

GENERAL PLAN CONFORMITY FINDINGS

Case No. 2408-16 (GPC24-009)

1712 West 12th Street South

Date: November 7, 2024

Pursuant to Section 20.08.170 of the Long Beach Municipal Code, in evaluating a public right-of-way vacation request, the Planning Commission shall determine that the proposed vacation is in conformance with the adopted goals and policies of the City's General Plan. The City shall make the following findings:

1. THE CITY RIGHT-OF-WAY WILL NOT BE NEEDED FOR PRESENT OR FUTURE PUBLIC RIGHT-OF-WAY PURPOSES;

The project involves the vacation of a 140-foot-wide segment of SW 12th Street South, situated between Lot B, and Block 9 of Long Beach Harbor Tract, bounded westerly by Jackson Avenue and bounded easterly by Santa Fe Avenue of the Long Beach Harbor Tract. The public right-of-way is 30 feet in width and is currently undeveloped, paved, with no sidewalk. The city owns all properties abutting this site. The approximate dimensions of the proposed vacation are 60 feet by 410 feet

The street vacation is a critical component of the Port of Long Beach's Pier B Dock Rail Support Facility Project. This project seeks to shift cargo transportation from trucks to rail, thereby streamlining operations and reducing the number of truck trips as cargo volume increases. The project commenced construction on July 18, 2024

Given the project's specific goals and the nature of the proposed street vacation, the vacated right-of-way will not be required for current or future public transportation purposes. The area will instead be utilized to support the essential infrastructure improvements necessary for the Port of Long beach Pier B Dock Rail Support Facility Project.

2. THE CONTINUED ACCESS TO ANY CITY OR PUBLIC UTILITY SERVICES AND IMPROVEMENTS WILL BE PROPERLY RESERVED; AND

Although the street vacation will not directly impact utilities, the proposed Port of Long Beach Pier B Dock Rail Support Facility Project would require the relocation and reorganization of various utility lines and infrastructure, including water, wastewater, storm drains, natural gas, electrical, and oil lines. However, the environmental impacts of these construction activities are anticipated to be less than significant (Attachment M – Pier B On Dock Rail Support Facility Project EIR).

To ensure continued service to affected utility users, new replacement infrastructure would be constructed. The Environmental Impact Report (EIR) has comprehensively evaluated all necessary utility relocation construction activities.

This analysis includes detailed plans to minimize disruptions and maintain essential services throughout the project's duration.

The proposed Port of Long beach Pier B Dock Rail Support Facility Project is designed to preserve and enhance access to essential city and public utility services. By carefully planning and executing utility relocations, the project will ensure that residents and businesses continue to receive uninterrupted service.

3. THE RIGHT-OF-WAY VACATION IS CONSISTENT WITH GOALS AND POLICIES OF THE GENERAL PLAN REFERENCING SPECIFIC APPLICABLE PROVISIONS.

The General Plan consists of thirteen (13) elements; each element carries the same authority concerning land use issues. Staff reviewed this project's conformance with all elements of the General Plan, with particular emphasis on the most relevant elements which are the Land Use and Mobility Elements. The proposed street vacation was found to be in conformance with all applicable elements. A review of the relevant elements and specific General Plan consistency findings are presented below.

Land Use Element

The General Plan Land Use Element (LUE) divides the City into 14 land use districts, called "PlaceTypes", which provide general guidance as to the appropriate type and density of land uses. The subject site is located within the Regional Service Facility (RSF) PlaceType of the LUE. The properties surrounding the proposed vacated right-of-way area are all within the RSF PlaceType.

The LUE states that the RSF PlaceType is intended serve a regional need for medical and social services, education, goods movement, people movement, energy production and distribution, public utilities, and uses of a similar nature. Many of Long Beach's regional-serving facilities have their own approved master plans or specific plans for development. This area is governed by the Port of Long Beach Master Plan. Additionally, this street vacation was considered as part of the Pier B expansion.

According to the LUE consistency section of the Administration Chapter (Chapter 6), a subdivision approval (which would include the proposed vacation) is considered consistent with the LUE when the density of the proposed subdivision meets the PlaceType's commercial/industrial intensity. The street vacation would be consistent, as the street vacation would support the previously approved Pier B expansion project, which is consistent with the LUE.

The proposed vacation of West 12th Street South aligns with the objectives and guidelines outlined in the Long Beach General Plan. Specifically, the vacation is consistent with the following elements:

Mobility Element

The City's General Plan Mobility Element is aims to transforming Long Beach into a city of flexible, convenient, affordable, and energy-efficient transportation options for residents and visitors alike. The Mobility Element is designed to facilitate both the movement of people and goods. The vacation of the public right- of- way segment will support the Green Port Policy project highlighted in the Mobility Element, and overall support the following goal within the Mobility Element: *MOG IM-3: Support programs and projects that reduce conflicts between trucks and autos on freeways, such as dedicated freight corridors separating heavy trucks from autos.* This vacation would be one of many steps in a multi-year project, undertaken by the Port to improve the movement of goods. Therefore, the vacation can be found consistent with the Mobility Element.

The Mobility Element includes a map of context-sensitive street classifications, for which the subject segment of West 12th Street South, is classified as a local street. The subject street segments maintains sufficient right-of-way width to support two-way traffic with one lane in each direction. Local streets primarily provide access to individual parcels. The streets are generally two lanes with on-street parking, tree planting strips, and sidewalks. Traffic on a local street should have a trip end on that street, or on a connecting local street, or to a connector.

The design criteria for a local street shall have 56 feet of right-of-way width with 36 to 40 feet reserved for roadway purposes. The existing design of West 12th Street South does not meet the 56-foot of right-of-way width/ This street vacation will be consolidated as part of the approved Port of Long Beach Pier B Dock Rail Support Facility Project and will no longer be needed for public or emergency access. There are no public transportation bus lines or bus stops that would be affected by the proposed right-of-way vacation.

The proposed right-of-way vacation meets the General Plan's objectives for land use and transportation. By supporting the Port of Long Beach Master Plan and the Green Port Policy.