
4.10 LAND USE AND PLANNING

This section discusses the existing land use and planning setting of the Project Site and assesses the Project's potential impacts related to land use and planning.

4.10.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION

MND for the Pacific Place Project

The Land Use and Planning analysis for the MND for the Prior Project determined that implementation of the Prior Project would have less than significant impacts related to land use and planning.

The MND found that as the Project Site is vacant and does not serve as an access route between residential uses or other communities, the Prior Project would not divide an established community. Therefore, the MND found that the Prior Project would have no impacts related to this threshold and no mitigation measures would be necessary.

Additionally, the MND determined that, upon approval of the requested Zone Change and Zoning Variance, and Conditional Use Permits by the City of Long Beach, the proposed land uses would conform with zoning and General Plan policies for the Project Site. Therefore, the Prior Project would have no impacts related to this threshold and no mitigation measures would be necessary.

MND Mitigation Measures

No mitigation measures were adopted as part of the MND.

Court Ruling Regarding Land Use and Planning Analysis

The Court Ruling concluded that the MND's analysis of Land Use and Planning did not comply with CEQA. Specifically, the Court Ruling concluded that, while the City may not have sufficient funding to acquire the privately owned Project Site or there may be other issues suggesting the site is undesirable to accomplish the City's land use policies, the MND did not discuss all relevant and applicable land use plans and policies. It did not, for example, discuss Riverlink or the West Long Beach Livability Implementation Plan even though the City's General Plan incorporates those plans. The Court Ruling stated that, "The City's omission deprived decision makers and the public of the information to allow complete consideration of the environmental impacts of the Project and land use plans and policies – rendering it defective as an informational document."

4.10.2 ENVIRONMENTAL SETTING

A. Existing Conditions

The Project Site is vacant, located at the northern end of Pacific Place immediately north of the Interstate 405 Freeway (I-405) in the City of Long Beach, California. The Project Site consists of 14.20 acres and is currently undeveloped.

The Project Site has a General Plan land use designation of Neo-Industrial (NI) and a zoning designation of Light Industrial (IL). The NI General Plan land use designation allows for light industrial, clean manufacturing and offices; commercial uses accessory to creative business endeavor(s); and repurposed buildings with live/work artist studios. The NI PlaceType allows a maximum of 36 dwelling units per acre based on lot size and floor area ratio (FAR) between 0.50 and 1.00. While the NI land use designation can allow building heights up to 65 feet (ft),

MAP LU-8, Heights, within the City's General Plan Land Use Element limits the maximum height of the Project Site to 40 ft (City of Long Beach 2019a). IL zoning allows for a variety of land uses, including but not limited to urban agriculture uses, manufacturing uses, wholesale trade uses, laundry, cleaning and garment services, and professional office and institutional uses. A detailed description of all uses allowed within areas of the City zoned for IL can be found in Chapter 21.33.060 of the City's Municipal Code. Among other requirements, IL zoned development standards impose a minimum lot size of 15,000 square feet (sf); a maximum lot coverage of 55 percent; a maximum building height of 4 stories or 60 ft, whichever is more restrictive; and a maximum non-building structure height of 45 ft.

Surrounding Land Uses

This paragraph describes the General Plan land use designations and zoning for the properties surrounding the Project Site. Properties along the northern, southern, and western boundaries of the Project Site are zoned as Public Right-of-Way (PR), with General Plan land use designations of Open Space (OS). Property along the eastern boundary of the Project is zoned IL and has a land use designation of Founding and Contemporary Neighborhood (FCN). Properties further north of the Project Site (approximately 160 ft) are zoned for residential (R-1-N) and have a land use designation of Founding and Contemporary Neighborhood (FCN). Properties further east of the Project Site are zoned for Institutional (I) and Park (P) (approximately 170 ft and 345 ft respectively) uses and have a General Plan land use designation of FCN and OS, respectively.

This paragraph describes the actual uses on the properties surrounding the Project Site. The Project Site is bounded to the south by a California Department of Transportation (Caltrans) maintenance station; the I-405 freeway; a ramp from North Pacific Place to the northbound I-405 freeway; and the transition road from the northbound I-405 to the northbound I-710 freeways. The Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly Blue Line) light rail tracks are located east of the Project Site. Beyond the Metro A Line tracks and Del Mar Avenue to the east are Los Cerritos Park, Los Cerritos Elementary School, and single-family residential uses. Vacant land owned by the Los Angeles County Flood Control District, runs along the western boundary of the Project Site. West of the LACFCD property is the LA River, which exists as an engineered concrete channel. West of the LA River are a stormwater detention basin and an equestrian club. The site is bounded to the north by undeveloped land.

B. Regulatory Framework

State

Senate Bill SB 375

Signed on September 30, 2008, Senate Bill (SB) 375 provides for a new planning process to coordinate land use planning and regional transportation plans (RTPs) and funding priorities in order to help California meet the GHG reduction goals established in AB 32. SB 375 requires Metropolitan Planning Organizations (MPOs), including Southern California Association of Governments (SCAG), to incorporate a Sustainable Communities Strategy (SCS) in their regional transportation plans that will achieve GHG emission reduction targets set by California Air Resources Board (CARB). There are two mutually important facets to SB 375: reducing vehicle miles traveled and encouraging more compact, complete, and efficient communities for the future. SB 375 also includes provisions for exemptions from or streamlined CEQA review for projects classified as transit priority projects (projects that are consistent with SCS/Alternative Planning Strategy, at least 50 percent residential, minimum 20 dwelling units per acre, and within 0.5 mile of major transit stop or high-quality transit corridor). (SCAG 2016)

Regional

Connect SoCal

SCAG is designated as a MPO and under state law as a Regional Transportation Planning Agency and a Council of Governments for Los Angeles County and the Project Site. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range RTPs including SCS and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. (SCAG 2024a)

On April 4, 2024, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2024c). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal outlines more than \$751.7 billion in transportation system investments through 2050. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. (SCAG 2024b)

Lower LA River Revitalization Plan

In 2015, California State Assembly Bill (AB 530) was passed with the intention of reviving the Lower LA River by developing a watershed-based, equitable, community-driven plan. The Lower LA River Revitalization Plan (LLARRP) describes opportunities for improving the environment and residents' quality of life along the LA River, largely by developing open space and parkland along the LA River. The LLARRP was developed by a Working Group chaired by the San Gabriel and lower Los Angeles Rivers and Mountains Conservancy and comprised of forty stakeholder groups, including advocacy organizations, state and federal agencies, and the fifteen cities located within one mile of the river from Vernon to Long Beach. The City of Long Beach has not adopted the LLARRP, though it was a member of the LLARRP Working Group. (LLARRP 2022)

The LLARRP is organized into two volumes and key documents. Volume I of the LLARRP provides an overview of the Lower LA River Working Group efforts, the history of the LA River, and outcomes of the LLARRP. (LLARRP 2022)

Volume II is comprised of the LLARRP's goals and objectives, details of the 155 identified Opportunity Areas, technical analysis of the signature projects, post-plan steps for moving forward, and supporting documents including meeting materials, community input results, and reference documents. (LLARRP 2022)

As a result of numerous meetings and outreach events, iteratively incorporating community input and feedback, the Working Group for the LLARRP identified 155 Opportunity Areas in 15 different jurisdictions (comprised of 14 cities and unincorporated LA County) along 19 miles of the LA River that could be developed into revitalization projects aligned with the guiding principles of the LLARRP Framework described in Volume 2, Chapter 1 of the Plan. The Project Site falls within Opportunity Area 68; additionally, Opportunity Areas 66, 83, 125, and 139 are adjacent to the

Project Site. Seven “signature” projects were identified by the Working Group as “signature concepts” which demonstrate the goals and objectives of the Plan and these areas underwent more detailed analysis; Opportunity Areas 68 and 125 were two of the seven signature projects analyzed. The LLARRP notes that parts of the areas identified in the plan along the LA River are privately owned and therefore present acquisition opportunities. The LLARRP recognizes that constraints to the plan’s implementation include that purchasing private property may be cost-prohibitive and properties along the LA River may have legacy pollutant issues. (LLARRP 2022)

Opportunity Area 68 is comprised of the Project Site, other private property (including the area to the southeast of the Project Site that was evaluated as part of the Prior Project), the LACFCD property adjacent to the Project Site, and two City of Long Beach parcels; specifically, the Opportunity Area is identified as 58 acres, of which 55 percent is privately owned. The following suggestions and input were provided by the Working Group, River Segment Committees and the community: Expanding Dominguez Gap Wetlands, Acquire large industrial parcel to create a park, Habitat restoration, Trail network along southeastern border and throughout parks, Signage/Navigation, Capture/treat stormwater, Groundwater recharge basins with boardwalks and overlooks, Plants/marine species to filter water, Wetlands, Soil contamination, Coastal Prairie, Multi-purpose bridges, Active recreation, and an Eco-revelatory amphitheater. (LLARRP 2022)

The LLARRP specifically acknowledges that a majority of Opportunity Area 68 is privately owned and identifies the existence of soil contamination as a constraint. (LLARRP 2022)

The LLARRP identifies four potential configurations for Opportunity Area 68. Configuration 1, Spreading Basins and Active Recreation, proposes to create spreading and recharge basins at Wrigley Heights River North and active recreation and park space at Wrigley Heights River Park South. Configuration 2, Expanded Spreading Basins, proposes to create spreading and recharge basins at Wrigley Heights River Park North and South. Configuration 3, Based on Long Beach RiverLink, proposes a wetland connected to Dominguez Gap Wetlands, spreading and recharge basins at Wrigley Heights River Park North, and an open space destination containing restored wetland at Wrigley Heights River Park South. Configuration 4, Active and Passive Recreation, proposes a wetland connected to Dominguez Gap Wetlands, create active recreation and multi-use trails at Wrigley Heights River Park North, and an open space destination containing a restored wetland at Wrigley Heights River Park South. (LLARRP 2022)

Los Angeles River Revitalization Master Plan (2007)

The Los Angeles River Revitalization Master Plan¹ (LARRMP) was adopted by the City of Los Angeles City Council in May 2007.² The LARRMP envisions restoring the river’s ecological function, creating a continuous greenway, connecting neighborhoods to the river, and capturing economic opportunities along the river corridor, and is based on community input, technical analysis, and policy considerations. It outlines the vision, goals, values, and benefits of river revitalization, as well as the physical, hydraulic, ecological, and social issues affecting the plan. It also provides recommendations for enhancing flood storage, water quality, public access, and habitat restoration within and adjacent to the river channel. Furthermore, it identifies opportunity areas for demonstration projects, estimates the economic value and impacts of revitalization, and proposes a community planning framework and a river management structure for implementation. The LARRMP focuses on restoration opportunities along the 32 miles of river that flow through

¹ https://apps.engineering.lacity.gov/lariverrmp/CommunityOutreach/pdf/LARRMP_Final_05_03_07.pdf.

² The City of Long Beach has not adopted the LARRMP.

the City of Los Angeles; as such, the Project Site is not identified in the LARRMP. (Los Angeles 2007)

LA River Master Plan

1996

The 1996 LA River Master Plan (1996 Master Plan) was a multi-objective program for the entire 51-mile LA River, which recognized its primary purpose for flood protection. Adopted in 1996 by the Los Angeles County Board of Supervisors, the plan outlined goals for environmental enhancement, recreational opportunities, and economic development along the 51 miles of the LA River. The plan was developed by the Los Angeles County Public Works in coordination with an Advisory Committee comprised of the cities, agencies, and citizens' groups with an interest along the river. The plan identified ways to improve the river and create community resources through aesthetic and recreational enhancement and flood control. The plan mapped existing facilities and recommended improvements along the entire 51-mile length of the LA River, between Canoga Park and the coast in the City of Long Beach and 9-mile length of Tujunga Wash. The 1996 Master Plan identified four demonstration projects. The Project Site does not lie within any of these demonstration projects. The 1996 Master Plan's appendix on Long Beach and Carson cities depicts the length of the LA River running through those cities, noting various points where potential improvements could be made. Similar to the LLARRP, the large area encompassing the LACFCD property, Project Site, and other public and private properties north and south of the I-405 is outlined and labeled as "Potential Restoration Site; City Proposed Park," but no further details are provided except for a dotted line proposing a connection between the existing trail along the LA River and Pacific Place. (LACDPW 1996)

The 1996 Master Plan's chapter on Jurisdiction and Public Involvement sets forth the Plan's intent: "The Master Plan has been developed in cooperation with the cities along the river and reflects the intent that these cities will maintain control of redevelopment and other land-use decisions within their jurisdictions. The Master Plan suggests possible land uses and means of implementation, but does not infringe on local jurisdictions' authority or on the rights of private landowners. The Master Plan was prepared for long-range planning purposes and does not imply a land acquisition commitment. It lists potential funding sources but does not provide funding assurances for projects. This Master Plan provides a framework, with a limited purpose, for jurisdictions to follow. How fully the plan is implemented depends on the interest and commitment of local communities." (LACDPW 1996)

2022

The Los Angeles River Master Plan 2022 is an update of the 1996 LA County LA River Master Plan. The updated plan was approved and adopted by the County of Los Angeles Board of Supervisors in June 2022. The 2022 Los Angeles River Master Plan does not replace previous plans, rather, it incorporates the recommendations of former plans and provides an organizing framework within which LA County can comprehensively address the future of the LA River. The plan is based on a collection of data describing the physical and social attributes of the LA River system. The plan is organized by a series of goals, actions, and methods. The goals, which include many principles from previous or parallel planning efforts, are intended to guide policy and project development throughout the Master Plan. The plan addresses a wide range of social and environmental aspects of the LA River, the watershed, and the communities along the river. The plan is described as a toolkit for equitable community-driven projects along the river, including infrastructure improvements and parks, while also addressing issues such as climate change, biodiversity loss, and gentrification. (LACDPW 2022)

Section III of the Master Plan includes a database of 278 constructed, in-development, and planned projects across LA County along the 51-mile length of the LA River that present opportunity areas for park expansions, habitat restoration, water quality improvements, and community amenities (LACDPW 2022). It generally identifies two types of projects: “proposed project sites” and “planned major projects.” Those identified as “planned major projects” are derived and repeated from other plans published by the County and other jurisdictions adjacent to the LA River. The Master Plan shows the Project Site in Frame 2: South Plan as part of a planned major project. This planned major project is further described in the Master Plan’s Appendix Volume II Technical Backup as RM 4.4 Wrigley Heights River Park. The Master Plan explains that RM 4.4 is not a new or different opportunity but is included in the Master Plan because it was an opportunity identified in the LLARRP (described above) and part of the Long Beach Riverlink (described below). RM 4.4 comprises 63.7 acres, of which the Project Site is a part. The Plan notes that RM 4.4 is 60 percent privately owned, 25 percent County owned, 5 percent public land (non-County), and 10 percent unclassified. Per the map of RM 4.4, it includes, like Opportunity 68 in the LLARRP, the Project Site, the McDonald Trust parcels, the LACFCD property adjacent to the Project Site, and properties south of the I-405. (LACDPW 2022)

The City of Long beach has not adopted the Master Plan, though it was a member of the Advisory and Steering Committees which coordinated with LA County in the preparation of the Master Plan.

Los Angeles County 2016 Parks Needs Assessment

In 2016 the County of Los Angeles embarked on a multi-year parks assessment to determine the need for park repairs, new amenities and new parks across Los Angeles County’s incorporated and unincorporated areas. The Parks Needs Assessment (PNA) was adopted by the Los Angeles County Board of Supervisors on July 5, 2016 (LA County 2016). Interdisciplinary spatial analysis as well as multi-agency and facility assessments were conducted throughout the county to establish priorities for a bond measure that was approved by 75 percent of voters in November of 2016. The bond measure assessed properties over the next thirty years to fund park maintenance, new amenities and the development of new parks in communities of need. The results of the assessment’s analysis of park metrics were combined to determine an overall park need level for each Study Area; each study area was designated as either Very Low Need, Low Need, Moderate Need, High Need, or Very High Need. The Project Site falls within the City of Long Beach Central (#97) Study Area; the PNA identified that this Study Area has a park need of Low Need. The PNA identified 10 Prioritized Projects as part of its assessment of Study Area #97. The Project Site was not specifically mentioned as one of the ten Prioritized Projects. It should also be noted, that while the City of Long Beach never adopted this PNA, the City of Long Beach actively participated in the assessment, holding a number of public meetings to gather input about where new parks, recreation facilities, or open space areas were most needed. (LACDPR 2016)

Los Angeles County 2022 Parks Needs Assessment Plus

The Parks Needs Assessment Plus (PNA+) was adopted by the Los Angeles County Board of Supervisors on December 6, 2022 (LACDPR 2022). The assessment is a focused update to the 2016 Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment (PNA) and serves as the County’s 30x30 strategy³ for land conservation and restoration. PNA+ builds on the 2016 PNA by providing a more in-depth and nuanced understanding of 1) the distribution of environmental benefits and burdens within the County, 2) park access and need considerations for regional parks and open spaces and 3) park needs that are specific to the rural areas of the County (LA County 2022). The plan divides the County into Regional Study Areas and the Project

³ Executive Order N-82-20, issued in October 2020 by California Governor Gavin Newsom, established a state goal of conserving 30 percent of California’s lands and coastal waters by 2030 – known as 30x30.

Site falls within the “Gateway” Regional Study Area. The plan identifies the “Former Long Beach Golf Learning Center” (which was formerly located on the Project Site) as a “Regional Specialized Recreation Facility”. The plan defines regional specialized recreation areas as “Formal Outdoor Recreation”, or Single-Use Parks that contain a specialized recreation or cultural facility as the primary use. Examples include golf courses, historic sites, equestrian centers, and amphitheatres that are stand-alone (not contained within a larger park). Similarly to the 2016 PNA, while the City of Long Beach has not adopted the 2022 PNA+, the City did participate in data verification during the creation of the PNA+. (LACDPR 2022)

Local

City of Long Beach General Plan

The State of California requires that every city and county prepare and adopt a general plan. State law also specifies the content of the plan and requires that it be comprehensive and consistent and that it have a long-term perspective. The City of Long Beach General Plan is comprehensive, not only in terms of the geographic planning area that it considers, but also in the range of issues addressed. By law, the City’s General Plan must address the following seven subject areas or elements: land use, circulation, housing, conservation, open space, noise, and safety. It may also address any other issues or include any other elements that relate to the physical development of the city or county. The City’s General Plan Circulation element is referred to as the Mobility element, its Open Space element is coupled with recreational goals and policies in its Open Space and Recreation element, and its Safety element is divided into two elements: the Public Safety and Seismic Safety elements. The City has also elected to include Air Quality, Historic Preservation, Local Coastal Program, and Urban Design elements. Each element of the approved General Plan is generally described below along with a consistency analysis of the Project with specific goals and policies of the City’s General Plan.

Air Quality Element

The General Plan Air Quality Element was adopted on December 3, 1996. The Air Quality Element acknowledges the functions which are already performed by federal, state, and regional agencies, and strived to maximize the use of tools available to local governments to promote clean air. The purpose of the Air Quality Element is to promote a healthful air for all residents of Long Beach. The Element identifies objectives and policies related to air quality within the City. Additional information regarding the Air Quality Element and potential air quality impacts resulting from the Project is provided in Section 4.2, Air Quality. The goals and policies of the Air Quality Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (City of Long Beach 1996)

Conservation Element

The General Plan Conservation Element was adopted on April 30, 1972 and recognizes natural resources and areas of special interest with the City and acts as a guideline for promoting policies, standards, and programs essential for the economic and environmental well-being of the City. The Conservation Element identifies seven subject areas of significance: Harbors, Soils, Water, Marine Biota, Mineral Resources, Wildlife and Vegetation, and Habitats (natural and man-made). The element outlines goals for each of the subject areas of significance. The goals and policies of the Conservation Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (City of Long Beach 1972)

Historic Preservation Element

The City's Historic Preservation element was adopted by the City Council on June 22, 2010. The Element was prepared in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, the publication entitled "Preparing a Historic Preservation Plan" by Bradford J. White and Richard J. Roddewig, and other applicable state standards and guidelines. The Historic Preservation Element outlines a vision for future historic preservation efforts and the actions that need to be taken to achieve it. Development of the Historic Preservation Element was coordinated with the City's 2030 General Plan update. Primary goals of the Historic Preservation Element are to better integrate 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. Additional information regarding the Historic Preservation Element and potential historic/cultural impacts resulting from the Project is provided in Section 4.4, Cultural Resources. The goals and policies of the Historic Preservation Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (City of Long Beach 2010)

Housing Element

The City's 6th Cycle Housing Element was adopted by the Long Beach City Council in February 2022. The Housing Element outlines current and future housing needs of the community, housing resources, constraints to building housing, and a housing plan. The housing plan within the Housing Element Update builds upon and revises the goals, policies and programs of the existing Housing Element to ensure that the City can meet the housing needs of all Long Beach residents through 2029, when the plan is scheduled to be updated again as required by state law. The previous iteration of the Housing Element was adopted on April 2, 2014. Additional information regarding the Housing Element and potential population and housing impacts resulting from the Project is provided in Section 4.12, Population and Housing. The goals and policies of the Housing Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (Long Beach 2022)

Land Use Element

The Land Use Element of the General Plan was adopted by the City Council on December 3, 2019. The Land Use Element directs the long-term physical development of the City by guiding use, form and the characteristics of improvements on the land. It designates the location, types and intensity of housing, businesses, industries, open spaces, public buildings, airports, ports, marinas and other uses in Long Beach. It also focuses on the City's urban form and character by addressing the height and massing of buildings, the relationship between building façades and public sidewalks and streets, and character features such as community gathering places or pedestrian amenities. In essence, the element sets out the ultimate physical pattern of development and how buildings are used in Long Beach. (Long Beach 2019a)

This Land Use Element introduces “PlaceTypes,” a new, more flexible and comprehensive approach to land use planning. The approach differs from traditional land use planning in that it de-emphasizes specific uses and focuses on the form and character of Long Beach’s unique neighborhoods and districts. A number of PlaceType categories, or “districts,” tailored to Long Beach define not only the permitted land uses for specific areas in the City, but also preferred development patterns, streetscapes and urban form features that make urban environments visually interesting and functional places for people. The Land Use Element identifies the following 14 PlaceTypes:

- Open Space
- Founding and Contemporary Neighborhood
- Multi-Family – Low
- Multi-Family – Moderate
- Neighborhood-Serving Centers and Corridors – Low
- Neighborhood-Serving Centers and Corridors – Moderate
- Transit-Oriented Development – Low
- Transit-Oriented Development – Moderate
- Community Commercial Centers and Corridors
- Industrial
- Neo-Industrial
- Regional-Serving Facility
- Downtown
- Waterfront (Long Beach 2019a)

The Project Site is designated as a NI, Neo-Industrial PlaceType. The NI PlaceType allows a maximum of 36 du/ac based on lot size and FAR between 0.50 and 1.00. While a maximum height of 65 ft is allowed within the NI land use designation, MAP LU-8, Heights, within the City’s General plan Land use Element identifies the maximum height of the existing Project Site as 40 ft (City of Long Beach 2019a). The Project proposes General Plan amendments to change the Project Site’s PlaceType to Community Commercial Centers and Corridors and MAP LU-8, Heights to allow for up to five stories at the Project Site. The Project includes an application for the required General Plan amendments.

The land use-related goals and policies of the Land Use Element of the City’s General Plan that are relevant to the Project, as well as a Project consistency analysis, are provided in Table 4.10-1 of this section.

Local Coastal Program

The Local Coastal Program for Long Beach, adopted in February 1980, recognizes the complex needs of the City’s various coastal neighborhoods, the advantages and limitations of the urban systems, and the conflicting viewpoints of the public. It further acknowledges the need to balance recreational use of coastal resources with the requirements for protection and preservation if they are to remain viable resources into the next century. The Program, therefore, emphasizes some Coastal Act Policies in some areas, and other Policies in other areas where the greatest public benefit can be achieved without traumatic disruption of the existing community fabric. The distribution of resource types and facilities follows this recognition of differences naturally, as they have different characteristics: port, beach, bay, lagoons, marsh. The same distinction of character is not so clear in many of the landside communities, making decisions relating to land uses more difficult. The goals and policies of the Local Coastal Program that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (Long Beach 1980)

Mobility Element

The Mobility Element was adopted in October 2013. This Element describes the existing circulation system and presents the City's future plan for improving the way people, goods, and resources move from place to place. The Mobility Element addresses all modes of travel, including walking, bicycling, riding transit, driving; and discusses other hot topics such as land use, parking and environmental impacts. The Mobility Element serves as a 20-year guide for future decision-making by establishing a vision with goals, strategies and policies to outline the structure of the City's existing and ensuing multimodal transportation means. Additional information regarding the Mobility Element and potential transportation impacts resulting from the Project is provided in Section 4.15, Transportation. The goals and policies of the Mobility Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (Long Beach 2013)

Noise Element

On June 6, 2023, the Long Beach City Council adopted the updated Noise Element of the Long Beach General Plan. The City's Noise Element Update is designed to provide a tailored approach to noise policy across Long Beach neighborhoods and consistent with the City's development policies, including the Land Use Element. The updated Noise Element contains a set of goals, policies and implementation measures to limit noise exposure, particularly in areas with nearby housing, hospital, school or daycare center uses. Additional information regarding the Noise Element and potential noise impacts resulting from the Project is provided in Section 4.11, Noise. The goals and policies of the Noise Element that are relevant to the Project, as well as a Project consistency analysis, are provided in Table 4.10-1. (Long Beach 2023)

Open Space and Recreation Element

The City's Open Space and Recreation Element was adopted by the City Council on October 15, 2002. Pursuant to California Government Code, four topical areas are required to be covered by Open Space Elements: 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. While each of these topics is covered in the City's Open Space and Recreation Element, to reduce redundancy and present a more integrated, user-friendly General Plan for Long Beach, the material within the Element on open space for the preservation and production of natural resources and open space for public health and safety is somewhat condensed. Additionally, the Open Space and Recreation Element identifies that the City's Land Use, Conservation, Seismic Safety and Public Safety elements contain additional policies related to open space and recreation issues and plans. Additional information regarding the Open Space and Recreation Element and potential recreational impacts resulting from the Project is provided in Section 4.13, Public Services, and Section 4.14, Recreation, and policies of the Open Space and Recreation Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (Long Beach 2022)

Public Safety Element

The City of Long Beach Public Safety Element was adopted in 1975. The Public Safety Element contains goals and policies related to fire protection, law enforcement, schools, water, sewer, and storm drain systems as well as other utilities and services, disaster operations, and risk management. This element provides guidance for provision of new and expanded public facilities to support the continued growth of the City, as well as recommendations for both immediate and advance planning actions. Additional information regarding the Public Safety Element and potential public service impacts resulting from the Project is provided in Section 4.13, Public

Services. Table 4.10-1 provides public services and safety related goals and policies of the Public Safety Element that are relevant to the Project and a project consistency analysis. (Long Beach 1975)

Seismic Safety Element

The City of Long Beach Seismic Safety Element was adopted in October 1988. The Seismic Safety Element provides a comprehensive analysis of seismic factors so as to reduce loss of life, injuries, damage to property, and social and economic impacts resulting from future earthquakes. To achieve maximum feasible safety from seismic risk, the Element focuses upon developmental policies as well as the allocation of future land uses. Additional information regarding the Seismic Safety Element and potential seismic impacts resulting from the Project is provided in Section 4.6, Geology and Soils, and policies of the Seismic Safety Element that are relevant to the Project, as well as a Project consistency analysis, are provided below in Table 4.10-1. (City of Long Beach 1988)

Urban Design Element

The Urban Design Element was adopted in December 2019. This Urban Design Element seeks to aid and shape the continued evolution of the urban environment within Long Beach, while at the same time leveraging the unique relationship of the City to its natural environment. It is concerned with both the preservation of existing neighborhoods that define its unique character and building upon them to allow for continued adaptation and improvement of the built environment. The four main goals of the Element include Creating Great Places; Urban Fabric; Public Spaces; and Edges, Thoroughfares, and Corridors. The goals and policies of the Urban Design Element that are relevant to the Project, as well as a project consistency analysis, are included in Table 4.10-1. (City of Long Beach 2019b)

City of Long Beach Zoning Ordinance

The City of Long Beach Zoning Ordinance is the primary tool for implementing the City's General Plan. It provides development standards (e.g., setbacks, building height, site coverage, parking, and sign requirements), identifies allowable land uses, and specifies other regulations. In addition to guiding the uses, design and improvements of development projects, the Zoning Ordinance provides detailed guidance for development based on, and consistent with, the land use policies established in the General Plan. The Project Site is currently zoned as Light Industrial (IL); IL zoning allows for a variety of land uses, including but not limited to urban agriculture uses, manufacturing uses, wholesale trade uses, laundry, cleaning and garment services, and professional office and institutional uses. The Project proposes a zone change to Commercial Storage (CS); self-storage facilities, recreational vehicle (RV) storage, and accessory car washes are each permitted in the CS zone with a CUP; the Project includes an application for the required zone change and CUPs. (City of Long Beach 2024)

Park, Recreation and Marine Strategic Plan

2003

In 2003, the City's Parks, Recreation, and Marine (PRM) Department developed a strategic plan to identify issues and potential future challenges to the PRM Department and to develop strategies for meeting them. The 2003 plan incorporated elements from the City's Strategic Plan and was used to guide the PRM Department's recreational programming, park and facility development and improvements, and administrative decisions for the next ten years. This plan has been superseded by the 2022-2032 strategic plan for Long Beach PRM.

2022–2032

On January 18, 2022, the Long Beach City Council approved the adoption of an updated strategic plan for PRM, which supersedes the 2003 Strategic Plan. The plan guides operational, staffing and budget decisions for a 10-year period from 2022 to 2032 and serves as a tool to adapt park services to the community’s evolving needs. (Long Beach PRM 2022)

The City’s General Plan Land Use Element’s City-Wide Implementation Strategy LU-M-85 states that the City will, “Continue to implement and update the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element.” (Long Beach 2019a)

RiverLink

The RiverLink Plan was developed over the course of four years, between 2003 and 2007. On February 15, 2007, the City of Long Beach Parks and Recreation Commission approved RiverLink. RiverLink was initiated by the PRM Department in collaboration with the San Pedro Bay Estuary Project and a team of graduate students from Cal Poly Pomona. The Plan, which seeks to manage a study of the opportunities to create a continuous greenway along the east bank of the LA River, assesses open space needs of the City and envisions possibilities for connecting west side neighborhoods and greater Long Beach with the LA River greenway. The plan identifies four components of RiverLink: destinations, gateways, pathways, and connections. Destinations are places where accessible open space or habitat restorations are located; Gateways are markers that indicate the entry into the native LA River habitat zone; Pathways are bicycle and pedestrian trails that facilitate movement in and around the neighborhoods to the river; Connections are links that provide access to the pathways or the destinations. The Plan states that, “It is important to note that RiverLink is a conceptual plan. The large majority of the Destinations, Gateways, Pathways, and Connections presented are simply ideas to be discussed and pursued.” (Long Beach 2007)

Destination Six within the Plan, Wrigley Heights – North, includes a small portion of the northwest corner of the Project Site. The Plan described the Destination as containing two main parcels that are part of the Los Angeles River flood control right-of-way and a privately owned site used as a driving range. RiverLink does not propose changes to the private driving range (which is how the Project Site was developed and used at the time) and it proposes improving the LA River LACFCD property and northwest corner of the Project Site as a riparian woodland. (Long Beach 2007)

The City’s General Plan Land Use Element’s City-Wide Implementation Strategy LU-M-86 states that the City will, “Update and implement the Long Beach Riverlink Plan to create a continuous greenway of pedestrian and bike paths and linkages along the east bank of the Los Angeles River, as well as to connect to existing and future parks, open space and beaches along western portions of the City.” (Long Beach 2019a)

I-710 Corridor Community Livability Plan

In 2006, the City of Long Beach received a Caltrans Environmental Justice Planning Grant to develop a Community Livability Plan, an initiative to address quality of life issues for City neighborhoods affected by the I-710 freeway. The I-710 Corridor Community Livability Plan aims to improve the environmental health, mobility, and livability conditions for the communities living near the freeway in Long Beach, California. The plan has four main chapters: Project and Process, Existing Conditions, Cultural Needs Assessment, and Community Livability Plan. The Community Livability Plan Chapter presents the community assets, corridor-wide improvements, neighborhood improvements, and conceptual designs that are recommended to enhance the livability and quality of life in the corridor. The Plan area consists of a 16.88 square mile zone that

incorporates all public and private parcels and public rights of way located roughly within one mile of the I-710. The Plan area is divided into 29 City neighborhoods; according to the Livability Plan, the Project Site lies within the Los Cerritos neighborhood. The Livability Plan also identifies portions of the Los Cerritos Neighborhood, including the Project Site, that are part of the RiverLink Plan (discussed above). The Livability Plan incorporates ideas from the PRM Department's Green Vision Map, which contains a map of park development projects that the City could implement in the future and "is a general planning tool being used by the Department of Parks, Recreation and Marine to work with conservations agencies and community groups on the implementation of public open space, including wetlands, golf courses, new park projects, and existing parks, beaches and recreational waterways." The Green Vision Map depicts a large area referred to as Wrigley Heights North and Wrigley Heights South, which consists of the same area identified as RM 4.4 in the LA River Master Plan and Opportunity 68 in the LLARRP (both discussed above). The Livability Plan identifies Corridor Recommendations within Chapter 4, Community Livability Plan; the only recommendation applicable to the Project Site is Recommendation Four, which states the following: implementation of multiple parks, open space connectors and gateways to improve access to LA River. Figure 4-1 and Figure 4-2 indicate that the Wrigley Heights Park North is a Riverlink Projects/Future Park Projects as noted on the Green Vision Map. Table 4-1 explains that the RiverLink Open Spaces would be implemented/funded by PRM Departments, as well as possible state and federal funding. (I-710 Corridor Neighborhoods 2006)

The City's General Plan Land Use Element's City-Wide Implementation Strategy LU-M-53 states that the City will, "Continue to implement the Long Beach I-710 Community Livability Plan aimed at incorporating and prioritizing livability improvements in the I-710 freeway corridor neighborhoods." (Long Beach 2019a)

The West Long Beach Livability Implementation Plan

The West Long Beach Livability Implementation Plan is a comprehensive plan that aims to enhance the quality of life in West Long Beach. The plan provides a road-map for selection and prioritization of funding for relevant projects and programs which have been developed by other plans and studies, including the RiverLink, the General Plan Mobility Element, and the I-710 Corridor Community Livability Plan (all discussed above), and outlines plan implementation strategies. According to the Plan, the Project Site falls within the Los Cerritos Neighborhood. The Plan identifies a project near the Project Site entitled "Del Mar Park"; the plan defines the Del Mar Park project as "development of a new park per river Link plan", as well as a project south of the Project Site over the I-405 that it describes as "Expansion of Wrigley Heights park south of 405 as part of River Link; Potential City agreement with LA County to acquire land along the LA River." (City of Long Beach 2015)

The City's General Plan land Use Element's City-Wide Implementation Strategy LU-M-54 states that the City will, "Continue to implement the West Long Beach Livability Implementation Plan to improve the quality of life in West Long Beach and to bring to fruition the community's vision of a healthy, vibrant and livable neighborhood through land use planning and capital improvement projects." (Long Beach 2019a)

City of Long Beach Open Space Acquisition Study

In April 2021, the City of Long Beach City Manager's Office developed the City of Long Beach Park Acquisition Feasibility-Report⁴ (Feasibility Report) (included as Appendix K of this DEIR) to study the feasibility of acquiring open space for park development along the LA River consistent

⁴ <https://www.longbeach.gov/globalassets/city-manager/media-library/documents/memos-to-the-mayor-tabbed-file-list-folders/2021/april-5--2021---open-space-acquisition-study>.

with the 2007 Long Beach Riverlink Plan and the 2007 Lower LA River Master Plan (City of Long Beach 2021) (both discussed above). The feasibility of acquisition and development of the Project Site, 3701 N Pacific Place, as parkland was analyzed as part of the Feasibility Report. The Feasibility Report ultimately determined that 3701 N Pacific Place was not recommended for parkland development (City of Long Beach 2021). The Feasibility Report concluded that the Project Site's "location in terms of access, contamination and surrounding land uses (freeways, the river, Metro light rail tracks) renders it an auto-oriented property that prevents pedestrian compatibility by default" (City of Long Beach 2021). Moreover, the Feasibility Report identified that "eminent domain would likely be needed to create a public park as the property is not listed for sale [;] should eminent domain be the process by which the property is acquired, many grant funding sources would be unavailable, as many of them prohibit using grant funds for eminent domain" (City of Long Beach 2021)

Bicycle Master Plan

The City's Bicycle Master Plan is compliant with AB 32 and the Complete Streets Act; the City's Bicycle Master Plan expands upon the City's General Plan Mobility Element by providing further details on bicycle planning and design. The updated Bicycle Master Plan continues to build upon a long-standing effort to make Long Beach a city known for its bicycle-friendliness and as an active, healthy, and prosperous place to live, work, and play. The Master Plan also recommends a series of projects and programs to be implemented by Long Beach in the next few decades. The plan does not identify any backbone or pipeline projects within or adjacent to the Project Site. The Plan does identify a bike lane along Pacific Place in Figure 6-5, Vision for a Complete Network. The plan also establishes Bicycle Parking Guidelines; for commercial developments over 10,000 square feet, the Plan requires 1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet near the main entrance with good visibility. (City of Long Beach 2016a)

CX3 Pedestrian Plan

On February 7, 2017, the Long Beach City Council adopted the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan as a technical appendix to the Long Beach Mobility Element. The CX3 Pedestrian Plan provides a framework for increasing access to healthy food options and encouraging physical activity by active transportation in 10 neighborhoods throughout Long Beach. The CX3 Pedestrian Plan provides a guide for the improvement of the walking environment of Central and West Long Beach by connecting adopted City policies and plans, best practices, and the community's voice for a safe, healthy, and beautiful City. (City of Long Beach 2017)

4.10.3 PROJECT IMPACTS

A. Thresholds of Significance

Threshold 4.10a ***Would the project physically divide an established community?***

Threshold 4.10b ***Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

B. Methodology

The Project is analyzed for consistency with available planning documents, discussed above in the Regulatory Framework Section, to the extent the plan was adopted for the purpose of avoiding

or mitigating an environmental effect. Information for this section was compiled from the following public planning documents:

- City of Long Beach General Plan
- City of Long Beach Zoning Code
- 2021-2029 Housing Element Update
- Connect SoCal
- Lower LA River Revitalization Plan
- Los Angeles River Revitalization Master Plan (2007)
- LA River Master Plan (1996)
- LA River Master Plan (2022)
- Los Angeles County 2016 Parks Need Assessment
- Los Angeles County 2022 Parks Needs Assessment Plus
- Parks, Recreation and Marine Strategic Plan (2003)
- Parks, Recreation and Marine Strategic Plan (2022-2032)
- Riverlink
- I-710 Corridor Community Livability Plan
- The West Beach Livability Implementation Plan
- City of Long Beach Open Space Acquisition Study
- Bicycle Master Plan
- CX3 Pedestrian Plan

C. Standard Requirements

No standard requirements for this resource topic apply to the Project.

D. Impact Analysis

Threshold 4.10a *Would the project physically divide an established community?*

The Project Site is bordered by the I-405 freeway to the south; the Metro A Line tracks to the east; and a County owned parcel to the west. The LA River is also located to the west, beyond the aforementioned LACFCD land. A residential community, elementary school, and park are located to the east, across the Metro A Line tracks and Del Mar Avenue from the Project Site. The Project Site is currently vacant and undeveloped. Project development would not divide an established community. As such, the Project would result in no impact pursuant to this threshold.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impact would occur and therefore no mitigation is required.

Impact Comparison Summary: The EIR concluded that the Project would result in no impacts pursuant to this threshold. The Project would result in similar impacts when compared to the impact conclusion in the MND, which identified no impact pursuant to this threshold.

Threshold 4.10b ***Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

The City's General Plan land use designations are defined in terms of 11 PlaceTypes. The General Plan designation for the Project Site is NI, New-Industrial, which permits light industrial, clean manufacturing, and offices; commercial uses accessory to creative business endeavor(s); and repurposed buildings with live/work artist studios. The Project includes an application for General Plan amendment to change the General Plan PlaceType to Community Commercial Centers and Corridors, which is one of two PlaceTypes that is consistent with the proposed CS zoning discussed below. The General Plan Land Use Element states the Community Commercial Centers and Corridors Place Type is appropriate for sites that will "serve[] [the City's] auto-oriented need for goods and services, promotes commerce and provide[] local jobs...Customers of businesses located in the Community Commercial PlaceType will generally arrive by car and expect to find convenient parking." (City of Long Beach 2019a). If the General Plan amendment is approved, the Project will be consistent with the Community Commercial Centers and Corridors PlaceType as an auto-oriented use that will provide self-storage and RV storage for residents in the vicinity.

The Project also includes an application for a General Plan amendment to change Map LU-8, Heights to allow for up to five stories at the Project Site. If the General Plan amendment to Map LU-8, Heights is approved, the Project, which proposed four stories, will be consistent with Map LU-8.

The City of Long Beach Zoning Designation for the Project Site is IL Light-Industrial. The Project also includes an application for a Zone Change from IL to CS. Self-storage facilities, RV storage, and accessory car washes are each permitted in the CS, Commercial Storage zone with a CUP; the Project includes an application for the required CUPs. The Long Beach Municipal Code Section 21.32.020(E) states that the purpose of the CS zone is to "encourage[] storage uses in areas which are particularly difficult to use due to parcel shape, access, adverse environmental conditions, or in areas where parcels are needed to form a buffer from incompatible uses." The Project Site, with its environmental history, very limited pedestrian and neighborhood access being surrounded by freeways, vacant property, and nearby light rail tracks, and its isolated location from commercial, retail, neighborhood, and public services, is consistent with the purpose of the CS zone, if the proposed zone change is approved.

The Project also includes an application to add a height overlay of 50 feet to the Project Site per Chapter 21.39 of the City's Municipal Code, including amending Municipal Code Section 21.39.030 to allow height overlays in CS zones. If these zoning text amendments are approved, the Project, which proposes a 44' tall building, will be consistent with its zoning.

The following analysis describes the consistency of the Project with current regional and local plans and policies, which were outlined in further detail in the Regulatory Framework discussion above.

Accordingly, the Project will not conflict with the Project Site's General Plan and zoning designations, if the Project's entitlements are approved.

Connect SoCal

In the development of the demographic and growth assumptions associated with Connect SoCal, SCAG utilized parcel-level existing and future (general plan) land use designations, including PlaceType information. The Project is proposing a General Plan Amendment that would change the Project Site's PlaceType from Neo-Industrial to Community Commercial Centers and Corridors. The Project would involve the development of a commercial self-storage building that is allowed under the proposed Community Commercial Centers and Corridors PlaceType general plan designation. Similar to the land uses allowed under the Neo-Industrial PlaceType, the proposed Community Commercial Centers and Corridors PlaceType does not include residential development and the Project would not directly result in population growth, development, or new land uses different from the projections considered under the Connect SoCal Plan. As such, the Project would be consistent and therefore not conflict with the assumptions utilized to develop Connect SoCal.

RiverLink

As stated in the Regulatory Framework discussion above, Destination Six within the Plan, Wrigley Heights – North, contains the northwest corner of the Project Site. RiverLink described the Destination as containing two publicly owned main parcels that are part of the LA River flood control right-of-way (the LACFCD property) and a privately owned site used as a driving range. At the time RiverLink was created, the Project Site was developed and used as a driving range. RiverLink did not propose any changes to the privately owned and operated driving range. It proposed improving the excess River right-of-way (consisting of the LACFCD property and a small portion of the northwest corner of the Project Site) as a riparian woodland.

The RiverLink notes that it is a conceptual plan, and the potential opportunities presented in it are “simply ideas to be discussed and pursued.” The City has not at this time identified funding sources to acquire and remediate the Project Site, which was and remains a privately owned property, nor has the City sought to acquire the Project Site. As stated in the Feasibility Report, the Project Site is not recommended for parkland development at this time because the Project Site's “location in terms of access, contamination and surrounding land uses (freeways, the river, Metro light rail tracks) renders it an auto-oriented property that prevents pedestrian compatibility by default.” Moreover, the Feasibility Report identified that eminent domain would likely be needed to create a public park as the property is not listed for sale and many grant funding sources would be unavailable, as many of them prohibit using grant funds for eminent domain. Accordingly, development pursuant to the RiverLink is infeasible at the Project Site. The Project would not prevent the City or another public agency from identifying funding in the future to acquire and remediate the Project Site and develop it as public open space. The Project also does not prevent the adjacent LACFCD property, which is the majority of the RiverLink opportunity identified at this location, to be developed as public open space in the near term. The Feasibility Report in fact identifies the LACFCD property as the top recommended site for new parkland due to feasibility, current use, ownership (publicly owned), direct adjacency to the LA River, and the owner's (County) interest. The Feasibility Report notes that the City and County currently are in discussions to develop the LACFCD property consistent with the RiverLink.

Nevertheless, the Project will implement some aspects of the RiverLink. First, the Project facilitates development of the LACFCD property as public open space because the Project will provide a public easement to the City, stretching from Pacific Place all along the southern property line of the Project Site to the LACFCD property. The easement area can be developed for a future trailhead and trail when the LACFCD project moves forward to ensure beautified, safe, direct public access between Pacific Place and the LACFCD property, LA River, and existing LA River bicycle path, as envisioned by RiverLink. Second, the Project includes native landscaping in the

northwest portion of the Project Site between the Project's perimeter wall and the LACFCD property, which will visually and aesthetically complement development of public open space on the LACFCD property when it is developed. These Project features are consistent with the City's General Plan Land Use Element City-Wide Implementation Strategy LU-M-86 to implement the RiverLink by creating a continuous greenway of pedestrian and bike paths and linkages along the east bank of the LA River.

Because the Project Site is private property and cannot currently be acquired, remediated, and developed as public open space by a public entity, the RiverLink cannot be pursued at the Project Site at this time. The Project does, however, include a public easement to facilitate future development pursuant to the RiverLink. Accordingly, the Project is not inconsistent or in conflict with the RiverLink.

Lower LA River Revitalization Plan

As stated in the Regulatory Framework discussion above, the Project Site is part of LLARRP Opportunity Area 68, which is one of the LLARRP's 155 Opportunity Areas along 19 miles of the lower LA River. Opportunity 68 is 58 acres comprised of the Project Site, the adjacent LACFCD property, and other private and public property north and south of the I-405; 55 percent is privately owned, of which the Project Site is a part. The Working Group, River Segment Committees and the community suggested multiple purposes to utilize Opportunity 68, including but not limited to habitat restoration, park creation, stormwater recharge, and additional public uses. The LLARRP acknowledges that a majority of the Opportunity Area is privately owned. The plan also identifies the existence of soil contamination as a constraint. The LLARRP identifies four potential configurations for Opportunity Area 68, including: 1) spreading basins and active recreation; 2) expanding spreading basins; 3) wetland creation and 4) active and passive recreation.

As stated in the Feasibility Report, the Project Site is not recommended for parkland development because the Project Site's "location in terms of access, contamination and surrounding land uses (freeways, the river, Metro light rail tracks) renders it an auto-oriented property that prevents pedestrian compatibility by default." Moreover, the Feasibility Report identified that eminent domain would likely be needed to create a public park as the property is not listed for sale and many grant funding sources would be unavailable, as many of them prohibit using grant funds for eminent domain.

No public agency at this time has identified sufficient funding sources to acquire and remediate the Project Site, which was and remains a privately owned property, nor has the City or any other public agency sought to acquire the Project Site. Accordingly, development pursuant to the LLARRP opportunity is infeasible at the Project Site. The Project, however, would not prevent the City or another public agency from identifying funding in the future to acquire and remediate the Project Site and develop it pursuant to the LLARRP. The Project also does not prevent the adjacent LACFCD property, which is a significant portion of Opportunity 68 and the property directly abutting the LA River and existing public bike path, from being developed as public open space in the near term, as discussed in more detail under the RiverLink discussion above. The Feasibility Report states that development of the LACFCD property for these purposes has been prioritized by the City and is currently being pursued by the City and County.

Nevertheless, the Project will implement some aspects of the LLARRP directly implementing the LLARRP's objectives to create more publicly accessible green spaces along the LA River. The Project will provide a public trail easement, as well as native landscaping, along the Project Site's southern, western, and northern property lines. These features will, once the LACFCD property is developed for public open space, provide beautified, safe, and direct public access from North Pacific Place to the LACFCD property, LA River, and existing bike path along the LA River. The

Project therefore facilitates development of the LACFCD property and implementation of the LLARRP. For the above reasons, like with the RiverLink, the Project is not inconsistent or in conflict with the LLARRP.

Los Angeles River Revitalization Master Plan (2007)

The LARRMP envisions restoring the river's ecological function, creating a continuous greenway, connecting neighborhoods to the river, and capturing economic opportunities along the river corridor.

The vision for the LA River's revitalization includes four basic organizing principles: and associated goals; the Project would be consistent with these organizing principles and goals, as identified and discussed below:

REVITALIZE THE RIVER

- Enhance Flood Storage
- Enhance Water Quality
- Enable Safe Public Access
- Restore a Functional Ecosystem

The Project would set aside an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a trail/trailhead be developed, ensuring accessibility and connectivity to public spaces. Additionally, the Project would increase bicycle infrastructure through provision of 15 bicycle storage spaces, and the Project would include native landscaping around the Project perimeter. The Project also enhances Water Quality by capping the Project Site, as advised and overseen by DTSC, to ensure that stormwater runoff does not encounter impacted materials under the Project Site given the Project Site's environmental history. As such, the Project would be consistent with this portion of the LARRMP.

GREEN THE NEIGHBORHOODS

- Create a Continuous River Greenway
- Connect Neighborhoods to the River
- Extend Open Space, Recreation, and Water Quality Features into Neighborhoods
- Enhance River Identity
- Incorporate Public Art Along the River

As stated previously, the Project would set aside an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a trail/trailhead be developed, ensuring accessibility and connectivity to public spaces. Additionally, the Project would increase bicycle infrastructure through provision of 15 bicycle storage spaces. As such, the Project would be consistent with this portion of the LARRMP.

CAPTURE COMMUNITY OPPORTUNITIES

- Make the River the Focus of Activity
- Foster Civic Pride

- Engage Residents in the Community Planning Process and Consensus Building
- Provide Opportunities for Educational and Public Facilities
- Celebrate the Cultural Heritage of the River

The Project is located adjacent to the LA River and would set aside an easement to provide future pedestrian and bicycle access as previously discussed to improve public access to the LACFCD property and, by extension, the LA River and existing LA River bicycle path. The Project, therefore, would not conflict with this vision and the provision of access would support City-initiated or other activities related to community use of the river.

CREATE VALUE

- Improve the Quality of Life
- Increase Employment, Housing, and Retail Space Opportunities
- Create Environmentally-Sensitive Urban Design and Land Use Opportunities and Guidelines
- Focus Attention on Underused Areas and Disadvantaged Communities

The Project would provide approximately 10 long term jobs associated with operation of the proposed self-storage facility and short-term jobs during construction activities, which would increase employment opportunities along the LA River. The Project would provide pedestrian access, bicycle storage, and connectivity to public spaces, which would increase access to jobs, goods and services within the City and along the river. In addition, the Project would beautify spaces by including landscaped planters throughout the site, and replacing a vacant, environmentally contaminated site previously used for illegal driving of off-road vehicles. As such, the Project would be consistent with this portion of the LARRMP.

It should be noted that this Plan is a City of Los Angeles document and is not applicable to projects outside of the City of Los Angeles' jurisdiction. Nevertheless, the Project would continue to support the principles and goals as set forth in the LARRMP through provision of an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a trail/trailhead linkage be developed. As such, the Project would be consistent with the plan, as it would support pedestrian access and connectivity to public spaces. As such, the Project would not conflict with the LARRMP.

1996 LA River Master Plan

The 1996 Master Plan was a multi-objective program for the entire 51-mile LA River, which recognized its primary purpose for flood protection, and outlined goals for environmental enhancement, recreational opportunities, and economic development. The 1996 LA River Master Plan identified four demonstration projects. The Project Site does not lie within any of these demonstration projects. The 1996 Master Plan's appendix on Long Beach and Carson cities depicts the length of the LA River running through those cities, noting various points where potential improvements could be made. Similar to the LLARRP, the large area encompassing the LACFCD property, Project Site, and other public and private properties north and south of the I-405 is outlined and labeled as "Potential Restoration Site; City Proposed Park," but no further details are provided except for a dotted line proposing a connection between the existing trail along the LA River and Pacific Place.

As discussed previously, the Project Site is privately owned, and no public agency has identified sufficient funding at this time to acquire, remediate, and develop the Project Site for public open space. Accordingly, development pursuant to the 1996 Master Plan is infeasible at the Project Site at this time. The 1996 Master Plan is clear that it is not intended to alter private property rights, nor does it constitute a land acquisition commitment or funding assurance. The Project would not prevent public agencies from taking such action or making such assurances in the future. The Project also does not prevent the adjacent LACFCD property, which is the majority of the 1996 Master Plan’s restoration opportunity identified at this location, to be developed as public open space in the near term. The Feasibility Report in fact identifies the LACFCD property as the top recommended site for new parkland due to feasibility, current use, ownership (publicly owned), direct adjacency to the LA River, and the owner’s (County) interest. The Feasibility Report notes that the City and County currently are in discussions to develop the LACFCD property.

Nevertheless, the will implement some aspects of the 1996 Master Plan. The Project includes providing a public trail easement, as well as native landscaping, along the Project Site’s southern, western, and northern property lines. The 1996 Master Plan chapter on Economic Development states that “[i]ndividuals and businesses owning property along the river channel could enhance the riverfront in conjunction with the development of river trails. Enhancements could include landscaping, tree planting and lunch areas for employees.” Consistent with the 1996 Master Plan, the Project’s trail easement and landscaping features will, once the LACFCD property is developed for public open space, provide beautified, safe, and direct public access from North Pacific Place to the LACFCD property, LA River, and existing bike path along the LA River.

Additionally, the 1996 Master Plan organized key issues under six general topics and eight goals. The 1996 Master Plan went on to develop a list of objectives, recommendations, and suggested policy changes for each of the six topics and their related goals. The topics and related goals are detailed below. Additionally, Project consistency with each goal is provided below in Table 4.10-1.

**TABLE 4.10-1
PROJECT CONSISTENCY WITH 1996 LA RIVER MASTER PLAN**

Topic/Goal	Consistency Analysis
<p>Aesthetics</p> <ul style="list-style-type: none"> Improve the appearance of the river and the pride of the local communities in it. 	<p>Consistent. As discussed in Section 4.1, Aesthetics, Project grading and site preparation activities removed the dilapidated remains of the driving range and undeveloped, partially vegetated land. The Project would include native landscaping around the perimeter of the Project Site and along the margins of the proposed parking lots east of the building and in the southeasterly extension of the Project Site. In addition, the Project would set aside an easement to provide public access along the southern boundary of the site from Pacific Place to the LA River if and when the neighboring LACFCD property is developed in the future as open space and/or recreation areas. Project implementation would consist of changes limited to the Project Site and would not affect the appearance of the river or the LACFCD land immediately adjacent to the LA River. As such, the project would be consistent with this goal.</p>
<p>Economic Development</p> <ul style="list-style-type: none"> Promote the river as an economic asset to the surrounding communities. 	<p>Consistent. Project construction is expected to generate temporary construction jobs and operation is estimated to generate approximately 10 long-term jobs. As such, the proposed Project would create jobs along the river. Additional details are further discussed in Section 4.12, Population and Housing.</p>

**TABLE 4.10-1
PROJECT CONSISTENCY WITH 1996 LA RIVER MASTER PLAN**

Topic/Goal	Consistency Analysis
<p>Environmental Quality</p> <ul style="list-style-type: none"> • Preserve, enhance, and restore environmental resources in and along the river. 	<p>Consistent. The Project would set aside an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a future trail be developed. This would provide a publicly accessible trail/trailhead and ensure additional improvement of the walking environment along the river. In addition, the Project will improve the environmental condition of the area by capping the Project Site, as advised and overseen by DTSC, to ensure that stormwater runoff does not encounter impacted materials under the Project Site given the Project Site’s environmental history.</p>
<p>Flood Management and Water Conservation</p> <ul style="list-style-type: none"> • Ensure that flood control and public safety needs are met. • Consider stormwater management alternatives. 	<p>Consistent. Section 4.9, Hydrology and Water Quality, of this EIR evaluated flood hazards. Development of the Project would not risk release of pollutants due to project inundation due to a flood within a 100-year flood zone, tsunami, or seiche. Impacts would be less than significant, and no mitigation is required.</p> <p>Stormwater was also analyzed in Section 4.9, Hydrology and Water Quality, of this EIR. As described in further detail in the aforementioned section, a conceptual low-impact development (LID) plan, prepared for the Project in accordance with the City’s MS4 Permit, specifies BMPs that would be implemented during Project design and operation to minimize stormwater pollution. Operational impacts related to requirements for discharges to stormwater would be less than significant with implementation of the Project LID Plan, and no mitigation is required. As such, the Project would be consistent with this policy.</p>
<p>Jurisdiction and Public Involvement</p> <ul style="list-style-type: none"> • Ensure public involvement and coordination during Master Plan development and implementation among jurisdictions. 	<p>Consistent. For the reasons discussed in detail below regarding the 2022 LA River Master Plan, the Project is not inconsistent with implementation of the Master Plan development.</p>
<p>Recreation</p> <ul style="list-style-type: none"> • Provide a safe environment and a variety of recreational opportunities along the river. • Ensure safe access to and compatibility between the river and other activity centers. 	<p>Consistent. The Project would set aside an easement to provide future public access along the southern boundary of the site to the LA River, should a future trail be developed. This would provide a publicly accessible trail/trailhead and ensure additional access to the river.</p>

As such, the Project would be consistent and not in conflict with the 1996 LA River Master Plan.

2022 LA River Master Plan

The 2022 Master Plan is an update of the 1996 LA County LA River Master Plan and intended to guide policy and project development along the 51-mile length of the LA River. As discussed previously, Section III of the Master Plan includes a database of 278 constructed, in-development, and planned projects across LA County that present opportunity areas. Those identified as “planned major projects” are derived and repeated from prior plans published by the County and other jurisdictions adjacent to the LA River. The Project Site is identified in Frame 2: South Plan as part of a Planned Major Project. This Planned Major Project is further described in the Master Plan’s Appendix Volume II Technical Backup as RM 4.4 Wrigley Heights River Park. The Master

Plan explains that RM 4.4 is not a new or different opportunity but is included in the Master Plan because it was an opportunity identified in the LLARRP (described above) and part of the Long Beach Riverlink (described below). RM 4.4 comprises 63.7 acres, of which, like in the LLARRP, the Project Site is a part. The Plan notes that RM 4.4 is 60 percent privately owned, 25 percent County owned, 5 percent public land (non-County), and 10 percent unclassified. Per the map of RM 4.4, it includes, like Opportunity 68 in the LLARRP, the Project Site, the McDonald Trust parcels, the LACFCD property adjacent to the Project Site, and properties south of the I-405.

As explained above, the 2022 Master Plan included RM 4.4, which includes the Project Site, as a Planner Major Project. Because RM 4.4 was merely a reiteration of the opportunities identified in the RiverLink and LLARRP, the Project is not inconsistent or in conflict with the 2022 Master Plan for the same reason it is not in conflict with the RiverLink and LLARRP.

2003 Park, Recreation and Marine Strategic Plan

In 2003, the PRM Department developed a strategic plan to identify issues and potential future challenges to the PRM Department and to develop strategies for meeting them and incorporated elements from the City's Strategic Plan and was used to guide the PRM Department's recreational programming, park and facility development and improvements, and administrative decisions for the next ten years. This plan has been superseded by the 2022 Park, Recreation and Marine Strategic Plan. As such, further discussion of the 2003 plan is not warranted.

2022 Park, Recreation and Marine Strategic Plan

The City's General Plan Land Use Element's City-Wide Implementation Strategy LU-M-85 states that the City will, "Continue to implement and update the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element." (Long Beach 2019a) The City's PRM Strategic Plan serves as a tool to adapt park services to the community's evolving needs, including providing accessible public spaces, offering meaningful recreational programming, prioritizing health equity across the City, building lasting partnerships, connecting with the community, establishing an environmentally sustainable park ecosystem, ensuring a diverse and dynamic workforce, and creating a financially secure operation. The Project proposes development and operation of a self-storage facility, which would not generate direct population growth within the City and would generate approximately 10 permanent jobs related to operation of the proposed self-storage facility. The Project would continue to support the goals and policies as set forth in the PRM Strategic Plan through provision of an accessible pedestrian path located along the north side of the proposed entrance driveway. The Project would also set aside an easement to provide future pedestrian access along the southern boundary of the site to the LA River, should a trail/trailhead linkage be developed. As such, the Project would be consistent with the 2022 PRM Strategic Plan and General Plan Land Use Element's City-Wide Implementation Strategy LU-M-85, as it would support pedestrian access and connectivity to public spaces.

The West Long Beach Livability Implementation Plan

The West Long Beach Livability Implementation Plan aims to provide enhancements to the community's physical environment, improved accessibility and connectivity, a cleaner environment, a vibrant economy, and improved community health. The City's General Plan Land Use Element City-Wide Implementation Strategy LU-M-54 states that the City will implement the Plan through land use planning and capital improvement projects. Page two of the plan states that the "plan does not generate new project concepts". According to the Plan, the Project Site falls within the Los Cerritos Neighborhood. The Plan identifies a project near the Project Site entitled "Del Mar Park"; the plan defines the Del Mar Park project as "development of a new park per River Link plan". The Plan also identifies a project south of the Project Site over the I-405 that

it describes as “Expansion of Wrigley Heights park south of 405 as part of River Link; Potential City agreement with LA County to acquire land along the LA River.” It is not clear from the “Del Mar Park” label what RiverLink opportunity it is referencing, but the only RiverLink opportunity that identifies the Project Site is discussed above as Destination 6: Wrigley Heights – North. Because the Plan merely reiterates opportunities identified in the RiverLink, the Project is not inconsistent or in conflict with Plan or General Plan Land Use Element City-Wide Implementation Strategy LU-M-54 for the same reasons it is not in conflict with the RiverLink.

The West Long Beach Livability Implementation Plan identifies livability criteria; the Project would be consistent with these criteria, as identified and discussed below:

Community, Safety and Access

- Safe Neighborhoods
- Improve Pedestrian Bicycle and Mobility Access
- Increase Availability/Access to Community Parks, Schools and Open Spaces

The Project would provide two crosswalks to ensure pedestrian safety that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway, which would increase pedestrian infrastructure within the City. The Project would set aside an easement to provide future public access along the southern boundary of the site to the LA River, should a trail/trailhead be developed, ensuring accessibility and connectivity to public spaces. Additionally, the Project would increase bicycle infrastructure through provision of 15 bicycle storage spaces. As such, the Project would be consistent with the Community, Safety and Access livability criteria of the Implementation Plan.

Economy

- Beautify Neighborhoods
- Increase Availability and Access to Jobs, Goods and Services
- Promote Economic Development

The Project would provide approximately 10 permanent jobs associated with the operations of the proposed self-storage facility and short-term jobs during construction activities, which would increase development and jobs within the City. Remediation of the Project Site and construction of the Project would also promote economic development by putting a long underutilized and environmentally impacted site to beneficial economic use that will create jobs, neighborhood services, and public infrastructure. The development of the Project would provide pedestrian access, bicycle storage, and connectivity to public spaces, which would increase access to jobs, goods and services within the City. In addition, the Project would beautify spaces by including landscaped planters throughout the site, and replacing a vacant site previously used for illegal driving of off-road vehicles. As such, the Project would be consistent with the Economy livability criteria of the Implementation Plan.

Los Angeles County 2016 Parks Needs Assessment

The PNA divides the County into a number of study areas; Study Area 97, Long Beach Central, contains the Project Site. The plan places Study Area 97 in the “low” park need category. The Study Area Profile for the Long Beach Central Study Area does not identify any projects or priority

projects which the Project would preclude development of. As such, the Project would not conflict with this plan.

Los Angeles County 2022 Parks Needs Assessment Plus

The PNA+ serves as the County’s strategy for land conservation and restoration by providing a more in-depth and nuanced understanding of 1) the distribution of environmental benefits and burdens within the County, 2) park access and need considerations for regional parks and open spaces and 3) park needs that are specific to the rural areas of the County. The plan divides the County into Regional Study Areas and the Project Site falls within the “Gateway” Regional Study Area. The plan identifies the “Former Long Beach Golf Learning Center” as a “Regional Specialized Recreation Facility”. The plan defines regional specialized recreation areas as “Formal Outdoor Recreation”, or Single-Use Parks that contain a specialized recreation or cultural facility as the primary use. Examples include golf courses, historic sites, equestrian centers, and amphitheaters that are stand-alone (not contained within a larger park). The Plan does not identify any plans, policies, or objectives for Regional Specialized Recreation facilities; moreover, the Former Long Beach Golf Learning Center is no longer present within the Project Site. As such, the Project would not conflict with this plan.

I-710 Corridor Livability Plan

As stated in the regulatory discussion above, the I-710 Corridor Livability Plan aims to improve the environmental health, mobility, and livability of the I-710 Corridor. The Plan identifies Corridor Recommendations within Chapter 4, Community Livability Plan. The City’s General Plan Land Use Element City-Wide Implementation Strategy LU-M-53 states that the City will implement the Plan. The Plan’s only recommendation applicable to the Project is Recommendation Four, RiverLink Open Spaces, which states the following: implementation of multiple parks, open space connectors and gateways to improve access to LA River. The Plan also notes the area surrounding the Project Site, including the Project Site, as a RiverLink project by incorporating the Green Vision Map. As noted above, because the Plan merely reiterates opportunities identified in the RiverLink, the Project is not inconsistent or in conflict with Plan or General Plan Land Use Element City-Wide Implementation Strategy LU-M-53 for the same reasons it is not in conflict with the RiverLink.

City of Long Beach General Plan

The City of Long Beach General Plan is a comprehensive plan that must address the following seven subject areas or elements: land use, circulation, housing, conservation, open space, noise, and safety. It may also address any other issues or include any other elements that relate to the physical development of the city or county. Each element of the approved General Plan is generally described below along in Table 4.10-2, Project Consistency with the General Plan, with a consistency analysis of the Project with specific goals and policies of the City’s General Plan.

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Air Quality Element		
Policy 2.4.1	Promote Non-Motorized Transportation.	Consistent. The Project aims to promote non-motorized transportation by providing two crosswalks

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Action 2.4.1.1	Promote the fulfillment of the City bicycle plan and capital improvement program.	that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future offsite trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation. Additionally, the Project is subject to transportation demand and trip reduction measures pursuant to the Long Beach Municipal Code (LBMC) Chapter 21.64, which would further ensure new development is designed to reduce vehicle trips and promote non-motorized transportation.
Action 2.4.1.3	Ensure that all new development is designed and constructed to facilitate and encourage travel by carpool, vanpool, transit, bicycle, and foot.	
Action 2.4.1.8	Provide convenient, secure bicycle parking facilities at public buildings, shopping centers, employment and activity centers, and multi-family developments.	
Action 2.4.10	Ensure that pedestrian walkways are safe, convenient, and aesthetically appealing, especially at major activity centers.	
Policy 2.6.2	Fleet Conversion to Clean Fuels.	Consistent. The Project would provide approximately EV charging stations and EV ready parking spaces in accordance with CalGreen, supporting the use of electric vehicles in the City.
Action 2.6.2.4	Investigate methods of supporting future widespread use of electric vehicles through Code changes that promote or require the availability of electric "re-charge" outlets in new garages, additional Fire Department training regarding the batteries in electric vehicles, and participation in the infrastructure planning for the 1-405 Freeway "EV Corridor."	
Policy 5.1	Manage Growth.	Not applicable. The Project Site has very limited pedestrian and neighborhood access given its isolated location between the Metro tracks, LA River, and freeways. It does not have access or proximity to other commercial, retail, or neighborhood services that could serve the Project Site. It is therefore not located in an area that could capitalize on proximity to transit.
Action 5.1.1	Increase residential densities and commercial intensities close to transit stations to improve the effectiveness and usage of transit and other non-automotive forms of transportation.	
Policy 5.2	Balance Growth	Consistent. Project construction is expected to generate a small number of temporary construction jobs; Project operations are estimated to generate approximately 10 permanent jobs. The Project's operational employment generation is well within regional forecasts for the County and City. As such, the proposed self-storage Project would create jobs. Additional details are discussed further in Section 4.12, Population and Housing.
Action 5.2.2	Improve the jobs/housing balance through new development and redevelopment project reviews and actions.	
Policy 6.1	Control Dust.	Consistent. The Project would incorporate requirements of SCAQMD Rule 403 (RR AQ-1), watering for dust control, during construction. Project air quality emissions during construction and operations would be less than the applicable thresholds, with mitigation. Additional details are further discussed in Section 4.2, Air Quality.
Action 6.1.1	Evaluate current efforts to regulate construction and renovation methods minimizing emissions from building materials and the construction process to ensure their maximum effectiveness, taking into consideration public and private costs.	
Policy 7.1	Energy Conservation	

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Action 7.1.4	Encourage the incorporation of energy conservation features in the design of all new construction.	Consistent. Project development would comply with the 2022 Building Energy Efficiency Standards, the 2022 CALGreen code, and the City of Long Beach CAP, which would assist in achieving a reduction of electricity and natural gas use during construction and operations. Additional information is discussed in Section 4.5, Energy. Additionally, the Project would provide water conservation measures such as high efficiency toilets, automated faucets, and low flow sprinkler heads, where applicable.
Action 7.1.5	Encourage the installation of conservation devices and low energy using/ water consuming appliances in new and existing development.	
Action 7.1.7	Support efforts to reduce greenhouse gas emissions that diminish the stratospheric ozone layer.	
Conservation Element		
Overall Goals of the City		
Goal 1	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 would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed (which will occur when the LACFCD property is developed for public open space). Should a trail be developed, this easement would provide a publicly accessible trail/trailhead that can connect to the LACFCD property (once developed) and by extension the LA River and bicycle path and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation. The Project would also include native landscaping around the Project Site perimeter, particularly in the northwest corner, which would complement the development of public open space on the LACFCD property when it is developed.
Goal 4	To improve and preserve the unique and fine qualities of Long Beach and to eliminate undesirable or harmful elements.	Consistent. The Project Site is located on historically hazardous land, with previous uses including an oil brine water treatment facility, five active oil wells, and a soil dredging site. The Project would remediate the existing condition, protecting the public from potential impacts of the Project Site's environmental history, and put the Project Site to economically beneficial use with a self-storage and RV storage facility.
Water Resource Management Goals		
Goal 1	To assure adequate quantity and quality of water to meet the present and future domestic, agricultural and industrial needs of the City.	Consistent. Long Beach Utilities (LBU) has adequate existing water and wastewater infrastructure to serve the proposed Project. Additional details are discussed in Section 4.17, Utilities and Service Systems.
Soils Management Goals		
Goal 3	To minimize those activities which will have a critical or detrimental effect on geologically unstable areas and soils subject to erosion.	Consistent. The largest source of erosion and topsoil loss is uncontrolled drainage during construction. In compliance with the NPDES permit, erosion potential during construction of the proposed Project has been (during surcharge activities) and will continue to be managed with BMPs implemented on the Project Site

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
		as part of a SWPPP during construction activities in accordance with NPDES requirements.
Goals for Other Resources		
Goal 1	To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential.	Consistent. The Project is not located within the vicinity of any scenic highways. Additionally, there are no cultural resources within the Project Site included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts, and the Project would not result in any disruption of historic buildings.
Historic Preservation Element		
Goal 1	Maintain and support a comprehensive, citywide historic preservation program to identify and protect Long Beach's historic, cultural, and archaeological resources.	Consistent. Based on the SCCIC literature review and records searches from 2020 and 2023, there are no cultural resources within the Project Site listed in the CRHR, the NRHP, California Historical Landmarks, or California Points of Historical Interest lists. Additionally, there are no cultural resources within the Project Site included in a Local Register of Historical Resources; on a map of Historical Resources; or on a map of Historic Districts, and the Project would not result in any disruption of historic buildings. Additionally, no archaeological resources were observed during the 2020 surveys conducted for the Project Site. Nevertheless, there is always potential for archaeological resources to be uncovered during grading activities, thus resulting in a potentially significant impact. Therefore, with implementation of MM CUL-1 requiring that any resources that are inadvertently uncovered during grading be evaluated by a qualified Archaeologist to determine their significance and the need to protect in place; salvage and preserve; or other measure(s) to reduce impacts to important cultural resources, potential impacts to archaeological resources would be reduced to less than significant levels. Additional details are discussed in Section 4.4, Cultural Resources.
Goal 2	Protect historic resources from demolition and inappropriate alterations through the use of the City's regulatory framework, technical assistance, and incentives.	
Policy 2.1	The City shall discourage the demolition and inappropriate alteration of historic buildings.	
Policy 2.3	The City shall continue to use the Secretary of the Interior's Standards as guidelines for appropriate rehabilitation projects, adaptive reuse, or additions to historic structures.	
Policy 2.4	The City shall ensure compliance of all historic preservation, redevelopment, and new construction projects with the CEQA, and Section 106 of the NHPA.	
Housing Element		
No goals, policies, or objectives are applicable to the Project.		
Land Use Element		
Strategy 1	Support sustainable urban development patterns.	Consistent. The Project Site has very limited pedestrian and neighborhood access given its isolated location between the Metro tracks, LA River, and freeways. It does not have access or proximity to other commercial, retail, or neighborhood services that could serve the Project Site. It is therefore not located in an area that could capitalize on proximity to transit and walkability. Nonetheless, the Project does promote sustainable urban development patterns. Self-storage and RV storage are local serving uses and would provide a secure and close storage location for local residents and businesses. Further, the Project Site is limited in terms of development potential given its isolated location between the Metro tracks, freeways, and the
Policy 1-1	Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.	

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
		<p>LA River, limited pedestrian and neighborhood direct access, and environmental history. The Project is one of the few uses that can overcome these constraints and remediate and put the Property to an economically beneficial use.</p> <p>The Project would also set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation.</p>
Policy 1-4	Require electric vehicle charging stations to be installed in new commercial, industrial, institutional and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment.	Consistent. The Project would provide EV charging stations and EV ready parking spaces in accordance with CalGreen., supporting future electric vehicle supply equipment.
Policy 1-10	In addition to analyzing project and plan impacts on Levels of Service and Stop Delay, analyze Vehicle Miles Traveled consistent with the State's guidelines.	Consistent. The Project Transportation Impact Analysis (TIA) analyzed both VMT and LOS, per City and State guidelines. According to the City of Long Beach Traffic Impact Analysis Guidelines, projects which generate fewer than 500 trips per day are considered small projects which are assumed to have a less than significant impact. The Project is expected to generate 399 daily trips. Therefore, the Project is considered to have a less than significant impact per the CEQA guidelines and would be exempt from a VMT analysis. Additional details are further discussed in Section 4.15, Transportation.
Strategy 3	Maintain a strong, diversified economic base that creates jobs and attracts employers.	Consistent. Project construction is expected to generate a small number of temporary construction jobs; Project operations are expected to generate approximately 10 permanent jobs. The Project's operational employment generation is well within regional forecasts for the County and City. Additional details are further discussed in Section 4.12, Population and Housing.
Policy 3-2	Promote and attract a mix of commercial and industrial uses by emphasizing the flexibility of the PlaceTypes designations.	Consistent. The proposed self-storage facility and RV storage falls under the proposed Community Commercial Centers and Corridors PlaceType designation and would represent a commercial use within the City. The Project demonstrates how the PlaceTypes can be flexibly utilized to facilitate the remediation and productive development of underutilized, historically impacted properties.
Policy 3-3	Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light	Consistent. As stated above, the Project falls under the proposed Community Commercial Centers and Corridors PlaceType designation and the proposed

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
	industrial, artist galleries, studios and limited live/work units.	self-storage use would be consistent with the proposed PlaceType.
Strategy 6	Maintain a full range of City services for the community that is consistent with the revenue available to sustain those services.	Consistent. The Project would develop a self-storage facility including RV storage, which are local serving uses. The Project uses would be consistent with the Community Commercial Centers and Corridors PlaceType General Plan land use designation and the proposed Commercial Storage zoning. The Project would increase employment in the City, with construction expected to generate a small number of temporary construction jobs and operations expected to generate approximately 10 permanent jobs.
Policy 6-1	Encourage a mix of land uses that is diverse, innovative, competitive, entrepreneurial, local and sustainable, which thereby promotes economic development, increases City revenues, expands job growth and increases value, access and usability for existing neighborhoods and communities.	
Strategy 7	Implement the major areas of change identified in this Land Use Plan (Map LU-20).	Consistent. Even though the Property will no longer be identified on Map LU-20 as Major Area of Change No. 2 (Convert Industrial Edges to Neo-Industrial Uses) since its PlaceType will change from Neo-Industrial to Community Commercial Centers and Corridors, the Property's proposed General Plan amendments and the Project promote the policies of Policy 7-2 and Policy 7-4. The Project Site's historical oil operations contributes to the site being vacant and difficult to develop today. The Project will convert this underutilized site into a clean, healthy, and environmentally responsible development, similar to the intent of the Neo-Industrial designation. The Project would replace a vacant site historically associated with illegal off-road driving with a self-storage and RV storage, and would remediate the environmentally impacted conditions of the site, as described further in Section 4.8, Hazards and Hazardous Materials. As such, the Project would replace an underutilized industrial site with a more productive commercial use. The Project also supports Policy 7-10 because the proposed self-storage use would be consistent with the proposed Community Commercial Centers and Corridors PlaceType. The proposed Commercial Storage zoning is consistent with the proposed Community Commercial Centers and Corridors PlaceType.
Policy 7-2	Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.	
Policy 7-4	Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.	
Policy 7-10	Maintain consistency between the Land Use Element PlaceTypes and the updated Zoning Districts.	
Strategy 14	Promote the equitable distribution of services, amenities and investments throughout the City.	Consistent. The Project aims to encourage livable communities by providing two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation.
Policy 14-4	Establish livable communities across all neighborhoods that encourage walking, bicycling, using public transit and exercising outdoors, and that provide for economic and social opportunities for all community members.	

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Policy 14-6	Promote universal design in public and private development to ensure accessibility for people of all abilities	Consistent. The Project would provide accessible features, would comply with all provisions of the Americans with Disabilities Act (ADA).
Strategy 15	Foster community outreach and engagement in planning City projects and programs.	Consistent. The Native American Heritage Commission (NAHC) conducted a Sacred Lands File (SLF) search for the Project. The search did not identify any sacred places or objects with cultural value to a California Native American tribe on the Project Site. In both 2020 and 2023, consistent with requirements of Assembly Bill (AB) 52 and Senate Bill (SB) 18, the City of Long Beach sent letters to tribes identified by the NAHC and that have expressed an interest in being consulted regarding Native American resources for projects being undertaken in the City of Long Beach. The City has included the mitigation measures that were agreed upon in the MND based on previous (2020) consultation between the City of Long Beach and the Gabrieleño Band of Mission Indians—Kizh Nation. Accordingly, the Project would incorporate MMs TRIB CULT-1 through TRIB CULT-5 . Additionally, in 2023, the City responded to a request for consultation from Gabrielino Tongva Indians of California Tribal Council. On April 15, 2024, Christina Conley from the Gabrielino Tongva Indians of California Tribal Council sent preferred Mitigation Measures to the City to be incorporated into the Mitigation Monitoring and Reporting Program. As such, in addition to MM TRIB CUL-1 through MM TRIB CUL-5 , MM TRIB CUL-6 through MM TRIB CUL-11 would be implemented to reduce potential impacts to TCRs to less than significant levels. Additional details are further discussed in Section 4.16, Tribal Cultural Resources.
Policy 15-3	Consult with California Native American tribes early in the planning process to ensure their concerns are appropriately reflected in planning initiatives and projects.	
Policy 15-4	Work with the Native American community to identify ways of incorporating, appreciating and highlighting Native American history and culture in public art, museums, events and where applicable, development projects.	
Strategy 16	Prevent and reduce disproportionate environmental burdens affecting low-income and minority populations.	Consistent. The Project Site is private and not accessible to the public. As described in the Project Description, a Remediation Plan to manage on-site impacted soils from the historical oil development activities on-site would be implemented as part of Project. As such, the Project would assist in reducing the existing on-site environmental burdens.

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Policy 16-8	Require an acoustical analysis prior to project approval for projects subject to CEQA review, for all noise sensitive projects located in an area with noise levels greater than 60 dBA CNEL. All new residential land uses shall be designed to maintain a standard of 45 dBA CNEL or less in building interiors, consistent with the General Plan. Noise reduction measures to achieve this noise level could include, but are not limited to, forced air ventilation so that windows can remain closed and/ or upgraded wall and window assemblies.	Consistent. The Project conducted a noise analysis, as described further in Section 4.11, Noise. The noise levels from general Project-related construction activities would range from 45 to 71 dBA Leq for the maximum noise levels and 42 to 62 dBA Leq for the average noise levels. The City Noise Ordinance prescribes specific time periods for construction activities that generate noise. Also, the City considers limiting the hours in which construction activity is permitted to the least noise sensitive portions of the day as the primary method of restricting noise from construction. Thus, Project construction activities would not expose persons to or generate noise levels in excess of the applicable standards. To limit annoyance, MM NOI-1 would be implemented as part of the Project, requiring a menu of measures to limit the noise from construction activities to noise sensitive receptors. This would reduce construction noise impacts to less than significant. Additional details are further discussed in Section 4.11, Noise.
Strategy 18	Increase open space in urban areas.	Consistent. The Applicant has incorporated landscaping into Project design, with landscaping concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking. The schemes would be maintained to provide a consistent and complementary landscape appearance throughout the Project Site. Additionally, the Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City.
Policy 18-1	Require that new development creatively and effectively integrates private open spaces into project design, both as green spaces and landscaped courtyards.	
Policy 18-5	Enhance access to safe open space and recreation facilities for all residents.	
Strategy 20	Preserve, restore and protect water bodies, natural areas and wildlife habitats	Consistent. For construction, the Project has (during surcharge activities) developed and implemented a SWPPP, as required by and in compliance with, the NPDES Construction General Permit, identifying erosion and sediment control BMPs. This SWPPP would continue to be implemented during future construction phases. As stated in the LID Plan, the Project would during operations implement BMPs consistent with the City's MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
Policy 20-5	Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean.	
Strategy 21	Reconnect with nature's systems and natural processes.	Consistent. The Project would set aside an easement along the southern boundary of the site to provide

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Policy 21-1	Transition the Los Angeles and San Gabriel Rivers to more attractive, multi-functional, healthier environments that are easily accessible for passive recreation.	future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City.
City-Wide Implementation Strategy LU-M-53	Continue to implement the Long Beach I-710 Community Livability Plan aimed at incorporating and prioritizing livability improvements in the I-710 freeway corridor neighborhoods.	Consistent. For the reasons discussed above, the Project is not inconsistent with the I-710 Community Livability Plan and therefore is consistent with this implementation strategy.
City-Wide Implementation Strategy LU-M-54	Continue to implement the West Long Beach Livability Implementation Plan to improve the quality of life in West Long Beach and to bring to fruition the community's vision of a healthy, vibrant and livable neighborhood through land use planning and capital improvement projects.	Consistent. For the reasons discussed above, the Project is not inconsistent with the West Long Beach Livability Implementation Plan and therefore is consistent with this implementation strategy.
City-Wide Implementation Strategy LU-M-85	Continue to implement and update the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element.	Consistent. For the reasons discussed above, the Project is not inconsistent with the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element and therefore is consistent with this implementation strategy.
City-Wide Implementation Strategy LU-M-86	Update and implement the Long Beach Riverlink Plan to create a continuous greenway of pedestrian and bike paths and linkages along the east bank of the LA River, as well as to connect to existing and future parks, open space and beaches along western portions of the City.	Consistent. For the reasons discussed above, the Project is not inconsistent with the Long Beach Riverlink Plan and therefore is consistent with this implementation strategy.
Local Coastal Program		
As the Project is not located within the Local Coastal Program, this Element would not apply.		
Mobility Element		
Mobility of People (MOP) Policies		
MOP Policy 2-15	Ensure that all new development is consistent with the applicable provisions of the Bicycle Master Plan.	Consistent. The Project would provide approximately 15 bicycle parking spaces along the front parking lot area. As such, the provision of bicycle storage would be consistent with the Bicycle Master Plan, as it would continue to exemplify the City's goal of bicycle-friendliness and accessibility and would encourage individuals to take alternative modes of transportation.
MOP 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.	

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
MOP Policy 5-1	Incorporate “green infrastructure” design and similar low impact development principles for stormwater management and landscaping in streets.	Consistent. During construction, the Project has (during surcharge activities) and would continue to implement a SWPPP, as required by and in compliance with, the NPDES Construction General Permit, identifying erosion and sediment control BMPs. As stated in the LID Plan, the Project would during operation implement BMPs consistent with the City’s MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
MOP Policy 5-2	Reduce vehicle miles traveled (VMT) and vehicle trips through the use of alternative modes of transportation and Transportation Demand Management (TDM).	Consistent. The Project TIA analyzed both VMT and LOS, per City and State guidelines. According to the City of Long Beach Traffic Impact Analysis Guidelines, projects which generate fewer than 500 trips per day are considered small projects which are assumed to have a less than significant impact. The Project is expected to generate 399 daily trips. Therefore, the project is considered to have a less than significant impact per the CEQA guidelines and would be exempt from a VMT analysis and would not require a TDM. Additional details are further discussed in Section 4.15, Transportation.
MOP Policy 5-6	Support the development of a network of public and private alternative fuel vehicle charging/ fueling stations Citywide.	Consistent. The Project would provide EV charging stations and EV ready parking spaces in accordance with CalGreen, which would support the development of alternative fuel vehicle charging stations.
MOP 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.	Consistent. While the Project does not propose a parking structure, it does propose a surface parking area. Landscaping would be installed throughout the Project Site, concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking, providing attractive components within the parking facility. Additionally, site access would be provided by a proposed extension of Pacific Place northwest and west approximately 360 feet from the existing end of Ambeco Road, which would promote good internal circulation. Two electronic gates would control entry to the RV storage area: one across the driveway next to the northeast side of the proposed self-storage building and the second across the driveway next to the south side of the self-storage building to provide multiple entry and exit points.

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
MOP Policy 19-1	Plan for and provide appropriate levels and types of infrastructure based on the desired character of each neighborhood or district.	Consistent. The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. Implementation of this new pedestrian infrastructure would improve mobility within the area, consistent with this policy.
MOP Policy 19-2	Ensure that development is appropriate and in scale with current and planned infrastructure capabilities.	Consistent. The Project would be served by existing infrastructure within the area, including the LBU for water and wastewater, the Long Beach Gas Department (LBGD) for natural gas, Southern California Edison (SCE) for electricity, Verizon for telecommunications and Los Angeles County Sanitation District (LACSD) for solid waste. The existing infrastructure is adequate to serve the proposed Project and would not result in the construction of new facilities beyond minor connections to the existing infrastructure. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOP Policy 19-5	Implement low-impact development techniques to reduce and improve the quality of stormwater runoff	Consistent. During construction, the Project has (during surcharge activities) and would continue to implement a SWPPP, as required by and in compliance with, the NPDES Construction General Permit, identifying erosion and sediment control BMPs. As stated in the LID Plan, the Project during operations would implement BMPs consistent with the City's MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
Mobility of Resources (MOR) Policies		
Strategy No. 17	Provide a safe and secure network of oil and natural gas pipelines.	Consistent. The LBGD provides natural gas to the City and the Project Site. Natural gas demands are expected to be limited to operation of the car wash and hot water to the restrooms. The Project would install gas pipelines onsite and would be responsible to connect to an existing offsite natural gas main. As part of Project construction, all existing and proposed natural gas lines would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
Strategy No. 19	Promote well-maintained water, wastewater, and stormwater infrastructure systems that serve the demands of existing and future residents and businesses while mitigating environmental impacts	Consistent. The LBU has adequate existing water and wastewater infrastructure to serve the proposed Project. The Project would implement a stormwater detention system and biofiltration system that would have capacity to meet City requirements. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOR Policy 19-1	Plan for and provide appropriate levels and types of infrastructure based on the desired character of each neighborhood or district.	

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
MOR Policy 19-2:	Ensure that development is appropriate and in scale with current and planned infrastructure capabilities.	Consistent. As stated above, the Project would be served by existing infrastructure within the area, including the LBU for water and wastewater, the LBGD for natural gas, SCE for electricity, Verizon for telecommunications and LACSD for solid waste. The existing infrastructure is adequate to serve the proposed Project and would not result in the construction of new facilities beyond minor connections to the existing infrastructure. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOR Policy 19-3	Promote water-efficient fixtures and appliances to reduce water demand.	Consistent. The Project would provide water conservation measures such as high efficiency toilets, automated faucets, and low flow sprinkler heads where applicable. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOR Policy 19-5	Implement low-impact development techniques to reduce and improve the quality of stormwater runoff.	Consistent. During construction, the Project has (during surcharge activities) and would continue to implement a SWPPP, as required by and in compliance with, the NPDES Construction General Permit, identifying erosion and sediment control BMPs. As stated in the LID Plan, the Project would during operations implement BMPs consistent with the City's MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. These low impact development techniques would reduce and improve the quality of stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
Strategy No. 20	Provide for a robust telecommunication system that meets the needs of residents and businesses, promotes economic development, and encourages telecommuting.	Consistent. Verizon California provides land line telephone service for the Project Site. Frontier and Spectrum provide cable television service on and near the Project Site. The Project would install telecommunications lines onsite and would be responsible to connect to existing offsite lines. As part of Project construction, all existing and proposed telecommunications lines would be subject to inspection, and relocation if necessary, to ensure no disturbance or displacement of the capped waste material would occur. Additional details are further discussed in Section 4.17, Utilities and Service Systems.
MOR Policy 20-3	Maintain and update telecommunications infrastructure at a rate that supports the implementation of quickly evolving technology.	
Noise Element		
Policy N 1-3	Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts.	Consistent. The Project would incorporate MM NOI-1 , which includes construction hour limitations, and noise reduction features during construction activities. Additionally, the Project would incorporate MMs NOI-2 and NOI-3 , which require evidence that HVAC units and carwash/mechanical rooms comply with the applicable requirements of the Long Beach Municipal Code during operations. Additional information is discussed in Section 4.11, Noise.
Policy N 1-4	Encourage developers or landowners to incorporate noise reduction features in the site planning process.	

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Policy N 2-1	Ensure that developments located in commercial, or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses.	Consistent. The noise sensitive receptors nearest to the Project Site are single-family residences and Los Cerritos Elementary School, approximately 160 feet east of the Project Site along the east side of Del Mar Avenue. The primary source of on-site noise would be the HVAC units on the roof of the self-storage building. The Noise Ordinance sets standards for HVAC units. MM NOI-2 would be incorporated into the Project to ensure compliance with the Noise Ordinance 8.80.200.N. Minor on-site noise sources would include vehicles entering and leaving, use of the car wash, and use of the dump station. Mitigation Measure NOI-3 requires a noise study of the car wash to ensure compliance with Municipal Code Section 8.80.160 – Exterior noise limits. Additional information is discussed in Section 4.11, Noise.
Policy N 2-2	Require mitigation measures for new high generating uses adjacent to sensitive receptors	
Policy N 2-3	Require that high generating uses engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences.	
Policy N 3-3	Encourage industrial and commercial activities to restrict their receiving operations to daytime periods.	Consistent. The Project would implement MM NOI-1 , which ensures that noise-generating construction activities shall be limited to the house specified in the Long Beach Municipal Code, Section 8.80.202. SR NOI-1 through SR NOI-3 include construction activity time restrictions on weekdays and federal holidays, Saturdays, and Sundays. Additional information is discussed in Section 4.11, Noise.
Policy N 3-4:	Enforce established hours and routes for delivery trucks and truck traffic.	
Policy N 4-1	Encourage developers to utilize noise absorbing building materials.	Consistent. The car wash would not have a vacuum but may have blowers which are the primary source of noise associated with car washes, and the mechanical room may contain machinery that generates noise. The configuration of the car wash facility, which would include a building enclosure for the mechanical room and partial enclosures for the car wash, would attenuate noise levels by obstructing the line-of-sight between the equipment and the surrounding areas. Roll-up doors would be included on the northern, southern, and eastern facing walls of the building's first level and would be gray and blue tones, with landscaping installed throughout the Project Site, concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking. Additional information is discussed in Section 4.11, Noise.
Policy N 4-5	Encourage building design that incorporates varying and/or angled wall articulation to disperse noise.	
Policy N 4-7	Consider use of decorative walls and/or dense landscaping to further buffer noise between uses.	
Policy N 5-1	Implement and enforce the City's Noise Ordinance and other applicable noise regulations and standards.	Consistent. The Project would incorporate MMs NOI-1 through NOI-3 , which require compliance with the Long Beach Municipal Code Section 1.80 (Noise Ordinance) for construction activities, HVAC units, and the carwash/mechanical room. MM NOI-1 also includes noise reduction features such as orienting the stationary construction equipment away from noise sensitive receptors and equipping machinery with manufacturer specified or better mufflers. Additionally,
Policy N 5-3	Provide information and guidance to the public and stakeholders on noise issues and solutions, such as noise reduction techniques, noise complaint procedures, and noise mitigation resources.	

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Policy N 5-4	Industrial facility owners and/or operators should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.	MM NOI-1 would require notification of noise sensitive receptors within 300 feet of the Project Site of planned construction two weeks prior to initiation. Additional information is discussed in Section 4.11, Noise.
Policy N 5-5	Commercial delivery truck traffic should avoid residential areas whenever feasible.	
Policy N 5-6	Site design should consider sensitive receptor locations and place noise sources away from these uses when feasible.	
Policy N 6-1	Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.	Consistent. The Project Site is bounded to the south by a Caltrans maintenance station; the I-405 freeway; a ramp from Pacific Avenue to the northbound I-405 freeway; and the transition road from the northbound I-405 to the northbound I-710 freeways. Vacant land and the Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly Blue Line) light rail tracks are located east of the Project Site. The proposed self-storage and RV storage uses would be compatible with these land uses. Additional information is discussed in Section 4.11, Noise.
Policy N 6-2	Use the “Land Use Compatibility Guidelines” and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.	Consistent. The Project would comply with all City Noise Ordinance standards, as outlined in MMs NOI-1 through NOI-3 . MM NOI-1 would incorporate specific measures to minimize noise to sensitive receptors, such as nearby residences and the Los Cerritos School. Traffic noise levels would be less than the City’s thresholds, and noise impacts would be less than significant. Additional information is discussed in Section 4.11, Noise.
Policy N 6-4	Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.	
Policy N 10-1	Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.	

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Strategy No. 12	Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.	Consistent. The Project would implement MM NOI-1 , ensuring that noise-generating construction activities shall be limited to the house specified in the Long Beach Municipal Code, Section 8.80.202. SRs NOI-1 through SR NOI-3 include construction activity time restrictions on weekdays and federal holidays, Saturdays, and Sundays. Additional information is discussed in Section 4.11, Noise.
Policy N 12-1	Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.	
Policy N 12-2	Limit the allowable hours for construction activities and maintenance operations near sensitive uses.	
Policy N 12-5	<p>Encourage the following construction best practices:</p> <ul style="list-style-type: none"> • Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses. • • Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment. • Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible. • The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible. • The construction contractor should use on-site electrical sources to power equipment rather than diesel generators where feasible. • All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a “noise disturbance coordinator.” 	Consistent. The Project would incorporate MMs NOI-1 through NOI-3 , requiring compliance with the Long Beach Municipal Code Section 1.80 (Noise Ordinance) for construction activities, HVAC units and the carwash/mechanical room. MM NOI-1 also includes noise reduction features such as orienting stationary construction equipment away from noise sensitive receptors and equipping machinery with manufacturer specified or better mufflers. Additionally, MM NOI-1 would require notification of noise sensitive receptors within 300 feet of the Project Site of planned construction two weeks prior to initiation. Additional information is discussed in Section 4.11, Noise.

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
	<ul style="list-style-type: none"> A “noise disturbance coordinator” should be established. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels. 	
Open Space and Recreation Element		
Goal 1.3	Improve appropriate access to natural environments.	<p>Consistent. The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River; should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City.</p> <p>Consistent. Pursuant to the Response Plan, the Project would include implementation of a Project-specific Remedial Design and Implementation Plan to remediate the historically hazardous uses on-site. These remedial measures would include implementation of management of soils in areas of elevated concentrations, construction of an engineered cap to cover the site, requirement of methane/soil gas mitigation under buildings and under parking areas, installation of perimeter soil gas probes, installation of groundwater monitoring wells, and institutional controls for exposures to impacted soils and sumps (MM HAZ-1). Additional information is discussed in Section 4.8, Hazards and Hazardous Materials.</p>
Goal 1.5	Remediate contaminated sites.	
Policy 1.4	Promote and assist with the remediation of contaminated sites.	
Public Safety Element		
Development Goal 1	Promote the redevelopment of areas, which may present safety problems.	<p>Consistent. The Project Site is located on historically environmentally impacted land, with previous uses including an oil brine water treatment facility, five active oil wells, and a soil dredging site. The Project would remediate the existing site and replace it with a self-storage and RV storage facility. As stated above, these remedial activities include management of soils in areas of elevated concentrations, construction of an engineered cap to cover the site, requirement of methane/soil gas mitigation for under buildings and parking areas, installation of perimeter soil gas probes, installation of groundwater monitoring wells, and institutional controls for exposures to impacted soils and sumps (MM HAZ-1). Additional information is discussed in Section 4.8, Hazards and Hazardous Materials.</p>
Development Goal 3	Provide an urban environment, which is as safe from all types of hazards as possible.	
Development Goal 4	Continue to identify existing or proposed uses or activities that may pose safety hazards.	
Development Goal 10	Strive to encourage urbanization patterns, which preserve and/or create greater safety for residents and visitors.	
Protection Goal 3	Reduce public exposure to safety hazards.	
Protection Goal 4	Effectively utilize natural or man-made landscape features to increase public protection from potential hazards.	
Remedial Action Goal 1	Isolate areas of hazardous concern from other portions of the City.	

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
Remedial Action Goal 2	Eliminate uses which present safety hazards.	
Seismic Safety Element		
Development Goal 2	Provide an urban environment which is as safe as possible from seismic risk.	Consistent. Earthquake-resistant design and materials used in new construction must meet the current seismic engineering standards of the CBC Seismic Zone 4 requirements (incorporated by reference in the Long Beach Municipal Code), in effect at the time of design and construction of the Project. Compliance with these standards would reduce the risk to people and structures to the maximum extent practicable under current engineering practice. The Geotechnical Study outlines the site- and Project-specific requirements to meet CBC standards and reduce exposure to seismic risk. Additional information is discussed in Section 4.6, Geology and Soils.
Development Goal 5	Encourage urbanization patterns which preserve and/or create greater earthquake safety for residents and visitors.	
Protection Goal 1	Reduce public exposure to seismic risks.	
Protection Goal 2	Reduce the potential adverse economic, environmental and social conditions which could result from a major earthquake.	
Remedial Action Goal 1	Eliminate or reconstruct uses and structures which pose seismic risks.	
Urban Design Element		
Policy UD 1-1	Support the goals, strategies, and policies of the General Plan Elements.	Consistent. This table, Table 4.10-2, evaluates consistency with the goals, strategies and policies of the General Plan Elements.
Policy UD 1-8:	Promote universal design in public and private development to ensure accessibility for people of all abilities.	Consistent. The Project would provide accessible features and comply with all provisions of the ADA.
Policy UD 2-3	Promote enhancement of the built environment through façade improvements, quality and context-sensitive infill development, and landscaping.	Consistent. The Project would replace and remediate an underutilized vacant site with a self-storage facility. The building exterior would consist of stucco finish with areas of wood paneling, vision and spandrel glass, and metal paneling. Finishes would be primarily shades of gray with blue and wood accents. Landscaping would be installed throughout the Project Site, which would be maintained to provide a consistent and complementary landscape appearance throughout the Project Site.
Policy UD 2-4:	Incorporate aesthetic elements such as pedestrian lighting, gateway landscape treatment, and ornamental landscaping throughout the City.	
Policy UD 5-6:	Encourage the establishment of electric vehicle charge points and other alternative fuel accommodations at new public and private projects and suitable locations throughout the City.	Consistent. The Project would provide EV charging stations and EV ready parking spaces in accordance with CalGreen, encouraging the establishment of EV charge points in the City.
Policy UD 6-5	Ensure buildings meet the City's requirements for sustainability and green development, both for construction and operation.	Consistent. Development of the Project Site would comply with the 2022 Building Energy Efficiency Standards, the 2022 CALGreen code, and the City of Long Beach CAP. Which would assist in achieving a reduction of electricity and natural gas use during construction and operations. Additional information is discussed in Section 4.5, Energy.
Policy UD 13-1	Incentivize neighborhood improvements to increase walkable/bikeable access to daily needs, goods/services, and healthy foods, reduce blight, and create safe places to play and congregate	Consistent. The Project aims to promote non-motorized transportation by providing two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River;

**TABLE 4.10-2
PROJECT CONSISTENCY WITH THE GENERAL PLAN**

Goal or Policy		Consistency Analysis
		should a future off-site trail be developed. Should a trail be developed, this easement would provide a publicly accessible trail/trailhead and improve the walking environment within the City. The Project would provide 15 bicycle parking spaces along the front parking lot area, encouraging individuals to take alternative modes of transportation.
Policy UD 17-1:	Restrict development from encroaching into natural areas to protect viewsheds and access to public space.	Consistent. The Project would set aside an easement along the southern boundary of the site to provide future pedestrian access to the LA River, should a trail be developed, linking pedestrian access to public spaces within the City in the future.
Policy UD 25-5	Encourage Neo-Industrial PlaceTypes to have improved walkability with on-site, sidewalk and streetscape landscaping, signage, and other enhancements.	Consistent. As stated above, the Project aims to encourage pedestrian facilities by providing two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. Additionally, landscaping would be provided throughout the Project Site, which would be maintained to provide a consistent and complementary landscape appearance throughout the Project Site.
Policy UD 40-3	Beautify and screen parking lots located adjacent to a street edge with landscaping, shade trees, and decorative paving treatments.	Consistent. Landscaping would be installed throughout the Project Site, concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking. The Project includes four planter schemes including a mix of native and introduced species. The four schemes would be maintained to provide a consistent and complementary landscape appearance throughout the Project Site.
Policy UD 40-4:	Use planter beds, decorative paving materials, and safe pedestrian paths to break up large areas dedicated to parking.	
Policy UD 40-5	Promote the use of pervious surfaces (including paving), low-impact development strategies, and natural run-off infiltration systems into parking lot design	Consistent. As stated in the LID Plan, the Project during operations would implement BMPs consistent with the City's MS4 Permit, including nonstructural source control BMPs, structural source control BMPs and biofiltration BMPs to reduce operational stormwater runoff. These low impact development techniques would reduce and improve the quality of stormwater runoff. Additional details are further discussed in Section 4.9, Hydrology and Water Quality.
Policy UD 40-6	Enhance driveway access points with ornamental landscaping, accent paving, and lighting.	Consistent. Landscaping would be installed throughout the Project Site, concentrated at the northern and southern ends of the parking canopy rows perimeter, along the Project Site perimeter, along the self-storage building entry, and adjacent to the uncovered parking areas associated with the self-storage building and the RV parking.

Bicycle Master Plan

Overall, the City's Bicycle Master Plan aims to build upon a long-standing effort to make Long Beach a city known for its bicycle-friendliness and recommends a series of projects and programs to be implemented by Long Beach in the next few decades. Moreover, the plan does not identify any backbone or pipeline projects within or adjacent to the Project Site. The plan also establishes Bicycle Parking Guidelines; for commercial developments over 10,000 square feet, the Plan requires 1 bicycle parking space per 15 employees or 8 bicycles per 10,000 square feet near the main entrance with good visibility. The Project would have a negligible number of employees and would provide approximately 15 bicycle parking spaces along the front parking lot area; this provision would be greater than that required by the Bicycle Master Plan. In addition, the Project will dedicate a public easement along the southern property line of the Project Site that can be developed as a pedestrian and bicycle trail if and when the LACFCD property is developed as public open space. This easement will allow a direct public connection between Pacific Place and the LACFCD property, and by extension the LA River and existing public bicycle path along the LA River. As such, the provision of bicycle storage and public easement would be consistent with the Bicycle Master Plan, as it would continue to exemplify the City's goal of bicycle-friendliness and accessibility and would encourage individuals to take alternative modes of transportation.

CX3 Pedestrian Plan

As stated above, the CX3 Pedestrian Plan aims to increase access to healthy food options, encourages physical activity by active transportation, and provides a guide for the improvement of the walking environment within the City. The Project would provide two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement for future pedestrian access along the southern boundary of the Project Site, which would provide access to the LA River should a trail/trailhead be developed, encouraging a walking environment within the City. As such, the Project would be consistent with the CX3 Pedestrian Plan, as it would provide an adequate walking environment and continue to support pedestrian facilities.

Based on the above, the Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and would therefore result in less than significant impacts pursuant to this threshold.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impact would occur and therefore no mitigation is required.

Impact Comparison Summary: In accordance with the Court's Ruling, the DEIR analyzes and considers the various open space and recreation opportunity plans raised by the Petitioners in the prior litigation, as well as all other relevant land use plans, policies, and regulations. With regard to the plans that indicate the Project Site as a potential opportunity site for development of public open space and recreation uses, the City has determined that it is infeasible to implement these plans at the Project Site at this time. The Project Site is privately owned, and no public agency has identified funding to acquire and remediate the Project Site at this time and develop it for public uses. Funding and efforts are currently focused on other sites, including the adjacent LACFCD site, that are

much more feasible for development of public uses at present due to current use, ownership, and location. However, the Project will not prevent such funding and efforts in the future for the Project Site, and the Project incorporates features that will in the meantime facilitate the implementation of these plans, including the public trail easement and native landscaping. Accordingly, the DEIR concluded that the Project does not conflict with any land use plan, policy, or regulation and therefore would result in less than significant impacts pursuant to this threshold. Therefore, the Project would result in similar impacts when compared with the impact conclusion in the MND, which also identified less than significant impacts pursuant to this threshold.

4.10.4 CUMULATIVE IMPACTS

Within the City of Long Beach, recent development actions have continued the ongoing trend of redevelopment of underdeveloped areas. However, previously approved and future development within the City is required to comply with the adopted land use standards, policies, and ordinances, including those set forth in both the General Plan and the Municipal Code. The Project would be consistent with the City's General Plan goals and policies, the City's Zoning Ordinance, and regional planning programs, as modified by the Project. Similar design guidelines would be required for cumulative projects to minimize potential land use incompatibilities for future; therefore, the Project would not contribute to a significant cumulative impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impact would occur and therefore no mitigation is required.

4.10.5 REFERENCES

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