential impact on recreational resources.

Source: City of Long Beach 1973.

The above analysis concludes that the proposed project would be consistent with the applicable policies of the City's General Plan. Therefore, implementation of the proposed project would not result in significant land use impacts to relevant General Plan policies.

Long Beach Zoning Code Consistency

Implementation of the Southeast Area Specific Plan would require an amendment to the City's Zoning Regulations (Title 21 of the City's Municipal Code) and zoning map. More specifically, the City's Zoning Regulations and zoning map would be amended to replace the existing SEADIP, Planning Development District 1 (PD-1) with the Southeast Area Specific Plan. This would change the existing boundary and zoning designations (see Section 3.4, *Project Description*). Additionally, the changes to the City's Zoning Regulations would state that the regulating code within the Southeast Area Specific Plan would serve as the zoning, development, and design standards for all development projects within the Southeast Area Specific Plan area.

Specific plans act as a bridge between general plans and individual development proposals. Local jurisdictions may adopt specific plans by resolution or ordinance. The Southeast Area Specific Plan (which would replace the existing zoning designations of the PD-1) would be adopted by ordinance and would serve as the zoning for the Southeast Area Specific Plan area. The provisions in the Southeast Area Specific Plan would control the use and development of property in the Southeast

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Area Specific Plan area to the same extent as if set forth in the City's Zoning Regulations. The Southeast Area Specific Plan would act as the regulatory document that the City of Long Beach would use to guide development within the Southeast Area Specific Plan area, systematically implement the City's General Plan, and help maintain consistency with and carry out the goals, objectives, and policies of the City's General Plan. The Southeast Area Specific Plan would provide the flexibility, innovative use of land resources and development, a variety of housing and other development types, and an equitable method of vehicular, public transit, pedestrian, and bicycle access for development of the Southeast Area Specific Plan area.

The Southeast Area Specific Plan would establish the necessary plans, development standards (e.g., parking requirements, setbacks, building heights, etc.), design guidelines (e.g., architectural styles, building form and massing, landscaping, signage, etc.), regulations, infrastructure requirements, financing methods, and implementation programs for subsequent project-related development activities. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the Project area be consistent with the Specific Plan.

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

Long Beach Local Coastal Program Consistency

The Long Beach LCP adopted the 1977 PD-1 zoning regulations for the SEADIP area that encompasses the majority of the Project area. The proposed Specific Plan would replace the PD-1 zoning in its entirety. Therefore, the Project requires approval of an amendment to the City's LCP by the California Coastal Commission (CCC). Procedurally, the City is required to notify the public of the upcoming amendment and availability of the draft document for review at least six weeks prior to any final action on the document by the local government or governing authority—in this case, Long Beach City Council (14 CCR § 13515(c)). Additionally, notice of the City's hearings on the LCP amendment shall be given to the general public and transmitted to all interested persons and public agencies no less than 10 working days before the hearing (14 CCR § 13515(d)). The City would transmit a submittal package to CCC staff with all required supporting information. Upon approval of the LCP amendment by the CCC, the proposed Project would be consistent with the Long Beach LCP.

The LCP amendment would replace the PD-1 zoning regulations for the SEADIP area with the proposed zoning regulations established by the proposed Southeast Area Specific Plan. Overall, the proposed Southeast Area Specific Plan would support the goals of the LCP by directing development away from the wetlands, parks, and open space areas in the coastal zone and towards the urban core where development currently exists. The proposed Specific Plan also encourages

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public access to the coastal zone by creating view corridors and pedestrian walkways to the wetlands and the marina. Consistency of the proposed Project with the City’s LCP is provided in Table 5.10-2. Based on this analysis the proposed Specific Plan and LCP amendment would be consistent with the City’s LCP and would therefore, not result in any significant land use impacts.

Table 5.10-2 Consistency with the Long Beach LCP

Section	Project Compliance
General Transportation and Access Policies	
Increase reliance on public transit.	Consistent. The Project area is currently served by the OCTA and Long Beach Transit bus services (see Figure 5.13-2, Transit Routes and Facilities). Implementation of the Specific Plan would encourage transit ridership by attracting more residents and employees to an area that is that has existing transit services.
Decrease reliance on automobiles.	Consistent. The proposed Specific Plan decreases reliance on automobiles by providing greater pedestrian and bicycle connectivity. The plan calls for a number of bicycle and pedestrian improvements in the Project area (see Section 3.5.1 of this DEIR). The SEASP would improve bicycle and pedestrian facilities and infrastructure throughout the Project area to promote active and alternative modes of transportation.
Provide slightly more parking.	Consistent. Future development would be required to meet the parking standards and restrictions outlined in the proposed Specific Plan. New development would be required to provide adequate on-site parking.
Increase pedestrian and bicycle access opportunities.	Consistent. The proposed Specific Plan increases pedestrian and bicycle access by providing greater pedestrian and bicycle connectivity. The plan calls for a number of bicycle and pedestrian improvements in the Project area (see Section 3.5.1 of this DEIR). The SEASP would improve bicycle and pedestrian facilities and infrastructure throughout the Project area to promote active and alternative modes of transportation.
General Housing Policy	
The intent of these regulations is to maintain the present number of very low, low and moderate income housing units within the Coastal Zone. The housing replacement policies are not intended to apply to hotels and motels which rent	Consistent. The proposed Specific Plan does not propose to remove any affordable housing units within the coastal zone. The plan provides a greater opportunity to allow affordable housing by providing a greater mix of housing types. However, in this area of the city the market demand is for higher-end apartments and condominiums. Nevertheless, the Specific Plan does not propose to replace very low, low and moderate income housing units within the Coastal Zone.

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Table 5.10-2 Consistency with the Long Beach LCP

Section	Project Compliance
rooms for short terms (by the day or week).	
Park Dedication Policy	
Permit development as depicted on the CHNMB plan (water feature, parkland, two motels – see Downtown Shoreline Policy Plan) south of the Chapter 138 line providing that all parks and beaches within the coastal zone (as defined by the Coastal Act) designated by the Local Coastal Program and now in public ownership be immediately dedicated in perpetuity as public park land.	Not applicable. The Downtown Shoreline Policy Plan is outside of the Project area and not applicable to the Project.
Properties in the coastal zone not now developed as parks but which may at some future time become public park lands shall also be dedicated in perpetuity as public park land at the time they become public parks, or in cases where they are public trust lands shall instead be designated by the City as permanent public parks.	Consistent. Existing and future parks within the coastal zone in the Project area include Marina Vista (#32), Sims Pond, Costa Del Sol Park Dunster Marine Reserve, a strip of land along the west edge of Los Cerritos Channel between Loynes Drive and 7 th Street, and two areas within the wetlands (#23 and #33) (see Figure, Park Dedication Policy, on Page II-21 of the City's LCP). The proposed Specific Plan supports this policy since it designates these areas as Open Space and Recreation and allows parks to be dedicated to the City as required.
No parkland which has been dedicated or designated within the Coastal Zone shall be committed to another use unless the City replaces such parkland on an acre-for-acre basis within or adjacent to the Coastal Zone	Consistent. The proposed Project does not plan to convert parkland to another use.

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Table 5.10-2 Consistency with the Long Beach LCP

Section	Project Compliance
with the approval of the California Coastal Commission.	
General Strand Policies Use and Access	
These policies relate to the Long Beach Strand portion of the coastal zone defined as the beach portion of the Tidelands area between Alamitos Avenue and Alamitos Bay Jetty.	<i>Not applicable.</i> The Long Beach Strand is outside of the Project area and not applicable to the Project.
Source: Long Beach LCP, February 1980.	

Long Beach Bicycle Master Plan Consistency

According to the Long Beach Bicycle Master Plan, there are a number of short-, medium-, and long-term proposals for bicycle facilities in the Project area. Short-term recommended bikeway improvements include Class II bikeways along Loynes Drive and 2nd Street and Class III bikeways along 6th Street. The improvements along Loynes Drive and Colorado Street are part of the Downtown-Alamitos Bay Bikeway (Project #4), while the 2nd Street improvement (Project #9) would provide an east-west route to access the San Gabriel River path. Additionally, planned medium-term improvements include bikeways along Pacific Coast Highway, Bellflower Boulevard, and Studebaker Road.

Figure 3-5 in this DEIR shows the plan's proposed network of bicycle lanes and paths. These facilities reflect the proposed routes in the bicycle master plan, including routes along Loynes Drive and 2nd Street. The proposed Specific Plan is consistent with the Citywide Bicycle Master Plan.

Airport Environs Land Use Plan Consistency

Airport operations and their potential noise and safety hazards require careful land use planning on adjacent and nearby lands to protect residents and land uses. Airport operations and their accompanying safety and noise hazards are discussed in Sections 5.8, *Hazards and Hazardous Materials*, and 5.12, *Noise*, of this DEIR. The Project is not within safety or noise hazard zones of the JFTB. However, the Project area falls within the airport planning area and height restriction zone of JFTB; land uses within the airport planning area boundaries are required to conform to safety, height, and noise restrictions established in the AELUP for the JFTB. However, the Project area is approximately two miles from JFTB and buildings heights allowed under the proposed Specific Plan

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would not penetrate the 100:1 slope of the imaginary surface extending outward 20,000 feet from JFTB's runways. Because the Specific Plan would not allow buildings over 200 feet tall, implementation of the plan would not conflict with building height restrictions identified in the AELUP.

ALUC review is required for adoption of or amendments to a general plan or specific plan; zoning ordinance; master plan for public use airports; and heliports within the airport influence area (Public Utilities Code §§ 21676(b), 21676(c), 21664.5, and 21661.5). ALUC review is also required for all discretionary projects if the ALUC has not yet determined that the general plan is consistent with the AELUP or the local agency has overruled the ALUC (Public Utilities Code § 21676.5).

Pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan and zoning amendments that affect the AELUP planning areas for consistency review by ALUC. Since the proposed Project includes an a general plan amendment, zoning ordinance amendment, and Specific Plan, and the City falls within the AELUP for JFTB, a determination of consistency with the AELUP by ALUC is required prior to the Long Beach City Council taking action on the project. If the Project is deemed inconsistent with the AELUP, the City may override the ALUC decision by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes stated in Section 21670 of the Public Utilities Code—"to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards in areas around public airports to the extent that these areas are not already devoted to incompatible uses" (§ 21670(a)(2)). If the City does not overrule the determination, but nevertheless adopts the general plan, ALUC may require the City to submit all land use actions to it for review and determination.

SCAG 2016-2040 RTP/SCS Consistency

Table 5.10-3 provides an assessment of the Project's relationship to pertinent 2016-2040 SCAG RTP/SCS goals. The analysis in this table concludes that the Southeast Area Specific Plan would be consistent with the applicable RTP/SCS goals. Beyond rezoning from PD-1 to the Southeast Area Specific Plan, the conventional zoning area would not change under the proposed Project; therefore, it is not analyzed for consistency with the RTP/SCS.

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Table 5.10-3 Consistency with SCAG's 2016-2040 RTP/SCS Goals

RTP/SCS Goal	Project Compliance with Goal
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
<p>RTP/SCS G2: Maximize mobility and accessibility for all people and goods in the region.</p> <p>RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.</p> <p>RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.</p> <p>RTP/SCS G5: Maximize the productivity of our transportation system.</p>	<p>Consistent: Project implementation would maximize mobility accessibility, travel safety, and reliability for people and goods. The vehicular and pedestrian circulation improvements called for in the Southeast Area Specific Plan would be designed, developed, and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and accessibility. A number of regional and local plans and programs (e.g., Los Angeles County Congestion Management Program, Caltrans Traffic Impact Studies Guidelines, the California Complete Streets Act, and the Long Beach Bicycle Master Plan) would be used to guide development and maintenance of traffic and circulation improvements along the corridor and its surrounding roadway network.</p> <p>All modes of public and commercial transit throughout the Project area would be required to follow safety standards set by corresponding state, regional, and local regulatory documents. For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Long Beach, County of Los Angeles) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans noted above.</p> <p>All new roadway developments and improvements to the existing transportation networks in the Project area would be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how individual development projects accommodated by the proposed Project would impact existing traffic capacities and to determine the needs for improving future traffic capacities. Additionally, the regional plans mentioned above would be applicable to the design and development of any proposed roadway improvements.</p> <p>The Project would also help ensure a sustainable transportation system and help maximize the productivity of the transportation system. For example, Project implementation would lead to the</p>

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Table 5.10-3 Consistency with SCAG's 2016-2040 RTP/SCS Goals

RTP/SCS Goal	Project Compliance with Goal
	<p>development of an improved bicycle and pedestrian circulation system in the Project area. On street segments where automobile travel is not emphasized or where intersection or roadway widening is not practical, the City may accept a level of service below the City standard of LOS "D" in exchange for pedestrian, bicycle, and/or transit improvements. Furthermore, Chapter 6, <i>Circulation and Streetscape Design</i>, of the proposed Specific Plan supports the recently adopted General Plan Mobility Element's approach to creating a multimodal street network that includes PCH, 2nd Street, Marina Drive, Shopkeeper Road, and Loynes Drive as "opportunities for street character change." Proposed improvements include new and enhanced sidewalks, bike routes, and wayfinding (e.g., signage) for users of these travel modes. Improvements to major arterial roadways in the Project area (e.g., PCH and 2nd Street) are proposed to accommodate pedestrians and bicyclists while continuing to serve automobiles and bus service.</p>
<p>RTP/SCS G6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).</p>	<p>Consistent: The CEQA process ensures that plans at all levels of government consider environmental impacts. Various sections of this DEIR appropriately address the potential environmental impacts related to development of the proposed Project. For example, Sections 5.3, <i>Air Quality</i>, and 5.7, <i>Greenhouse Gas Emissions</i>, address air quality, energy, and global climate change impacts that would occur as a result of implementation of the Project, and apply mitigation measures and regulatory requirements to reduce any impacts, as applicable and feasible.</p> <p>The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects accommodated by the proposed project would be required to comply with the provisions of the 2013 Building and Energy Efficiency Standards and the 2013 Green Building Standards Code. Compliance with these provisions would be ensured through the City's processes for reviewing development and checking building plans.</p>

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Table 5.10-3 Consistency with SCAG's 2016-2040 RTP/SCS Goals

RTP/SCS Goal	Project Compliance with Goal
	<p>Project implementation would also strive to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (i.e., bus and bicycle) for residents and workers who would be generated by the proposed project. As noted above under RTP Goals G2 through G5, the Project calls for the enhancement of the existing pedestrian and bicycle circulation system. The Project area is also served by bus lines operated by Long Beach Transit, Metro (Los Angeles County), and Orange County Transportation Authority.</p> <p>The close proximity of existing and future housing units in the Project area and its surroundings to existing employment and commercial uses and future commercial and mixed uses envisioned by the Southeast Area Specific Plan would reduce vehicle miles traveled by offering alternative modes of traveling (e.g., walking, bicycling) throughout the area and surrounding vicinity, thereby reducing air quality and traffic impacts and greenhouse gas emissions.</p>
RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific goal and is therefore not applicable.
RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation.	Consistent: See response to RTP/SCS Goals G2 through G5.
RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	Not Applicable: This is not a project-specific goal and is therefore not applicable.

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

As demonstrated in Table 5.10-3, the proposed Project would be consistent with SCAG's RTP/SCS goals. Impacts relating to consistency with adopted plans would be less than significant.

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Impact 5.10-3: Project implementation would not conflict with an adopted habitat conservation plan. [Threshold LU-3]

Impact Analysis: The Project area is not in the planning area of a Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved local, regional, or state habitat conservation plan. No impact would occur and no mitigation is necessary.

5.10.4 Cumulative Impacts

The Project involves amendments to the general plan, zoning ordinance, and LCP. However, these changes to local land use regulations and policies are specific to the Project area, and their effects will not be magnified by new development elsewhere in Long Beach. Although the implementation of other allowed development in the City (see Subsection 4.4, *Related Assumptions Regarding Cumulative Impacts*, in Chapter 4, *Environmental Setting*) would result in new dwelling units and nonresidential development in the City, this development capacity is primarily in downtown Long Beach and more-urbanized areas in the western half of the City. Therefore, it will not affect the proposed Project's compatibility with its surroundings or its consistency with local land use regulations or policies.

From a land use and planning perspective, the cumulative population and economic growth resulting from the Project in combination with buildout of the Long Beach General Plan is a desired and intended impact of the policies outlined in the General Plan and 2012–2035 RTP/SCS. Those documents advocate for targeted, context-sensitive infill development and redevelopment that contributes to the establishment of mixed-use, multimodal neighborhoods. As illustrated in the tables above, implementation of the proposed Specific Plan would be consistent with those goals. Furthermore, as with the proposed Project, other development projects and plans in Long Beach would be subject to compliance with the regional and local plans discussed in this section. Therefore, implementation of cumulative development would not combine with the Southeast Area Specific Plan to result in cumulatively considerable land use impacts. Cumulative impacts of the Project would be less than significant.

5.10.5 Existing Regulations

Regional

- SCAG 2012 RTP/SCS

Local

- City of Long Beach General Plan
- City of Long Beach Zoning Regulations
- Long Beach Local Coastal Program

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- Long Beach Bicycle Master Plan
- Los Alamitos JFTB Airport Environs Land Use Plan

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, Impacts 5.10-1 through 5.10-3 would be less than significant.

5.10.7 Mitigation Measures

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

5.10.8 Level of Significance After Mitigation

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

5.10.9 References

Long Beach, City of. 1973 (as amended). City of Long Beach General Plan.
http://www.lbds.info/planning/advance_planning/general_plan.asp.

Southern California Association of Governments (SCAG). 2016, April 7, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>.

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———. 2015. High Quality Transit Areas (HQTA) in the City of Long Beach [2035 Plan]. http://webapp.scag.ca.gov/scsmaps/Maps/Los%20Angeles/subregion/Gateway/Long%20Beach/image/Long_Beach_TPP.jpg.

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