

**APPENDIX C**

*Land Use Consistency Table*

**APPENDIX C**  
**General Plan Consistency Analysis**

**Table 3.7-1**  
**City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<i>Land Use Element (1989)</i>		
<p><b>Goals and Objectives</b></p> <p><b>Economic Development:</b> Long Beach will pursue economic development which focuses upon international trade, while maintaining and expanding its historic economic strengths in aerospace, biomedicine and tourism.</p> <p><b>Quality Services:</b> Long Beach will emphasize Quality in the provision of services to its residents and businesses, and will strive to make public services readily accessible to all citizens.</p> <p><b>Functional Transportation:</b> Long Beach will maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods.</p>	<p>The GCSP vision is for the Plan Area to become a twenty-first century employment district. All components of the Plan are designed to support economic development, prosperity, preservation of existing businesses and the attraction of new businesses. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the GCSP vision is to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. Furthermore, the development regulations allow for and incentivize the addition of ancillary support retail, including food and business support services and the provision of open space amenities, in order to make public services readily accessible to businesses, visitors and local residents.</p> <p>Lastly, the GCSP's combined land use and mobility plan expands mobility choices and creates a safe, efficient, balanced, and multimodal network to accommodate all travelers. The land use and mobility plan is designed to enhance connectivity through new streets and pathways and expand mobility choices through multimodal street improvements. The GCSP is consistent with these policies.</p>	Consistent.
<p><b>Long Beach Airport Activity Center</b></p> <p>Continue to expand high tech, research and development uses, hotels, restaurants, and offices. Retain airport orientation as much as possible. Do not permit local retail or services into the center, or regional shopping uses without solving the mixed traffic problems which would result. Require architectural and design compatibility with the newer structures. Emphasize visual compatibility, good design, landscaping, traffic generation and</p>	<p>The GCSP vision is for the Plan Area to become a twenty-first century employment district that attracts and supports high quality jobs across multiple compatible industries, including high tech and research and development, as well as supporting uses such as hotels and restaurants. The GCSP land use and mobility plan leverages the locational advantage of its proximity to Long Beach Airport, with convenient freeway accessibility. The land use plan maintains airport orientation through its consistency with the Airport Land Use Compatibility Plan. The only retail uses permitted are those that would provide support services within walking distance of local businesses and residents and would be required to provide onsite parking. The GCSP contains development regulations and design guidelines to address land use compatibility and enhance the aesthetics, functionality, mobility and open space amenities in the Plan Area. The GCSP is consistent with this goal.</p>	Consistent.

**Appendix C (Continued)**

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Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
management.		
<i>Land Use Element (2019)</i>		
<p><b>STRATEGY No. 1: Support sustainable urban development patterns.</b></p> <p><b>LU Policy 1-1:</b> Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.</p> <p><b>LU Policy 1-2:</b> Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.</p> <p><b>LU Policy 1-3:</b> Require sustainable design strategies to be integrated into public and private development projects.</p> <p><b>LU Policy 1-4:</b> 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.</p> <p><b>LU Policy 1-5:</b> Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects.</p> <p><b>LU Policy 1-6:</b> Require that new building construction incorporate solar panels, vegetated surface, high albedo surface, and/or similar roof structures in order to reduce net energy usage and reduce the heat island effect.</p> <p><b>LU Policy 1-7:</b> Encourage neighborhood-serving</p>	<p>The Globemaster Corridor Specific Plan (GCSP) is designed to implement the goals and policies of the Long Beach General Plan. The GCSP Land Use and Mobility Plan, combined with the development standards and design guidelines contained in the GCSP are designed to improve the sustainability, functionality and connectivity within the Plan Area, incentivize infill development and adaptive reuse, activate ground floor uses, and enhance streets and streetscapes. The GCSP guides development and infrastructure investments to integrate business park, industrial and commercial uses with supporting amenities in a flexible, mixed-use (non-residential), multimodal and sustainable campus-style environment. This will include breaking down the superblocks into a grid of walkable and bikeable streets and introducing sustainable and thoughtfully designed buildings, sites, open spaces, and streetscapes.</p> <p>New land uses are correlated with the existing street system through the combined Land Use and Mobility Plan which focuses on improvements that support alternative modes of travel, while operating at an acceptable level of capacity. The GCSP parking standards require electric vehicle charging stations for all new development. The GCSP design guidelines address incorporating sustainable surface parking lot design through the use of solar shade structures for vehicles, permeable paving, abundant and interlaced linear landscaping, incorporation of habitable parklets, and tree canopies that establish shade and reduce the heat island effect. The required green building standards for private and public development found in Section 21.45.400 of the LBMC would apply for all futures projects in the GCSP that require discretionary entitlements, such as Site Plan Review or a Conditional Use Permit. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

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Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>retail, employment and entertainment destinations in new mixed-use projects to create local, walkable daily trip destinations.</p> <p><b>LU Policy 1-8:</b> Include and recognize the contribution of natural lands in the City's carbon inventory and climate actions. Require scientific analysis of carbon sequestration losses or gains with all land conversion proposals that impact or convert natural lands and wetlands.</p> <p><b>LU Policy 1-9:</b> Correlate new land uses to the existing street system such that that existing street system, in combination with improvements focused on supporting alternative modes of travel, operates at an acceptable level of capacity. New rights of way essential to the accommodating all modes of travel will avoid significant social, neighborhood, and environmental impacts by utilizing adjacent paved area (e.g. formerly parking or development). The conversion of open space, parkland, buffer areas adjacent to wetlands and rivers and streams for street improvements is discouraged.</p> <p><b>LU Policy 1-10:</b> 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.</p> <p><b>LU Policy 1-11:</b> Updates to the City's Zoning map and zoning ordinance shall include a base density applied to each parcel with additional land use flexibility tethered to additional public benefits and/or transfer within appropriate geographic, use, traffic trip and ownership limitations</p>		

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

<b>Goal, Strategy, and Policy</b>	<b>Project Conformance</b>	<b>Conformance Conclusion</b>
<p><b>STRATEGY No. 2: Promote efficient management of energy resources to reduce greenhouse gas emissions and the impacts of climate change by employing a full range of feasible means to meet climate goals.</b>  <b>LU Policy 2-1:</b> Promote the establishment of local green energy generation projects along with the infrastructure to support such projects.  <b>LU Policy 2-2:</b> Ensure that long-range planning processes consider impacts of sea level rise and propose mitigation measures.</p>	<p>Policy 1.4 of the GCSP requires safe, attractive and environmentally sustainable design, construction and operation of all buildings. The GCSP will guide development and infrastructure to introduce sustainably-designed buildings, sites, open spaces, and streetscapes. Implementation of the California Building Code and the City's recycling program, in addition to the adaptive reuse of buildings, will reduce energy consumption and promote the local recycling of wastes. The required green building standards for private and public development found in Section 21.45.400 of the LBMC would apply for all futures projects in the GCSP that require discretionary entitlements, such as Site Plan Review or a Conditional Use Permit. The GCSP Land Use Plan supports infrastructure improvements that attract light industrial and clean manufacturing uses, green technology uses, clean energy-related businesses, research, and development. The GCSP planning area is not projected to be inundated by flooding or sea level rise for the most aggressive climate scenarios for the region in 2100 (OCOF 2018). The GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<p><b>STRATEGY No. 3: Maintain a strong, diversified economic base that creates jobs and attracts employers.</b>  <b>LU Policy 3-1:</b> Implement land use regulations and economic development strategies that will help diversify the local economy and expand job growth. Accommodate a mix of industries in Long Beach, including high technology, telecommunications, aerospace, green technology, renewable energy, healthcare, higher education, manufacturing, port and shipping, professional services, restaurants, entertainment and the film industry.  <b>LU Policy 3-2:</b> Collaborate with the Long Beach Unified School District, colleges and universities, businesses and associations to strengthen the competitive advantage of businesses located in Long Beach.  <b>LU Policy 3-3:</b> Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist</p>	<p>The GCSP vision is for the Plan Area to become a twenty-first century employment district. All components of the Plan are designed to support economic development, prosperity, preservation of existing businesses and the attraction of new businesses. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the GCSP vision is to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. Furthermore, the addition of ancillary retail and commercial jobs (such as food service and hair stylist) will provide a range of jobs and small business opportunities. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
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Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>galleries, studios and limited live-work units.  <b>LU Policy 3-4:</b> Promote and attract a mix of commercial and industrial uses by emphasizing the flexibility of the PlaceTypes designations.</p>		
<p><b>STRATEGY No. 4: Attract and invest in green and innovative industries to expand creative employment opportunities.</b>  <b>LU Policy 4-1:</b> Provide a Land Use Plan that allows a place for green energy development and green businesses.  <b>LU Policy 4-2:</b> Promote the transition of some heavy industrial and manufacturing sites to creative green and sustainable industries.</p>	<p>The GCSP vision is for the Plan Area to become a twenty-first century employment district, which transitions the area from aircraft manufacturing to new and sustainable industries. The GCSP includes a range of employment uses including: office, warehouse, and flex space to support modern industrial business. Green energy development and green businesses would be welcomed and allowed as part of the GCSP. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<p><b>STRATEGY No. 6: Maintain a full range of City services for the community that is consistent with the revenue available to sustain those services.</b>  <b>LU Policy 6-1:</b> Encourage a mix of land uses that are diverse, innovative, competitive, entrepreneurial, local and sustainable, which thereby promote economic development, increase City revenues, expand job growth and increase value, access and usability for existing neighborhoods and communities.  <b>LU Policy 6-8:</b> Consider fiscal health and fiscal implications in land use decisions. Preserve and enhance the City's ability to sustainably provide services to the City's residents, businesses and visitors.  <b>LU Policy 6-9:</b> Encourage the redevelopment of parcels with poor land utilization such as single-use</p>	<p>The GCSP includes a range of land uses that include a range of employment uses including industrial, office, hotel and commercial uses which will provide jobs at a range of income levels and create a walkable business park and retail area well connected to existing and planned residential uses outside of the Plan Area. This development pattern will encourage employment infill to increase neighborhood value, employment, and spending. The GSCP also includes hotel uses to support the existing conference related tourism in Long Beach. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>commercial structures on parcels over 5,000 square feet.</p> <p><b>LU Policy 6-10:</b> Discourage fiscally draining land uses such as public storage, vacant lots and outdoor storage.</p> <p><b>LU Policy 6-11:</b> Pursue new developments and businesses that add to the City’s economic base, particularly those that generate sales tax and property tax increment revenue.</p> <p><b>LU Policy 6-12:</b> Support growth of clean industrial businesses that contribute both high-paying jobs and point-of-sales revenue.</p> <p><b>LU Policy 6-13:</b> Expand lodging choices in the City by attracting and retaining high-quality facilities desired by visitors to our community.</p>		
<p><b>STRATEGY No. 7: Implement the major areas of change identified in this Land Use Plan (Map LU-20).</b></p> <p><b>LU Policy 7-1:</b> Continue to accommodate regional serving facilities, new growth and infrastructure expansion through the development and update of master plans.</p> <p><b>LU Policy 7-2:</b> Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.</p> <p><b>LU Policy 7-3:</b> Allow heavy industry uses as well as oil and gas facilities to transition to green industry where feasible and desired.</p> <p><b>LU Policy 7-4:</b> Encourage degraded and abandoned buildings and properties to transition to</p>	<p>The GCSP vision is for the Plan Area to become a twenty-first century employment district, which transitions the area from aircraft manufacturing to new and sustainable industries. The GCSP encourages the appropriate adaptive reuse of existing buildings to support sustainable development and provide businesses a place they can afford and gradually improve overtime.</p> <p>The light rail Metro Blue Line runs west of the GCSP planning area and connects to the Plan Area by bus service. The GCSP aims to facilitate connectivity to the Metro Blue Line by connecting bike routes between the station and district, and working with Long Beach Transit and employers to provide shuttle services to/from the station as the demand arises. The GCSP is consistent with these policies.</p> <p>The Plan Area overlaps with four major areas of change (Nos. 1 through 4) identified in the 2019 General Plan Land Use Element on Map LU-20, Major Areas of Change.</p> <ol style="list-style-type: none"> <li>1. More Open Space</li> <li>2. Convert to Neo-Industrial Uses</li> </ol>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>more productive uses through adaptive reuse or new development.</p> <p><b>LU Policy 7-5:</b> Provide incentives for outdated and underperforming industrial areas to transition to commercial uses consistent with the PlaceTypes Map.</p> <p><b>LU Policy 7-6:</b> Promote transit-oriented development around passenger rail stations and along major transit corridors.</p>	<p>3. Promote Regional-Serving Uses 4. Transition from Industrial to Commercial Uses</p> <p>The proposed GCSP is consistent with these areas of change through the implementation of the Open Space (OS) district near the intersection of Spring Street and Cherry Avenue (Area of Change No. 1). Furthermore, there are two areas of Neo-Industrial Placetypes in the Plan Area that would correspond with the General Industrial (IG) and Industrial Commercial (IC) district under the GCSP. Light industrial uses are permitted in these GCSP districts consistent with the intended uses for the Neo-Industrial Placetype (Area of Change No 2).</p> <p>Area of Change No. 3 intends for the portion of the GCSP at the former C-17 facility be promoted for regional-serving facilities. This area is intended to be the core of the employment district and include uses that are regional in nature. Therefore, the intent of this portion of the GCSP would align with the goals and policies of the 2019 Land Use Element.</p> <p>Within the GCSP, Area of Change No. 4 occurs in the northern portion of the Plan Area near the intersection of Cherry Avenue and Carson Street. This area calls for a transition from industrial to commercial uses. The Community Commercial (CC), Industrial Commercial (IC), and Airport (AP) districts are planned in this area of the GCSP. All three of these districts allow for commercial uses. The IC and AP districts provide for industrial uses to collocate with industrial uses, which provides for a transition area consistent with the 2019 Land Use Element.</p>	
<p><b>STRATEGY No. 12: Diversify Long Beach's housing stock.</b></p> <p><b>LU Policy 12-1:</b> Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs.</p> <p><b>LU Policy 12-2:</b> Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.</p>	<p>The GCSP is an employment district that does not provide housing. The proximity of the Plan Area to the Long Beach Airport and the industrial character of the Plan Area does not provide an environment conducive to residential. The GCSP does not apply to this strategy and associated policies.</p>	<p>Not Applicable.</p>

**Appendix C (Continued)**

**Table 3.7-1  
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Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>LU Policy 12-3:</b> Encourage universal design of housing products and environments, making them usable by a wide range of people with different physical and mental abilities.</p> <p><b>LU Policy 12-4:</b> Allow new high-density residential growth to occur within Multi-Family neighborhoods in a manner that is context-sensitive and compatible to surrounding uses and buildings and provides a range of housing types and options that meets the needs of Long Beach residents.</p> <p><b>LU Policy 12-5:</b> Encourage major employers and higher education centers to participate in and contribute to planned housing development activities near their facilities.</p>		
<p><b>STRATEGY No. 18: Increase open space in urban areas.</b></p> <p><b>LU Policy 18-1:</b> Require that new development creatively and effectively integrates private open spaces into project design, both as green spaces and landscaped courtyards.</p> <p><b>LU Policy 18-2:</b> Enhance street corridors and spaces between buildings by incorporating small green areas, native and drought-tolerant landscaping and street trees.</p> <p><b>LU Policy 18-3:</b> Allow for and encourage small-scale agriculture on public and private properties, including community gardens, edible gardens and landscapes, small urban farms and gardens throughout the City.</p> <p><b>LU Policy 18-4:</b> Increase the number of trees, first prioritizing areas identified as tree-deficient, to</p>	<p>The Business Park district, which encompasses a majority of the eastern area of the planning area includes development regulations designed to achieve office and similar uses served by a system of pedestrian pathways, passive and active open space areas, and amenities in a campus-style environment. The Open Space (OS) district, in the southwest region of the planning area was established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including for recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area.</p> <p>The GCSP includes design guidelines that encourage improvements to the streetscape, including street trees and landscaping. Drought-tolerant and native landscape is encouraged. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
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Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>provide the maximum benefits of improved air quality, increased carbon dioxide sequestration, reduced stormwater runoff and mitigated urban heat island effect.</p> <p><b>LU Policy 18-5:</b> Enhance access to safe open space and recreation facilities for all residents.</p> <p><b>LU Policy 18-6:</b> Work to provide additional recreational or open space in communities with lack of sufficient access by exploring opportunities for Joint Use Agreements with schools and religious institutions.</p> <p><b>LU Policy 18-7:</b> Prioritize the location of new parks in underserved or low-income communities with the lowest ratio of park space per thousand residents.</p> <p><b>LU Policy 18-8:</b> Pursue resources to clean-up land that could safely be used for public recreation.</p> <p><b>LU Policy 18-9:</b> Utilize Public Lands for Recreational Needs by coordinating with City departments, County, State and Federal agencies to utilize existing public lands such as flood control channels, utility easements and Water Department properties to provide for such recreational needs as hiking and biking.</p> <p><b>LU Policy 18-10:</b> Prioritize vacant and underutilized land for the development of new green space, including parks, community gardens and local urban farms, in park poor communities.</p> <p><b>LU Policy 18-11:</b> Identify and inventory potential community garden or urban farm sites within existing parks, public easements, rights-of-way and schoolyards, and prioritize site use as</p>		

**Appendix C (Continued)**

**Table 3.7-1  
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Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
community gardens in appropriate locations.		
<i>Scenic Routes Element (1975)</i>		
<p><b>GOAL 2: Strengthen the City's image, and thereby, the well being of all its citizens.</b></p> <p><b>POLICY</b></p> <p>1. Increase the visibility of aesthetic features, natural and man-made, to develop a better awareness of the observer's location within the City and a better understanding of the City's function and meaning.</p>	<p>The GCSP vision of a successful 21st century employment district relies on a strong district identity that is built on the rich historical industrial context and high-quality and attractive design in harmony across the Plan Area. The GCSP design guidelines contained in Chapter 6 specify that all new construction, demolition, addition, remodeling, and relocation projects should contribute to enhancing the overall district character and improving the overall design quality of the physical environment. To realize this, the GCSP contains district-specific and district-wide overarching design guidelines that address increasing the visibility of aesthetic features, including 360-degree architecture (i.e., ensuring all building facades are of high quality design); orienting expressed architectural features and details toward major view corridors and pathways; providing lush and layered landscaping; expressing building design at the pedestrian level to enhance interest for those walking; and designing integral signage and wayfinding systems. The combined effect of these improvements will strengthen district identity and develop a better awareness of the observer's location within the City and a better understanding of the City's function and meaning. Therefore, the GCSP is consistent with this policy.</p>	Consistent.
<i>Urban Design Element (2019)</i>		
<p><b>Improved Functionality</b></p> <p><b>STRATEGY No. 1:</b> Improve function and connectivity within neighborhoods and districts.</p> <p><b>Policy UD 1-1:</b> Support the goals, strategies, and policies of the General Plan Elements.</p> <p><b>Policy UD 1-2:</b> Focus development and supporting infrastructure improvements within targeted Areas of Change identified within the Land Use Element.</p> <p><b>Policy UD 1-3:</b> Promote the adaptive reuse and appropriate infill of resources within the existing urban fabric.</p> <p><b>Policy UD 1-4:</b> Focus on building flexible design on ground floors to allow for active building frontages along corridors and at the street level.</p>	<p>The Globemaster Corridor Specific Plan (GCSP) is designed to implement the goals and policies of the Long Beach General Plan. The GCSP Land Use and Mobility Plan, combined with the development standards and design guidelines contained in the GCSP are designed to improve the functionality and connectivity within the Plan Area, incentivize infill development and adaptive reuse, activate ground floor uses, and enhance streets and streetscapes. The GCSP guides development and infrastructure investments to integrate business park, industrial and commercial uses with supporting amenities in a flexible, non-residential, multimodal and sustainable campus-style environment. This will include breaking down the superblocks into a grid of walkable and bikeable streets and introducing sustainable and thoughtfully designed buildings, sites, open spaces, and streetscapes.</p> <p>The GCSP provides guidelines for reconfiguring existing streets and installing new streets to include wider continuous sidewalks, crosswalks, street trees, bike paths and landscape parkways and medians to make the network of streets serving the Plan Area more attractive and usable, consistent with Complete Streets principles. The design guidelines contained in Chapter 6 address building</p>	Consistent.

**Appendix C (Continued)**

**Table 3.7-1  
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Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>Policy UD 1-5:</b> Prioritize and revitalize streetscapes in existing neighborhoods and targeted areas of change to provide well-lit streets, continuous sidewalks, consistent paving treatment and improved crosswalks at intersections.</p> <p><b>Policy UD 1-6:</b> Identify streets that can be reconfigured to accommodate a variety of improvements, such as wider sidewalks with trees, bike paths, dedicated transit lanes, and landscape medians or curb extensions that make the streets more attractive and usable, consistent with Complete Streets principles.</p> <p><b>Policy UD 1-7:</b> Employ timeless and durable materials in streetscape designed amenities.</p> <p><b>Policy UD 1-8:</b> Promote universal design in public and private development to ensure accessibility for people of all abilities.</p>	<p>materials to ensure that exterior wall textures and patterns create visual interest through use of variegated exterior wall materials, colors, and a variety of opening sizes; and convey the district's character and history with timeless and durable brick, masonry, steel, and metal materials. The development standards and design guidelines address universal design to ensure accessibility for all people.</p> <p>With the encouragement of adaptive reuse, active ground floor uses, improved streets and streetscapes, durable materials and universal accessibility, the GCSP is consistent with these policies.</p>	
<p><b>Improved Appearance</b></p> <p><b>STRATEGY No. 2:</b> Beautify and improve efficiency of corridors, gateways, and private and public spaces.</p> <p><b>Policy UD 2-1:</b> Encourage a mix of building forms that embrace key historic resources of a neighborhood, encouraging architectural preservation and allowing for innovative renovations to older structures that will contribute to neighborhood character.</p> <p><b>Policy UD 2-2:</b> Remove or screen visual pollution, including amortizing blighting conditions.</p> <p><b>Policy UD 2-3:</b> Promote enhancement of the built environment through façade improvements, quality</p>	<p>The GCSP design guidelines contained in Chapter 6 are intended to foster high-quality environmental design and architecture to enhance the identity, environment, and built form of the Plan Area. The variety of urban design typologies result in a mix of building forms. The GCSP encourages adaptive reuse of 20th century manufacturing, warehouse, and wholesale buildings for 21st century employment and industrial uses to maintain the identity and authenticity of the Globemaster District. The design guidelines recognize the iconic features of historic sites in the Plan Area, particularly the former Boeing C-17 site, and specify that adaptive reuse should minimize the removal of, repair, and related alterations to existing character-defining building components such as steel casement windows, unique signage, and materials such as brick and steel siding. Certain building features are required to be screened from public view, including refuse and recycling areas, loading docks, storage, utilities and similar uses through the use of landscaped buffers. The design guidelines also specify 360 degree architecture through the extension of the character-defining elements and materials, level of detail, design quality, and architectural consistency to all building façades. The design guidelines also address outdoor lighting, building entry expression, signage and</p>	<p>Consistent</p>

**Appendix C (Continued)**

**Table 3.7-1  
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Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>and context-sensitive infill development, and landscaping.</p> <p><b>Policy UD 2-4:</b> Incorporate aesthetic elements such as pedestrian lighting, gateway landscape treatment, and ornamental landscaping throughout the City.</p> <p><b>Policy UD 2-5:</b> Building elements and landscaping should screen items such as above-ground wires, communication boxes, back-flow preventers, and electric transformers that create visual distractions.</p> <p><b>Policy UD 2-6:</b> Prioritize aesthetic considerations in the refinement of development standards to enhance the quality of new and existing developments within scenic areas and iconic sites.</p> <p><b>Policy UD 2-7:</b> Identify, protect, and enhance designated scenic routes and iconic sites described in Public Spaces in this Chapter.</p> <p><b>Policy UD 2-8:</b> Minimize visual clutter that detracts from an overall positive experience of a pedestrian. This would include regulating signage and the use of electronic signs and billboards (which may be appropriate in certain urban locations more than others).</p> <p><b>Policy UD 2-9:</b> Encourage the use of aesthetically designed common trash enclosures in alleys for multiple businesses to create more attractive and walkable environments.</p>	<p>wayfinding, and landscaping.</p> <p>The application of the GCSP design guidelines will result in a vibrant and flexible use of land, reinforce human-centric design, improve infrastructure and streetscape, foster active open space and public gathering, and promote sustainability, thereby attracting business and employment and fulfilling a key goal of the GCSP to create a 21st century employment district. Therefore, the GCSP is consistent with these policies.</p>	
<p><b>STRATEGY No. 3:</b> Support distinct and attractive neighborhoods that are dynamic, active, and engaging.</p> <p><b>Policy UD 3-1:</b> Preserve important neighborhood characteristics that create a sense of place,</p>	<p>The vision of a successful 21st century employment district relies on a strong district identity that is built on the rich historical industrial context and high-quality and attractive design in harmony across the Plan Area. The GCSP design guidelines contained in Chapter 6 specify that all new construction, demolition, addition, remodeling, and relocation projects should contribute to enhancing the overall district character and improving the overall design quality of the physical environment. To realize</p>	<p>Consistent.</p>

**Appendix C (Continued)**

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Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
including buildings, landmarks, development patterns, design features and materials, streetscapes, signs, landscaping, public amenities, and open spaces.	these area design objectives, the GCSP contains district-wide overarching design guidelines, one of which is to maintain and conserve Globemaster District identity through conservation of existing character-defining industrial design components, details, and materials while incorporating similar and new industrial-type features and details in new buildings and alterations to existing buildings, street and open space design, and landscaping. Therefore, the GCSP is consistent with these policies.	
<p><b>STRATEGY No. 4:</b> Promote and support programs and projects that support physical activity and social engagement.</p> <p><b>Policy UD 4-1:</b> Follow the guidelines in the “Healthy Communities Policy” adopted by the City Council on October 14, 2014.</p> <p><b>Policy UD 4-2:</b> Support the goals and programs of the Sustainable City Action Plan (see Conservation chapter and appendix) to promote, educate, and provide leadership on sustainable planning and development.</p> <p><b>Policy UD 4-3:</b> Provide locations for amenities and uses that encourage community interaction and healthy lifestyles such as farmers’ markets, demarked walking routes, street festivals, and performing spaces.</p> <p><b>Policy UD 4-4:</b> Identify opportunities for “walking loops” through neighborhoods that provide easy-to-follow routes (with distances noted) for exercise and pleasure.</p>	A key goal of the GCSP is to create a 21st century employment district that contains employment-focused land-use districts with supportive amenities, enhanced connectivity through new streets and pedestrian pathways; and expanded mobility choices through multimodal street improvements. The workforce of the twenty-first century is seeking places that integrate jobs into active urban lifestyles. The GCSP will guide development and infrastructure investments to integrate business park, industrial, and commercial uses with supporting amenities in a flexible, mixed-use (non-residential), multimodal, and sustainable campus-style environment. This will include breaking down the superblocks into a grid of walkable and bikeable streets and introducing sustainable and thoughtfully designed buildings, sites, open spaces, and streetscapes. In this way, both residents and the workforce will have access to an environment that supports a healthy, social and active lifestyle. Therefore, the GCSP is consistent with these policies.	Consistent.
<p><b>STRATEGY No. 5:</b> Integrate healthy living and sustainable design practices and opportunities throughout Long Beach.</p> <p><b>Policy UD 5-1:</b> Provide opportunities for public access to fresh food through the encouragement of</p>	The GCSP development standards allow for a variety of outdoor uses, including urban agriculture and community gardens as temporary or interim uses, focusing on the types of active and passive open spaces that will enhance the workforce environment. Due to the proximity of the Plan Area to the Long Beach Airport, the Plan Area does not support residential uses; however, the GCSP design guidelines contained in Chapter 6 provide guidance for the design of open space areas in order to	Consistent.

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>urban agriculture, edible sidewalks, and community gardens.</p> <p><b>Policy UD 5-2:</b> Encourage provision of housing opportunities, services, and amenities for all income and age groups with opportunities to age in place.</p> <p><b>Policy UD 5-3:</b> Provide a range of passive and active areas that promote safe, healthy places for exercise, recreation, family gatherings, and respite within walking distance of all neighborhoods.</p> <p><b>Policy UD 5-4:</b> Preserve, rehabilitate, and integrate existing buildings into new development projects wherever feasible to encourage adaptive reuse, reduce waste, and maintain local character.</p> <p><b>Policy UD 5-5:</b> Accommodate space for the use of rooftop solar panels and other forms of renewable energy on buildings, underutilized sites, utility plants, and parking facilities through a simplified permitting process, wherever feasible.</p> <p><b>Policy UD 5-6:</b> 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.</p> <p><b>Policy UD 5-7:</b> Collect and filter “first flush” stormwater with innovative parkways, naturalized drainage swales, green drainage systems, bioswales, and planter boxes in order to minimize run-off.</p> <p><b>Policy UD 5-8:</b> Use permeable paving, wherever appropriate, for sidewalks or on-street parking stalls, parking lots, and other public space areas that would normally be paved.</p>	<p>integrate healthy living and sustainable design practices in the Plan Area. Specifically, open space areas should provide a variety of active and passive open space elements across large open areas and along pathways and sidewalks through arrangement of differentiated zones and activities using varying hardscape/softscape ratios, paving materials and patterns, and plant and tree species. Outdoor furniture, appliances, and amenities with functions that facilitate outdoor use, including gathering, sitting, eating, and recreational activities are also specified. The design guidelines specify that the outdoor open spaces should be flexibly designed to be easily used for a variety of everyday, work-related, and special uses, such as pop-up retail, outdoor markets, meetings, exhibits, and fairs. The use of unobstructed grading, retractable canopies, removable street furniture, rolling planters, and other adaptable and adjustable elements are specified, including relating flexible outdoor open spaces to building uses and openings to merge indoor and outdoor work and gathering areas. The GCSP also encourages and guides the adaptive reuse of buildings to both reduce waste and maintain the local character and historic identity. The design guidelines also address incorporating sustainable surface parking lot design through use of solar shade structures for vehicles, permeable paving, abundant and interlaced linear landscaping, incorporation of habitable parklets, and tree canopies that establish shade and reduce the heat island effect. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required to minimize run-off and paving, and conserve water. The development standards require an increase in open space from what is currently provided and required, thereby greening the environment. Lastly, the GCSP Land Use Plan supports infrastructure improvements that attract light industrial and clean manufacturing uses, green technology uses, clean energy-related businesses, research, and development. Therefore, the GCSP is consistent with these policies.</p>	

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>Policy UD 5-9:</b> Increase the number of greenwalls, bioswales, green roofs, green parkways and medians, and other methods of greening the environment.</p> <p><b>Policy UD 5-10:</b> Support infrastructure improvements that attract light industrial and clean manufacturing uses, green technology uses, clean energy-related businesses, research, and development.</p>		
<p><b>STRATEGY No. 6:</b> Improve public infrastructure to serve new development, established neighborhoods, commercial centers, and industry and regional-serving facilities within areas of change and future growth areas.</p> <p><b>Policy UD 6-1:</b> Prioritize improvements to remedying infrastructure, public facilities, and service deficiencies to underserved neighborhoods and business hubs.</p> <p><b>Policy UD 6-3:</b> Maintain adequate and sustainable infrastructure systems to protect and enhance the health and safety of all Long Beach residents, businesses, institutions, and regional serving facilities.</p> <p><b>Policy UD 6-4:</b> Promote sustainability through the use of new technologies and green infrastructure to upgrade city infrastructure systems and equipment. Prioritize areas to retrofit with green infrastructure, Low Impact Development, and Best Stormwater Management Practices.</p> <p><b>Policy UD 6-5:</b> Ensure buildings meet the City's requirements for sustainability and green development, both for construction and operation.</p>	<p>The GCSP Land Use and Mobility Plan, combined with the development standards and design guidelines contained in the GCSP are designed to improve the functionality and connectivity within the Plan Area. The GCSP provides guidelines for reconfiguring existing streets and installing new streets to include wider continuous sidewalks, crosswalks, street trees, bike paths and landscape parkways and medians to make the network of streets serving the Plan Area more attractive and usable, consistent with Complete Streets principles. Infrastructure improvements will occur incrementally as new projects are developed, and be maintained by property owners. The GCSP design guidelines address incorporating sustainable surface parking lot design through use of solar shade structures for vehicles, permeable paving, abundant and interlaced linear landscaping, incorporation of habitable parklets, and tree canopies that establish shade and reduce the heat island effect. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required to minimize run-off and paving, and conserve water. The installations of green infrastructure combined with high standards for energy-efficient buildings contained within the California Building Code, will ensure that buildings meet the City's requirements for sustainability and green development, both for construction and operation. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>STRATEGY No. 7:</b> Provide safe and secure neighborhoods, streets, buildings, parks, and plazas.</p> <p><b>Policy UD 7-1:</b> Encourage public amenities and spaces in neighborhoods that allow for human contact, social activities, and community involvement to create an “eyes on the street” environment.</p> <p><b>Policy UD 7-2:</b> Accommodate appropriate traffic calming measures in neighborhoods to slow vehicle speeds along streets and at intersections.</p> <p><b>Policy UD 7-3:</b> Incorporate Crime Prevention Through Environmental Design (CPTED) strategies to influence offender decisions prior to criminal acts such as: Promoting opportunities for natural surveillance to increase the perception that people can be seen by designing the placement of physical features, activities, and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space.</p> <p>Encouraging the incorporation of natural access control limits to clearly differentiate between public space and private space by selectively placing entrances and exits, fencing, lighting, and landscape to limit access or control flow.</p>	<p>The GCSP contains a combination of design guidelines to provide for the safety and security of the Plan Area, both in the public realm and on private property. The alignment and orientation of buildings along street frontages and active open space areas create “eyes on the street”. The 360-degree architecture, clear wayfinding systems, and outdoor lighting requirements also enhance the Plan Area’s overall sense of safety and security. All of these features are consistent with strategies of Crime Prevention Through Environmental Design. The GCSP also contains design guidelines for new local street infrastructure, one of which addresses the provision of traffic calming to reduce traffic speeds while enhancing the safety and accessibility of pedestrians, including such traffic calming methods as the incorporation of bulb-outs at midblock and intersection crossings, roundabouts, landscaped medians with pedestrian refuges, speed tables, humps and bumps, clearly and creatively articulated crosswalks, and minimized vehicular curb cuts along sidewalks. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<p><b>Economic Resilience</b></p> <p><b>STRATEGY No. 8:</b> Capitalize on urban design techniques that support economic development,</p>	<p>The GCSP vision is for the Plan Area to become a 21st century employment district. All components of the Plan are designed to support economic development, prosperity, preservation of existing businesses and the attraction of new businesses. Building on the legacy of the Boeing aircraft</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

<b>Goal, Strategy, and Policy</b>	<b>Project Conformance</b>	<b>Conformance Conclusion</b>
<p>prosperity, and the preservation of existing businesses throughout the community.</p> <p><b>Policy UD 8-1:</b> Create flexible, business-friendly regulations that support economic development.</p> <p><b>Policy UD 8-2:</b> Provide flexibility in building form and site design to encourage development that supports economic activity, entrepreneurship, and small businesses.</p> <p><b>Policy UD 8-3:</b> Enhance walkable streets and neighborhoods to create pedestrian-friendly environments that support business vitality.</p> <p><b>Policy UD 8-4:</b> Prioritize the use of redevelopment strategies on corridors that do not reflect the adjacent neighborhoods they serve, that feature obsolete uses, or that detract from private investment.</p> <p><b>Policy UD 8-6:</b> Develop building types and forms with reduced servicing costs and reduced environmental footprints.</p> <p><b>Policy UD 8-7:</b> Continue to seek methods of growing the City's revenue base through support of local business.</p>	<p>manufacturing industry and the high-quality jobs it provided, the GCSP vision is to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. In addition to becoming a flexible, commercial, industrial, mixed-use (non-residential) district, incremental and strategic investments are intended to foster pedestrian, bicycle, and transit mobility; improve connectivity; provide open space and amenities; and enhance the design and functionality of the workforce environment. The GCSP development standards and design guidelines are designed to protect existing businesses and encourage the adaptive reuse of existing buildings. Policy 1.4 of the GCSP requires safe, attractive and environmentally sustainable design, construction and operation of all buildings. The GCSP will guide development and infrastructure to introduce sustainably-designed buildings, sites, open spaces, and streetscapes. The GCSP is consistent with these policies.</p>	
<p><b>Social and Cultural Vitality and Diversity</b></p> <p><b>STRATEGY No. 9:</b> Protect and enhance historic resources, distinguishing architecture, and other features that contribute to the unique character and identity of each neighborhood.</p> <p><b>Policy UD 9-1:</b> Identify and preserve historic buildings that enhance a historic district or are classified as a contributing structure.</p>	<p>The GCSP recognizes the iconic features of historic sites in the Plan Area, particularly the former Boeing C-17 site. The vision of a successful 21st century employment district relies on a strong district identity that is built on the rich historical industrial context and high-quality and attractive design in harmony across the Plan Area. The GCSP design guidelines contained in Chapter 6 specify that all new construction, demolition, addition, remodeling, and relocation projects should contribute to enhancing the overall district character and improving the overall design quality of the physical environment. To realize this, the GCSP contains district-wide overarching design guidelines, one of which is to maintain and conserve Globemaster District identity through conservation of existing</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>Policy UD 9-2:</b> Protect districts that are part of the City's history and possess a unique neighborhood character.</p> <p><b>Policy UD 9-3:</b> Identify, preserve, and enhance scenic areas and iconic sites. See Map UD-1, Historic Sites.</p>	<p>character-defining industrial design components, details, and materials while incorporating similar and new industrial-type features and details in new buildings and alterations to existing buildings, street and open space design, and landscaping. Therefore, the GCSP is consistent with these policies.</p>	
<p><b>STRATEGY NO. 10:</b> Celebrate diverse and unique cultural influences through architectural style, public art, public spaces, markets, fairs, and streetscape furnishings.</p> <p><b>Policy UD 10-1:</b> Embrace the cultural diversity and heritage prevalent within Long Beach through public art, signage, and preservation of historic structures.</p> <p><b>Policy UD 10-3:</b> Provide incentives and encourage the renewal of historic buildings so they can continue to remain an asset to strengthen a neighborhood's individual character in the future.</p>	<p>As part of the GCSP's goal to preserve and enhance a strong district identity that is built on the rich historical industrial context, the GCSP encourages public art that conveys the Plan Area's legacy and reveals and enhances its identity. The GCSP also provides incentives through the City's adaptive reuse ordinance to encourage the renewal of historic buildings so that they can continue to remain an asset to strengthen the Plan Area's character. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<p><b>Public Art</b></p> <p><b>STRATEGY No. 11:</b> Integrate public art into the urban fabric of the City.</p> <p><b>Policy UD 11-1:</b> Incorporate public art and cultural amenities as community landmarks, encouraging public gathering and wayfinding, large and small.</p> <p><b>Policy UD 11-2:</b> Utilize public art to enhance pedestrian environments, such as sidewalks, paseos, plazas, and alleys.</p> <p><b>Policy UD 11-3:</b> Incorporate public art either as stand-alone installations or integrated into the design of other urban improvements, such as bridges, on-ramps, public building murals, paving,</p>	<p>The GCSP design guidelines encourage public art, including murals, outdoor installation art, recirculating water features, and light-based installations that create unique visual interest, conveys the Plan Area's legacy and reveals and enhances its identity. High-quality paving materials and surface coloring that are artful and enduring is also encouraged. Public art is also encouraged to be located so that it is oriented towards and visible from major view corridors, streets, sidewalks, and pathways. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>benches, and street lights.</p> <p><b>Policy UD 11-4:</b> Encourage the integration of localized art that add to the interest and nuance of the City's neighborhoods and showcase local identity and history.</p> <p><b>Policy UD 11-5:</b> Consider opportunities to add whimsical elements to the environment by incorporating art into street furnishings.</p> <p><b>Policy UD 11-6:</b> Encourage expression of cultural heritage within art and public spaces.</p>		
<p><b>Signs and Wayfinding</b></p> <p><b>STRATEGY No. 12:</b> Expand the unified sign program, within the Areas of Change identified in the Land Use Element, to help orient visitors throughout the community. Include freeway identification, gateways, directional signs, and informational signs.</p> <p><b>Policy UD 12-1:</b> Focus investment on improving the appearance of entrances to the City on major boulevards so that wayfinding, landscape, and lighting are integrated into a cohesive design.</p> <p><b>Policy UD 12-2:</b> Develop a comprehensive approach to wayfinding for visitors and tourists who will enter the City at these gateways, including neighborhood entry signs and murals.</p> <p><b>Policy UD 12-3:</b> Promote the use of new technology, such as mobile applications, interactive kiosks, and digital parking systems within public wayfinding and signage programs.</p> <p><b>Policy UD 12-4:</b> Emphasize gateways into Long Beach at freeways and important transportation hubs, such as the Long Beach Airport, Blue Line</p>	<p>The GCSP design guidelines encourage integral signage and wayfinding systems which are legible, consistent, and provide for clear navigation to and from and throughout the Plan Area. Wayfinding systems are also encouraged to relate to the District's industrial legacy and context. Cherry Avenue serves as the gateway to the corridor. Cherry Avenue will be improved to include new wayfinding, street trees, lighting, public art, and dedicated paths for all modes of mobility. A landscaped parkway will also be incorporated into the pedestrian right-of-way to beautify and provide shade for pedestrians and cyclists. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>stations, and the Long Beach Cruise Terminal, and at arrival points of distinct neighborhoods and districts, through landscaping, architecture, street furniture, and appropriate signage.</p> <p><b>Policy UD 12-5:</b> Utilize neighborhood identity and wayfinding signage to establish an identity or theme within an existing neighborhood.</p> <p><b>Policy UD 12-6:</b> Provide wayfinding signage on 7th Street to provide direction to attractions and neighborhoods from State Route 22 and the 605 and 710 Freeways.</p>		
<p><b>Neighborhoods/Community Building Blocks</b></p> <p><b>STRATEGY No. 13:</b> Create and maintain complete neighborhoods.</p> <p><b>Policy UD 13-1:</b> 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.</p> <p><b>Policy UD 13-2:</b> Neighborhood amenities, such as coffee shops, restaurants, and convenience stores, shall be located within a 10-minute walk or a short bike ride from residents to the greatest extent possible.</p> <p><b>Policy UD 13-3:</b> Encourage new development projects to provide safe pedestrian access to public sidewalks, bus and rail transit facilities, and the bicycle network.</p> <p><b>Policy UD 13-4:</b> Implement streetscape improvements along the major cross-town corridors using a comprehensive approach to the corridor's sidewalks, landscaping, lighting, and</p>	<p>While there are no existing nor any proposed residential uses within the Plan Area, the GCSP encourages complete neighborhoods by focusing on supplying supportive amenities to the dominate employment supporting land uses. The GCSP encourages pedestrian level design. The GCSP also includes provisions for storage for bicycle and scooter shares and commuter showers in private developments. The GCSP is also in proximity to residential uses and is connected by class 1 and class 2 bike lanes. Land uses are intended to support the local neighborhoods, job centers, and the airport, with land uses that provide for day-to-day needs. Development regulations are designed to achieve a pedestrian-friendly environment, where buildings are located at the front of the setback and parking is located behind the buildings. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
amenities that reflect the individual neighborhoods along the corridor.		
<p><b>Building Form and Development</b>  <b>STRATEGY No. 14:</b> Building types and forms should contribute to the PlaceType they are sited within and should address potential conflicts between neighboring PlaceTypes by implementing buffering measures and thoughtful design patterns.  <b>Policy UD 14-1:</b> Properly scale a building's form (i.e., height and massing) to the primary street it fronts on (i.e., taller buildings on larger boulevards, smaller buildings on narrower streets).  <b>Policy UD 14-2:</b> Acknowledge transitions between commercial and residential uses by requiring new development in higher-density centers and corridors to transition in height, massing, scale, and intensity in a thoughtful way to provide a buffer to lower density residential development.  <b>Policy UD 14-3:</b> Allow new development projects to respond to their particular context and experiment with alternative development patterns while complementing their PlaceTypes.  <b>Policy UD 14-4:</b> Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on the residential living environment.  <b>Policy UD 14-5:</b> Promote commercial center and corridor development compatibility with adjacent residential uses, including ensuring that project design and function minimizes the potential adverse impacts of vehicle access, parking and</p>	<p>The GCSP is consistent with the industrial PlaceType. Commercial uses serve as a transition zone between the employment uses in the plan and existing residential uses. The GCSP encourages architectural scale of new construction to match the existing small- and moderately sized buildings. The GCSP also encourages screening of commercial uses, loading docks, and parking areas from the existing residential areas through the use of lush landscaping. Land uses will be designed to operate entirely within enclosed structures, which pose limited potential for environmental impacts on neighboring uses with respect to noise, hazardous materials, odors, dust, light, glare, traffic, air emissions, and hours of operation. The GCSP also contains district-wide and land use-specific design guidelines to ensure that new development contributes to enhancing the built and natural environment, and addresses potential conflicts between neighboring uses. For example, according to the district-wide design guidelines, "all outdoor lighting devices provided on public and private property within the Plan Area should use full-cutoff fixtures with certifications under the new "backlight/uplight/glare" (BUG) rating system." The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>loading facilities, building massing, signage, lighting, trash enclosures, and noise generating uses and areas.</p> <p><b>Policy UD 14-6:</b> Ensure new development respects the privacy concerns of adjoining properties and buildings. Building, window, and balcony orientation should maximize views while preserving the privacy of surrounding neighbors by considering direct sight lines to windows and/or outdoor living spaces on neighboring lots. Minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or necessary.</p> <p><b>Policy UD 14-7:</b> Utilize building form and development strategies in conjunction with PlaceTypes and the interface between buildings and the streets (Strategy 34-35) to create a comprehensive urban fabric.</p> <p><b>Policy UD 14-8:</b> Avoid street walls where it will adversely affect the existing character (i.e., scale, dominant style, historic features) of a neighborhood or street face.</p> <p><b>Policy UD 14-9:</b> In residential areas, support development which blends the form, mass, and profile of individual homes with the natural terrain and neighborhood context in order to minimize the visual impact on the site and surrounding neighborhood.</p>		
<p><b>Compact Urban and Infill Development</b>  <b>STRATEGY No. 15:</b> Consider vacant parcels as infill opportunities.  <b>Policy UD 15-1:</b> Encourage new projects to repair</p>	<p>The GSCP, through the inclusion of the Cherry Avenue overlay zone, will support business and commercial infill development. As discussed in Chapter 2.0, Project Description, of this Draft PEIR/PEIS, the Proposed Project represents the next step in the overall transition of the former Boeing C-17 Site and surrounding Plan Area. The GCSP assigns appropriate land use districts for</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

<b>Goal, Strategy, and Policy</b>	<b>Project Conformance</b>	<b>Conformance Conclusion</b>
<p>the urban fabric where it has eroded (e.g., reestablishing a uniform street wall where it once existed, but where buildings have been demolished over time).</p> <p><b>Policy UD 15-2:</b> Promote infill projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.</p> <p><b>Policy UD 15-3:</b> Prioritize improvements identified within the Mobility Element and Capital Improvement Plans.</p>	<p>land properties within the Plan Area, including six development districts and two overlay zone within an existing urbanized area to promote infill projects. The GCSP involves the implementation of new streets and pedestrian connectors, which would be installed by developers incrementally as parcels are developed.</p>	
<p><b>STRATEGY No. 16:</b> “Complete the neighborhood” by filling in gaps (e.g., functional needs like housing, new or missing services, new public amenities or services, healthy food options, flexible uses on larger streets and fostering a safe walkable environment within each PlaceType.)</p> <p><b>Policy UD 16-1:</b> Provide opportunities for mixed use development within focused locations (areas of change and target areas) to provide opportunities for live-work, affordable and mixed-income housing, and commercial and residential mixes in a medium to high density setting.</p> <p><b>Policy UD 16-2:</b> Continue to develop the Downtown into a city center that provides compact development, accommodates new growth, creates a walkable environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.</p> <p><b>Policy UD 16-3:</b> Focus new development with the</p>	<p>The GCSP includes the provision of pedestrian pathways connecting uses throughout the Plan Area. This will be complimented with human scale development and pedestrian amenities, such as street trees. The GCSP contains a combination of design guidelines to provide for the safety and security of the Plan Area, both in the public realm and on private property. The alignment and orientation of buildings along street frontages and active open space areas create “eyes on the street”. The 360-degree architecture, clear wayfinding systems, and outdoor lighting requirements also enhance the Plan Area’s overall sense of safety and security. All of these features are consistent with strategies of Crime Prevention Through Environmental Design. The GCSP also contains design guidelines for new local street infrastructure, one of which addresses the provision of traffic calming to reduces traffic speeds while enhancing the safety and accessibility of pedestrians, including such traffic calming methods as the incorporation of bulb-outs at midblock and intersection crossings, roundabouts, landscaped medians with pedestrian refuges, speed tables, humps and bumps, clearly and creatively articulated crosswalks, and minimized vehicular curb cuts along sidewalks. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>greatest intensity and broadest mix of uses, along transit-supportive corridors, downtown, and near transit stations.</p> <p><b>Policy UD 16-4:</b> Promote safe, complete neighborhoods through a mix of uses and activities that create a 24/7 live, work, play atmosphere.</p> <p><b>Policy UD 16-5:</b> Incorporate Crime Prevention Through Environmental Design (CPTED) strategies into the design and development of populated areas.</p> <p><b>Policy UD 16-6:</b> Create natural surveillance by placing physical features, activities, and people in a way that maximizes visibility and fosters positive interaction among users of private and public space.</p> <p><b>Policy UD 16-7:</b> Design natural access control to building entrances and exits, fencing, lighting, and landscape to limit access or control flow.</p> <p><b>Policy UD 16-8:</b> Promote territorial reinforcement by using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public, and private space.</p> <p><b>Policy UD 16-9:</b> Ensure properties are maintained and promote the health and visual quality of environments to deter crime.</p>		
<p><b>Natural Area and Parks to Built Area</b>  <b>STRATEGY No. 17: Define boundaries between natural areas, parks, and built areas.</b>  <b>Policy UD 17-1:</b> Restrict development from encroaching into natural areas to protect viewsheds and access to public space.</p>	<p>The GCSP Open Space (OS) district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area. The areas abutting the OS district to the west, east and south are outside the boundaries of the Plan Area. Implementation of streetscape enhancements along Spring Street</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>Policy UD 17-2:</b> Enhance linkages and access points with lighting and signage.</p> <p><b>Policy UD 17-3:</b> Establish appropriate buffers between natural resources and the built environment.</p>	<p>pursuant to the GCSP would improve access to this district for pedestrians and cyclists. The GCSP is consistent with these policies.</p>	
<p><b>Scenic Routes and Iconic Sites</b></p> <p><b>STRATEGY No. 18: Improve and preserve the unique and fine qualities of Long Beach to strengthen the City's image and eliminate undesirable or harmful visual elements.</b></p> <p><b>Policy UD 18-1:</b> Carefully consider the development of iconic sites with visual corridors or structures of the highest visual and architectural quality.</p> <p><b>Policy UD 18-3:</b> Establish guidelines and zoning overlays, as appropriate, to regulate development within scenic areas and for iconic sites.</p> <p><b>Policy UD 18-4:</b> Prioritize aesthetics to enhance the quality of new and existing developments within scenic areas and iconic sites.</p>	<p>The GCSP recognizes the iconic features of historic sites in the Plan Area, particularly the former Boeing C-17 site. The vision of a successful 21st century employment district relies on a strong district identity that is built on the rich historical industrial context and high-quality and attractive design in harmony across the Plan Area. The GCSP design guidelines contained in Chapter 6 specify that all new construction, demolition, addition, remodeling, and relocation projects should contribute to enhancing the overall district character and improving the overall design quality of the physical environment. To realize this, the GCSP contains district-wide overarching design guidelines, one of which is to maintain and conserve Globemaster District identity through conservation of existing character-defining industrial design components, details, and materials while incorporating similar and new industrial-type features and details in new buildings and alterations to existing buildings, street and open space design, and landscaping. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<p><b>STRATEGY No. 23: Protect and enhance established Community Commercial PlaceType.</b></p> <p><b>Policy UD 23-1:</b> Provide adequate setbacks, along with visual and noise buffers, to separate automobile-oriented developments from adjacent residential neighborhoods.</p> <p><b>Policy UD 23-2:</b> Develop single-family attached units or multifamily residential uses as a transition in scale between the automobile-oriented corridor and the adjacent neighborhood.</p>	<p>The Community Commercial Zone development regulations are designed to achieve a pedestrian friendly environment where buildings address the sidewalk at the immediate intersections, and where mid-corridor streetscape enhancements provide a more inviting walking environment. The development standards in the GCSP also include screening requirements for parking, loading, and other automobile facilities. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>Policy UD 23-3:</b> Encourage new developments to provide alley and streetscape improvements that enhance the experience of the pedestrian and transit rider, such as low walls screening parking lots, substantial landscaping, street trees, and pedestrian-scaled lighting.</p> <p><b>Policy UD 23-4:</b> Provide clear and controlled signage that is not allowed to proliferate along the corridor or within a center in order to minimize visual clutter.</p> <p><b>Policy UD 23-5:</b> Improve sidewalk widths with future setbacks at new development.</p> <p><b>Policy UD 23-6:</b> Provide low walls or hedges to buffer pedestrians from surface parking lots and provide well-marked pedestrian paths from sidewalks and parking lots to commercial entrances.</p> <p><b>Policy UD 23-7:</b> Capture opportunities to increase permeable surfaces and landscaping to improve the environment in the most heavily auto and truck-oriented areas.</p> <p><b>Policy UD 23-8:</b> Provide access to auto-oriented uses with the minimum required curb cut to make the sidewalk more navigable for pedestrians. Consider sidewalk extensions wherever possible to slow automobile traffic into the residential areas and to improve pedestrian crossings at side streets. Provide bicycle parking within commercial developments.</p>		
<p><b>STRATEGY No. 24: Protect and enhance established Industrial PlaceType.</b></p> <p><b>Policy UD 24-1:</b> Promote flexible interior spaces,</p>	<p>The GCSP is consistent with the industrial PlaceType. Commercial uses serve as transition zone between the employment uses in the Plan Area and existing residential uses. The GCSP encourages architectural scale of new construction to match the existing small- and moderately sized buildings.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>integrated technological resources, innovative architectural styles, and enhanced entrances and frontages to attract creative office and neo-industrial uses.</p> <p><b>Policy UD 24-2:</b> Protect and enhance viable industrial uses to retain job employment opportunities and job diversity.</p> <p><b>Policy UD 24-3:</b> Promote the incorporation of buffers between residential and industrial uses, such as surface parking, landscaped open space buffers, and lower buildings.</p> <p><b>Policy UD 24-4:</b> Utilize sites away from neighborhoods for more intense industrial uses.</p> <p><b>Policy UD 24-5:</b> Encourage incompatible land uses and operations to be located away from and screened from view of residential neighborhoods.</p> <p><b>Policy UD 24-6:</b> Provide heavily landscaped edges and screening along industrial corridors to make them more attractive to pedestrians, bicyclists, and transit users.</p> <p><b>Policy UD 24-7:</b> Establish parkways, planted medians, and street trees along the sidewalk to increase permeable surface areas.</p> <p><b>Policy UD 24-8:</b> Convert single-family homes that are immediately next to industrial uses into linear parks to buffer other homes and to serve as open space.</p> <p><b>Policy UD 24-9:</b> Buffer industrial areas with open space or compatible uses. Avoid locating residential uses adjacent to industrial uses.</p>	<p>The GCSP also encourages screening of commercial uses, loading docks, and parking areas from the existing residential areas through the use of lush landscaping. The GCSP is consistent with these policies.</p>	
<p><b>STRATEGY No. 25: Protect and enhance established Neo-Industrial PlaceType.</b></p>	<p>A portion of the IC district is located within the Neo-Industrial PlaceType at the southeast corner of Wardlow Road and Cherry Avenue. The IC district serves as a buffer between the Long Beach Airport</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>Policy UD 25-1:</b> Develop the Neo-Industrial PlaceType as a buffer between existing industrial and residential neighborhoods.</p> <p><b>Policy UD 25-2:</b> Establish visual screens, whenever possible, between live-work units and existing heavy or unenclosed industrial operations.</p> <p><b>Policy UD 25-3:</b> Encourage buildings that step down to match permitted residential building heights where new development is adjacent to residential uses.</p> <p><b>Policy UD 25-4:</b> Encourage development intensity that is graduated, from lower intensity near residential neighbors, to moderate intensity near wholly industrial uses.</p> <p><b>Policy UD 25-5:</b> Encourage Neo-Industrial PlaceTypes to have improved walkability with on-site, sidewalk and streetscape landscaping, signage, and other enhancements.</p> <p><b>Policy UD 25-6:</b> As a critical component of this PlaceType, establish alleys and pathways between streets and blocks that will be maintained and enhanced.</p> <p><b>Policy UD 25-7:</b> Convert and reuse existing buildings for creative commercial or office use, as well as spaces for artists to live, work, and display their work on-site.</p> <p><b>Policy UD 25-8:</b> Integrate sustainable design strategies into all development or redevelopment, including new exterior materials or design features.</p>	<p>on the west and existing residential uses on the east. It is anticipated the IC district buildings would be low-scale, adaptively-reused structures or part of modern industrial complexes in campus-like settings. Development regulations are designed to achieve a more inviting walking environment. Therefore, the IC district would be consistent with the Neo-Industrial PlaceType policies related to matching residential buildings, gradual intensity, improving walkability, and reuse of buildings.</p>	
<p><b>STRATEGY No. 26: Protect and enhance established Regional-Serving Facility</b></p>	<p>The Long Beach Airport is a Regional-Serving Facility PlaceType and comprises much of the GCSP's eastern boundary. The land surrounding the airport is mostly comprised of industrial uses, and the</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>PlaceType.</b>  <b>Policy UD 26-1:</b> Enhance the edges, both within and adjacent to, the regional serving facility to avoid abrupt transitions between large institutional facilities and their neighbors.  <b>Policy UD 26-2:</b> Encourage separation of incompatible land uses with site planning strategies and appropriate design treatments.  <b>Policy UD 26-3:</b> Incorporate shade trees and pedestrian amenities along main streets, with pedestrian entrances oriented toward the sidewalk, not just internalized to the campus or facility.  <b>Policy UD 26-4:</b> Incorporate design features that provide for thematic elements to link adjacent areas with regional serving facilities, reinforcing community connections to these places.  <b>Policy UD 26-5:</b> Provide access to parking/loading from side streets, wherever possible, to minimize curb cuts along the main street.  <b>Policy UD 26-6:</b> Provide courtyards, paseos, and plazas that integrate open space within buildings and parking structures and encourage walking within the campus and to nearby amenities.</p>	<p>Community Commercial Zone provides a buffer between the existing neighborhoods and industrial development. The GCSP is consistent with the provisions regulating the Long Beach Airport, including land use, density and height restrictions. The development standards in the GCSP also include screening requirements for parking, loading, and other automobile facilities.</p> <p>The GCSP provides guidelines for reconfiguring existing streets and installing new streets to include wider continuous sidewalks, crosswalks, street trees, bike paths and landscape parkways and medians to make the network of streets serving the Plan Area more attractive and usable, consistent with Complete Streets principles. The GCSP is consistent with these policies.</p>	
<p><b>STRATEGY No. 30: Provide greater access to the open space network to promote pedestrian and bicycle activity, to support the health and well-being of residents, and to increase opportunities for recreation.</b>  <b>Policy UD 30-1:</b> Preserve and enhance access to existing open space through improvements to existing facilities and wayfinding programs for new and existing open spaces.</p>	<p>The GCSP regulates the Plan Area through the application of six development districts and two overlay zones. Development regulations are designed to achieve high-quality developments served by a system of pedestrian pathways, passive and active open space areas, and amenities. Increased building intensity is encouraged in exchange for the provision of community benefits such as open space, retail uses, and enhanced connectivity. With the provision of community benefits, the GCSP will add recreational facilities and resources in an area essentially devoid of such amenities, including shaded walking and bike paths, and active and passive open space areas for both visiting residents and the workforce. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>Policy UD 30-2:</b> Seek opportunities to provide new publicly accessible open spaces and linkages to the greater open space network within residential projects.</p> <p><b>Policy UD 30-3:</b> Look for opportunities on underutilized streets to be repurposed, where unused roadway can become open space (i.e., an enlarged parkway, greening unpaved alleys, linear or pocket park).</p> <p><b>Policy UD 30-4:</b> Encourage projects to integrate required open space with a beneficial relationship to the public realm (e.g., connecting a paseo to the sidewalk, providing a layered landscape design and private patios along the sidewalk, connecting an internal courtyard visually or physically to the sidewalk).</p>		
<p><b>Plazas, Squares, and Other Publicly Accessible Private Spaces</b></p> <p><b>STRATEGY No. 31: Provide a variety of public spaces throughout the City.</b></p> <p><b>Policy UD 31-1:</b> Enhance the open space network around neighborhood centers by providing paseos, entry forecourts, courtyards, plazas, larger parkways, and landscaped setbacks.</p> <p><b>Policy UD 31-2:</b> Create a network of public spaces and plazas that link pedestrian priority areas identified in the Mobility Element.</p> <p><b>Policy UD 31-3:</b> Encourage plazas and public spaces in locations that take advantage of views and viewsheds.</p> <p><b>Policy UD 31-4:</b> Promote the integration of adequate seating, bike racks, water features,</p>	<p>Section 6.3.8 of the GCSP contains the design guidelines for “Open Space Commons”. These guidelines include a variety of passive and active open spaces. These guidelines also include the provision of outdoor furniture, appliances, and amenities with functions that facilitate outdoor use including gathering, sitting, eating, and recreational activities. Additionally, compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>public art, and other pedestrian amenities within plazas and public spaces.</p> <p><b>Policy UD 31-5:</b> Enhance City centers to provide opportunities for people to congregate and interact, such as Atlantic Avenue in Bixby Knolls, the intersection of Broadway at Redondo, or Viking and Nordic Way at Carson Street.</p> <p><b>Policy UD 31-6:</b> Encourage new public spaces in concert with community facilities to provide opportunities for large group gatherings.</p> <p><b>Policy UD 31-7:</b> Ensure landscaping for new projects complies with Title 23, Chapter 2.7 of the California Code of Regulations, Model for Water Efficient Landscape Ordinance.</p> <p><b>Policy UD 31-8:</b> Incorporate water conservation methods, such as regular adjustment of irrigation controllers, irrigation scheduling based on plant water needs, preventing overspray, water-efficient landscape designs using low water-use plants, efficient irrigation systems, minimize turf areas, soil improvement and mulch, watering during early or late hours, and water budgeting using Water Use Classification of Landscape Species (WUCOLS) to reduce the amount of water used in a landscape.</p>		
<p><b>Interface Between Buildings and Streets</b>  <b>STRATEGY No. 35: Building design and form shall define street walls that contribute to great streets and vibrant pedestrian environments.</b>  <b>Policy UD 35-1:</b> Foster an “eyes on the street,” active pedestrian environment by maximizing transparency of exterior walls, incorporating and/or encouraging active ground floor uses, and</p>	<p>The GCSP includes design guidelines that create a pedestrian friendly environment. The design guidelines address street, open space, and building design. A range of quality-of-design criteria are provided including guidelines for built form character, building orientation and frontage design, open space place-making, streetscape and landscaping, design for parking, signage and wayfinding, and public art. These standards include utilizing human scale, providing exterior wall textures that are visually interesting, minimizing parking visibility, and providing adequate lighting. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>entrances that engage the street.</p> <p><b>Policy UD 35-2:</b> Buildings should be constructed of high quality and durable materials, especially at the ground floor, which is experienced most by pedestrians.</p> <p><b>Policy UD 35-3:</b> Promote the incorporation of retail uses and/or a dining zone along the street frontage within neighborhood centers.</p> <p><b>Policy UD 35-4:</b> Emphasize pedestrian orientation in site and building design to define the public realm and activate sidewalks and pedestrian paths.</p> <p><b>Policy UD 35-5:</b> Reinforce the importance of a building frontage located adjacent to a public sidewalk, consistent with PlaceType and Frontages (Page 68-75) criteria.</p> <p><b>Policy UD 35-6:</b> Maintain a minimum street wall height to ensure the “public room of the street” (as shaped by buildings on both sides) is consistent. This is intended to eliminate parcels being underdeveloped along the edges, thus not contributing to the creation of good streets.</p> <p><b>Policy UD 35-7:</b> Monolithic structures that appear as a massive wall, block views, or overshadow the surrounding neighborhood, should be avoided.</p> <p><b>Policy UD 35-8:</b> Where parking structures are planned, the street wall should be composed of active uses that screen podium parking, parking structures, and other uses that do not contribute to a vibrant pedestrian environment.</p>		
<p><b>STRATEGY No. 36: Develop a specific role and identity for a street, so that it contributes to the</b></p>	<p>The GCSP includes design guidelines that create a distinct street environment. The design guidelines call for aligning buildings along street frontages and intermixing landscape, outdoor</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>neighborhood’s character while supporting specific, functional requirements.</b>  <b>Policy UD 36-1:</b> Improve the frontage zone of buildings as extensions of the building, by enhancing entryways and doors, incorporating sidewalk cafes, and enhancing the space adjacent to the building as part of the pedestrian experience.  <b>Policy UD 36-2:</b> Develop streetscape strategies and concepts that establish a street as a public room, and incorporate opportunities for dining and display, walking, landscaping, and street furniture.  <b>Policy UD 36-3:</b> Develop guidelines for sidewalk dining and parklets that enhance the overall character of the streetscape and provide restaurants and businesses a streamlined permitting process to encourage sidewalk dining and parklets where appropriate.  <b>Policy UD 36-4:</b> Identify zones along both sides of the street that define the building edge, dining and display areas, walking zone, planting and street furniture zones, and parking zones to enhance the character of the “public room.”</p>	<p>gathering spaces, openings, and exhibition niches, and connecting upper level amenity decks along sidewalk and pathway interfaces. Comfortable street furniture that encourages informal gathering and activities is encouraged where appropriate.</p> <p>The design guidelines encourage expressing building design at the pedestrian level that distinguishes first-floor frontages from the upper floors through the distinct and unique expression of grade level forms, shapes, masses, materials, details, and entries. Additionally, the plan encourages amplifying building entry expression to create a sense of arrival through front door orientation to corners, public streets, and sidewalks, use of expressed minor building forms utilizing unique materials and details at thresholds, decorative and enhanced night lighting, and incorporation of intensified landscape and signage at ingress points. Therefore, the GCSP is consistent with these policies.</p>	
<p><b>STRATEGY No. 37: Frontages shall have well-designed street walls, contributing to making an inviting transition between public and private space.</b>  <b>Policy UD 37-1:</b> Unify streets within each district with consistent frontage character types.  <b>Policy UD 37-2:</b> Provide outdoor dining areas at restaurants with enclosed patios, decorative fencing, planters, and potted plants.  <b>Policy UD 37-3:</b> Identify areas for frontage</p>	<p>The GCSP design guidelines address street, open space, and building design. The design guidelines specify that the outdoor open spaces should be flexibly designed to be easily used for a variety of everyday, work-related, and special uses, such as pop-up retail, outdoor markets, meetings, exhibits, and fairs. The use of unobstructed grading, retractable canopies, removable street furniture, rolling planters, and other adaptable and adjustable elements are specified, including relating flexible outdoor open spaces to building uses and openings to merge indoor and outdoor work and gathering areas.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>improvements along pedestrian priority areas, described in the Mobility Element on Page 80, Map 13.</p>		
<p><b>STRATEGY No. 38: Enhance the functionality within each PlaceType by improving the character and functionality of each Street Type.</b></p> <p><b>Policy UD 38-1:</b> Explore opportunities to incorporate bulbouts, cycle tracks, bike corrals, parklets, mid-block crossings, medians, parkways, and landscape planting within the right-of-way.</p> <p><b>Policy UD 38-2:</b> Ensure that urban and downtown areas with high volumes of pedestrian travel have enlarged walk zones, street trees, and maximum use of street furnishings and lighting.</p> <p><b>Policy UD 38-3:</b> Consider one-way or two-way cycle tracks on roadways with high traffic volumes to separate bicycles from vehicular traffic.</p> <p><b>Policy UD 38-4:</b> Buffer and screen parking areas with landscaping, berms, or low screens.</p> <p><b>Policy UD 38-5:</b> Provide special paving treatment or striping at crosswalks and intersections.</p> <p><b>Policy UD 38-6:</b> Encourage collaboration between the City and businesses to convert curbside parking spaces into public spaces.</p> <p><b>Policy UD 38-7:</b> Create a clear frontage zone along the sidewalk with clear visibility of the structure and façade, as well as the space adjacent to the building.</p> <p><b>Policy UD 38-8:</b> Provide a clear zone for through pedestrian traffic along the sidewalk. See the Mobility Element for specific sidewalk widths for each Street Type.</p>	<p>The GCSP includes design guidelines that improve the quality of the street. The GCSP guidelines include parkway zones and other linear landscape features along streets and sidewalks to provide continuous visual interest along streets and create buffers between vehicular and non-vehicular modes of movement. The parkway zone can include: parklets, bulb-outs, and other forms of enhanced landscape and open space use. Additionally, certain building features are required to be screened from public view, including refuse and recycling areas, parking area loading docks, storage, utilities and similar uses through the use of landscaped buffers. New streets and pedestrian connections break down large blocks to enhance mobility and accessibility for all travel modes.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>Policy UD 38-9:</b> Provide a street furniture and landscape zone adjacent to the curb for parkways, tree grates, bicycle parking, lighting, benches, newspaper kiosks, utility poles, potted plants, benches, transit shelters, and other pedestrian amenities.</p> <p><b>Policy UD 38-10:</b> Incorporate chicanes in residential streets to slow traffic and to activate the public space along a corridor.</p> <p><b>Policy UD 38-11:</b> Incorporate pinchpoints where curb extensions may be applied mid-block to calm traffic.</p>		
<p><b>STRATEGY No. 39: Beautify the City with trees and landscaping while being conscious of water resources and utilizing sustainable practices.</b></p> <p><b>Policy UD 39-1:</b> Accommodate large canopy street trees that contribute to the City’s urban forest, enhance street character and neighborhood identity, and provide shade for pedestrians and parked cars and bikes.</p> <p><b>Policy UD 39-2:</b> Identify gaps in street tree canopy and expand and maintain new tree plantings.</p> <p><b>Policy UD 39-3:</b> Explore cost-effective options to increase and sustain the Urban Forest; maintain trees to reduce the impacts of drought, diseases and pests, and construction and storm damage.</p> <p><b>Policy UD 39-4:</b> Ensure landscaping for new projects complies with Title 23, Chapter 2.7 of the California Code of Regulations, Model for Efficient Landscape Ordinance.</p> <p><b>Policy UD 39-5:</b> Integrate native, drought-tolerant,</p>	<p>The GCSP includes design guidelines that encourage improvements to the streetscape including street trees and landscaping. Drought-tolerant and native landscape is encouraged. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>or low-water-use plant species in streetscapes and design for ease of maintenance to assure their longevity and limit water and resource use.</p> <p><b>Policy UD 39-6:</b> Limit the use of palm trees, except for in signature areas.</p> <p><b>Policy UD 39-7:</b> Consider providing bioswales, pervious strips, flow-through planters, and pervious pavement to help infiltrate stormwater runoff before it enters the sewer system.</p>		
<p><b>STRATEGY No. 40: Design parking lots, structures, driveways, and access points to promote walkability, reduced trips, and promote sustainability.</b></p> <p><b>Policy UD 40-1:</b> Minimize the visual impact of parking structures by encouraging the first floor to be wrapped with pedestrian-friendly uses and by urban design and landscaping features along pedestrian-oriented street frontages.</p> <p><b>Policy UD 40-2:</b> Provide well-marked and convenient pedestrian access through parking areas to separate pedestrian and vehicular traffic.</p> <p><b>Policy UD 40-3:</b> Beautify and screen parking lots located adjacent to a street edge with landscaping, shade trees, and decorative paving treatments.</p> <p><b>Policy UD 40-4:</b> Use planter beds, decorative paving materials, and safe pedestrian paths to break up large areas dedicated to parking.</p> <p><b>Policy UD 40-5:</b> Promote the use of pervious surfaces (including paving), low-impact development strategies, and natural run-off</p>	<p>The GCSP includes design guidelines of parking lots to not detract from the walkable environment fostered in the GCSP. These guidelines include minimizing surface parking visibility through the placement of outdoor parking behind street-facing buildings and/or landscape buffers and screens and incorporating sustainable surface parking lot design through use of solar shade structures for vehicles, permeable paving, abundant and interlaced linear landscaping, incorporation of habitable parklets, and tree canopies that establish shade and reduce the heat island effect. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>infiltration systems into parking lot design.</p> <p><b>Policy UD 40-6:</b> Enhance driveway access points with ornamental landscaping, accent paving, and lighting.</p> <p><b>Policy UD 40-7:</b> Explore opportunities to incorporate innovative parking solutions, such as lifts and tandem parking, to help meet parking requirements.</p> <p><b>Policy UD 40-8:</b> Manage existing parking resources and implement strategies such as shared use parking, especially in Parking Impacted Areas, discussed in the Mobility Element.</p>		
<p><b>Pedestrian Infrastructure</b></p> <p><b>STRATEGY No. 41: Connect neighborhoods, corridors, and centers by maintaining and providing for walkable blocks.</b></p> <p><b>Policy UD 41-1:</b> Encourage new developments to incorporate pedestrian amenities and pathways that provide direct, convenient, and safe access to public sidewalks and streets.</p> <p><b>Policy UD 41-2:</b> Explore opportunities to improve connections among the downtown, corridors, campuses, and neighborhoods to create interconnected walking environments.</p> <p><b>Policy UD 41-3:</b> Maintain and enhance the street grid network and short blocks that support all modes of transportation in Long Beach.</p> <p><b>Policy UD 41-4:</b> Provide street furnishings in the pedestrian zone to encourage walking and areas to stop and rest.</p> <p><b>Policy UD 41-5:</b> Promote enhancement, repair,</p>	<p>The GCSP includes design guidelines that create a pedestrian friendly environment. Pedestrian improvements are also proposed for Cherry Avenue, Wardlow Road, and all new streets within the Plan Area to help ensure a continuous network of sidewalks and shaded parkways to facilitate and encourage walking through and to/from the Plan Area. New streets and pedestrian connections break down large blocks to enhance mobility and accessibility for all travel modes. Additionally, the GCSP encourages the design of integral signage and wayfinding systems that are legible, consistent, and provide for clear navigation to and from and throughout the Plan Area. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>and maintenance of alleys, paseos, paths, and trails.</p> <p><b>Policy UD 41-6:</b> Encourage the use of specialty paving or artistic ground treatment, such as painted concrete, where alleys intersect to enhance pedestrian activity.</p> <p><b>Policy UD 41-7:</b> Provide wayfinding signs, pedestrian lighting for safety and security, benches, and public art along alleys, paseos, paths, and trails to enhance neighborhood character and walkability.</p> <p><b>Policy UD 41-8:</b> Provide mid-block pedestrian connections between the street and alley on commercial blocks to encourage pedestrian discovery and safe passages.</p>		
<p><b>Bicycle Infrastructure</b></p> <p><b>STRATEGY No. 42: Continue promoting the City's vision to become the most bicycle-friendly city in the United States. Refer to additional policies provided in the Mobility Element.</b></p> <p><b>Policy UD 42-1:</b> Support and enhance bicycle streets by strategically locating bicycle facilities (like bicycle boulevards, bike racks and corrals, bike stations, and bike rental/share facilities), and reducing conflicts between pedestrians, bicyclists, and vehicles.</p> <p><b>Policy UD 42-2:</b> Encourage the integration of bike corrals and other transit amenities into projects located at heavily used transit stops, retail areas, and activity centers.</p> <p><b>Policy UD 42-3:</b> Support Long Beach's bike share</p>	<p>The GCSP accommodates bicycling and shared mobility along streets, open spaces, and pathways through provision of bicycle/scooter storage, repair, and rental facilities, dedication of ride and bike sharing pickup/drop-off areas, installation of electric charging stations for alternative mobility devices, commuter showers, and incorporation of other mobility facilities that enhance use of alternative transit modes including walking. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>program. <b>Policy UD 42-4:</b> Provide bicycle facilities that connect activity centers.</p>		
<p><b>Transit Infrastructure</b> <b>STRATEGY No. 43: Establish comfortable and safe transit infrastructure. Refer to additional policies provided in the Mobility Element.</b> <b>Policy UD 43-1:</b> Promote the integration of transit stop amenities into the site or landscape design of a project, such as rain or sun protection, seating, and trash receptacle, where appropriate and feasible. <b>Policy UD 43-1:</b> Create and encourage the use of a route/ bus information theme to transit centers (or elements), so that they are visually similar, recognizable, and have an identity that is specific to Long Beach. <b>Policy UD 43-3:</b> Provide transit infrastructure within ¼ mile of all bus and transit stops.</p>	<p>The Plan Area is serviced by Long Beach Transit Lines 21, 22, and 131, which travel along Cherry Avenue and have stops at Carson Street and Wardlow Road. Cherry Avenue is a central unifying spine for the GCSP. The proposed new street section for Cherry Avenue removes on-street parking on both sides, establishes a bus/thru lane in the outer lane in both directions, and provides a new Class IV separated bikeway. In addition, the sidewalk and parkway of Cherry Avenue would be enhanced with a 10-foot sidewalk and shade trees to encourage walking, biking and transit use. The intent is to make alternative modes of travel more accessible, comfortable and safe. In addition, the Metro Blue Line light rail runs to the west of the planning area and is connected to the Plan Area by bus service. The GCSP aims to facilitate connectivity to the Metro Blue Line by connecting bike routes between the station and district, and working with Long Beach Transit and employers to provide shuttle services to/from the station as the demand arises.</p> <p>Within the Plan Area, development is regulated by standards for height, setbacks, open space and parking. The City will work with applicants to ensure that new projects are designed to implement the policies of the General Plan. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<i>Historic Preservation Element (2010)</i>		
<p><b>GOAL 2: Protect historic resources from demolition and inappropriate alterations through the use of the City’s regulatory framework, technical assistance, and incentives.</b> Federal, state, and local regulations that protect historic and cultural resources are based on identification and designation. The City of Long Beach has adopted regulations to protect resources which enable the City to comply with state and federal law. Critical to the success of these regulations will be educating City staff in all</p>	<p>There is one extant national, state, or locally eligible resource within the Plan Area, as determined by the record search. The Termo Company Building, located west of the E. Carson Street and Cherry Avenue intersection, was constructed in 1956 and is a two-and three-story asymmetrical, Modern-style commercial storage building with a stucco exterior and flat roof. Now a Storage USA building, it was recommended ineligible for the NRHP and the California Register of Historic Resources (CRHR) in 2012.</p> <p>The Proposed Project provides a framework for the development and improvement of the GCSP development districts and overlay zones for the Plan Area’s 437 acres. The Proposed Project provides a strategic planning framework for attracting quality industries and improving the character, design, and functionality of the Plan Area, including improvements to the existing circulation network within the Plan Area. The GCSP encourages the adaptive reuse of buildings through relaxed</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

<b>Goal, Strategy, and Policy</b>	<b>Project Conformance</b>	<b>Conformance Conclusion</b>
<p>relevant departments, and working effectively with Commission members to ensure that rules and policies are being consistently administered.</p> <p><b>POLICIES:</b></p> <p><b>P.2.1</b> The City shall discourage the demolition and inappropriate alteration of historic buildings.</p> <p><b>P.2.2</b> The City shall encourage and allow for adaptive reuse of historic buildings.</p> <p><b>P.2.3</b> The City shall continue to use the <i>Secretary of the Interior's Standards</i> as guidelines for appropriate rehabilitation projects, adaptive reuse, or additions to historic structures.</p> <p><b>P.2.4</b> The City shall ensure compliance of all historic preservation, redevelopment, and new construction projects with the California Environmental Quality Act (CEQA), and Section 106 of the National Historic Preservation Act.</p> <p><b>P.2.5</b> The City shall enforce historic preservation codes and regulations.</p> <p><b>P.2.6</b> The City shall implement and promote incentives for historic preservation.</p> <p><b>P.2.7</b> The City shall encourage and support public, quasi-public, and private entities in local preservation efforts, including the designation of historic resources and the preservation of designated resources.</p>	<p>development requirements and uses the Secretary of the Interior's Standards as guidelines for rehabilitation projects, adaptive reuse, or additions to historic structures. The GCSP is consistent with these policies.</p>	

## Appendix C (Continued)

<p><b>GOAL 4: Increase public awareness and appreciation of the City’s history and historic, cultural, and archaeological resources.</b></p> <p><b>POLICIES:</b></p> <p><b>P.4.1</b> The City shall participate in efforts to increase public awareness, appreciation and stewardship of the important historic and cultural resources which set Long Beach apart and make it a unique community.</p> <p><b>P.4.2</b> The City shall explore public/private partnerships in its preservation program efforts, including partnerships with businesses, neighborhood groups, and education interests.</p> <p><b>P.4.3</b> The City shall solicit and encourage public comment and participation in preservation decision-making.</p> <p><b>P.4.5</b> The City shall encourage the continued development of local history collections; publications on the architectural, social and cultural history of the community; the donation of historic memorabilia and artifacts to the Historical Society and Long Beach Public Libraries; and other actions which further constituents’ understanding and appreciation of the history and cultural resources of Long Beach.</p> <p><b>P.4.6</b> The City shall encourage the installation of appropriate plaques and public art related to historic buildings, landmarks, districts, and sites in the community.</p> <p><b>P.4.7</b> The City shall ensure that historic preservation planning is inclusive of the unique histories and diverse neighborhoods found throughout Long Beach.</p>	<p>The City has prepared the GCSP as part of a comprehensive transition program in the wake of the closure of the Boeing C-17 Globemaster military aircraft production facility located within the Plan Area. After the Signal Hill oil industry, the airport shaped the area along Cherry Avenue. Since World War II, aircraft manufacturers and aircraft related companies have been present on both Cherry Avenue and Lakewood Avenue to the east. The history of aircraft manufacturing in the Plan Area is an important component of the GCSP, as the GCSP is intended to build on its legacy and continue to provide high-quality jobs that leverage the local workforce skills and locational advantages within and near the Plan Area.</p> <p>The GCSP design guidelines in Chapter 6 incentivize adaptive reuse of historic buildings and encourage public art, including murals and outdoor installations that create unique visual interest, convey the Plan Area’s legacy and reveal and enhance its historic identity. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<p><i>Open Space and Recreation Element (2002)</i></p>		
<p><b>GOALS/OBJECTIVES</b></p>	<p>The Plan Area consists of a variety of existing low- to mid-rise commercial and industrial uses. Land</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

<b>Goal, Strategy, and Policy</b>	<b>Project Conformance</b>	<b>Conformance Conclusion</b>
<p>1.4 Design and manage natural habitats to achieve environmental sustainability.</p> <p>1.5 Remediate contaminated sites.</p> <p><b>POLICIES</b></p> <p>1.2 Protect and improve the community's natural resources, amenities and scenic values including nature centers, beaches, bluffs, wetlands and water bodies.</p> <p>1.3 Incorporate environmentally sustainable practices in City programs and projects.</p> <p>1.4 Promote and assist with the remediation of contaminated sites</p>	<p>uses are supported by a streetscape context largely auto-oriented in nature, and lacking in street trees and other open space amenities. The GCSP Open Space (OS) district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area.</p> <p>The GCSP creates an incentive to remediate contaminated sites by allowing greater densities and reduced parking requirements than what is permitted by current zoning. The GCSP also provides guidelines for enhancing sites and streets to improve the natural and scenic value and introduce sustainably-designed buildings, sites, open spaces and streetscapes. Therefore, the GCSP is consistent with these policies.</p>	
<p><b>GOALS/OBJECTIVES</b></p> <p>2.1 Maintain a sufficient quantity and quality of open space in Long Beach to produce and manage natural resources.</p> <p><b>POLICIES</b></p> <p>2.1 Reserve at a minimum the existing amount of open space for community gardens and strive to create more.</p> <p>2.2 Protect and wisely-manage groundwater recharge areas and groundwater aquifers.</p> <p>2.3 Manage oil, water, and natural gas extraction sites and operations to extend the life of these resources.</p>	<p>The GCSP Open Space (OS) district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area. Certain oil and gas extraction and processing activities are exempt from zoning regulations as provided for in Subsection 21.10.030.B, and are controlled by Title 12 of the Municipal Code. The GCSP contains development standards and design guidelines that would increase the amount of permeable surfaces in the Plan Area through sustainable surface parking lot design, permeable paving, abundant and interlaced linear landscaping, open space areas on private land and tree canopies to restore and recharge groundwater. Therefore, the GCSP is consistent with these policies.</p>	Consistent.
<p><b>GOALS/OBJECTIVES</b></p> <p>3.1 Provide for and maintain sufficient open space for adequate protection of lives and property</p>	<p>The Open Space (OS) district in the GCSP is not intended to project a buffer from man-made disasters, such as flight paths. The proximity of the Plan Area to the Long Beach Airport requires that future land uses within the Plan Area be compatible with airport operations. The compatibility criteria</p>	Consistent.

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

<b>Goal, Strategy, and Policy</b>	<b>Project Conformance</b>	<b>Conformance Conclusion</b>
<p>against natural and man-made safety hazards.</p> <p><b>POLICIES</b></p> <p>3.1 Maintain open space buffers adequate to keep property and lives safe from natural and man-made disasters within the City including: unstable soil areas, known active fault zones, low-lying flood prone lands, airport flight paths, and areas of physical and noise contamination.</p>	<p>adopted by the Los Angeles County Airport Land Use Commission, which is part of the County's Department of Regional Planning, for the Long Beach Airport are intended to protect the airport from encroachment by future incompatible land uses. For compatibility planning purposes, four aeronautical factors are considered: noise, overflight, safety, and airspace protection. Each of these were factored into the land use plan for the GCSP. The Airport (AP) district was created, which identifies property under the Long Beach Airport control and contains more restrictive use and height constraints than in other districts in the Plan Area. All building heights shall conform to the Long Beach Airport – Runway Approach Zones – Standard for determining obstruction in air navigation. Therefore, the GCSP is consistent with this policy.</p>	
<p><b>GOALS/OBJECTIVES</b></p> <p>4.1 Foster park stewardship by every individual in the community through recreation program services.</p> <p>4.2 Achieve a ratio of 8.0 acres of publicly owned recreation open space per 1,000 residents.</p> <p>4.3 Add recreation open space and recreation facilities in the areas of the City that are most underserved.</p> <p>4.4 Provide the recreational resources the public wants.</p> <p>4.5 Make all recreation resources environmentally friendly and socially and economically sustainable.</p> <p>4.6 Increase recreation resources and supplement publicly owned recreation resources with privately owned recreation resources.</p> <p>4.7 Fully maintain public recreation resources.</p> <p>4.8 Fully utilize all recreational resources including those at public schools.</p> <p>4.9 Connect recreation open spaces with greenway linkages.</p> <p>4.10 Provide access to recreation resources for all</p>	<p>The Land Use and Mobility Plan for the GCSP is guided by the community's vision, goals, and policies for the Plan Area, as well as the City of Long Beach's General Plan and Bicycle Master Plan. The GCSP does not propose residential uses; however, a key goal of the GCSP is to create a twenty-first century employment district that contains employment-focused land-use districts with supportive amenities, enhanced connectivity through new streets and pedestrian pathways; and expanded mobility choices through multimodal street improvements.</p> <p>The GCSP regulates the Plan Area through the application of six development districts and two overlay zones. Development regulations are designed to achieve high-quality developments served by a system of pedestrian pathways, passive and active open space areas, and amenities. Increased building intensity is encouraged in exchange for the provision of community benefits such as open space, retail uses, and enhanced connectivity. With the provision of community benefits, the GCSP will add recreational facilities and resources in an area essentially devoid of such amenities, including shaded walking and bike paths, and active and passive open space areas for both residents and the workforce. In addition, a stand-alone interim park use is permitted in all land use designations except the General Industrial zone, which would allow interim park and related improvements in the Plan Area (e.g., community garden, passive park, playground, recreational park, etc.). These park uses are also encouraged and desired as part of an onsite open space amenity to be integrated into the design of the development. The maintenance of onsite open space areas and streets will be the responsibility of the property owners, while bike paths and sidewalks will be a shared responsibility between the City and property owners. All recreation resources will be designed to be environmentally friendly, socially and economically sustainable through incremental installations and maintenance agreements. The existing and new street enhancements are designed to connect to</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

<b>Goal, Strategy, and Policy</b>	<b>Project Conformance</b>	<b>Conformance Conclusion</b>
<p>individuals in the community.</p> <p><b>POLICIES</b></p> <p>4.1 Create additional recreation open space and pursue all appropriate available funding to enhance recreation opportunities.</p> <p>4.2 Protect public parkland from intrusive, non-recreational uses.</p> <p>4.3 Keep parklands open and green by limiting the amount of parking lot and building coverage areas within parks.</p> <p>4.4 Ensure that the general plan and zoning are consistent for all recreation open space locations and uses.</p> <p>4.5 Replace any displaced publicly owned recreation open space on an acre per acre basis, in kind, within areas of the City most underserved by recreation open space.</p> <p>4.6 With the help of the community, plan and maintain park facilities at a level acceptable to the constituencies they serve.</p> <p>4.7 Continue to solicit citizen participation in the creation of new park space and recreation facilities.</p> <p>4.8 In creating additional recreational opportunities, priority shall be given to areas of the City that are most underserved.</p> <p>4.9 Encourage the provision of non City-owned recreation resources to supplement what the City is able to provide.</p> <p>4.10 Require all new developments to provide usable open space tailored to the recreational demands they would otherwise place on public</p>	<p>external bike facilities planned for in the City's Bicycle Master Plan and are designed according to Complete Streets principles for multi-modal access, expanding accessibility for all individuals of the community.</p> <p>The GCSP Open Space (OS) district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area.</p> <p>Through the preservation of existing open space in the Plan Area and the provision of new usable private open space to be enjoyed by the workforce and local community, the GCSP is consistent with these policies.</p>	

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
resources.		
<i>Air Quality Element (1996)</i>		
<p><b>Air Quality Element</b>  <b>Governmental Organization, Roles, and Responsibility</b>  <b>Goal 1:</b> Effective coordination of air quality improvement efforts in the South Coast Air Basin, the Southeast Los Angeles County (SELAC) subregion of SCAG, and other agencies.  <b>Policy 1.1:</b> Establish a Coordinated Approach. Coordinate with other jurisdictions in the South Coast Air Basin a continuation of the consortium to establish air quality plans and implementation programs where practical.  <b>Policy 1.2:</b> Encourage Community Participation. Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that effectively reduce airborne pollutants.</p>	<p>A key goal of the GCSP is to create a 21st century employment district that contains employment-focused land-use districts with supportive amenities, enhanced connectivity through new streets and pedestrian pathways; and expanded mobility choices through multimodal street improvements. In alignment with Southern California Association of Governments' (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), the GCSP provides a Land Use and Mobility Plan that seeks to balance future mobility needs with economic, environmental, and public health goals. The GCSP contains planned multi-modal street improvements to increase pedestrian, bicycle, and mass-transit activity. Less reliance on automobiles and increased tree canopy, green space, and landscaping may assist in decreasing greenhouse gas emissions and improve air quality. The GCSP design guidelines also incorporate sustainable surface parking lot design through use of solar shade structures for vehicles, permeable paving, abundant and interlaced linear landscaping, incorporation of active and passive open space, and tree canopies that establish shade and reduce the heat island effect. Therefore, the GCSP is consistent with these policies.</p>	Consistent.
<p><b>Ground Transportation</b>  <b>Goal 2:</b> A diverse and efficient ground transportation system that minimizes air pollutant emissions.  <b>Policy 2.1.1:</b> Reduce Vehicle Trips. Use incentives, regulations, and transportation demand management techniques, in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips that would otherwise occur.  <b>Policy 2.1.2:</b> Reduce Vehicle Miles Traveled. Use</p>	<p>The GCSP Land Use and Mobility Plan is designed in part to enhance connectivity through new streets and pedestrian pathways; and expanded mobility choices through multimodal street improvements. The development standards create incentives to accomplish this by allowing increased height limits and parking reductions in exchange for community benefits (i.e., new streets to break up superblocks, open space, etc.) and the approval/adoption of a transportation and parking demand management plan and study. Expanding mobility options will encourage the use of other forms of transportation, which in turn will reduce vehicle trips. Reducing parking and implementing Transportation Demand Management (TDM) measures would also help reduce vehicle trips and vehicle miles traveled (VMT). The GCSP contains planned multi-modal street improvements to increase pedestrian, bicycle, and mass-transit activity, and links proposed bicycle improvements with other existing and planned facilities outside of the Plan Area. Therefore, by diversifying the</p>	Consistent.

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>incentives, regulations, and transportation demand management in cooperation with other jurisdictions in the South Coast Air Basin, to reduce vehicle miles traveled.</p> <p><b>Policy 2.1.3:</b> Increase Cost-Effectiveness of Transportation and Parking Systems. Make cost-effective improvements to transportation and parking systems that will reduce traffic congestion and resulting emissions.</p> <p><b>Policy 2.3.1:</b> Expand Transit in the City and the Region. Cooperate in efforts to expand all forms of mass transit within the City and the South Coast Air Basin.</p> <p><b>Policy 2.4.1:</b> Promote Non-Motorized Transportation. Promote convenient and continuous bicycle paths and pleasant pedestrian environments that will encourage non-motorized travel within the City.</p> <p><b>Policy 2.5.1:</b> Manage the Parking Supply. Manage the City's parking supply to inhibit auto use, while ensuring that economic development goals are not sacrificed.</p>	<p>transportation system, reducing trips and VMTs, managing parking and expanding options, the GCSP is consistent with these policies.</p>	
<p><b>Goal 5:</b> A pattern of land uses that can be efficiently served by a diversified transportation system and that directly and indirectly minimizes air pollutants.</p> <p><b>Policy 5.1:</b> Manage Growth. Regulate land use and promote development in a manner that will support established transit services and reduce the need for the automobile.</p> <p><b>Policy 5.2:</b> Balance Growth. Improve the balance</p>	<p>A key goal of the GCSP is to create a 21st century employment district that contains employment-focused land-use districts with supportive amenities, enhanced connectivity through new streets and pedestrian pathways; and expanded mobility choices through multimodal street improvements. The proximity to the Long Beach Airport and the industrial nature of this Plan Area does not lend itself to residential development. Nevertheless, the Plan Area will continue to provide high-quality jobs for Long Beach, thereby contributing to a balanced jobs/housing community. The pattern of proposed land uses is designed to protect existing businesses, replenish high-quality jobs lost by the closure of the Boeing C-17 manufacturing plant, protect and support the Long Beach Airport, and provide retail and other support services and amenities to provide for the needs of local businesses and</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
between jobs and housing to create a more efficient urban form.	residents. The GCSP also contains planned multi-modal street improvements to increase pedestrian, bicycle, and mass-transit activity, thereby supporting established transit services. Therefore, the GCSP is consistent with these policies.	
<p><b>Energy Conservation</b>  <b>Goal 7:</b> Reduce emissions through reduced energy consumption.  <b>Policy 7.1:</b> Energy Conservation. Reduce energy consumption through conservation improvements and requirements.  <b>Policy 7.2:</b> Recycle Wastes. Promote local recycling of wastes and the use of recycled materials.</p>	Policy 1.4 of the GCSP requires safe, attractive and environmentally sustainable design, construction and operation of all buildings. The GCSP will guide development and infrastructure to introduce sustainably-designed buildings, sites, open spaces, and streetscapes. Implementation of the California Building Code and the City's recycling program, in addition to the adaptive reuse of buildings, will reduce energy consumption and promote the local recycling of wastes. The GCSP is consistent with these policies.	Consistent.
<i>Mobility Element (2013)</i>		

## Appendix C (Continued)

<p><b>STRATEGY No. 1:</b> Establish a network of complete streets that complements the related street type.</p> <p><b>MOP Policy 1-1:</b> To improve the performance and visual appearance of Long Beach’s streets, design streets holistically using the “complete streets approach” which considers walking, those with mobility constraints, bicyclists, public transit users, and various other modes of mobility in parallel.</p> <p><b>MOP Policy 1-2:</b> Where streets are too narrow to accommodate all modes of travel, consider parallel routes working together to accommodate all modes in a “complete corridors” strategy.</p> <p><b>MOP Policy 1-3:</b> Improve auto-oriented streets (such as Pacific Coast Highway and Lakewood Boulevard) so pedestrians using the stores or services can walk comfortably and feel safer navigating the busy thoroughfare, regardless of their point of origin — from the surrounding neighborhoods or via transit.</p> <p><b>MOP Policy 1-4:</b> Allow for flexible use of public rights-of way to accommodate all users of the street system, while maintaining safety standards.</p> <p><b>MOP Policy 1-5:</b> Recognize the important function of alleys in the transportation network. Consider alleys, especially continuous alleys, a valuable resource for pedestrian connectivity, access to abutting properties for loading and unloading, locate utilities, and store/dispose of waste.</p> <p><b>MOP Policy 1-7:</b> Maintain all roadways, paths, and sidewalks in a good state of repair.</p> <p><b>MOP Policy 1-9:</b> Increase mode shift of transit, pedestrians, and bicycles.</p> <p><b>MOP Policy 1-12:</b> Encourage large employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at home programs, employee education, and preferential parking for</p>	<p>The GCSP land use and mobility plan are combined into one plan as the pattern of land uses, the scale of blocks, and the design of buildings and streets have a combined effect on travel behavior and the long-term vitality of land uses. The land use and mobility plan is in conformance with the City of Long Beach’s Land Use and Mobility Elements, which work together to expand mobility choices and create a safe, efficient, balanced, and multimodal network to accommodate all travelers. The land use and mobility plan is designed to enhance connectivity through new streets and pathways and expand mobility choices through multimodal street improvements.</p> <p>The GCSP provides guidelines for reconfiguring existing streets and installing new streets to include wider continuous sidewalks, crosswalks, street trees, bike paths and landscape parkways and medians to make the network of streets serving the Plan Area more attractive and usable, consistent with Complete Streets principles.</p> <p>The GSCP includes the provision of pedestrian pathways connecting uses throughout the Plan Area. This will be complemented with human scale development and pedestrian amenities, such as street trees. The alignment and orientation of buildings along street frontages and active open space areas create “eyes on the street”. The 360-degree architecture, clear wayfinding systems, and outdoor lighting requirements also enhance the Plan Area’s overall sense of safety and security.</p> <p>The GCSP requires that new projects implement transportation demand management strategies, including transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at home programs, employee education, and preferential parking for carpools/vanpools.</p> <p>Finally, the development standards and design guidelines also address universal design to ensure accessibility for all people.</p> <p>The GCSP is consistent with these policies.</p>	<p>Consistent.</p>
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## Appendix C (Continued)

<p>carpools/vanpools.</p> <p><b>MOP Policy 1-13:</b> Increase multimodal access to major employers and educational institutions, including Long Beach Community College.</p> <p><b>MOP Policy 1-14:</b> Use universal design techniques to accommodate pedestrians of all ages and abilities and ensure compliance with the Americans with Disabilities Act.</p>		
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**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>STRATEGY No. 2:</b> Reconfigure streets to emphasize their modal priorities.</p> <p><b>MOP Policy 2-1:</b> Design streets to have a specific role and identity that contributes to the neighborhood's character, while supporting specific functional requirements.</p> <p><b>MOP Policy 2-2:</b> Design the character and scale of the street to support its street type and place-type designation and overlay networks (for example, create a bike boulevard or bicycle-friendly retail district, transit street, or green street).</p> <p><b>MOP Policy 2-6:</b> Ensure high-quality, on-street access to transit stops and stations.</p> <p><b>MOP Policy 2-7:</b> Treat streets as an important part of the public open space system, and integral part of the City's urban forest.</p> <p><b>MOP Policy 2-8:</b> Provide distinctive design treatments for streets with important Citywide functions.</p> <p><b>MOP Policy 2-9:</b> Identify streets or street segments where special design treatments are desired to achieve community goals.</p> <p><b>MOP Policy 2-11:</b> Consider every street in Long Beach as a street that bicyclists and pedestrians will use.</p> <p><b>MOP Policy 2-12:</b> Identify and analyze roadways where it may be possible to preserve the level of service while eliminating a vehicle travel lane to create a bike lane, or adding width to the curb lane for a new or improved bike lane.</p> <p><b>MOP Policy 2-13:</b> Continue to use innovative</p>	<p>The GCSP land use and mobility plan, development standards and design guidelines are designed to improve the sustainability, functionality and connectivity within the Plan Area. The GCSP combines the land use plan and mobility plan into one Land Use and Mobility Plan because the City recognizes the need to coordinate planned land uses with appropriate street classifications. The mobility system is designed to improve circulation and accessibility for pedestrians, cyclists, and transit riders and to close gaps in the City's bicycle network. To further facilitate transit and active transportation, the land use plan is designed to mix employment uses with supporting amenities so that employees do not need to use a car to access basic needs throughout the day. The GCSP accommodates bicycling and shared mobility along streets, open spaces, and pathways through provision of bicycle/scooter storage, repair, and rental facilities, dedication of ride and bike sharing pickup/drop-off areas, installation of electric charging stations for alternative mobility devices, commuter showers, and incorporation of other mobility facilities that enhance use of alternative transit modes including walking.</p> <p>The GCSP includes design guidelines that encourage improvements to the streetscape, including street trees and landscaping to enhance the urban forest of the City. The GCSP also contains minimum open space requirements. Drought-tolerant and native landscape is encouraged. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required.</p> <p>The GCSP contains design guidelines for new local street infrastructure, one of which addresses the provision of traffic calming to reduce traffic speeds while enhancing the safety and accessibility of pedestrians, including such traffic calming methods as the incorporation of bulb-outs at midblock and intersection crossings, roundabouts, landscaped medians with pedestrian refuges, speed tables, humps and bumps, clearly and creatively articulated crosswalks, and minimized vehicular curb cuts along sidewalks. The clear wayfinding systems and outdoor lighting requirements also enhance the Plan Area's overall sense of safety and security. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>designs to expand and enhance the bikeway network and increase public safety.</p> <p><b>MOP Policy 2-16:</b> Close gaps in the existing bikeway system.</p> <p><b>MOP Policy 2-17:</b> Ensure safe, convenient, and adequate, on- and off-street bicycle parking facilities to accommodate and encourage residents to cycle for commuting and daily needs.</p> <p><b>MOP Policy 2-18:</b> Provide adequate sidewalk widths and clear path of travel as determined by street type classification, adjoining land uses, and expected pedestrian usage.</p> <p><b>MOP Policy 2-19:</b> Where feasible, widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities, and streetscape improvements.</p> <p><b>MOP Policy 2-23:</b> Expand green color pavement at selected bike facilities to alert motorists and bicyclists of conflict areas and share the right-of-way with bicyclists.</p>		
<p><b>STRATEGY No. 3: Strategically improve congested intersections and corridors.</b></p> <p><b>MOP Policy 3-1:</b> Make strategic improvements to intersections and corridors to improve the flow of vehicle traffic.</p> <p><b>MOP Policy 3-2:</b> Design and manage Long Beach's streets to support public health and safety.</p> <p><b>MOP Policy 3-3:</b> Manage the primary automobile corridors so that they provide shorter travel times than parallel avenues or neighborhood streets.</p> <p><b>MOP Policy 3-4:</b> Ensure that all interchange</p>	<p>Section 3.11, Transportation, of the Draft PEIR/PEIS, identifies existing conditions, potential impacts, and mitigation measures related to implementation of the GCSP. A traffic impact analysis was prepared to evaluate the potential impacts at 28 key intersections in the vicinity of the GCSP site if the Plan were to be fully implemented. The analysis found impacts to be less than significant. However, because of the cumulative nature of transportation impacts based on the development of other projects outside the Plan Area, a majority of cumulative transportation impacts would be significant and unavoidable. Implementation of mitigation measures will have to be identified by conducting focused traffic impact studies for specific development projects within the Plan Area as they materialize in the future. This may include making strategic improvements to intersections and corridors to improve the flow of vehicle traffic. Therefore, the GCSP is consistent with this strategy.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>reconfiguration projects, grade separation improvements, and bridge widening projects are designed and implemented in a manner that provides positive benefit to the pedestrian and bicycle circulation.</p>		
<p><b>STRATEGY No. 5:</b> Reduce the environmental impacts of the transportation system.  <b>MOP Policy 5-1:</b> Incorporate “green infrastructure” design and similar low impact development principles for stormwater management and landscaping in streets.  <b>MOP Policy 5-2:</b> Reduce vehicle miles traveled (VMT) and vehicle trips through the use of alternative modes of transportation and TDM.  <b>MOP Policy 5-3:</b> Encourage the use of low- or no-emission vehicles to reduce pollution.  <b>MOP Policy 5-4:</b> Promote car-sharing and Neighborhood Electric Vehicle ownership as an important means to reduce traffic congestion.</p>	<p>The GCSP provides guidelines for reconfiguring existing streets and installing new streets to include street trees, bike paths and landscape parkways and medians to make the network of streets serving the Plan Area more “green”, consistent with Complete Streets principles. The GCSP design guidelines address incorporating sustainable surface parking lot design through use of solar shade structures for vehicles, permeable paving, abundant and interlaced linear landscaping, incorporation of habitable parklets, and tree canopies that establish shade and reduce the heat island effect. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required to minimize run-off and paving, and conserve water.</p> <p>The GCSP encourages low-emission cars through the provision of electric charging stations. The GCSP requires that new projects implement transportation demand management strategies, including transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at home programs, employee education, and preferential parking for carpools/vanpools. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<p><b>STRATEGY No. 6:</b> Manage the supply of parking.  <b>MOP Policy 6-1:</b> Match parking policies to land use and mobility goals.  <b>MOP Policy 6-2:</b> Dedicate a portion of parking revenue to be invested back into the districts in which they are generated. If parking revenues are used for projects in a commercial district that make the area more attractive and enjoyable, the increased visitation generates additional parking revenues for reinvestment.  <b>MOP Policy 6-3:</b> Where appropriate, encourage the conversion of on-street parking space for expanded sidewalk widths or landscaping.</p>	<p>Parking and loading areas shall be provided as required in Chapter 21.41 (Off-Street Parking and Loading Requirements) of the Zoning Regulations, except as otherwise provided in the GCSP. Development projects in the BP district that incorporate community benefits as required by the GCSP are allowed up to a 35% reduction in the applicable minimum off-street parking requirements, subject to approval by the Planning Commission. The applicant shall cause to be prepared and shall furnish to the Planning Commission prior to approval a traffic impact analysis/parking management study demonstrating that the parking reduction will not cause any significant negative impacts to traffic flow and circulation, and on-street parking, and include an associated permanent Transportation and Parking Demand Management (TDM) Plan. The TDM Plan may include priced parking to further control the supply and demand and ensure adequate parking while encouraging alternative modes of transportation. Any parking funds collected would be invested back into the Plan Area. The TDM strategies also encourage innovative parking solutions, including parking lifts and elevators, park once facilities, shared parking, and preferential parking for carpools. Therefore, the GCSP is</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>MOP Policy 6-4:</b> Continue to limit on-street parking along auto-priority corridors during peak commute hours.</p> <p><b>MOP Policy 6-5:</b> Embrace innovative parking solutions that reduce the required space needed for parking, such as automated parking lifts and elevators.</p> <p><b>MOP Policy 6-6:</b> Regulate and manage the supply of parking so that it remains reasonably available when and where it is needed.</p> <p><b>MOP Policy 6-7:</b> Support using parking supply and pricing as a strategy to encourage use of nonautomobile modes where feasible.</p> <p><b>MOP Policy 6-8:</b> Where applicable, encourage users to park once to meet all of their travel needs within the City.</p> <p><b>MOP Policy 6-9:</b> Encourage shared parking among various tenants and adjacent uses.</p> <p><b>MOP Policy 6-10:</b> Encourage neighborhood parking lots and shared parking with commercial uses to address parking problems in residential neighborhoods with a low off-street parking supply.</p> <p><b>MOP Policy 6-11:</b> Encourage the use of transit, carpooling, and walking to reduce the need for parking.</p> <p><b>MOP Policy 6-12:</b> Promote transit-oriented development with reduced parking requirements around appropriate transit hubs and stations to facilitate the use of available transit services.</p> <p><b>MOP Policy 6-13:</b> Consider reducing parking requirements for mixed-use developments, for developments providing shared parking or a</p>	<p>consistent with these policies.</p>	

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>comprehensive Transportation Demand Management (TDM) Program, or developments located near major transit hubs.</p> <p><b>MOP Policy 6-14:</b> Design parking structures to be attractive, pleasant to use, and integrate into the overall urban landscape. Parking facilities should be designed to promote good internal circulation and provide multiple entry, exit, and reversible lanes.</p> <p><b>MOP Policy 6-15:</b> Encourage and provide incentives for commercial, office, and industrial development to provide preferred parking for carpools, vanpools, electric vehicles, and flex cars.</p>		
<p><b>STRATEGY No. 7:</b> Promote general and commercial aviation facilities with convenient ground transportation access.</p> <p><b>MOP Policy 7-1:</b> Maintain and enhance general and commercial aviation at Long Beach Airport (LGB) while mitigating impacts on residents and businesses.</p> <p><b>MOP Policy 7-5:</b> Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities.</p>	<p>The AP district is reserved for property immediately adjacent to Long Beach Airport. The Federal Aviation Administration regulations require these areas to remain as part of the active airfield and available for aviation-related uses. Development in the vicinity of airport is also regulated in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities. The GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<p><b>STRATEGY No. 13:</b> Develop freight-related improvements consistent with the regional transportation network.</p> <p><b>MOG Policy 13-1:</b> Identify street improvements along designated truck routes that enhance freight</p>	<p>Cherry Avenue is the designated truck route through the Plan Area. The GCSP provides a new Cherry Avenue street section that replaced curb parking with a Class IV separated bikeway, and separates bicycles and pedestrians from vehicular travel lanes through a curb, pole, planter or striping. Parking and loading for trucks shall be provided as required in LBMC Chapter 21.41 (Off-Street Parking and Loading Requirements). The GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>mobility on major truck corridors and reduce impacts of freight on the community.</p> <p><b>MOG Policy 13-2:</b> Reduce truck congestion and parking impacts on city streets.</p> <p><b>MOG Policy 13-3:</b> Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.</p> <p><b>MOG Policy 13-4:</b> Implement measures to minimize the impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.</p> <p><b>MOG Policy 13-5:</b> Design freight loading and unloading for new or rehabilitated industrial and commercial developments to occur off of public streets whenever and wherever feasible.</p> <p><b>MOG Policy 13-6:</b> Investigate opportunities for business owners to schedule deliveries at off-peak periods.</p> <p><b>MOG Policy 13-7:</b> Minimize the effects of truck traffic during peak times of the day on local streets and the 710 Freeway.</p> <p><b>MOG Policy 13-9:</b> Provide for the efficient circulation of truck and rail traffic within the Port and on the regional transportation network.</p>		
<p><b>STRATEGY No. 15:</b> Mitigate the impacts of increased freight transportation.</p> <p><b>MOG Policy 15-2:</b> Minimize conflicts between trucks and other modes, especially bicycles and pedestrians.</p> <p><b>MOG Policy 15-3:</b> Consider pickup and delivery activities associated with various land uses when</p>	<p>Cherry Avenue is the designated truck route through the Plan Area. The GCSP land use and mobility plan provides a new Cherry Avenue street section that replaces curb parking with a Class IV separated bikeway, and separates bicycles and pedestrians from vehicular travel lanes through a curb, pole, planter or striping. Parking and loading for trucks shall be provided as required in LBMC Chapter 21.41 (Off-Street Parking and Loading Requirements). On-street parking on Cherry Avenue would be removed with implementation of the new street cross section for Cherry Avenue. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p>approving new development, implementing projects, and improving highways, streets, and bridges.</p> <p><b>MOG Policy 15-4:</b> Consider the expansion of on-street loading areas through removal of curb parking in established industrial areas where off-street loading facilities are insufficient.</p>		
<p><b>STRATEGY No. 18:</b> Promote an electrical utility system that is less dependent on regional power plants and embraces local energy development through the use of solar and wind technologies.</p> <p><b>MOR Policy 18-1:</b> Encourage residents and businesses to install solar and wind power systems.</p>	<p>Policy 1.4 of the GCSP requires safe, attractive and environmentally sustainable design, construction and operation of all buildings. The GCSP will guide development and infrastructure to introduce sustainably-designed buildings, sites, open spaces, and streetscapes. Implementation of the California Building Code will reduce energy consumption. The GCSP design guidelines encourage incorporating sustainable surface parking lot design through the use of solar shade structures for vehicles. The GCSP is consistent with this policy.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

Goal, Strategy, and Policy	Project Conformance	Conformance Conclusion
<p><b>STRATEGY No. 19:</b> Promote well-maintained water, wastewater, and stormwater infrastructure systems that serve the demands of existing and future residents and businesses while mitigating environmental impacts.</p> <p><b>MOR Policy 19-1:</b> Plan for and provide appropriate levels and types of infrastructure based on the desired character of each neighborhood or district.</p> <p><b>MOR Policy 19-2:</b> Ensure that development is appropriate and in scale with current and planned infrastructure capabilities.</p> <p><b>MOR Policy 19-3:</b> Promote water-efficient fixtures and appliances to reduce water demand.</p> <p><b>MOR Policy 19-4:</b> Expand the use of water recycling and graywater systems to treat and recycle wastewater and to further reduce water demand related to irrigation of landscaped areas.</p> <p><b>MOR Policy 19-5:</b> Implement low-impact development techniques to reduce and improve the quality of stormwater runoff.</p>	<p>Based on projected development scenarios, there is sufficient wastewater treatment capacity within the Los Angeles County Sanitation District facilities to accommodate the increase in wastewater demand City-wide, and no major improvements are required. The increase in wastewater flows associated with the Proposed Project would not exceed the treatment requirements of the Los Angeles Regional Water Quality Control Board, for the Joint Water Pollution Control Plant and Long Beach Water Reclamation Plan.</p> <p>Based on the additional water supply expected to be available from the Urban Water Management Plan data, the additional water demand associated with the GCSP will not exceed the available water supply.</p> <p>The amount of impervious surfaces and resultant runoff amount as a result of implementation of the GCSP would be reduced in comparison to current conditions, resulting in beneficial impacts related to drainage. Regardless, future development would require construction of new stormwater mains to support the Plan Area. Environmental impacts would generally be related to potential short-term erosion-related impacts, and no mitigation is required.</p> <p>Therefore, the GCSP is appropriate and in scale with current infrastructure capacities, and new systems would be built for future development according to need. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required. The installations of green infrastructure combined with high standards for energy-efficient buildings contained within the California Building Code, will also ensure that buildings meet the City's requirements for sustainability and green development, both for construction and operation. Therefore, the GCSP is consistent with these policies.</p>	<p>Consistent.</p>
<p><b>Development Goals</b></p> <ol style="list-style-type: none"> <li>1. Utilize seismic safety considerations as a means of encouraging and enhancing desired land use patterns.</li> <li>2. Provide an urban environment which is as safe as possible from seismic risk.</li> </ol>	<p>All new development in the Plan Area will be built according to the latest requirements of the California Building Code, ensuring that buildings are fully reinforced to withstand the effects of an earthquake or other seismic hazard. The GCSP is consistent with these goals.</p>	<p>Consistent.</p>

**Appendix C (Continued)**

**Table 3.7-1  
City of Long Beach General Plan Consistency Analysis**

<b>Goal, Strategy, and Policy</b>	<b>Project Conformance</b>	<b>Conformance Conclusion</b>
<ul style="list-style-type: none"> <li>3. Use physical planning as a means of achieving greater degrees of protection from seismic safety hazards</li> <li>4. Encourage development that would be most in harmony with nature and thus less vulnerable to earthquake damage.</li> <li>5. Strive to encourage urbanization patterns which preserve and/or create greater earthquake safety for residents and visitors.</li> </ul>		
<p><b>Protection Goals</b></p> <ul style="list-style-type: none"> <li>1. Reduce public exposure to seismic risks.</li> <li>2. Reduce the potential adverse economic, environmental, and social conditions which could result from a major earthquake.</li> <li>3. Assure continued economic stability and growth by minimizing potential seismic hazards.</li> <li>4. Inform the public of existing or potential seismic hazards and what to do in times of earthquake events.</li> <li>5. Provide the maximum feasible level of seismic safety protection services.</li> </ul>	<p>All new development in the Plan Area will be built according to the latest requirements of the California Building Code, ensuring that buildings are fully reinforced to withstand the effects of an earthquake or other seismic hazard. The City's emergency response plans are enforced to inform the public of existing or potential seismic hazards and what to do in times of earthquake events. The GCSP is consistent with these goals.</p>	<p>Consistent.</p>

## Appendix C (Continued)

**Table 3.7-2 Consistency with 2016-2040 SCAG RTP/SCS Policy Objectives**

Category	Policy Objective or Strategy	Consistency Analysis
<i>2016 SCAG RTP/SCS Goals</i>		
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	The GCSP vision is for the Plan Area to become a twenty-first century employment district. All components of the Plan are designed to support economic development, prosperity, preservation of existing businesses and the attraction of new businesses. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the GCSP vision is to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. Additionally, the addition of ancillary retail and commercial jobs (such as food service and hair stylist) will provide a range of jobs and small business opportunities. The GCSP is consistent with this goal.	Consistent.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	The GCSP provides guidelines for reconfiguring existing streets and installing new streets to include wider continuous sidewalks, crosswalks, street trees, bike paths and landscape parkways and medians to maximize mobility and accessibility for all users, consistent with Complete Streets principles. The development standards and design guidelines address universal design to ensure accessibility for all people. The GCSP is consistent with this goal.	Consistent.
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	The GCSP contains a combination of design guidelines to provide for the safety and security of the Plan Area, both in the public realm and on private property. The GCSP contains design guidelines for new local street infrastructure, one of which addresses the provision of traffic calming to reduce traffic speeds while enhancing the safety and accessibility of pedestrians, including such traffic calming methods as the incorporation of bulb-outs at midblock and intersection crossings, roundabouts, landscaped medians with pedestrian refuges, speed tables, humps and bumps, clearly and creatively articulated crosswalks, and minimized vehicular curb cuts along sidewalks. The clear wayfinding systems and outdoor lighting requirements also enhance the Plan Area's overall sense of safety and security. Therefore, the GCSP is consistent with this goal.	Consistent.
Goal 4: Preserve and ensure a sustainable regional transportation system.	The GCSP provides a Land Use and Mobility Plan that seeks to balance future mobility needs with economic, environmental, and public health goals. The GCSP contains planned multi-modal street improvements to increase pedestrian, bicycle, and mass-transit activity and connectivity. Less reliance on automobiles and support for multi-modal transportation will help preserve and ensure a sustainable regional transportation system. Therefore, the GCSP is consistent with this goal.	Consistent.
Goal 5: Maximize the productivity of our transportation	The GCSP does not affect the productivity of the transportation system and therefore does not apply to this goal.	Not Applicable.

## Appendix C (Continued)

**Table 3.7-2 Consistency with 2016-2040 SCAG RTP/SCS Policy Objectives**

Category	Policy Objective or Strategy	Consistency Analysis
system.		
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	A key goal of the GCSP is to create a 21st century employment district that contains employment-focused land-use districts with supportive amenities, enhanced connectivity through new streets and pedestrian pathways; and expanded mobility choices through multimodal street improvements. The GCSP provides a Land Use and Mobility Plan that seeks to balance future mobility needs with economic, environmental, and public health goals. The GCSP contains planned multi-modal street improvements to increase pedestrian, bicycle, and mass-transit activity. Less reliance on automobiles; more walking and biking between uses; and increased tree canopy, green space, and landscaping may assist in decreasing greenhouse gas emissions and improve air quality and the health of Long Beach residents. Therefore, the GCSP is consistent with this goal.	Consistent.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	The GCSP development standards and design guidelines are designed to improve the sustainability, functionality and connectivity within the Plan Area; as well as incentivize infill development and adaptive reuse. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required. The installations of green infrastructure combined with high standards for energy-efficient buildings contained within the California Building Code, will ensure that buildings meet the City's requirements for sustainability and green development, both for construction and operation. All required green development standards for public and private development in Chapter 21.45.400 of the LBMC would remain applicable for all projects that require discretionary entitlements. Therefore, the GCSP is consistent with this goal.	Consistent.
Goal 8: Encourage land use and growth patterns that facilitate transit and active transportation.	The GCSP combines the land use plan and circulation plan into one Land Use and Mobility Plan because the City recognizes the need to plan land use and mobility systems holistically. The mobility system is designed to improve circulation and accessibility for pedestrians, cyclists, and transit riders. To further facilitate transit and active transportation, the land use plan is designed to mix employment uses with supporting amenities so that employees do not need to use a car to access basic needs throughout the day. As such, the GCSP is consistent with this goal.	Consistent.
Goal 9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning,	The GCSP does not affect the security of the transportation system and therefore does not apply to this goal.	Not Applicable.

**Appendix C (Continued)**

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**Table 3.7-2 Consistency with 2016-2040 SCAG RTP/SCS Policy Objectives**

Category	Policy Objective or Strategy	Consistency Analysis
and coordination with other security agencies.*		

## Appendix C (Continued)

**Table 3.7-3 Consistency with City of Long Beach Bike Master Plan (2017)**

Category	Policy Objective or Strategy	Consistency Analysis
<p>Strategy 1: Develop a Comprehensive Bikeway Network</p> <p>1.1 Expand, improve, and connect the bikeway network to provide a viable transportation option for all levels of bicycling abilities.</p> <p>1.2 Use innovative bicycle facility designs and standards such as those in the NACTO Urban Bikeway Design Guide, when developing bicycle projects.</p>	<p>The GCSP provides guidelines for reconfiguring existing streets and installing new streets to include bike paths consistent with Complete Streets principles. New bike facilities would be designed in accordance with the Bicycle Master Plan. With the integration of multi-modal streets that enhance mobility for bicycles, this GCSP is consistent with and will help to implement the City's Bicycle Master Plan. The GCSP is consistent with this goal.</p>	<p>Consistent.</p>
<p>Strategy 8: Enhance Standard Operating Practices for Bicycle Facility Maintenance</p> <p>8.1 Implement on-street bicycle facilities proposed in this Plan when completing road rehabilitation and reconstruction projects, following the Complete Streets Checklist</p> <p>8.2 Design and maintain all streets so that they incorporate Complete Street standards (see Appendix A for Bicycle Facility Design Guidelines).</p> <p>8.3 Adopt an accelerated pavement maintenance schedule for all designated existing and planned bikeways.</p> <p>8.4 Apply pavement stenciling to indicate detection areas at all traffic signals.</p> <p>8.5 Identify opportunities to remove travel lanes from roads where there is excess capacity in order to provide new or improved bicycle facilities.</p> <p>8.6 Provide bicycle detour routes and signs during roadway construction.</p>	<p>The GCSP provides guidelines for reconfiguring existing streets and installing new streets to include bike paths consistent with Complete Streets principles. New bike facilities would be designed in accordance with the Bicycle Master Plan. With the integration of multi-modal streets that enhance mobility for bicycles, this GCSP is consistent with and will help to implement the City's Bicycle Master Plan. Improvements to existing streets and the design of new streets are important aspects of this plan. Bicycle facilities are proposed for Cherry Avenue, Wardlow Road, and all new streets in the Plan Area to help improve connectivity within the Plan Area and connect to existing bicycle infrastructure within the vicinity of the Plan Area, strengthening Long Beach's commitment to being the nation's most bicycle-friendly city. The GCSP is consistent with this goal.</p>	<p>Consistent.</p>