

IV. Environmental Impact Analysis

H. Land Use

1. Introduction

This section of the Draft EIR analyzes the Project’s potential impacts with regard to land use. This section specifically analyzes the Project’s consistency with relevant land use plans, policies, and regulations. An analysis of potential land use compatibility impacts was included in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR; as indicated therein, the Project’s land use compatibility impacts would be less than significant, and no further evaluation of this topic is required.

2. Environmental Setting

a. Regulatory Framework

(1) Local

At the local level, several plans and regulatory documents guide development within the Project Site. These include the City of Long Beach (City) General Plan, the City of Long Beach Municipal Code, and the Southeast Area Development and Improvement Plan (SEADIP). In addition, the 2010 Long Beach Strategic Plan (Strategic Plan) sets forth goals for the City of Long Beach as a whole. Applicable plans and associated regulatory documents/requirements are described below.

(a) City of Long Beach General Plan

State law requires that every city and county prepare and adopt a General Plan. The General Plan is a comprehensive long-term document that provides principles, policies, and objectives to guide future development. The General Plan of the City of Long Beach is a policy document that serves as a comprehensive, long-term plan for future development. The General Plan sets forth goals, objectives, and programs to guide land use policies and meet the existing and future needs of the community. The General Plan consists of a series of documents including the seven State-mandated elements: Land Use, Transportation (Mobility), Housing, Conservation, Noise, Open Space, and Safety (Public Safety). In addition, in accordance with the California Coastal Act of 1976, discussed further below, the City’s Local Coastal Program (LCP) is included as an element

of the City's General Plan. The General Plan also includes the following optional elements: Historic Preservation, Air Quality, Seismic Safety, and Scenic Routes. The City of Long Beach is in the process of updating the General Plan. This update, known as Long Beach 2030, is in the planning phase and is ongoing. The General Plan elements applicable to the Project are described below.

The Land Use Element, adopted in 1989 and revised in 1990 and 1997, includes goals, policies, and standards to guide development at the neighborhood and Citywide levels. The Land Use Element is comprised of five primary components: Forecasts, Urban Design, Neighborhood, Activity Center, and Traffic Corridors. As indicated in the General Plan Land Use District map, the Project Site is located within Land Use District (LUD) No. 7, Mixed Use District. Uses intended for LUD No. 7 include employment centers, such as retail, offices, and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities. In addition, the Land Use Element identifies activity centers as places where concentrations of human activities are found. These areas provide identification, character, interest, vitality, and economic health. The Project Site is located within the Alamitos Bay/East Side Activity Center area.

The Mobility Element, adopted in October 2013, presents the City's future plan for improving the way people, goods, and resources move within the City. The Mobility Element establishes goals and implementation measures required to improve and enhance the City's local and regional transportation networks.

The Conservation Element, adopted in 1973, recognizes natural resources and areas of special interest in Long Beach and serves as a guideline for promoting policies, standards, and programs essential for the economic and environmental well-being of the City.

The Noise Element, adopted in 1975, serves as a comprehensive program for noise control and abatement in Long Beach and includes an action program consisting of various measures that the City may implement in pursuing its noise control plan. The Noise Element establishes noise control goals and policies, identifies potential noise problem areas, and outlines an ordinance for the control and abatement of noise.

The Open Space and Recreation Element, adopted in 2002, discusses open space for the preservation of natural resources, open space for the managed production of resources, open space for public health and safety, and open space for outdoor recreation. The Open Space and Recreation Element outlines the policy plan and implementation measures that are directed at addressing the community's primary open space and recreation issues.

The Public Safety Element of the City's General Plan, adopted in 1975, provides goals and recommendations regarding public safety. The Public Safety Element focuses on fire protection, geologic hazards, crime prevention, utilities, industrial/transportation, disaster operations, and risk management.

As required by the California Coastal Act, described further below, local governments lying wholly or partially within the Coastal Zone are required to prepare a Local Coastal Program (LCP) for land within the Coastal Zone. The LCP is used to implement policies and requirements of the California Coastal Act by local governments. The LCP for the City was adopted and certified in 1980 and is included in the General Plan as the Local Coastal Program Element. The purpose of the LCP is to preserve shoreline resources and provide for public access and uses within a designated coastal zone. As planning issues throughout the Long Beach Coastal Zone are not uniform, the Long Beach Coastal Zone is divided into 10 subareas. The Project Site is located within the Southeast Area Communities area (corresponding to the SEADIP area), which encompasses the entire southeastern corner of the City. Alamitos Bay and the marina immediate west of the Project Site are located in the State's permitting jurisdiction, while Marina Drive adjacent to the site is located in an appealable area, and the Project Site itself is located in the City's permitting jurisdiction.¹

The Historic Preservation Element, adopted in 2010, outlines a vision for future historic preservation efforts and the actions that need to be taken to achieve it. Primary goals of the Historic Preservation Element include better integration of historic preservation into City procedures and interdepartmental decisions, and to create a meaningful partnership with the community in order to implement the historic preservation program.

The Air Quality Element, adopted in 1996, identifies a series of polices, programs, and strategies that encourage fewer vehicle trips, increased opportunities for alternative transportation modes and fuels, and land use patterns that can be efficiently served by a diversified transportation system.

The Seismic Safety Element, adopted in 1988, provides goals regarding seismic safety and includes a set of recommendations to inform development within the City.

The Scenic Routes Element of the General Plan, adopted in 1975, serves as a comprehensive plan for the development and protection of a system of scenic routes and corridors. It defines scenic assets of historical, cultural, recreational, industrial and

¹ *City of Long Beach Coastal Zone Map, www.lbds.info/civica/filebank/blobdload.asp?BlobID=2555, accessed March 17, 2017.*

aesthetic importance, and establishes criteria and design standards to protect the scenic corridors. Within the Project area, the segments of PCH from Lakewood Boulevard south to Seal Beach, 2nd Street from Livingston Drive to Pacific Coast Highway (PCH), and Marina Drive from 2nd Street to Seal Beach are locally designated as scenic routes within the Scenic Routes Element.² A portion of these routes border the Project Site on the east, north, and west, respectively. The Project Site is also located within a scenic corridor identified in the Scenic Routes Element.³

The Project's consistency with applicable goals and policies in the Long Beach General Plan is analyzed in Table IV.H-1 on page IV.H-16 and the corresponding discussion in the impact analysis below.

(b) Southeast Area Development Improvement Plan

The SEADIP, originally approved in 1977, covers an area of approximately 1,500 acres within the southeastern portion of the City. As described in the SEADIP, this area provides for a community of residential, business, and light industrial uses that are integrated by an extensive system of parks, open space, and trails. As previously discussed, the Project Site is located within the boundaries of the SEADIP, which is identified as Planned Development District 1 (PD-1). PD-1 is a zoning overlay that allows a compatible mix of land uses, planned commercial areas and business parks, and a variety of residential types. The SEADIP outlines specific design requirements across 33 subareas. The Project Site is located within SEADIP Subarea 17, which is designated for commercial uses only. With the exception of the general development provisions applicable to the entire SEADIP area, the SEADIP does not include specific development and use standards for Subarea 17. General development provisions specified in the SEADIP include the provision of at least 30 percent of open space on-site and building heights to a maximum of 30 feet for residential uses and 35 feet for commercial uses.

The City of Long Beach is currently updating the SEADIP in order to comprehensively address land use, design, transportation, resource conservation, and infrastructure relative to current conditions and development in the area. The updated Southeast Area Specific Plan (SEASP) would, if adopted, replace the existing zoning and PD-1 overlay in the southeastern portion of the City and would set forth development standards (e.g., setbacks, densities, heights, and buffers) and land use patterns intended to preserve and shape the community character, including landscaping, architectural styles, and public spaces. The SEASP is intended to be a collective community vision and

² *City of Long Beach, Scenic Routes Element (Scenic Highways), May 9, 1975, p. 58.*

³ *Ibid.*

strategy for the area, regulating land use and design policies and standards, identifying locations for compact infill development and expanded multi-modal transportation choices, promoting a healthy lifestyle through the provision of walking and biking paths, and maintaining valuable natural resources.⁴ According to the SEASP Hearing Draft, the Project Site is designated as Mixed-Use Community Core (MU-CC), which allows for a mix of uses, including hotel/hospitality uses.⁵ The SEASP will implement the goals and policies of the City's 2030 General Plan Update and will also include an update to the LCP.

For the time being the SEADIP remains valid and applicable. The Project's consistency with the applicable provisions of the SEADIP is analyzed in Table IV.H-2 on page IV.H-37 in the impact analysis below.

(c) City of Long Beach Municipal Code

The Long Beach Municipal Code (LBMC) Zoning Regulations (Title 21), in conformance with the General Plan land use designations, regulates land use development within the City, including permitted uses, building setbacks, heights, parking, design standards, and other criteria. LBMC Section 21.37.020 establishes Planned Development Districts, which allow for more flexible development plans than permitted under conventional zoning district regulations. Planned Development Districts are more comprehensive than zoning and are intended to achieve a specific outcome in a geographic area. In the event that specific development standards are not addressed in the Planned Development District, the regulations of the LBMC are enforced.

As described above, the Project Site is located within the SEADIP (PD-1), Subarea 17. According to the SEADIP, Subarea 17 is fully developed in accordance with the Retail Center (CR) zone. Based on modifications to the City's Zoning Regulations, the CR zone now corresponds to the City's Community Commercial Automobile-Oriented (CCA) District. In accordance with the LBMC, uses allowed in the CCA District include retail and service uses for an entire community such as convenience and comparison shopping goods and associated services. As previously discussed, the City is currently in the process of updating the SEADIP. The updated SEASP will replace the existing zoning and PD-1 overlay with 11 land use designations, each with specific development standards and land

⁴ *City of Long Beach, Southeast Area Specific Plan Hearing Draft, July 2016, p. 8, www.lbds.info/civica/filebank/blobdload.asp?BlobID=5945, accessed January 19, 2017.*

⁵ *Ibid, pp. 51 and 68.*

use patterns. The Project Site is designated as Mixed-Use Community Core (MU-CC) within the SEASP.⁶

Consistency with the LBMC is based on the Project's consistency with the general development and use standards of the SEADIP. Thus, consistency with the LBMC is analyzed as part of the SEADIP analysis provided in Table IV.H-2 on page IV.H-37 in the impact analysis below.

(d) City of Long Beach Strategic Plan 2010

The Long Beach Strategic Plan 2010 represents the views of residents, task forces, and City staff regarding key issues that concern the City. These include a growing population, demand for homes, education, needed youth services, economic well-being, and change the environment. Based on these issues, the Strategic Plan focuses on goals in five areas, including neighborhoods, youth and education, safety, economic opportunity, and the environment. The Project's consistency with applicable goals and policies of the Long Beach Strategic Plan 2010 is analyzed in Table IV.H-3 on page IV.H-42 in the impact analysis below.

(2) Regional

Regional land use plans that govern the Project area include the Southern California Association of Governments' (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016–2040 RTP/SCS), the Compass Growth Vision Report, and Regional Comprehensive Plan (RCP); the Air Quality Management Plan (AQMP) administered by the South Coast Air Quality Management District (SCAQMD), which addresses the attainment of state and federal ambient air quality standards throughout the South Coast Air Basin (Air Basin); and the Los Angeles County Congestion Management Program (CMP), administered by the Los Angeles County Metropolitan Transportation Authority (Metro), which regulates regional traffic issues.

(a) Southern California Association of Governments Plans

SCAG is the federally designated Metropolitan Planning Organization for six Southern California counties, including the County of Los Angeles. As such, SCAG is mandated to create regional plans that address transportation, growth management, hazardous waste management, and air quality.

⁶ *Ibid.*

(i) SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2016–2040 RTP/SCS, adopted in April 2016, presents a long-term transportation vision through the year 2040 for the six county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The mission of the 2016–2040 RTP/SCS is to provide “leadership, vision and progress which promote economic growth, personal well-being, and livable communities for all Southern Californians.”⁷ The 2016–2040 RTP/SCS identifies mobility, accessibility, sustainability, and high quality of life as the principles most critical to the future of the region. Further, it balances the region's future mobility and housing needs with economic, environmental, and public health goals. As part of this new approach, the 2016–2040 RTP/SCS establishes commitments to develop a Sustainable Communities Strategy to reduce per capita greenhouse gas (GHG) emissions through integrated transportation, land use, housing, and environmental planning in order to comply with Senate Bill 375, improve public health, and meet the National Ambient Air Quality Standards (NAAQS). Within the 2016–2040 RTP/SCS, the overarching strategy includes plans for “High Quality Transit Areas,” “Livable Corridors,” and “Neighborhood Mobility Areas” as key features of a thoughtfully planned, maturing region in which people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life.⁸ The Project Site is located within a High-Quality Transit Area (HQTA), as designated within the 2016–2040 RTP/SCS.^{9,10} QTAs are described as generally walkable transit villages or corridors that are within 0.5 mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. Local jurisdictions are encouraged to focus housing and employment growth within QTAs.

The Project's consistency with the applicable goals of the 2016–2040 RTP/SCS is analyzed in Table IV.H-4 on page IV.H-45 in the impact analysis below.

(ii) SCAG Southern California Compass Growth Vision

In an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole, SCAG has collaborated with interdependent sub-regions, counties, cities, communities, and

⁷ SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. iii.

⁸ SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. 2.

⁹ SCAG, 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, Exhibit 5.1: High-Quality Transit Areas in the SCAG Region for 2040 Plan, p. 77.

¹⁰ Los Angeles County Metropolitan Transportation Authority, High Quality Transit Areas–Southwest Quadrant, http://media.metro.net/projects_studies/call_projects/images/Southwest%20Quad%20Map.pdf, accessed January 30, 2017.

neighborhoods in a process referred to by SCAG as Southern California Compass, which resulted in the development of a shared Compass Growth Vision for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. SCAG began the Compass program in 2002, spearheaded by the Growth Visioning Subcommittee, which consists of civic leaders from throughout the region. The shared regional vision sought to address issues such as congestion and housing availability, which may threaten the region's livability.

The underlying goal of the growth visioning effort is to make the SCAG region a better place to live, work, and play for all residents regardless of race, ethnicity, or income. To organize the strategies for improving the quality of life in the SCAG region, a series of principles was established by the Growth Vision Subcommittee. These goals are contained in the Growth Vision Report adopted in June 2004. The four principles are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. Decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies also are provided as a way to achieve each of the principles.

The Project's consistency with applicable principles of the Compass Growth Vision Report is analyzed in Table IV.H-4 on page IV.H-45 in the impact analysis below.

(iii) SCAG Regional Comprehensive Plan

SCAG prepared and issued an updated Regional Comprehensive Plan (RCP) in 2008 in response to SCAG's Regional Council directive in SCAG's 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges. The RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The RCP incorporates principles and goals of the Compass Growth Vision and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP replaced SCAG's 1996 Regional Comprehensive Plan and Guide for use in SCAG's Intergovernmental Review process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the RCP,

which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the RCP is not used in SCAG's Intergovernmental Review process. Rather, SCAG reviews new major regional projects based on consistency with the 2016–2040 RTP/SCS and Compass Growth Vision, described above.¹¹

The Project's consistency with applicable goals and policies of the RCP is analyzed in Table IV.H-5 on page IV.H-48 in the impact analysis below.

(b) South Coast Air Quality Management District's Air Quality Management Plan

The SCAQMD was established in 1977 pursuant to the Lewis-Presley Air Quality Management Act. The SCAQMD is responsible for developing plans for ensuring air quality in the South Coast Air Basin conforms with federal and State air pollution standards. In conjunction with SCAG, the SCAQMD has prepared an Air Quality Management Plan establishing a comprehensive regional air pollution control program including air pollution control strategies leading to the attainment of State and federal air quality standards in the South Coast Air Basin. Please refer to Section IV.B, Air Quality, of this Draft EIR for an analysis of the Project's consistency with the 2016 AQMP.

(c) Los Angeles County Metropolitan Transportation Authority's Congestion Management Program

Metro administers the Congestion Management Program, a State-mandated program designed to provide comprehensive long-range traffic planning on a regional basis. The CMP, revised in 2010, includes a hierarchy of highways and roadways with minimum level of service standards, transit standards, a trip reduction and travel demand management element, a program to analyze the impacts of local land use decisions on the regional transportation system, a seven-year capital improvement program, and a county-wide computer model used to evaluate traffic congestion and recommend relief strategies and actions. The CMP guidelines specify that those designated roadway intersections to which a project could add 50 or more trips during either the A.M. or P.M. peak hour be evaluated. The guidelines also require the evaluation of freeway segments to which a project could add 150 or more trips in each direction during peak hours. Please refer to

¹¹ *Prior to publication of the 2008 RTP, projects considered to be regionally significant based on the SCAG criteria were required to provide an analysis of consistency with the 1996 RCPG goals and policies. However, SCAG now considers the RCPG defunct.*

Section IV.K, Traffic and Access, of this Draft EIR, for further discussion of the Project's consistency with the CMP.

(3) California Coastal Act

The California Coastal Commission was established in 1972 and was made permanent through the adoption of the California Coastal Act of 1976. The California Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. Development activities, including the construction of buildings, divisions of land, and other activities that could change the intensity of use of land or public access to coastal waters generally require a coastal permit from either the California Coastal Commission or the local government. The California Coastal Act includes policies that address issues such as shoreline public access and recreation, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, lower cost visitor accommodations, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works.

California's coastal management program is carried out through a partnership between state and local governments. Implementation of the policies of the California Coastal Act is accomplished through the preparation of local coastal programs. Development within the coastal zone requires a coastal development permit either through the California Coastal Commission or a local government that has a California Coastal Commission-certified local coastal program. After certification of a local coastal program, the coastal development permit authority is delegated to the appropriate local government. The City of Long Beach implements the policies of the California Coastal Act through the City's California Coastal Commission-certified LCP, which is included as an element of the City's General Plan, as discussed in further detail above.

b. Existing Conditions

(1) Project Site

The Project Site is located at the southwest corner of PCH and 2nd Street within the southeastern portion of the City of Long Beach, in proximity to and between the San Gabriel River and the Los Cerritos Channel. The Project Site is currently occupied by the two-story, approximately 165,000 square foot, 248-room SeaPort Marina Hotel and associated surface parking areas providing a total of 457 parking spaces. Until recently, commercial uses within the SeaPort Marina Hotel included a rental car company, a

limousine service, a fitness studio, and a café.¹² The northeastern portion of the Project Site consists of a vacant lot; this lot has been used in the past for temporary and seasonal commercial uses. Signage is present on the Project Site, including on some of the building facades, and pole mounted lighting is dispersed throughout the site. Access to the Project Site is provided via driveways along 2nd Street, PCH, and Marina Drive. Landscaping within the Project Site includes ornamental trees, shrubs, and grasses throughout a series of courtyards and near the swimming pool, as well as along the building perimeters and surface parking areas. A row of palm trees also lines both PCH and Marina Drive.

(2) Surrounding Uses

As previously described, the SEADIP area provides for a community of residential, business, and light industrial uses that are integrated by an extensive system of parks, open space, and trails. Accordingly, a variety of uses are located in the vicinity of the Project Site. Specifically, immediately north of 2nd Street is a one-story pharmacy building and one-story grocery store with associated surface parking areas. North of these uses is the Marina Pacifica Mall, which includes retail, restaurant, and entertainment uses with surface and subterranean parking. Northwest of the Project Site and immediately west of the Marina Pacifica Mall are three- to five-story multi-family residential uses within the private waterfront condominium community known as the Marina Pacifica. The Marina Pacifica development is adjacent to and surrounded by waterfront boat docks with direct access to the Marine Stadium and greater Alamitos Bay. The area northeast of the Project Site, on the northeast corner of PCH and 2nd Street, consists of a fast food restaurant, oil fields, and the Los Cerritos Wetlands.

East of the Project Site across PCH, at the southeast corner of PCH and 2nd Street, is a service station. South of the service station, on the east side of PCH, is The Marketplace, a shopping center development comprised of several one-story buildings. The Marketplace includes restaurants, a grocery store, a movie theatre, and other retail uses with associated surface parking areas. South of The Marketplace are several one- and two-story office buildings and the Los Cerritos Wetlands. The Los Cerritos Wetlands also continue east of The Marketplace.

Immediately south of the Project Site is the Marina Shores Shopping Center, which includes a grocery store, restaurants, and other retail uses with associated surface parking areas. South of the Marina Shores Shopping Center is a two-story office building followed by the San Gabriel River.

¹² *At the time of the Notice of Preparation for the Project (November 2016), approximately 170 rooms of the hotel and the associated commercial uses on-site were in operation. These uses have since ceased all operations, and the existing buildings on-site are now vacant.*

The area west of the Project Site, across Marina Drive, is primarily occupied by a surface parking lot associated with the publicly-owned Alamitos Bay Marina. Restaurants and limited boat-related retail uses are also located west of the Project Site, adjacent to Alamitos Bay Marina. Also west of the Project Site is a boat launch (Davies Launch Ramp), located near 2nd Street and Marina Drive. Further west of the Project Site and across Alamitos Bay is a single-family residential neighborhood on Naples Island. The Naples Island neighborhood consists primarily of low-density housing with limited commercial uses along 2nd Street. The Alamitos Peninsula is located southwest of the Project Site and Naples Island.

3. Environmental Impacts

a. Methodology

The analysis of potential land use impacts considers the Project's consistency with applicable plans, policies, and regulations that regulate land use on the Project Site.

The determination of consistency with applicable land use policies and ordinances is based on a review of the previously identified planning and zoning documents that regulate land use or guide land use decisions pertaining to the Project Site. State CEQA Guidelines Section 15125(d) requires that a draft EIR discuss any inconsistencies with applicable plans. Evaluations are made as to whether a project is inconsistent with such plans. A project is considered consistent with the provisions and general policies of an applicable City or regional land use plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals.

b. Thresholds of Significance

Appendix G of the CEQA Guidelines provides a set of questions that address impacts with regard to land use. These questions are as follows:

Would the project:

- Physically divide an established community?
- 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?

- Conflict with any applicable habitat conservation plan or natural community conservation plan?

The Initial Study for the Project, included in Appendix A of this Draft EIR, analyzed the Project relative to these thresholds to determine whether or not further analysis was warranted. As evaluated therein, the proposed uses would be consistent with other mixed-use developments in the surrounding area and would be compatible in terms of building heights and massing. In addition, the Project Site is located in an urbanized area and would be located entirely within the boundaries of the SeaPort Marina Hotel property, as it currently exists. Thus, the Project would not physically alter surrounding parcels or properties. Furthermore, there are no residential uses located directly adjacent to the Project Site. The Project would result in further infill of an already developed community with similar and compatible land uses, and therefore, would not physically divide, disrupt, or isolate an established community. Thus, as determined in the Initial Study, no significant impacts related to the first threshold would occur.

With regard to the third threshold addressing habitat conservation plans and natural community conservation plans, the Project Site is located in an urbanized area and does not provide habitat for sensitive biological resources. As such, the Project Site is not subject to a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Thus, as evaluated in the Initial Study, no impacts associated with this threshold would occur.

Based on the analysis provided in the Initial Study, as summarized above, no further analysis regarding land use compatibility and consistency with habitat conservation plans and natural community conservation plans is required. The analysis provided below thus focuses on impacts related to consistency with applicable land use plans, policies, and regulations.

c. Project Design Features

No specific project design features beyond the Project improvements described in Section II, Project Description, of this Draft EIR and summarized below are proposed with regard to land use.

(1) Project Improvements

As described in Section II, Project Description, of this Draft EIR, the Project proposes to replace the existing SeaPort Marina Hotel and associated amenities and surface parking areas on the Project Site with a commercial development comprising approximately 245,000 square feet of gross floor area, including approximately 95,000

square feet of retail uses, a 55,000 square foot grocery store, a 25,000 square foot fitness/health club, and approximately 70,000 square feet of restaurant uses, including 40,000 square feet of full service dining, 25,000 square feet of fast food, and 5,000 square feet of ready-to-eat dining. The proposed uses would be located in four buildings laid out in a village format, with three buildings fronting PCH and one building fronting Marina Drive. The buildings would consist of one and two stories, ranging in height from 30 feet to a maximum of 35 feet. A total of 1,150 parking spaces would be provided within two main parking structures, including a second-level parking deck above some of the single-story uses. The Project would have a total floor area ratio (FAR) of approximately 0.49:1 and setbacks of 20 feet would be provided along all adjacent streets.

Landscaped pedestrian pathways would be provided around the perimeter of the Project Site, and landscaped pedestrian-oriented open space areas such as plazas and paseos would be provided within the interior of the Project Site. Landscaped pedestrian walkways both within and along the perimeter of the Project Site would facilitate pedestrian access throughout the Project Site, as well as between adjacent uses. Landscaped pedestrian-oriented open space areas would include pedestrian seating, enhanced paving, planters, and accent trees. In addition to existing trees that would remain, new trees would be provided along the Project Site's adjacent street frontages. Landscape planters and hardscape features would be distributed throughout the upper level of the Project Site and within the dining terraces. Additionally, landscape screening of the parking garage will be included. In total, approximately 146,797 square feet (approximately 3.37 acres or 31.3 percent of the total Project Site area) of open space would be provided on the Project Site, which would exceed the open space requirements of the SEADIP (which requires approximately 140,698 square feet or 30 percent of the total project site area). In addition, any threshold-size on-site trees or street trees removed during Project construction would be replaced in accordance with the City's Tree Maintenance Policy and other applicable City requirements.

The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program. In particular, the Project would meet the requirements for LEED® Certification (or equivalent) by incorporating a variety of transportation measures, energy conservation, water conservation, construction-related measures (including waste reduction features), and indoor air quality and durability features.

(2) Discretionary Approvals

Implementation of the Project would require the following discretionary approvals from the City of Los Angeles and/or other agencies:

- Site Plan Review;
- Coastal Development Permit;¹³ and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

d. Analysis of Project Impacts

(1) Consistency with Local Plans and Applicable Policies

(a) *City of Long Beach General Plan*

The Project's consistency with the applicable goals and policies set forth in the Long Beach General Plan is analyzed in Table IV.H-1 on page IV.H-16.

As discussed in Table IV.H-1, the Project would be consistent with relevant goals and policies of the Land Use Element. Specifically, consistent with the land use designation of the Project Site, the Project would include a variety of commercial uses along the major traffic arteries of PCH, 2nd Street, and Marina Drive. The proposed commercial uses, including a grocery store and other retail and restaurant uses, would serve and strengthen the neighborhood. These uses would be provided in four structures and would feature a maximum building height of 35 feet. Therefore, the Project would support the City's goals and policies regarding neighborhood emphasis, building heights, and specific land use guidelines within the SEADIP. The Project would also promote the City's goals and policies to improve the appearance of arterial corridors as the Project would include 20-foot landscaped setbacks as well as landscaped pedestrian walkways and landscaped pedestrian-oriented open space areas along the Project Site's perimeter and in the site's interior. The Project would also include the necessary infrastructure improvements to serve the proposed uses and would install water-efficient plumbing fixtures and landscaping. In addition, the Project would be located in an area well-served

¹³ Pursuant to Long Beach Municipal Code Section 21.25.902, "The coastal zone boundaries are indicated on the official zoning map." The City's Coastal Zone Map shows that the Project Site falls within the "City Approved Jurisdiction," which gives the Planning Commission initial review authority and the City Council jurisdiction over any appeal.

**Table IV.H-1
Project Consistency with Applicable Goals and Policies of the General Plan**

Goals and Policies	Analysis of Project Consistency
Land Use Element	
Managed Growth: Long Beach accepts the population and economic growth anticipated through the year 2000 and intends to guide that growth to have an overall beneficial impacts upon the City's quality of life.	Consistent. While this goal predominantly applies to jurisdictional responsibility, the Project would, nonetheless, support it by redeveloping an underutilized site with a high-quality shopping center that would serve the needs of the City's population and enhance the overall quality of life.
Neighborhood Emphasis: Long Beach recognizes the strong neighborhood to be the essential building block of a City-wide quality living environment, and will assist and support the efforts of residents to maintain and strengthen their neighborhoods.	Consistent. The Project Site is specifically located within Subarea 17 of the SEADIP, which is designated for commercial uses only. The proposed commercial uses would be provided in four structures which, consistent with the SEADIP, would have a maximum building height of 35 feet. Therefore, the Project would support the City's goals and policies regarding building heights and specific land use guidelines. The Project would introduce new uses, such as a grocery store and other retail and restaurant uses that would serve and strengthen the neighborhood, thereby supporting the Neighborhood Emphasis goal.
Facilities Maintenance: Long Beach will maintain its physical facilities and public rights-of-way at a high level of functional and aesthetic quality, manifesting the pride of the citizens in their City and ensuring that future generations need not bear the burden of deferred maintenance.	Consistent. The Project would include the necessary infrastructure improvements to serve the proposed uses. In addition, the Project would improve the aesthetic quality of the Project Site and immediate surroundings by providing a design that would complement existing development and include landscaped setbacks and pedestrian pathways along the Project Site's perimeter, including PCH, 2nd Street, and Marina Drive.
Adequate Water Supply: Long Beach will continue to take the actions that are necessary to preserve an adequate supply of water for domestic, commercial, and industrial purposes.	Consistent. As described in Section II, Project Description, of this Draft EIR, the Project would incorporate "green" principles, including water conservation features such as the use of drought-tolerant landscaping and the use of water-efficient plumbing features. As analyzed in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Project would not exceed the available water supplies projected by the Long Beach Water District (LBWD), and no significant impacts on water supply would occur.
Functional Transportation: Long Beach will maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods.	Partially Consistent. The Project Site is bounded by PCH, 2nd Street, and Marina Drive, which are all major arteries. In addition, the Project Site is well-served by public transportation and is accessible via alternative transportation modes. Furthermore, the Project Site is not directly adjacent to residential uses and would further infill an already developed site. Thus, the Project would not physically impact any residential neighborhoods. As evaluated in Section IV.K, Traffic and Access, of this Draft EIR, the Project would implement project design

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	features and mitigation measures that include physical improvements to reduce traffic impacts at intersections and CMP arterials in the Project area. However, significant and unavoidable impacts would remain at intersections, one CMP station, and on freeway segments and ramps. Thus, while the proposed mitigation measures would reduce significant impacts and improve traffic flow, significant traffic impacts would remain.
<p>Terrain and Tall Buildings: Tall buildings should not be erected in locations which will de-emphasize their height. High-rise structures are not appropriate in the Alamitos Bay area for the reasons cited, as well as for the fact that the community is located in a depression which would tend to reduce the impact of vertical design elements.</p>	<p>Consistent. As discussed in Section II, Project Description, of this Draft EIR, the proposed structures would range in height from 30 to 35 feet¹⁴. Thus, the Project would not include high-rise structures and would be consistent with the maximum allowable height limits outlined in the SEADIP.</p>
<p>Arterial Roadway System: Positive design steps that would be taken to improve appearances along our streets include large setbacks along the frontages, more plant materials, fewer curb cuts, and better building design and signage. Additionally, recycled land uses should not be of the type which generate more traffic and friction.</p>	<p>Partially Consistent. As discussed in Section II, Project Description, of this Draft EIR, the Project would have 20-foot landscaped setbacks along all adjacent streets (i.e., PCH, 2nd Street, and Marina Drive), with landscaped pedestrian pathways. Additionally, landscape screening of the parking garage will be included.</p> <p>As discussed in Section IV.A, Aesthetics, Views, and Light/Glare, of this Draft EIR, the design of the buildings would improve the overall appearance of the Project Site by providing visually integrated structures with an updated, contemporary architectural style with elements that would unify and enhance the aesthetic character. Furthermore, Project signage would be visually integrated with the proposed development and would feature colors and lighting that are complementary to the architectural design of the proposed buildings.</p> <p>As discussed in Section IV.K, Traffic and Access, of this Draft EIR, the Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. As evaluated in Section IV.K, Traffic and Access, the Project would</p>

¹⁴ The proposed buildings would have sloped roofs, with a maximum midpoint height of 35 feet. Per Long Beach Municipal Code Section 21.15.1330, the height of a building with a sloped roof is the vertical distance above grade, as defined in Section 21.15.1190, to the midpoint height of the highest sloped roof. While some architectural elements housing elevators and mechanical equipment would have higher roof heights of 40 and 56.5 feet, these features are not included in the measurement of height for commercial buildings per Long Beach Municipal Code Section 21.15.1330.E.

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	implement project design features and mitigation measures that would reduce traffic impacts at intersections and CMP arterial monitoring stations in the Project area. However, significant unavoidable impacts would remain at various intersections, one CMP station, and on freeway segments and ramps. While significant traffic impacts would remain, the mitigation measures would serve to reduce significant impacts and improve traffic flow..
<p>SEADIP Land Use: The principal land use in SEADIP should remain low density residential. Commercial uses such as hotel, office, restaurants, shops, and theatres located along the area's major traffic arteries of 2nd Street and Pacific Coast Highway, and the business park uses located along Studebaker Road and the San Gabriel River Channel, are provided for in the LCP.</p>	<p>Consistent. The Project includes commercial uses, including retail and restaurant uses, within the SEADIP area, including along PCH and 2nd Street, consistent with the location for commercial uses provided for in the General Plan.</p>
<p>Mobility Element</p>	
<p>Policy 1-3: Improve auto-oriented streets (such as Pacific Coast Highway and Lakewood Boulevard) so pedestrians using the stores or services can walk comfortably and feel safer navigating the busy thoroughfare, regardless of their point of origin—from the surrounding neighborhoods or via transit.</p>	<p>Consistent. The Project would provide landscaped setbacks along the Project Site's perimeters, including PCH, 2nd Street, and Marina Drive. Landscaped pedestrian pathways would also be provided both within the Project Site and along the perimeter, which would facilitate pedestrian access along auto-oriented streets such as PCH, as well as throughout the Project Site and between adjacent uses. In addition, the Project access locations would conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. The Project would include separate pedestrian entrances and would provide access from adjacent streets, parking facilities, and transit stops to facilitate pedestrian movement. Further, the Project would maintain existing sidewalks and provide a direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site.</p>
<p>Policy 1-7: Maintain all roadways, paths, and sidewalks in a good state of repair.</p>	<p>Consistent. As described in Section IV.K, Traffic and Access, of this Draft EIR, the mitigation program for the Project would include several physical improvements to intersections potentially impacted by the Project. Such improvements would be provided in accordance with City requirements and would improve conditions at those roadways. In addition, as part of the Project, the sidewalks surrounding the Project Site would be improved with landscaping and pedestrian-friendly features. During Project construction, Mitigation Measure K-1 included in Section IV.K, Traffic and Access, of this Draft EIR, would</p>

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	ensure that the Applicant would assume responsibility for any damage to existing pavement, streets, or curbs along the haul route caused by Project hauling operations.
Policy 1-14: Use universal design techniques to accommodate pedestrians of all ages and abilities and ensure compliance with the Americans with Disabilities Act.	Consistent. The Project would comply with all applicable design guidelines and building regulations as required by the City of Long Beach, including requirements for Americans with Disabilities Act access. Also refer to the consistency analysis for Policy 1-3 of the Mobility Element, above.
Policy 1-17: Develop land use policies that focus development potential in locations best served by transit.	Consistent. The Project would be developed in a location well-served by public transit. As described in Section IV.K, Traffic and Access, of this Draft EIR, the Long Beach Transit operates 10 bus lines in the study area and provides free Passport shuttle service to and around Downtown Long Beach attractions and destinations. The Orange County Transportation Authority provides three bus lines in the study area. In addition, the Metro Blue line 1st Street Station is located approximately five miles east of the Project Site and can be accessed via the Long Beach Transit Passport shuttle which provides service to Downtown Long Beach. As analyzed in Section IV.K, Traffic and Access, of this Draft EIR, given the number of transit trips expected to be generated by the Project and the existing transit routes in the Project vicinity, the existing public transit system would not be significantly impacted by the Project.
Policy 1-18: Focus development densities for residential and nonresidential land uses around the eight Metro Blue Line stations within City boundaries.	Consistent. The Metro Blue Line 1st Street Station is located approximately five miles east of the Project Site. While not in close proximity to the Project Site, the area is well served by public transit, including bus lines that provide access between the Project Area and various Metro Blue Line stations. Furthermore, the Project Site is located with a High-Quality Transit Area, as identified in the 2016–2040 RTP/SCS and discussed in Table IV.H-4, below.
Policy 2-3: Maintain all transit vehicles, stops, and centers in a clean, safe, and attractive condition.	Consistent. An existing bus stop is located along PCH adjacent to the Project Site. The Applicant would coordinate with the City during construction and operation of the Project to ensure this bus stop is maintained in an acceptable condition. However, some construction activities could encroach into the public right-of-way (e.g. sidewalk and roadways) adjacent to the Project Site for driveway and utility improvements. As such, the potential use of the public right-of-way during construction could require the temporary relocation of the existing bus stop along PCH. Mitigation Measure K-1 in Section IV.K., Traffic and Access, of this Draft EIR, would require the preparation

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	and implementation of a Construction Management Plan, which would include traffic controls for any street closures, detours, or other disruption to traffic circulation, including detours for bus service.
Policy 2-6: Ensure high-quality, on-street access to transit stops and stations.	Consistent. Refer to the consistency analyses for Policy 1-7 and Policy 2-3 of the Mobility Element, above.
Policy 2-7: Treat streets as an important part of the public open space system, and integral part of the City's urban forest.	Consistent. As previously described, landscaped pedestrian pathways would be provided along the Project Site's perimeter, including along PCH, 2nd Street, and Marina Drive. New trees would augment the existing trees along the Project Site's adjacent street frontages and landscape screening of the parking garage would be included.
Policy 2-15: Ensure that all new development is consistent with the applicable provisions of the Bicycle Master Plan.	Consistent. As described in Section IV.K, Traffic and Access, of this Draft EIR, the Project would maintain or improve the existing sidewalks and circulation system. In addition, the Project's improvements along PCH would maintain the existing Class II bike lane. The recently adopted Long Beach Bicycle Master Plan, which is an appendix to the Mobility Element, identifies PCH within the Project area as a recommended "8-to-80" bikeway, meaning that it should be designed to comfortably and safely serve cyclists of all ages. ¹⁵ As such, the Project would support the Bicycle Master Plan. Furthermore, visitors and employees arriving by bicycle would have the same access opportunities as pedestrian visitors. Therefore, the Project would not substantially increase hazards to bicyclists. In addition, the Project would provide secure on-site bike racks, to encourage people to bicycle for transportation, as also called for in the Bicycle Master Plan.
Policy 2-17: Ensure safe, convenient, and adequate, on- and off-street bicycle parking facilities to accommodate and encourage residents to cycle for commuting and daily needs.	Consistent. The Project would provide safe, convenient, and adequate bike racks within the Project Site to accommodate and encourage cycling.
Policy 2-18: Provide adequate sidewalk widths and clear path of travel as determined by street type classification, adjoining land uses, and expected pedestrian usage.	Consistent. As discussed in Section IV.K, Traffic and Access, of this Draft EIR, the Project access locations would be required to conform to City standards and would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would meet the City's requirements to protect pedestrian safety. Thus, the Project would comply with all applicable design guidelines pertaining to sidewalks, as required by

¹⁵ City of Long Beach Bicycle Master Plan, Figure 6-5, p. 73, February 2017.

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	the City of Long Beach.
<p>Policy 3-1: Make strategic improvements to intersections and corridors to improve the flow of vehicle traffic.</p>	<p>Partially Consistent. As discussed in Section IV.K, Traffic and Access, of this Draft EIR, the Project would implement project design features to improve access. In addition, the mitigation measures proposed for the Project would include physical improvements to reduce significant impacts at certain intersections. With implementation of these mitigation measures, significant impacts would be reduced at some intersections. However, significant impacts would remain at other intersections. Thus, the Project would be partially consistent with this policy as all traffic-related impacts would not be reduced to a less than significant level with implementation of mitigation.</p>
<p>Policy 4-1: Consider effects on overall mobility and various travel modes when evaluating transportation impacts of new developments or infrastructure projects.</p>	<p>Consistent. A Traffic Impact Analysis was prepared for the Project and is included as Appendix R of this Draft EIR. In addition, the transportation analysis included in Section IV.K, Traffic and Access, of this Draft EIR, evaluates potential impacts to public transit and to bicycle and pedestrian facilities.</p>
<p>Strategy No. 5: Reduce the environmental impacts of the transportation system.</p>	<p>Partially Consistent. Refer to the consistency analysis for Policy 3-1 of the Mobility Element, above. In addition, the secondary impacts of the Project, including those related to transportation system improvements proposed as part of the Project and as mitigation, are analyzed in Section VI, Other CEQA Considerations, of this Draft EIR. As discussed therein, construction of the intersection improvements would comply with all applicable regulations, design standards, and mitigation measures discussed throughout this EIR. Therefore, no adverse secondary impacts would occur as a result of implementation of the transportation system improvements.</p>
<p>Policy 5-1: Incorporate “green infrastructure” design and similar low impact development principles for stormwater management and landscaping in streets.</p>	<p>Consistent. The Project would incorporate features to support and promote environmental sustainability. “Green” principles are incorporated throughout the Project to comply with the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council’s LEED® program. In particular, the Project would meet the requirements for LEED® Certification (or equivalent) by incorporating a variety of transportation measures, energy conservation, water conservation, construction-related measures (including waste reduction features), and indoor air quality and durability features, as described in Section II, Project Description, of this Draft EIR. In addition, as described in Section IV.G, Hydrology and</p>

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	<p>Water Quality, the Project would implement Best Management Practices (BMPs) to manage stormwater runoff. This would include the installation of catch basins, roof drains, and surface parking drains; managing of common area landscaping, including the use of drought-tolerant, native landscaping, minimizing fertilizer and pesticide application, use of slow-release fertilizers, maintenance activities, and providing education and training for employees on management of landscape materials and stormwater management; installing and maintaining efficient irrigation systems; stenciling phrases on catch basins and/or area drains to alert the public to the destination of pollutants discharged into the stormwater system; compliance with Standard Urban Stormwater Mitigation Plan (SUSMP) design requirements for outdoor trash and storage areas, loading docks, and storm drain stenciling; and installing flow-through planters to treat on-site flows and a portion of the off-site flows.</p>
<p>Policy 5-2: Reduce vehicle miles traveled (VMT) and vehicle trips through the use of alternative modes of transportation and TDM.</p>	<p>Consistent. The Project would include measures to support the use of alternative modes of transportation, including providing bike parking and preferred parking for vanpools. In addition, the Project area is well served by public transit. Long Beach Transit operates 10 bus lines in the study area and also provides free Passport shuttle service connecting visitors to and around Downtown Long Beach attractions and destinations. The Orange County Transportation Authority provides three bus lines in the study area. The Metro Blue Line 1st Street Station is located approximately five miles east of the Project Site.</p> <p>The characteristics of the Project would also reduce VMT relative to standard trip generation rates. These trip reduction characteristics include a mix of uses in proximity to other existing off-site residential and commercial uses, a location in proximity to a primary job center (i.e., Downtown Long Beach and the Port of Long Beach) and easily accessible by public transportation, and the provision of pedestrian access that minimizes barriers and link the Project Site with existing or planned external streets to encourage people to walk instead of drive. All of these measures and characteristics would reduce VMT, consistent with this policy.</p>
<p>Policy 5-5: Sustain the recent improvements in air quality and achieve further significant progress in such improvements to meet State and federal mandates.</p>	<p>Consistent. The Project would comply with Sustainable City Action Plan requirements. In addition, the Project would include the project design features provided in Section IV.A, Air Quality, and Section IV.E, Greenhouse Gas Emissions, and mitigation measures provided in Section IV.K, Traffic and Access, of this Draft EIR that would serve to reduce air pollutant emissions. As</p>

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	evaluated in Section IV.E, Greenhouse Gas Emissions, the Project would be consistent with state, SCAG, and City of Long Beach GHG emission reduction goals and objectives. Furthermore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reduction GHG emissions. As such, the Project would support this City policy.
Policy 6-9: Encourage shared parking among various tenants and adjacent uses.	Consistent. As discussed in Section IV.K, Traffic and Access, of this Draft EIR, due to the mixed-use characteristics of the Project, opportunities for shared parking can be expected. When different land uses share a common parking area, the total number of parking spaces needed to support a project site is determined by adding parking profiles (by time of day, week, and year), rather than individual peak ratios for each land use as represented in the LBMC. The shared parking analysis included in Appendix S of this Draft EIR concluded the Project would have a peak shared weekday parking demand of 1,131 parking spaces and a peak shared weekend parking demand of 1,134, which would result in a minimum parking surplus of 19 and 16 parking spaces during the respective peak demand periods for the entire Project Site. Thus, the Project would be consistent with LBMC Section 21.41.219 (Parking requirements for uses not specified and for large shopping centers), and parking impacts would be less than significant.
Policy 6-8: Where applicable, encourage users to park once to meet all of their travel needs within the City.	Consistent. Due to the mixed-use nature of the Project, users would be able to meet many of their travel needs in one stop, which would result in decreased vehicle miles travelled (VMT).
Policy 6-11: Encourage the use of transit, carpooling, and walking to reduce the need for parking.	Consistent. As previously described, the Project would be developed in a location well-served by public transit. In addition, the surrounding Project area includes a mature network of pedestrian facilities, including sidewalks, crosswalks, and pedestrian safety features along PCH, Marina Drive, and 2nd Street. Furthermore, bike routes, lanes, and paths would continue to be available in the vicinity of the Project Site. The Project would also provide preferred parking for vanpools. The location of the Project Site and its accessibility to a variety of transportation options would encourage the use of alternative modes of transportation and reduce the need for on-site parking.
Policy 6-13: Consider reducing parking requirements for mixed-use developments, for developments providing shared parking or a comprehensive Transportation Demand Management (TDM) Program, or developments	Consistent. Refer to the consistency analyses for Policy 6-9 of the Mobility Element, above.

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
located near major transit hubs.	
<p>Policy 6-14: Design parking structures to be attractive, pleasant to use, and integrate into the overall urban landscape. Parking facilities should be designed to promote good internal circulation and provide multiple entry, exit, and reversible lanes.</p>	<p>Consistent. As described in Section II, Project Description, of this Draft EIR, parking would be provided in parking structures located at the northern and southern ends of the Project Site, and in a second-level parking deck located above the proposed single-story uses along PCH. Vehicular access to the northern and southern parking structures would be provided via a separate right in/right out driveway along Marina Drive. The northern parking structure would also be accessed via a right-in/right-out driveway along 2nd Street. These structures would be connected by a two-way drive aisle (“Main Street”) within the site interior as well as by the second-level parking deck above the uses along PCH. The Project would also include designated pedestrian pathways and connections to and from buildings and parking areas throughout the Project Site.</p> <p>The Project would provide landscaped setbacks along the perimeter of the Project Site, as well as landscape screening of the parking structure. Furthermore, the design of the proposed parking structures would include building fenestration and a variety of surface materials and colors that would reduce building scales and visually integrate the structures with the urban landscape on the Project Site and in the surrounding area.</p>
<p>Policy 13-2: Reduce truck congestion and parking impacts on city streets.</p>	<p>Consistent. As provided in Mitigation Measure K-1 included in Section IV.K, Traffic and Access, of this Draft EIR, a Construction Management Plan would be prepared and implemented to reduce construction-related effects on the surrounding community. Per the Construction Management Plan, the hours of construction would be set to start prior to the morning commuter peak period and end before or after the afternoon peak period. Therefore, most, if not all, of the construction-related truck trips would occur outside the typical weekday commuter morning and afternoon peak periods. The Construction Management Plan would also include traffic controls for any street closures, detours, or other disruption to traffic circulation and would require that all construction-related parking be located on the Project Site. During Project operation, adequate parking would be provided within the Project Site and no significant parking impacts on City streets would occur.</p>
<p>Policy 13-3: Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.</p>	<p>Consistent. The Construction Management Plan included as Mitigation Measure K-1 in Section IV.K, Traffic and Access, of this Draft EIR, would include safety precautions for pedestrians and bicyclists during Project construction, such as alternate routing and protection</p>

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	<p>barriers, as appropriate. Thus, adequate and safe access would remain available within and surrounding the Project Site, and potential conflicts between construction activity and pedestrian and vehicular traffic would be minimized.</p> <p>During Project operation, project design features would serve to improve access and circulation within and around the Project Site. In addition, the Project would include designated pedestrian pathways and connections to and from Project buildings and parking areas throughout the Project Site. Furthermore, designated loading zones would be provided, further minimizing conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation.</p>
<p>Policy 13-4: Implement measures to minimize the impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.</p>	<p>Consistent. Refer to the consistency analyses for Policy 13-2 and Policy 13-3 of the Mobility Element, above. Construction parking and staging would take place within the Project Site, and the Project would include designated loading zones where deliveries and staging would occur during Project operation.</p>
<p>Policy 13-5: Design freight loading and unloading for new or rehabilitated industrial and commercial developments to occur off of public streets whenever and wherever feasible.</p>	<p>Consistent. Refer to the consistency analyses for Policy 13-3 and Policy 13-4 of the Mobility Element, above</p>
<p>Policy 19-2: Ensure that development is appropriate and in scale with current and planned infrastructure capabilities.</p>	<p>Consistent. The Project Site is located in an urbanized area of the City. The Project would be served by the existing and planned utility and transportation infrastructure, as discussed throughout this consistency analysis..</p>
<p>Policy 19-3: Promote water-efficient fixtures and appliances to reduce water demand.</p>	<p>Consistent. As described in Section II, Project Description, of this Draft EIR, the Project would incorporate features to support and promote environmental sustainability. "Green" principles would be incorporated throughout the Project to comply with the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's LEED® program at the Certified level. These features would include water conservation features, such as the use of water-efficient plumbing fixtures.</p>
<p>Policy 19-4: Expand the use of water recycling and graywater systems to treat and recycle wastewater and to further reduce water demand related to irrigation of landscaped areas.</p>	<p>Consistent. The Project would incorporate an efficient irrigation system for new landscaped areas, per Long Beach Water District requirements. The Project would install weather-based irrigation controllers and may incorporate native adaptive plants.</p>
<p>Policy 19-5: Implement low-impact development techniques to reduce and improve the quality of stormwater runoff.</p>	<p>Consistent. As described in Section IV.G, Hydrology and Water Quality, of this Draft EIR, the Project Applicant would prepare a SUSMP that would include BMPs and demonstrate compliance with Low Impact Development</p>

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	requirements to manage post-construction stormwater runoff. Refer to the consistency analysis for Policy 5-1 of the Mobility Element, above.
Conservation Element	
To conserve the natural resources of Long Beach through wise management and well planned utilization of water, vegetation, wildlife, minerals, and other resources,	Consistent. The Project Site is located in an urban area that is entirely developed with the existing SeaPort Marina Hotel and associated uses and surface parking areas and does not contain any identified natural resources. Furthermore, the Project would not result in direct or indirect impacts to natural resources in the surrounding area, including the Alamitos Bay and the Los Cerritos Wetlands. The Project would comply with applicable water quality regulatory requirements such as National Pollutant Discharge Elimination System (NPDES) Construction General Permit requirements and implement a Storm Water Pollution Prevention Program (SWPPP) and a SUSMP to ensure impacts to surrounding waterways are minimized. Furthermore, the Project would include water and energy conservation measures, as described in Section II, Project Description, of this Draft EIR. As evaluated in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR, no significant impacts associated with mineral resources would occur. Also refer to the consistency analysis for Policy 19-3 and Policy 19-5 of the Mobility Element, above.
To create and maintain a productive harmony between man and his environment through conservation of natural resources and protection of significant areas having environmental and aesthetic value.	Consistent. The Project Site is located in an urban area, and there are no identified natural resources on the Project Site or immediately adjacent to it. Furthermore, the Project would not result in direct or indirect impacts to natural resources in the surrounding area, including Alamitos Bay and the Los Cerritos Wetlands. As described in Section IV.A, Aesthetics, Views, and Light/Glare, of this Draft EIR, the Project would not result in significant impacts with respect to aesthetics, views, or light /glare. Thus, the Project would not impact significant areas having environmental or aesthetic value.
To assure that the waters of San Pedro and Alamitos Bays and Colorado Lagoon are maintained at the highest quality feasible in order to enhance their recreational and commercial utilization.	Consistent. The Project would comply with applicable water quality regulatory requirements such as NPDES Construction General Permit requirements and implement a SWPPP and SUSMP to ensure impacts to surrounding waterways are minimized. Thus, the Project would not directly or indirectly impact Alamitos Bay.
Noise Element	
To respond to demands for a reasonably quiet environment which is compatible with both existing ambient noise levels and continuing building and industrial development.	Consistent. As evaluated in Section IV.I, Noise, of this Draft EIR, the Project's noise impacts during construction and operation would be less than significant. Cumulative construction and operation noise impacts would also be

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
To reduce the level of noise exposure to the population caused by demolition and construction activities	less than significant. The Project would include project design features outlined in Section IV.I, Noise, that would further limit noise generated by construction and operation of the Project. As such, the Project would support this City goal.
Open Space and Recreation Element	
Policy 1.3: Incorporate environmentally sustainable practices in City programs and projects.	Consistent. Refer to the consistency analysis for Policy 5-1 of the Mobility Element, above. The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's LEED® program at the Certified level. These principles would include transportation measures, energy measures, water measures, measures related to construction materials, and indoor air quality and durability measures. Refer to Section II, Project Description, of this Draft EIR, for further discussion.
Policy 4.10: Require all new developments to provide usable open space tailored to the recreational demands they would otherwise place on public resources.	Consistent. As detailed in Section II, Project Description, of this Draft EIR, the Project would provide approximately 146,797 square feet of usable open space, which is approximately 3.37 acres or 31.3 percent of the total Project Site area. This would exceed the open space requirements of the SEADIP (approximately 140,698 square feet or 30 percent of the total project site area).
Public Safety Element	
Management Goal 4: Promote cooperation of the private sector in upgrading safety precautions.	Consistent. The Project would implement public safety features throughout the Project Site and provide adequate emergency access. Safety features would include appropriate security lighting throughout the Project Site, including within the parking structures, building entries, and pedestrian walkways, to reduce areas of concealment and clearly identify routes between the parking areas and the buildings. Public spaces would also be designed to avoid dark corners and be easily accessible by public safety personnel. Furthermore, the Project would comply with applicable regulations regarding public safety, including the California Building Code and the LBMC.
Protection Goal 2: Protect existing land uses from the intrusion of safety hazards.	Consistent. The Project would improve the existing Project Site with new commercial retail and restaurant uses. The Project would not introduce uses that would create a safety hazard to patrons within the Project Site and the surrounding area. Furthermore, the Project would comply with applicable regulations aimed at

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	reducing natural hazards identified in the surrounding area and would include mitigation measures to reduce any potential impacts, as identified in Section IV.D, Geology and Soils, and Section IV.F, Hazards and Hazardous Materials, of this Draft EIR.
Protection Goal 3: Reduce public exposure to safety hazards.	Consistent. Refer to the consistency analysis for Protection Goal 2 of the Public Safety Element, above.
Protection Goal 8: Assure continued safety measures for the preservation of property values.	Consistent. Refer to the consistency analysis for Goal 2 of the Public Safety Element, above.
Protection Goal 10: Provide the maximum feasible level of public safety protection services.	Consistent. Refer to the consistency analysis for Protection Goal 2 of the Public Safety Element, above. Furthermore, as analyzed in Section IV.J.1, Public Services—Fire Protection, and Section IV.J.2, Public Services—Police Protection, of this Draft EIR, there would be adequate fire protection, emergency medical, and police protection services to serve the Project Site. Therefore, no significant impacts to public safety protection services would occur.
Local Coastal Program	
SEADIP 1. Development of the subject area must be comprehensive and integrated, with a balance sought between the issues of land use, density, traffic, environmental issues, and physical impacts.	Consistent. The Project would redevelop the existing underutilized Project Site with a mix of retail and restaurant uses. The Project would have a total floor area ratio of approximately 0.49:1 and would be consistent with the land use and zoning requirements set forth in the SEADIP. The Project would be designed in a contemporary architectural style with elements that would visually integrate the various buildings and complement the existing surrounding commercial uses. Potential impacts related to land use, density, traffic, environmental issues, and physical impacts are analyzed throughout the environmental impact analyses included in this Draft EIR. Mitigation measures are proposed, as feasible, and alternatives to the Project as proposed were considered (refer to Section V, Alternatives, of this Draft EIR).
SEADIP 6. Fiscal controls shall be exerted so that public costs for supporting developments do not create a significant imbalance in public finances; revenue is to be maximized by selecting the highest and best uses consistent with environmental standards and low service costs.	Consistent. The Project would redevelop an underutilized site with a variety of uses that would support the needs of nearby residents and businesses and attract future businesses, employers, and visitors. The Project is privately financed and would not create a significant imbalance in public finances. Rather, the Project would provide an economic benefit to the City by providing property tax, sales tax, and other revenues, as well as construction-related and permanent employment opportunities. As analyzed throughout this Draft EIR, environmental impacts of the Project would be avoided or mitigated to the degree feasible, and alternatives to the Project have been evaluated.

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
<p>SEADIP 7. Traffic considerations include limiting access to major streets, improved local circulation, preventing streets or circulation patterns from disrupting existing neighborhoods, improving traffic flow on Pacific Coast Highway and Studebaker Road and controlling the number of dwelling units so as to minimize traffic impact.</p>	<p>Partially Consistent. The Project would consist of commercial uses on an underutilized site. No residential units are proposed. Project access would be provided via driveways on PCH, 2nd Street, and Marina Drive and would not disrupt existing neighborhoods. In addition, as analyzed in Section IV.K, Traffic and Access, of this Draft EIR, while mitigation measures would be provided to reduce the Project's impacts at certain intersections, significant impacts would remain at other intersections.</p>
<p>SEADIP 8. Environmental considerations of special significance include seismic safety, water protection, problems of uncontrolled landfill, methane gas generated in landfill, wildlife protection, the impact of traffic, preserving unique natural habitats, and the requirement of landfill for many vacant areas</p>	<p>Partially Consistent. As evaluated in Section IV.D, Geology and Soils, the Project would comply with applicable regulations, including the California Building Code and the Long Beach Building Standards Code, which would ensure impacts with regard to strong seismic ground shaking would be less than significant. In addition, implementation of Mitigation Measures D-1 and D-2 would reduce potential impacts associated with liquefaction and settlement to less than significant levels. The Project would not result in direct or indirect impacts to the wildlife or natural habitats, including Alamitos Bay and the Los Cerritos Wetlands. The Project would comply with applicable water quality regulatory requirements such as NPDES Construction General Permit requirements and implement a SWPPP and a SUSMP to ensure impacts to surrounding waterways are minimized. The Project does not involve a landfill.</p> <p>As discussed in Section IV.K, Traffic and Access, of this Draft EIR, the mitigation program for the Project would include physical improvements to reduce significant impacts at certain intersections. With implementation of mitigation measures, significant impacts would be reduced at some intersections. However, significant impacts would remain at certain intersections.</p>
<p>Historic Preservation Element</p>	
<p>Policy 1.1: The City shall comply with City, State, and Federal historic preservation regulations to ensure adequate protection of the City's cultural, historic, and archaeological resources.</p>	<p>Consistent. The Project would involve the removal of the existing SeaPort Marina Hotel. As discussed in Section IV.C, Cultural Resources, of this Draft EIR, the existing SeaPort Marina Hotel is not a historic resource. Further, if archaeological resources are discovered within the Project Site during construction, such resources would be treated in accordance with applicable federal, state, and local requirements.</p>
<p>Policy 2.1: The City shall discourage the demolition and inappropriate alteration of historic buildings.</p>	<p>Consistent. Refer to the consistency analysis for Policy 1-1 of the Historic Preservation Element, above.</p>
<p>Policy 3.2: The City shall utilize the citywide historic context statement (The City of Long Beach Historic Context Statement, 2009) as the</p>	<p>Consistent. The existing SeaPort Marina Hotel within the Project Site was evaluated as a potential historic resource in accordance with City guidelines. As</p>

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
framework for historic preservation in Long Beach, and as a tool for evaluating individual resources and districts in Long Beach.	discussed in Section IV.C, Cultural Resources, of this Draft EIR, the existing SeaPort Marina Hotel did not meet the criteria for a historic resource.
Policy 3.4: As a part of any action taken by the City, the City shall make available to the public the results of historic resources surveys, information on designated landmarks and districts in Long Beach, and properties identified as potentially significant, including those identified through CEQA or Section 106 analysis.	Consistent. This Draft EIR and supporting technical documents, including the Historical Resource Evaluation, were made public in accordance with the requirements of the CEQA Guidelines. The Historic Resources Report is included as Appendix C of this Draft EIR.
Air Quality Element	
Policy 2.1.1: Reduce vehicle trips. Use incentives, regulations, and transportation demand management techniques, in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips that would otherwise occur.	Consistent. As previously described, the Project would be developed in a location well-served by public transit. In addition, the surrounding Project area includes a mature network of pedestrian facilities, including sidewalks, crosswalks, and pedestrian safety features along PCH, portions of Marina Drive, and 2nd Street, many of which would be improved as part of the Project. Furthermore, bike routes, lanes, and paths would continue to be available in the Project Site area. The location of the Project Site and its accessibility to a variety of transportation options would encourage the use of alternative modes of transportation, which would serve to reduce vehicle trips and vehicle miles. The Project would further encourage the reduction of vehicle trips by implementing sustainable transportation measures, including the provision of on-site bicycle parking and parking for van pools. In addition, the mixed-use nature of the proposed Project would allow for the consolidation of trips, thereby reducing vehicle miles traveled and eliminating multi-stop trips that would otherwise occur.
Policy 2.1.2: Reduce vehicle miles traveled. Use incentives, regulations, and transportation demand management in cooperation with other jurisdictions in the Southern Coast Air Basin, to reduce vehicle miles traveled.	Consistent. Refer to the consistency analysis for Policy 2.1.1 of the Air Quality Element above.
Policy 2.4.1: Promote Non-Motorized Transportation. Promote convenient and continuous bicycle paths and pleasant pedestrian environments that will encourage non-motorized travel within the City.	Consistent. As discussed throughout this consistency analysis, the Project would provide landscaped pedestrian pathways within the Project Site and along the site's perimeter. In addition, the Project access locations would be designed to provide adequate sight distance, sidewalks, and/or pedestrian movement controls that would enhance pedestrian safety. The Project would also include separate pedestrian entrances and would provide access from adjacent streets, parking facilities, and transit stops to facilitate pedestrian movement. Further, the Project would maintain or improve existing sidewalks and provide a

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	direct and safe path of travel with minimal obstructions to pedestrian movement within and adjacent to the Project Site. Extensive landscaping, a central plaza and paseos, amenities such as informal seating areas and water features, and an interior village streetscape, would further enhance the pedestrian experience. The Project would also include bicycle racks, which would further encourage non-motorized travel.
<p>Goal 5.0: A pattern of land uses that can be efficiently served by a diversified transportation system and that directly and indirectly minimizes air pollutants.</p> <p>Policy 5.1: Manage Growth. Regulate land use and promote development in a manner that will support established transit services and reduce the need for the automobile.</p>	<p>Consistent. The Project would redevelop an underutilized site with new retail and restaurant uses, and would be consistent with existing land uses envisioned in the SEADIP for the Project Site. The Project would increase commercial development in an urban area that is well-served by public transportation. The Project would also enhance pedestrian access and mobility through landscaped pedestrian pathways along the Project Site's perimeter. Thus, the Project would contribute to a land use pattern that would be consistent with the surrounding development and within an area well-served by public transit, thereby reducing vehicle trips and vehicle miles and minimizing air pollutants.</p>
<p>Goal 6.0: Minimize particulate emissions from the construction and operation of roads and buildings, from mobile sources, and from the transportation, handling, and storage of materials.</p>	<p>Partially Consistent. As discussed in Section IV.B, Air Quality, of this Draft EIR, the Project would comply with SCAQMD's Rule 403, which requires the implementation of a variety of measures aimed at controlling dust, as outlined in Project Design Feature B-1. Thus, the Project's construction impacts relative to air quality, including emissions from particulates, would be less than significant. With regard to Project operation, the analysis of mobile emissions presented in Section IV.B., Air Quality, incorporates VMT reduction measures provided in Section IV.E, Greenhouse Gas Emissions, (e.g., site-specific benefits resulting from the proposed mix of uses). These measures reduce VMT by approximately 25 percent. The Project would also incorporate project design features to support and promote environmental sustainability, as discussed in Section IV.E, Greenhouse Gas Emissions. These measures would serve to reduce criteria air pollutants. However, significant and unavoidable air quality impacts related to regional nitrogen oxides (NO_x) during operation would remain.</p>
<p>Policy 6.1: Control Dust. Further reduce particulate emissions from roads, parking lots, construction sites, unpaved alleys, and port operations and related uses.</p>	<p>Partially Consistent. Refer to the consistency analysis for Goal 6 of the Air Quality Element, above.</p>
<p>Goal 7.0: Reduce emissions through reduced energy consumption.</p>	<p>Consistent. Consistent with this policy, the Project would incorporate features to support and promote environmental sustainability, including measures aimed at reducing energy consumption, which would also serve to</p>

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	reduce air pollutant emissions. "Green" principles are incorporated throughout the Project to comply with the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's LEED® program at the Certified level.
Policy 7.1: Energy Conservation. Reduce energy through conservation improvements and requirements.	Consistent. Refer to the consistency analysis for Goal 7.0 of the Air Quality Element, above.
Policy 7.2: Recycle Wastes. Promote local recycling of wastes and the use of recycled materials.	Consistent. Project construction materials would be recycled in accordance with the City's Construction and Demolition Program, which requires a minimum construction waste reduction of approximately 65 percent. During operation, the Project would incorporate waste reduction features and would provide designated recycling areas to promote and facilitate recycling.
Seismic Safety Element	
<p>Development Goal 2: Provide an urban environment which is as safe as possible from seismic risk.</p> <p>Development Goal 3: Use physical planning as a means of achieving greater degrees of protection from seismic safety hazards.</p> <p>Development Goal 5: Strive to encourage urbanization patterns which preserve and/or create greater earthquake safety for residents and visitors.</p> <p>Protection Goal 1: Reduce public exposure to seismic risks.</p>	Consistent. As evaluated in Section IV.D, Geology and Soils, the Project would comply with applicable regulations, including the California Building Code and the Long Beach Building Standards Code, which would ensure impacts with regard to strong seismic ground shaking would be less than significant. In addition, implementation of Mitigation Measures D-1 and D-2 would reduce potential impacts associated with liquefaction and settlement to a less than significant level.
Scenic Resources Element	
Goal 1: Preserve and enhance natural and man-made aesthetic resources within and visible from scenic corridors.	Consistent. As analyzed in Section IV.A, Aesthetics, Views, and Light/Glare, of this Draft EIR, the Project would not result in the removal or demolition of visual resources within or visible from scenic corridors. Rather, the buildings would be designed to take advantage of the scenic setting by incorporating elements that visually unify the Project Site while providing an inviting and interesting façade that is in scale with the surrounding area. Development of the Project would result in an overall aesthetic benefit to the Project Site and the surrounding area.
Policy 1: Develop land use regulations and apply standards to control and enhance the quality of new and existing development within the scenic corridors or designated routes.	Consistent. While this policy predominantly applies to jurisdictional responsibility, the Project would, nonetheless, support it. The Project would comply with all applicable design regulations and standards, as outlined in the City of Long Beach General Plan, including

Table IV.H-1 (Continued)
Project Consistency with Applicable Goals and Policies of the General Plan

Goals and Policies	Analysis of Project Consistency
	the Land Use Element, the Scenic Routes Element, and the Local Coastal Program; the SEADIP; and the City of Long Beach Municipal Code.
Policy 2: Remove or screen visual pollution from designated scenic route corridors.	Consistent. As analyzed in Section IV.A, Aesthetics, Views, and Light/Glare, of this Draft EIR, the Project would not result in any visual pollution. Nonetheless, the Project would include the planting of screen trees along PCH to screen portions of the southern parking structure and to further protect the visual environment. Overall, the Project would result in an aesthetic benefit to the Project Site and surrounding area, including along existing or proposed scenic route corridors.
Policy 3: Require the development and use of aesthetic design considerations in any necessary modification of roadways and appurtenances for the enhancement of all designated scenic routes	Consistent. Project design features and mitigation measures proposed for the Project and included in Section IV.K, Traffic and Access, of this Draft EIR, would require modifications to some of the surrounding roadways and intersections. These improvements would comply with all applicable development and design regulations and would be subject to the approval of the City of Long Beach, City of Seal Beach, and/or Caltrans, as applicable.
Goal 2: Strengthen the City's image, and thereby, the well-being of all its citizens.	Consistent. The Project would strive to create a southeastern gateway to the City of Long Beach that is iconic in nature. The Project would be designed in a contemporary architectural style with elements conjuring images of water and the coast, further strengthening the image associated with the area. The Project would provide a high-quality development that would create a community destination.
Policy 1: Increase the visibility of aesthetic features, natural and man-made, to develop a better awareness of the observer's location within the City and a better understanding of the City's function and meaning.	Consistent. Refer to the consistency analysis for Goal 1 and Goal 2 of the Scenic Routes Element, above.
<hr/> <p><i>Source: Eyestone Environmental, 2017.</i></p>	

by public transit and bicycling opportunities. As such, the Project would further the City's goals and policies regarding its utility infrastructure and transportation system.

The Project would also be consistent with the relevant goals and policies of the Mobility Element. As detailed in Table IV.H-1 on page IV.H-16, the Project would implement any necessary access and intersection improvements in accordance with City design guidelines and requirements. In addition, the Project would maintain or improve the

existing sidewalks and circulation system and would not disrupt existing or proposed transit and bicycle access adjacent to the Project Site. As previously described, the Project would also enhance the streets surrounding the Project Site by providing landscaped setbacks along PCH, 2nd Street, and Marina Drive. Thus, the Project would promote the City's policies regarding maintaining roadways, paths, sidewalks, and transit stops in good repair; providing adequate access; ensuring that any improvements to the existing transportation system complement pedestrian and bicycle circulation; and improving streets. The Project would also be consistent with applicable policies of the Mobility Element regarding transit and reducing vehicle miles and vehicle trips, as the Project Site would be located in an area well-served by public transit with a mature network of pedestrian and bicycle facilities. Accordingly, the Project Site's location would offer a variety of alternative modes of transportation for accessing the Project Site. The mixed-use characteristics of the Project would further reduce vehicle miles travelled. In addition, while significant traffic impacts would remain with the Project, as described in Section IV.K, Traffic and Access, of this Draft EIR, the mitigation program for the Project would include physical improvements to the intersections impacted by the Project to reduce significant impacts and improve the flow of traffic to the degree feasible. Overall, the Project would promote the City's policies regarding improving traffic flow and reducing the environmental impacts of the transportation system. As discussed in Table IV.H-1 on page IV.H-16, the Project would further support the Mobility Element by encouraging shared parking among the various commercial uses proposed within the Project Site.

As detailed in Table IV.H-1, the Project would be consistent with the relevant goals of the Conservation Element as the Project would not result in direct or indirect impacts to the adjacent Alamitos Bay and the Los Cerritos Wetlands. The Project would also comply with applicable water quality regulatory requirements to ensure impacts to surrounding waterways are minimized.

The Project would be further consistent with the Noise Element by reducing the level of noise exposure during construction activities to the extent feasible and introducing land uses that would be consistent with the existing noise environment in the surrounding area.

Additionally, the Project would be consistent with the relevant policies of the Open Space Element. Specifically, the Project's open space areas would comprise approximately 146,797 square feet (approximately 3.37 acres or 31.3 percent of the total Project Site area) and would exceed the open space requirements of the SEADIP (approximately 140,698 square feet or 30 percent of the total project site area). The Project would also incorporate features to support and promote environmental sustainability, including measures aimed at transportation, energy and water conservation, construction, and indoor air quality.

As described in Table IV.H-1 on page IV.H-16, the Project would be consistent with the relevant goals of the Public Safety Element. The Project would implement public safety features throughout the Project Site and provide adequate emergency access. In addition, the Project would not introduce uses that would create safety hazards. The Project would also comply with applicable regulations aimed at reducing natural hazards and would include mitigation measures to reduce any potential impacts.

As previously described, the Project Site is located within the Southeast Area Communities area (i.e., SEADIP) of the Long Beach Coastal Zone. As discussed in detail in Table IV.H-1, the Project would be consistent with applicable goals and policies of the Local Coastal Program Element of the City General Plan. In particular, the Project would be developed in accordance with land use and zoning design guidelines set forth in the SEADIP and would provide uses that complement and are compatible with existing surrounding uses. In addition, while significant traffic impacts would remain with implementation of the Project, the mitigation program for the Project would include physical improvements to intersections impacted by the Project that would serve to reduce significant impacts and improve traffic flow to the degree feasible. Furthermore, due to the Project Site's location, the Project would support the City's goal to prevent the disruption of existing neighborhoods.

Further, the Project would be consistent with the relevant policies of the Historic Preservation Element as the Project would not involve removal of a historic resource. In addition, in the event archaeological resources are discovered during construction, such resources would be treated in accordance with all applicable federal, state, and local requirements.

Regarding the General Plan Air Quality Element, as discussed in Table IV.H-1, the Project Site's location would offer a variety of transportation options for accessing the Project Site, which would serve to reduce vehicle trips and vehicle miles and associated air emissions. The mixed-use characteristics of the Project would further reduce vehicle miles travelled. In addition, the Project would incorporate features to support and promote environmental sustainability, including energy conservation, water conservation, and waste reduction features, which would further reduce air emissions. While the Project would minimize particulate emissions to the degree feasible, the Project's impacts associated with regional operational emissions of NO_x would remain significant and unavoidable. However, the Project would not be in conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions, including the goals of California Global Warming Solutions Act of 2006 (AB 32) and SCAQMD Rule 403, which aims to minimize particular emissions and control dust during construction. As such, the Project would be generally consistent with the applicable goals and policies of the City's Air Quality Element.

The Project would also be consistent with the relevant goals of the Seismic Safety Element. Specifically, the Project would comply with applicable regulations aimed at reducing impacts with regard to strong seismic ground shaking. In addition, implementation of mitigation measures would reduce impacts associated with liquefaction and settlement to a less than significant level.

As discussed in Table IV.H-1 on page IV.H-16, the Project would be consistent with the goals and policies included in the Scenic Routes Element of the General Plan. The Project would not result in the removal or demotions of visual resources within or visible from a scenic route. Rather, the Project would be designed to take advantage of and complement the scenic setting and would be an overall aesthetic benefit to the Project Site and the surrounding area, including along the existing and proposed scenic routes in the Project vicinity. Furthermore, the Project would comply with all applicable regulations and standards related to aesthetics, views, and visual resources.

In summary, the Project would be generally consistent with the relevant goals and policies of the Long Beach General Plan.

(b) Southeast Area Development and Improvement Plan and Long Beach Municipal Code

As previously discussed, the Project Site is located within the boundaries of the SEADIP, which is identified as Planned Development District 1 (PD-1). The PD-1 zoning overlay allows a compatible mix of land uses, planned commercial areas and business parks, and a variety of residential types. The Project Site is located within SEADIP Subarea 17, which is designated for commercial uses only. With the exception of the general development provisions applicable to the entire SEADIP area, the SEADIP does not include specific development and use standards for Subarea 17. The Project's consistency with applicable general development provisions of the SEADIP is analyzed in Table IV.H-2 on page IV.H-37.

As described in Section II, Project Description, of this Draft EIR, the Project would provide a mix of commercial uses, including retail and restaurant. Such uses would be consistent with the commercial uses envisioned for Subarea 17. In addition, the proposed uses would complement and be consistent with the existing commercial uses in the surrounding area. Per SEADIP requirements, the Project would provide 20-foot landscaped setbacks along adjacent streets and would not exceed a height of 35 feet. In addition, approximately 31.3 percent of the Project Site would be usable open space, which exceeds the SEADIP open space requirement of 30 percent of the total project area. As further detailed in Table IV.H-2, the Project would be consistent with all other applicable design requirements of the SEADIP as well.

**Table IV.H-2
Project Consistency with Applicable Provisions of the Southeast Area Development and Improvement Plan**

General Provisions	Analysis of Project Consistency
<p>3. Prior to issuance of a building permit, all infrastructure, including street improvements, fire hydrants, water lines, storm drains, and sanitary sewers shall be constructed on a block basis in accordance with the approved plans. Such improvements, including engineering plans, shall be financed by subdivider(s) or by an assessment district or both.</p>	<p>Consistent. The Project would provide all required infrastructure improvements during construction, prior to issuance of a certificate of occupancy, and all such improvements would be financed by the Applicant.</p>
<p>4. A minimum of thirty percent of the site shall be developed and maintained as usable open space (building footprint, streets, parking areas and sidewalks adjacent to streets shall not be considered usable open space. Bicycle and pedestrian trails not included within the public right-of-way may be considered usable open space). All buildings shall be set back a minimum of twenty feet from all public streets and a wider setback may be required by individual subarea. Within this minimum twenty-foot setback area, a strip having a minimum width of ten feet and abutting the street shall be attractively landscaped.</p>	<p>Consistent. The Project would provide approximately 146,797 square feet (approximately 3.37 acres or 31.3 percent of the total Project Site area) of usable public open space and would exceed the open space requirements of the SEADIP (approximately 140,698 square feet or 30 percent of the total project site area). The Project would provide landscaped setbacks of 20 feet around the perimeter of the Project Site, and landscaped pedestrian pathways would be provided along the street frontages.</p>
<p>5. The maximum height of buildings shall be 30 feet for residential and 35 feet for non-residential uses, unless otherwise provided herein.</p>	<p>Consistent. As described in Section II, Project Description, of this Draft EIR, the proposed commercial structures would range in height from 30 feet to a maximum height of 35 feet.</p>
<p>6. Minimum parking for each residential unit shall be the same as required Citywide by the zoning regulations; except that, in that part of SEADIP within the coastal zone, coastal zone standards shall apply. Minimum parking for commercial and industrial uses shall be provided in accordance with parking standards as specified in the zoning regulations.</p>	<p>Consistent. The Project would provide a total of 1,150 parking spaces. As discussed in Section IV.K, Traffic and Access, of this Draft EIR, due to the mixed-use characteristics of the Project, opportunities for shared parking can be expected. When different land uses share a common parking area, the total number of parking spaces needed to support a project site is determined by adding parking profiles (by time of day, week, and year), rather than individual peak ratios for each land use as represented in the LBMC The Parking Analysis included in Appendix S of this Draft EIR concluded the Project would have a peak shared weekday parking demand of 1,131 parking spaces and a peak shared weekend parking demand of 1,134, which would result in a minimum parking surplus of 19 and 16 parking spaces during the respective peak demand periods for the entire Project Site. Thus, the Project would be consistent with LBMC Section 21.41.219 (Parking requirements for uses not specified and for large shopping centers), and parking impacts would be less than significant.</p>

Table IV.H-2 (Continued)
Project Consistency with Applicable Provisions of the Southeast Area Development and Improvement Plan

General Provisions	Analysis of Project Consistency
<p>8. All developments shall be open and inviting to the public; the public shall not be excluded from use of private streets and bicycle and pedestrian trails, although the public may be excluded from private yard areas, from private recreation areas designed for the use of residents of the development, and from private drives serving parking lots and garage structures reserved for residents and their guests.</p>	<p>Consistent. The proposed building design, landscaping elements, pedestrian pathways within and along the perimeter of the Project Site, and open space and other gathering areas throughout the Project Site would create an atmosphere that would be accessible to the public and inviting to all.</p>
<p>9. All development shall be designed and constructed to be in harmony with the character and quality of surrounding development so as to create community unity within the entire area.</p>	<p>Consistent. The Project Site is bounded by commercial uses to the north, east, and south. The Project would provide new commercial uses and parking that would complement and be consistent with the surrounding uses. The Project would be designed in a contemporary architectural style with elements conjuring images of water and the coast. The new structures would include building fenestration, a variety of surface materials and colors, and varying rooftop designs to create horizontal and vertical articulation, provide visual interest, and reduce building scales. The proposed building design, landscaping elements such as pedestrian walkways both within and along the perimeter of the Project Site, and open space and other gathering areas throughout the Project Site would create visual harmony and foster community identity, while providing a gathering area for the community. In addition, the landscaped pedestrian pathways would facilitate pedestrian access within the site and between adjacent uses, which would further contribute to a feeling of community unity.</p>
<p>10. Developers shall construct public open space, trails, pathways and bicycle trails for each development in such a manner that they will be generally accessible to the public and that they will interconnect with similar facilities in adjacent developments so as to form an integrated system of open space and trails connecting major points of destination.</p>	<p>Consistent. The Project would provide landscaped pedestrian pathways along the perimeter of the Project Site and landscaped pedestrian-oriented open space areas within the interior of the Project Site that would be publicly accessible. Landscaped pedestrian pathways both within and along the perimeter of the Project Site would facilitate pedestrian access throughout the Project Site as well as between adjacent uses. The Project's improvements along PCH would maintain the existing Class II bike lane, and the Project would not impact existing or planned bicycle lanes on Marina Drive.</p>
<p>11. Public access shall be provided to and along the boundaries of all public waterways as provided for in the wetlands restoration plan.</p>	<p>Consistent. The Project would not restrict access to any public waterways.</p>
<p>12. Public views to water areas and public open spaces shall be maintained and enhanced to the</p>	<p>Consistent. As described in Section IV.A, Aesthetics, Views, and Light/Glare, of this Draft EIR, the Project</p>

Table IV.H-2 (Continued)
Project Consistency with Applicable Provisions of the Southeast Area Development and Improvement Plan

General Provisions	Analysis of Project Consistency
<p>maximum extent possible, consistent with the wetlands restoration plan.</p>	<p>would not block public views to water areas or public open space areas. Existing views of the Marina and associated coastal areas across the Project Site are currently very limited due to the flat topography and intervening urban development. As the maximum building height of on-site buildings would not increase, existing public views to water areas and public open spaces would be maintained and, in some instances, enhanced, by the Project. The upper level terraces included as part of the Project would provide new public views of the Marina, Alamitos Bay, and Naples Island beyond, which would be consistent with this SEADIP provisions.</p>
<p>13. Adequate landscaping and required irrigation shall be provided to create a park-like setting for the entire area. A landscaped parkway area shall be provided along all developments fronting on Pacific Coast Highway, Westminster Avenue, Studebaker Road, Seventh Street and Loynes Drive.</p>	<p>Consistent. The Project would provide approximately 146,797 square feet of usable open space and would exceed the open space requirements of the SEADIP. Landscaped pedestrian pathways and landscaped pedestrian-oriented open space areas would be provided along the Project Site's perimeter and within the interior of the site, which would contribute to a park-like setting in the area. A landscaped setback of 20-feet would be provided along all adjacent streets, including along PCH. Additionally, landscape screening of the parking garage will be included. The Project would install the required irrigation for the proposed landscaped areas and would include water conservation measures, such as installation of weather-based irrigation controllers. .</p>
<p>14. No additional curb cuts shall be permitted on Pacific Coast Highway, Westminster Avenue, Studebaker Road, or Seventh Street, unless it can be shown that inadequate access exists from local streets or unless specifically permitted by Subarea regulations provided herein. This restriction shall not preclude the provision of emergency access from these streets as may be required by the City.</p>	<p>Consistent. Access to the Project Site would be provided via driveways on PCH, 2nd Street, and Marina Drive, similar to existing conditions. More specifically, the Project would continue to be accessed via two driveways on PCH, one driveway on 2nd Street, and three driveways on Marina Drive. The Project would not increase the number of curb cuts on any of these streets.</p>
<p>15. All utility lines shall be placed underground and utility easements shall be provided as required unless waived by the Commission on the advice of the Director of Public Works.</p>	<p>Consistent. The Project would install any necessary utilities underground and would provide required utility easements.</p>
<p>16. Developers shall construct, in accordance with plans approved by the Director of Public Works, all necessary sanitary sewers to connect with existing public sewers, and shall provide easements to permit continued maintenance of</p>	<p>Consistent. The Project would construct all necessary sewer connections in accordance with the requirements of the City of Long Beach Department of Public Works and would ensure the continued maintenance of the connections.</p>

Table IV.H-2 (Continued)
Project Consistency with Applicable Provisions of the Southeast Area Development and Improvement Plan

General Provisions	Analysis of Project Consistency
these sewers by the City where the City accepts responsibility for such maintenance.	
<p>17. Developers shall construct, in accordance with plans approved by the Director of Public Works, all new streets and ways within the area. All streets and ways will include:</p> <ul style="list-style-type: none"> a. Roadway pavement, curbs and sidewalks approved by the Director of Public Works. The sidewalk requirement may be waived or the sidewalk may be combined with an enlarged bicycle trail in such cases where the Commission and the Director of Public Works determine that an independent sidewalk is not required for pedestrian convenience and safety. b. Water lines approved by the General Manager of the Water Department. c. Fire hydrants approved by the Fire Chief and the General Manager of the Water Department. d. Street lighting using low energy luminaries as approved by the Director of Public Works. e. Storm drainage approved by the Director of Public Works. f. Street trees approved by the Manager of the Park Bureau. g. Street signs and pavement traffic markings approved by the Director of Public Works. h. All traffic control devices required by the Director of Public Works. 	<p>Consistent. The Project would provide all required infrastructure and improvements in accordance with City requirements, as described in Section IV.K, Traffic and Access; Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure; Section IV.J.1—Fire Protection Services; and Section IV.G, Hydrology and Water Quality, of this Draft EIR.</p>
<p>18. Developers shall improve and dedicate to the City certain streets, recreation areas and other public facilities necessary to support the proposed private development, as specified by area in subsequent paragraphs. If any such required improvements are found by the Commission to be infeasible or undesirable for engineering, legal or other reasons, the Commission may accept alternative improvements proposed by the developer so long as they meet the intent of the original requirements and are consistent with the overall goals and objectives of the adopted Specific Plan. Developers shall make such improvements or furnish security in connection with such improvements prior to commencement</p>	<p>Consistent. As discussed above, the Project would implement all required improvements in accordance with City requirements.</p>

Table IV.H-2 (Continued)
Project Consistency with Applicable Provisions of the Southeast Area Development and Improvement Plan

General Provisions	Analysis of Project Consistency
of construction of adjacent areas, which the improvements are designed to support; improvements may be phased with the phased construction of such adjacent areas. In those cases where the developer is to dedicate land area for subsequent improvement by the City, the developer shall not be required to convey such area until the City has budgeted funds for the improvements.	
19. Developers shall make provision for the continued private maintenance of all common areas that are not to be dedicated and accepted by the City, and of all ways not to be dedicated and accepted by the City, including maintenance of street lighting, walks, curbs, storm drainage, water lines, fire hydrants, and street trees. Such provisions shall be perpetuated by their inclusion in the covenants, conditions, and restrictions of the property owners.	Consistent. As discussed above, the Project Applicant would provide for maintenance of the Project Site and associated infrastructure in accordance with City requirements.
<hr/> <p><i>Source: Eyestone Environmental, 2017.</i></p>	

As discussed above, LBMC Section 21.37.020 establishes Planned Development Districts, which allow for more flexible development plans than permitted under conventional zoning district regulations. In the event that specific development standards are not addressed in the Planned Development District, the regulations of the LBMC are enforced. Therefore, consistency with the LBMC is based on the Project's consistency with the general development and use standards of the SEADIP. As described in Table IV.H-2 on page IV.H-37, the Project would be consistent with the applicable development standards set forth in the SEADIP.

(c) Long Beach Strategic Plan 2010

The Project's consistency with applicable goals of the Long Beach Strategic Plan 2010 is analyzed in Table IV.H-3 on page IV.H-42. The Long Beach Strategic Plan 2010 sets goals to address key issues that concern the City, including population growth, housing demand, education, youth services, economic well-being, and the environment. As discussed in detail in Table IV.H-3, the Project would support applicable goals of the Long Beach Strategic Plan regarding community of neighborhoods, economic opportunity, and the environment. Specifically, the Project's commercial uses would complement the

**Table IV.H-3
Project Consistency with Applicable Goals of the Long Beach Strategic Plan 2010**

Goals	Analysis of Project Consistency
<i>Community of Neighborhoods</i>	
Goal 1: Build a strong network of healthy neighborhoods.	Consistent. The Project would contribute to the commercial district of the area surrounding the Project Site with the development of new retail and restaurant uses, including a grocery store, that would serve the surrounding neighborhoods.
Goal 4: Support neighborhood efforts to create beauty and pride.	Consistent. The Project would support the beauty and pride of the neighborhood through the redevelopment of an underutilized site with a high quality, vibrant shopping center. The Project would strive to create a southeastern gateway to the City of Long Beach that is welcoming and iconic in nature. The Project would be designed in a contemporary architectural style with elements conjuring images of water and the coast. The Project would integrate various architectural and pedestrian elements throughout the site to create a community destination that would complement the surrounding area. The Project would also include extensive landscaping, a central plaza and paseos, amenities such as informal seating areas and water features, and an interior village streetscape to further create a neighborhood center.
<i>Economic Opportunity for All</i>	
Goal 1: Encourage business development based on our strengths.	Consistent. The Project would redevelop the existing site of the SeaPort Marina Hotel with new retail and restaurant uses. The Project would offer a distinctive and high quality mix of commercial uses that would support the needs of nearby residents and businesses and attract future businesses, employers, and visitors.
Goal 3: Balance business growth and neighborhood needs.	Consistent. The Project would provide commercial uses that would be consistent with the existing land use and zoning designations for the Project Site and that would serve the surrounding neighborhood. Also refer to the consistency analysis for Goal 1 under Economic Opportunity for All, above.
<i>A Healthy Environment and a Sustainable City</i>	
Goal 1: Become a sustainable City.	Consistent. The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's LEED® program at the Certified level. The incorporation of these features would support the efforts of the City of Long Beach to become a sustainable city.

Table IV.H-3 (Continued)
Project Consistency with Applicable Goals of the Long Beach Strategic Plan 2010

Goals	Analysis of Project Consistency
Goal 2: Enhance open space.	Consistent. The Project would provide approximately 146, 797 square feet open space consisting of landscaped pedestrian pathways and landscaped pedestrian-oriented open space areas. These areas would include amenities such as informal seating areas, water features,, enhanced paving, and planters.
Goal 3: Improve management of water resources and restore wetlands and riparian habitat.	Consistent. While this goal predominantly applies to jurisdictional responsibility, the Project would, nonetheless, support it. As described in Section IV.G, Hydrology and Water Quality, of this Draft EIR, the Project would comply with applicable water quality regulatory requirements such as NPDES Construction General Permit requirements and implement a SWPPP and a SUSMP to ensure impacts to surrounding waterways are minimized.
Goal 4: Improve Air Quality.	Partially Consistent. Refer to the consistency analysis for Policy 5.5 of the General Plan Mobility Element and Goal 6.0 of the General Plan Air Quality Element, above. The Project would comply with Sustainable City Action Plan requirements. In addition, the Project would include project design features provided in Section IV.A, Air Quality, and Section IV.E, Greenhouse Gas Emissions, and mitigation measures provide in Section IV.K, Traffic and Access, of this Draft EIR, that would serve to reduce air pollutant emissions. As evaluated in Section IV.E, Greenhouse Gas Emissions, the Project would be consistent with state, SCAG, and City of Long Beach GHG emission reduction goals and objectives. Furthermore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reduction GHG emissions. However, while the Project would minimize particulate emissions to the degree feasible, the Project's impacts associated with regional operational emissions of NO _x would remain significant and unavoidable.
<hr/> <p><i>Source: Eyestone Environmental, 2017.</i></p>	

existing uses in the area and serve the needs of the surrounding neighborhoods. In addition, the Project would incorporate energy conservation, water conservation, and waste reduction features to promote the City's Green Building Ordinance and meet the requirements of LEED® Certification (or equivalent). Furthermore, the Project would provide landscaped and open space areas within and around the Project Site to beautify the neighborhood and enhance open space.

(2) Consistency with Regional Plans

(a) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision

The Project's consistency with the applicable goals and principles set forth in the 2016–2040 RTP/SCS and the Compass Growth Vision Report is analyzed in Table IV.H-4 on page IV.H-45. As described therein, the Project would be consistent with the applicable goals and principles set forth in the 2016–2040 RTP/SCS and the Compass Growth Vision Report.

(b) Regional Comprehensive Plan

The Project's consistency with the applicable goals and policies set forth in the Regional Comprehensive Plan is analyzed in Table IV.H-5 on page IV.H-48. As described therein, the Project would be consistent with the applicable goals and policies set forth in the Regional Comprehensive Plan.

(3) Conclusion Regarding Impacts Relative to Land Use Consistency

Based on the above analysis, the Project would be generally consistent with applicable goals and policies in the local and regional plans that govern development of the Project Site. Therefore, the Project would not be in substantial conflict with applicable land use plans. As such, impacts related to land use consistency would be less than significant.

**Table IV.H-4
Project Consistency with Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision**

Goals and Principles	Analysis of Project Consistency
2016–2040 RTP/SCS	
Maximize mobility and accessibility for all people and goods in the region.	Consistent. The Project Site is located in proximity to public transit opportunities, including Long Beach Transit and Orange County Transportation Authority bus lines. The availability and accessibility of public transit in the Project area is evidenced by the Project Site's location within a designated High-Quality Transit Area. The 2016–2040 RTP/SCS defines HQTAs as generally walkable transit villages or corridors that are within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. ¹⁶ Furthermore, a mature network of bicycle facilities and pedestrian amenities is located in the vicinity of the Project Site. In addition, the Project's improvements along PCH would maintain the existing Class II bike lane.
Ensure travel safety and reliability for all people and goods in the region.	Consistent. As part of the Project, a Construction Traffic Management Plan would be implemented to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan would be subject to City review and approval. Operation of the Project does not include hazardous design features that could pose safety issues to travelers.
Preserve and ensure a sustainable regional transportation system.	Partially Consistent. As discussed in Section IV.K, Traffic and Access, of this Draft EIR, implementation of Mitigation Measure K-5 would reduce Project impacts at CMP Station No. 39 (Intersection No. 17: PCH at 2nd Street). However, significant traffic impacts at this intersection would remain. All other impacts to the regional transportation system would be less than significant or reduced to a less than significant level.
Maximize the productivity of our transportation system.	Consistent. While this goal predominantly applies to jurisdictional responsibility, the Project would, nonetheless, support it. The Project would support the use and productivity of the public transportation system by concentrating new development within an HQTA, as discussed above. Refer to the consistency analysis for the goal to "Maximize mobility and accessibility for all people and goods in the region," above.
Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-	Partially Consistent. Refer to the consistency analysis for the goal to "Maximize mobility and accessibility for all people and goods in the region," above. Also refer to the

¹⁶ SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy, p. 20, and Exhibit 5.1, p. 77.

Table IV.H-4 (Continued)
Project Consistency with Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision

Goals and Principles	Analysis of Project Consistency
motorized transportation, such as bicycling and walking).	consistency analysis for <i>A Healthy Environment and a Sustainable City</i> , Goal 4, of the Long Beach Strategic Plan in Table IV.H-3 on page IV.H-42.
Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent. Refer to the consistency analysis for the goal to "Maximize mobility and accessibility for all people and goods in the region," above.
Compass Growth Vision	
Principle 1: Improve mobility for all residents	
Encourage transportation investments and land use decisions that are mutually supportive Encourage transit-oriented development. Promote a variety of travel choices	Consistent. The Project would be located within a designated High-Quality Transit Area, as identified in the 2016–2040 RTP/SCS. Furthermore, the Project Site is well-served by public transit, including Long Beach Transit and Orange County Transportation Authority bus lines. In addition, the Project would encourage the use of a variety of other travel choices by providing bicycle parking; preferred parking for clean air, van pools, and fuel efficiency vehicles; and pre-wiring for electric cars in the proposed parking structures. The Project would also encourage walking by providing landscaped pedestrian pathways both within and along the perimeter of the Project Site that would facilitate pedestrian access throughout the Project Site as well as between adjacent uses. In addition, the Project's improvements along PCH would maintain the existing Class II bike lane.
Principle 2: Foster livability in all communities	
Promote infill development and redevelopment to revitalize existing communities.	Consistent. The Project is an infill development that would revitalize the existing underutilized site of the SeaPort Marina Hotel by replacing it with a high-quality mix of commercial uses designed in a contemporary architectural style that would complement the existing uses and serve the surrounding neighborhood. The Project would strive to create a community destination that would serve as the southeastern gateway to the City of Long Beach.
Promote developments that provide a mix of uses	Consistent. The Project would provide a mix of uses, including retail uses, a grocery store, a fitness/health club, restaurant uses, and associated parking and pedestrian and open space amenities.
Promote "people scaled," pedestrian-friendly (walkable) communities.	Consistent. The Project would be developed at a human scale in order to enhance the pedestrian experience. The Project would include extensive landscaping within the site interior and along the site perimeter, a central plaza and paseos, amenities such as informal seating areas and water features, and an interior village streetscape, all of which would enhance the pedestrian experience. Landscape planters and hardscape features would also be

Table IV.H-4 (Continued)
Project Consistency with Applicable Goals and Principles of SCAG's Regional Transportation Plan/Sustainable Communities Strategy and Compass Growth Vision

Goals and Principles	Analysis of Project Consistency
	distributed throughout the upper level of the Project Site and within the dining terraces. In addition, enhanced paving materials including patterned concrete, stone, or brick would be utilized along walkways and other outdoor surface areas. Along the perimeter of the site, new trees may be introduced and landscape screening of the parking garage will be included. All of these features would improve the streetscape environment and create a more inviting pedestrian realm within the Project Site and along the surrounding street segments.
Principle 3: Enable prosperity for all people	
Ensure environmental justice regardless of race, ethnicity or income class.	Consistent. No aspect of Project development would result in a disproportionate impact to populations that are related to environmental justice issues.
Principle 4: Promote sustainability for future generations	
Focus development in urban centers and existing cities.	Consistent. The Project would focus development in an existing urban center in the City of Long Beach.
Develop strategies to accommodate growth that uses resources efficiently, eliminates pollution and significantly reduces waste. Utilize "green" development techniques.	Consistent. The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City's Green Building Policy and the sustainability intent of the U.S. Green Building Council's LEED® program at the Certified level. The Project would also comply with Sustainable City Action Plan requirements and would be consistent with state, SCAG, and City of Long Beach GHG emission reduction goals and objectives. The Project Site's location would also support the use of public transportation and a reduction in vehicle miles traveled. Project construction materials would be recycled in accordance with the City's Construction and Demolition Program, which requires a minimum construction waste reduction of approximately 60 percent. During operation, the Project would incorporate waste reduction features and would provide designated recycling areas to promote and facilitate recycling.
<hr/> <p><i>Source: Eyestone Environmental, 2017.</i></p>	

**Table IV.H-5
Project Consistency with Applicable Goals and Policies of SCAG's Regional Comprehensive Plan**

Goals and Principles	Analysis of Project Consistency
Land Use and Housing	
<p>Goal: Successfully integrate land and transportation planning and achieve land use and housing sustainability by implementing Compass Blueprint and 2% Strategy:</p> <ul style="list-style-type: none"> • Focusing growth in existing and emerging centers and along major transportation corridors. • Creating significant areas of mixed-use development and walkable, "people-scaled" communities. • Targeting growth in housing, employment and commercial development within walking distance of existing and planned transit stations. • Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots. 	<p>Consistent. SCAG's 2004 Growth Vision Report identified 2% Strategy Opportunity Areas, which represented areas of the region that were targeted for growth, where projects, plans, and policies consistent with the Compass Blueprint principles would best serve the goals of the Growth Vision. The 2% Strategy Opportunity Areas are no longer included in the 2016–2040 RTP/SCS. However, as previously described, the Project Site is located within a High-Quality Transit Area as designated by the 2016–2040 RTP/SCS. The Project would revitalize an existing underutilized site within an urban center along major transportation corridors. In addition, as analyzed above, the Project would be consistent with the applicable goals and principles set forth in the 2016–2040 RTP/SCS and the Compass Growth Vision Report.</p>
<p>Policy LU-6.2: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.</p>	<p>Consistent. The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Long Beach Green Building Policy (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's LEED® program at the Certified level. These include energy conservation, water conservation, and waste reduction features.</p>
Open Space and Habitat	
<p>Policy OSC-10: Developers and local governments should promote infill development and redevelopment to revitalize existing communities.</p>	<p>Consistent. The Project would revitalize a currently underutilized site. The proposed commercial uses would be designed in a contemporary architectural style that would complement the surrounding uses and serve the existing neighborhoods.</p>
<p>Policy OSC-11: Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.</p>	<p>Consistent. Refer to the consistency analysis for Policy LU-6.2, above.</p>
<p>Policy OSC-12: Developers and local governments should promote water-efficient land use and development.</p>	<p>Consistent. As discussed in Section IV.L.1, Water Supply and Infrastructure, of this Draft EIR, the Project would include water conservation features, including the installation of water conserving fixtures, which reduces water use by at least 20 percent; and the installation of weather-based irrigation controllers. Thus, in accordance with the requirements for new</p>

Table IV.H-5 (Continued)
Project Consistency with Applicable Goals and Policies of SCAG's Regional Comprehensive Plan

Goals and Principles	Analysis of Project Consistency
	office and retail construction set forth in the Long Beach Sustainable City Action Plan, the Project would reduce its indoor water use by at least 20 percent.
<p>Policy OSC-13: Developers and local governments should encourage multiple use spaces and encourage redevelopment in areas where it will provide more opportunities for recreational uses and access to natural areas close to the urban core.</p>	<p>Consistent. The Project would provide a mix of commercial uses on an underutilized site in an urban area. The Project would provide approximately 146,797 square feet of open space. In addition, landscaped pedestrian walkways both within and along the perimeter of the Project Site would facilitate pedestrian access throughout the Project Site as well as between adjacent uses, including the nearby Alamitos Bay Marina, which would enhance access to recreational uses.</p>
Water	
<p>Policy WA-11: Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.</p>	<p>Consistent. As discussed in Section IV.L.1, Utilities and Service Systems—Water Supply and Infrastructure, of this Draft EIR, the Long Beach Water District's existing water infrastructure would have capacity to serve the Project's estimated water demand. In addition, as analyzed in Section IV.G, Hydrology and Water Quality, of this Draft EIR, Project runoff would not exceed the capacity of the existing stormwater infrastructure. Furthermore, as analyzed in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR, adequate wastewater treatment and landfill capacity would be available to serve the Project Site. Finally, as discussed in Section IV.L.2, Utilities and Service Systems—Energy, Southern California Edison (SCE) and the City of Long Beach, Gas & Oil Department (LBGO) have sufficient infrastructure capacity and supplies to support the Project's energy demands.</p>
<p>Policy WA-12: Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.</p>	<p>Consistent. Refer to the consistency analysis for Policy OSC-12, above.</p>
<p>Policy WA-27: Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site</p>	<p>Consistent. As discussed in Section IV.G, Hydrology and Water Quality, of this Draft EIR, the Project Site is 78 percent impervious under existing conditions and would increase to 85 percent under the Project. However, the Project Site is not located in an aquifer recharge area, and there are no groundwater wells or pumping activities within the Project Site. Therefore,</p>

Table IV.H-5 (Continued)
Project Consistency with Applicable Goals and Policies of SCAG's Regional Comprehensive Plan

Goals and Principles	Analysis of Project Consistency
mitigation.	the Project would not affect production levels of groundwater supply wells or groundwater recharge in the vicinity. A SUSMP would be prepared for the Project which would outline the stormwater treatment measures or post-construction BMPs required to control pollutants of concern. As analyzed in the Initial Study prepared for the Project, included as Appendix A of this Draft EIR, impacts regarding the potential for flooding would be less than significant.
Energy	
<p>Policy EN-8: Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms:</p> <ul style="list-style-type: none"> • Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure. • Land use and planning strategies to increase biking and walking trips. 	<p>Consistent. The Project is a mixed-use, infill development project that would utilize existing infrastructure. The Project Site is located in proximity to a variety of public transit opportunities and pedestrian and bicycling options.</p>
<p>Policy EN-10: Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Energy saving measures that should be explored for new and remodeled buildings include:</p> <ul style="list-style-type: none"> • Using energy efficient materials in building design, construction, rehabilitation, and retrofit • Encouraging new development to exceed Title 24 energy efficiency requirements. • Developing Cool Communities measures including tree planting and light-colored roofs. These measures focus on reducing ambient heat, which reduces energy consumption related to air conditioning and other cooling equipment. • Utilizing efficient commercial/residential space and water heaters: This could include the advertisement of existing and/or development of additional incentives for energy efficient appliance purchases to reduce excess energy use and save money. Federal tax incentives are 	<p>Consistent. The Project would incorporate features to support and promote environmental sustainability. "Green" principles are incorporated throughout the Project to comply with the City of Long Beach Green Building Policy (Ordinance No. ORD-09-0013) and the sustainability intent of the U.S. Green Building Council's LEED® program at the Certified level. These include energy conservation, water conservation, and waste reduction features. The specific sustainability features of the Project are outlined in Section II, Project Description, of this Draft EIR.</p>

Table IV.H-5 (Continued)
Project Consistency with Applicable Goals and Policies of SCAG's Regional Comprehensive Plan

Goals and Principles	Analysis of Project Consistency
<p>provided online at www.energystar.gov/index.cfm?c=Products.pr_tax_credits.</p> <ul style="list-style-type: none"> • Encouraging landscaping that requires no additional irrigation: utilizing native, drought-tolerant plants can reduce water usage up to 60 percent compared to traditional lawns. • Encouraging combined heating and cooling (CHP), also known as cogeneration, in all buildings. • Encouraging neighborhood energy systems, which allow communities to generate their own electricity • Orienting streets and buildings for best solar access. • Encouraging buildings to obtain at least 20 percent of their electric load from renewable energy. 	
<p>Policy EN-11: Developers and local governments should submit projected electricity and natural gas demand calculations to the local electricity or natural gas provider, for any project anticipated to require substantial utility consumption. Any infrastructure improvements necessary for project construction should be completed according to the specifications of the energy provider.</p>	<p>Consistent. As discussed in Section IV.L.2, Utilities and Service Systems—Energy, of this Draft EIR, SCE and the LBGGO have sufficient infrastructure capacity and supplies to support the Project's energy demands. Any necessary on-site improvements would be constructed in accordance with utility providers' requirements and specifications.</p>
<p>Policy EN-14: Developers and local governments should explore programs to reduce single occupancy vehicle trips such as telecommuting, ridesharing, alternative work schedules, and parking cash-outs.</p>	<p>Consistent. The Project would provide preferred parking for van pools, as well as for clean air and fuel efficiency vehicles. The Project would also provide bicycle parking. In addition, the Project Site is located in proximity to a variety of transit opportunities that would provide convenient transit access for visitors and employees.</p>
<p>Air Quality</p>	
<p>Goal: Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.</p>	<p>Partially Consistent. The SCAQMD shares responsibility with the California Air Resources Board (CARB) for ensuring that all state and federal ambient air quality standards are achieved and maintained throughout all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. In order to meet the state and federal ambient air quality standards, the SCAQMD has adopted a series of AQMPs. The determination of AQMP consistency is primarily concerned with the long-term influence of the Project on air quality in the South Coast Air Basin.</p> <p>While this goal predominantly applies to jurisdictional</p>

Table IV.H-5 (Continued)
Project Consistency with Applicable Goals and Policies of SCAG's Regional Comprehensive Plan

Goals and Principles	Analysis of Project Consistency
	responsibility, the Project would, nonetheless, support it. The Project would comply with SCAQMD Rule 403 and would implement all feasible measures for the control of particulate matter less than 10 microns (PM ₁₀), particulate matter less than 2.5 microns (PM _{2.5}), and nitrogen oxides (NO _x). Also, the Project would be consistent with the goals and policies of the AQMP for the control of fugitive dust. The Project's long-term influence would also be consistent with the goals and policies of the AQMP. Nonetheless, while the Project would minimize particulate emissions to the degree feasible, the Project's impacts associated with regional operational emissions of NO _x would remain significant and unavoidable.
Goal: Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.	Consistent. As discussed in Section IV.E, Greenhouse Gas Emissions, of this Draft EIR, the Project would be consistent with state, SCAG, and City GHG emission reduction goals and objectives. Furthermore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reduction GHG emissions. Specifically, the Project would incorporate sustainability design features to reduce vehicle miles traveled and expand multi-modal transportation options in order for the region to achieve the GHG reductions required by Senate Bill 375 (SB 375). With the Project's features and GHG reduction measures, the Project would also be consistent with the goals of California Global Warming Solutions Act of 2006 (AB 32).
Goal: Minimize land uses that increase the risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM ₁₀ , PM _{2.5} , ultrafine), and carbon monoxide.	Consistent. Refer to the consistency analysis for the first Air Quality Goal.
Goal: Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents.	Consistent. Refer to the consistency analysis for Policy EN-10.
Solid Waste	
Policy SW-14: Developers and local governments should integrate green building measures into project design and zoning including, but not limited to, those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program. Construction reduction measures to be explored for	Consistent. See the consistency analysis for Policy EN-10. Specifically, the Project would recycle or otherwise divert from landfills a minimum of 65 percent of construction waste generated on-site. In addition, the Project would provide designated recycling areas to promote and facilitate recycling.

Table IV.H-5 (Continued)
Project Consistency with Applicable Goals and Policies of SCAG's Regional Comprehensive Plan

Goals and Principles	Analysis of Project Consistency
<p>new and remodeled buildings include:</p> <ul style="list-style-type: none"> • Reuse and minimization of construction and demolition (C&D) debris and diversion of C&D waste from landfills to recycling facilities. • An ordinance that requires the inclusion of a waste management plan that promotes maximum C&D diversion. • Source reduction through: (1) use of building materials that are more durable and easier to repair and maintain; (2) design to generate less scrap material through dimensional planning; (3) increased recycled content; (4) use of reclaimed building materials; and (5) use of structural materials in a dual role as finish material (e.g., stained concrete flooring, unfinished ceilings, etc.). • Reuse of existing building structure and shell in renovation projects. • Building lifetime waste reduction measures that should be explored for new and remodeled buildings include: • Development of indoor recycling program and space. • Design for deconstruction. • Design for flexibility through use of moveable walls, raised floors, modular furniture, moveable task lighting and other reusable components. 	
Transportation	
Goal: A more efficient transportation system that reduces and better manages vehicle activity.	Consistent. Refer to the consistency analysis for Policy EN-8, above.
<p>_____</p> <p><i>Source: Eyestone Environmental, 2017.</i></p>	

4. Cumulative Impacts

As indicated in Section III, Environmental Setting, of this Draft EIR, there are six related projects in the general vicinity of the Project Site. The related projects primarily represent urban infill development and the redevelopment of previously developed, often underutilized sites. The closest related projects to the Project Site are Related Project No. 3, located on Naples Island and consisting of retail uses, and Related Project No. 4, located within the El Cerrito Wetlands to the southeast of the Project Site and consisting of office and storage/warehouse uses, new oil wells, and a wetlands mitigation bank with a

public access trail. The other related projects include residential, mixed-use, and recreational uses, as well as an energy storage facility, that collectively are urban infill projects located within the existing urban land use patterns of the area. As with the Project, the related projects would be required to comply with relevant land use policies and regulations. These related projects are not expected to fundamentally alter the existing land use relationships in the Project area. Therefore, the Project together with the related projects would not have cumulatively significant land use impacts. In addition, as the Project would generally be consistent with applicable land use plans and zoning standards, the Project would not incrementally contribute to cumulative inconsistencies with respect to land use plans and zoning standards. Therefore, impacts with regard to the regulatory framework would not be cumulatively considerable, and cumulative impacts would be less than significant.

5. Mitigation Measures

Project-level and cumulative impacts with regard to land use would be less than significant. Therefore, no mitigation measures are required.

6. Level of Significance After Mitigation

Project-level and cumulative impact with regard to land use would be less than significant.