

4.4 LAND USE AND PLANNING

4.4.1 Introduction

This section of the Draft Environmental Impact Report (EIR) analyzes the direct land use impacts associated with the long-term implementation of the proposed General Plan Land Use and Urban Design Elements project (proposed project). The key focus of the analysis is the potential for growth and development projected, as a result of project approval, to conflict with relevant policy and planning documents. The consistency analysis in this section was prepared in accordance with the California Environmental Quality Act (CEQA), specifically *State CEQA Guidelines* Section 15125(d). Information presented in this section is based on information provided in the proposed General Plan Land Use and Urban Design Elements (August 2016) (Appendix F), the City of Long Beach's (City) existing General Plan (as amended), the City's Zoning Code (Title 21), and associated Zoning Map, the City's Local Coastal Program (LCP) (1980), the Port of Long Beach Port Master Plan (PMP) (1978), the Draft 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2012–2035 RTP/SCS), the 2008 Regional Comprehensive Plan (2008 RCP), and the California Coastal Act of 1976 (CCA) (Public Resources Code [PRC], Division 20). In addition, per *State CEQA Guidelines* Section 15125(d), this Draft EIR evaluates the proposed project's consistency with other applicable planning documents as they relate to specific topical sections within Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures.

4.4.2 Methodology

The impact analysis of this section considers the physical impacts of the proposed project related to land use compatibility and considers whether or not there are potential inconsistencies of the proposed project with applicable planning documents from the City and other agencies with relevant plans or policies. Neither CEQA nor the *State CEQA Guidelines* establishes standards for determining whether or not a project is consistent with an applicable plan; rather, the final determination that a project is consistent or inconsistent with an applicable plan is made by the Lead Agency when it acts on the project. The analysis in this Draft EIR discusses the findings of policy review and is meant to provide a guide for decision-makers during policy interpretation.

A project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts. This Draft EIR section determines whether any project inconsistencies with public land use policies and documents would be significant and whether mitigation is feasible. Under this approach, a policy conflict is not in and of itself considered a significant environmental impact. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse.

4.4.3 Existing Environmental Setting

Existing Land Uses. The City is almost entirely developed and is located within a highly urbanized area of Los Angeles County (County). As one of the largest cities in the County, the City encompasses 50 square miles in the southern region of the County.

In response to a desire to manage growth, the City adopted the 1989 Land Use Element (LUE), establishing a vision for orderly growth in the City. The existing 1989 LUE includes a summary of land uses and contains a discussion of the intended and allowable uses within each land use type. Per the 1989 LUE, future development must be consistent with land uses established for each parcel of land and must also be consistent with applicable goals and policies established for the proposed land use type.

Distribution of Land Use. As illustrated by Figure 3.2, Existing Land Uses (refer to Chapter 3.0, Project Description), in its existing setting, the majority of Long Beach's acreage is devoted to residential uses of varying densities. The remaining land uses characterizing the City are commercial, office, industrial, open space/recreational, and regional-serving uses. Existing development patterns associated with these uses are summarized and described further below.

Residential Uses. Residential uses are the predominant land use currently characterizing the City. Existing residential neighborhoods in the City vary widely in type and density. For example, residential uses include detached single-family homes, mixed-style homes (i.e., duplexes, triplexes, and townhomes), and moderate- to high-density housing (i.e., apartments and condominiums). Higher density residential uses are located closer to the City's Downtown area whereas lower density uses are located throughout the City and along its urban edge. The primary contributing factor for the wide range of housing densities and styles in the City is attributable to the time period during which the housing units were constructed. For example, single-family units on smaller lots with separate, detached garages were built from 1900 to 1930, whereas single-family homes built between 1930 and 1950 were developed at a mass-scale on larger lot sizes. However, from 1960 to 1980, housing units began to be developed within existing urban neighborhoods, thereby leading to higher-density housing developments. Large-scale housing development trends and the development of high-density housing units began in the 1980s and continue to the present day.

Commercial Uses. Existing commercial uses in the City consist primarily of commercial corridors, traditional retail strip commercial uses, pedestrian-oriented neighborhood retail areas, and auto-dominated shopping centers. The primary commercial core in the City is the Downtown area, which is located in the southernmost portion of the City in between the Los Angeles River and Alamitos Boulevard. While the City's Downtown serves as its primary commercial hub, there are several smaller commercial districts located throughout the City that serve surrounding residential neighborhoods.

Office Uses. Office uses are found throughout the City, primarily near commercial corridors and centers. Larger office buildings are primarily located in the Downtown area, near the Long Beach Airport, and along Long Beach Boulevard and San Antonio Drive. Existing office buildings range in height from two to 30 stories and typically accommodate parking through the use of parking structures.

Industrial Uses. Industrial uses in the City are primarily located near the Port of Long Beach, rail lines, and freeways. Older industrial uses are located adjacent to residential uses, whereas newer industrial uses are located adjacent to each other and are separated from residential and commercial uses. Industrial uses in the City include activities associated with the Port of Long Beach, trucking, packaging, assembly, light manufacturing, fabrication shops, food processing, auto and marine repair shops, and outdoor storage areas.

Open Space and Recreational Uses. Open space and recreational uses in the City range from small mini parks to large special uses areas. The most prominent open space areas in the City include El Dorado Regional Park, the Los Angeles and San Gabriel Rivers, beaches and shoreline, transmission power line rights-of-way, cemeteries, golf courses, marinas, bays, and wetlands. The City currently has over 100 public parks, two major tennis centers, five golf courses, and several marinas (e.g., Alamitos Bay Marina, Shoreline-Downtown Marina, and Rainbow Harbor Marina). The majority of open space and recreational uses in the City are located along waterways and are scattered throughout residential neighborhoods.

Regional-Serving Uses. The City is home to several regional-serving facilities that serve the City, the region, and the nation. Examples of these facilities include the Port of Long Beach, the Long Beach Airport, California State University Long Beach, Long Beach City College, several private colleges and universities, the AES Los Alamitos and Haynes Generating Station power plants, the Southeast Resource Recovery Facility, the Long Beach Memorial Medical Center, the Veterans Administration Long Beach Medical Center, St. Mary Medical Center, Pacific Hospital of Long Beach, and Community Hospital. These uses are generally located in the southwestern, central, and southeastern portions of the City.

Neighborhoods and Community Plan Areas. While the City consists of many distinct neighborhoods, there are nine primary community plan areas that combine to form the City's unique identity (refer to Figure 4.4.1, Community Plan Areas). These community plan areas are listed and briefly described below.

1. **North Long Beach.** The North Long Beach area is located west of Interstate 710 (I-710) and includes the residential and industrial areas located west of Cherry Avenue and residential uses north of the Union Pacific Railroad (UPRR). This area predominantly consists of residential and commercial uses; however, North Long Beach is also home to several public schools and a retail/business district.
2. **Bixby Knolls.** The Bixby Knolls area consists of the California Heights, Los Cerritos, Bixby Knolls, Bixby Highlands, Scherer Park, Ridgewood Heights, and Ranton Circle neighborhoods. This community is home to several historic resources as many of the residential units consist of custom homes built between the 1920s and 1940s. This area also includes a retail corridor along Atlantic Avenue between San Antonio Drive and the Interstate 405 (I-405) freeway.
3. **Westside and Wrigley.** The Westside and Wrigley community is located west of I-710 and includes the Westside and Arlington neighborhoods. The majority of the housing units in this area are single-family detached homes, also constructed between the 1920s and 1940s. This

community is also home to Cabrillo High School, the Villages at Cabrillo, and the Long Beach Jobs Center.

4. **Eastside.** The Eastside area is bound by the Cities of Los Alamitos and Hawaiian Gardens to the East, the City of Lakewood to the north, and the I-405 freeway to the south. This community is the largest of the nine community plan areas. Predominant uses in the Eastside area include low-density post-World War II housing, shopping centers, schools, religious institutions, and parks. This community plan area also contains an 800-acre open space area that features a community center and a 100-acre nature center, basketball and volleyball courts, a skate park, an archery range, picnic areas, a disc golf course, tennis courts, an 18-hole golf course, playgrounds, and a fishing lake and pond.
5. **Central.** The Central area includes both the Central Area West and Central Area East neighborhoods. The primary uses in this community plan area are residential and commercial. In addition to being one of several historic areas within the City, the Central area is also home to Cambodia Town, a 1-mile long business corridor along Anaheim Street.
6. **Traffic Circle.** The Traffic Circle area consists of a large multilane roundabout at the intersection of Pacific Coast Highway (PCH) and Lakewood Boulevard, as well as the Stearns Park, Alamitos Ridge, and Bryant School neighborhoods. Within this area, commercial and high-density residential uses are concentrated adjacent to the roundabout with more traditional suburban residential neighborhoods located further north.
7. **Downtown.** The Downtown area is the primary commercial hub in the City. This area consists of the Washington School, Wilmore City, West End, East Village, Promenade, North Pine, and the Downtown Shoreline neighborhoods. As the economic center of the City, the Downtown is comprised of commercial, financial, institutional, entertainment, retail, maritime, and high-density/moderate residential uses.
8. **Midshore.** The Midshore area is comprised of Alamitos Beach, Rose Park, Franklin School, Bluff Heights, and Bluff Park, most of which are considered historic residential districts. While Midshore is home to several historic residential homes, new high-density residential units line Ocean Avenue within this community plan area.
9. **Southeast.** The Southeast area is comprised of Alamitos Heights, Belmont Heights, Belmont Shore, Belmont Park, Naples, Peninsula, Recreation Park, University Park Estates, and the Southeast Area Development and Improvement Plan (SEADIP) neighborhoods. This area is predominantly characterized by residential and commercial uses; however, the variety and type, and architectural styles of residential and commercial uses are unique to each neighborhood within this area.

4.4.4 Regulatory Setting

Federal Policies and Regulations. There are no federal land use policies or regulations that are applicable to the proposed project with respect to land use regulation.

State Policies and Regulations.

California Coastal Act. The CCA of 1976 was created to (1) protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and manmade resources; (2) ensure orderly, balanced utilization and conservation of Coastal Zone resources, taking into account social and economic needs; (3) maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners; (4) ensure priority for coastal-dependent development over other development on the coast; and (5) encourage State and local cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses in the Coastal Zone.

The project includes the entire area within the City's limits, including the Coastal Zone, which is regulated by the California Coastal Commission (CCC) under the CCA. Pursuant to the CCA, the CCC has certified the City's LCP (see below for further details), giving the City the primary authority to regulate development and to issue Coastal Development Permits (CDPs) for projects requiring discretionary approval within its jurisdiction that are consistent with the LCP. While the City is the responsible agency with the authority to issue CDPs for projects located in the Coastal Zone, the CCC retains jurisdiction of those project activities occurring on tidelands and submerged lands. Implementation of the proposed project is considered a policy action and would not result in the physical development of any project that would require a CDP from either the City or the CCC.

Los Angeles County Airport Land Use Plan. Consistent with requirements established by the Federal Aviation Administration (FAA), the County of Los Angeles adopted the Los Angeles County Airport Land Use Plan on December 19, 1991. The overall intent of this plan is to reconcile land use patterns surrounding the Long Beach Airport and the functionality of the Long Beach Airport itself. Examples of compatibility concerns include noise and safety impacts to surrounding communities and development patterns that could adversely affect the viability of the airport. Such incompatibilities could ultimately interfere with the effectiveness and functionality of the Long Beach Airport. While the Airport Land Use Plan aims to reduce incompatibilities between the surrounding land uses and the Long Beach Airport, there is no master plan completed for the Long Beach Airport. As such, land use incompatibilities are regulated by Runway Protection Zones (easements for which land uses adjacent to the airport need to be controlled) and noise contour lines established on the Long Beach Airport Influence Area Map included in the Airport Land Use Plan.

California Government Code Section 65300. As described further in Chapter 3.0, Project Description, of this Draft EIR, State law requires every city and county in California to adopt a "comprehensive, long-term general plan for physical development." State law also requires the General Plan to identify goals and policies for the planning area as they relate to land use and development, provide a framework within which local decision-makers can make land use decisions, provide the public with an opportunity to participate in the decision-making process, and inform the community of the regulations guiding environmental protection and land use development decisions within the City.

State law also requires a General Plan to address seven mandatory topics, which include land use, circulation, housing, conservation, open space, noise and safety, but allows for flexibility in how these topics are addressed within the General Plan. While these seven elements are required, State law allows for local jurisdictions to adopt “optional” elements beyond those required by law. However, once adopted, these “optional” elements have the same force and effect as policies related to those elements required by State law.

The current Long Beach General Plan includes elements that address each of the seven mandatory issue areas required by State law, but goes beyond these required elements by adopting the Historic Preservation, Air Quality, Seismic Safety, and Scenic Routes Elements. The proposed project includes the replacement of the required existing Land Use Element (1989) with the proposed LUE and the replacement of the existing Scenic Routes Element (SRE) (1975) with the proposed “optional” Urban Design Element (UDE).

Local and Regional Plans and Policies. The City is covered by several planning documents and programs that have varying degrees of regulation. The City has preeminent authority over deciding the land uses within the City. The adopted planning documents regulating land use are the City’s General Plan, the Zoning Code, and various specific plans.

Applicable regional, local, and conservation land use policies and guidelines from each of these planning documents are described below. In addition, pursuant to *State CEQA Guidelines* Section 15125 (d), the proposed project’s consistency with other applicable regional plans and programs, such as the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), is addressed in the appropriate topical sections of this EIR. The following paragraphs explain the regulations, plans, and policies applicable to the proposed project.

Regional Transportation Plan/Sustainable Communities Strategy. The Southern California Association of Governments (SCAG) is a regional council consisting of the following six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. In total, the SCAG region encompasses 191 cities and over 38,000 square miles within Southern California. SCAG is the Metropolitan Planning Organization (MPO) serving the region under federal law, and serves as the Joint Powers Authority, the Regional Transportation Planning Agency, and the Council of Governments under State law. As the Regional Transportation Planning Agency, SCAG prepares long-range transportation plans for the Southern California region, including the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2008 Regional Comprehensive Plan (RCP).

On April 4, 2012, SCAG adopted the 2012–2035 RTP/SCS. However, SCAG is currently in the process of updating and replacing existing regional forecast assumptions with the 2016–2040 RTP/SCS. The 2016–2040 RTP/SCS is meant to provide a common foundation for regional and local planning, policymaking, and infrastructure provision within the SCAG region as part of the RTP formulation process, which is closely interlinked with the region’s SCS and Regional Housing Needs Assessment (RHNA). While the 2012–2035 is the most recently adopted RTP, information provided in the Draft 2016–2040 RTP is utilized for purposes of this analysis, as the

planning period in the 2016–2040 RTP is congruent with the planning period for the proposed project.

The primary objective of the 2016–2040 RTP/SCS is to improve the region’s mobility, economy, and sustainability through the implementation of economic, transportation, and land use goals and policies.

The 2016–2040 RTP/SCS establishes a number of initiatives aimed at improving the regional transit system and reducing automobile reliance in the SCAG planning area. Examples of these initiatives include promoting alternative modes of transportation and active transportation (e.g., bicycling and focusing new growth near transit and high-quality transit areas [HQTA] and livable corridors). QTAs are defined as walkable transit villages or corridors within 0.5 mile of a well-serviced transit stop or transit corridor with a 15-minute or less service frequency during peak commuting hours. Livable corridors are defined as arterials characterized by a mix of higher-density residential uses, employment centers, active transportation, and alternative transportation modes. Overall, the 2016–2040 RTP/SCS aims to improve mobility and reduce automobile reliance.

Regional Comprehensive Plan. In 2008, SCAG adopted the RCP for the purpose of providing a comprehensive strategic plan for defining and solving housing, traffic, water, air quality, and other regional challenges. The 2008 RCP has two primary objectives in implementing this strategic plan: (1) integrating transportation, land use, and air quality planning approaches, and (2) outlining key roles for public and private sector stakeholders to implement reasonable policies regarding transportation, land use, and air quality approaches. While the 2008 RCP outlines several policies to inform local decision-makers within the SCAG region with respect to policy and planning decisions, these policies are considered recommendations and are not mandated by law.

With respect to land use policy, the 2008 RCP includes a Land Use and Housing Chapter that aims to link land use and transportation planning decisions to the projected population and economic growth in the SCAG region. Specifically, the Land Use and Housing Chapter of the 2008 RCP promotes sustainable planning for land use and housing in the SCAG region by maximizing the efficiency of the existing circulation network, providing a greater variety in housing types, promoting a diverse and growing economy, and protecting the existing natural environment. As previously stated, while the 2008 RCP identifies 2% Strategy Areas as part of the Sustainability Planning Grant (formerly known as Compass Blueprint growth vision), these areas have since been updated and replaced by the QTAs identified in the 2016–2040 RTP/SCS.

City of Long Beach General Plan. The City’s General Plan establishes goals, policies, and strategies that combine to serve as a “blueprint” directing future growth in the City. The current General Plan consists of the Historic Preservation, Open Space, Housing, Air Quality, Mobility, Land Use, Seismic Safety, Noise, Public Safety, Conservation, Scenic Routes, and Mobility Elements. The Mobility Element is the most recent General Plan element to be adopted, as part of the City’s larger effort to update older elements of its General Plan.

Land Use Element. The City originally adopted its existing General Plan LUE on July 1, 1989, and subsequently revised the LUE on March 1, 1990, and again in April 1997. This plan formulated the following broad-range goals guiding Land Use in the City: manage growth, encourage economic development, revitalize the Downtown area, allow for the construction of new housing, encourage the development of affordable housing, emphasize strong neighborhoods, maintain existing public facilities, and maintain and/or improve the circulation system.

As part of the LUE, the City designated land uses in the City on a parcel-by-parcel basis using one of 13 land use districts established in the LUE. These land use districts include the following: (1) Single-Family District, (2) Mixed Style Homes District, (3A) Townhomes, (3B) Moderate Density Residential District, (4) High Density Residential District, (5) Urban High Density Residential District, (6) High-Rise Residential District, (7) Mixed Use District, (8) Major Commercial Corridor, (8A) Traditional Retail Strip Commercial, (8P) Pedestrian-Oriented Retail Strip, (8R) Mixed Retail-Residential Strip, (8M) Mixed Office/Residential Strip, (8N) Shopping Nodes, (9R) Restricted Industry, (9G) General Industry, (10) Institutional and School District, (11) Open Space and Park District, (12) Harbor/Airport District, and (13) Rights-of-Way. As illustrated by Figure 3.2, General Plan Land Use Designations (refer to Chapter 3.0, Project Description), the primary land use designations in the City include residential, industrial, and commercial uses.

The project is proposing to update and replace its existing General Plan LUE with a new LUE. As part of this update, the proposed LUE would adopt “PlaceTypes” in place of the existing parcel-by-parcel land use designations outlined in the 1989 LUE. This approach would differ from the existing land use designations in that it would deemphasize specific land use designations by creating PlaceType districts. These PlaceTypes would also differ from the existing traditional approach, which segregates land use types, by allowing for greater land use flexibility focused on mixed-use development. The proposed PlaceTypes would be centered on permitted land uses and preferred development patterns, streetscapes, and urban form features. The proposed LUE would also regulate maximum development standards by establishing allowable densities within each PlaceType.

In addition to the General Plan Land Use Element, the City’s Local Coastal Program regulates land use and development within the City’s Coastal Zone, as discussed further below.

Scenic Routes Element. In 1975 the City adopted the SRE, which addresses selective and protective criteria and standards for the designation of scenic corridors within the City. The Scenic Routes Element also contains specific urban design criteria and standards that support the regulation of structures, signage, utility lines, landscaping, view corridors, street furniture, and other visual elements within scenic corridors. It is the overall intent of the SRE to enhance and protect the urban setting of the City through aesthetic improvements to scenic routes and corridors in the City.

In addition to updating and replacing the existing 1989 LUE with a new LUE, the project also proposes to replace the existing 1975 SRE with the proposed UDE. In addition to updating the

scenic routes established in the existing SRE, this element would establish iconic sites and viewsheds within the City and outline goals, policies, and implementation strategies aimed at guiding the aesthetic character of the City.

Local Coastal Program. The City of Long Beach became the first City in California to adopt a LCP when the CCC certified its LCP on July 22, 1980. The LCP is the primary planning tool used to guide land use and development within the City's Coastal Zone, which encompasses approximately 3,100 acres along the coastline (refer to Figure 4.4.3, Local Coastal Zone). Within the Coastal Zone, the City's LCP outlines goals and policies to protect and enhance coastal resources. Specifically, these goals and policies are aimed at maximizing public access to the coast, protecting low-cost housing and recreational facilities, and increasing recreational boating and other uses of coastal waters.

The LCP is distinct from the City's General Plan and Zoning Code as it establishes both land use and zoning regulations that support its implementation for new development within the Coastal Zone. Therefore, the City's General Plan must be consistent with the LCP. However, it is important to note that because the City's LCP was adopted 35 years ago, there have been several amendments to the LCP to ensure its consistency with the current Long Beach General Plan. Because the proposed project would facilitate land use changes within the Coastal Zone, further updates/amendments to the City's LCP would be required.

Specific Plans. In addition to the existing General Plan land use designations and zoning districts, the City has also adopted several Specific Plans that serve as the presiding regulatory documents guiding land use within specific areas of the City. These specific plans include the SEADIP, the Downtown Plan, the Midtown Specific Plan, and the Long Beach Boulevard Plan. While the proposed project would facilitate City-wide land use changes, the project would allow for existing Specific Plans to continue regulating land use and planning within areas designated as such in the City.

SEADIP. The SEADIP area encompasses approximately 1,500 acres of land in the southeast area of the City of Long Beach and is generally bounded by Seventh Street, Marine Stadium, and the Orange County border. The existing SEADIP area is developed with a variety of land uses, including the Los Cerritos Wetlands, neighborhood shopping centers, industrial uses, and residential neighborhoods.

The original SEADIP Planned Development District (PD-1) was created in 1977 and subsequently revised on several occasions. The City is currently engaged in a planning effort to comprehensively update the SEADIP Specific Plan. As part of this land use plan, the City envisions developing site-specific land use, design, transportation, resource conservation, and infrastructure policies and regulations to guide future development within the SEADIP area. Due to the site's location within the Coastal Zone, the City is also engaged in the process of updating the City's LCP to ensure consistency between the updated SEADIP Specific Plan and the LCP.

Downtown Plan. The Downtown area in the City of Long Beach is situated in the southern portion of the City in between the Port of Long Beach and Alamitos Beach. The City's Downtown Plan was adopted in 2012 as result of a 6-year effort to update the previous Downtown Plan (PD-30). The Downtown Plan establishes zoning, development standards, and design guidelines for the Downtown area. Implementation of the Downtown Plan would allow for approximately 5,000 new residential units; 1.5 million square feet (sf) of new office, civic, cultural, and similar uses; 384,000 square feet of new retail uses; 96,000 sf of restaurant uses; and 800 new hotel rooms over a 25-year timeline. Overall, the Downtown Plan is an area-wide plan adopted by the City to direct future development within the Downtown area of the City.

Midtown Specific Plan. The Midtown Specific Plan consists of a 353-acre site generally bounded by Spring Street to the north, Atlantic Avenue to the east, Anaheim Street to the south, and Pacific Avenue to the west. The City will consider adoption of the Midtown Specific Plan in 2016 for the purpose of regulating land use within PD-29. PD-29 encompasses the following four development districts: Transit Node, Corridor, Medical, and Open Space. Each of these four districts has its own set of development standards and land use plans. Altogether, the Midtown Specific Plan allows for the development of 3,600 homes and 2.8 million sf and could support up to 15,000 jobs.

Port Master Plan. The PMP is the principal planning and land use plan that identifies planning policies aimed at guiding the physical development of tide and submerged lands conveyed and granted in trust to the Port of Long Beach. The PMP is used as a reference indicating needed policy changes as a guide for policy decisions; as a basis for capital improvements programming and for rendering services; by other governmental agencies as necessary guidance leading to coordinated efforts; and to individuals as an accurate source of information, an indication of new opportunities for private action and investment, and a basis for protecting existing development. The PMP covers an area of approximately 2,700 acres of land and over 4,500 acres of water. The PMP divides the Port of Long Beach area into 11 distinct planning districts, each with its own allowable land and water uses. While the CCC first certified the PMP in 1978, the last update to the PMP occurred in April 2003.

City of Long Beach Zoning Code. Zoning is the division of a city or county into districts and the application of development regulations specific to each district. The City of Long Beach Zoning Code, Title 21 of the Municipal Code, includes regulations concerning where and under what conditions a business may operate in the City. It also establishes zone-specific height limits, setback requirements, parking ratios, and other development standards, for residential and commercial sites.

The Zoning Code is a primary tool for implementing the City's General Plan. It is the intent of the City that the General Plan LUE and the Zoning Code are consistent to ensure that goals and policies outlined in the General Plan and development standards outlined in the Zoning Code are implemented in a manner that is identifiable with the City's overall vision for the City. As

illustrated by Figure 4.4.2, Zoning Districts, the primary existing zoning districts in the City include residential, commercial, and industrial uses.

In addition to establishing zoning districts, the City's Zoning Code also defines 32 Planned Development Districts throughout the City (refer to Figure 4.4.4, Planned Development Districts). All of these Planned Development Districts are more comprehensive than traditional zoning districts and are intended to allow for increased flexibility for development within these areas.

The proposed project includes an update to the existing General Plan LUE and corresponding Land Use Map. As such, following approval of the proposed project, the City's existing Zoning Code and Zoning Map would also be updated to ensure consistency with the General Plan. While PlaceTypes included as part of the project would be inconsistent with some current zoning districts and regulations outlined in the City's existing Zoning Code and corresponding Zoning Map (see Figure 4.4.2, Zoning Districts), the project includes Project Design Feature 4.4.1 to address such inconsistencies. Specifically, Project Design Feature 4.4.1 requires the City to: (1) evaluate and map zoning inconsistencies and prioritize areas needing intervention within the first 12 months of project approval, (2) begin processing zone changes and zone text amendments within the first 24 months of project approval, (3) begin drafting new zones or begin preparation of a comprehensive Zoning Code update to reflect the PlaceTypes adopted in the LUE within the first 36 months of project approval, and (4) complete the resolution of all zoning inconsistencies by the end of the fifth year following project approval.

4.4.5 Proposed Land Use Element and Urban Design Element Goals, Strategies, and Policies

The following proposed strategies, policies, and implementation measures are applicable to the analysis of Land Use and Planning:

Land Use Element

Strategy No. 1: Support sustainable urban development patterns.

- **LU Policy 1-1:** Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.
- **LU Policy 1-2:** Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.
- **LU Policy 1-3:** Require sustainable design strategies to be integrated into public and private development projects.
- **LU Policy 1-5:** Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects.

Strategy No. 3: Maintain a strong, diversified economic base that creates jobs and attracts employers.

- **LU Policy 3-1:** Implement land use regulations and economic development strategies that will help diversify the local economy and expand job growth. Accommodate a mix of industries in Long Beach, including high technology, telecommunications, aerospace, green technology, renewable energy, healthcare, higher education, manufacturing, port and shipping, professional services, restaurants, entertainment, and the film industry.
- **LU Policy 3-3:** Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist galleries, studios, and limited live-work units.
- **LU Policy 3-4:** Promote and attract a mix of commercial and industrial uses by emphasizing the flexibility of the PlaceTypes designations.

Strategy No. 5: Create and maintain safe, accessible and sustainable employment and higher education centers.

- **LU Policy 5-2:** Connect employment and higher education centers to other activity centers and adjacent neighborhoods via walking, biking, and transit routes.

Strategy No. 6: Implement the major areas of change identified in this Land Use Plan (Map LU-19).

- **LU Policy 6-2:** Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.
- **LU Policy 6-4:** Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.
- **LU Policy 6-5:** Provide incentives for outdated and underperforming industrial areas to transition to commercial uses consistent with the PlaceTypes Map.
- **LU Policy 6-6:** Promote transit-oriented development around passenger rail stations and along major transit corridors.
- **LU Policy 6-7:** Continue to develop the downtown into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.
- **LU Policy 6-8:** Ensure infill development is compatible with surrounding established and planned uses.
- **LU Policy 6-9:** Focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors.
- **LU Policy 6-10:** Maintain consistency between the Land Use Element PlaceTypes and the updated Zoning Districts.
- **LU Policy 6-11:** Support infill and transit-oriented development projects by utilizing available tools, such as public-private partnerships and assistance with land assembly and consolidation.
- **LU Policy 6-12:** Develop and implement a plan for SEADIP that establishes the area as an important gateway, builds on residential neighborhoods that are complemented by businesses and commercial services, protects wetlands and local coastal habitat and creates attractive streetscapes with buildings designed at appropriate scale and form.

Strategy No. 7: Enhance and improve the waterfront areas.

- **LU Policy 7-1:** Work with the community to develop a plan that reinvigorates the area around the Belmont Pool complex, Belmont Veterans Memorial Pier and vicinity. Provide new connectivity to adjoining neighborhoods and increase visitor-serving amenities.

Strategy No. 8: Protect and enhance established neighborhoods.

- **LU Policy 8-1:** Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.

Strategy No. 13: Promote the equitable distribution of services, amenities and investments throughout the City.

- **LU Policy 13-2:** Promote land use policies and economic development strategies that embraces the diverse population of Long Beach.
- **LU Policy 13-3:** Avoid concentrating undesirable uses, service facilities and infrastructure projects in any manner that results in an inequitable environmental burden on low-income or minority neighborhoods.

Strategy No. 15: Protect neighborhoods from adverse environmental conditions.

Strategy No. 17: Increase open space in urban areas.

Strategy No. 19: Preserve, restore, and protect water bodies, natural areas, and wildlife habitats.

- **LU Policy 19-1:** Identify, acquire, and protect open spaces, sensitive biological resources, native habitat and vegetative communities that support wildlife species and add ecological value to the entire open space system.
- **LU Policy 19-2:** Protect and preserve the marine ecosystem functions and biological marine resources.
- **LU Policy 19-4:** Restore Long Beach's remaining wetlands, lagoons, and other natural marine areas to improve water quality, re-establish native riparian plant and wildlife habitat and reconnect tidal flow.
- **LU Policy 19-5:** Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean.

Citywide Implementation Strategies

- **LU-M-1:** Update the Zoning Regulations and Zoning Districts Map to include new zoning districts and development standards that are consistent with the PlaceTypes, goals, strategies, and policies outlined in this Land Use Element.
- **LU-M-2:** Update the Zoning Regulations to include urban form standards that address the interface with street frontage, appropriate massing, and compatibility standards based on context

and location. Ensure the regulations allow a mix of uses and accommodate transit, walking, and biking facilities.

- **LU-M-3:** Consider including development incentives in the Zoning Regulations that allow greater development flexibility if projects include affordable housing, creative open space, cultural amenities, historic preservation, or green building elements beyond those required, renewable energy components, and transit, pedestrian, and bicycle amenities.
- **LU-M-4:** Re-invent commercial corridors by creating compact, mixed-use land use patterns and making streets safer for pedestrians, bicyclists, and transit users.
- **LU-M-6:** Continue to implement the Downtown Plan to promote the development of a compact downtown core.
- **LU-M-7:** Continue to create and update master plans for large employment and higher education centers, including the Port of Long Beach Master Plan, Golden Shore Master Plan, California State University at Long Beach Campus Master Plan, Long Beach City College 2020 Unified Master Plan, and the Long Beach Memorial Medical Center 2005 Master Plan of Land Uses.
- **LU-M-21:** Implement major change areas identified in the Land Use Plan and Map LU-19.
- **LU-M-22:** Amend the Zoning Regulations to include flexible standards targeted for infill development. These standards should address compatibility, appropriate and flexible parking requirements, public improvements, traffic levels of service, transit access, bicycle and multi-modal facilities, and off-site improvements (including alleys, roadways, and sidewalks).
- **LU-M-23:** Amend Title 21 of the Municipal Code to create new PlaceType districts that allow higher density development and new infill opportunities.
- **LU-M-32:** Amend Title 21 of the Municipal Code to include compatibility development standards and urban form strategies that protect low-density development from higher density/intensity developments. Measures may include stepping down building height, reducing building mass, decreasing the number of stories and window placement, among others.
- **LU-M-71:** Increase the diversity of urban recreational spaces to include pocket parks, infill parks, community gardens, small green spaces, rooftop gardens, urban agriculture and gardening spaces, paseos, linear parks, small play fields and courts, playgrounds, urban trails and similar urban open spaces.
- **LU-M-72:** Focus on locating new parks and open spaces in residual and innovative areas such as remnant freeway rights-of-way, abandoned railway lines, utility corridors, riverfronts and waterfronts, vacant lots, underutilized or irregular parcels and rooftops.
- **LU-M-78:** Reuse vacant properties as community amenities such as gardens, parks or temporary green spaces to reduce blight and safety issues, increase residents' access to needed parks and open spaces, and spur additional investment in neighborhoods.
- **LU-M-79:** Leverage public and private dollars to implement habitat and wetland restoration projects in the community. Develop new and enhance existing marine life habitats.
- **LU-M-80:** Consult with non-profit organizations, regional agencies and property owners to develop programs and mechanisms to acquire and restore lands.

- **LU-M-81:** Develop feasibility plans that identify approaches and financial opportunities to protect and restore the City's urban creek system, storm channels, river channels, wetlands and habitat areas.
- **LU-M-82:** Implement the Low Impact Development (LID) Best Management Practices (BMP) Design Manual for all new qualified development projects. Require innovative measures and technologies to reduce urban runoff and improve water quality.
- **LU-M-83:** Consult with agencies, cities and jurisdictions in the Los Angeles and San Gabriel Rivers watersheds to implement stormwater best management practices to reduce urban runoff pollutants.
- **LU-M-84:** Require that streets, large parking lots and other expansive asphalt areas be designed to direct rainwater runoff to landscaped areas or cisterns. Where appropriate, replace impervious surfaces (e.g., sidewalks, driveways, outdoor patios, and parking lots) with permeable materials.
- **LU-M-85:** Identify sites and preserve significant areas that contribute to the infiltration of water into the local groundwater basin.

Urban Design Element

Strategy No. 1: Improve function and connectivity within neighborhoods and districts.

- **Policy UD 1-1:** Support the goals, strategies, and policies of the General Plan Elements.
- **Policy UD 1-2:** Focus development and supporting infrastructure improvements within targeted Areas of Change identified within Land Use Element.
- **Policy UD 1-3:** Promote the adaptive reuse and appropriate infill of resources within the existing urban fabric.
- **Policy UD 1-4:** Focus on building flexible design on ground floors to allow for active building frontages along corridors and at the street level.

Strategy No. 15: Consider vacant parcels as infill opportunities.

- **Policy UD 15-2:** Promote infill projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.

Strategy No. 16: "Complete the neighborhood" by filling in gaps (e.g., functional needs like housing, new or missing services, new public amenities or services, healthy food options, flexible uses on larger streets and fostering a safe walkable environment within each PlaceType.).

- **Policy UD 16-1:** Provide opportunities for mixed use development within focused locations (areas of change and target areas) to provide opportunities for live-work, affordable and mixed-income housing, and commercial and residential mixes in a medium to high density setting.

Strategy No. 17: Define boundaries between natural areas, parks, and built areas.

- **Policy UD 17-1:** Restrict development from encroaching into natural areas to protect viewsheds and access to public space.
- **Policy UD 17-3:** Establish appropriate buffers between natural resources and the built environment.

Strategy No. 19: Protect and enhance established Founding and Contemporary Neighborhood PlaceType.

- **Policy UD 19-1:** Encourage new construction, additions, renovations, and infill development to be sensitive to established neighborhood context, historic development patterns, and building form and scale.
- **Policy UD 19-2:** Ensure that project site design and function minimizes the potential adverse impacts of vehicle access, parking and loading facilities, signage, lighting, trash enclosures, and sound systems.
- **Policy UD 19-3:** Support new development that is designed to respect the height, massing, and open space characteristics of the existing neighborhood while creating the appearance of single-family units for multifamily buildings to allow for better integration.

Strategy No.20: Protect and enhance established Multi- Family Residential - Low and Moderate PlaceTypes.

Strategy No. 21: Protect and enhance established Neighborhood-Serving Centers and Corridors-Low and Moderate PlaceType.

Strategy No. 22: Protect and enhance established Transit-Oriented Development–Low and Moderate PlaceType.

- **Policy UD 22-3:** Provide a mix of uses either within a single development or within a 1/4-mile radius of the PlaceType area, and centered around a transit station. The highest density of development should occur nearest the station.

Strategy No. 23: Protect and enhance established Community Commercial PlaceType.

- **Policy UD 23-2:** Develop single-family attached units or multifamily residential uses as a transition in scale between the automobile-oriented corridor and the adjacent neighborhood.

Strategy No. 24: Protect and enhance established Industrial PlaceTypes.

- **Policy UD 24-4:** Utilize sites away from neighborhoods for more intense industrial uses.
- **Policy UD 24-5:** Encourage incompatible land uses and operations to be located away from and screened from view of residential neighborhoods.
- **Policy UD 24-7:** Establish parkways, planted medians, and street trees along the sidewalk to increase permeable surface areas.
- **Policy UD 24-8:** Convert single-family homes that are immediately next to industrial uses into linear parks to buffer other homes and to serve as open space.

Strategy No. 25: Protect and enhance established Neo-Industrial PlaceType.

- **Policy UD 25-1:** Develop the Neo-Industrial PlaceType as a buffer between existing industrial and residential neighborhoods.
- **Policy UD 25-5:** Encourage Neo-Industrial PlaceTypes to have improved walkability with on-site, sidewalk and streetscape landscaping, signage, and other enhancements.
- **Policy UD 25-7:** Convert and reuse existing buildings for creative commercial or office use, as well as spaces for artists to live, work, and display their work on-site.

Strategy No. 26: Protect and enhance established Regional-Serving Facility PlaceType.

- **Policy UD 26-1:** Enhance the edges, both within and adjacent to, the regional serving facility to avoid abrupt transitions between large institutional facilities and their neighbors.
- **Policy UD 26-2:** Encourage separation of incompatible land uses with site planning strategies and appropriate design treatments.

Strategy No. 27: Protect and enhance established Downtown PlaceType.

- **Policy UD 27-1:** Promote the importance of the transitions between uses and developments in the Downtown PlaceType, given the small block sizes and mix of different uses.
- **Policy UD 27-2:** Apply the development standards and guidelines prescribed in the Downtown Plan.

Strategy No. 28: Protect and enhance established Waterfront PlaceType.

- **Policy UD 28-1:** Improve public access to the marinas and waterfront.
- **Policy UD 28-2:** Encourage mixed uses and greater building intensity to be located nearest the center within this PlaceType, with housing and/or lower-scale buildings on the periphery.
- **Policy UD 28-4:** Develop attractive gateway elements to invite visitors in to explore the unique offerings found in each of these Waterfront PlaceTypes.
- **Policy UD 28-12:** Encourage oil well consolidation in SEADIP area to encourage wetlands restoration.

Strategy No. 29: Restore and protect Long Beach's natural features, which include: the Pacific Ocean, beaches, bluffs, San Gabriel and Los Angeles Rivers, ranchos and adjacent land, Dominguez Gap, the Los Cerritos Wetlands, and waters in Alamitos Bay.

- **Policy UD 29-1:** Provide leadership and work with the community to restore and rehabilitate habitats and lands along the San Gabriel River and Los Angeles River, the Los Cerritos Wetlands, Colorado Lagoon, and the Alamitos Bay.

Strategy No. 30: Provide greater access to the open space network to promote pedestrian and bicycle activity, to support the health and well-being of residents, and to increase opportunities for recreation.

- **Policy UD 30-1:** Preserve and enhance access to existing open space through improvements to existing facilities and wayfinding programs for new and existing open spaces.
- **Policy UD 30-2:** Seek opportunities to provide new publicly accessible open spaces and linkages to the greater open space network within residential projects.
- **Policy UD 30-3:** Look for opportunities on underutilized streets to repurpose where unused roadway can become open space (i.e., an enlarged parkway, greening unpaved alleys, linear or pocket park).
- **Policy UD 30-4:** Encourage projects to integrate required open space with a beneficial relationship to the public realm (e.g., connecting a paseo to the sidewalk, providing a layered landscape design and private patios along the sidewalk, connecting an internal courtyard visually or physically to the sidewalk).

Strategy No. 31: Provide a variety of public spaces throughout the City.

- **Policy UD 31-1:** Enhance the open space network around neighborhood centers by providing paseos, entry forecourts, courtyards, plazas, larger parkways, and landscaped setbacks.
- **Policy UD 31-2:** Create a network of public spaces and plazas that link pedestrian priority areas identified in the Mobility Element.

Strategy No. 33: Create parks and plazas at infill sites.

4.4.6 Thresholds of Significance

The following thresholds of significance criteria are based on Appendix G of the *State CEQA Thresholds of Significance*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact related to land use and planning if it would:

Threshold 4.4.1: Physically divide an established community;

Threshold 4.4.2: 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; or

Threshold 4.4.3: Conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP).

Approval of the proposed project is considered a policy/planning action for the entire City and does not include any physical improvements. Therefore, the Initial Study/Notice of Preparation (IS/NOP) (Appendix A) determined that the proposed project would result in less than significant impacts related to the potential physical division of an established community (Threshold 4.4.1). Additionally, the IS/NOP determined that because there is no HCP, NCCP, or other local or regional conservation plan in the City, the proposed project would not result in any conflicts with an applicable HCP or NCCP (Threshold 4.4.3). As a result, these thresholds are not analyzed further in this Draft EIR.

4.4.7 Standard Conditions and Project Design Features

The proposed project would not be required to adhere to any standard conditions related to land use and planning, but would incorporate Project Design Feature 4.4.1 to reduce potential zoning inconsistencies.

Project Design Feature 4.4.1: To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Zoning Code, the project shall implement a Zone Change Program to ensure that changes facilitated by the adopted Land Use Element (LUE) are consistent with the Zoning Code. The Zone Change Program shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

- **Year 1:** Within the first 12 months following project approval, all Land Use Element/Zoning Code inconsistencies shall be identified and mapped. The City shall evaluate these inconsistencies and prioritize areas needing intervention.
- **Year 2:** Following the identification and mapping of any zoning inconsistencies, the City shall, within 24 months following project approval, begin processing zone changes and zone text amendments in batches, as required to ensure that the Zoning Code is consistent with the adopted LUE.
- **Year 3:** The City shall, within 36 months following project approval, begin drafting new zones, or begin preparation of a comprehensive Zoning Code update, to better reflect the PlaceTypes identified in the adopted LUE.
- **Year 5:** All zoning inconsistencies shall be resolved through mapping and zone text amendments by the end of the fifth year following project approval.

4.4.8 Project Impacts

Threshold 4.4.2: **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.**

Less than Significant Impact. The proposed LUE and UDE are intended to shape future development in the City through the year 2040. Buildout consistent with the proposed project would allow for an increase of 11,744 households, 51,230 people, and 28,511 employment opportunities.

Changes in build-out capacity facilitated by project approval would primarily occur as a result of the new approach to land use (i.e., PlaceTypes) as compared to the existing parcel-by-parcel land use designations in the current LUE. The existing seven residential land use categories would be replaced by three new PlaceTypes: Founding and Contemporary Neighborhood, Multi-Family Residential-Low, and Multi-Family Residential-Moderate. The current Mixed Use Designation would be split into two new PlaceTypes: Neighborhood-Serving Center or Corridor and Transit-Oriented Development. The current six commercial land use designations would be replaced and would either be allowed under the aforementioned two mixed-use PlaceTypes or would be allowed within the proposed Community Commercial PlaceType. The existing Restricted Industry and General Industry land use designations would be replaced with the Neo-Industrial and Industrial PlaceTypes, respectively. The Open Space/Parks and Right-of-Way land use designations would be replaced with the Open Space PlaceType. Similarly, the Harbor/Airport land use designation would be replaced with the Regional-Serving Facility PlaceType. The Institutional/Schools land use designation would be allowed within several of the aforementioned PlaceTypes, such as the Founding and Contemporary Neighborhood (Low and Moderate), Multi-Family Residential (Low and Moderate), and Regional-Serving PlaceTypes. The proposed LUE would also include the addition of the Downtown and Waterfront PlaceTypes. For further detail regarding the proposed PlaceTypes, refer to Chapter 3.0, Project Description, of this Draft EIR.

California Coastal Act. As previously identified, the southern area of the City is located within the Coastal Zone, which is regulated by the CCC under the CCA. While the proposed project would not include any physical improvements within the Coastal Zone that would require CDPs from the CCC, the proposed project would require an update to the City's existing LCP that would require approval from the CCC.

Land Use Element. As proposed as part of the project, the City would update its General Plan LUE and associated Land Use Map with the proposed PlaceTypes Map, which would include changes to areas within the Coastal Zone (refer to Figure 4.4.3). As illustrated by Figures 3.2, Existing Land Uses, and Figure 3.3, Proposed PlaceTypes, the proposed LUE would allow for the Open Space, Multi-Family Residential-Low, Neighborhoods, and Neighborhood-Serving Center or Corridor-Low PlaceTypes within the Coastal Zone (refer to Chapter 3.0, Project Description, for figures). The establishment of these PlaceTypes within the Coastal Zone would allow for existing neighborhoods and open space areas to largely remain in their existing condition while also allowing for low-density residential and commercial development to accommodate the City's projected growth in population.

While the proposed LUE would include updates to existing land uses in this area by redesignating several areas within the Coastal Zone, the primary changes within the Coastal Zone would occur within the proposed Waterfront PlaceType. The Waterfront PlaceType encompasses the Downtown South Shore, Alamitos Beach, Belmont Pool and Pier, and the Alamitos Bay Marina areas. This PlaceType would aim to provide an increase of mixed uses and greater building intensities near the proposed Downtown area and lower-density uses adjacent to the shoreline and on the City's periphery.

While the Waterfront PlaceType would allow for existing development standards for the South Shore, Downtown, and Alamitos Beach areas to regulate land use within these areas, the LUE would propose changes primarily within the Belmont Pier and Pool Complex and the Alamitos Bay Marina areas. As part of the proposed LUE, allowable land uses within the Belmont Pier and Pool Complex would be updated to allow for additional visitor-serving uses and improved recreational opportunities for residents and visitors to the area. In addition, the proposed LUE would encourage improvements to the pedestrian and bicycle circulation network within the Alamitos Bay Marina.

Urban Design Element. As proposed as part of the UDE, waterfront areas within the Coastal Zone would be targeted for increased pedestrian and bicycle accessibility and for increased preservation of existing natural resources. Specifically, the proposed UDE would aim to protect and enhance natural resources within the Coastal Zone, improve public access to the coast, promote pedestrian- and bicycle-oriented development, promote clear signage, and encourage wetlands restoration.

According to the CCA, Chapter 3 of the CCA is to be utilized by the CCC when reviewing coastal development permits and LCPs. As such, a consistency analysis with applicable standards and policies included in Chapter 3 of the CCA has been provided to demonstrate the project's consistency with Chapter 3 of the CCA; see Table 4.4.A, below.

General Plan Consistency. The proposed project is requesting to update and replace the existing LUE with an updated LUE and to replace the existing SRE with the proposed UDE. Approval of the proposed project would ensure that the proposed LUE would serve as the guiding land use policy document for future development in the City. As part of the proposed LUE, the following 14 PlaceTypes would replace the existing land use designations: (1) Open Space, (2) Founding and Contemporary Neighborhood, (3) Multi-Family-Low, (4) Multi-Family-Moderate (5) Neighborhood-Serving Centers and Corridors-Low, (6) Neighborhood-Serving Centers and Corridors- Moderate, (7) Transit-Oriented Development-Low, (8) Transit-Oriented Development-Moderate, (9) Community Commercial, (10) Industrial, (11) Neo-Industrial, (12) Regional-Serving Facility, (13) Downtown, and (14) Waterfront.

Although the proposed uses are currently inconsistent with the existing General Plan land use designations, approval of the proposed project would result in the project being consistent with the General Plan and would ensure the proposed LUE would be the presiding policy document guiding land use in the City. Furthermore, the proposed project would be consistent with California Government Code Section 65302 as it addresses one of the seven required elements (Land Use) and proposes to adopt an additional optional element (Urban Design) in the City's General Plan. The project would revise and replace the General Plan Land Use Map with the proposed PlaceTypes map. The proposed LUE and UDE, together with the other General Plan Elements, would serve to guide the overall physical development and urban form of the entire City through the year 2040.

Table 4.4.A: California Coastal Act Consistency Analysis

Plan Policy or Goal	Project Consistency
California Coastal Act	
<p>Chapter 3. “The California Coastal Act of 1976 (CCA) was created to:</p> <ol style="list-style-type: none"> (1) Protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and manmade resources; (2) Ensure orderly, balanced utilization, and conservation of Coastal Zone resources, taking into account social and economic needs; (3) Maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners; and (4) Ensure priority for coastal-dependent development over other development on the coast.” 	<p>Consistent. The proposed project would aim to protect, maintain, and enhance the overall quality of the Coastal Zone by allowing for an orderly balance between new development and existing uses by preserving existing natural resources (i.e., wetlands) within the Coastal Zone. For example, Strategy No. 19 in the LUE aims to protect and preserve water bodies, LU Policy 19-1 through LU 19-5 aims to protect and preserve marine resources and the coastal environment. Additionally, Policy UD 17-3 calls for the establishment of buffers between natural resources and the built environment to reduce impacts to natural resources, such as those resources found within the Coastal Zone. Further, Strategy No. 29 and Policy UD 29-1 call for the protection of the City’s natural resources, including the Pacific Ocean and its associated tributaries.</p> <p>The proposed project would maintain public access by promoting improvements to existing and new pedestrian and bicycle pathways leading to the coast. For example, the proposed UDE includes Policy UD 28-1 which encourages the City to, “improve public access to the marinas and waterfront.” The UDE also includes Policy UD 28-2, which encourages lower density development close to waterfront areas so as to minimize impacts associated with new development adjacent to the coastline.</p> <p>The proposed project is considered a policy/planning action and does not include any physical developments. Therefore, the proposed project would not include any coastal-dependent or other development along the coast, but rather would facilitate future development, including coastal-dependent and water-related uses (e.g., restaurants, museums, resorts, mixed-use projects, and Port facilities) through the approval of a new land use document.</p>
<p>Section 30211: Development not to interfere with access. “Development shall not interfere with the public’s right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.”</p>	<p>Consistent. The proposed project would maintain existing public accessways and would promote new pedestrian and bicycle pathways to the coast (Policy UD 28-1). The proposed project would also encourage pedestrian-oriented and transit-oriented development within the Coastal Zone to encourage public access to the coast. Therefore, the proposed project would encourage, not interfere with, the public’s right of access to the sea.</p>

Table 4.4.A: California Coastal Act Consistency Analysis

Plan Policy or Goal	Project Consistency
<p>Section 30213: Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals. “Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.”</p>	<p>Consistent. The proposed project would promote the preservation of existing recreational facilities (Policy UD 30-1) and would seek to provide additional opportunities for recreation throughout the City (LU-M-69). For example, within the proposed Waterfront PlaceType, the proposed project would allow for planned improvements to the public Belmont Pool and Pier area. The proposed project would also promote the creation of new pedestrian and bicycle pathways to the coast within the Waterfront PlaceType. Furthermore, the proposed project would establish the Open Space PlaceType within the Coastal Zone to encourage the preservation of existing open space and recreational facilities, such as passive parks, viewing areas, and public launch facilities along the coastline. The proposed project would also provide for adequate parking facilities to further enhance public accessibility to the coast. Therefore, the proposed project would preserve existing and provide for new and existing low-cost visitor and recreational facilities.</p>
<p>Section 30221: Oceanfront land; protection for recreational use and development. “Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.”</p>	<p>Consistent. As illustrated by Figure 3.3, Proposed PlaceTypes (refer to Chapter 3.0, Project Description), the proposed project would primarily allow for the Open Space and Waterfront PlaceTypes adjacent to oceanfront land in the City. Within these PlaceTypes, existing uses and future recreational facilities would be maintained and encouraged, consistent with the intent of Policies LU 18-1 and UD 30-1. While the proposed project is considered a policy/planning action and does not include any development activities, future development within the Waterfront PlaceType would be encouraged where such development would be compatible with existing uses and natural resources. Therefore, the proposed project would maintain existing recreational facilities in oceanfront areas, retain beaches and opportunities for ocean viewing from piers and walkways, and encourage development in areas that could accommodate such uses.</p>
<p>Section 30230: Marine Resources; Maintenance. “Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal water and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.”</p>	<p>Consistent. The proposed project would establish the Waterfront and Open Space PlaceTypes that would serve to protect existing biological marine resources within the Coastal Zone. For example, LU Policy 19-2 in the proposed LUE specifies that it is the City’s goal to protect and preserve the marine ecosystem and biological marine species. The proposed LUE also aims to restore damaged waterbodies and natural area (LU Policy 19-3) and restore the City’s wetlands and other natural marine areas (LU Policy 19-4). Therefore, the proposed project would serve to maintain, enhance, and restore marine</p>

Table 4.4.A: California Coastal Act Consistency Analysis

Plan Policy or Goal	Project Consistency
	species within the Coastal Zone.
<p>Section 30231: Biological Productivity; Water Quality. “The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.”</p>	<p>Consistent. The proposed project would establish several goals and policies aimed at preserving the biological productivity and quality of coastal waters and wetlands. Specifically, LU-M-82 and LU-83 of the proposed LUE aim to reduce urban runoff and improve water quality through the implementation of Best Management Practices (BMPs) and consultation with applicable agencies governing watersheds in the City of Long Beach. Additionally, LU Strategy 19 and Policies 19-1 through 19-5 would further serve to reduce impacts to existing marine resources and water quality as these policies aim to preserve, restore, and protect water bodies and natural areas; restore damaged and degraded water bodies and natural areas (including wetlands and lagoons); improve water quality and re-establish native riparian habitat areas; and prevent stormwater runoff and pollutants from entering water bodies. Therefore, the proposed project would maintain and enhance biological productivity and the quality of coastal waters and wetlands.</p>
<p>Section 30240: Environmentally sensitive habitat areas; adjacent developments.</p> <p>“(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade”</p>	<p>Consistent. The proposed project would establish several goals and policies aimed at preserving existing natural habitats within the City. For example, LU Policy 6-12 aims to protect wetlands and local coastal habitats through the implementation of appropriately scaled land use patterns in the SEADIP area. Additionally, LU Strategy No. 19 and LU 19-1 Policy through LU Policy 19-5 aim to preserve, restore, and protect natural areas and wildlife habitats in the City. LU-M-79, LU-M-81, and UD Policy 29-1 also aim to preserve existing sensitive habitats through the allocation of monetary funds for the purpose of habitat and wetland restoration; the development of feasibility plans aimed at restoring wetlands and habitat areas; and collaborative efforts with the community to restore and rehabilitate habitats along the San Gabriel and Los Angeles Rivers, the Los Cerritos Wetlands, the Colorado Lagoon, and Alamitos Bay. As such, the proposed project would not result in disruptions to environmentally sensitive habitat areas.</p>
<p>Section 30250: Location; existing developed area. “(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate</p>	<p>Consistent. The proposed project would allow for the Open Space, Multi-Family Residential-Low, Neighborhoods, Waterfront, and Neighborhood-Serving Center and Corridor-Low PlaceTypes within the Coastal Zone. As illustrated by Figure 3.2, Existing Land Uses (refer to Chapter 3.0, Project Description), the establishment of the Multi-Family Residential-Low,</p>

Table 4.4.A: California Coastal Act Consistency Analysis

Plan Policy or Goal	Project Consistency
<p>public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.</p> <p>(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.</p> <p>(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.”</p>	<p>Neighborhoods, and Neighborhood-Serving or Corridor-Low PlaceTypes would allow for existing residential and commercial uses to remain within the Coastal Zone and would facilitate future residential and commercial development that would be compatible with existing uses in this area and where adequate public services are already available. As specified in Policy UD 15-2, the proposed project would encourage infill development within existing developed areas to focus new development that is appropriate in use, scale, compactness, and design with existing development. Further, because the City is almost entirely urbanized, there are no agricultural resources in the City that would be impacted as a result of future development facilitated by project approval. Therefore, new development facilitated by the proposed project would be contiguous with existing developed areas within the Coastal Zone, thereby minimizing impacts to coastal resources.</p> <p>While the proposed LUE would not allow for new industrial activities in the Coastal Zone, the proposed project includes the proposed Neo-Industrial PlaceType that would allow for small-scale industrial and related commercial activities. This PlaceType would serve as a buffer between existing residential and industrial developments, as specified by Policy LU 6-2, as well as Policies UD 24-3, 24-8, and 25-1. Therefore, the proposed project would locate industrial uses away from existing developed areas and would not result in hazardous industrial development in the Coastal Zone.</p> <p>The proposed project would encourage the preservation of existing, and the creation of new, visitor-serving facilities (e.g., hotels, restaurants, recreational facilities, parks, and pedestrian and bicycle pathways) within the Coastal Zone. Therefore, the proposed project would not interfere with existing visitor-serving facilities and rather, would promote the development of new visitor-serving facilities.</p>
<p>Section 30251: Scenic and visual qualities. “The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual</p>	<p>Consistent. As described further in Section 4.1, Aesthetics, scenic views afforded to the City within the Coastal Zone include views of the Pacific Ocean, Port of Long Beach, San Gabriel Mountains, Santa Ana Mountains, marinas, and parks. While the proposed project would facilitate future higher-density development, the proposed project would include the establishment of various goals, strategies, policies, and design recommendations that would ensure future</p>

Table 4.4.A: California Coastal Act Consistency Analysis

Plan Policy or Goal	Project Consistency
<p>quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.”</p>	<p>development would be visually compatible with existing development in the Coastal Zone and would protect scenic vistas. For example, Policy UD 17-1 restricts new development from encroaching into natural areas so as to protect viewsheds. The proposed project would also encourage the preservation of natural land areas, thereby minimizing the alteration of natural land forms. Further, as illustrated by Figure 3.3, Proposed PlaceTypes (refer to Chapter 3.0, Project Description), the proposed project would allow for the preservation of existing open space uses along the coastline, which would minimize impacts related to the existing scenic character of the City’s coastline. Therefore, the proposed project would minimize impacts to the scenic and visual qualities of coastal areas.</p>
<p>Section 30252: Maintenance and enhancement of public access. “The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.”</p>	<p>Consistent. The proposed project would maintain existing access and provide improved access to the coast by promoting improvements to existing and new pedestrian and bicycle pathways leading to the coast. The proposed project would also promote public access to the coast by encouraging the preservation of existing, and the creation of new, open space and recreational facilities. The proposed UDE also aims to improve public access to the City’s marinas and waterfront (Policy UD 28-1). The proposed project would further public access to the coast by promoting alternate modes of transportation and encouraging mixed-use, pedestrian-oriented development (e.g., mixed-use development and the establishment of the Transit-Oriented Development- Low and Moderate PlaceTypes) that would minimize the use of coastal access roads. The proposed project would also promote public access to the coast by encouraging transit-oriented and pedestrian-oriented development adjacent to existing transit stops along Long Beach Boulevard in the Downtown area, directly north of the Coastal Zone.</p> <p>The proposed project would also allow for adequate parking facilities associated with new development within the Waterfront PlaceType. For example, the proposed LUE requires that sufficient shared parking be provided with increased building densities (Policy UD 19-2) and also requires that bicycle racks, storage lockers, and plug-in spaces for electrical vehicles be provided in every parking structure within the Waterfront PlaceType.</p> <p>Furthermore, as illustrated by Figure 3.3, Proposed PlaceTypes (refer to Chapter 3.0, Project Description), the proposed project would allow for the Open Space</p>

Table 4.4.A: California Coastal Act Consistency Analysis

Plan Policy or Goal	Project Consistency
	<p>PlaceType in the Coastal Zone, which would further the City’s goal of providing a compatible balance between new development and parks and recreational facilities along the coastline.</p> <p>Therefore, the proposed project would maintain and enhance public access to the coast.</p>
<p>Section 30253: Minimization of adverse impacts. “New development shall do all of the following:</p> <p>(a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.</p> <p>(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.</p> <p>(c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Board as to each particular development.</p> <p>(d) Minimize energy consumption and vehicle miles traveled.</p> <p>(e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.”</p>	<p>Consistent. The proposed project is considered a policy/planning action and does not include any physical improvements. Consequently, the proposed project would not result in geologic, flood, fire risks nor would the project conflict with requirements imposed by the California Air Resources Board. While the proposed project does not include any physical development within the City, the project does include several goals and policies aimed at reducing automobile reliance within the City to improve the existing circulation system and to minimize energy consumption (LU Policy 1-1 and LU-M-3) and vehicle miles traveled (refer to Sections 4.2, Air Quality, and 4.3, Greenhouse Gas Emissions). Furthermore, future projects facilitated by project approval will be evaluated through environmental review to ensure that new development would not result in risks to life and property in areas of high geologic, flood, and fire hazard.</p> <p>The proposed project would allow for new development within the Coastal Zone while also maintaining the character of existing neighborhoods so as not to detract from the unique characteristics of these communities.</p> <p>Therefore, the proposed project would not result in adverse impacts related to geology, flooding, fire hazards, air pollution, energy consumption/vehicle miles traveled, and the character of existing communities within the Coastal Zone.</p>
<p>Section 30708: Location, Design and Construction of Port-related Developments. “All port-related developments shall be located, designed, and constructed so as to:</p> <p>(a) Minimize substantial adverse environmental impacts.</p> <p>(b) Minimize potential traffic conflicts between vessels.</p> <p>(c) Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping</p>	<p>Consistent. The proposed project includes the establishment of the Regional-Serving Facility PlaceType, which includes the Port of Long Beach (among other areas). The proposed project would allow for the current Port of Long Beach Master Plan to continue serving as the guiding land use document for port development and port activities within this area. Therefore, the proposed project would not facilitate any new development within the Port of Long Beach that would result in adverse environmental impacts, vessel conflicts, land use conflicts, biological resources and</p>

Table 4.4.A: California Coastal Act Consistency Analysis

Plan Policy or Goal	Project Consistency
industries, and necessary support and access facilities. (d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible. (e) Encourage rail service to port areas and multicompany use of facilities.'	habitat impacts, or rail service conflicts.

Source: Public Resources Code, Division 20-California Coastal Act (2014); LSA Associates, Inc.
 SEADIP = Southeast Area Development and Improvement Plan

The proposed project includes a description of the existing land use setting and urban character of the City; outlines goals, policies, and implementation strategies specific to each PlaceType, and includes a number of diagrams and maps illustrating proposed land use patterns and development standards intended for each PlaceType. The adoption of PlaceTypes in place of land use designations is intended to preserve and ensure land use compatibility throughout the City. Specifically, the goals and policies in the LUE and UDE are intended to preserve existing neighborhoods, accommodate growth and promote mixed-use development in higher-density areas, preserve open space, and promote alternative modes of transportation to reduce automobile reliance throughout the City. These goals and policies, along with the flexibility in land use patterns afforded by the proposed PlaceTypes, would reduce potential conflicts related to incompatible uses, traffic, and noise, and would promote growth in urbanized areas to accommodate future projections in housing, population, and employment in the City.

In addition, the proposed LUE and UDE also include goals, policies, and strategies that would allow the City to implement land use patterns that would be consistent with the Complete Streets Act (Assembly Bill [AB] 1358). Specifically, the LUE and UDE would encourage transit-oriented and mixed-use development through the establishment of the Transit-Oriented Development and Neighborhood-Serving Center or Corridor (Low and Moderate) PlaceTypes to reduce automobile reliance and promote multimodal features. Refer to Section 4.8, Transportation/Traffic, for further discussion related to the project’s consistency with AB 1358.

Therefore, with approval of the proposed LUE, no inconsistency with the City’s General Plan would occur, and impacts would be considered less than significant.

While the LUE would update existing land use designations in the City, the proposed UDE would not result in any changes to land use designations within the City, but rather would establish goals, policies, and implementation strategies aimed at guiding the desired urban form and character associated with each PlaceType included in the proposed LUE. Therefore, following approval of the proposed UDE, no inconsistency with the City’s General Plan would occur, and impacts would be considered less than significant.

The City’s General Plan LUE also contains goals and policies aimed at regulating land use and development patterns in the City (see implementation strategies listed above). These goals and

policies would be updated and replaced by the goals, strategies, policies, and implementation strategies outlined in the proposed LUE. Similarly, goals and policies in the SRE would be replaced with goals, strategies, policies, and implementation strategies outlined in the proposed UDE. These goals, strategies, policies, and implementation strategies would be internally consistent between the proposed LUE and UDE, as well as consistent with existing elements of the City's General Plan (including the recently adopted Mobility Element). Therefore, the proposed project would not result in any inconsistencies between the proposed project and the City's General Plan. Impacts would be less than significant, and no mitigation would be required.

City Zoning Code Consistency. The proposed project would allow for increased densities, intensities, and heights throughout the City as compared to the existing General Plan and Zoning Code. However, it should be noted that this allowable increase in future densities, heights, and intensities would be concentrated within the Downtown, Regional Serving (i.e., California State University Long Beach), and the Transit-Oriented Development (Low and Moderate) PlaceTypes and along major corridors and thoroughfares throughout the City. While PlaceTypes included as part of the project would be inconsistent with some current zoning districts and regulations outlined in the City's existing Zoning Code and corresponding Zoning Map (see Figure 4.4.2, Zoning Districts), the project includes Project Design Feature 4.4.1 to address such inconsistencies. Specifically, Project Design Feature 4.4.1 requires the City to: (1) evaluate and map zoning inconsistencies and prioritize areas needing intervention within the first 12 months of project approval, (2) begin processing zone changes and zone text amendments within the first 24 months of project approval, (3) begin drafting new zones or begin preparation of a comprehensive Zoning Code update to reflect the PlaceTypes adopted in the LUE within the first 36 months of project approval, and (4) complete the resolution of all zoning inconsistencies by the end of the fifth year following project approval. Therefore, with incorporation of Project Design Feature 4.4.1, the proposed project would be consistent with the City's Zoning Code and Zoning Map.

Local Coastal Program Consistency. The proposed LUE would redesignate land uses within the City's Coastal Zone with the proposed Downtown, Waterfront, Neighborhood-Serving Center or Corridor (Low and Moderate), Open Space, Founding and Contemporary Neighborhood, and Multi-Family Residential-Moderate PlaceTypes. While the proposed LUE would allow for a variety of PlaceTypes within the City's Coastal Zone, the Belmont Pool and Pier and Alamitos Bay Marina areas are the two primary areas targeted for change, including redevelopment activities and improved bicycle and pedestrian circulation.

Because the proposed project would result in updates to the City's General Plan that would be inconsistent with portions of the City's existing LCP, project implementation could result in potential land use conflicts with the LCP. Therefore, updates/amendments to the City's LCP could be required at the time individual applications for development within the City's Coastal Zone are proposed, if they were determined by the City to be inconsistent with the adopted General Plan LUE. Additionally, as the City updates zoning in a specific area as part of the comprehensive zoning update outlined in Project Design Feature 4.4.1, the City will also update the LCP and

submit to Coastal. Therefore, approval of these future LCP updates and future LCP amendments would reduce potential inconsistencies with the City's LCP to a less than significant level.

While the LUE would update existing land use designations within the City, including areas within the Coastal Zone, the proposed UDE would not result in any changes to land use designations, but would establish goals, policies, and implementation strategies aimed at guiding the desired urban form and character associated with each PlaceType included in the proposed LUE. Therefore, following approval of the proposed UDE, no inconsistency with the City's General Plan would occur, and impacts would be considered less than significant.

SCAG RCP and RTP/SCS Consistency. As described previously, SCAG policies in the RCP and RTP/SCS encourage growth near transit services. The proposed project would establish the Transit-Oriented Development-Low and Moderate PlaceTypes that would promote mixed-use development along Long Beach Boulevard, adjacent to stations along the Metro Blue Line route. Therefore, the proposed project would be consistent with the RTP/SCS goal to encourage land use and growth patterns that facilitate transit and non-motorized travel.

The proposed project would also promote a variety of housing types by allowing for varying building densities within the proposed PlaceTypes. For example, the Founding and Contemporary Neighborhood PlaceType would allow for single-family, low-density housing, and the Multi-Family Low-and Moderate PlaceTypes would allow for duplex, triplex, apartment, and condominium units. Therefore, the proposed project would be consistent with the RCP's goal of providing new housing opportunities, with building types and locations that respond to the region's changing demographics.

The proposed project would also allow for mixed-use development in most of the proposed PlaceTypes and would focus on creating walkable, pedestrian-friendly neighborhoods that would reduce automobile dependence and improve the transportation network. Active transportation is an area of focus in the RTP/SCS. Therefore, the proposed project would be consistent with the RTP/SCS goal to protect the environment and health of its residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).

Furthermore, the proposed project would promote a diverse economy by allowing for a variety of businesses, such as start-up businesses within the Neo-Industrial PlaceType, and would preserve the existing natural environment through the establishment of the Open Space PlaceType. The proposed project would also establish the Regional-Serving Facilities PlaceType, which would allow for the continued operation of existing regional-serving facilities in the City, such as the Port of Long Beach, California State University Long Beach, and the Long Beach Airport. Therefore, the proposed project would be consistent with the RCP's economy goal of enabling business to be profitable and competitive locally, regionally, nationally, and internationally.

For these reasons cited above, the proposed project would be consistent with the RCP and RTP/SCS's goal of locating new development adjacent to HQTAs, improving the transportation network, providing a variety of new housing types, promoting a diverse economy, and protecting the existing natural environment. For further discussion related to these PlaceTypes, refer to Chapter 3.0, Project Description.

4.4.9 Mitigation Measures

The proposed project would not result in any significant adverse impacts related to land use and planning, and therefore, no mitigation is required.

4.4.10 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The cumulative impact area for land use for the proposed project is the City of Long Beach. Given that the proposed project encompasses a comprehensive update to the City's existing General Plan LUE and the adoption of a new UDE, the project itself is cumulative in nature. As such, each new development project facilitated by project approval would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies.

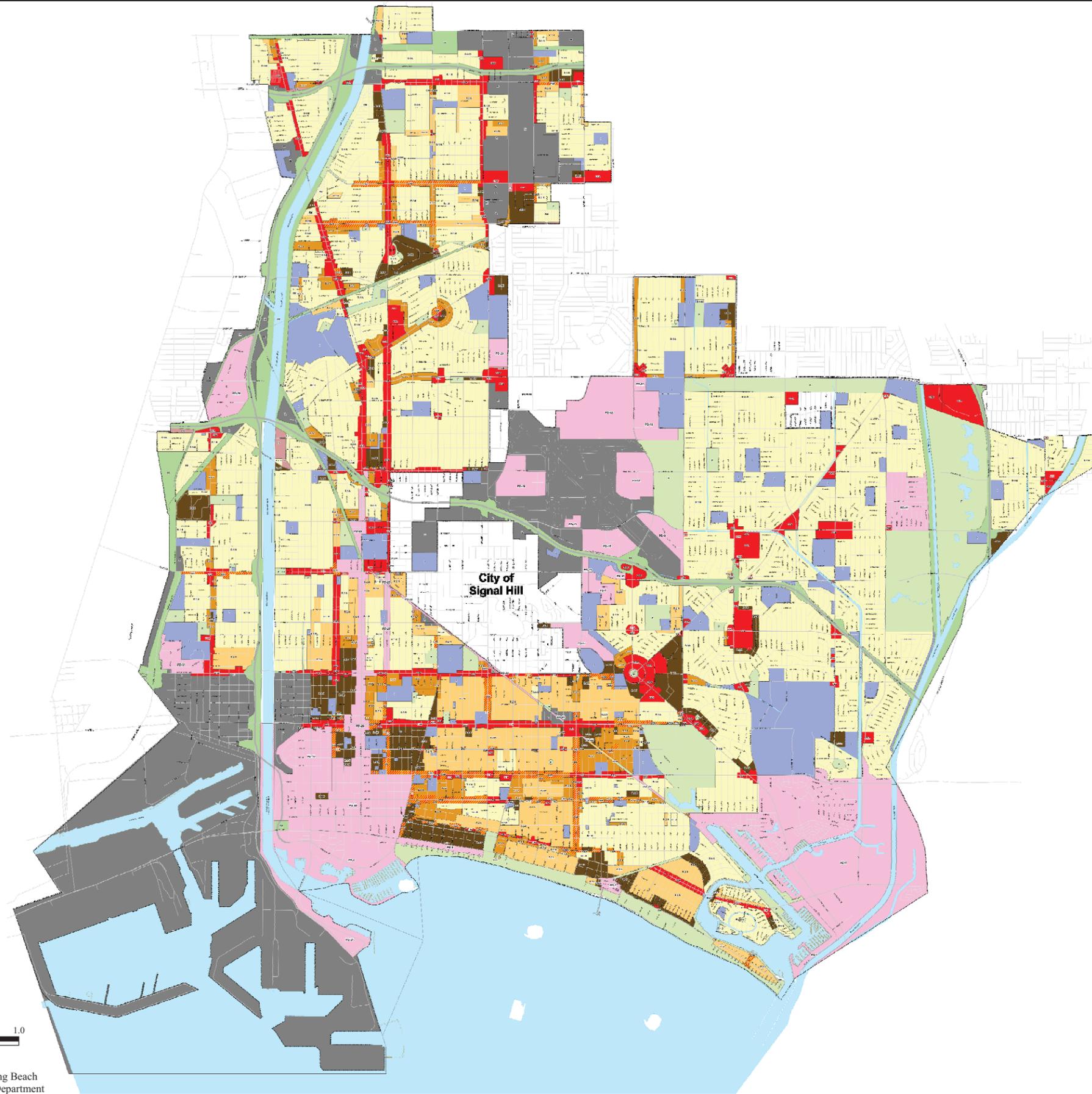
The City of Long Beach is an urbanized area with a wide variety of established land uses. The existing land use patterns within the City have been established with a variety of residential, commercial, office, industrial, and open space/recreational use, which are generally consistent with the City's General Plan Land Use Map and Zoning Map. The proposed project proposes to replace the City's existing General Plan LUE and associated LUE with a new LUE that would adopt PlaceTypes in place of traditional land use designations and would adopt a new UDE that would establish design guidelines unique to each proposed PlaceType. As such, approval of the proposed project would ensure that the proposed LUE would become the guiding land use document for the City, thereby mitigating any potential inconsistencies with the City's General Plan and other applicable land use documents (i.e., the California Coastal Act, the City's LCP, and SCAG's RCP and RTP/SCS). The project would also address potential inconsistencies with the City's Zoning Ordinance and Zoning Map within the first 5 years following project approval (as outlined in Project Design Feature 4.4.1), which would reduce cumulative project impacts related to potential zoning inconsistencies to a less than significant level. Further, land use patterns proposed as part of the project would be consistent with SCAG's growth patterns and long-range planning goals for the City and surrounding area (refer to Section 4.6, Population and Housing). Therefore, cumulative land use impacts associated with the proposed project would be considered less than significant, and no mitigation is required.

4.4.11 Level of Significance after Mitigation

There would be no significant unavoidable adverse impacts of the proposed project related to land use and planning.

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Zoning District Definitions

- RM - Mobile Homes
- R-1 - Single-Family Residential
- R-2 - Two-Family Residential
- R-3 - Multi-Family Residential
- CCA - Community Commercial - Automobile-Oriented
- CCP - Community Commercial - Pedestrian-Oriented
- CNA - Neighborhood Commercial - Automobile-Oriented
- CNP - Neighborhood Commercial - Pedestrian-Oriented
- CHW - Regional Highway Commercial
- CH - Highway Commercial
- CS - Commercial Storage
- CCN - Community Commercial (Medium Density)
- CCR - Community Commercial (Moderate Density)
- CNR - Neighborhood Commercial & Residential
- CO - Office Commercial
- CT - Tourist and Entertainment Commercial
- PD - Planned Development District
- PR - Public Right-of-Way
- P - Park
- I - Institutional
- IG - General Industrial
- IL - Light Industrial
- IM - Medium Industrial
- IP - Port-Related Industrial

Residential Zones

- RM, R-1
- R-2
- R-3
- R-4

Commercial Zones

- CCA; CCP; CNA; CNP; CHW; CH
- CS

Mixed-Use Zones (Commercial/Residential)

- CCN; CCR; CNR; CO; CT

Planned Development District

- PD

Public Right-of-Way Zone

- PR

Park Zone

- P

Institutional Zone

- I

Industrial Zones

- IG; IL; IM; IP

LSA

FIGURE 4.4.2

*Long Beach General Plan
Land Use and Urban Design Elements
Zoning Districts*

SOURCE: City of Long Beach
Planning Department

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FIGURE 4.4.3

LSA



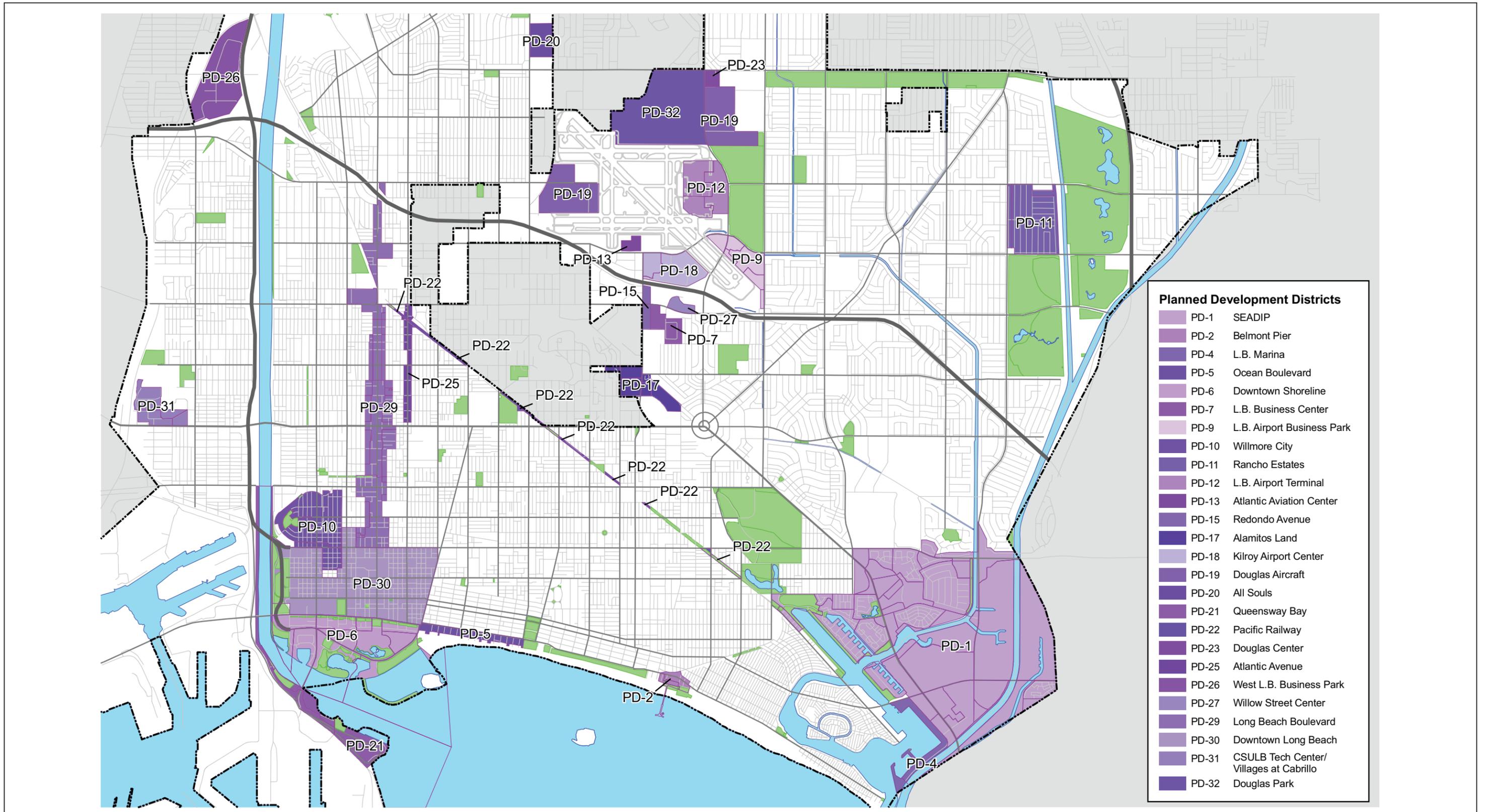
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SOURCE: Proposed Land Use Element, City of Long Beach, June 2015

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Long Beach General Plan
Land Use and Urban Design Elements
Local Coastal Zone

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LSA



SOURCE: Proposed Land Use Element, City of Long Beach, June 2015

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FIGURE 4.4.4

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