

habitats, estuaries, wetlands, lagoons and similar open space resources.

» Commercial recreation uses may be permitted if appropriate findings are made (Section 21.52.610 of the Municipal Code), involving uses designed to contribute to a park patron's total experience, supplement the City's recreation services, and complement existing programming and facilities.

- » Building coverage is limited in each public park by park type (see Open Space and Recreation Element).
- » Buildings are limited to two stories.
- » Minor expansions of existing open spaces, including the creation of new mini parks or temporary parks, may be found to conform to the General Plan (without amendment) at the discretion of the City's Planning Commission.

Heartwell Park baseball fields.



El Dorado Park Nature Center grounds.



Marina Vista Park includes shade trees, gentle hills and room for organized sports, including tennis, soccer and baseball.





Founding and Contemporary Neighborhood PlaceType

The Founding and Contemporary Neighborhood PlaceType represents Long Beach's low-density residential neighborhoods, from older street car urban neighborhoods (Founding Neighborhoods) to post-World War II suburban housing tracts (Contemporary Neighborhoods) of predominately single-family homes (see Map LU-10).

The Founding and Contemporary Neighborhood PlaceType allows sensitive infill developments and the preservation and protection of single-family neighborhoods, while providing enough flexibility for residents to reinvest and adapt their homes to meet changing lifestyles and long-term maintenance needs.

This PlaceType also encourages enhancements to the public realm, directed at improvements to mobility, visual aesthetics and sustainability. Mobility improvements include better bikeways and pedestrian connections, both within the neighborhood and to the larger community, especially along arterial streets. Opportunities for improving transit, whether by bus or streetcar, will be essential as residents look for alternatives to the automobile.



Street car urban neighborhood - Bungalow.

Context. Many of Long Beach's historic neighborhoods date back to the late 1800s, when the City was a seaside destination along the Red Car Pacific Electric Railway. The pedestrian-scaled block layout in downtown and along transit routes catered primarily to those traveling by foot rather than by automobile. Largely composed of traditional architecturally-styled homes—Craftsman, Mission Revival and Spanish Revival—the Neighborhood PlaceType values historic preservation and promotes architectural compatibility to protect the integrity of older single-family neighborhoods.

Additionally, a considerable amount of single-family housing was built in Long Beach following World War II, particularly in the eastern and northern portions of the City. Subdivisions were developed for “modern” living, and were not served by trolley cars. These areas are characterized by long blocks and wide streets. Neighborhoods are less walkable than Long Beach’s older neighborhoods where living units are often conveniently located above retail shops in mixed-use buildings.



Post World War II neighborhood - University Park Estates.

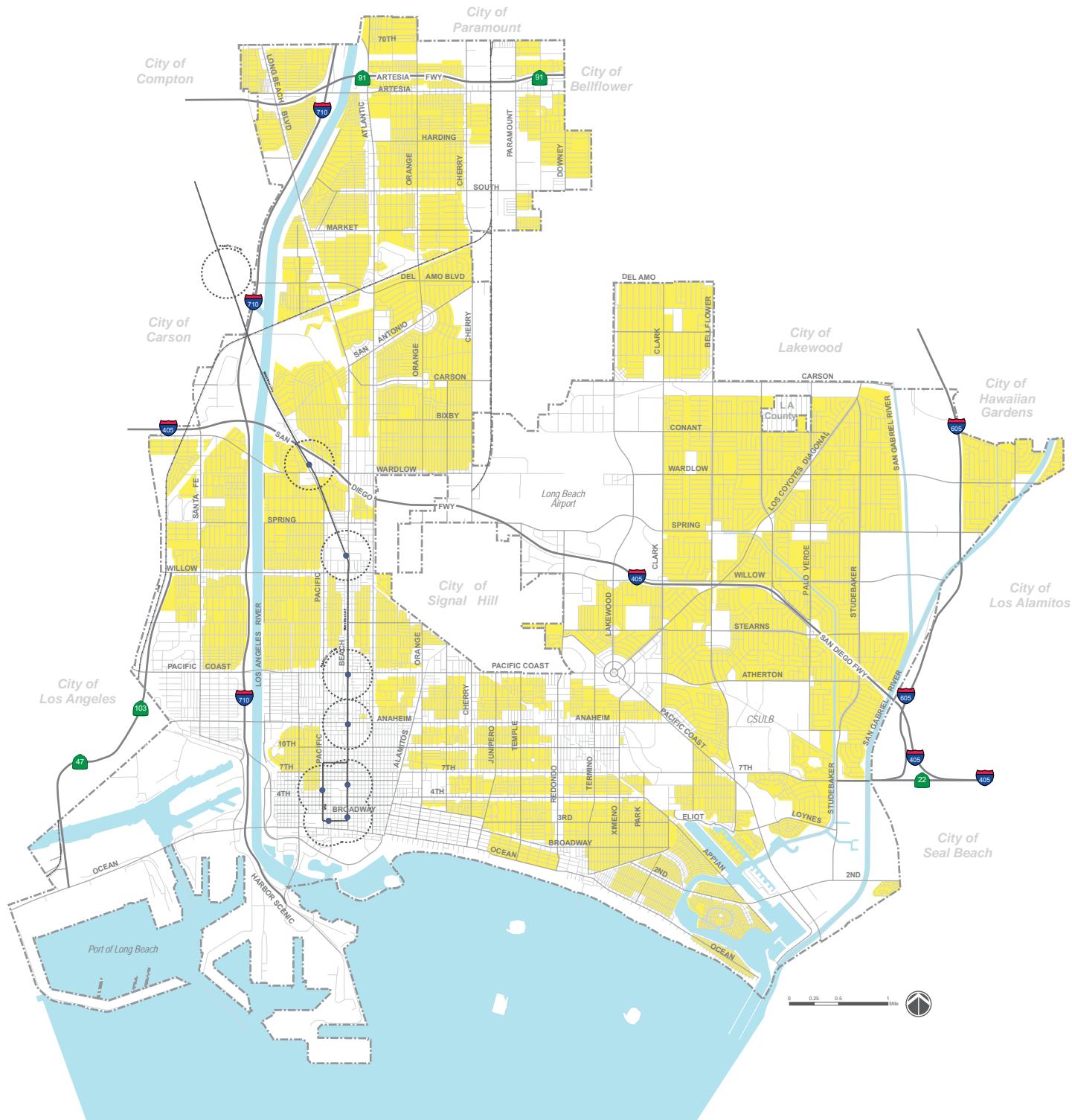


Low-density homes in the California Heights Historic District.



Southeast neighborhood single-family homes.

Map LU-10 FOUNDING AND CONTEMPORARY NEIGHBORHOOD PLACETYPE



Legend

PlaceTypes

N - Founding and Contemporary Neighborhoods

Light Rail Transit

Metro Blue Line Station
and 1/4 Mile Radius



Land Uses and Development Standards. This PlaceType encourages low-density housing at one or two stories in height, along with appropriately scaled multi-family structures, compatible public facilities and small-scale neighborhood serving commercial uses. This PlaceType prohibits incompatible, large-scale multi-family structures, as well as other uses that would detract from the established architectural character of the neighborhood. Preferred uses and development standards include:

- » Single-family and low-density housing (7 - 18 units/acre)
- » Typical population density is 20 - 51 persons/acre.
- » Neighborhood-serving, low-intensity commercial uses (0.25 - 0.50 FAR).
- » Schools, parks, daycare, senior care, police and fire stations, libraries, and other compatible public uses.
- » Buildings are limited to two stories in height, or three stories consistent with MAP LU-8.

Development Pattern. This PlaceType promotes maintaining single-family homes while allowing neighborhood edges, transitions and key intersections to have appropriately scaled multi-family structures, public facilities and small-scale neighborhood-serving commercial uses.

Large canopy trees, architectural character, setbacks, sidewalks and parkways add to the visual character of the streetscape.



A single-family home in the Wardlow Park neighborhood.



Transitions. Transitions work to integrate the neighborhood with surrounding land uses in a manner that reinforces the established fine-grained character. New multi-family buildings will be designed to reflect the characteristics of single-family homes to allow for better integration. All new development will respect the height, massing and open space characteristics of the neighborhood.

Access. Steps should be taken to better connect all neighborhoods to the larger transit network, provide better bicycle connections and facilities, and focus on pedestrian activity and sidewalk/streetscape improvements that will make all neighborhoods enjoyable, easy places to walk.

Parking. Generally, standard parking requirements will be applied to new development. However, the City may allow reduced parking where appropriate to encourage retention of historic and cultural resources and/or to promote transit usage. Consistent with the City's sustainable development goals, use of permeable paving and preservation of landscaping and yard areas will help capture water on-site and manage urban runoff. On-street parking and other tools will be used to help calm traffic on excessively wide streets.

Multi-Family Residential – Low and Moderate PlaceTypes

The Multi-Family Residential PlaceTypes can provide highly desirable options for a range of lifestyles (see Map LU-11).

The Multi-Family Residential–Low PlaceType represents the housing stock in lower density multi-family residential areas, with a maximum density of 29 dwelling units per acre. This PlaceType is scattered throughout the City, sometimes associated with larger housing developments, and often serving as a buffer use between less intense and more intense residential neighborhoods (see Map LU-10). The Multi-Family Residential–Low PlaceType is also applied to areas where downzoning has been used in the past to protect neighborhoods from further development that cannot be supported by the underlying infrastructure.



Multi-Family Residential - Low: three-story townhomes.



Multi-Family Residential - Moderate: five-story apartment building.

The Multi-Family Residential–Moderate PlaceType represents housing in moderate-density residential areas with maximum densities of up to 62 dwelling units per acre, depending on lot width. This PlaceType allows larger buildings and denser housing than in Multi-Family Residential–Low. In select areas, such as near the Traffic Circle, the Multi-Family Residential–Moderate PlaceType has been applied to encourage new housing opportunities—bikeable or via transit—not far from California State University at Long Beach and within walking distance of commercial shopping centers. Where density allowances are higher than that which already exists on the ground, the recycling of development will only occur if and when market economics support it.

Context. Long Beach has both newer (post-1980) and older multi-family residential areas, with some of the earliest wood-clad apartment buildings (or boarding houses) dating back to the early 1900s. Some of these buildings have become bed and breakfasts or hostel-type accommodations for Long Beach visitors; many others represent affordable workforce housing opportunities.

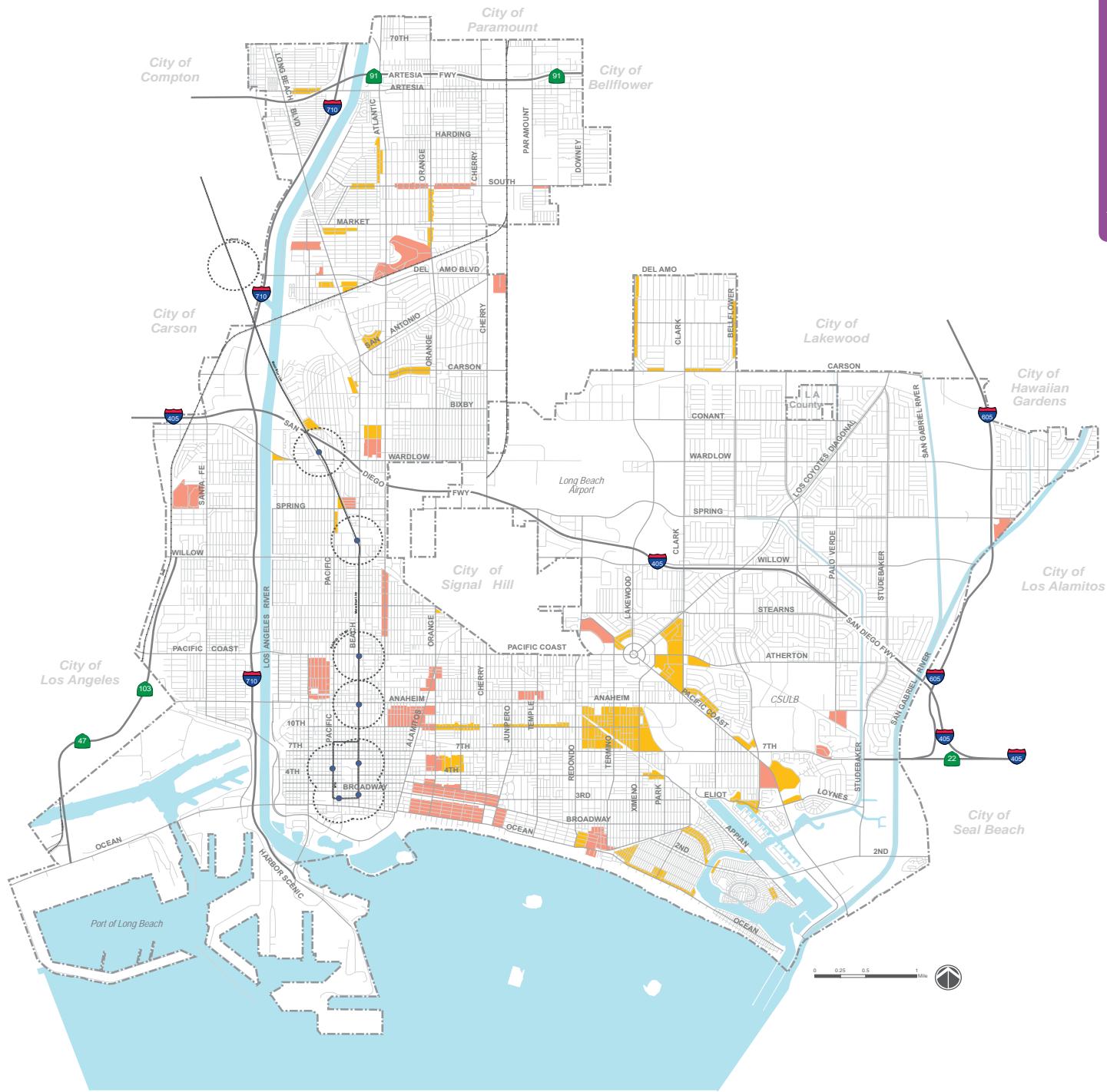
Preserving older multi-family housing stock in a sound condition is a major focus for the Long Beach community. Where such housing has deteriorated to a point where reconditioning is neither feasible nor desirable, new multi-family housing may be considered under the standards and guidelines provided in this plan. The importance of high-quality design is essential when new multi-family residential developments are introduced in Long Beach.

With a few exceptions, the Multi-Family Residential PlaceTypes (both low- and moderate-density) are pedestrian-friendly places, especially in long-established neighborhoods designed around the original streetcar transit routes. Many newer developments take advantage of the City's bus and light rail passenger services. Priority locations have been identified for supporting an enhanced pedestrian experience (see Mobility Element). In the Multi-Family Residential PlaceTypes, creating optimum pedestrian access to nearby goods and services, and transit stops must always be considered.

Land Uses and Development Standards. This PlaceType encourages a wide variety of multi-family housing products ranging from two to six stories in height. Compatible



Map LU-11 MULTI-FAMILY RESIDENTIAL - LOW AND MODERATE PLACETYPES



Legend

PlaceTypes

Multi-Family Residential

- MFR-L - Multi-Family Residential - Low
- MFR-M - Multi-Family Residential - Moderate

Light Rail Transit



Metro Blue Line Station
and 1/4 Mile Radius

public facilities and neighborhood-serving commercial uses are also encouraged. Preferred uses and development standards include:

Multi-Family Residential – Low

- » Duplex, triplex and garden apartment housing (up to 29 units/acre based on lot size).
- » Typical population density is up to 82 persons/acre.
- » Neighborhood-serving, low-intensity commercial uses (0.25 - 0.50 FAR).
- » Schools, parks, daycare, senior care, police and fire stations, and libraries.
- » Buildings not to exceed three stories in height.

Multi-Family Residential – Moderate

- » Moderate-density apartment and condominium buildings on larger parcels of land (up to 62 units/acre based on lot size).
- » Typical population density is 136 - 175 persons/acre.
- » Community-serving commercial uses (0.50 - 0.75 FAR).
- » Schools, parks, daycare, senior care, police and fire stations, libraries.
- » Buildings not to exceed 6 stories in height.

Development Pattern. The Multi-Family Residential PlaceTypes promote well-designed infill housing where multi-family residential already exists or where project residents would be well-served by proximity to commercial and transit services. Designs should contribute to walkable streets by: incorporating pedestrian-oriented building frontages; balancing building massing with usable on-site open space; allowing edge transitions; accommodating mixed-use building approaches where commercial services are lacking and providing innovative multi-family housing options that address the varying needs of residents.

Transitions. Multi-Family Residential PlaceType neighborhoods should be integrated with surrounding uses to encourage appropriate transitions in height and massing. The design of multi-family buildings must relate to surrounding context, whether it is historic or associated with a recognizable design era. All development must exhibit a high standard of design and materials, maintain privacy standards, and require public frontages that contribute to the larger street and block character.

Access. New development and major remodels will maintain the walkable aspects of multi-family residential areas and reinforce connections to the larger transit network. New projects should respond to the existing and planned transit and bicycling routes that link to Long Beach's colleges and university campuses, parks and recreation facilities, and shopping and employment centers. The City will focus sidewalk and crosswalk improvements on pedestrian amenities and connectivity to local activity centers.



Two-story, low-scale apartment building adjoining a Founding Neighborhood PlaceType in Bixby Knolls.



Direct and convenient access to the sidewalk.



Parking. Generally, standard parking requirements will apply unless reduced parking can be used to promote retention of historic and cultural resources, or where a development is adjacent to frequent transit service. Opportunities for shared or district parking shall always be explored where such an approach would help ameliorate parking shortages in parking-impacted districts. The City will also promote and accommodate creative ways to provide additional parking on smaller sites, such as automated, stacked parking in structures.



Multi-Family Residential - Low: three-story townhomes with walk-up entrances.

Open space amenities.



Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes

The Neighborhood-Serving Centers and Corridors-Low PlaceType is composed of low-rise, low-intensity mixed-use (housing and retail) commercial centers and corridors designed to meet consumers' daily needs for goods and services close to residential areas (see Map LU-12). Ideally, residents could walk to these locations for shopping, personal services or dining. This PlaceType applies to locations where shopping combined with low-density housing is desirable from both a land use and mobility perspective. This is frequently the case at major street intersections and/or along established neighborhood shopping corridors, particularly where these corridors are served by transit.



Neighborhood-Serving Center and Corridor - Low.

The Neighborhood-Serving Centers and Corridors-Moderate PlaceType is characterized by medium-rise, moderate-intensity mixed-use (housing and retail) commercial centers and corridors that provide goods and services conveniently located relative to housing.



Neighborhood-Serving Center and Corridor - Moderate.

Context. Commercial corridors (streets flanked by commercial uses and framed by housing) and centers (nodes of commerce and social activity often located at major intersections) are located throughout Long Beach. Some neighborhood-serving centers have existed for decades and are sites for local markets, banks, restaurants and other services located within easy walking distance to residences.

The Neighborhood-Serving Centers and Corridors PlaceType strategically designates small-scale centers for local users in several instances: where they exist today, where they have a foothold but need encouragement, and where they may be lacking but should be established. This PlaceType benefits the surrounding community by promoting or reinforcing a neighborhood's unique identity, accommodating daily retail and service needs, focusing on healthy goods and services, enhancing pedestrian and bicycle connections to neighborhoods, providing community gathering places and providing convenient access to transit. A major challenge in developing some of these locations will be creating sufficient lot depth to support viable retail projects with multiple owners or tenants. A sensitive transition to adjoining residential neighborhoods also requires adequate lot depth for setbacks of building masses.

Land Uses and Development Standards. This PlaceType encourages mixed-use, commercial and apartment buildings and condominiums ranging from three to five stories in height. A variety of commercial uses is encouraged to meet consumers' daily needs for goods and services, including but not limited to restaurants, cafes, retail shops, financial institutions, fitness centers and other daily conveniences within walking distance from residential uses. Compatible public facilities are also encouraged. Preferred uses and development standards include:

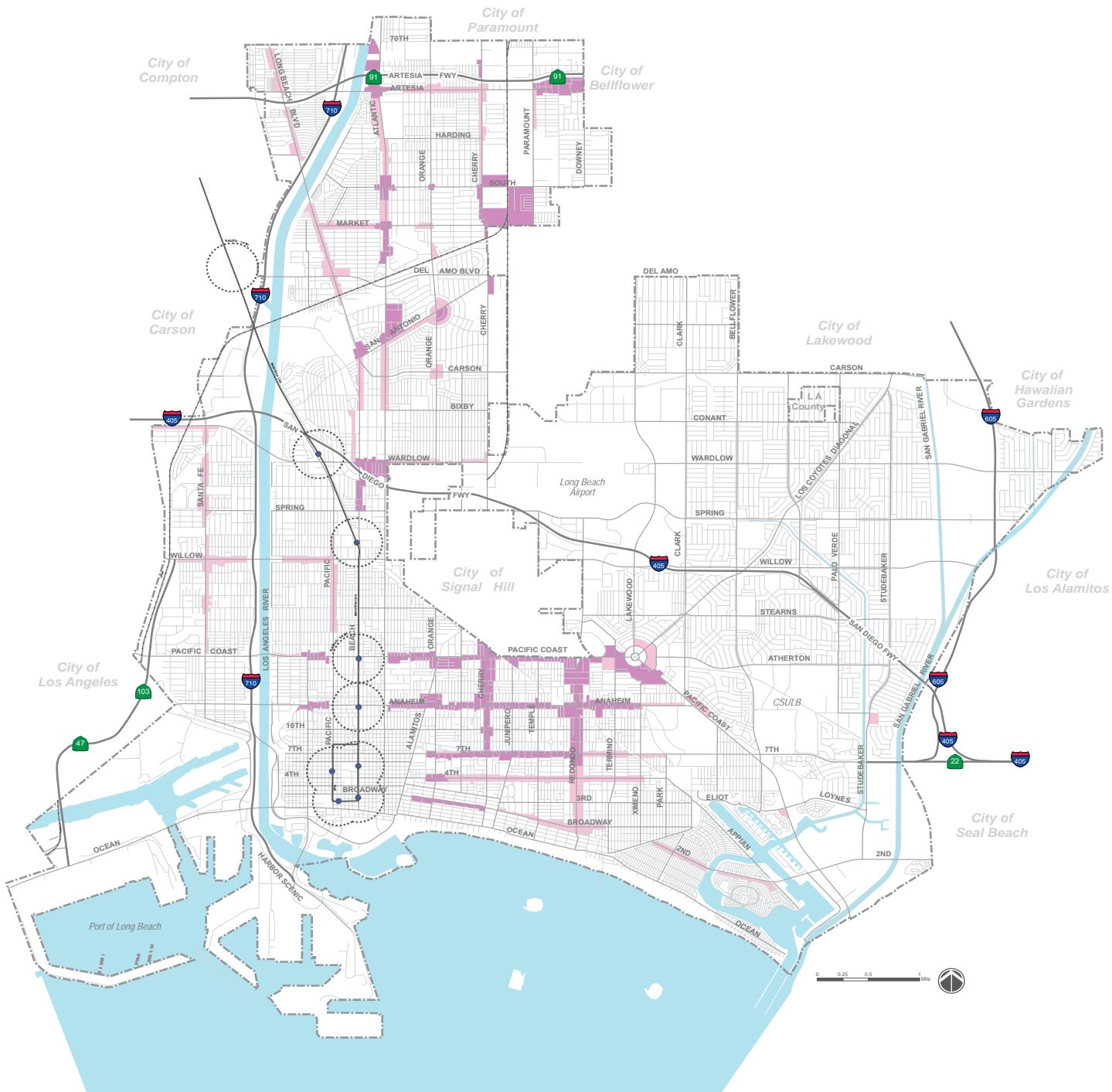
Neighborhood-Serving Centers and Corridors- Low

- » Neighborhood-serving, low-intensity commercial uses (0.5 - 1.0 FAR).
- » Low-density apartment and condominium buildings up to 44 units/acre maximum.
- » Typical population density is up to 125 persons/acre.
- » Schools, parks, daycare, senior care, police and fire stations, libraries and similar facilities.
- » Buildings not to exceed three stories in height.



Map LU-12

NEIGHBORHOOD-SERVING CENTERS AND CORRIDORS – LOW AND MODERATE PLACETYPES



Legend

PlaceTypes

Neighborhood Serving Center or Corridor

- NSC-L - Neighborhood-Serving Center or Corridor - Low
- NSC-M - Neighborhood-Serving Center or Corridor - Moderate

Light Rail Transit



Metro Blue Line Station
and 1/4 Mile Radius

Neighborhood-Serving Centers and Corridors-Moderate

- » Neighborhood-serving, moderate-intensity commercial uses (1.0 - 1.5 FAR).
- » Moderate-density apartment and condominium buildings up to 54 units/acre maximum.
- » Typical population density is up to 153 persons/acre.
- » Schools, parks, daycare, senior care, police and fire stations, libraries and similar facilities.
- » Buildings up to seven stories per the PlaceType height limits (Map LU-8).

Development Patterns. The Neighborhood-Serving Centers and Corridors PlaceType is defined by low-and moderately-scaled neighborhood-serving development encompassing a mix of nonresidential uses. Neighborhood-serving centers and corridors are typically located near Founding Neighborhoods with a tighter street grid, but they exist adjacent to Contemporary Neighborhoods as well. The majority of more moderately-dense Neighborhood-Serving Centers and Corridors are concentrated in the central area of the City along Broadway, Fourth Street, Seventh Street, and along Anaheim Street between Alamitos and Redondo. Less-intense Neighborhood-Serving Centers and Corridors are found in segments along north Long Beach Boulevard, north Atlantic Avenue and on Willow Street west of Pacific Avenue.

The Neighborhood-Serving Centers and Corridors PlaceType encourages compact development and discourages large buildings adjacent to single-family homes. Additional uses and conditions that are discouraged include: auto repair shops, insufficient pedestrian connections to neighborhoods, and uninterrupted segments of wide streets that are unfriendly to bicycle and pedestrian traffic.

The same basic principles guide development patterns for Neighborhood-Serving Centers and Neighborhood-Serving Corridors, with some differences in emphasis. Corridors focus on linear connections between destinations and the quality of the pedestrian environment. Traffic calming measures may be necessary, such as mid-block crossings to help shoppers and other pedestrians safely cross the street. Neighborhood-serving uses that can be accommodated within a shallow building site can be located along linear segments, particularly where parcel consolidation to create deeper lots is not feasible. Centers found at intersections often abut residential uses, making

thoughtful building transitions more critical. Transitions to lower density residential neighborhoods in these areas must include landscape buffers in addition to building setbacks and massing controls. Parcel consolidation is more feasible at major street intersections where larger neighborhood retail centers or mixed-use retail/residential buildings already exist. As such, these centers can provide a focal point and serve to anchor a major neighborhood retail corner.

Transitions. Developments should be transitioned from four to five stories at the center to two- to three-story townhomes or row houses, then to one- to two-story housing at the outer edges. Furthermore, mixed uses and more building intensity should be located nearest the center of this PlaceType, with housing or lower-scale buildings at the periphery. Commercial circulation and parking should be located away from surrounding single-family homes, and signage and lighting must be sensitive



Belmont Shore.



Cienega condominiums at Pacific Coast Highway and Grand Avenue.



family homes, and signage and lighting must be sensitive to existing residential neighbors. Gateway elements should be developed to help define neighborhood edges and provide transitions into centers along lengthy corridors.

Access. Development should be compact and have an interconnected pedestrian network to promote walking. The Neighborhood-Serving Center or Corridor should support multi-modal circulation, including bicycle and transit use. To improve linkages to the surrounding neighborhoods, the streetscape should feature enhanced sidewalks, curb extensions at important crosswalks and limited automobile curb-cuts on primary pedestrian routes where driveways can be provided on side streets. Main streets should be designed so that automobile speeds are compatible with a comfortable environment for foot traffic.

Parking. Cars are welcome in this PlaceType, and street parking is encouraged to buffer the sidewalk zone from passing cars and buses. District or shared-use parking may be an appropriate strategy where parking is difficult to accommodate on small individual parcels. Where a parking structure is used, it should have active ground-floor uses or be designed to be tucked within or under other building uses to preserve the sidewalk environment rather than detract from it. Angled or reverse angled parking should be used where appropriate. Shared parking opportunities should be explored so residents can park once if they must drive, and reduce parking impacts on residential streets. Adequate amounts of shared parking should be provided as density increases over time.



Pedestrian-friendly streetscape.



Neighborhood-serving commercial.



Well-designed streetscape with outdoor dining.

Transit-Oriented Development Low and Moderate PlaceTypes

The Transit-Oriented Development–Low PlaceType encourages multi-family housing at densities that provide a transition from lower-density single-family neighborhoods to the higher-density housing planned for the Metro Blue Line station, as well as existing and future bus, shuttle and other mass transit routes and stations.

The Transit-Oriented Development–Moderate PlaceType is applied directly adjacent to the Blue Line stations, but can be designated to complement future transit systems. This PlaceType encourages multi-family housing at densities that support mass transit's function and public investment. New housing and public amenities are desirable near each station along the transit corridor.

Context. The Blue Line light rail has provided regional transit service to the City since 1990. The in-street platform stations and landscaped transit parkways have a bold presence on Long Beach Boulevard and through the downtown loop. The Transit-Oriented Development PlaceTypes were created to capitalize on the passenger rail system by encouraging higher-density development within a one-quarter mile of the local rail stations. This PlaceType and its mix of uses should support the surrounding neighborhoods and become an exciting, vibrant location to live and work with regional transit connections just steps away.

Implementing this PlaceType will meet a major sustainability goal for the City: to better integrate and connect appropriate land uses and housing densities with investments in transit infrastructure. Additional transit-oriented districts may be candidates for consideration when future routes are designated for new rail, streetcar or bus rapid transit systems.

The Transit-Oriented Development PlaceTypes designates properties surrounding the Blue Line route for future growth and development of housing units. The Transit-Oriented Development locations are well-served by public transit and will offer a mix of uses to support housing in a pedestrian-friendly environment. This PlaceType also seeks to attract more local businesses, increase job opportunities in higher density transit-accessible developments, generate new sales and property tax revenues and serve as a gateway between downtown and the waterfront.

Land Uses and Development Standards. This PlaceType encourages mixed-use and commercial buildings, apartments, condominiums, and community-serving commercial uses. A mix of commercial uses is encouraged to meet consumers' daily needs for goods and services, including restaurants with outdoor dining, cafes, retail shops, grocery stores and other uses that support a

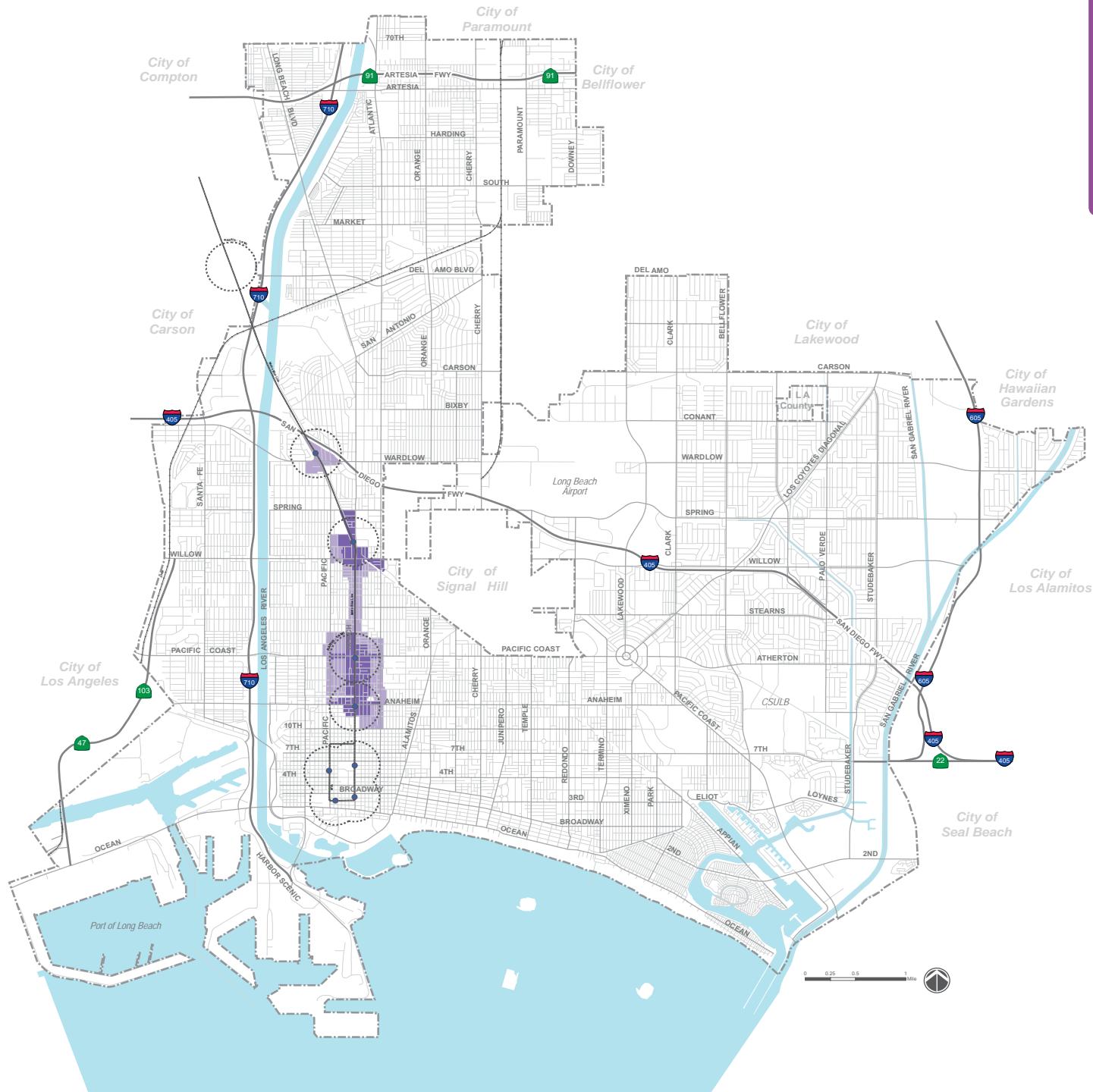
Olive Court condominiums are within a short walking distance to the Pacific Coast Highway Metro Blue Line Station.





Map LU-13

TRANSIT-ORIENTED DEVELOPMENT - LOW AND MODERATE PLACETYPES



Legend

PlaceTypes

- TOD-L - Transit-Oriented Development - Low
- TOD-M - Transit-Oriented Development - Moderate

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius



pedestrian-friendly, active streetscape and accommodate transit riders. Preferred uses and development standards include:

Transit-Oriented Development-Low

- » Low urban density apartments and condominium buildings up to 44 units/acre maximum.
- » Typical population density is up to 125 persons/acre.
- » If fronting directly on Long Beach Boulevard, community-serving commercial uses contained in mixed-use (housing and commercial) developments on large lots (1.50 -3.00 FAR).
- » Schools, parks, daycare, senior care, police and fire stations, libraries and similar facilities.
- » Buildings not to exceed five stories in height.

Transit-Oriented Development-Moderate

- » Moderate urban density apartments and condominiums up to 62 units/acre maximum.
- » Typical population density is up to 175 persons/acre.
- » If fronting directly on Long Beach Boulevard, Anaheim Street, Pacific Coast Highway or Willow Street, community-serving commercial uses contained in mixed use (housing and commercial) developments on large lots (2.00 -4.00 FAR).
- » Schools, parks, daycare, senior care, police and fire stations, libraries and similar facilities.

Development Patterns. Transit-Oriented Developments should provide a mix of uses in a pedestrian-oriented environment, within a single development or within a one-quarter mile radius of a transit station, with the greatest intensity of development concentrated nearest the station.

Transitions. Larger-scale developments must step down and respect smaller scale developments behind the Long Beach Boulevard light rail corridor. Building massing must also be sensitive to smaller buildings behind the corridor. The Transit-Oriented Development-Low and Transit-Oriented Development-Moderate PlaceTypes restrict height and guide the massing of buildings and setbacks in order to gracefully handle the transition from more intense to less intense developments.



The Long Beach Senior Arts Colony is within a block of the Anaheim Street Metro Blue Line station.

Access. Circulator buses and streetcar services offered along the light rail corridor should be linked to activity centers elsewhere in the City. Significant pedestrian activity should be accommodated along the light rail corridor. Crosswalks should be created and/or enhanced, mid-block crossings and curb extensions may be added; paseos and public plazas are encouraged. Significant bicycle use should be planned along routes intersecting with this transit corridor.

Parking. Contextually-appropriate parking strategies must be developed to support the light rail transit function along Long Beach Boulevard. Such strategies may include: establishing base parking requirements for mixed-use shared facilities; establishing a parking district; considering car sharing; and consolidating parking in structures, underground, on street corners or wrapping into ground-floor retail. Bicycle parking racks and lockers should be provided in every parking structure to allow transit users to use bicycles as a cost-effective, healthy and convenient way to begin or end their transit trip.



Community Commercial PlaceType

The Community Commercial PlaceType serves our auto-oriented need for goods and services, promotes commerce and provides local jobs. This PlaceType does not allow housing and is reserved for commercial activities only. Customers of businesses located in the Community Commercial PlaceType will generally arrive by car and expect to find convenient parking. As the City grows its multi-modal transportation network, auto-oriented commercial corridors and centers are expected to play a diminishing role. However, such centers and corridors are nonetheless accommodated in this plan.

Context. Community-serving businesses play a vital role in meeting the commercial shopping and service-based needs of Long Beach businesses and residents. However, due to some limitations in parcel size and depth—for example along Pacific Coast Highway—abrupt transitions to residential neighborhoods, limited business diversity and lack of overall coordinated design have resulted in areas that are placeless and difficult for pedestrians to navigate. Similar to the Neighborhood-Serving Center PlaceType, Community Commercial businesses exist in both linear and centric form (along corridors and in

shopping centers). The Community Commercial PlaceType applies to a few select segments of major arterial corridors and larger-scale commercial shopping centers (outside of the Waterfront and the Downtown PlaceTypes). These centers and corridors will vary in design detail and scale depending on their location, access and parcel sizes.

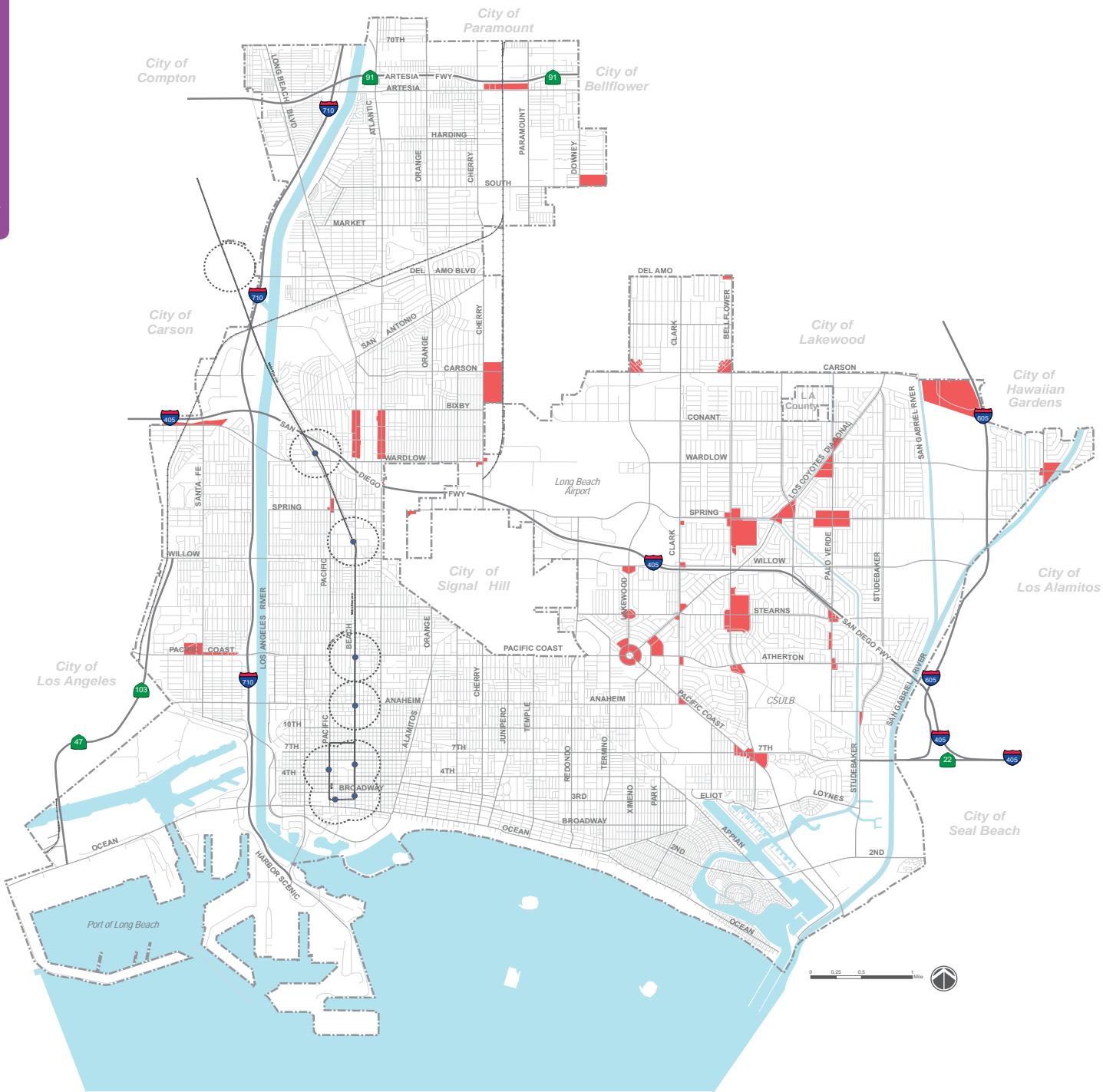
Land Uses and Development Standards. This PlaceType encourages a wide range of local and community-serving commercial uses in buildings no higher than five stories or 60 feet. These may include auto sales and repair, appliance sales and repair, furniture stores, hardware stores, clothing stores, restaurants, grocery stores, fast-food outlets and similar uses. Preferred uses and development standards include:

- » Commercial uses that serve community-based needs for goods and services (0.25 - 1.0 FAR).
- » No residential uses are allowed.
- » Buildings not to exceed six stories in height.



Located at Carson Street and the I-605 freeway, the Long Beach Towne Center offers a mix of retail, dining and entertainment uses.

Map LU-14 COMMUNITY COMMERCIAL PLACETYPE



Legend

PlaceTypes

CC - Community Commercial

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius



Development Patterns. The Community Commercial PlaceType promotes development projects that can be made compatible with adjacent residential uses. Although this is the auto-oriented commercial PlaceType, future developments are expected to respect neighboring developments. Although auto-oriented, this PlaceType encourages a more pedestrian-friendly environment within a development and connections to adjacent transit stops. Transit stops must be well integrated with sidewalks and pedestrian amenities provided for transit users.

Transitions. Adequate setbacks along with visual and noise buffers must be provided to separate auto-oriented developments from adjacent residential neighborhoods. Buildings must transition in scale to the adjacent neighborhood, and single-family attached units or multi-family residential uses should act as a transition between the auto-oriented corridor and the adjacent single-family neighborhood.

Access. Access to auto-oriented businesses should be provided with the minimum required curb-cut width to make the sidewalk more navigable for pedestrians. Sidewalk extensions or bulb-outs should also be considered where needed to slow or discourage automobile traffic into the residential areas and to improve pedestrian crossings at side streets. Without such provisions, automobiles will continue to drive quickly on these segments of cross-town traffic corridors. Where deemed necessary by the City Traffic Engineer and Long Beach Transit, building setbacks should be provided at new auto-oriented commercial centers and corridors to create an attractive sidewalk environment and better accommodate transit stops.

Parking. Vehicle parking must be very convenient in the Community Commercial PlaceType. However, on-street parking along primary automobile and transit corridors may need to be restricted during peak commute hours. Commercial parking must be designed so that it does not exacerbate parking issues in neighborhoods that are already impacted by a shortage of available residential parking.



Easy accessibility for automobiles.



Attractive sidewalk environment with rear parking.



Commercial uses that serve community-based needs for goods and services.

Industrial PlaceType

The Industrial PlaceType includes all industrial activities: light industrial research parks, warehousing or storage activities, industrial manufacturing and machining operations (see Map LU-15). Historically, industrial land uses have played a critical role in the City's economic development, from oil drilling and shipbuilding to airplane manufacturing. Where the Industrial PlaceType is applied, continued industrial activities are strongly encouraged. Industrially-developed lands should be preserved, particularly for the expansion of quality employment opportunities. Conversion of industrial lands to nonindustrial uses is generally discouraged in this plan.

Most industrial activities in Long Beach are well-separated from residential uses. New residential uses (except for on-site caretaker units) are not allowed within the Industrial PlaceType. For those industrial uses that are undesirably situated, long-established planning, building and safety regulations are in place to ensure that proper buffering between industrial uses and nearby residential neighbors is provided.

Context. For those industries in which the processes of manufacturing, storage and distribution have not fundamentally changed for decades, industrial areas in Long Beach will remain as they were developed years ago. In other areas, evolution of business types has created industrial sites that are underutilized and have less-than-desirable employment yields, limiting opportunities for employment of residents and revenue generation. The latter represent opportunity areas for innovation and investment. Additionally, some older industrial areas are directly adjacent to or across from residential neighborhoods, with transitions between these two land uses less than ideal.

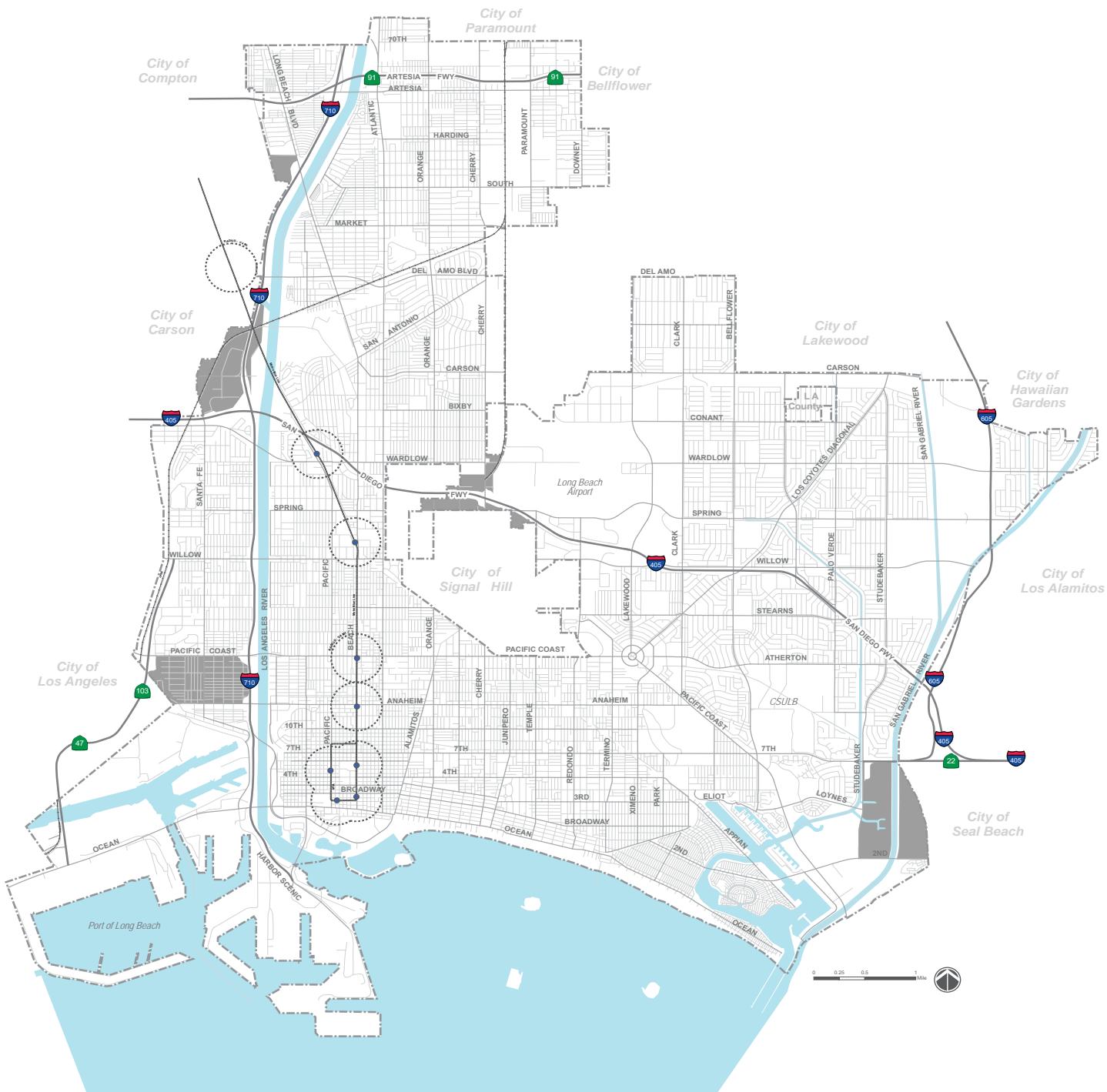
Long Beach intends to maintain its most viable and promising industrial areas to readily accommodate this basic employment sector and guide future industrial development to be more compatible with adjacent nonindustrial uses. The Industrial PlaceType is also intended to: guide reinvestment and reuse of industrial areas in a cleaner and more sustainable manner, retain and enhance employment opportunities, develop

Industrial building.





Map LU-15 INDUSTRIAL PLACETYPE



Legend

PlaceTypes

I - Industrial

Light Rail Transit

Metro Blue Line Station
and 1/4 Mile Radius

improved transitions and open space buffers between existing industrial and residential enclaves, and encourage clean supporting uses that buffer industrial uses and long-existing homes.

Land Uses and Development Standards. The Industrial PlaceType is reserved for manufacturing, processing, construction and heavy equipment yards, warehousing of products, research and development, creation of prototypes and a broad range of similar industrial practices and processes. This PlaceType prohibits nonindustrial uses, except for on-site caretaker units and commercial accessory uses needed to serve the industrial PlaceType. All other residential uses are prohibited. Places of religious worship may be considered if they do not replace the industrial employment opportunities intended for the Industrial PlaceType. Preferred uses and development standards include:

- » Research and development activities, storage, industrial and manufacturing endeavors, tank farms, and oil drilling.
- » Limited commercial uses accessory to the industrial business.
- » Major utility facilities.
- » Police and fire stations.
- » Buildings not to exceed 65 feet maximum (see Map LU-8 -PlaceType Height Limits).

Development Patterns. In a preferable future industrial land use scenario, lower scale buildings occupied by less-intense industrial uses and operations would be used to transition to nearby residential neighbors, while more intense, heavy industrial operations would be internalized within an Industrial PlaceType, farther away from residential uses. The range of permitted industrial intensity increases as more distance is achieved between industrial and residential uses. All outdoor storage areas must be appropriately screened from public view. The City's noise, fire safety, and neighborhood-protecting ordinances will apply. Appropriate lighting, circulation, parking, landscaping, loading and security of industrial facilities is required.

Transitions. Buffers should be created between residential and active industrial uses. New industrial developments must be set back from sensitive neighbors (e.g., schools, parks, residences) using surface parking, landscaped

open space buffers and lower buildings. More intense industrial uses must be sited away from the neighborhood. Incompatible land uses and operations are to be located away from and screened from view of residential neighbors.



Industrial trucks in West Long Beach.



Industrial building.

Further, industrial uses must always comply with federal, State and City regulations for noise, emissions, traffic circulation and other environmental considerations.

Access. Pedestrian, bicycle, transit and vehicular access to industrial sites must be considered and accommodated as conditions allow. Adequate regional roadway and freeway access is required. Shuttle and circulator bus services should be considered to provide alternative transportation modes.

Parking. Standard parking requirements shall be applied.



Neo-Industrial PlaceType

The Neo-Industrial PlaceType encourages the location, evolution and retention of restricted light industrial activities associated with innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, information industries, among others (see Map LU-16). Office use may constitute 50 percent of a Neo-Industrial business as this PlaceType allows for a higher concentration of employees on-site than the Industrial PlaceType. Further, limited retail uses that support the primary office, research, development and manufacturing functions of Neo-Industrial businesses are permitted. Certain live/work housing opportunities with a focus on job creation for the preservation of sound existing buildings are also permitted.

The Neo-Industrial PlaceType is not intended for traditional industrial businesses. Traditional businesses should be located in the Industrial PlaceType or in the port and airport areas of Long Beach. The Neo-Industrial PlaceType is intended to support the arts and information age which is experiencing a revolution in design and manufacturing.

The Neo-Industrial PlaceType has been established to make it easier for leading-edge innovators to launch a successful foothold in the marketplace by allowing small and evolving incubator industries to share resources (e.g., energy, machines, support staff and ideas) and co-working spaces (e.g., conference rooms, kitchenettes, restrooms). These arrangements can lower business start-up costs and help control overhead expenses. For example, a



Innovative start-up businesses and creative design offices.

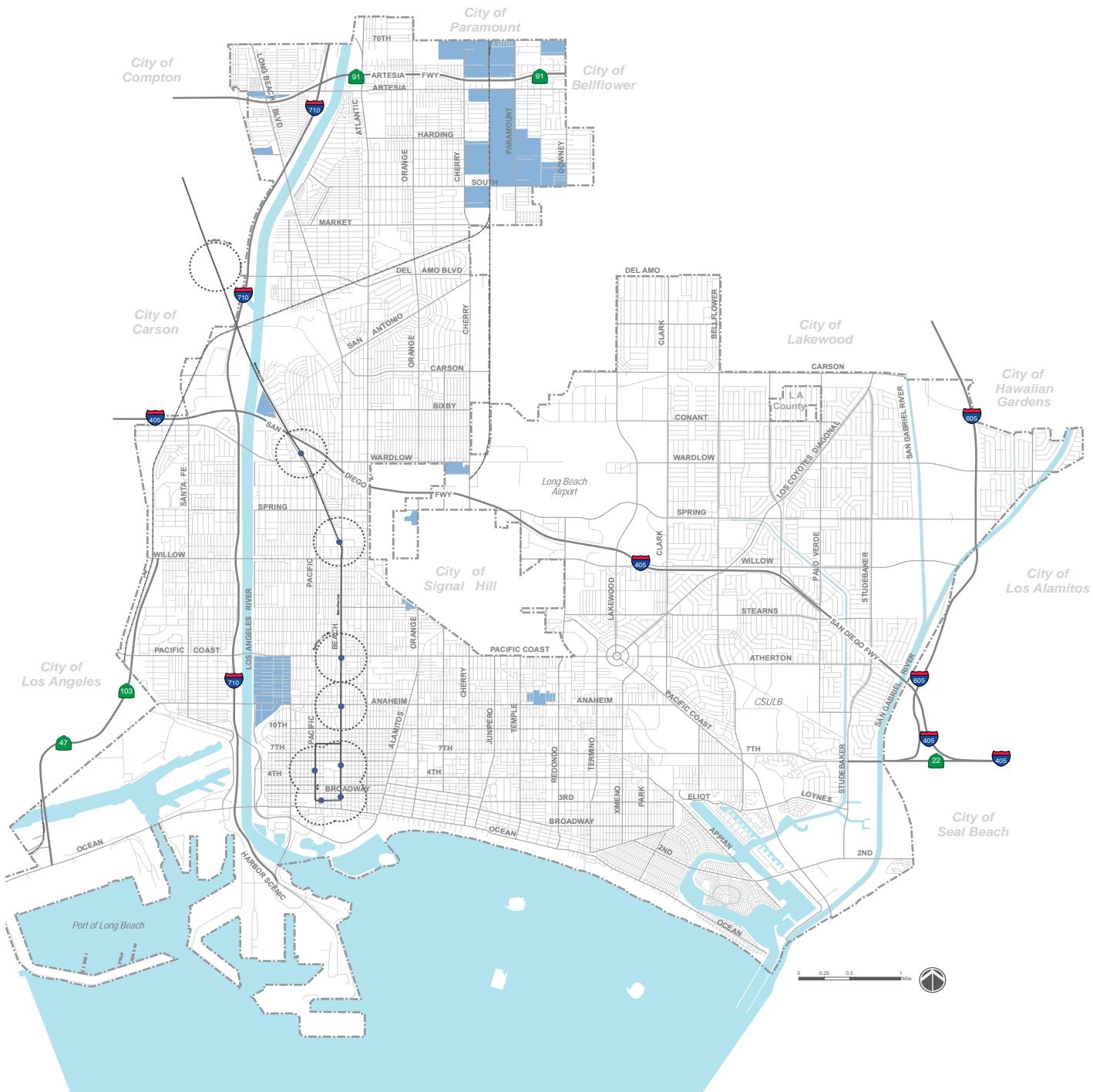
small manufacturer of a unique medical product may find it desirable to locate in the Neo-Industrial PlaceType so that they can co-locate with other small technology manufacturers in a structure or structures that also support their accounting, advertising, networking or other business needs. Likewise, another medical device innovator might want to use the same precision manufacturing facility to create their unique product. Ideally, many new prototypes, patents and products would emerge and grow from the businesses located in Neo-Industrial PlaceType.

Context. The Neo-Industrial PlaceType is applied to several areas that could most benefit from this designation: 1) eight areas above Market Street in North Long Beach; 2) the Zaferia area on Anaheim Street and Obispo Avenue; and 3) the Magnolia Industrial Group (MIG) area located between Anaheim Street and Pacific Coast Highway west of Magnolia Avenue. All of these areas have existing industrial businesses and characteristics, significant residential interfaces, and are located along major roadway corridors. However, only Zaferia and MIG have existing buildings which may be considered suitable for adaptive reuse or live/work opportunities. In these areas, where quality buildings from an earlier time could benefit the district by being preserved and repurposed, live/work artists (e.g., painters or sculptors) may be allowed to reside in studios if the surrounding conditions are amenable to such a use. In this way, the Neo-Industrial PlaceType aims to facilitate the creation of art in Long Beach and the retention of artistic talent nurtured by local high school, college and university arts programs. The Neo-Industrial PlaceType supports Long Beach's cultural initiatives by creating a place for our artists to live affordably while practicing their crafts.

The North Long Beach Neo-Industrial PlaceType areas do not offer the same opportunities for building reuse. In North Long Beach, Neo-Industrial uses do not include a residential or live/work component. Rather, Neo-Industrial uses are limited strictly to manufacturing and office uses with an allowance for retail sales and commercial businesses that support the primary Neo-Industrial endeavors. Here, Neo-Industrial businesses are required to use the office space as a buffer to adjacent residential uses, and manufacturing operations must be located away from residences.

Land Uses and Development Standards. The Neo-Industrial PlaceType may be considered a

Map LU-16 NEO-INDUSTRIAL PLACETYPE





commercial manufacturing hybrid zone for promoting the development of new products on behalf of the creative class. It introduces an emerging business model where entrepreneurs may develop new ideas into prototypes, test them, fund them, and eventually create new or improved consumer or commercial products. The Neo-Industrial PlaceType allows for co-working and sharing of functions and spaces for small business start-ups. Also, where retaining existing buildings and reusing them is desirable, the Neo-Industrial PlaceType allows for live/work artist studios with accompanying gallery spaces. Preferred land uses and development standards include:

- » Light industrial and clean manufacturing; offices; commercial retail (including restaurants) supporting and accessory to manufacturing and office uses (0.50 -1.0 FAR).
- » Repurposed buildings with live/work artist studios (0.50 - 1.0 FAR and 36 du/ac).
- » Typical population density is up to 102 persons/acre.
- » Buildings not to exceed sixty feet in height maximum.

Development Patterns. This PlaceType promotes low-intensity uses adjacent to low-density residential uses and medium-intensity uses adjacent to industrial uses. In new Neo-Industrial developments this basic rule must always be respected. For existing industrial buildings, the existing scale of development, building sizes, heights and access routes should be maintained. Existing development patterns must be respected. Preserving the stock of older industrial buildings is key to maintaining the character of the Neo-Industrial PlaceType in both the Zaferia and MIG districts.

Transitions. The Neo-Industrial PlaceType is used as a buffer between existing industrial and residential neighborhoods. Where new developments are inserted in the Neo-Industrial PlaceType, office and commercial uses rather than industrial and manufacturing operations, should abut residential neighbors. Visual screens must be provided wherever possible between new live/work units and existing heavy or unenclosed industrial operations. Where new development is adjacent to residential uses, buildings must step down to match permitted residential building heights. Development intensity must also be graduated from lower intensity near residential neighbors to moderate intensity near wholly industrial uses.

Access. Because the Neo-Industrial PlaceType is expected to accommodate light industrial operations, trucks and commercial vehicles must be given consideration in each design. Roads and alleys should be maintained and improved to function well for service access and loading, but they should also be made safe and walkable for district tenants and residents. The Neo-Industrial PlaceType must accommodate bicycles, pedestrians, transit and vehicles, and offer good sidewalk connectivity. Improving pedestrian access between streets and blocks must routinely be considered when redeveloping sites.

Parking. In Long Beach, industrial uses normally require two parking spaces per 1,000 square feet of industrial development, and commercial uses require four spaces for the same amount of commercial square footage. Thus, in new Neo-Industrial PlaceType developments, the basic standard will be three parking spaces per 1,000 square feet of development where at least 50 percent of the development must be for industrial use. Shared parking may be considered where converted industrial sites/buildings lack sufficient lot size or where clusters of adaptive reuse properties can be well-served by consolidated parking. Car pools, van pools, transit access and other reasons for reduced parking will be considered by the Planning Bureau through the Site Plan Review process, which will determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis.



Example of adaptive reuse.

Regional-Serving Facility PlaceType

Context. Long Beach is a large city with a number of facilities that serve the sub-region and the region. These institutions, business concentrations, employment centers and campuses have large physical footprints, generally occupying multiple acres of land. All serve a wide geographic radius and clientele. Both public and private institutions (for-profit and not-for-profit) may be regional-serving in scope. Regional-serving uses may be isolated from other uses in the City, limiting their potential economic benefits to Long Beach. For example, if California State University at Long Beach had better transit connections to the rest of the community, greater cooperation and collaboration could occur with the rest of the City. Specifically, there are opportunities for improved connections to the port, the medical centers, the city colleges, emerging college preparatory high schools and the downtown's East Village Arts District. Such a united front of educational institutions



Long Beach City College Library Learning Resource Center.



The Port of Long Beach.

working with local businesses and industries could multiply the benefits for those living and investing in Long Beach. The Regional-Serving Facility PlaceType pays special attention to how these facilities interface with the surrounding and broader community. The designation recognizes and allows for the highly specialized needs of regional public and private facilities, while simultaneously ensuring substantial public benefits.

Established Regional-Serving Facilities in Long Beach are fully described in Chapter 3, Context, as they are so unique and different. The following briefly summarizes the long-term planning summary for each regional facility.

» **Long Beach Airport.** The Long Beach Airport, located at the I-405 freeway and Lakewood Boulevard, is one of the oldest municipal airports in California. The airport



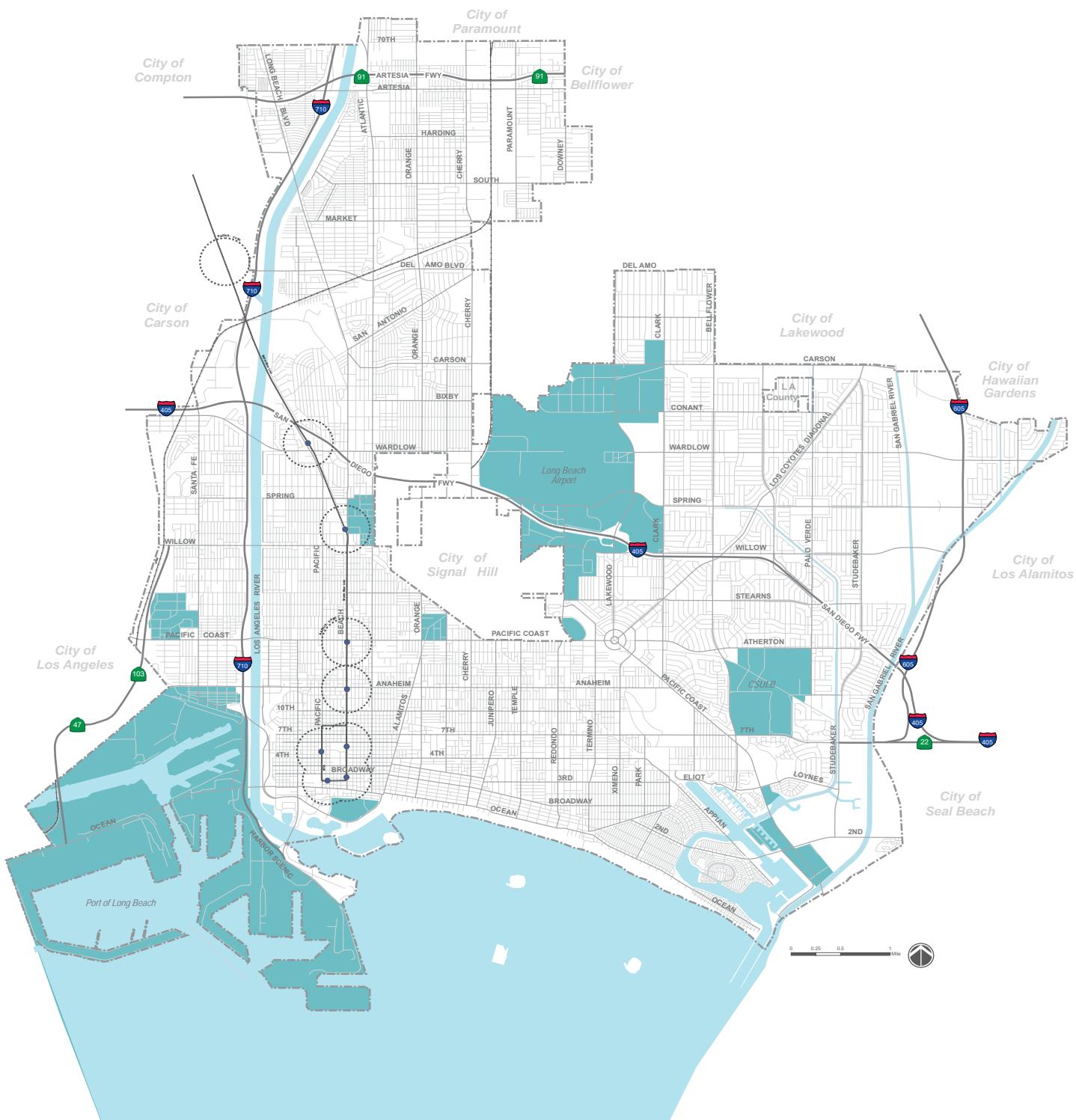
Miller Children's Hospital Long Beach.



Douglas Park business master planned community.



Map LU-17 REGIONAL-SERVING FACILITY PLACETYPE



Legend

PlaceTypes

RSF - Regional Serving Facility

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius



supports many uses: commercial, corporate and general aviation services; flight schools; air cargo; manufacturing and business parks. Surrounding areas include the Kilroy Airport Center, Douglas Park, Boeing offices, and a Mercedes-Benz regional automobile prep and testing center. The Regional-Serving Facility PlaceType for the airport area focuses on consolidating properties surrounding the airport to better integrate business parks and airport-related land uses, and to transition former manufacturing facilities to mixed-use office, light industrial, innovation and technology and hospitality uses. The Long Beach Airport and surrounding areas are a gateway to Long Beach; as well as an economic engine for the region.

- » **Port of Long Beach.** The Port of Long Beach, the second-busiest container port in the United States, is located along the Long Beach waterfront, near the terminus of the Los Angeles River. A key goal for the port is to remain an innovative provider of seaport facilities while enhancing the local and regional economic environment. Port leadership is committed to improving environmental conditions associated with operations. The Port of Long Beach Master Plan provides a planning tool to guide port development and ensure that projects and developments in the Harbor District are consistent with the requirements of the California Coastal Act.
- » **California State University at Long Beach.** The campus, founded in 1949, sits on 324 acres in East Long Beach and has an enrollment of over 30,000 undergraduate students. California State University Long Beach is a diverse, student-centered, globally engaged public university committed to providing highly valued undergraduate and graduate educational opportunities through superior teaching, research, creative activity and service for the people of California and the region. Their Campus Master Plan identifies new educational facilities and housing opportunities, as well as infrastructure improvements, to benefit its constituents and integrate well into the broader Long Beach community.
- » **Veterans Administration Long Beach Healthcare System.** Located adjacent to California State University Long Beach, the VA Long Beach Healthcare System provides comprehensive inpatient, outpatient and

extended care programs. The medical center and its community clinics employ more than 2,000 people and provide health care for more than 50,000 veterans.

- » **Long Beach City College Pacific Coast Highway and Liberal Arts Campuses.** Founded in 1927, Long Beach City College, with two separate campuses (Liberal Arts Campus – LAC and Pacific Coast Highway Campus – PCC), promotes workforce development by delivering high-quality educational programs and support services to Long Beach's diverse communities. Long Beach City College is committed to the Long Beach College Promise, designed to improve college preparation, access and completion for members of the greater Long Beach community. The Long Beach City College 2020 Unified Master Plan identifies the long-term building and facilities program. The PCH Campus, tied with Chittick Field (sports park site) serves as a potential campus expansion area. As of 2015, both campuses were undergoing major facility renovations and building expansions.
- » **Long Beach Convention & Entertainment Center.** The Long Beach Convention & Entertainment Center is located in Downtown Long Beach adjacent to the waterfront. This regional facility is managed by the City's Long Beach Convention and Visitors Bureau and includes over 400,000 square feet of exhibition halls and meeting spaces, including several theaters and a large arena. The center has a regional and international draw for tourism and convention business, supporting the surrounding hotel and entertainment uses. The Long Beach Convention & Entertainment Center will continue to be a destination for meetings, conventions, trade shows and tourism.
- » **Long Beach Memorial Medical Center.** The Long Beach Memorial Medical Center is a major regional provider of medical and surgical services. To respond to changes in health care systems delivery and structural building standards, and to better connect to the surrounding community with outpatient clinics and other similar services, the medical center plans future improvements pursuant to its master plan.
- » **Southeast Area Specific Plan (SEASP).** The SEASP area is located between the SR-22 freeway and 2nd Street, along the San Gabriel River. The district includes



residential neighborhoods, parks, coastal wetlands and a diversity of commercial and hospitality uses. The SEASP provides guidance in establishing this area as an important gateway and regional destination in Long Beach, as well as ensuring that the future built environment is pedestrian friendly, includes lively public spaces and complements the natural areas.

» **Technology Center.** The former Navy housing complex, located east of the Terminal Island Freeway and north of Pacific Coast Highway within West Side Long Beach, is being repurposed following its closure as a military facility. The buildings and grounds, as well as new construction, offer opportunities for social services, transitional housing, research and development center, regional retail center and several schools and park facilities.

Land Uses and Development Standards. The Regional-Serving Facility PlaceType has been applied to sites and areas in the City that serve a unique role, or population, that reaches beyond local concerns. Regional-serving facilities include: medical centers, the Port of Long Beach, our city colleges and university, the Department of Motor Vehicles, the City's Health Department, Ability First, and other social service and public facilities clustered around Willow Street and Grand Avenue, and around the Westside's Villages at Cabrillo and CSULB Technology Park. The Regional-Serving Facility PlaceType also includes Boeing and Douglas Park, the Long Beach Airport, business parks

and lands surrounding the airport. Additionally, it includes the formerly industrially-designated parcels in southeast Long Beach, where the Haynes and AES plants are located. These areas are included in the Regional-Serving PlaceType in order to preserve these utilities and lands for potential future public-serving utility uses, such as a seawater desalination plant, biological water treatment facility, or perhaps a solar or wind farm.

Preferred land uses include uses that 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, including: the Port, airport, business parks near the airport, Douglas Park, Memorial Medical Center and California State University at Long Beach. This plan respects the direction provided in those documents and encourages the evolution of multi-modal mobility options, better pedestrian connectivity and more environmentally-healthy and sustainable practices within each of these campuses. This Land Use Element requires that all Regional-Serving Facilities have an updated Master Plan.

Each Regional-Serving Facility PlaceType is limited to the building heights indicated on the PlaceType Height Map (see Map LU-7).

LADWP Haynes Generating Plant in Southeast Area Specific Plan (SEASP).





Development Patterns. Land use planning for large regional facilities must address compatibility with the surrounding environment. This PlaceType promotes: keeping facility uses and development intensities that may produce significant off-site nuisances internal to the regional facility; prioritizing programs that address ancillary operational impacts to the community; and prioritizing sustainability initiatives in the updates of facility master plans as a fundamental means of organizing facility operations. Since most of the regional-serving facilities in Long Beach are long-established and have adopted master plans for future development or are governed by Planned Development Ordinances, the improvement of their transition and expansion areas will be the focus of the City for their future.

Transitions. Land use transitions between large institutional facilities and their neighbors are often abrupt. In the Regional-Serving Facility PlaceType, special attention shall be paid to the edges both within and adjacent to the particular regional-serving facility. Incompatible land uses must be separated with site planning strategies and appropriate design treatments.

Access. Although many will arrive at regional-serving facilities by automobile, alternative forms of transportation must be provided. Employees, visitors and patrons, such

as students of higher educational institutions, can expect focused public transit investments to serve regional public facilities. Facilities must accommodate transit services, pedestrian activity, automobile access and improved bicycle access, especially in relation to campus environments.

Parking. The Regional-Serving Facility PlaceType promotes employing state-of-the-art transportation demand management programs that include shared or consolidated parking facilities, employee shuttles, preferential parking for van pools, and other measures to prevent off-site spillover parking from regional public facilities. There should be a range of transportation modes to access these facilities for both visitors and daily users.

Kilroy Airport Center - office campus.





Downtown PlaceType

The Downtown PlaceType includes the heart of the City, where extensive development activity has taken place since the late 1990s (see Map LU-18). Downtown is the business office, government and tourism hub of Long Beach, and also hosts many of the City's historic and cultural landmarks, including the Drake Park/Willmore City Historic District. Moreover, downtown contains established urban residential neighborhoods such as the West End, the East Village and North Pine Avenue. Downtown is characterized by compact, mixed-use urban development; high vehicular, pedestrian and transit traffic; and diverse building sizes heights, ages, styles and uses.

In January of 2012, after several years in the making, the City Council adopted a new Downtown Plan for Long Beach. This plan contains design and development standards covering the former Downtown Planned Development District known as PD-30. Thus, future uses, development intensities, heights and street walls, ground-floor retail, landscaping and more are regulated by this plan for the City's historic heart. This General Plan Land Use Element is consistent with the Downtown Plan and supports continued high-quality development within the very important City center.

Downtown Long Beach office high-rise buildings.



Context. Downtown Long Beach's small geographic footprint, located on a bluff overlooking the Pacific Ocean also happens to be where the Los Angeles River and shipping activities at the Port of Long Beach meet the activities of the waterfront, beach and marinas. These conditions provide both challenges and opportunities that require solid planning and design guidance as the downtown matures.

As a magnet for investment, office and residential towers and civic institutions, downtown will always be planned for more development activity and intensity than the City's other neighborhoods. Because of the magnitude of financial investment and the desire to attract jobs and businesses, it is vital that Long Beach keep a focus on the downtown. The new Downtown Plan informs the Downtown PlaceType by defining the overarching vision for the area's future, along with the guiding principles, development and design standards and streetscape design guidelines.

Land Uses. A mix of land uses and housing types is encouraged in the Downtown PlaceType, with a focus on providing active ground-floor shops, restaurants and cafes. Specifically, the Downtown Plan governs land use

Map LU-18 DOWNTOWN PLACETYPE



Legend

PlaceTypes

DT - Downtown

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius



for the Downtown PlaceType with a special Downtown Neighborhood Overlay established to ensure that primarily residential areas are maintained, while allowing for the incorporation of neighborhood retail where desirable.

Development Patterns. The Downtown PlaceType primarily comprises small blocks and streets that provide a walkable framework for pedestrians. The street network also allows easy access by automobile. The Downtown Transit Gallery on First Street provides transfers between buses and the Metro Blue Line light rail train to Los Angeles. The Downtown Bicycle Station is also tied to this transit system via the Transit Gallery, allowing commuters to bring a bicycle on the train or leave it in bike station storage. Buildings in the Downtown PlaceType range from smaller-scale residential units in the outer areas (West End and East Village) to medium-scale and high-rise office and residential towers in the central core and along Ocean Boulevard.

The Downtown PlaceType promotes a highly-urbanized core featuring compact development composed of a mix of compatible uses, building types and styles. Density must be balanced with open space, and new developments must preserve light, air circulation, views and privacy.

Transitions. Given the small block sizes and mix of different uses, transitions between uses and developments are critically important in the Downtown PlaceType. Changes in height or building character, where allowed, should occur mid-block to promote balanced streetwalls where both sides of the street appear similar in height. Larger developments near smaller residential dwellings should step down appropriately to respect these neighbors, following the development standards and guidelines prescribed in the Downtown Plan.

Access. Downtown should be reinforced as an inter-modal transit hub, building on the existing transit systems to increase capacity and mode options. A distinct bicycle network with supportive facilities and a pedestrian-friendly walking experience allow for a significant concentration of visitor and resident activities. Pedestrian connections from the Downtown PlaceType to the downtown shoreline Waterfront PlaceType should be strengthened through additional pedestrian links, paseos and greenways. Wayfinding signage for pedestrians, bicycles and automobiles should also be upgraded.



High-rise residential uses along Ocean Boulevard.



A mix of uses along Long Beach Boulevard.



Long Beach Promenade.



First Street Transit Gallery.

December 2019

Parking. Requirements for parking in the Downtown should be lower than elsewhere in the City and are specified in the Downtown Plan. Standards require parking structures to be well-designed and wrapped with active ground-floor uses. Underground garages are encouraged to minimize the visual impact of parking and eliminate the need for large, blocky and expansive parking structures at the pedestrian level.



Parklet seating areas.



Metro Blue Line light rail car and high-rise office towers.



Pedestrian-friendly streetscape.



Urban residential apartments.



Pedestrian amenities such as parklets for restaurants.



Los Angeles County Governor George Deukmejian Courthouse.



Waterfront PlaceType

The Waterfront PlaceType is composed of a variety of unique places along the City's shoreline (see Map LU-19). Each of the Waterfront districts supports tourism by leveraging waterfront development and improving coastal access. The Downtown South Shore features the historic Queen Mary trans-Atlantic ship, hotels, a public park and boat launch, and a large cruise ship terminal. The Downtown Shoreline features a Catalina Island boat landing, office towers, mid-rise housing towers, movie theater, shops, restaurants, parks, the Long Beach Aquarium of the Pacific, entertainment venues and hotels, marinas, the Long Beach Performing Arts Center and the Convention Center and arena. The Alamitos Beach Waterfront PlaceType (on the south side of Ocean Boulevard) allows high-rise residential development to Tenth Place and four-story residential buildings to Cherry Avenue. The Belmont Pier and Pool Complex Waterfront PlaceType includes privately-held multi-family residential buildings, restaurants and shops, and the City-owned pier, plazas, swimming pools, beach parking lot and green spaces. And lastly, the Alamitos Bay Marina is home to an intensive concentration of recreational marine activities and associated commercial uses.

Similar to the Downtown PlaceType, each of these places has its own special development rules contained in six distinct Planned Development Districts. In addition, each of the Waterfront PlaceTypes (including the development regulations) is covered in detail in the Local Coastal Program

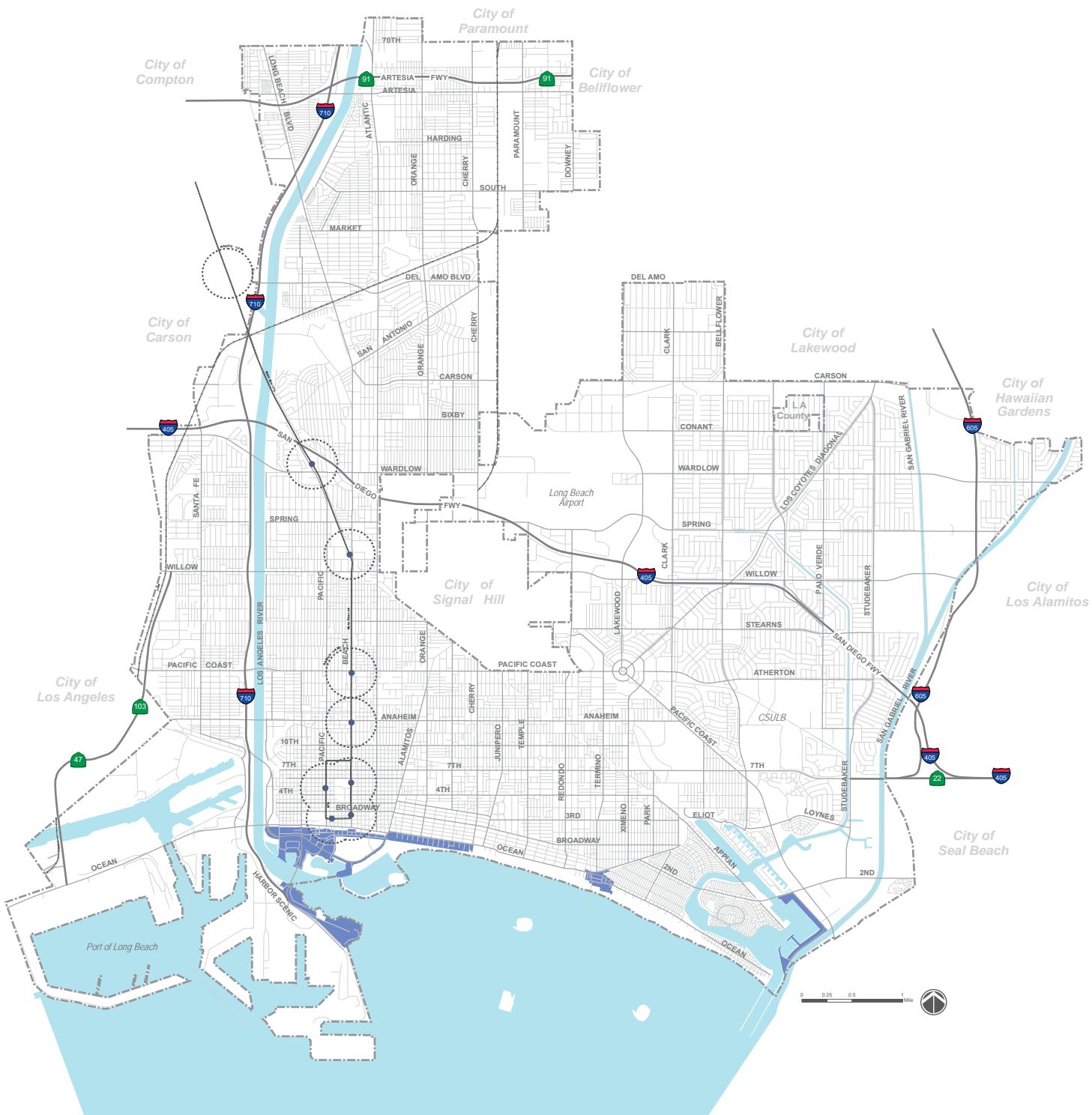
Downtown Shoreline with view of the Queen Mary.



Element of the General Plan. The development standards for the South Shore and Downtown Shoreline were updated most recently so that these places now reflect the types of development envisioned by these Planned Development ordinances. No immediate changes to the Land Use Element are anticipated for these two areas. Further, no changes are proposed to the development standards in place for the Alamitos Beach Waterfront PlaceType. This area is largely developed and offers very few remaining opportunities for infill residential development.

The Belmont Pier and Pool Complex Waterfront PlaceType has development standards which were written in 1980. Since that time, attempts have been made to improve the under-performing pier and pool complex. The Belmont Plaza Pool natatorium was closed to the public in January 2013 and demolished in February 2015 after studies found major seismic and structural deficiencies. Plans for a replacement pool facility on the same site are currently pending, and include a natatorium housing an indoor competition pool, a diving well, and spectator seating, and outdoor competition and recreational pools. Detached visitor-serving café and restroom buildings, an extensive passive park and landscape improvements are also in the plan. To further improve the pier and pool complex area, additional visitor-serving uses such as a boutique hotel and additional seaside living and dining opportunities should be explored. Innovative partnering and financing strategies

Map LU-19 WATERFRONT PLACETYPE



Legend

PlaceTypes
WF - Waterfront

Light Rail Transit

Metro Blue Line Station
and 1/4 Mile Radius



may need to be pursued to facilitate redevelopment of the pier. Thus, this Land Use Plan recommends that established regulations be reviewed and updated to reflect the type of development that will provide greater benefits to Long Beach and the affected property owners.

Context. The Waterfront PlaceType applies to three major waterfront activity areas: the Downtown Shoreline, Belmont Pier and Pool Complex and the Alamitos Bay Marina. Each of these areas is unique in its layout and audience, and each is regulated by a Planned Development District ordinance—akin to a specific plan but lacking the design guidance of a specific plan. Further, each of these Waterfront PlaceTypes is also included in the General Plan Local Coastal Program (LCP). The zoning and development standards applied to the Waterfront PlaceTypes have not been updated in a very long time (with the exception of the Downtown Shoreline Planned Development District Ordinance). Therefore, this Land Use Element provides specific recommendations for much-needed updates.



Pierpoint Landing Lighthouse.

Land Uses. Each waterfront area should include a unique mix of uses depending on its specific purpose and location. The Downtown Shoreline waterfront should include the greatest intensity, compactness and diversity of uses, including housing, offices, hotels, and tourism activities and attractions. Uses within the South Shore area include the Queen Mary, a cruise ship terminal, a public boat launch, a special events park, hotels and restaurants. Across the river mouth are: the Long Beach Aquarium of the Pacific, Shoreline Village, on Queensway Bay along with harbor attractions, restaurants, piers, a double-tiered pedestrian esplanade and children's play area around the harbor. Marina Green, Shoreline Park and Rainbow Lagoon park and additional open space are also here. The area also includes parking structures, hotels, mid-rise housing developments, office towers, historic buildings (including the Villa Riviera and other landmarks), retail shops and restaurants, entertainment venues (e.g., nightclubs, movie theater, comedy club, and a Ferris wheel), and the Long Beach Convention and Entertainment Center. Much of this area, formerly known as Shoreline Lagoon and Park, was redeveloped under the Queensway Bay Plan in the mid-1990s to include a new boat harbor (Rainbow Harbor) and a commercial area where the lagoon had been. Shoreline Village (previously called Fisherman's Village) has largely remained the same. However, the south side of Ocean Boulevard west of the Convention and Entertainment Center (in an area previously known as the Pike) was successfully transformed in the early 2000s to incorporate the uses described above. East of Alamitos Avenue on the south side of Ocean Boulevard, high-rise buildings are allowed up to Tenth Place; beyond that up to Cherry Avenue, only mid-rise housing is allowed. This is a long-established policy in the LCP which will continue to be respected.



Shoreline Village.

The Belmont Pier and Pool Complex area is governed by a Planned Development Ordinance which was adopted over thirty years ago. A new plan for the pier has more recently been adopted and some improvements have been made; however, further improvements to the pool complex and surrounding uses are needed. A new plan for this Waterfront PlaceType could enliven and improve the area to bring revenue to the City and provide improved recreational opportunities for visitors and residents alike. Future uses in the Belmont Pier and Pool Complex area should serve both groups and uphold the principles and policies of the California Coastal Act.

The Alamitos Bay Marina is located near the mouth of the San Gabriel River near the intersection of Pacific Coast Highway and Second Street. Uses in this area include marine-related commercial uses, a shipyard, yacht and sailing clubs, boat rentals, restaurants, public beaches and infrastructure that primarily serve small craft boats and nearly 2,000 slips. It is home to the Alamitos Bay Marine Fuel Dock and the Long Beach Marina Headquarters, which supports recreational marine activities in Long Beach. A rehabilitation plan for the Alamitos Bay Marina was approved by the City in 2009 that continues to implement the Alamitos Bay Master Plan. The rehabilitation plan calls for renovating and enhancing Marina recreational and boating facilities.

Rainbow Harbor Marina and Shoreline Aquatic Park.



At the very southern point of the Alamitos Bay Marina is Alamitos Bay Landing. This commercial center comprises of several restaurants, offices, retail, equipment and vehicle rental and services aimed towards the users of the marina. This Land Use Plan focuses on improving the Alamitos Bay Landing by increasing coastal access and adding recreation and visitor-serving uses. Potential improvements include adding new parking facilities, public spaces, viewing areas and seating along the waterfront, pedestrian and bicycle paths, and waterfront-friendly landscaping.

Development Patterns. Each of the waterfront areas within this PlaceType experienced much of their initial development during very different periods in time. For example, the Downtown Shoreline is composed of more contemporary tourist, retail, restaurant and entertainment-style buildings, streets and block patterns. The Belmont Pier and Pool Complex contains a mix of older multi-family residences, a grocery store, a motel and shops. In this area there are also newer beachfront condominiums and restaurants served by a public beach/pier and parking lot adjacent to the popular beachfront bike and pedestrian path. This area, with its significant foot traffic and compact scale and street pattern, has great potential to become a pedestrian-friendly destination. The Alamitos Bay Marina is distinguished for its wide arrange of services for



recreational boating and marine facilities. Restaurant and retail businesses in this area have names and architecture that reinforce this particular identity, which should be preserved.

Transitions. In general, mixed uses and greater building intensity should be located nearest the center within this PlaceType, with housing and/or lower-scale buildings on the periphery. Waterfront PlaceType uses should be sensitively integrated with surrounding land uses, and this PlaceType should de-emphasize vehicular access and promote park-once solutions. Attractive gateway elements should be developed to invite visitors in to explore the unique offerings found in each of these Waterfront PlaceTypes.

Access. Today, each of these places is fairly auto-oriented. In the future, each area should be much more pedestrian-, bicycle-and transit-friendly. Currently the downtown is most successful in being pedestrian-, bike- and transit-friendly. Yet, better pedestrian pathways and shuttle services should be provided over the long term along the coast and up to the downtown proper. The compact Waterfront PlaceType at the Belmont Pier and Pool Complex offers some of the best opportunities for creating a highly walkable resident-and visitor-serving area along the coast. The Alamitos Bay Marina could be enhanced by the inclusion of the bike and pedestrian improvements along the waterfront area with greater access to Alamitos Bay Landing.

Parking. Cars are welcome in the visitor- and resident-serving Waterfront PlaceType. However, vehicular traffic and parking must be carefully controlled because these are intended to be also pedestrian-friendly places. District and shared-use parking have proven successful strategies where parking is constrained due to small, individual parcels. Any future parking structures will be required to be screened on the periphery of the development, have active ground-floor uses, or be designed as tucked parking within or under other building uses. These measures will help preserve the pedestrian environment. Sufficient shared and public parking should be provided as density increases over time. Bicycle racks and storage lockers, together with plug-in spaces for electric vehicles, will be provided in every parking structure in the Waterfront PlaceType.

Belmont Shore Pier.



Alamitos Bay Marina.



Citywide Goals, Strategies, and Policies

This Land Use Element identifies goals and policies along with PlaceType descriptions to guide the use of land and urban form. Citywide policies provide holistic and general guidance for the entire City, whereas neighborhood-specific policies provide a refined and specific direction for Long Beach's distinct residential areas. The goals, strategies and policies outlined in this section describe how the City will continue to pursue innovative land use practices aimed at maintaining the small town feel of neighborhoods while also capitalizing on big city attributes. As part of this endeavor, the City will accommodate new business opportunities and expand job growth, revitalize corridors, enhance established neighborhoods, create a smarter city, protect the environment and support sustainable planning practices.

The land use strategies and policies in this section are organized under the following goals:

1. Implement Sustainable Planning and Development Practices
2. Stimulate Continuous Economic Development and Job Growth
3. Accommodate Strategic Growth and Change.
4. Support Neighborhood Preservation and Enhancement
5. Diversify Housing Opportunities
6. Ensure a Fair and Equitable Land Use Plan
7. Provide Reliable Public Facilities and Infrastructure
8. Increase Access to, Amount of and Distribution of Green and Open Space
9. Preserve, Protect, Restore and Reconnect with Local Natural Resources

Goal No. 1: Implement Sustainable Planning and Development Practices

The City will guide development and infrastructure to be sustainable. This includes minimizing our impact on natural resources—especially wetlands, rivers, marinas, bays and the Pacific Ocean. New developments will be more compact to create walkable environments in downtown, along corridors, surrounding transit stations and throughout Long Beach. Emphasis will be placed on reducing greenhouse gas emissions through conservation practices, providing transportation alternatives and pursuing renewable energy sources. The City will pursue the following sustainable planning and development practices:

- » Allow for orderly development and flexibility to grow.
- » Provide more detailed plans that will lay the foundation for the areas of change.
- » Fully integrate land use and mobility planning, and encourage all development to be more environmentally sustainable.
- » Utilize sustainable approaches in public realm improvements, and integrate these approaches with new development.
- » Promote compact development and higher density development along transit corridors, in neighborhood hubs and in areas that can support additional residential density, while ensuring adequate transitions to adjoining low-density neighborhoods.
- » Encourage walkable and bicycle-friendly environments.
- » Be proactive in mitigating the effects of climate change and reducing greenhouse gas emissions.
- » Encourage zero waste practices.

STRATEGY No. 1: Support sustainable urban development patterns.

- » **LU Policy 1-1:** Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.
- » **LU Policy 1-2:** Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.
- » **LU Policy 1-3:** Require sustainable design strategies to be integrated into public and private development projects.
- » **LU Policy 1-4:** Require electric vehicle charging stations to be installed in new commercial, industrial, institutional and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment.



- » **LU Policy 1-5:** Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects.
 - » **LU Policy 1-6:** Require that new building construction incorporate solar panels, vegetated surface, high albedo surface and/or similar roof structures to reduce net energy usage and reduce the heat island effect.
 - » **LU Policy 1-7:** Encourage neighborhood-serving retail, employment and entertainment destinations in new mixed-use projects to create local, walkable daily trip destinations.
 - » **LU Policy 1-8:** 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.
 - » **LU Policy 1-9:** 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.
 - » **LU Policy 1-10:** In addition to analyzing project and plan impacts on Levels of Service and Stop Delay, analyze Vehicle Miles Traveled consistent with the State's guidelines.
 - » **LU Policy 1-11:** 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.
- 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.
- » **LU Policy 2-1:** Promote the establishment of local green energy generation projects along with the infrastructure to support such projects.
 - » **LU Policy 2-2:** Ensure that long-range planning processes consider impacts of sea level rise and propose mitigation measures.

Goal No. 2: Strengthen the City's Fiscal Health by Stimulating Continuous Economic Development and Job Growth

The City will continue to leverage its regional location and jobs base to make Long Beach a place where businesses want to locate. Priorities include creating jobs and promoting the City as a regional hub for commerce and education, which will help increase the jobs per household ratio to an appropriate level. Investments will expand the application of emerging technologies, attract modern green businesses and diversify employment opportunities. Opportunities will be pursued to expand creative and flexible building spaces in a way that incubates new local businesses. This Land Use Plan will be implemented in a manner that allows businesses to successfully operate in and support local neighborhoods. Long Beach will continue to lead as a regional destination for small and large businesses, airport and port facilities, utilities, public administration, healthcare and educational campuses, manufacturing, transportation and logistics, and professional and information services.

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

- » **LU Policy 3-1:** Implement land use regulations and economic development strategies that will help diversify the local economy and expand job growth. Accommodate a mix of industries in Long Beach, including high technology, telecommunications, aerospace, green technology, renewable energy, healthcare, higher education, manufacturing, port and shipping, professional services, restaurants, entertainment and the film industry.
- » **LU Policy 3-2:** 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.



- » **LU Policy 3-3:** Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist galleries, studios and limited live/work units.
- » **LU Policy 3-4:** Promote and attract a mix of commercial and industrial uses by emphasizing the flexibility of the PlaceTypes designations.
- » **LU Policy 3-5:** Facilitate development near the Queen Mary that is consistent with the guidelines approved by the City Council at the conclusion of the Queen Mary Land Development Task Force.
- » **LU Policy 3-6:** Foster home-based and incubator businesses.
- » **LU Policy 3-7:** Increase coordination between the City's Development Services Department and Economic Development Department.

STRATEGY No. 4: Attract and invest in green and innovative industries to expand creative employment opportunities.

- » **LU Policy 4-1:** Provide a Land Use Plan that allows a place for green energy development and green businesses.
- » **LU Policy 4-2:** Promote the transition of some heavy industrial and manufacturing sites to creative green and sustainable industries.

STRATEGY No. 5: Expand the Long Beach promise to include not only access to higher education, but to appropriate housing and employment opportunities needed to enjoy the benefits of higher education.

- » **LU Policy 5-1:** Require safe, attractive and environmentally sustainable design, construction and operation of all buildings, landscapes and parking facilities in employment and educational centers.
- » **LU Policy 5-2:** Connect employment and higher education centers to other activity centers and adjacent neighborhoods via walking, biking and transit routes.
- » **LU Policy 5-3:** Work with students, faculty and alumni from California State University Long Beach and other higher educational institutions to identify and attract

emerging employment sectors of interest to local students.

- » **LU Policy 5-4:** Require employment and higher education centers to transition to walkable and bikeable campus environments with wayfinding signage, integrated open spaces and easy accessibility via roadways, transit and bicycle routes.
- » **LU Policy 5-5:** Provide excellent transit connections to California State University, Long Beach, City colleges and all major employment and educational campuses.
- » **LU Policy 5-6:** Support campus plans that promote innovative and technically sophisticated business and learning environments.
- » **LU Policy 5-7:** Encourage collaboration among the City's major employment sectors (e.g., medical, professional, government) schools and City colleges, California State University, Long Beach, and other institutions of higher education to improve competitiveness of the work force and desirability of doing business in the City.
- » **LU Policy 5-8:** Support spin-off and research ventures that will add to the City's revenue stream from Long Beach area colleges and universities.

STRATEGY No. 6: Maintain a full range of City services for the community that is consistent with the revenue available to sustain those services.

- » **LU Policy 6-1:** Encourage a mix of land uses that is diverse, innovative, competitive, entrepreneurial, local and sustainable, which thereby promotes economic development, increases City revenues, expands job growth and increases value, access and usability for existing neighborhoods and communities.
- » **LU Policy 6-2:** Operate, maintain and manage the City's services, facilities, utilities and infrastructure using funding sources that are financially sustainable over the long term.
- » **LU Policy 6-3:** Pursue a variety of funding approaches, including grants, impact fees, transportation funds and other programs to fund City programs, services and capital investments.



- » **LU Policy 6-4:** Utilize smart city approaches to effectively and efficiently track and manage the delivery of services and reduce the fiscal footprint of providing such services.
- » **LU Policy 6-5:** Develop and adhere to City fiscal policy to follow prudent standards with strong financial reserves and to guide the City through the budget decision-making process and prioritization of capital improvements.
- » **LU Policy 6-6:** Continue capital improvement planning and prioritization of infrastructure investments to ensure that funding resources are allocated to the City's most critical needs.
- » **LU Policy 6-7:** Maintain and implement the Economic Development Blueprint to identify priorities, support prosperity and improve long-term fiscal competitiveness.
- » **LU Policy 6-8:** 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.
- » **LU Policy 6-9:** Encourage the redevelopment of parcels with poor land utilization such as single-use commercial structures on parcels over 5,000 square feet.
- » **LU Policy 6-10:** Discourage fiscally draining land uses such as public storage, vacant lots and outdoor storage.
- » **LU Policy 6-11:** Pursue new developments and businesses that add to the City's economic base, particularly those that generate sales tax and property tax increment revenue.
- » **LU Policy 6-12:** Support growth of clean industrial businesses that contribute both high-paying jobs and point-of-sales revenue.
- » **LU Policy 6-13:** Expand lodging choices in the City by attracting and retaining high-quality facilities desired by visitors to our community.
- » **LU Policy 6-14:** Work with the Long Beach Convention & Visitors Bureau and other community organizations to promote increased tourism.

Goal No. 3: Accommodate Strategic Growth and Change

Long Beach continues to evolve. The City will accommodate development growth within strategic locations while preserving established neighborhoods. Specific areas identified for growth are in the downtown, around regional-serving facilities, along major corridors and in transit-oriented development areas. Focusing on infill will allow new development to efficiently utilize existing land resources and infrastructure, promoting steady and sustainable growth in transit-accessible areas. The City will create attractive, distinct and sustainable commercial, education and employment centers and corridors.

Major Areas of Change

This Land Use Plan focuses on making several strategic adjustments intended to strengthen economic development and allow focused development opportunities, while supporting new mobility and sustainability objectives.

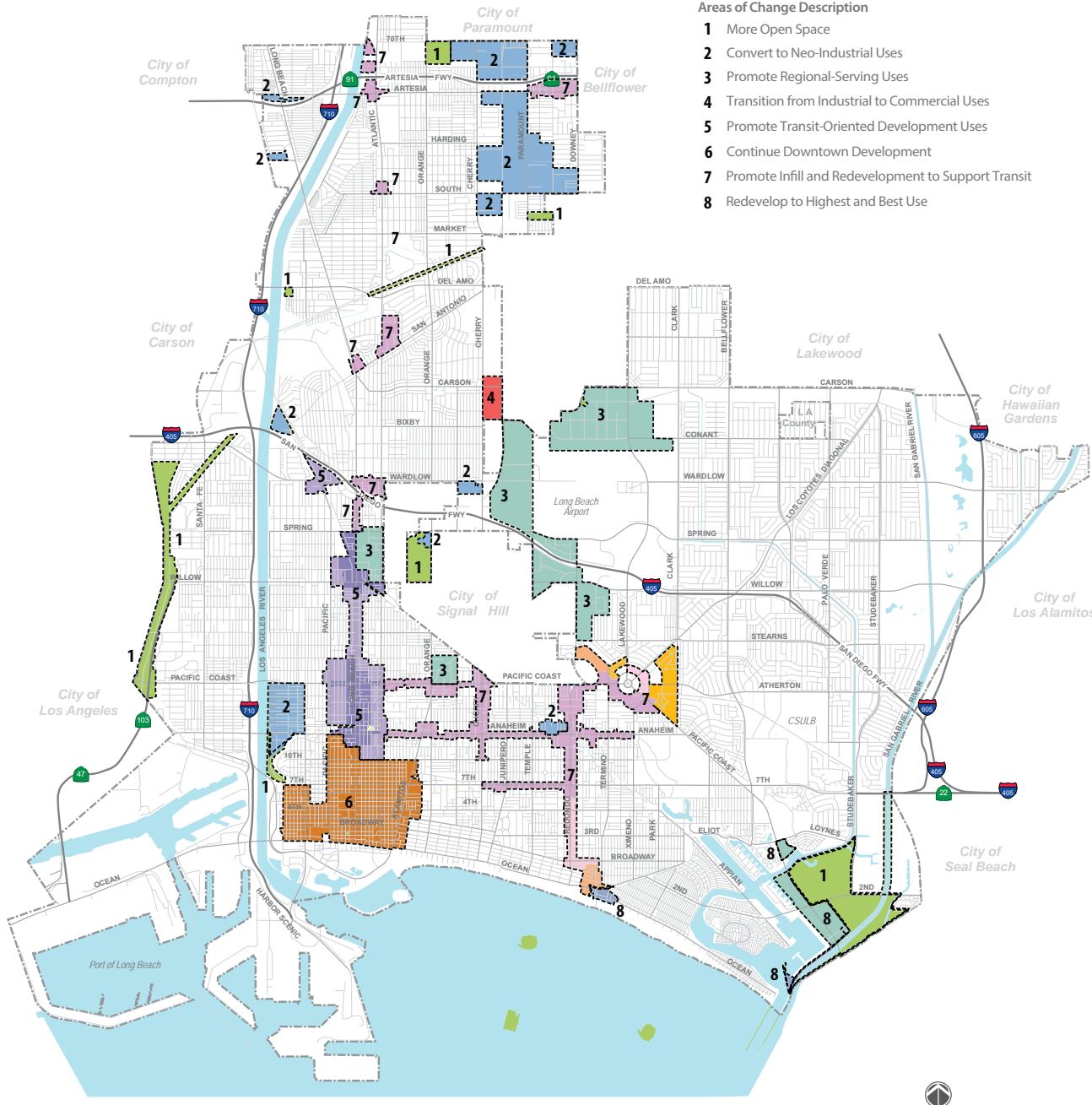
Map LU-20 identifies the eight major areas of change that are the focus of the land use concept:

1. Create, restore and preserve more open space.
2. Convert targeted industrial edges and districts to Neo-Industrial uses.
3. Promote regional-serving uses.
4. Convert some industrial uses to commercial and regional-serving uses.
5. Create new transit-oriented development.
6. Continue Downtown development.
7. Promote infill and redevelopment to support transit.
8. Revitalize the Belmont Pier Complex and Alamitos Bay to highest and best use.

Together these areas of change encompass about 13 percent of the land area (4,180 acres) in the City. Not all of this land will quickly "turn over" or convert consistent with the vision of this Land Use Plan. However, substantial changes are planned in these areas over the next 20 to 30 years.

1. Create, Restore and Preserve Open Space. The City recognizes the need for a wide variety of parks and open spaces within certain neighborhoods, particularly in the

Map LU-20 Major Areas of Change



Legend

PlaceTypes

OS - Open Space

Neighborhoods

N - Founding and Contemporary Neighborhood

MFR-L - Multi-Family Residential - Low

MFR-M - Multi-Family Residential - Moderate

Mixed Use

NSC-L - Neighborhood-Serving Center or Corridor - Low

NSC-M - Neighborhood-Serving Center or Corridor - Moderate

TOD-L - Transit-Oriented Development - Low

TOD-M - Transit-Oriented Development - Moderate

Employment

CC - Community Commercial

I - Industrial

NI - Neo-Industrial

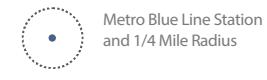
Unique

RSF - Regional-Serving Facility

DT - Downtown

WF - Waterfront

Light Rail Transit



Metro Blue Line Station
and 1/4 Mile Radius



north, central and western portions of Long Beach. This Land Use Plan focuses on creating and restoring open spaces, with priority in underserved areas.

2. Convert Industrial Edges to Neo-Industrial Uses. Industrial uses remain important in Long Beach, but economic trends indicate that the local economy is shifting toward knowledge-based and service-based industries. Professional services employment is rapidly growing, along with a slow emergence of high technology and creative companies known for introducing innovative approaches and products. Traditional manufacturing industries are being transformed as large-scale plants are diminishing or being phased out and smaller local-serving manufacturers fill the void.

The City has established the Neo-Industrial PlaceType to help transition outdated and underutilized manufacturing and industrial sites to higher-value, better employment opportunities. For added flexibility, the Neo-Industrial PlaceType allows some live/work opportunities for artists, craftspeople and other creative entrepreneurs. This PlaceType also functions as a buffer between heavier industrial enterprises and residential neighborhoods.

3. Promote Regional-Serving Uses. Much of the land in Long Beach is devoted to trade, utilities, transportation, education and medical services. The City is home to a number of significant regional-serving uses: the Port of Long Beach; Long Beach Airport, California State University at Long Beach; the Veterans Administration Medical Center, Long Beach Memorial Medical Center; Long Beach City College; the business parks around the airport and the utility plants in southeast Long Beach. These facilities generate high-quality jobs that serve regional and larger audiences, while creating additional spin-off employment opportunities. The City benefits through the opportunities for education and training that result in employment in healthcare, trade, transportation and professional services. Thus, the Regional-Serving Facility PlaceType accommodates future development of these facilities to promote their continued success in generating exceptional employment opportunities.

» **SEASP.** Located in the Regional-Serving Facility and Open Space PlaceType is the Southeast Area Specific Plan (SEASP). Formerly, the Southeast Area Development and Improvement Plan (SEADIP) was established in the

early 1970s as the first planned development district in Long Beach. Certain SEASP areas—particularly large commercial and hospitality sites along Pacific Coast Highway—are in need of revitalization. These centers were initially designed around the automobile with extensive surface parking lots and low-rise buildings. There is also a lack of pedestrian accommodations and connectivity between uses along Pacific Coast Highway and the waterfront areas. The City adopted SEASP in 2017 with a new vision for the area that focuses on pedestrian and vehicular flow improvements, creating a regional destination and gateway for the City, restoring the surrounding wetland areas and improving public access to the marina and waterfront areas.

» **Temple/Redondo Avenue.** The area between Temple Avenue and Redondo Avenue, north and south of the I-405 freeway, is designated for regional-serving commercial and office uses. The nearby freeway and airport offer special employment and trade opportunities, as well as excellent regional access.

4. Convert Select Industrial Uses to Commercial Uses. Two areas in the central area of Long Beach formally designated for industrial development offer unique opportunities to be reinvented as commercial designations: properties between Cherry Avenue and the Union Pacific Railroad.

5. Transit-Oriented Development. To maximize the Metro Blue Line regional light rail service and build on future transit services, the City is allowing greater mixed-use development capacity around transit stations. The Transit-Oriented Development PlaceType allows for an increase in residential density and commercial intensity around each Blue Line station. This PlaceType may be expanded to serve future transit systems. The approach aims to increase the concentration of residents—as well as create a more pedestrian-friendly environment—around each station to augment ridership and provide a viable transportation alternative to the automobile. Design and regulation guidance outlined in both the Land Use and Urban Design elements promotes the type of housing, commercial and office development that will best complement connectivity and access to transit stations.

6. Continue Downtown Development. Historically, Long Beach has struggled to maintain the Downtown's



competitive advantage in the face of increased suburban retail and commercial competition. Fortunately, Downtown Long Beach has developed a strong foundation composed of business, tourism, commercial, entertainment, residential and civic uses, while still being able to serve surrounding neighborhoods. The City will continue to pay close attention to maintaining a strong urban core attractive to residents, businesses and tourists.

Recognizing the importance of the Downtown, this Land Use Plan establishes the Downtown PlaceType designation to support the principles and concepts of the Downtown Plan. The Downtown Plan continues to accommodate high-quality residential, entertainment and commercial development that is well integrated with the Downtown's urban design, waterfront and transit facilities.

7. Promote Appropriate Infill Development. This Land Use Plan promotes appropriate infill development, particularly along corridors and centers that have established transit facilities. Long Beach will encourage development of vacant or underutilized land located in built-up areas. New infill development should be carefully planned to minimize impacts and to complement surrounding development. Appropriate infrastructure and supporting services must be adequate or in place to serve new infill development without sacrificing services to the existing population.

The Multi-Family, Neighborhood-Serving Center and Transit-Oriented Development PlaceTypes provide opportunities for infill development in strategic areas, with policies aimed at protecting established low-density neighborhoods. The Mobility Element promotes improved transit services where it will complement infill development. A key objective is to provide the best transit service in several areas that stand out as having real potential for improvements:

» **Cherry Avenue Corridor.** The segment of Cherry Avenue from Anaheim Street to Pacific Coast Highway offers a unique opportunity to improve public transit access to three major transit routes while also accommodating infill development. Infill is envisioned to include appropriate Multi-Family housing, as well as commercial development over the long term.

» **Redondo Avenue Corridor.** This corridor is also

identified as appropriate for infill development. This important north-south connector has long suffered from inconsistent development patterns that undermine its critical transit function. Properties fronting the corridor have insufficient parcel depth to allow appropriate infill to occur. Thus, the Land Use Plan extends the Transit-Oriented Development PlaceType one block deep to accommodate appropriate infill development, while providing protective transition measures to adjoining low-density neighbors.

» **Pacific Coast Highway Corridor.** Pacific Coast Highway around the Traffic Circle and further west between Cherry Avenue and Atlantic Avenue provides opportunities for multi-family housing. Over time, the physical environment will transition to integrate walking, biking and transit facilities connected to the California State University, Long Beach campus and the Veterans Administration Medical Center facility.

8. Revitalize the Belmont Pier Complex and Alamitos Bay Landing. The Waterfront PlaceType addresses Long Beach's coastal presence. The Downtown waterfront has been revitalized with a new harbor, pedestrian boardwalk, aquarium, restaurants, mid- and high-rise residential buildings and new entertainment venues. Attention should now focus on waterfront areas in the southeastern portion of the City, including:

» **Belmont Pier Complex.** The Belmont Pier Complex needs a major refurbishment and re-evaluation of how its public areas and facilities should function. Efforts will focus on establishing a more attractive, accessible and pedestrian-friendly environment while creating synergy and connectivity with the surrounding residential neighbors. Additional focus will include improving the environment and coastal access while increasing recreational and visitor-serving amenities.

» **Alamitos Bay Landing.** The Alamitos Bay Landing area, located at the terminus of Marina Drive along the San Gabriel River and Alamitos Bay, has gone decades without major reinvestment. The shopping center and restaurants are outdated and not well integrated with the Alamitos Bay setting. Envisioned improvements include new parking facilities, more buildings, public spaces, viewing areas and seating along the waterfront, pedestrian and bicycle paths and waterfront-friendly



landscaping. Increasing coastal access, recreation and visitor-serving uses would help make Alamitos Bay Landing a much more enjoyable and successful place.

STRATEGY No. 7: Implement the major areas of change identified in this Land Use Plan (Map LU-20).

- » **LU Policy 7-1:** Continue to accommodate regional-serving facilities, new growth and infrastructure expansion through the development and update of master plans.
- » **LU Policy 7-2:** Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.
- » **LU Policy 7-3:** Allow heavy industry uses, as well as oil and gas facilities, to transition to green industry where feasible and desired.
- » **LU Policy 7-4:** Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.
- » **LU Policy 7-5:** Provide incentives for outdated and underperforming industrial areas to transition to commercial uses consistent with the PlaceTypes Map.
- » **LU Policy 7-6:** Promote transit-oriented development around passenger rail stations and along major transit corridors.
- » **LU Policy 7-7:** Continue to develop the Downtown into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.
- » **LU Policy 7-8:** Ensure infill development is compatible with surrounding established and planned uses.
- » **LU Policy 7-9:** Focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors.

» **LU Policy 7-10:** Maintain consistency between the Land Use Element PlaceTypes and the updated Zoning Districts.

» **LU Policy 7-11:** Support infill and transit-oriented development projects by utilizing available tools, such as public-private partnerships and assistance with land assembly and consolidation.

» **LU Policy 7-12:** Develop and implement a plan for SEASP that establishes the area as an important gateway and builds on residential neighborhoods that are complemented by businesses and commercial services, protects wetlands and local coastal habitat and creates attractive streetscapes with buildings designed at appropriate scale and form.

STRATEGY No 8: Enhance and improve the waterfront areas.

» **LU Policy 8-1:** Work with the community to reinvigorate the area around the Belmont Pool complex, Belmont Veterans Memorial Pier and vicinity. Provide new connectivity to adjoining neighborhoods and increase visitor-serving amenities.

» **LU Policy 8-2:** Improve Alamitos Bay Landing to create a more enjoyable and successful place with additional coastal access, recreation and visitor-serving uses and design improvements to create a more pedestrian-friendly and attractive area.

» **LU Policy 8-3:** Minimize potential land use conflicts when changing waterfront areas so as not compromise military readiness.

Goal No. 4: Support Neighborhood Preservation and Enhancement

Long Beach is fundamentally a city of neighborhoods. This Land Use Plan provides the framework for protecting and enhancing low-density residential neighborhoods. These neighborhoods will be diverse, safe, healthy and sustainable places, with a mix of residential building types and connected streets that facilitate walking, biking and transit. From our historic and founding neighborhoods to more contemporary ones, Long Beach endeavors to preserve and enhance our neighborhoods for generations to come.



The City will strive to provide amenities and enhance facilities to support the single-family Neighborhoods and Multi-Family-Low and Moderate PlaceTypes. Proposed improvements include establishing commercial and retail uses on the periphery of neighborhoods or in commercial hubs to better serve residents, integrating public facilities and open spaces into neighborhoods, providing convenient transit connections and walkable environments, and incorporating a variety of design enhancements and sustainable practices. The City will employ a range of land use compatibility strategies to ease transitions between new development and established lower-density residential buildings.

STRATEGY No. 9: Protect and enhance established neighborhoods.

- » **LU Policy 9-1:** Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.
- » **LU Policy 9-2:** Enhance and improve neighborhoods through maintenance strategies and code enforcement.

STRATEGY No. 10: Create complete neighborhoods with identifiable centers and a full range of supporting neighborhood-serving uses to meet the daily needs of residents.

- » **LU Policy 10-1:** Ensure neighborhoods contain a variety of functional attributes that contribute to residents' day-to-day living, including schools, parks and commercial and public spaces.
- » **LU Policy 10-2:** Complete neighborhoods by allowing low-intensity commercial uses to locate along neighborhood edges, in transition areas and at key intersections.
- » **LU Policy 10-3:** Plan for and accommodate neighborhood-serving goods and services, learning facilities, public amenities and transit stops within walking distance of most residences.
- » **LU Policy 10-4:** Enhance neighborhoods and connect housing to commercial uses to provide residents with

an active choice to walk or bike within their local neighborhoods.

- » **LU Policy 10-5:** Broaden retail, entertainment and restaurant business opportunities, as appropriate, to meet the needs of the college community, including students, faculty, administration and visitors.
- » **LU Policy 10-6:** Consider the needs of teens and youth in developing future retail, dining and entertainment venues throughout the City.
- » **LU Policy 10-7:** Utilize development incentives to attract full-service grocery stores to all communities and encourage stores to sell fresh, healthy foods in underserved areas.
- » **LU Policy 10-8:** Incentivize the inclusion of public amenities, community facilities, full-service grocery stores, child care and accessible open space areas in large mixed-use projects.

STRATEGY No. 11: Create healthy and sustainable neighborhoods.

- » **LU Policy 11-1:** Require that land use plans, policies and regulations promote health and wellness and reduce barriers to healthy living.
- » **LU Policy 11-2:** Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues.
- » **LU Policy 11-3:** Support land use and policy decisions that promote local urban agriculture, community gardens and local food production throughout the city.
- » **LU Policy 11-4:** Reduce disproportionate concentrations of unhealthy food sources within neighborhoods, especially near schools and sensitive uses.
- » **LU Policy 11-5:** Ensure neighborhoods are accessible to open spaces, parks, trails and recreational programs that encourage physical activity and walkability.
- » **LU Policy 11-6:** Achieve health equity, eliminate disparities and improve the health of residents throughout the City.



- » LU Policy 11-7: Diminish the impact of drive-through facilities on the pedestrian environment.

Goal No. 5: Diversify Housing Opportunities

Long Beach will offer an increasingly diverse housing stock. Policies and practices will continue to promote and expand affordable housing options by accommodating a range of housing types and by providing opportunity for an increased supply of housing through focused density throughout the City. Policies provide for an equitable distribution of housing types for all income groups throughout the City, thus avoiding concentrations of below-market-rate housing in underserved and low-income neighborhoods.

The City's innovative Downtown Plan and PlaceTypes designations will facilitate the redevelopment of underutilized properties to create vibrant, walkable neighborhoods, centers and corridors, as well as preserve and enhance established and stable neighborhoods. New housing along corridors in or near activity centers is an integral part of the vision for Long Beach. A balance of housing opportunities for both affordable and market-rate housing is essential to meet this goal.

The Multi-Family, Neighborhood Center, Transit-Oriented Development, Neo-Industrial, Downtown and Waterfront PlaceTypes all allow a range of housing types at varying densities, including single-family homes, duplexes, triplexes, garden apartments, condominiums, mixed use, live/work lofts and mid- and high-rise residential towers.

The following strategies and policies address the City's housing needs related to land use and complement strategies in the City's Housing Element.

STRATEGY No. 12: Diversify Long Beach's housing stock.

- » LU Policy 12-1: 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.
- » LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.

- » LU Policy 12-3: Encourage universal design of housing products and environments, making them usable by a wide range of people with different physical and mental abilities.

- » LU Policy 12-4: 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 that provides a range of housing types and options that meets the needs of Long Beach residents.
- » LU Policy 12-5: Encourage major employers and higher education centers to participate in and contribute to planned housing development activities near their facilities.
- » LU Policy 12-6: Establish clear rules and locations for special housing types, such as congregate care, assisted living, senior housing, student housing, housing for temporary workers and housing with supportive services.
- » LU Policy 12-7: Work with students, faculty and alumni from California State University, Long Beach and other higher educational institutions to encourage the development of housing to meet student housing needs and housing needs of recent graduates.

STRATEGY No. 13: Facilitate housing type distribution.

- » LU Policy 13-1: Promote an equitable distribution of housing types for all income and various cultural groups throughout the City; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods.
- » LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.
- » LU Policy 13-3: Provide more opportunities for college student housing in the east Traffic Circle neighborhood.



Goal No. 6: Ensure a Fair and Equitable Land Use Plan

Recognizing Long Beach's large and incredibly diverse population, this Land Use Plan promotes the fair and equitable distribution of land resources for employment, housing, education, recreation, mobility, commercial goods and public services for all residents, regardless of their ethnic or economic status. The Plan introduces policies aimed at protecting neighborhood health by promoting environmental, social and economic justice. Providing transparent planning processes with robust community participation also contributes to fair and equitable decision making.

STRATEGY No. 14: Promote the equitable distribution of services, amenities and investments throughout the City.

- » **LU Policy 14-1:** Remedy existing deficiencies in blighted and underserved neighborhoods by providing public facilities, amenities, improvements and services equitably throughout the City.
- » **LU Policy 14-2:** Promote land use policies and economic development strategies that embraces the diverse population of Long Beach.
- » **LU Policy 14-3:** Avoid concentrating undesirable uses, service facilities and infrastructure projects in any manner that results in an inequitable environmental burden on low-income or minority neighborhoods.
- » **LU Policy 14-4:** Establish livable communities across all neighborhoods that encourage walking, bicycling, using public transit and exercising outdoors, and that provide for economic and social opportunities for all community members.
- » **LU Policy 14-5:** Work to comprehensively improve residential neighborhoods with improvements that promote health and prosperity.
- » **LU Policy 14-6:** Promote universal design in public and private development to ensure accessibility for people of all abilities.
- » **LU Policy 14-7:** Directly address Environmental Justice through programs and investments that

reduce compound health risks within disadvantaged communities. Evaluate new land uses in a manner that is conscious of the cumulative impacts of pollutants and history of pollutant burden and public under investment in disadvantaged communities.

- » **LU Policy 14-8:** Prioritize investments in disadvantaged communities that increase access to and availability of healthy food choices. Recognize the role of food deserts and unhealthy food in community health, and seek to restore balance and a variety of food choices, including full-service grocers, markets and farmers markets across all communities.

STRATEGY No. 15: Foster community outreach and engagement in planning City projects and programs.

- » **LU Policy 15-1:** Inform and involve residents and facilitate neighborhood participation in implementing development and infrastructure projects and other planning programs or tasks.
- » **LU Policy 15-2:** Foster an environment of trust, fairness and equality that supports individuals of diverse ethnic, cultural, religious and socio-economic backgrounds in planning City projects and programs.
- » **LU Policy 15-3:** Consult with California Native American tribes early in the planning process to ensure their concerns are appropriately reflected in planning initiatives and projects.
- » **LU Policy 15-4:** Work with the Native American community to identify ways of incorporating, appreciating and highlighting Native American history and culture in public art, museums, events and where applicable, development projects.

STRATEGY No. 16: Prevent and reduce disproportionate environmental burdens affecting low-income and minority populations.

- » **LU Policy 16-1:** Identify areas and populations of the City that are exposed to unsafe levels of environmental pollutants.
- » **LU Policy 16-2:** Improve the environmental conditions of low-income and minority populations experiencing



disproportionate environmental burdens by improving the physical conditions, safety, health, livability and prosperity of their neighborhoods.

- » **LU Policy 16-3:** Develop public health equity and environmental protection programs that promote equity and that provide for the fair treatment of all Long Beach residents regardless of gender, sexual orientation, race, age, culture, religious beliefs, income and geographic location.
- » **LU Policy 16-4:** Continue to work with the State, the Ports of Long Beach and Los Angeles, and other agencies and organizations to improve air quality around the ports and reduce vessel, truck, rail and other equipment emissions from port operations.
- » **LU Policy 16-5:** Continue to be an advocate for neighborhoods adversely affected by operations at the ports, Harbor Area refineries, industrial uses, regional-serving facilities and large transportation projects to ensure a healthy environment, including quality affordable housing and community revitalization, while minimizing displacement of residents.
- » **LU Policy 16-6:** Work with regional agencies, residents and businesses to preserve established homes, businesses and open spaces. Limit the exposure of residents and employees to toxic pollutants and vehicle noise. Minimize traffic issues impacting residential neighborhoods resulting from freeway expansion and other similar large-scale projects.
- » **LU Policy 16-7:** Address Environmental Justice through public infrastructure investments in disadvantaged communities. These investments should address compound and unique health risks by reducing and limiting air pollutant exposure, providing health care infrastructure, using clean and renewable energy where available and improving active living and transportation options, as well as access to safe recreation, food and housing options.
- » **LU Policy 16-8:** Require an acoustical analysis prior to project approval for projects subject to CEQA review, for all noise sensitive projects located in an area with noise levels greater than 60 dBA CNEL. All new residential land uses shall be designed to maintain a standard of 45 dBA

CNEL or less in building interiors, consistent with the General Plan. Noise reduction measures to achieve this noise level could include, but are not limited to, forced air ventilation so that windows can remain closed and/or upgraded wall and window assemblies.

- » **LU Policy 16-9:** The Los Angeles County Metropolitan Transportation Authority (Metro) shall be notified of any planned development or construction activities on properties that are within 100 feet of Metro right-of-way (ROW). Metro must be provided the opportunity early in the development process to review plans and comment, if necessary, to ensure that the project does not impact the safe operation of Metro transit service and/or compromise Metro infrastructure. As the project design advances, Metro may review construction drawings and work plans for potential impacts to the Metro system and to ensure safe operation of cranes, overhead loads, excavation, drainage, worker safety, and other construction activities. Projects immediately adjacent to Metro ROW may be required to include a setback from the Metro property line and to accommodate construction and maintenance activities on private property. Developers should not assume that Metro will grant a right-of-entry permit for construction or maintenance activities on Metro property. For this reason, Metro recommends a minimum five (5) foot setback from the adjacent Metro property line. At the City's discretion and Metro's request, a noise easement may be required to deed Metro the right to cause in said easement noise, vibrations and other effects that may be caused by the operation of transit vehicles.
- » **LU Policy 16-10:** Locate schools and other sensitive receptors at least 500 feet away from freeways when feasible.
- » **LU Policy 16-11:** Work with residents to seek out proactive, forward-looking strategies not only to clean up but also protect neighborhoods already overburdened by adverse environmental conditions.
- » **LU Policy 16-12:** Identify planning and policy solutions to address problem motels throughout the City, particularly over-concentrated with motels and along human trafficking corridors.

- » **LU Policy 16-13:** Locate sensitive land uses (e.g., residences, schools, and daycare centers) to avoid incompatibilities with recommended buffer distances identified in the most current version of the CARB Air Quality and Land Use Handbook: A Community Health Perspective (CARB Handbook). Sensitive land uses that are within the recommended buffer distances listed in the CARB Handbook shall provide enhanced filtration units or submit a Health Risk Assessment (HRA) to the City. If the HRA shows that the project would exceed the applicable thresholds, mitigation measures capable of reducing potential impacts to an acceptable level must be identified and approved by the City.
- » **LU Policy 16-14:** When residential or other sensitive land uses are proposed within proximity to freeways or the Port, use the discretionary review process to impose site plan and design features aimed at minimizing exposure to environmental pollution. For example, locate balconies, outdoor amenity spaces, and when possible occupied portions of buildings as far from the pollution source as a particular site will allow, and require the planting of vegetation and landscape buffering as appropriate.
- » **LU Policy 16-15:** Encourage the design of warehouse and distribution center check-in points that minimize queuing outside of the facility. The design shall also locate truck traffic within the site away from the property line(s) closest to its residential or sensitive receptor neighbors.
- » **LU Policy 16-16:** Ensure that land uses and building heights at the Long Beach Airport and on surrounding properties are compatible with airport operations and are in compliance with all applicable federal, state and local regulations, including but not limited to FAA regulations, the Los Angeles County Airport Land Use Plan (ALUP), restrictions of Runway Protection Zones (RPZs), and all requirements contained in Title 16 of the Long Beach Municipal Code.

Goal No. 7: Provide Reliable Public Facilities and Infrastructure to Encourage Investment

Long Beach's infrastructure and public facilities will be functional and economically sustainable. Infrastructure will be expanded and maintained to serve new development; established neighborhoods, commercial and industrial areas; and regional-serving facilities at a high level of service. Priority for improvements will be given to remedy neighborhoods with existing deficiencies. Strategic investments will be made to infrastructure systems communication networks in all facets of City government to incorporate innovative technology aimed at creating a smarter city.

STRATEGY No. 17: Improve public infrastructure to serve new development, established neighborhoods, commercial centers, industry and regional-serving facilities.

- » **LU Policy 17-1:** Coordinate land use development and infrastructure investment.
- » **LU Policy 17-2:** Maintain adequate and sustainable infrastructure systems to protect the health and safety of all Long Beach residents, businesses, institutions and regional-serving facilities.
- » **LU Policy 17-3:** Prioritize improvements in underserved neighborhoods to remedy deficiencies in infrastructure, public facilities and services.
- » **LU Policy 17-4:** Continue to make improvements that advance technology and innovation to enhance City services, promote greater civic engagement and improve efficiencies.
- » **LU Policy 17-5:** Serve a wide range of community needs by providing increased access to community uses at schools (i.e., health clinics, counseling centers, recreational and other social services) outside of school hours, starting in neighborhoods with lack of sufficient public facilities, infrastructure and services.



Goal No. 8: Increase Access to, Amount of and Distribution of Green and Open Space

Long Beach will create additional urban open spaces, quality greenscapes, clean beaches and water bodies, and natural preserves and parklands. The City will expand access to quality natural and recreational lands. Focused efforts will transform the Los Angeles and San Gabriel Rivers to healthier, multi-functional open spaces that are accessible to adjoining neighborhoods. The City will transform underutilized and marginalized open spaces, including designating off-shore oil islands for conversion to future recreational open spaces. Increased urban green space recreation areas, together with interconnected wildlife habitat and open space areas, will be needed to successfully balance population growth within a sustainable urban environment. This Land Use Element will complement the Open Space and Recreation Element.

Long Beach residents have made it clear that they want to see more quality open spaces within neighborhoods, especially in the north, west and central areas. Programming of these neighborhood open spaces should not be limited to active recreation, but should also include natural open space areas and wildlife habitats. Progress has been made in acquiring and improving significant open space acreage for parks and wetlands along the Los Angeles River. Likewise, a conservancy organization is acquiring the degraded (but restorable) Los Cerritos Wetlands at the mouth of the San Gabriel River for purposes of protection and restoration. The recent emergence of new mini parks, community gardens and dog parks has greatly increased access to open space for many in the community.

The Open Space and Recreation Element includes an ambitious goal of providing eight acres of open space for each 1,000 residents. The Land Use Element supports this goal, and the Open Space PlaceType delineates areas where such new open space might be created.

STRATEGY No. 18: Increase open space in urban areas.

- » **LU Policy 18-1:** Require that new development creatively and effectively integrates private open spaces into project design, both as green spaces and landscaped courtyards.

- » **LU Policy 18-2:** Enhance street corridors and spaces between buildings by incorporating small green areas, native and drought-tolerant landscaping and street trees.
- » **LU Policy 18-3:** 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.
- » **LU Policy 18-4:** Increase the number of trees, first prioritizing areas identified as tree deficient, to provide the maximum benefits of improved air quality, increased carbon dioxide sequestration, reduced stormwater runoff and mitigated urban heat island effect.
- » **LU Policy 18-5:** Enhance access to safe open space and recreation facilities for all residents.
- » **LU Policy 18-6:** 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.
- » **LU Policy 18-7:** Prioritize the location of new parks in underserved or low-income communities with the lowest ratio of park space per thousand residents.
- » **LU Policy 18-8:** Pursue resources to clean up land that could safely be used for public recreation.
- » **LU Policy 18-9:** 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.
- » **LU Policy 18-10:** Prioritize vacant and underutilized land for the development of new green space, including parks, community gardens and local urban farms in park-poor communities.
- » **LU Policy 18-11:** 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 community gardens in appropriate locations.



STRATEGY No. 19: Provide a variety of park facilities, marinas, beaches and water bodies that meet the diverse needs and interests of the community.

- » **LU Policy 19-1:** Develop and maintain a high-quality network of natural and urban parks and open spaces that meet the needs of families, young adults, seniors, children and disabled individuals.
- » **LU Policy 19-2:** Explore opportunities to create mini-parks and parklets within urbanized and growth areas of the City.
- » **LU Policy 19-3:** Provide a balanced level of parks and recreational facilities to all areas of the City.

Goal No. 9: Preserve, Protect, Restore and Reconnect with Natural Resources

Long Beach will work to reconnect with nature's systems and natural processes to become a more sustainable, healthy and eco-friendly community. Using clean energy, best management practices, cutting-edge technologies and a willingness to learn from nature, the Long Beach community will become a regional trendsetter in environmental stewardship. The City is committed to preserving and restoring damaged and degraded water bodies, natural areas and wildlife habitats for present and future generations to learn from and enjoy.

Long Beach values its open space and natural habitat areas. Extensive open spaces provide rich aquatic and animal habitat, accommodating a diversity of wildlife, including birds, mammals, insects, fish and other marine animals. Long Beach will continue efforts to preserve expansive areas of this fragile ecosystem.

STRATEGY No. 20: Preserve, restore and protect water bodies, natural areas and wildlife habitats.

- » **LU Policy 20-1:** Identify, acquire, protect and manage open spaces, sensitive biological resources, native habitat and vegetative communities, including wetlands and uplands, to support wildlife species and wildlife linkages and to add ecological value and climate resiliency to the entire open space system.
- » **LU Policy 20-2:** Protect and preserve the marine ecosystem functions and biological marine resources.

- » **LU Policy 20-3:** Restore damaged and degraded water bodies, natural areas and wildlife habitats for present and future generations to study and enjoy.
- » **LU Policy 20-4:** Preserve and restore Long Beach's remaining wetlands, lagoons and other natural marine areas to improve water quality, re-establish native riparian plant and wildlife habitat, reconnect tidal flow and store carbon.
- » **LU Policy 20-5:** Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean.
- » **LU Policy 20-6:** Transition off-shore oil islands to natural resource and recreational areas.
- » **LU Policy 20-7:** Identify and establish wildlife movement corridors between urban open spaces, wetlands and the San Gabriel and Los Angeles Rivers.
- » **LU Policy 20-8:** Manage and restore land to increase carbon storage and minimize greenhouse gas emissions in a sustainable manner by increasing the City's carbon sinks over time.
- » **LU Policy 20-9:** Recycle or beneficially reuse a majority and growing proportion of the City's wastewater supply.
- » **LU Policy 20-10:** Seek to supply a majority and growing proportion of the City's water for both domestic and non-potable demand through use of reclaimed and recharged groundwater sources by 2030.
- » **LU Policy 20-11:** Coordinate with other agencies to reduce stormwater runoff by capturing runoff for groundwater recharge, irrigation and recycling purposes.
- » **LU Policy 20-12:** Ensure minimization of potential development impacts in accordance with policies for protection of natural resources in the Natural Resource Protection Policies section in the Appendix.



STRATEGY No. 21: Reconnect with nature's systems and natural processes.

- » **LU Policy 21-1:** Transition the Los Angeles and San Gabriel Rivers to more attractive, multi-functional, healthier environments that are easily accessible for passive recreation.
- » **LU Policy 21-2:** Study the reconfiguration of the Long Beach Breakwater in San Pedro Bay to improve and restore ecosystems and natural ocean processes.
- » **LU Policy 21-3:** Continue to explore opportunities to provide leadership in intergovernmental coordination of environmental stewardship and protection of nature's systems and natural processes.
- » **LU Policy 21-4:** Promote learning programs and training activities that educate and inform about the natural environment.
- » **LU Policy 21-5:** Encourage the creation and expansion of nature centers, interpretive displays and wildlife habitats along the Los Angeles and San Gabriel Rivers.
- » **LU Policy 21-6:** Promote green infrastructure systems to preserve natural resources and to clean and filter out toxins from water bodies.
- » **LU Policy 21-7:** Support opportunities for eco-tourism to celebrate and showcase natural assets such as the Los Cerritos Wetlands, the Los Angeles River, the Dominguez Gap Wetlands and the beachfront, while creating a stronger tourism draw for the City.



Implementation

Identifying Working Solutions

5

"When it is obvious that the goals cannot be reached, don't adjust the goals, adjust the action steps."

Confucius

Chinese teacher, editor, politician and philosopher





Implementation

Identifying Working Solutions

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IMPLEMENTATION OVERVIEW

Realizing our vision for Long Beach, at both citywide and neighborhood-specific levels, is accomplished through a series of implementation measures and strategies. These measures and strategies translate the overall direction set forth in the Land Use Element from general terms to specific actions. As such, the Implementation Plan outlined in this chapter will guide City officials, commissions and committees, staff and the public in the overall effort to put into practice the Land Use Element goals, strategies and policies.

This chapter consists of two sections: 1) Citywide Implementation Strategies (Table LU-4), and 2) Neighborhood Strategies. The citywide measures address topics that apply to the City as a whole, while the neighborhood strategies are tailored to specific community and neighborhood areas. Neighborhood strategies involve both preservation and change within centers and along corridors, particularly with regard to access, mobility and open space.

Table LU-4 identifies the Land Use Element implementation measures. The table also identifies responsible departments, related policies from Chapter 4 (Land Use Plan) and the time frame to complete the implementation strategies.

- » **Responsible Department(s).** The lead City department which has primary responsibility for completion of a program will be listed. If additional departments or external agencies are involved in a critical or substantial supporting role, they are also listed.
- » **Related Policies.** The Citywide Implementation Strategies are correlated with one or more Citywide Goals, Strategies and Policies. Each Citywide Implementation Strategy is presented with a timeframe to guide the implementation of the Land Use Element.
- » **Time Frame.** A timeframe for existing and proposed (new) strategies and programs will be identified. Many strategies operate on an ongoing basis and are indicated as such. The timelines presented are only an estimate and may not occur as indicated due to unforeseen event, changes in funding, real estate market conditions or City operations.

Key to Time Frames:

- » Short-term = 0-5 years
- » Mid-term = 5-10 years
- » Long-term = 10-20 years
- » Ongoing = May require short-, mid-, and long-term actions



CITYWIDE IMPLEMENTATION STRATEGIES

Table LU-4: Citywide Implementation Strategies

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Sustainable Development Patterns and Building Practices					
LU- M-1	Update the Zoning Regulations and Zoning Districts Map to include new zoning districts and development standards that are consistent with the PlaceTypes, goals, strategies and policies outlined in this Land Use Element. Responsible Department: Development Services Related Policies: LU Policy 7-10	●			
LU- M-2	Update the Zoning Regulations to include urban form standards that address the interface with street frontage, appropriate massing and compatibility standards based on context and location. Ensure the regulations allow a mix of uses and accommodate transit, walking and biking facilities. Responsible Department: Development Services Related Policies: LU Policy 7-5, 7-6, 7-7, 7-8, 7-10, 7-11, 14-3	●			
LU- M-3	Consider including development incentives in the Zoning Regulations that allow greater development flexibility if projects include affordable housing; creative open space; cultural amenities; historic preservation or green building elements beyond those required; renewable energy components; and transit, pedestrian and bicycle amenities. Responsible Department: Development Services Related Policies: LU Policy 1-3, 4-2, 7-5, 7-10, 7-11, 12-1, 13-1	●			
LU- M-4	Reinvent commercial corridors by creating compact, mixed-use land use patterns and making streets safer for pedestrians, bicyclists and transit users. Responsible Department: Development Services Related Policies: LU Policy 1-7, 5-2, 5-3, 5-4, 5-5, 7-7, 7-9, 10-3, 11-1, 14-3				●
LU- M-5	Work with Long Beach Transit and other transit agencies to link employment and education centers with mass transit and bicycle systems. Responsible Department: Development Services Supporting Department: Long Beach Transit Related Policies: LU Policy 5-2, 5-3, 5-4, 5-5, 10-1, 10-5, 13-1, 16-1, 16-2, 16-3				●
LU- M-6	Continue to implement the Downtown Plan to promote the development of a compact downtown core. Responsible Department: Development Services Related Policies: LU Policy 7-7				●
LU- M-7	Continue to create and update master plans for large employment and higher education centers, including the Port of Long Beach Master Plan, Golden Shore Master Plan, California State University at Long Beach Campus Master Plan, Long Beach City College 2020 Unified Master Plan and the Long Beach Memorial Medical Center 2005 Master Plan of Land Uses. Responsible Department: Development Services Supporting Department: Harbor Department Related Policies: LU Policy 6-1, 7-1				●
LU- M-8	Require that all new City building projects and major renovations achieve at least LEED silver certification. Responsible Department: Development Services Related Policies: LU Policy 1-3, 1-4				●

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-9	Require that all new City leases and tenant improvements follow LEED standards. Require energy efficiency standards to be part of all City lease/rental agreements. Responsible Department: City Manager (Sustainability) Supporting Department: Financial Management Related Policies: LU Policy 1-3, 1-4				●
LU- M-10	Continue to utilize solar power within public buildings and on public sites, and continue to study means by which solar power can be incorporated into all aspects of municipal services. Responsible Department: City Manager (Sustainability) Related Policies: LU Policy 1-3, 2-1				●
LU- M-11	Continue to implement the Sustainability Action Plan. Introduce new goals and action measures that promote sustainability, including items related to land use and mobility planning, increasing walking and biking, increasing energy efficiency, reducing greenhouse gases and promoting renewable energy. Responsible Department: City Manager (Sustainability) Related Policies: LU Policy 1-1, 1-3, 1-4, 2-1				●
LU- M-12	Create innovative renewable energy partnerships and demonstration projects. Responsible Department: City Manager (Sustainability) Related Policies: LU Policy 2-1	●			
Economic Development and Job Growth					
LU- M-13	Invest in infrastructure systems and community services that support a wide range of industries, including high technology, telecommunications, aerospace, green technology, renewable energy, healthcare, higher education, manufacturing, port and shipping, professional services, restaurants/entertainment and the film industry. Responsible Department: Economic Development Supporting Department: Public Works Related Policies: LU Policy 3-1				●
LU- M-14	Continue to provide and improve services and programs to assist new businesses and developers in navigating the City's permitting and development process. Responsible Department: Development Services Supporting Department: Economic Development Related Policies: LU Policy 3-1				●
LU- M-15	Streamline permitting process to help local businesses establish and grow. Responsible Department: Development Services Related Policies: LU Policy 3-1, 3-4, and 3-5				●
LU- M-16	Continue to use the City's Economic Development Team as a resource for finance, real estate, business incentives, technology, international trade and workforce development, as well as a service that provides businesses with the data and technical assistance needed to make informed decisions. Responsible Department: Economic Development Related Policies: LU Policy 3-1				●
LU- M-17	Continue to implement the City of Long Beach Economic Development Implementation Plan that includes objectives to increase the number of businesses, employment, sales tax revenue and retail and business services for residents and neighborhoods, while diversifying the portfolio of Long Beach jobs offering opportunities for both college and non-college educated workers. Work with the Economic Development Commission to support the Economic Development Blueprint. Responsible Department: Economic & Property Development Supporting Department: Development Services Related Policies: LU Policy 3-7, 6-7				●



No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-18	Continue to offer business loan programs for new start-up businesses. Offer incentives through programs such as the Retail Sales Tax Rebate, Foreign Trade Zone and the Historically Underutilized Business (HUB) Zone. Responsible Department: Economic Development Related Policies: LU Policy 3-1				●
LU- M-19	Continue to support and market the “shop local” campaign designed to encourage residents to spend locally. Responsible Department: Economic Development Related Policies: LU Policy 3-1				●
LU-M-20	Work with higher educational institutions on ways to attract identified employment sectors of emerging interest to students. Responsible Department: Economic & Property Development Department Supporting Department: Department of Development Services Related Policies: LU Policy 3-1				●
LU-M-21	Prioritize technology modernization initiatives and identify funding sources to pay for modernization improvements consistent with the City’s Capital Improvement Program. Responsible Department: Economic Development Related Policies: LU Policy 7-6				●
LU-M-22	Collaborate with local tourist attractions and cultural organizations, such as the Ranchos los Cerritos, Ranchos los Alamitos, Aquarium of the Pacific, local art museums and attractions hosted by California State University Long Beach to determine ways in which the City can support these institutions to reach a broader audience and attract visitors from outside the City’s current constituent base. Responsible Department: Economic Development Supporting Department: Development Services Related Policies: LU Policy 6-14				●
LU- M-23	Encourage neighborhood and business groups to sponsor or participate in local community events that draw residents and foster community involvement. Responsible Department: Development Services Supporting Department: Economic Development Related Policies: LU Policy 14-1, 14-2				●
Growth and Change					
LU- M-24	Implement major change areas identified in the Land Use Plan and Map LU-20. Responsible Department: Development Services Related Policies: LU Policy 7-10				●
LU- M-25	Amend the Zoning Regulations to include flexible standards targeted for infill development. These standards should address compatibility, appropriate and flexible parking requirements, public improvements, traffic levels of service, transit access, bicycle and multi modal facilities and off-site improvements (including alleys, roadways and sidewalks). Responsible Department: Development Services Related Policies: LU Policy 1-1, 3-1, 6-6, 6-10	●			
LU- M-26	Amend Title 21 of the Municipal Code to create new PlaceType districts that allow higher density development and new infill opportunities. Responsible Department: Development Services Related Policies: LU Policy 1-1, 1-2, 3-1, 7-6, 7-10	●			

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-27	<p>Conduct an infill opportunity study within target areas that allow greater residential and commercial intensities. Target areas include downtown, commercial corridors and around transit stations. The study should identify infill opportunity sites and create new financial and regulatory strategies to encourage the development of infill projects.</p> <p>Responsible Department: Development Services</p> <p>Related Policies: LU Policy 7-6, 7-9</p>	●			
LU- M-28	<p>Identify which recommendations of the Long Beach Boulevard Infill Analysis and Redevelopment Strategies merit funding.</p> <p>Responsible Department: Development Services</p> <p>Related Policies: LU Policy 7-9</p>	●			
LU- M-29	<p>Identify public-private partnership opportunities and prioritization for infill and transit-oriented development projects that support transit, housing affordability and the revitalization of neighborhoods.</p> <p>Responsible Department: Development Services</p> <p>Related Policies: LU Policy 1-2, 7-6</p>	●			
LU- M-30	<p>Identify strategies to assist in the assembly of land to enable projects that support transit and affordable housing.</p> <p>Responsible Department: Development Services</p> <p>Related Policies: LU Policy 7-6, 7-11</p>	●			
LU- M-31	<p>Through a community collaborative process, develop and implement a specific plan for the SEASP area that addresses the maintenance and development of major underutilized properties, incorporates sustainability strategies, increases access to the waterfront, and balances development impacts with the preservation and rehabilitation of the Los Cerritos Wetlands.</p> <p>Responsible Department: Development Services</p> <p>Related Policies: LU Policy 7-12</p>	●			
LU- M-32	<p>Develop and implement a comprehensive plan for the Belmont Pier Complex.</p> <p>Responsible Department: Development Services</p> <p>Supporting Department: Parks, Recreation & Marine</p> <p>Related Policies: LU Policy 7-1</p>		●		
LU- M-33	<p>Rehabilitate the property at Alamitos Bay Landing in a manner that balances new infill development with improved connections to the waterfront and provides more public amenities.</p> <p>Responsible Department: Development Services</p> <p>Supporting Department: Parks, Recreation & Marine</p> <p>Related Policies: LU Policy 7-2</p>			●	
LU- M-34	<p>Continue to implement the Downtown Plan.</p> <p>Responsible Department: Development Services</p> <p>Related Policies: LU Policy 7-7</p>				●
Neighborhood Preservation and Enhancement					
LU- M-35	<p>Amend Title 21 of the Municipal Code to include compatibility development standards and urban form strategies that protect low-density development from higher density/intensity developments. Measures may include stepping down building height, reducing building mass, decreasing the number of stories and window placement, among others.</p> <p>Responsible Department: Development Services</p> <p>Related Policies: LU Policy 7-8, 7-10, 9-1</p>	●			
LU- M-36	<p>Use the development review process to identify and remove impacts associated with new development projects on low-density residential uses.</p> <p>Responsible Department: Development Services</p> <p>Related Policies: LU Policy 6-8, 9-1</p>				●



No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-37	Implement the neighborhood strategies identified in this chapter, focusing on centers, corridors, access and mobility, open space and sustainability. Responsible Department: Development Services Related Policies: LU Policy 9-1, 9-2, 10-1, 10-2, 10-3, 10-4, 11-1, 11-2, 11-3, 11-4, 11-5				●
LU- M-38	Continue to operate the Neighborhood Services Bureau and Neighborhood Resource Center to provide programs and services designed to improve Long Beach neighborhoods. Responsible Department: Development Services Related Policies: LU Policy 9-2, 15-1, 15-2				●
LU- M-39	Continue to maintain and update the List of Neighborhood Groups to improve communications between the many Long Beach neighborhood organizations and City Hall. Use the list as a tool for organizations' networking, as well as for residents seeking involvement in their own neighborhoods. Responsible Department: Development Services Related Policies: LU Policy 9-2, 15-1, 15-2				●
LU- M-40	Adopt land use regulations and programs that encourage healthy food options in local neighborhoods. Initiatives could include establishing additional community gardens and farmers' markets, allowing edible estates and urban agriculture, and discouraging drive-through facilities. Responsible Department: Development Services Supporting Department: Health and Human Services Related Policies: LU Policy 11-1, 11-3, 11-4, 11-5	●			
LU- M-41	Evaluate the feasibility of imposing density boundaries for drive-through and/or free standing fast-food restaurants. This could be citywide, in neighborhoods with overconcentration of fast food, or around sensitive uses and schools. Responsible Departments: Health and Human Services, Development Services Related Policies: LU Policy 11-4, 11-6, 11-7, 14-3, 14-4, 14-5	●			
LU- M-42	Continue to implement health programs and plans, including, but not limited to the North Long Beach HEAL (Healthy Eating Active Living) Zone, Healthy Active Long Beach, Health Promotion and Wellness Program, Community Health Improvement Plan 2014-2020, Healthy Long Beach Plan 2014-2019 and similar programs and plans. Responsible Department: Health and Human Services Related Policies: LU Policy 11-3, 11-4, 11-5, 11-6				●
LU- M-43	Continue to implement the Historic Preservation Element. Responsible Department: Development Services Related Policies: LU Policy 9-1, 9-2				●
LU-M-44	Evaluate the feasibility of providing development incentives for desirable community uses such as full service grocery stores, community facilities, banks/credit unions, federally qualified health centers, child care etc. Development incentives could include reduced parking requirements, increased FAR, or FAR exemptions for specific community-serving uses. Responsible Department: Development Services Supporting Department: Health and Human Services Related Policies: LU Policy 10-7, 10-8	●			
Broad-based Housing Opportunities					
LU- M-45	Work with non-profit organizations to create workforce housing projects near large employment centers such as downtown, California State University at Long Beach, local hospitals and medical centers, Regional-Serving Facility PlaceTypes, and other places where residential development would be appropriate. Responsible Department: Development Services Related Policies: LU Policy 5-2, 12-1, 12-3, 12-7, 13-2, 13-3				●

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-46	Inventory vacant lots citywide. Responsible Department: Development Services Related Policies: LU Policy 18-10, 18-11, 19-2	●			
LU- M-47	Work with non-profit housing developers to create and develop affordable housing options. Responsible Department: Development Services, Health and Housing Services Related Policies: LU Policy 12-1, 13-1			●	
LU- M-48	Implement the Housing Element. Responsible Department: Development Services Related Policies: LU Policy 12-1, 12-4, 13-1		●		
Fair and Equitable Land Use Plan					
LU- M-49	Conduct neighborhood and community area assessments to better understand current businesses and services, public facilities and amenities. Determine neighborhoods' needs for services and facilities and develop strategies to address deficiencies. Responsible Department: Development Services Related Policies: LU Policy 14-1, 14-3, 15-1, 17-3		●		
LU- M-50	Develop an engagement process to actively involve residents, businesses, property owners and organizations within low-income and minority neighborhoods early in planning development processes involving projects that may result in disproportionately high and adverse human health or environmental burdens to these neighborhoods. Utilize multilingual outreach methods to allow residents whose primary language is not English to be involved in decision-making processes. Responsible Department: Development Services Related Policies: LU Policy 15-2, 16-7, 16-11				●
LU- M-51	Work with agencies and organizations to prepare environmental justice studies that evaluate and mitigate the adverse effects of new projects and operations that have the potential to result in disproportionately high and adverse human health or environmental effects on low-income and minority populations. Responsible Department: Development Services Related Policies: LU Policy 15-2, 16-6, 16-8, 16-9, 16-10				●
LU- M-52	Continue the community engagement process and outreach to surrounding neighborhoods, stakeholders and businesses to stimulate dialogue and more proactively address community concerns. Responsible Department: Development Services Related Policies: LU Policy 15-1, 15-2				●
LU- M-53	Continue to implement the Long Beach I-710 Community Livability Plan aimed at incorporating and prioritizing livability improvements in the I-710 freeway corridor neighborhoods. Responsible Department: Public Works Supporting Departments: Development Services; Harbor Department; Health and Human Services; Police Department and Parks, Recreation and Marine Related Policies: LU Policy 16-4				●
LU- M-54	Continue to implement the West Long Beach Livability Implementation Plan to improve the quality of life in West Long Beach and to bring to fruition the community's vision of a healthy, vibrant and livable neighborhood through land use planning and capital improvement projects. Responsible Department: Development Services Related Policies: LU Policy 16-2, 16-3				●
LU- M-55	Continue to develop and implement innovative programs aimed at reducing the air pollutants from port operations (e.g., San Pedro Bay Clean Air Action Plan, Clean Truck Programs, Main Engine Low-Sulfur Fuel Incentive Program and Shoreside Electricity). Responsible Department: Harbor Department Related Policies: LU Policy 10-6, 16-2, 16-3				●

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-56	Work with regional planning agencies, community-based organizations and industry representatives to design freight facilities near neighborhoods in ways that reduce exposure to goods movement activities and support health, environmental and economic objectives. Responsible Department: Harbor Department Related Policies: LU Policy 10-6, 16-2, 16-3			●	
LU-M-57	In order to build equity considerations into planning and decision making processes, work with the City of Long Beach's Office of Equity to ensure relevant Development Services staff are trained in equity principles and equity evaluation tools to develop, implement and evaluate community engagement processes, plans and proposals from an equity lens. Responsible Department: Development Services, Department of Health and Human Services Related Policies: LU Policy 10-6, 16-1				●
LU-M-58	Continue to develop the Nuisance Motels Pilot Program while exploring opportunities for longer-term strategies including a Nuisance Motel Ordinance, methods for limiting new motels in over-concentrated areas, and opportunities for amortization . Responsible Department: Development Services, Department of Health and Human Services Supporting Departments: City Manager's Office, Police Department, Department of Health & Human Services Related Policies: LU Policy 16-2, 16-10, 16-12				●
Green Industries and Jobs					
LU- M-59	Attract renewable energy and green technology manufacturing companies to establish a presence/ office in Long Beach. Facilitate the creation of jobs in the renewable/clean energy sector. Responsible Department: Economic Development Related Policies: LU Policy 2-1, 3-1, 3-5, 4-1, 4-2	●			
LU-M-60	Contact and consult with California Native American tribes prior to amending or adopting any general plan or specific plan, or designating land as open space, pursuant to Section 65352.3 of the California Government Code; establish consultation process with California Native American tribes early in the California Environmental Quality Act process pursuant to Public Resources Code Section 21080.3.1. Responsible Department: Development Services Related Policies: LU Policy 15-3, 15-4				●
LU- M-61	Work with the Joint Use Committee between the City of Long Beach and LBUSD, to identify opportunities for joint use agreements to provide recreation spaces and social and community services on school sites, outside of regular school hours. Responsible Departments: Health and Human Services and Parks, Recreation and Marine Related Policies: LU Policy 17-5, 19-1, 19-2				●
LU- M-62	Continue to implement the Green Recognition Program, which is designed to encourage Long Beach business owners who have implemented sustainable practices to share their success stories and receive recognition for going green. Responsible Department: City Manager (Sustainability) Related Policies: LU Policy 2-1, 3-1				●
LU- M-63	Partner with Pacific Gateway Workforce Investment Network's Green Job Corps, California State University at Long Beach, Long Beach City College and other educational organizations, agencies and non-profit organizations to coordinate the creation of a training academy and programs for green jobs. Responsible Department: Economic Development Related Policies: LU Policy 3-2, 5-6	●			
LU- M-64	Work with Southern California Edison and other utility companies to provide rebates and savings programs for businesses using green technologies or emphasizing green industries. Responsible Department: Public Works Related Policies: LU Policy 2-1, 4-1	●			

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-65	Repurpose business development grants and loans for green business development in Long Beach. Encourage technology and manufacturing companies to take advantage of Long Beach green business development opportunities. Responsible Department: Economic Development Related Policies: LU Policy 1-4, 2-1, 4-2		●		
LU- M-66	Implement a City green business program that incorporates goals and strategies for waste reduction, energy efficiency, water conservation, green purchasing and similar strategies. Responsible Department: City Manager (Sustainability) Supporting Departments: Public Works, Water Department, Financial Management Related Policies: LU Policy 2-1, 3-1		●		
LU- M-67	Encourage the formation of a local environmental business network to share information and promote green business strategies and best practices. Responsible Department: Economic Development Related Policies: LU Policy 2-1, 3-1	●			
LU- M-68	Develop a "shop green" program to increase consumer awareness about local green businesses and products so that consumers can easily make green purchasing choices. Responsible Department: City Manager (Sustainability) Supporting Department: Economic Development Related Policies: LU Policy 2-1, 3-1			●	
LU- M-69	Conduct green business workshops designed to help local businesses go green and showcase local green vendors and products. Responsible Department: City Manager (Sustainability) Related Policies: LU Policy 2-1, 3-1	●			
Efficient Energy Resources Management					
LU- M-70	Explore funding opportunities to provide incentives for businesses to make environmental improvements. Responsible Department: Economic Development Related Policies: LU Policy 16-2, 16-4		●		
LU- M-71	Explore the feasibility of establishing a City Hall liaison to help business owners navigate environmental requirements. Responsible Department: Economic Development Related Policies: LU Policy 16-2, 16-4, 16-6		●		
LU- M-72	Explore the feasibility of establishing "Green Zones," a Clean Up Green Up program, or similar, to allow businesses with harsh emissions to "Clean Up" by providing resources and programs through the City and partner agencies. Green Zones are defined as a community-led strategy to transform areas in Long Beach that are overburdened by pollution and inequity into healthy, thriving neighborhoods. Green Zones in Long Beach will reflect the needs, priorities and issues identified by residents who know their community best. Green Zones will focus on the low-income communities and people of color in West, Central and North Long Beach—who are most impacted by the local pollution—while these equity measures will benefit the entire City. Responsible Departments: Development Services, Economic Development Related Policies: LU Policy 16-2, 16-3, 16-4, 16-6		●		
LU- M-73	Continue to update the City's greenhouse gas (GHG) emissions inventory with the California Climate Action Registry, which will enable the City to better meet future environmental regulations and secure future grant funding for sustainability programs. Responsible Department: Development Services Related Policies: LU Policy 2-1, 4-1, 6-6, 6-11				●



No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-74	Through the Port of Long Beach, provide Greenhouse Gas Emissions Reduction Grant Program and similar programs aimed at implementing strategies to reduce the impacts of greenhouse gases. Responsible Department: Development Services Supporting Department: Harbor Department Related Policies: LU Policy 16-2		●		
LU- M-75	Continue to implement the Port's Clean Air Action Plan aimed at reducing air pollution emissions from port-related cargo movement. Responsible Department: Harbor Department Related Policies: LU Policy 16-2				●
LU- M-76	Continue to consult with the Port of Los Angeles to reduce emissions from port operations. Responsible Department: Harbor Department Related Policies: LU Policy 16-2				●
LU- M-77	Continue to support/coordinate programs and organizations aimed at improving energy efficiency and reducing greenhouse gas emissions. Responsible Department: Development Services Related Policies: LU Policy 1-4, 2-1				●
LU- M-78	Implement the Technology Advancement Program to identify, evaluate and demonstrate new and emerging emissions reduction technologies/strategies that could be utilized in future updates to the Clean Air Action Plan. Responsible Department: Harbor Department Related Policies: LU Policy 2-1				●
LU- M-79	Consult with utility companies in promoting and developing renewable energy and emerging greenhouse gas reduction technologies. Identify potential sites within the Regional-Serving Facilities PlaceType to locate such facilities. Responsible Department: Public Works Supporting Department: Development Services Related Policies: LU Policy 2-1	●			
Reliable Public Facilities and Infrastructure					
LU- M-80	Provide coordination between long-range land use planning and infrastructure improvements to ensure there are adequate infrastructure and community services to meet existing and future developments. Responsible Department: Development Services and Public Works Related Policies: LU Policy 17-1, 17-2		●		
LU- M-81	Work with the Joint Use Committee between the City of Long Beach and LBUSD to identify opportunities for joint use agreements to provide recreation spaces and social and community services on school sites, outside of regular school hours. Responsible Departments: Health and Human Services and Parks, Recreation and Marine Related Policies: LU Policy 17-5, 19-1, 19-2				●
LU- M-82	Continue to update and implement the Capital Improvement Program to make strategic improvements to existing infrastructure. Responsible Department: Public Works Related Policies: LU Policy 17-1, 17-2, 17-4				●

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-83	<p>Consult with the US Navy NWS Seal Beach Community Planning Liaison Officer (CPLO) to help identify any critical issues to be considered or addressed in the planning process, define the “military influence area” (MIA), and ensure that the MIA addresses the health and welfare of the public, as well as the military mission. Ensure compliance with SB 1468, to ensure consideration of military readiness in the planning process, compliance with CA 1462 to ensure proper notification to the military..</p> <p>Responsible Department: Development Services Supporting Departments: Public Works, Government Affairs Related Policies: LU Policy 8-3</p>				●
Increased and Diversified Open Space					
LU- M-84	<p>Increase parks and open space areas to meet the City standard of eight acres of park land for every 1,000 Long Beach residents, particularly in neighborhoods where there is a deficiency in park space.</p> <p>Responsible Department: Development Services Supporting Department: Parks, Recreation and Marine Related Policies: LU Policy 19-1, 19-2, 20-1, 20-6, 20-7</p>			●	
LU- M-85	<p>Continue to implement and update the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element.</p> <p>Responsible Departments: Development Services and Parks, Recreation and Marine Related Policies: LU Policy 19-1, 19-3, 20-2</p>				●
LU- M-86	<p>Update and implement the Long Beach Riverlink Plan to create a continuous greenway of pedestrian and bike paths and linkages along the east bank of the Los Angeles River, as well as to connect to existing and future parks, open space and beaches along western portions of the City.</p> <p>Responsible Department: Parks, Recreation and Marine Supporting Departments: Public Works, Development Services Related Policies: LU Policy 19-1, 19-2, 19-3, 20-1, 20-2, 20-3, 20-4, 21-1</p>	●			
LU- M-87	<p>Pilot streetlet demonstration projects along Long Beach Boulevard to test the effectiveness and design for permanent streetlet projects. Pilots will range from one day to a yearlong demonstration.</p> <p>Responsible Department: Development Services Supporting Department: Public Works Related Policies: LU Policy 18-7, 18-9, 19-1, 19-2, 19-3</p>	●			
LU- M-88	<p>Increase the diversity of urban recreational spaces to include pocket parks, infill parks, community gardens, small green spaces, rooftop gardens, urban agriculture and gardening spaces, paseos, linear parks, small play fields and courts, playgrounds, urban trails and similar urban open spaces.</p> <p>Responsible Department: Development Services Supporting Department: Parks, Recreation and Marine Related Policies: LU Policy 19-2</p>		●		
LU- M-89	<p>Focus on locating new parks and open spaces in residual and innovative areas such as remnant freeway rights-of-way, abandoned railway lines, utility corridors, riverfronts and waterfronts, vacant lots, underutilized or irregular parcels and rooftops.</p> <p>Responsible Department: Development Services Supporting Department: Parks, Recreation and Marine Related Policies: LU Policy 18-9, 19-1, 19-2, 20-1</p>			●	
LU- M-90	<p>Create joint-use park facilities and work with Long Beach Unified School District to enhance school sites for public use.</p> <p>Responsible Department: Parks, Recreation and Marine Related Policies: LU Policy 18-6, 19-1, 19-2</p>		●		



No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-91	Continue to require all new developments to provide usable open space or in-lieu fees aimed at meeting recreational demands. Responsible Department: Development Services Related Policies: LU Policy 18-1				●
LU- M-92	Explore development of an aggressive urban forestry plan to enhance existing tree planting programs to increase the number of trees and improve the urban forest along corridors and in neighborhoods. Responsible Department: Public Works Related Policies: LU Policy 18-4; UDE Strategy No. 61		●		
LU- M-93	Aggressively promote tree planting in City parks and open spaces and promote the tree dedication program. Responsible Department: Public Works Related Policies: LU Policy 18-4		●		
LU- M-94	Provide opportunities for nontraditional parks and park amenities such as skate/bicycle parks and plazas, roller hockey courts, small tot lots, spray pools, dog parks and ball courts (handball, tetherball, volleyball). Responsible Department: Parks, Recreation and Marine Related Policies: LU Policy 19-3		●		
LU- M-95	Reuse vacant properties as community amenities such as gardens, parks or temporary green spaces to reduce blight and safety issues, increase residents' access to needed parks and open spaces, and spur additional investment in neighborhoods. Responsible Department: Development Services Supporting Departments: Parks, Recreation and Marine, City Manager (Sustainability) Related Policies: LU Policy 19-2		●		
LU- M-96	To address existing homes in the designated "Open Space" area of Rosie's Dog Beach, balancing the needs of private property owners and beach visitors, continue the Zoning Code provision to allow basic remodels by-right as well as additions up to 250 square feet for residential uses located within the Open Space PlaceType. Responsible Department: Development Services Related Policies: LU Policy 16-6	●			
Natural Resources Restoration and Reconnection					
LU- M-97	Leverage public and private dollars to implement habitat and wetland restoration projects in the community. Develop new and enhance existing marine life habitats. Responsible Departments: Development Services, Parks, Recreation and Marine Related Policies: LU Policy 20-1, 20-3, 20-4, 20-8		●		
LU- M-98	Consult with non-profit organizations, regional agencies and property owners to develop programs and mechanisms to acquire and restore lands. Responsible Department: Development Services Supporting Department: Harbor Department Related Policies: LU Policy 20-1, 20-8, 20-11, 21-3				●
LU- M-99	Develop feasibility plans that identify approaches and financial opportunities to protect and restore the City's urban creek system, storm channels, river channels, wetlands and habitat areas. Responsible Department: Public Works Supporting Department: Development Services Related Policies: LU Policy 20-3, 20-4, 20-8		●		



No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU-M-100	<p>Implement the Low Impact Development (LID) Best Management Practices (BMP) Design Manual for all new qualified development projects. Require innovative measures and technologies to reduce urban runoff and improve water quality.</p> <p>Responsible Department: Public Works</p> <p>Supporting Department: Development Services</p> <p>Related Policies: LU Policy 20-5</p>				●
LU-M-101	<p>Consult with agencies, cities and jurisdictions in the Los Angeles and San Gabriel Rivers watersheds to implement storm water best management practices to reduce urban runoff pollutants.</p> <p>Responsible Department: Public Works</p> <p>Related Policies: LU Policy 20-5, 20-9, 20-11</p>				●
LU-M-102	<p>Require that streets, large parking lots and other expansive asphalt areas be designed to direct rainwater runoff to landscaped areas or cisterns. Where appropriate, replace impervious surfaces (e.g., sidewalks, driveways, outdoor patios and parking lots) with permeable materials. Drainage features that incorporate slow time of concentration, reduced pollution load from runoff and groundwater infiltration should be incorporated where appropriate.</p> <p>Responsible Department: Public Works</p> <p>Supporting Department: Development Services</p> <p>Related Policies: LU Policy 20-5</p>	●			
LU-M-103	<p>Identify sites and preserve significant areas that contribute to the infiltration of water into the local groundwater basin.</p> <p>Responsible Department: Public Works</p> <p>Related Policies: LU Policy 20-5, 20-8, 20-9, 20-11, 21-6</p>		●		
LU-M-104	<p>Expand storm water management education and outreach programs to include a watershed-wide program. Develop public-private educational partnerships to promote behavioral change.</p> <p>Responsible Department: Public Works</p> <p>Related Policies: LU Policy 20-5</p>		●		
LU-M-105	<p>Verify the feasibility of using reclaimed water as a major source of the City's domestic water supply by 2020.</p> <p>Responsible Department: Water Department</p> <p>Supporting Department: Development Services</p> <p>Related Policies: LU Policy 20-10</p>	●			
LU-M-106	<p>Continue to pursue the Long Beach Breakwater Reconnaissance Study and undertake a public outreach program to explore options and funding opportunities. Consult with the Navy regarding impacts to military readiness.</p> <p>Responsible Department: Public Works</p> <p>Related Policies: LU Policy 21-2</p>				●
LU-M-107	<p>Sponsor and encourage community participation in community festivals focused on environmental education and stewardship. Promote volunteer opportunities, including (but not limited to) adopt-a-beach, adopt-a-wetland, coastal cleanup days and opportunities at the Aquarium of the Pacific.</p> <p>Responsible Department: Development Services</p> <p>Supporting Department: Parks, Recreation and Marine</p> <p>Related Policies: LU Policy 20-3, 21-3, 21-4</p>	●			
LU-M-108	<p>Support the Wetland and Marine Science Center at Colorado Lagoon and at El Dorado Nature Center and provide additional learning opportunities in outdoor classrooms.</p> <p>Responsible Department: Parks, Recreation and Marine</p> <p>Related Policies: LU Policy 21-4, 21-5, 21-7</p>				●



No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-107	Consult with schools and community groups to create partnerships in environmental education and provide lessons about nature, habitats and our impact on the environment. Responsible Department: Parks, Recreation and Marine Related Policies: LU Policy 21-4	●			
LU- M-108	Identify partnerships, priorities, funding strategies and community outreach participation for preserving and rehabilitating wetlands and natural areas throughout Long Beach. Responsible Department: Parks, Recreation and Marine Related Policies: LU Policy 21-3, 21-7		●		
LU- M-109	Identify partnerships and funding to establish an urban nature center along the Los Angeles River. Responsible Department: Parks, Recreation and Marine Related Policies: LU Policy 20-7, 21-1, 21-3, 21-7		●		
LU- M-110	Continue to implement the Long Beach Urban Forestry Management Plan. Responsible Department: Public Works Related Policies: LU Policy 19-1, 20-1				●

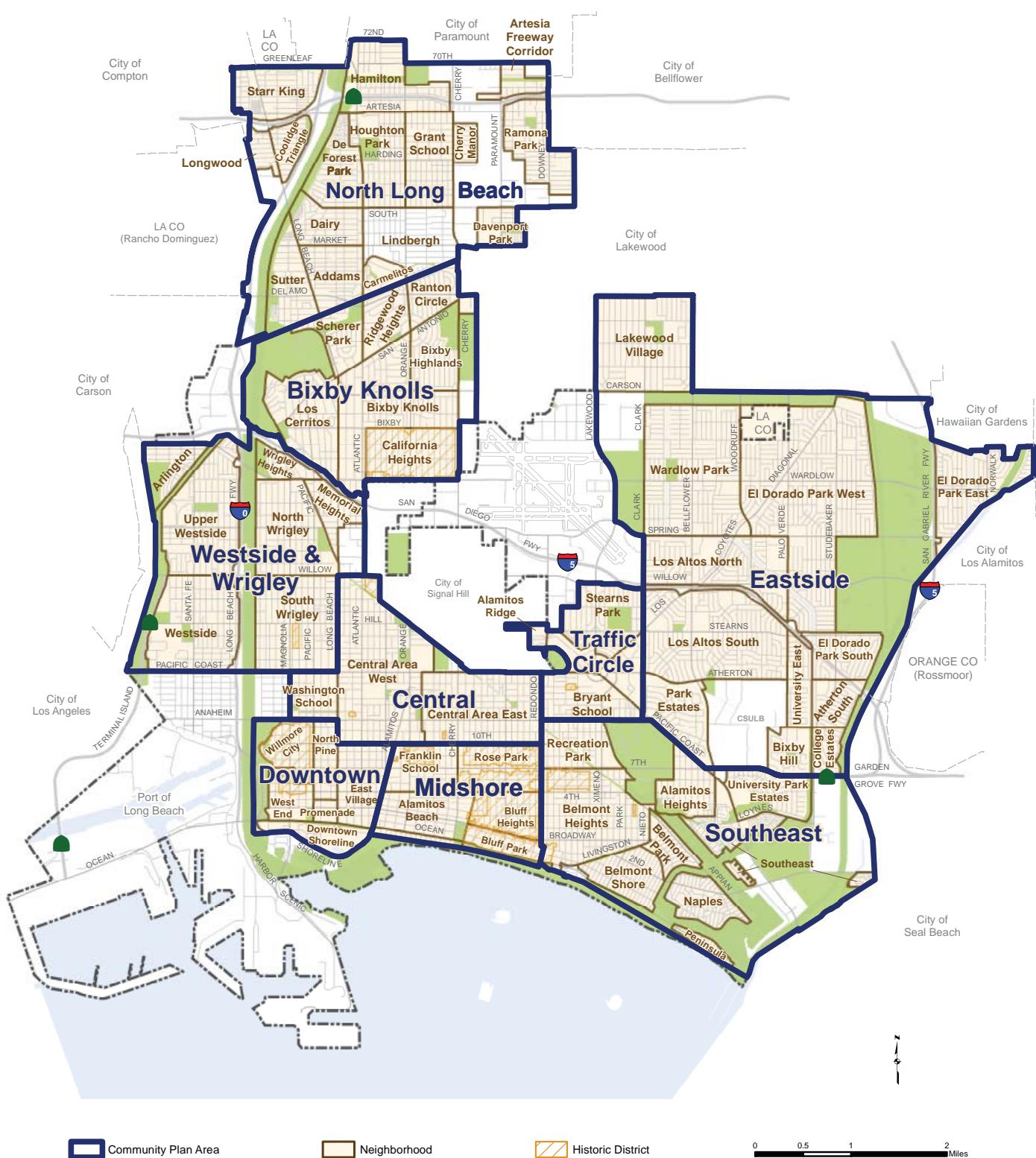
NEIGHBORHOOD STRATEGIES

Table LU-5: Community Plan Areas and Neighborhoods

Community Plan Areas	Neighborhoods		
North Long Beach	» Addams » Artesia Freeway » Carmelitos » Coolidge Triangle » Corridor » Cherry Manor	» Dairy » De Forest Park » Davenport Park » Grant School » Hamilton » Houghton Park	» Linbergh » Longwood » Ramona Park » Starr King » Sutter
Bixby Knolls	» Bixby Highlands » Bixby Knolls » California Heights	» Los Cerritos » Ranton Circle » Ridgewood Heights	» Scherer Park
Westside and Wrigley	» Arlington » Memorial Heights » North Wrigley » South Wrigley	» Upper Westside » Westside » Wrigley Heights	
Eastside	» Atherton South » Bixby Hill » College Estates » El Dorado Park East » El Dorado Park South	» El Dorado Park West » Lakewood Village » Los Altos North » Los Altos South » Park Estates	» Wardlow Park » University East
Central	» Central Area East » Central Area West	» Washington School	
Traffic Circle	» Alamitos Ridge » Bryant School	» Stearns Park » Traffic Circle	
Downtown	» Downtown Shoreline » East Village » North Pine	» Promenade » West Gateway » Willmore City	
Midshore	» Alamitos Beach » Bluff Heights	» Bluff Park » Franklin School	» Rose Park
Southeast	» Alamitos Height » Belmont Heights » Belmont Park	» Belmont Shore » Naples » Peninsula	» Recreation Park » Southeast » University Park Estates



Map LU-21 Community Plan Areas and Neighborhoods



North Long Beach

Context. Sixteen neighborhoods make up the North Long Beach or “Uptown” Community Plan Area, see Map LU-22. Most of the area is composed of single family homes, and most of the commercial uses exist along major avenues and in a handful of commercial nodes or centers. Generally, multi-family housing is concentrated along these more heavily-trafficked streets. Industrial uses are a significant feature in North Long Beach, especially between Cherry Avenue and Paramount Boulevard. The I-91 Artesia Freeway and the I-710 Long Beach Freeway cut through the area. Southern California Edison has an east/west utility easement running through the area, and the Union Pacific Railroad (UPRR) tracks define the southern boundary of North Long Beach.

Issues/Needs. For the most part, homes in North Long Beach are modest in size and these neighborhoods have remained relatively affordable. Retail opportunities are still limited; and a mix of commercial and residential buildings diffuse retail concentration along the streets. Schools and public services are adequate, but recreation open space and parks are scarce. Although the majority of properties are well kept, additional maintenance is needed on many buildings and landscapes throughout the area. Edges needing the most attention appear to be immediately adjacent to heavy industrial uses and busy commercial corridors, and along freeway, river and utility easements (i.e., Southern California Edison and Union Pacific Railroad). Also, with the proposed widening of the I-710 Freeway in order to accommodate more trade through the ports, neighborhoods may be further impacted by serious noise, traffic and air quality concerns.

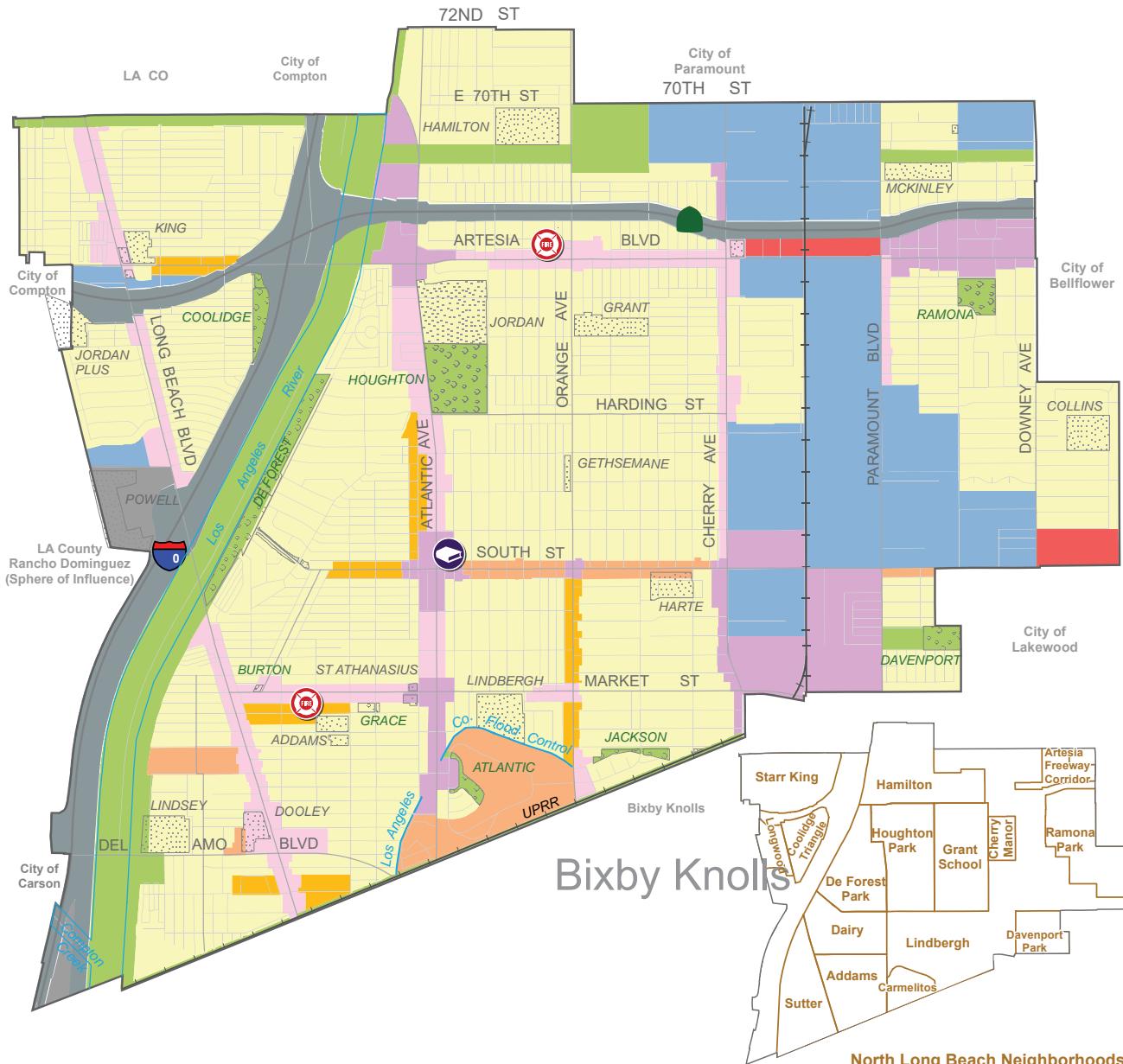
Land Use Strategies.

1. Consolidate the intensity of commercial activities into neighborhood-serving nodes, at major corridor crossroads and in expanded commercial centers.
2. Facilitate the development of new multi-family housing along corridors between commercial nodes and centers.
3. Buffer heavy industrial activities from residential uses by encouraging some industrial properties to develop under their respective Neo-Industrial or commercial-oriented PlaceTypes.
4. Along Cherry Avenue, Paramount Boulevard and Downey Avenue use the Neo-Industrial PlaceType to develop cleaner and more attractive commercial and industrial properties.

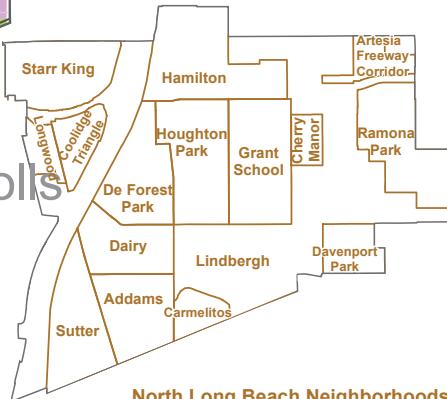
5. Upgrade the quality of development by using design guidelines, zoning standards and improved design review processes to ensure that all new buildings, remodels and additions enhance the neighborhood fabric.
6. Use design guidelines and upgraded zoning standards to further protect established residential districts from the intrusion of commercial activities.
7. Continue to implement the North Long Beach Strategic Guide for Development and North Long Beach Street Enhancement master plans (originated under the Redevelopment Agency) including the North Village and North Library plans.
8. Seek opportunities to create open recreation and green areas, and implement the RiverLink Plan for the Los Angeles River.
9. Implement the I-710 Livability Plan.
10. Implement Mobility Element capital improvements for North Long Beach including:
 - » Artesia Boulevard Complete Streets Improvements.
 - » Atlantic Avenue Streetscape Enhancements.
 - » South Street Signal Improvements.
 - » Market Street Enhanced Bikeway Access.
 - » Walnut Avenue Bikeway.



Map LU-22 North Long Beach



Bixby Knolls



Legend

PlaceTypes	OS - Open Space
Neighborhoods	N - Founding and Contemporary Neighborhood
MFR-L - Multi-Family Residential - Low	MFR-M - Multi-Family Residential - Moderate
Mixed Use	NSC-L - Neighborhood-Serving Center or Corridor - Low
NSC-M - Neighborhood-Serving Center or Corridor - Moderate	TOD-L - Transit-Oriented Development - Low
TOD-M - Transit-Oriented Development - Moderate	

Employment	CC - Community Commercial
I - Industrial	NI - Neo-Industrial
WF - Waterfront	
Unique	RSF - Regional-Serving Facility
DT - Downtown	

Library	
Fire Station	
Park	
School	
Water/Drainage	
Railroad	



Bixby Knolls

Context. Seven neighborhoods make up the Bixby Knolls Community Plan Area, see Map LU-23. The majority of the area is zoned for and developed with single-family homes, however, the area is also home to a broad mix of residential, commercial, institutional and open space uses. The Los Cerritos neighborhood includes the first housing tract in Long Beach and the first public schoolhouse. California Heights is a large historic district of attractive Spanish Colonial style homes developed in the 1920s and 1930s. Bixby Knolls has homes built in the 1940s and 1950s on generous lots with wide streets. Multi-family housing is concentrated along Carson Street, San Antonio Drive, between Long Beach Boulevard and Atlantic Avenue north of Wardlow Road, and around Los Cerritos Park. Commercial uses are concentrated along Long Beach Boulevard, Atlantic Avenue, Wardlow Road and San Antonio Drive. For the most part, properties are well-maintained throughout the community. The area is bounded on the west by the Los Angeles River, on the north by the Southern California Edison right-of-way, on the east by Forest Lawn and All Souls cemeteries, and on the south by the I-405 San Diego Freeway and the City of Signal Hill. The Virginia Country Club (private golf course) and the historic Rancho Los Cerritos are situated to the west.

Issues/Needs. Schools, a new police station at Scherer Park, a library on Atlantic Avenue, and a fire station on Long Beach Boulevard adequately serve the Bixby Knolls Community Plan Area. In recent years, the Bixby Knolls Business Improvement District has made progress in upgrading the commercial business environment, and the streetscape along Atlantic Avenue has become much more pleasant for pedestrians. Similar improvements are needed along other avenues, and elsewhere, where retail and mixed residential/commercial uses are encouraged in this plan. Much of Bixby Knolls lies beneath a Long Beach Airport major flight path and engine noise from planes has been an issue over the years, especially in the areas of California Heights closest to the airport. And although housing and commercial property maintenance is largely adequate in the Bixby Knolls communities, reinvestments will be needed. Beyond normal property maintenance and attempting to retain the unique character of each neighborhood, transitioning to low-water consuming landscapes and low-energy consuming buildings and materials will be a challenge for everyone, especially those with larger buildings and yards. Creating additional recreation and nature open spaces, and improving the edges along those that are extant including:

Union Pacific Railroad and remaining Pacific Electric railway routes, Edison right-of-way corridors, the Los Angeles River and remnant parcels of undeveloped land, is also highly desirable.

Land Use Strategies.

1. Continue to monitor noise levels and implement the Long Beach Noise Ordinance, especially as it pertains to noise generated from airport-related activities.
2. Upgrade the quality of development by using appropriate design guidelines, zoning standards and improved design review processes to ensure that all new buildings, remodels and additions enhance the neighborhood fabric.
3. Use design guidelines and upgraded zoning standards to further protect established residential districts from the intrusion of commercial activities.
4. Consolidate the intensity of commercial activities along Long Beach Boulevard, Atlantic Avenue and Cherry Avenue, as depicted on the PlaceTypes Map.
5. Encourage the development of infill housing of low-density multi-family units along Carson Street between Atlantic Avenue and Orange Avenue.
6. Seek opportunities to create recreation and green areas, and implement the RiverLink Plan for the Los Angeles River.
7. Implement the I-710 Livability Plan for the Long Beach Freeway.
8. Implement the Mobility Element capital improvements for the Bixby Knolls community including:
 - » Atlantic Avenue Streetscape Enhancements.
 - » Wardlow Road Corridor Improvements.
 - » Intersection Improvements.
 - » Improved Connectivity to freeways and regional transit systems.
 - » Dominguez Gap Bike and Pedestrian Bridge.
9. Complete the focused study for reuse of the former C-17 manufacturing facility in a comprehensive, inclusive manner in partnership with the community. This study should include adjacent employment generating land-uses and may result in further refinements to the PlaceTypes and allowed land-uses along Spring Street, Cherry Avenue, and Wardlow Road.



Map LU-23 Bixby Knolls



Legend

PlaceTypes	OS - Open Space
Neighborhoods	N - Founding and Contemporary Neighborhood
MFR-L - Multi-Family Residential - Low	
MFR-M - Multi-Family Residential - Moderate	
Mixed Use	NSC-L - Neighborhood-Serving Center or Corridor - Low
NSC-M - Neighborhood-Serving Center or Corridor - Moderate	
TOD-L - Transit-Oriented Development - Low	
TOD-M - Transit-Oriented Development - Moderate	

Employment	CC - Community Commercial
I - Industrial	NI - Neo-Industrial
RSF - Regional-Serving Facility	DT - Downtown
WF - Waterfront	WF - Waterfront

Library	
Police Station	
Fire Station	
Park	
School	
Water/Drainage	
Metro Rail	
Railroad	

Map Not to Scale

Westside and Wrigley

Context. Seven neighborhoods make up the Westside and Wrigley Community Plan Area, see Map LU-24. Primarily consisting of modest single-family homes developed between 1920 and 1940, the area historically housed working class families with jobs in nearby ports or industrial areas. The former U.S. Navy housing site is now occupied by a full-service homeless and transitional housing facility, a high school and middle school, a police station and a business park. Commercial uses are concentrated on Pacific Coast Highway, Pacific Avenue and Willow Avenue, and more sporadically located along Long Beach Boulevard, Wardlow Road and Santa Fe Avenue. Long Beach Memorial Medical Center has a large hospital and medical office campus south of Spring Street between Long Beach Boulevard and Atlantic Avenue. The Metro Blue Line passenger rail runs along to the east. The area is defined by strong edges – located south of the I-405 San Diego Freeway, north of Pacific Coast Highway, east of the City of Los Angeles industrial strip, west of the City of Signal Hill, and divided down the middle by the I-710 Long Beach Freeway and the Los Angeles River.

Issues/Needs. Schools are abundant and serve the community well. A police station and a fire station are located on Santa Fe Avenue. A public library is also sited nearby on Willow Street. Over the years this area has seen some property maintenance issues, in both residential and commercial situations. Many homes and apartment buildings are of older vintage; some were poorly constructed and have not aged well and now need to be either rehabilitated or replaced altogether. Neighborhood and community serving retail uses are still needed, especially full-service grocery stores, clothing shops, furniture stores, and the like. Oil extraction/processing sites and horse boarding properties should be redeveloped to more residentially-compatible uses. Noise and air quality impacts from the intermodal railroad yards and trucking operations immediately next door continue to challenge the Westside. The I-710 Long Beach Freeway expansion proposal, to accommodate more port trade, concerns both communities. The South Wrigley and Arlington neighborhoods are designated as parking-impacted areas in the Mobility Element of the General Plan. Parks, usable open space and recreation areas are very much needed in each of these seven neighborhoods, most conspicuously in South Wrigley.

Land Use Strategies.

1. Provide vigorous code enforcement to protect the housing stock and prevent deterioration of the neighborhoods.
2. Consolidate the intensity of commercial activity along Pacific Coast Highway, Willow Street, Pacific Avenue and Long Beach Boulevard.
3. Finish developing and adopt new design guidelines and standards for the Transit-Oriented Development PlaceTypes along the Blue Line.
4. Maintain the hillside topography of the Wrigley and Memorial Heights neighborhoods.
5. Create a landscaped, open space buffer between port-related industrial operations (e.g., ICTF and SCIG railroad yards, trucking and container storage facilities) and neighborhoods on the Westside.
6. Uses allowed in the Edison and Union Pacific Railroad utility rights-of-way must be designed to have minimal dust, noise, traffic, visual and other nuisance impacts on residential neighbors. These properties shall be screened with landscape (green) buffers and proactively maintained.
7. Implement the RiverLink Plan for the Los Angeles River to create opportunities for additional recreation and green areas in each neighborhood.
8. Implement the I-710 Livability Plan for the Long Beach Freeway as part of the I-710 Corridor Project.
9. Implement the Mobility Element capital improvements for the Westside and Wrigley Community Plan Area including:
 - » Implement the Green TI Terminal Island Transition Plan to improve the land-use compatibility along the Terminal Island Freeway right-of-way between Pacific Coast Highway and Willow Street.
 - » Implement streetscape improvement projects from the North Long Beach Street Enhancement Master Plan and the Central Long Beach Strategic Guide for Development (created under the former Redevelopment Agency).
 - » Hill Street Bicycle and Pedestrian Bridge.
 - » Del Mar Greenbelt.
 - » Santa Fe Avenue Streetscape Enhancement.
 - » Intersection improvements.
 - » Delta Avenue Bicycle Boulevard.
 - » Magnolia Avenue Signal Improvements.
 - » Multi-modal connectivity to Blue Line stations.
 - » Bicycle facility improvements per the Bicycle Master Plan.



10. Improve quality of life, health and overall livability through the implementation of the West Long Beach Livability Implementation Plan.
11. Respect and maintain the equestrian uses within Wrigley Heights and promote shared use and maintenance of the area trail system.

Map LU-24 Westside and Wrigley



Legend

PlaceTypes	Employment	Unique	Other
OS - Open Space	CC - Community Commercial	RSF - Regional-Serving Facility	Library
N - Founding and Contemporary Neighborhood	I - Industrial	DT - Downtown	Fire Station
MFR-L - Multi-Family Residential - Low	NI - Neo-Industrial	WF - Waterfront	Police Station
MFR-M - Multi-Family Residential - Moderate			Train Station
NSC-L - Neighborhood-Serving Center or Corridor - Low		Park	
NSC-M - Neighborhood-Serving Center or Corridor - Moderate		School	
TOD-L - Transit-Oriented Development - Low		Water/Drainage	
TOD-M - Transit-Oriented Development - Moderate		Metro Rail	
		Railroad	
		Historic District Boundary	



Eastside

Context. Twelve neighborhoods make up the Eastside of Long Beach, see Map LU-25. The vast majority of the community is made up of single-family homes, developed in suburban tracts, during the zenith of automobile-oriented planning. The land use pattern consists primarily of long blocks in a flat terrain grid pattern, featuring wide major and minor avenues that funnel traffic from local and collector streets throughout the vicinity. The I-405 San Diego Freeway bisects the community, and the I-605 San Gabriel Freeway and the San Gabriel River runs along the eastern boundary. Multi-family housing is limited to a handful of locations, around the California State University at Long Beach (CSULB) and in Lakewood Village. Three regional-serving facilities anchor the Eastside. Situated on 61 acres of land straddling Carson Street at Clark Avenue, Long Beach City College is currently undergoing a renaissance with new buildings to serve its growing population. The campus of CSULB is 322 acres with an enrollment of 37,500 students as of 2015. Next door is the 103-acre Veterans Administration Medical Center facility providing health care services to thousands of veterans. Located east of CSULB and the Medical Center is the Historic Rancho Los Alamitos, and the Bixby Hill neighborhood which was originally dubbed “pill hill” because it housed the township’s earliest physicians. Lakewood Village at the northeast corner of the Eastside developed with small-scale “plant housing” for workers employed in the aircraft manufacturing industry by the nearby Douglas Aircraft (now Boeing). The distinctive Cliff May homes, developed for enjoying the “California lifestyle” back in the 1950s, are located in El Dorado Park West. Four large-scale shopping centers serve the area; and lesser commercial strips and nodes are found along Pacific Coast Highway, the Los Coyotes Diagonal and at key intersections. Los Angeles County drainage channels traverse the area and power line easements run along the river’s edge. Bus service is provided between major activity centers, a bus hub is located at CSULB, and both commuter and recreational bicycle routes serve the community.

Issues/Needs. The Eastside is well-served by schools, libraries, police and fire facilities. Recreation open space in the community is abundant, although more neighborhood-focused park space is desirable as much of the existing public open space is devoted to golf and sports fields. “Mansionization”, the construction of out-of-scale single-family homes, has led to overdeveloped parcels and has left little open space. What is needed are greater design controls and higher standards to ensure that remodels of

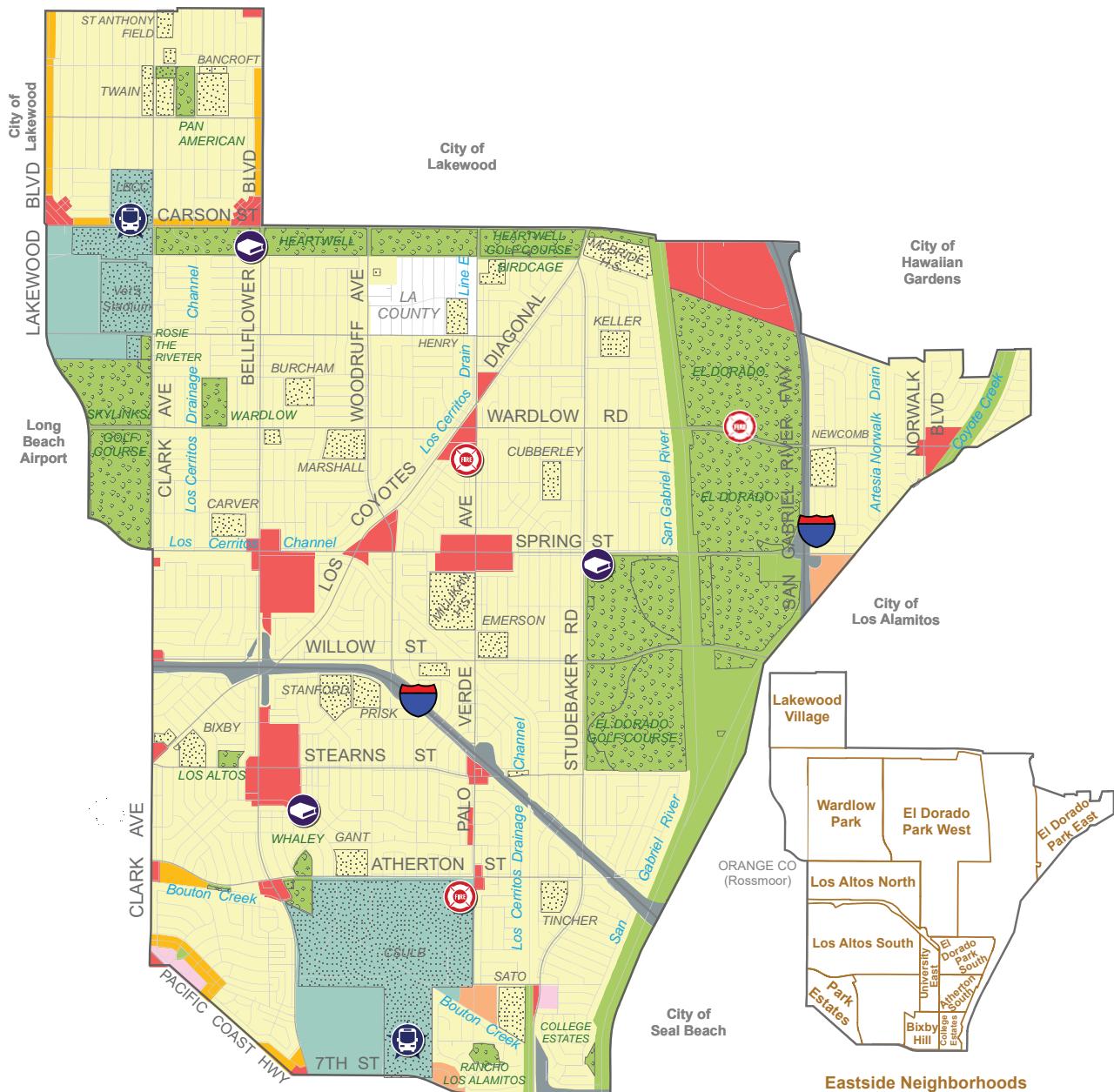
existing homes and insertions of new developments are attractive, composed of quality materials, and compatible with neighboring uses and structures. Although shopping opportunities are fairly good for Eastside residents, most centers are too far to walk to for residents and are highly automobile-oriented in design. Vehicular traffic moves well throughout the area; however, it is often at the expense of other modes of travel, namely pedestrians and bicyclists. In the future, a better multi-modal balance is called for. Traffic will need to be calmed and controlled so residents feel safe to walk or ride their bicycles for short trips or daily exercise. Lack of street trees along many streets detracts from the Eastside’s walkability and attractiveness. Many aging street trees need to be replaced.

Land Use Strategies.

1. Provide vigorous code enforcement to protect the housing stock and prevent deterioration of the neighborhoods.
2. Develop new single-family design guidelines and standards to implement the Founding and Contemporary Neighborhood PlaceType.
3. Develop new design guidelines and standards to implement the Neighborhood-Serving Centers or Corridors PlaceTypes.
4. Direct future multi-family development to existing locations and locations served by public transit, especially near regional-serving sites.
5. Improve streetscapes and the design of commercial sites to promote greater walkability in commercial activity centers and shopping nodes that are adjacent to residential neighborhoods.
6. Maintain public services and facilities and continue providing locations for schools, parks, libraries, public safety, shopping and other community-serving uses.
7. Continue to support the regional-serving missions of Long Beach City College, CSULB, the Veteran’s Administration Medical Center, and employment opportunities near the airport. Require master plans to ensure quality development and improved community-connectivity for each of these areas.
8. Seek opportunities to create additional neighborhood-serving recreation open space, community gardens and other green areas. Study and plan for possible future recreation opportunities along the Los Cerritos Drainage channels, at public and private school recreation facilities, under utility line corridors and on remnant parcels of land that

- should not be developed with buildings.
9. Continue to work closely with the San Gabriel River and Mountains Conservancy and others to protect, restore and enhance the San Gabriel River and Coyote Creek and their recreation and wildlife amenities.
 10. Finish the City's urban forestry inventories then develop and implement tree planting, maintenance and greening plans which are coordinated with citywide air quality improvement, greenhouse gas reduction, and local water-saving landscape plans and programs.
 11. Keep providing economic incentives for people to convert high-water consumption landscapes to water-saving landscapes such as native and low-water gardens.
 12. If the Los Angeles County island of homes and businesses between Woodruff Avenue and Palo Verde Avenues is annexed into the City, consider designating the properties as Founding and Contemporary Neighborhood PlaceType.
 13. Over time, transform the Eastside into a much more pedestrian- and bicycle-friendly community by planning and implementing safe, efficient walking, bicycling and transit access and connectivity within neighborhoods and to the surrounding community. Implement Mobility Element capital improvements for the Eastside, including:
 - » Improve the transit hub at CSULB.
 - » Develop a new transit hub at City College.
 - » Reconfigure Studebaker Road at the I-405 Freeway to improve access and reduce neighborhood intrusion.
 - » Make freeway entrance improvements at Studebaker Road and 7th Street.
 - » Make intersection improvements at Bellflower Boulevard and Stearns Street; Bellflower Boulevard and Atherton Street; Palo Verde Avenue and Stearns Street; and at the Los Coyotes Diagonal intersections on Studebaker Road and Carson Street.
 - » Make signal improvements at Atherton Street and Palo Verde Avenue.
 - » Make improvements to Spring Street and the I-605 Freeway ramp to improve freeway access and reduce neighborhood intrusion.
 - » Widen the Spring Street Bridge over the San Gabriel River.
- » Make bicycle facility improvements per the Bicycle Master Plan.

Map LU-25 Eastside



Eastside Neighborhoods

Legend

PlaceTypes
■ OS - Open Space

Neighborhoods
■ N - Founding and Contemporary Neighborhood

■ MFR-L - Multi-Family Residential - Low

■ MFR-M - Multi-Family Residential - Moderate

Mixed Use

■ NSC-L - Neighborhood-Serving Center or Corridor - Low

■ NSC-M - Neighborhood-Serving Center or Corridor - Moderate

■ TOD-L - Transit-Oriented Development - Low

■ TOD-M - Transit-Oriented Development - Moderate

Employment

■ CC - Community Commercial
■ I - Industrial
■ NI - Neo-Industrial

Unique

■ RSF - Regional-Serving Facility
■ DT - Downtown
■ WF - Waterfront

■ Library

■ Fire Station

■ Future Transit Hub

■ Transit Hub

■ Park

■ School

■ Water/Drainage



Map Not to Scale



Central

Context. The Central area of Long Beach consists of three neighborhoods: Central Area East, Central Area West and Washington School, see Map LU-26. Both Central Area East and Central Area West neighborhoods are challenged by an assortment of incongruous uses that were developed early in the City's history and under permissive zoning. The Washington School neighborhood is predominantly multi-family residential buildings with a number of institutional and social service providers, and is immediately adjacent to the Magnolia Industrial District. Many of the corridors that traverse the Central area exhibit a hodgepodge of commercial, institutional and residential uses. Although the majority of land outside of the Washington School neighborhood is developed with single-family homes, there are a large number of multi-family structures of various types and densities found throughout the Central Area East and Central Area West neighborhoods. Central includes the Metro Blue Line light rail route along Long Beach Boulevard, three historic districts, the 30-acre Pacific Coast Campus of Long Beach City College, the "Cambodia Town" commercial strip along Anaheim Street, and the unique Zaferia light industrial/creative district near Orizaba Park. The Long Beach Polytechnic High School campus and a number of public elementary and middle schools are located in the Central area. Eight parks, Chittick Field, two fire stations and two libraries serve the area. Youth, families, and ethnic diversity characterize the population. The Central area lies south of Pacific Coast Highway, north of 10th Street, between the Los Angeles River and Redondo Avenue, adjacent north and northeast of downtown.

Issues/Needs. The Central area exhibits some serious land use issues. Developed before zoning existed, and afterwards developed with very lenient zoning standards, these neighborhoods are challenged by an inconsistent pattern of land uses, some incompatible land uses, and a limited supply of recreational open space. Major and minor rehabilitation is needed for much of the housing stock, and many commercial sites and buildings need attention as well. Marginal retail strips with trampled landscapes and neglected building façades become a blighting influence inviting crime to these neighborhoods. Although improvements have been made in the last few years, a severe shortage of recreation open space persists in the Central area.

Land Use Strategies.

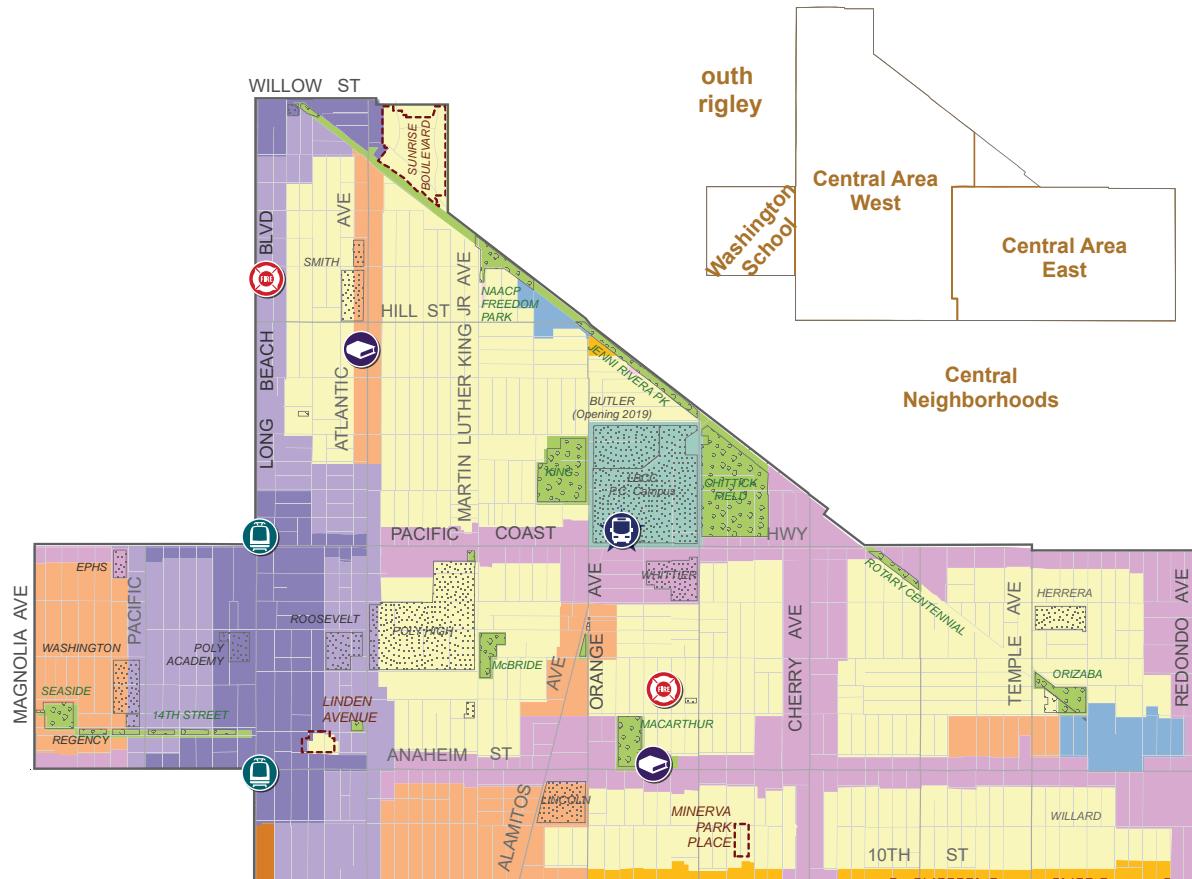
1. Provide vigorous code enforcement to protect the housing stock and prevent deterioration of the neighborhoods.
2. Develop new single-family design guidelines and standards to implement the Founding and Contemporary Neighborhood PlaceType.
3. Direct future multi-family developments to locations along light rail and other public transit routes, especially near and between regional-serving centers and major activity centers.
4. Promote residential and mixed use infill developments that support bus or trolley transit along Anaheim Street, Alamitos Avenue, Atlantic Avenue, 10th Street, Cherry Avenue and Redondo Avenue.
5. Develop and adopt design guidelines and zoning standards to implement the Transit-Oriented Development PlaceTypes.
6. Create additional neighborhood-serving recreation open space, parks, community gardens, trails, plazas and similar areas.
7. Work collaboratively with the Midtown and East Anaheim Business Improvement Districts to enhance the Anaheim Street corridor through beautification initiatives, cultural programming, branding and promotion campaigns, development of vacant parcels and redevelopment of underutilized sites.
8. Develop new design guidelines and standards to implement the Neighborhood-Serving Centers or Corridors-Moderate PlaceType.
9. Convert Zaferia's industrial land uses to Neo-Industrial to promote industries that are more environmentally compatible with the residential character of the surrounding neighborhoods.
10. Utilize strategies outlined in the Central Long Beach Strategic Guide for Development, Central Long Beach Design Guidelines, and the Atlantic Avenue Master Plan (adopted by the former Redevelopment Agency) to improve the Central area.
11. Implement Mobility Element capital improvements for the Central Area neighborhoods including:
 - » Armory Park & Street Realignment Project.
 - » Intersection Improvements.
 - » 10th Street Signal Improvements.
 - » Cherry Avenue Signal Improvements.
 - » Alamitos Avenue Corridor Improvements.
 - » Atlantic Avenue Beautification .
 - » Create 15th Street, Junipero Avenue and Orizaba



- » Avenue Bike Boulevards.
- » Other Bicycle Facility Improvements per the Bicycle Master Plan.

December 2019

Map LU-26 Central



Legend

PlaceTypes	OS - Open Space
<i>Neighborhoods</i>	
N	- Founding and Contemporary Neighborhood
MFR-L	- Multi-Family Residential - Low
MFR-M	- Multi-Family Residential - Moderate
<i>Mixed Use</i>	
NSC-L	- Neighborhood-Serving Center or Corridor - Low
NSC-M	- Neighborhood-Serving Center or Corridor - Moderate
TOD-L	- Transit-Oriented Development - Low
TOD-M	- Transit-Oriented Development - Moderate

Employment	
CC	- Community Commercial
I	- Industrial
NI	- Neo-Industrial
<i>Unique</i>	
RSF	- Regional-Serving Facility
DT	- Downtown
WF	- Waterfront
<i>Icons</i>	
	Library
	Future Transit Hub
	Fire Station
	Train Station
	Park
	School
	Water/Drainage
	Metro Rail
	Railroad
	Historic District Boundary



Traffic Circle

Context: Four neighborhoods comprise this community planning area: Alamitos Ridge, Stearns Park, Bryant School and Traffic Circle, see Map LU-27. Named for its distinguishing feature, a traffic roundabout of major proportions, this circle brings together Pacific Coast Highway, Lakewood Boulevard, the Los Coyotes Diagonal and several other local streets. Thousands of vehicles come through the traffic circle daily. The inner traffic circle is composed of auto-oriented commercial uses, while the outer traffic circle is more mixed-use and walkable. The outermost areas beyond the traffic circle are developed, for the most part, with residential uses. The Alamitos Ridge neighborhood is a newer, gated subdivision of single-family homes and is home to the Richard D. Browning High School opened in 2017. The Stearns Park neighborhood north of the Traffic Circle includes two neighborhood shopping nodes, two public elementary schools (Charles A. Buffum and Benjamin F. Tucker), Stearns Champion Park, and modest single-family homes built in the 1940s and 1950s. The central Traffic Circle neighborhood has newer townhomes along Hathaway Avenue, and higher density apartment buildings and apartment complexes between the Los Coyotes Diagonal, Clark Avenue and Pacific Coast Highway. The Bryant School neighborhood south of the Traffic Circle was constructed in the 1920s and 1930s. It includes Community Hospital, mixed commercial and residential uses along Redondo Avenue and along Anaheim Street, Bryant Elementary School, and the Wilton Street historic district. The Traffic Circle community planning area is bounded on the north by the I-405 San Diego Freeway, on the south by Anaheim Street, on the west by Redondo Avenue and on the east by Clark Avenue and the Los Cerritos drainage channel.

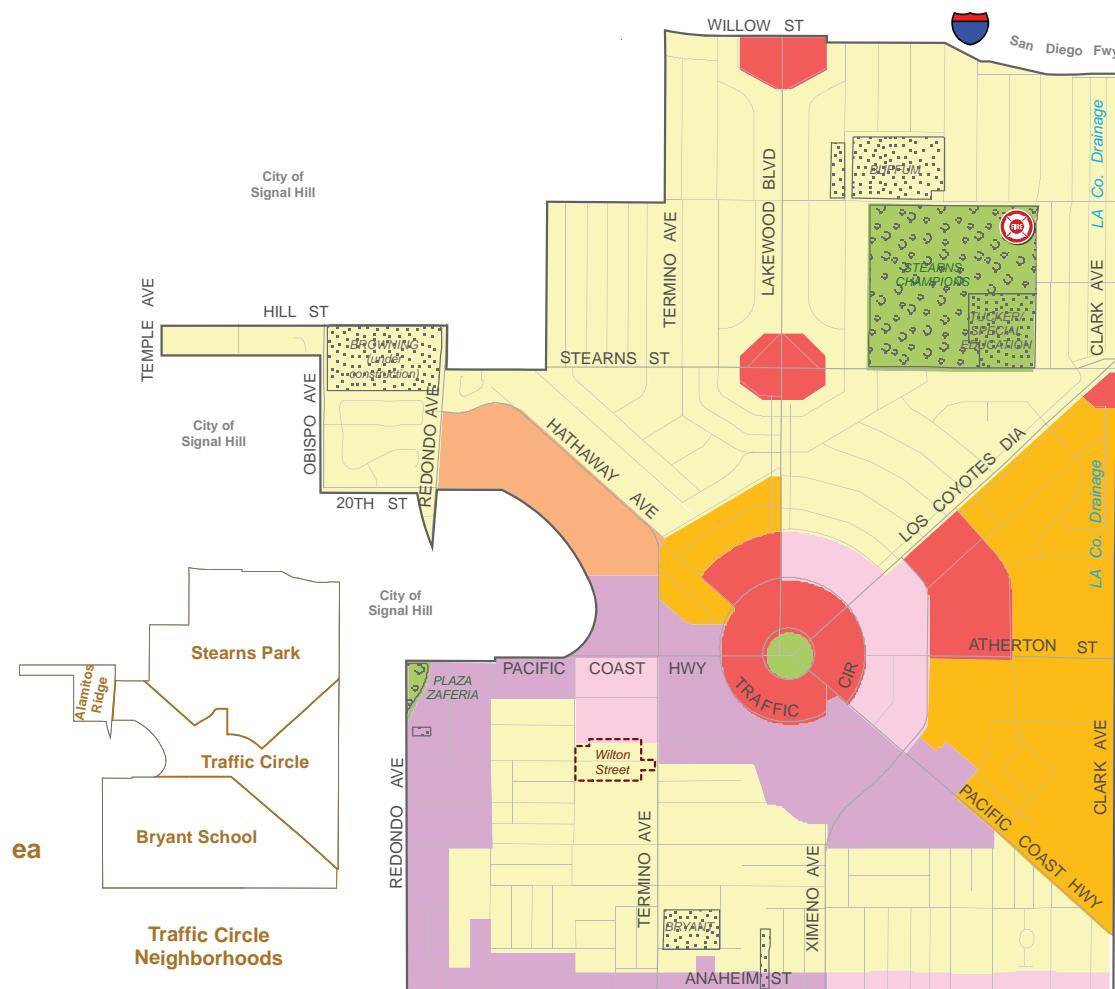
Issues/Needs: The Traffic Circle neighborhoods are well-served by automobile-oriented commercial centers and strips, but for the most part it is not a pleasant stroll for nearby residents to access shops and businesses on foot. Traffic moves very quickly and streets are wide, making it difficult for bicycles and pedestrians to cross busy intersections. Shopping at the core of the area should be made pleasant to reach on foot or bicycle for nearby residents. Maintenance of homes and yards in the Stearns Park and Bryant School neighborhoods has been an issue for some property owners; constant vigilance is needed to ensure all properties are well kept. Police, fire and schools adequately serve the community, but no public library exists here. Furthermore, recreation open space is limited

to just Stearns Park and Plaza Zaferia. With new residents from the construction of Alamitos Ridge and a greater population anticipated in the future, additional recreation open space is needed in this community.

Land Use Strategies.

1. Provide vigorous code enforcement to protect the housing stock and prevent deterioration of the neighborhoods.
2. Develop new single-family design guidelines and standards to implement the Founding and Contemporary Neighborhood PlaceTypes.
3. Direct future multi-family developments to existing locations and locations served by public transit, especially near regional-serving centers.
4. Promote infill developments that support bus transit around the Traffic Circle, along Pacific Coast Highway and along Redondo Avenue.
5. Promote the creation of high-quality multi-family housing in the Traffic Circle neighborhood. Housing should serve a variety of family types with a diversity of housing types, sizes, and configurations. New housing should promote walking to nearby goods and services, as well as area schools, universities and employment centers. Careful attention should be taken to design the compliments walking and transit use as well as materials that remain durable and attractive during the building's lifetime.
6. Develop new design guidelines and standards to implement the Neighborhood-Serving Centers r Corridors-Moderate PlaceType.
7. Seek opportunities to create additional neighborhood-serving recreation open space, community gardens, trails, plazas and similar areas.
8. Implement Mobility Element capital improvements for the area, including:
 - » Redesign of traffic circle at Pacific Coast Highway to reduce the radius, slow speeds, and create bypass lanes.
 - » Intersection improvements on Redondo Avenue at Anaheim Street and at Pacific Coast Highway.
 - » Creation of a bicycle boulevard on 15th Street.

Map LU-27 Traffic Circle



Legend

PlaceTypes	OS - Open Space
Neighborhoods	N - Founding and Contemporary Neighborhood
	MFR-L - Multi-Family Residential - Low
	MFR-M - Multi-Family Residential - Moderate
Mixed Use	NSC-L - Neighborhood-Serving Center or Corridor - Low
	NSC-M - Neighborhood-Serving Center or Corridor - Moderate
	TOD-L - Transit-Oriented Development - Low
	TOD-M - Transit-Oriented Development - Moderate

Employment	
CC	Community Commercial
I	Industrial
NI	Neo-Industrial
RSF	Regional-Serving Facility
DT	Downtown
WF	Waterfront

	Fire Station
	Park
	School
	LA Co. Drainage
	Historic District Boundary
Map Not to Scale	



Downtown

Context. Six neighborhoods make up the Downtown Community Planning Area: Willmore City, West Gateway, North Pine, Promenade, East Village, and Downtown Shoreline, see Map LU-28. These neighborhoods north of Ocean Boulevard constitutes the historic heart of the city. Historic Willmore City is the second tract of homes developed in Long Beach. Downtown developed along the Pacific Red Car passenger rail line that extended from Los Angeles down the coast to Orange County. The square block patterns found in downtown Long Beach above Ocean Boulevard are half the size of automobile-oriented blocks predominate in latter developments; and the cross block alleys also contribute greatly to the walkability of these older neighborhoods. In addition to the residential neighborhoods, Downtown offers a wide variety of commercial, institutional, cultural and retail uses, and has the City's largest concentration of tall office and residential towers, especially along the shoreline. So many new low- and mid-rise apartment and condominium buildings have been constructed in the downtown over the 25 years that the population has doubled to approximately 30,000 residents. In the East Village, an arts district has begun to emerge. First Street at Linden Avenue has new sidewalk dining areas and improved landscaping and lighting. Pine Avenue thrives as a restaurant row, anchored on the south end by the Queensway Bay retail, restaurants, and entertainment uses, located across from the Long Beach Convention and Entertainment Center. New multi-family structures with ground-floor commercial uses line the North Promenade. The Streets, formerly City Place, is a shopping that occupies 23 acres between Third and Sixth Streets, Pine Avenue and Long Beach Boulevard. Additional retail, businesses, personal and professional services are located throughout Downtown, many within comfortable walking distance to nearby residences.

Facilities and Services: The New Long Beach Civic Center Projects will construct a new City Hall, Central Library, Harbor Department Headquarters, public park and open-space as well as future private development such as office and residential uses. The Civic Center complex will serve as a focal and gathering space within the downtown community.

Traditional public and charter-approved schools in the downtown include Edison, Stevenson, Chavez and International elementary schools; Constellation Middle School; a new K-12 school; Renaissance and Poly Academy

for Accelerated Learning high schools. Several private and religiously-affiliated schools, including St. Anthony High School, are found Downtown. Historic-designated religious buildings include the Scottish Rite Cathedral, St. Anthony Church, the Second Church of Christ Scientist, and the First Congregational Church.

Downtown is the City's premiere transportation hub and has seen improvements in the quality of its multimodal infrastructure. Renovations to the Transit Gallery on First Street included new public restrooms, bus information kiosks, solar powered digital readers with real time bus displays, seating benches, drinking fountains, shade canopies and public art installations. An upgraded Downtown Bike Station continues to serve bicycle commuters with affordable storage, repair and comfort facilities, conveniently located near the Transit Gallery; and bicycle routes and racks are now found throughout Downtown.

With community gardens, traditional parks, dog parks, a lagoon park and urban plaza spaces, it is estimated that about 65 publicly-owned acres of parkland exist within the boundaries of the Downtown Community Planning Area, as of 2015. The mouth of the Los Angeles River fronts Downtown, and the Pacific Ocean lies just beyond.

Issues/Needs. Downtown Long Beach has been systematically transformed from the blighted and beleaguered community it was 30 years ago. Where there was once a tired amusement park on the shore, a deteriorating and enclosed Downtown shopping mall, and struggling businesses on Pine Avenue — a revised street pattern and revitalized streetscapes, the opening of the Metro Blue Line light rail and new mixed use multi-family buildings with commercial shops on the ground floor — have breathed new life into the City's historic core. Specific projects have made the transformation of the Long Beach waterfront Long into a desirable destination: the completion of Queensway Bay harbor, the construction of the Rainbow Harbor Esplanade, the opening Aquarium of the Pacific, redevelopment of the properties along the Queen Mary side of the river (southside), and the conversion of the tidelands and Pike properties into retail, entertainment and multi-family housing developments. Yet even more upgrades are needed. The Downtown Shoreline and Promenade neighborhoods offer, for the most part, entirely new places to live. Many new Long

Beach residents now inhabit the West Gateway, North Pine and East Village. Unfortunately, the amount of usable public open space has not been added to keep pace with steady growth. Better connectivity to the shoreline, the river, and between neighborhoods to Downtown attractions and activity centers is needed. As studies indicate the popularity of convenient, walkable urban environments, Downtown is strongly positioned to create an enjoyable urban living experience with its array of urbanized features — its shorter block sizes, warm climate and urban venues. As a corollary to its burgeoning urban identity, strategies for Downtown include reestablishing and reinforcing the movement of people on foot, bicycle and transit.

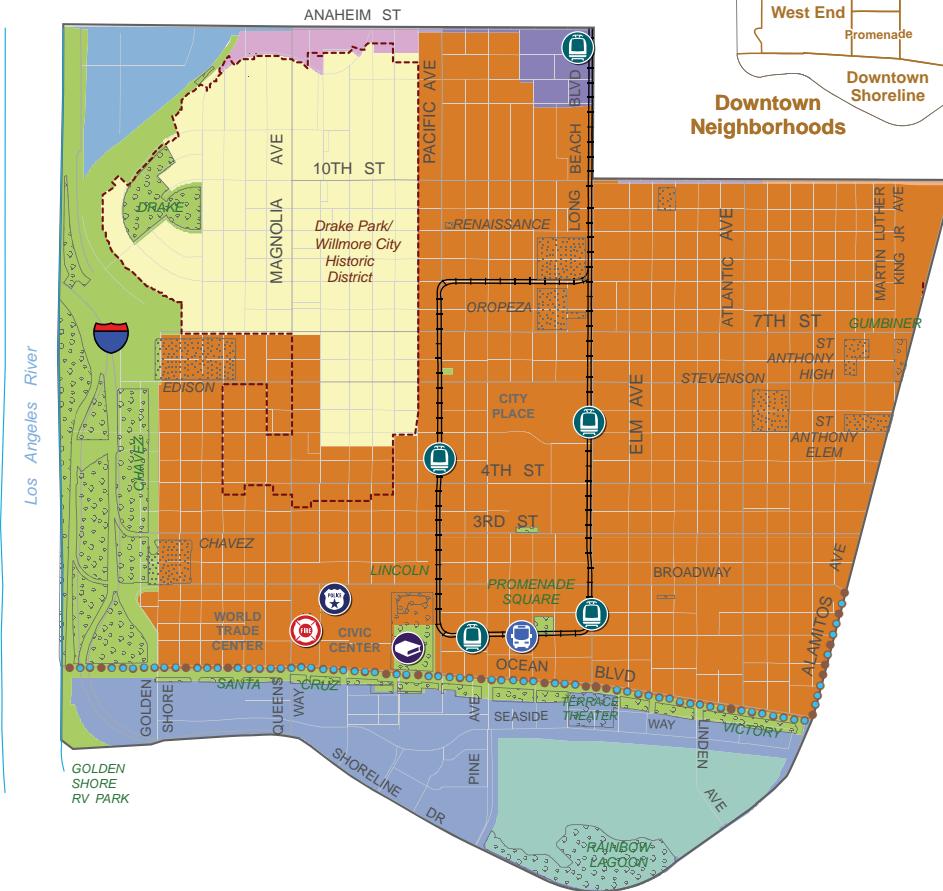
Land Use Strategies.

1. Keep Downtown Long Beach as the heart of the City by continuing to offer land areas for a wide variety of residential, commercial, office, institutional, civic, recreational and cultural venues.
2. While maintaining neighborhood cohesiveness and walkability, allow the downtown area to continue to grow and change over time, offering a vibrant mix of day and evening activities for both residents and visitors to enjoy.
3. Continue to utilize tidelands funds to upgrade and maintain public resources along the coast including seawalls, marinas, bluffs and beaches, parking lots and restrooms.
4. Create additional parklands and open spaces to serve downtown residents and visitors through the creation of additional natural and open spaces along the Los Angeles River and through reconfiguration of freeway lanes, ramps and bridges adjacent to the west side of Downtown.
5. Implement the RiverLink Plan to improve access and recreational and wildlife habitat amenities along the Los Angeles River.
6. Allow the Magnolia Industrial Group district to transition from traditional industrial uses to neo-industrial uses which encourage building reuse and allow for the possible introduction of live/work units for artists, inventors, designers and creative entrepreneurs.
7. Continue to implement the Downtown Plan (2012) and anticipate that most changes here will occur in the areas surrounding the Metro Blue Line fixed rail route. The Downtown and Transit-Oriented Development (TOD) PlaceTypes recommended in
8. Implement the Historic Preservation Element and continue protecting the Drake Park/Willmore City Historic District and all designated historic landmarks in the Downtown Community Planning Area. Utilize the provisions of the Adaptive Reuse Ordinance to continue to preserve historic and cultural resources throughout the City.
9. Implement Mobility Element capital improvements to continue transforming the Downtown Community Planning Area into the most walkable, bikeable and transit-connected neighborhoods in the City through ongoing street and alley, parkway and sidewalk improvements. Reconfigure roadways, especially Alamitos Avenue, to better accommodate multi-modal (pedestrians, bicycle and transit) users. Other specific recommendations are:
 - » Make bicycle facility improvements per the Bicycle Master Plan including: improved bicycle and pedestrian connections to the Los Angeles River and improved bicycle access on Alamitos Avenue and Ocean Boulevard.
 - » Explore reopening the historic Jergins Trust pedestrian tunnel.
 - » Continue implementing the Pine Avenue Streetscape Enhancement Project.
 - » Implement Alamitos Avenue corridor improvements.
 - » Implement Magnolia Avenue signal improvements.
 - » Implement 10th Street signal improvements.
 - » Implement Atlantic Avenue Beautification Program.
 - » Realign the I-710 Freeway terminus.
 - » Implement the pedestrian master plan for the Downtown and TOD (transit-oriented development) areas.
 - » Create greater connectivity/walkability between the upper and lower shoreline, i.e., above and below Ocean Boulevard.

this land use plan encourage higher density infill developments and taller buildings appropriate in walkable, transit-connected urban centers.

Map LU-28

Downtown



Legend

PlaceTypes

OS - Open Space

Neighborhoods

- N - Founding and Contemporary Neighborhood
- MFR-L - Multi-Family Residential - Low
- MFR-M - Multi-Family Residential - Moderate

Mixed Use

- NSC-L - Neighborhood-Serving Center or Corridor - Low
- NSC-M - Neighborhood-Serving Center or Corridor - Moderate
- TOD-L - Transit-Oriented Development - Low
- TOD-M - Transit-Oriented Development - Moderate

Employment

- CC - Community Commercial
- I - Industrial
- NI - Neo-Industrial

Unique

- RSF - Regional-Serving Facility
- DT - Downtown
- WF - Waterfront

Library

Fire Station

Police Station

Train Station

Transit Hub

Park

School

Water/Drainage

Metro Rail

Railroad

Coastal Zone Boundary

Historic District Boundary



Map Not to Scale



Midshore

Context. The Midshore Community Planning Area is composed of five neighborhoods between Alamitos and Redondo Avenues, 10th Street and the Pacific Ocean, see Map LU-29. The quality heritage of the City's development of single-family homes and early apartment buildings is on display in Midshore. Primarily residential in makeup, Midshore includes eight local historic districts: Brenner Place and Lowena Drive are small, isolated gems, Carroll Park has a distinctive street pattern, Hellman Street Craftsman is known for its concentration of Craftsman bungalows, and Bluff Park, Bluff Heights, Rose Park and Rose Park South together form a large near-contiguous historic district area extending from 10th Street to Ocean Boulevard between Cherry Avenue and Redondo Avenue. Attractive housing and landscapes are significant contributors to the desirability of these coastal neighborhoods. The Midshore hosts the Long Beach Museum of Art and the Museum of Latin American Art, Long Beach Senior Center, a fire station, library, three public primary schools (Luther Burbank, Mann and Franklin Classical) and three city parks (Rose, Bixby and Bluff). Commercial uses are located primarily on 7th and 4th Streets; Broadway; and on Cherry Avenue, Redondo Avenue and Alamitos Avenue.

Issues/Needs. Properties further inland in Midshore have maintenance and other physical issues that require attention. Many of the properties closer to the shore or in the historic districts are in good condition due to careful maintenance and restoration. Midshore's earlier developments have narrow streets, shallow parcel depth, and limited off-street parking. Incompatible commercial land uses are interspersed with residential land uses, making for disjointed land use patterns and traffic friction along many street segments. In spite of these less-than-ideal conditions, these are highly desirable residential neighborhoods. Thus, protecting the integrity of older structures and maintaining the overall look and character of each of these places is an ongoing concern. Continual code enforcement and diligent enforcement of standards for historic preservation is necessary.

All but a handful of blocks in Midshore are designated "parking impacted" with insufficient on- and off-street parking to serve businesses and residents. Although many streets do not meet street width standards, other streets are excessively wide. Most sidewalks are adequate, but many crosswalks could be upgraded to facilitate safer pedestrian travel. Green and recreational open spaces are scarce within each of these neighborhoods,

although those closest to the shoreline have the recreation amenities of the beach, Belmont Pier and Pacific Ocean. Coastal bluff erosion and sand replenishment along the beach strand continue to be problematic. Some streets that end above the bluff still need improvements, although beach signage and stairways down the bluff have been upgraded. Shopping for daily needs is convenient for most goods and services, however, residents are compelled to travel outside Midshore for larger purchases and for other shopping needs.

Land Use Strategies.

1. Maintain the unique and sound housing stock and character of each neighborhood using appropriate zoning and building standards, updated design guidelines, active code enforcement, community development programs and other appropriate measures. Respect the low scale of existing homes within the Founding and Contemporary Neighborhood PlaceType and ensure that new development is appropriate in terms of scale and massing in relation to its neighborhood context and PlaceType.
2. Expand housing opportunities for a diversity of residents and housing needs. Accommodate and promote new development and redevelopment of existing parcels as a way to increase the housing supply and replace multi-family housing developed with insufficient parking with new multi-family housing that includes adequate parking.
3. Continue to implement the Historic Preservation Element and conduct focused surveys to identify and create incentives to preserve potential landmark historic properties, particularly in the Alamitos Beach and Franklin School communities, as well as the 4th Street and Broadway corridors.
4. Develop new single-family design guidelines and standards to implement the Founding Neighborhood PlaceType and the Neighborhood Serving Center or Corridors PlaceTypes (Low and Moderate).
5. Direct future multi-family developments to locations near public transit routes, especially along 7th Street.
6. Continue to enforce the provisions of the Local Coastal Program for all properties within the coastal zone.
7. Continue to enforce the regulations for historic districts in the City. Should Mann or Burbank schools (adjacent to historic districts) be abandoned by the

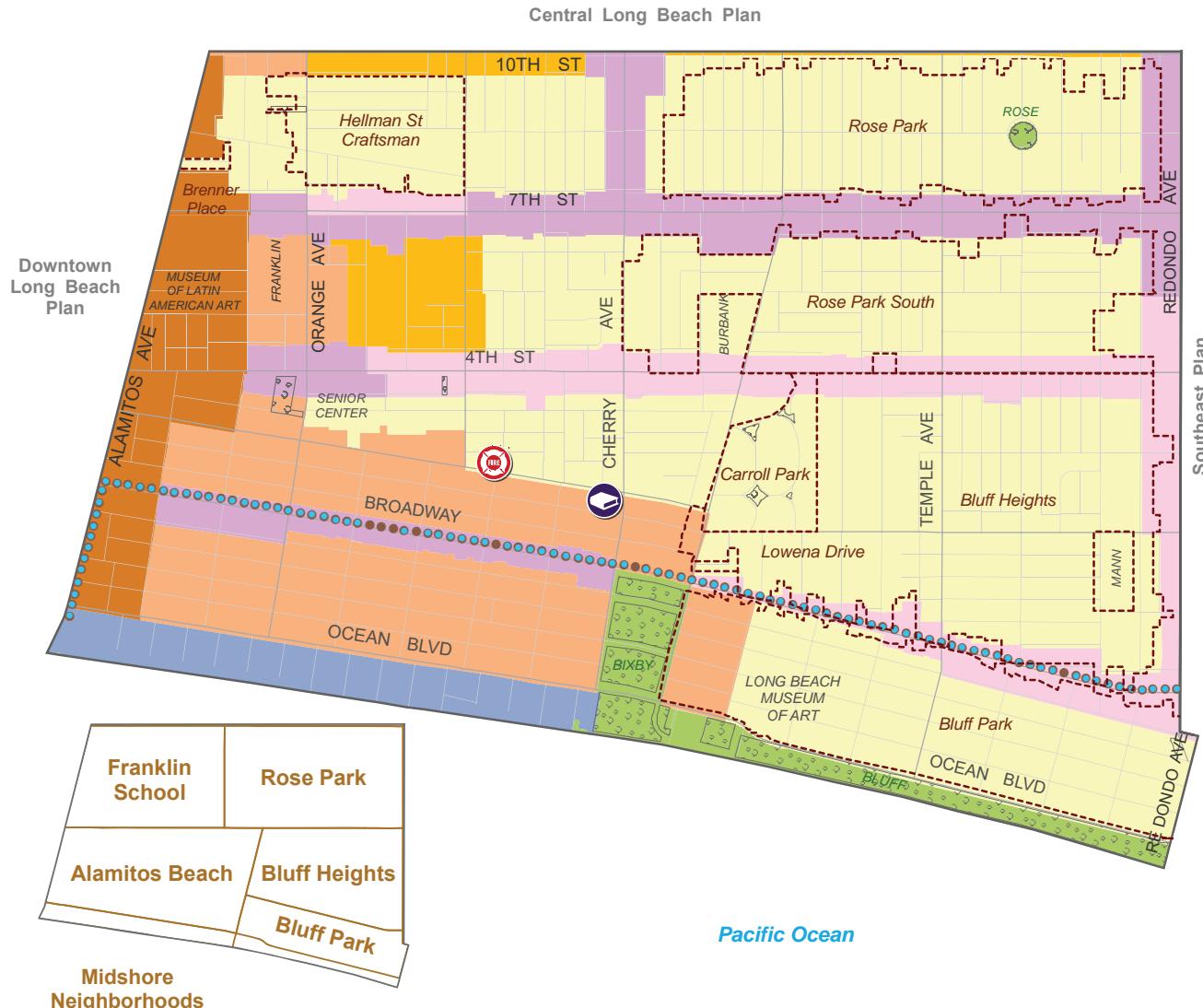


- State these properties shall be redeveloped to be compatible with the height, massing and design character of the adjacent historic district. Adaptive reuse of contributing historic buildings shall routinely be considered in planning and redevelopment of these sites/structures.
8. This plan encourages commercial and residential, horizontal and vertical, mixed-use buildings along five streets: Broadway, Redondo Avenue, 7th Street, 4th Street and the segment of Cherry Avenue between 7th Street and 10th Street. Where historic districts encompass properties along these streets the provisions of the historic districts take precedence.
 9. This plan encourages the creation of greater parcel depth and larger parcel areas and allows development of three- to five-story, mixed-use and multi-family structures through the merging of lots fronting and/or behind the following streets: Redondo Avenue, 7th Street, 4th Street and segments of Cherry Avenue and Broadway.
 10. In parking impacted areas adequate on-site parking must be provided by all development projects, regardless of the land use.
 11. Create additional neighborhood-serving recreation open space, parks, community gardens, trails, plazas and similar neighborhood amenity areas in Midshore.
 12. Implement the Mobility Element capital improvements for Midshore including:
 - » Maintain alleys and pedestrian access ways to keep the area walkable.
 - » 4th Street corridor improvements.
 - » Cherry Avenue Signal Improvements.
 - » 10th Street Signal Improvements.
 - » Alamitos Avenue Corridor Improvements.
 - » Bicycle facility Improvements per the Bicycle Master Plan.
 - » Pedestrian improvements per the CX3 Pedestrian Master Plan.

Map LU-29 Midshore

5

Implementation



Legend

PlaceTypes
■ OS - Open Space

Neighborhoods
■ N - Founding and Contemporary Neighborhood
■ MFR-L - Multi-Family Residential - Low
■ MFR-M - Multi-Family Residential - Moderate

Mixed Use
■ NSC-L - Neighborhood-Serving Center or Corridor - Low
■ NSC-M - Neighborhood-Serving Center or Corridor - Moderate
■ TOD-L - Transit-Oriented Development - Low
■ TOD-M - Transit-Oriented Development - Moderate

Employment
■ CC - Community Commercial
■ I - Industrial
■ NI - Neo-Industrial

Unique
■ RSF - Regional-Serving Facility
■ DT - Downtown
■ WF - Waterfront

■ Library

■ Fire Station

■ Park

■ School

■ Coastal Zone Boundary

■ Historic District Boundary





Southeast

Context: The Southeast Community Plan Area neighborhoods in Long Beach are stable, well-maintained neighborhoods, largely composed of single-family homes and some predominantly multi-family residential neighborhoods. The neighborhoods of Recreation Park, Belmont Heights, Belmont Shore, Belmont Park, Naples Island and the Peninsula are founding neighborhoods emerged along the Pacific Electric (PE) Railway between 1920-1945 period. While PE has ceased operations, a segment of the remaining rail right-of-way is green space, a component of the citywide Long Beach Greenbelt. The neighborhoods of Alamitos Heights, University Park Estates and those within the Southeast Area Specific Plan (SEASP) were developed between 1945 -1980 and are considered contemporary neighborhoods, see Map LU-30. The Southeast contains three historic districts: Belmont Heights, some of Bluff Park, and Eliot Lane. The slightly hilly topography of Belmont Heights provides views of the Pacific Ocean, while the neighborhood of Alamitos Heights looks down upon Colorado Lagoon and Marina Vista Park. Attractive housing is occupied by renters and homeowners alike in these coastal neighborhoods. Abundant open space, coastal access, boat marinas, beach and waterfront recreational opportunities make this a very desirable locale. California State University at Long Beach is located just north of 7th Street; Wilson High, six public primary schools, two public libraries and three fire stations serve the community. Freeway access is convenient on 7th Street, and Studebaker Road and shopping opportunities for both locals and visitors are abundant along Redondo Avenue, 2nd Street and Pacific Coast Highway. Commercial storage and energy plants straddle the San Gabriel River to the northeast of the Los Cerritos Wetlands, and oil extraction still occurs within these degraded wetland habitats. Other notable destinations in the Southeast include the Belmont Pier and Pool Complex, Marine Stadium, Mother's Beach, and Alamitos Bay Landing. The SEASP area along PCH includes destination retail, big-box stores, hotels, single and multi-family housing, open space and recreation areas.

Issues/Needs. Most of the area below Broadway, 2nd Street and all of Naples Island is “parking impacted”. Traffic congestion is elevated at the Iron Triangle where 7th Street, Bellflower and Pacific Coast Highway intersect, and also further down on the intersection of Pacific Coast Highway and 2nd Street. While the unique one-way streets and alley patterns in Belmont Shore are quaint and make for great walkability along Second Street, these narrow

streets and small lots contribute to congestion and parking issues that contribute to friction between the residential neighborhoods and commercial businesses a few steps away. As 2nd Street is the only connector for Naples Island to the mainland, its transportation function cannot be overlooked. Likewise, Ocean Boulevard is the only road connecting the Peninsula to the mainland. Mobility is therefore a chief concern within the Southeast communities and should be considered in all future decision-making.

Land Use Strategies.

1. Maintain the unique and sound housing stock and character of each neighborhood using appropriate zoning and building standards, updated design guidelines, active code enforcement, community development programs and other appropriate measures. Respect the low scale of existing homes within the Founding and Contemporary Neighborhood PlaceType and assure that new development is appropriate in terms of scale and massing in relation to its neighborhood context and PlaceType.
2. Expand housing opportunities for a diversity of residents and housing needs. Accommodate and promote new development and redevelopment of existing parcels as a way to increase the housing supply and replace multi-family housing developed with insufficient parking with new multi-family housing that includes adequate parking.
3. Continue to implement the Historic Preservation Element and conduct focused surveys to identify and create incentives to preserve potential landmark historic properties, particularly within the 4th Street and Broadway corridors.
4. Where new infill development encourages greater density with the appropriate mix of commercial and residential uses, such as on Redondo Avenue, larger sites may need to be assembled in order to handle the transition from lower heights and smaller scales to greater heights and larger masses.
5. Promote multi-modal transportation through careful design. New development should facilitate the use of transit, bicycles and walking.
6. Maintain the high level of public resources and services, including schools, libraries, parks/recreation and public safety services, available to Southeast residents.
7. Continue to monitor and maintain the balance

between the commercial uses along 2nd Street and adjacent neighborhoods. Continue to address parking problems through a joint effort of City staff, the Belmont Shore Parking and Business Improvement Area Advisory Commission and neighborhood community groups. Maintain the character of Belmont Shore with consideration for the business mix, parking, traffic and overall quality of life.

8. Continue to update and implement the provisions of the Local Coastal Program for the Southeast area and throughout the Local Coastal Zone in accordance with the State Coastal Act. Revise Planned Development District Ordinance for the Belmont Pier and Pool Complex (PD-2) to implement the provisions for the Waterfront and Regional-Serving Facility PlaceType for these areas.
9. Work with others to acquire for the public and rehabilitate for the wildlife the greatest amount of restorable wetland habitat remaining in the Los Cerritos Wetlands.
10. Enhance amenities in and increase access to the Belmont Pier and Pool Complex, Alamitos Bay Landing, Colorado Lagoon, Marine Stadium, beaches and marinas, and the Los Cerritos Wetlands.
11. Implement the Mobility Element capital improvements for the Southeast area including:
 - » 2nd Street streetscape enhancements.
 - » Connectivity enhancements at Pacific Coast Highway and 2nd Street.
 - » Improvements to SR-22 freeway ramps at Studebaker Road.
 - » Traffic signal Improvements.
 - » Bicycle facility improvements per the Bicycle Master Plan.
12. Implement complete streets for the SEASP area including new bike and pedestrian improvements to the Pacific Coast Highway, 2nd Street, Marina Drive and Loynes Drive. Large superblocks should be broken-up to provide a circulation system of smaller internal streets and pedestrian walkways along the waterfront.

Map LU-30 Southeast



Legend

PlaceTypes
OS - Open Space
Neighborhoods
N - Founding and Contemporary Neighborhood
MFR-L - Multi-Family Residential - Low
MFR-M - Multi-Family Residential - Moderate
Mixed Use
NSC-L - Neighborhood-Serving Center or Corridor - Low
NSC-M - Neighborhood-Serving Center or Corridor - Moderate
TOD-L - Transit-Oriented Development - Low
TOD-M - Transit-Oriented Development - Moderate

Employment
CC - Community Commercial
I - Industrial
NI - Neo-Industrial
Unique
RSF - Regional-Serving Facility
DT - Downtown
WF - Waterfront

Library
 Fire Station
 Park
 School
 Water/Drainage
 Coastal Zone Boundary
 Historic District Boundary





Administration

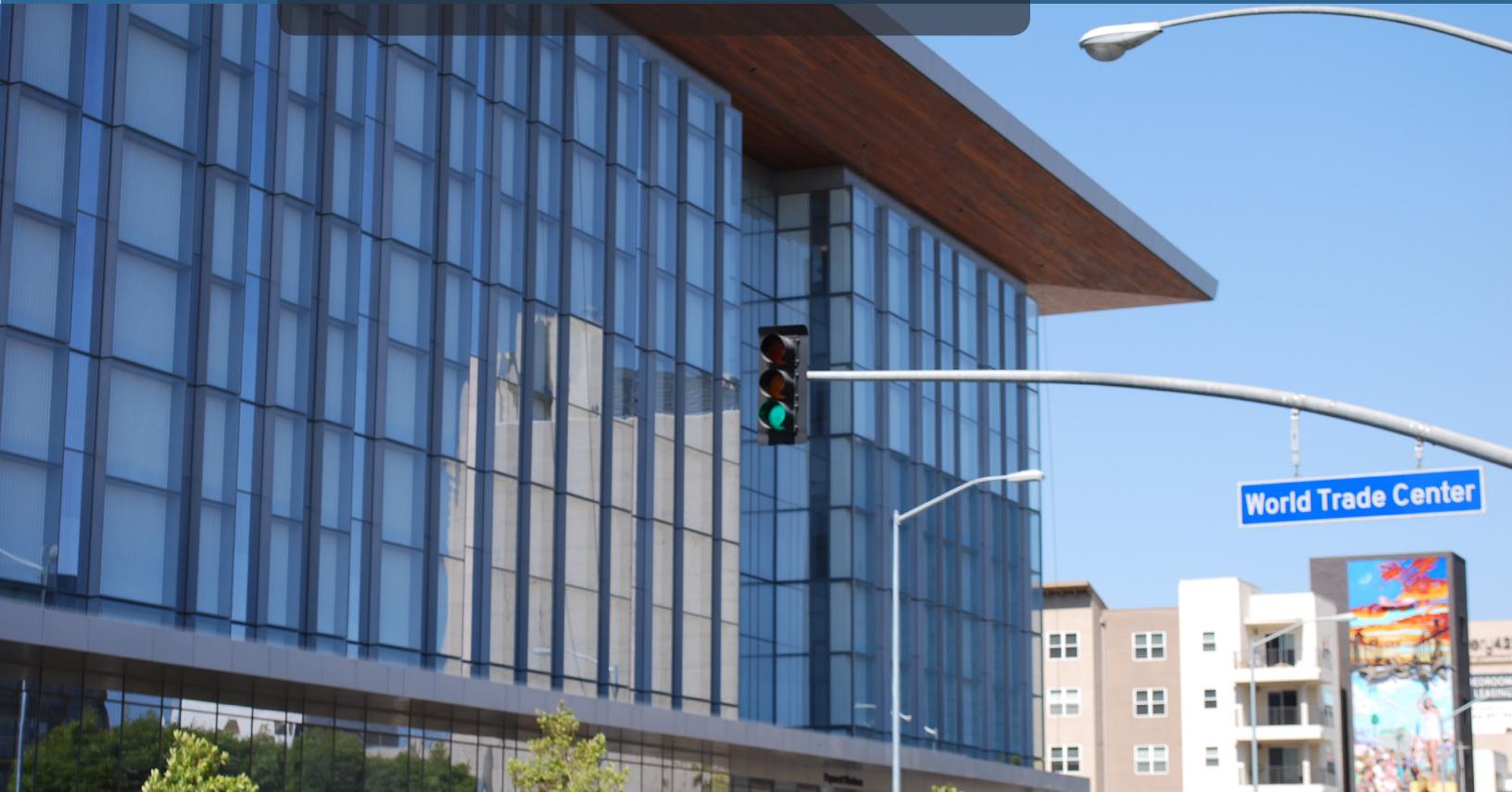
6

Maintaining the Land Use Element

"Discipline is the bridge between goals and accomplishment."

Jim Rohn

American entrepreneur, author and motivational speaker



6



Administration

Maintaining the Land Use Element

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ELEMENT REVIEW, AMENDMENT, AND CONSISTENCY

In order for the Land Use Element to be most effective, the City must review, maintain and implement it in a systematic and consistent manner. This section outlines the review and amendment processes for the Land Use Element, and describes the consistency requirements for new development projects, plans and other approvals.

Land Use Implementation Review

The City is committed to regularly reviewing progress toward implementing the goals, policies and implementation measures of the Land Use Element. Since many of the factors and issues that the Element addresses change from time to time, a review and progress report that is prepared every two to three years will help ensure the City is moving forward to achieve the Land Use Plan's vision and bold moves. This review will describe the status of each specific implementation strategy outlined in the Implementation Chapter. The review will also take into account the availability of new implementation tools and feedback from monitoring activities.

Amendments to the Element

State law allows amendments to the Land Use Element. Amendments may periodically be initiated by City staff, the Planning Commission, City Council or a property owner. State-mandated elements, including the Land Use Element, can only be amended four times per calendar year. However, more than one change may be considered at each of these four opportunities.

Projects within the Coastal Zone may be appealable to the State Coastal Commission.

General Plan Amendments are adopted by resolution and approved immediately upon adoption of the resolution.

Consistency

To ensure that the goals, policies, citywide implementation measures and neighborhood strategies identified in this element are systematically implemented, State law requires that actions and decisions Long Beach approves must be consistent with this Land Use Element and the General Plan 2040. Following is a partial list of City initiatives that must be consistent with the Land Use Element:

- » **Master plans.** A master plan proposal is considered consistent with this Land Use Element if it is consistent with the intent and direction of the PlaceType districts,

and conforms to the density, intensity and height requirements for each PlaceType district.

- » **Specific plans.** A specific plan proposal is considered consistent with this Land Use Element if it is consistent with the intent and direction of the PlaceType districts, conforms with the density, intensity and height requirements for each PlaceType district, and complements/is sensitive to the established physical environment and neighborhood setting within which the proposed plan is located.
- » **Capital projects.** Project proposals and improvements identified in the Capital Improvement Program are considered consistent when they are consistent with (explicitly or implicitly) the Land Use Element policies. New infrastructure or capital projects shall be examined for consistency on the bases of their ability to implement the goals, objectives and policies of the Land Use Plan.
- » **Planned development.** A planned development proposal is considered consistent with this Land Use Element if it is consistent with the intent and direction of the PlaceType districts, conforms to the intensity and density levels of the PlaceType districts, and complements/is sensitive to the established physical environment and neighborhood setting within which the proposed project is located.
- » **Development agreements.** Development agreements for development projects are consistent with this Plan when they are consistent with the goals, objectives and policies of the Land Use Plan, and with the intent and direction of the PlaceType districts.
- » **Subdivision approvals.** Proposed subdivisions are considered consistent when the density of the proposed subdivision meets the PlaceTypes residential density and commercial/industrial intensity. Condominium conversions of existing buildings that are greater than the allowed density under PlaceTypes are considered inconsistent, unless the Planning Commission makes findings that the proposed conversion is in the best interest of the City.



- » **Development projects.** Proposed development projects that carry out the policies of the Land Use Element and fulfill the intent of the PlaceType density and intensity levels are considered consistent.
- » **Design guidelines.** Design guidelines that carry out the policies of this Land Use Element and fulfill the intent of the PlaceType districts are considered consistent.
- » **Environmental documentation.** Environmental documentation (including environmental impact reports and statements, mitigated and negative declarations and addendums) are considered consistent when the project approvals and findings conform with the goals and policies of this Land Use Element.
- » **Zoning Regulations.** Long Beach's Zoning Regulations (Title 21 of the Municipal Code) must be made consistent with this Land Use Element, including consistency between PlaceTypes and Zoning Districts. However, since this General Plan (including the Land Use Element) is a long-range policy document, and zoning is sometimes a shorter-range means of incrementally reaching the long-range goals, there may be instances in which the immediate zoning case appears to be inconsistent with the Land Use Element. In such instances, a finding of consistency may be made by the Planning Commission providing it is determined that the proposed zoning or zoning change is an incremental step toward the ultimate realization of the policies of this Land Use Element, and that determining consistency will not foreclose the future possibility of attaining the goals of this Land Use Element.

Conditional Use Permits are consistent if the proposed project carries out the policies of the Land Use Element and meets the PlaceType density and intensity levels.

Variances found to not adversely affect the intent of PlaceTypes districts and otherwise comply with the Zoning Regulations are considered consistent.

Table LU-6 on the following page identifies the PlaceTypes and Zoning Districts that are consistent with each other.

The City intends to adopt new zoning regulations to better implement the PlaceTypes. Until such time, the

matrix on the following page show correspondence between the PlaceTypes and current Zoning Districts.

Table LU-6: PlaceTypes and Zoning Districts Consistency Matrix

Zoning Districts		PlaceTypes												
		Open Space	Founding and Contemporary Neighborhood	Multi-Family Residential - Low	Multi-Family Residential - Moderate	Neighborhood-Serving Centers and Corridors - Low	Neighborhood-Serving Centers and Corridors - Moderate	Transit-Oriented Development - Low	Transit-Oriented Development - Moderate	Community Commercial Centers and Corridors	Industrial	Neo-Industrial	Regional-Serving Facility	Downtown
Residential Zones														
R-1-S	Single-family Residential, small lot	•												
R-1-M	Single-family Residential, moderate lot		•										•	
R-1-T	Single-family Residential, townhomes		•										•	
R-1-N	Single-family Residential, standard lot		•										•	
R-1-L	Single-family Residential, large lot		•										•	
R-2-S	Two-family Residential, small lot		•										•	
R-2-I	Two-family Residential, intensified development		•										•	
R-2-N	Two-family Residential, standard lot		•										•	
R-2-A	Two-family Residential, accessory second unit		•										•	
R-2-L	Two-family Residential, large lot		•										•	
RM	Mobile homes, modular and manufactured residential		•	•	•								•	•
R-3-T	Multi-family Residential, Townhouse			•				•	•				•	•
R-3-S	Low-density Multi-family Residential, small lot			•				•	•				•	•
R-3-4	Low-density Multi-family Residential				•			•	•				•	•
R-4-R	Moderate-density Multiple Residential					•		•	•				•	•
R-4-N	Medium-density Multiple Residential					•		•	•				•	•
R-4-U	Dense Multiple Residential, urban							•	•				•	
R-4-H	Dense Multiple Residential, high-rise						•	•	•				•	•
Mixed Commercial/Residential Zones														
CNR	Neighborhood Commercial and Residential			•	•	•	•	•	•				•	
CCR	Community R-4-R Commercial						•			•				•
CCN	Community R-4-N Commercial							•		•				
CO	Office Commercial							•	•	•	•	•	•	•



Zoning Districts		PlaceTypes												
		Open Space	Founding and Contemporary Neighborhood	Multi-Family Residential - Low	Multi-Family Residential - Moderate	Neighborhood-Serving Centers and Corridors - Low	Neighborhood-Serving Centers and Corridors - Moderate	Transit-Oriented Development - Low	Transit-Oriented Development - Moderate	Community Commercial Centers and Corridors	Industrial	Neo-Industrial	Regional-Serving Facility	Downtown
Commercial Zones														
CS	Commercial Storage					•			•					
CNP	Neighborhood Pedestrian-Oriented Commercial					•	•	•	•				•	
CNA	Neighborhood Commercial Automobile-Oriented		•	•	•	•							•	
CCA	Community Commercial Automobile-Oriented								•				•	
CCP	Community Commercial Pedestrian-Oriented					•	•	•	•	•			•	
CH	Highway Commercial								•				•	
CT	Tourist and Entertainment Commercial						•	•	•		•	•	•	
CHW	Regional Highway Commercial								•					
Other Zones														
IL	Light Industrial									•	•			
IM	Medium Industrial									•	•	•		
IG	General Industrial									•		•		
IP	Port-related Industrial										•			
I	Institutional	•	•	•	•	•	•	•	•	•	•	•	•	
P	Park	•	•	•	•	•	•	•	•	•	•	•	•	
PR	Public Right-of-Way	•	•	•	•	•	•	•	•	•	•	•	•	
PD	Planned Development	•	•	•	•	•	•	•	•	•	•	•	•	

Note: “•” indicates that PlaceType and Zoning District are consistent.



Appendix

7

"Destiny is not a matter of chance, but a matter of choice. It is not a thing to be waited for. It is a thing to be achieved."

William Jennings Bryan,
American lawyer, orator and presidential candidate





Appendix

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ANTICIPATED BUILDOUT

California State law directs jurisdictions to accommodate their share of the regional housing need allocated by their council of governments. According to the General Plan Guidelines prepared by the Governor's Office of Planning and Research, jurisdictions should consider several factors in their forecasts and buildout scenarios, including population growth and trends, community and regional demographics, the local mix of jobs and housing, economic trends and infrastructure needs. Therefore, to best understand and accommodate for anticipated population and employment growth and demand for new housing units, this Element takes into account data from:

- » Southern California Association of Governments (SCAG)
- » California Employment Development Department (EDD)
- » California Department of Finance (DOF) Demographic Research Unit
- » Assessment of Fair Housing (AFH) conducted by the City for compliance with the U.S. Department of Housing and Urban Development (HUD)
- » U.S. Census Bureau

The Regional Housing Needs Assessment (RHNA) for Long Beach is allocated by SCAG . According to SCAG, as of 2012 (the baseline year of this plan), Long Beach had over 466,255 residents, over 163,794 households and 153,154 jobs. The U.S Census American Community Survey five-year estimate reported 469,793 residents and 163,919 households in the City in 2016; additionally, the EDD estimates Long Beach had approximately 156,900 jobs in 2017. See Table LU-8, Population, Household and Employment Growth.

SCAG's Integrated Growth Forecast for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy indicates that Long Beach will grow nearly four percent to a population of 484,485 residents by 2040. This represents over 18,000 new persons living in Long Beach. During this same time frame, the City is projected to add 11,700 new households and 28,500 new employees.

For the 2014-2021 Housing Element period, Long Beach had a RHNA target of 7,048 new housing units by 2021 to accommodate projected population growth. In addition to the need for housing for new households, the City's AFH analysis completed with data and direction provided by HUD shows that 12.2 percent of all households in Long

Table LU-8: Population, Household and Employment Growth

	Population	Households	Employment
2012	466,255	163,794	153,154
2016 ^A	469,796	163,909	156,900 ^B
2020	478,346	170,838	165,800
2035	481,463	173,188	175,546
2040	484,485	175,538	181,665
Percent Change: 2012-2040	3.9%	7.2%	18.6%

Notes: A) 2016 data is provided for reference.
B) Employment data is for 2017.

Sources: SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), U.S. Census Bureau American Community Survey, City of Long Beach; and California Employment Development Department.

Beach experience overcrowding. Though startling, this is not surprising given that since 1989, housing production lagged while population has continued to increase. Constrained housing supply spikes costs for residents while also directly leading to overcrowding. When housing costs rise, families combine, individuals delay living without roommates and families make sometimes detrimental decisions to remain housed.

Given the negative health, economic, infrastructure and quality of life impacts of overcrowding, the 7,048-unit number was combined with the needed 21,476 units to address overcrowding within the total new unit threshold for the City. See Table LU-9, Anticipated Housing Needs.

The 2014-2021 Housing Element reported an average household size for owner-occupied units of 2.92 people and 2.74 people for renter-occupied units. Due to the lower average unit size and high renter share in the City (over 60 percent of units are renter-occupied), addressing overcrowding and increasing the number of available units are especially relevant for renter households.

As new data become available, the City will continue to analyze population, housing and employment projections and consider adjustments necessary to the General Plan.

**Table LU-9: Anticipated Housing Needs**

Units Needed to Address 12.2% Overcrowding (HUD)	21,476
RHNA (SCAG/HCD) units by 2021	7,048
Total Housing Units Needed	28,524
Downtown Plan Accommodated Growth	5,000
Midtown Plan Accommodated Growth	3,619
SEASP Accommodated Growth	2,584
Accessory Dwelling Units (100/year)	2,200
Total Already Accommodated Growth	13,403
Needed (LUE) Additional Housing Accommodation	15,121

Sources: Long Beach Assessment of Fair Housing, 2013 - 2021 Long Beach Housing Element; Long Beach Development Services staff analysis; and U.S. Department of Housing and Urban Development.

Acronyms: U.S. Department of Housing and Urban Development (HUD); California Department of Housing and Community Development (HCD); Southern California Association of Governments (SCAG); Regional Housing Needs Assessment (RHNA); Long Beach Assessment of Fair Housing (AFH); Land Use Element (LUE) and Southeast Area Specific Plan (SEASP).

NATURAL RESOURCE PROTECTION POLICIES

Per LU Policy 20-12, the policies, requirements, and standards below ensure minimization of potential development impacts.

Agricultural Resources

None required.

Biological Resources

1. Protect nesting bird species covered under the Migratory Bird Treaty Act (MBTA), Federal Endangered Species Act, California Endangered Species Act, or California Fish and Game Code.

a. In the event that vegetation and/or tree removal should occur between January and September in a portion of the City located outside of the Coastal Zone, a qualified biologist shall conduct a nesting bird survey prior to the commencement of construction activities.

b. As required by Coastal Development Permit (CPD) No. 5-08-187, in the event that tree trimming or removal should occur within the Coastal Zone, a qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree prior to commencement of construction and/or maintenance activities.

c. If an active nest is found, containing eggs or young of any avian species protected under the MBTA, Federal Endangered Species Act, California Endangered Species Act, or California Fish and Game Code, the qualified biologist based on their experience shall delineate an appropriate buffer area around the nest depending on the sensitivity of the species and the nature of the construction activity until the nest is no longer active.

2. Preserve and maintain City-owned trees through compliance with Chapter 14.28, Trees and Shrubs, of the City of Long Beach Municipal Code.

Cultural Resources

1. Minimize any potential impacts to unknown archaeological resources by ensuring appropriate treatment and documentation of the discovery in accordance with federal, State, and local guidelines, including those set

forth in California PRC Section 21083.2.

2. Minimize any potential impacts to unknown paleontological resources by ensuring appropriate treatment and documentation of the discovery in accordance with federal, State, and local guidelines.

3. Minimize any potential impacts to unknown buried human remains by ensuring appropriate examination, treatment, and protection of human remains (in the event of an unanticipated discovery of a burial, human bone, or suspected human bone) as required by California Code of Regulations (CCR) Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State's Health and Safety Code, or as updated.

Geology and Soils

1. When required by Chapter 18.05 of the City's Municipal Code, and as a standard condition of approval prior to issuance of a grading permit, require that project applicants comply with the recommendations of a soils engineering report and/or engineering geology report prepared for the subject project.

2. As a standard condition of approval prior to issuance of a grading permit, that project applicants comply with the California Building Code.

Hazards and Hazardous Materials

1. Require, as a standard condition of approval prior to issuance of a demolition permit, verification by the Director of the City of Long Beach Development Services Department, or designee, that predemolition surveys for asbestos-containing materials (ACMs) and lead-based paints (LBPs) (including sampling and analysis of all suspected building materials) and inspections for polychlorinated biphenyl (PCB)-containing electrical fixtures have been performed if ACMs, LBPs, and/or PCBs have been identified and/or if there is a likelihood that these materials pose a hazard at the project site.

2. Require, as a standard condition of approval prior to issuance of a demolition permit, verification by the City of Long Beach Director of Development Services, or designee, that predemolition surveys for mold (including sampling and analysis of all suspected building materials) shall be performed if mold has been identified and/or there is a likelihood that mold poses a hazard at the project site.



3. Require, as a standard condition of approval prior to issuance of a grading permit, the City of Long Beach Fire Department (LBFD), or designee, to review and approve a Contingency Plan, or equivalent, that addresses the procedures to be followed should on-site unknown hazards or hazardous substances be encountered during demolition and construction activities.

Hydrology and Water Quality

1. Require, as a standard condition of approval prior to issuance of a grading permit for projects disturbing greater than one acre, that project applicants obtain coverage under and comply with the provisions of the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ; NPDES Permit No. CAS000002, as amended by Order Nos. 2010-0014-DWQ and 2012-0006-DWQ; Construction General Permit), or subsequent permit. Project applicants shall provide the Waste Discharge Identification Number (WDID) to the City to demonstrate proof of coverage under the Construction General Permit. For projects disturbing between 1 and 5 acres of soil, project applicants may obtain a Small Construction Rainfall Erosivity Waiver in lieu of coverage under the Construction General Permit if it can be demonstrated that there is a low erosivity potential (i.e., the rainfall erosivity value in the Revised Universal Soil Loss Equation [R factor] is less than 5).

2. Require, as a standard condition of approval prior to issuance of a grading permit for projects that disturb soil, that project applicants submit an Erosion and Sediment Control Plan (ESCP) to the City of Long Beach Development Services Director, or appropriate designee, for review and approval, in compliance with the Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach (Order No. R4-2014-0024, NPDES No. CAS004003, as amended by Order No. R4-2014-0024; City of Long Beach MS4 Permit). Stormwater Pollution Prevention Plans (SWPPPs) prepared in accordance with the requirements of the Construction General Permit can be accepted as ESCPs

3. Should groundwater dewatering activities be required during construction and excavation activities, the project applicants shall obtain coverage under and comply with the provisions of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los

Angeles and Ventura Counties (Order No. R4-2013-0095, NPDES Permit No. CAG994004) (Groundwater Discharge Permit), or subsequent permit. Project applicants shall provide the Waste Discharge Identification Number (WDID) to the City to demonstrate proof of coverage under the Groundwater Discharge Permit.

4. Require, as a standard condition of approval prior to issuance of a grading permit, that project applicants of New Development or Redevelopment projects (unless exempt) submit a Standard Urban Storm Water Mitigation Plan (SUSMP), or equivalent, to the City of Long Beach Development Services Director, or appropriate designee, for review and approval, in compliance with the Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach (Order No. R4-2014-0024, NPDES No. CAS004003, as amended by Order No. R4-2014-0024; City of Long Beach MS4 Permit), or subsequent permit.

5. Require, as a standard condition of approval prior to issuance of a grading permit, that project applicants of New Development or Redevelopment projects (unless exempt) submit a Low Impact Development (LID) Plan, or equivalent, to the City of Long Beach Development Services Director, or appropriate designee, for review and approval in compliance with Chapter 18.74, Low Impact Development Standards, of the City of Long Beach Municipal Code.

6. Require, as a standard condition of approval prior to issuance of a grading permit for projects located within a Federal Emergency Management Agency (FEMA) special flood hazard area, that project applicants obtain a development permit from the City of Long Beach Floodplain Administrator, or appropriate designee. Project applicants shall submit an application for the development permit to the Floodplain Administrator consistent with the requirements of Chapter 18.73.120, Establishment of Development Permits, of the City of Long Beach Municipal Code. Design and construction of projects located within a special flood hazard area shall comply with the requirements in Chapter 18.73, Flood-Resistant Design and Construction, of the City of Long Beach Municipal Code.

Mineral Resources

None required.

Recreation

None required.



LAND USE POLICIES ADDRESSING CLIMATE CHANGE AND SUSTAINABILITY

Through the Land Use Element, the City of Long Beach continues to be at the forefront of planning for climate change and sustainability. The Land Use Element includes policies that directly and indirectly address climate change by reducing greenhouse gas (GHG) emissions. GHG emissions will be reduced through implementation of policies that increase transit-oriented development and mixed-use development, increase active transportation, promote green technology and promote sustainable development.

These policies will also help the City achieve GHG emissions reductions that are consistent with mandated statewide goals. The Global Warming Solutions Act (Assembly Bill 32) established a goal of reducing statewide GHG emissions to 1990 levels by the year 2020. Executive Order S-3-05 established a statewide GHG emissions reduction target of 80 percent below 1990 levels by the year 2050. Subsequently, Executive Order B-16-2012 established a target of a 40 percent reduction below 1990 levels by the year 2030. Additionally, Senate Bill 375 (the Sustainable Communities Strategy) requires coordinated land use and transportation planning in order to reduce vehicle miles traveled for passenger vehicles.

The City strives to be a leader in advancing sustainability and this Land Use Element complements other City actions and planning documents that include policies to address global climate change, reduce GHG emissions, and adapt to change. The table below is an excerpt of the specific policies within the Land Use Element that address climate change.

Land Use Element policies directly addressing Climate Change are identified in Table LU-7.



Table LU-7: Land Use Policies Addressing Climate Change and Sustainability

Policy Number	Policy	Page
Land Use Element policies directly addressing Climate Change:		
Goal No. 1: Implement Sustainable Planning and Development Practices Strategy No. 2: Promote efficient management of energy resources to reduce greenhouse gas emissions and the impacts of climate change.		
LU Policy 2-1	Promote the establishment of local green energy generation projects along with the infrastructure to support such projects.	111
LU Policy 2-2	Ensure that long-range planning processes consider impacts of sea level rise and propose mitigation measures.	111
Goal No. 4: Support Neighborhood Preservation and Enhancement Strategy No. 10: Create healthy and sustainable neighborhoods.		
LU Policy 11-2	Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues.	118
Goal No. 6: Ensure a Fair and Equitable Land Use Plan Strategy No. 15: Protect neighborhoods from adverse environmental conditions.		
LU Policy 16-2	Continue to work with the State, the Port of Los Angeles and other agencies and organizations to improve air quality around the ports and reduce vessel, truck, rail and other equipment emissions from port operations.	121
Goal No. 8: Increase Access, Amount and Distribution to Green and Open Space Strategy No. 17: Increase open space in urban areas.		
LU Policy 18-4	Increase the number of trees, first prioritizing areas identified as tree-deficient, to provide the maximum benefits of improved air quality, increased dioxide sequestration, reduced storm water runoff and mitigated urban heat island effect.	122
Policies related to sustainable development, green technology, improving the environment, etc.:		
Goal No. 1: Implement Sustainable Planning and Development Practices Strategy No. 1: Support Sustainable urban development patterns.		
LU Policy 1-1	Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.	110
LU Policy 1-2	Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near stations and at neighborhood hubs.	110
LU Policy 1-3	Require sustainable design strategies to be integrated into public and private development projects.	110
LU Policy 1-4	Require electric vehicle charging stations to be installed in new commercial, industrial, institutional, and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment	110



Policy Number	Policy	Page
LU Policy 1-5	Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects.	111
LU Policy 1-6	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.	111

Goal No. 2: Stimulate Continuous Economic Development and Job Growth**Strategy No. 4: Attract and invest in green and innovative industries to expand creative employment opportunities.**

LU Policy 4-1	Provide a Land Use Plan that allows a place for green energy development and green businesses.	111
LU Policy 4-2	Promote the transition of some heavy industrial and manufacturing sites to creative green and sustainable industries.	111

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

LU Policy 5-1	Require safe, attractive and environmentally-sustainable design, construction and operation of all buildings, landscapes and parking facilities in employment and educational centers.	111
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Goal No. 3: Accommodate Strategic Growth and Change**Strategy No. 6: Implement the major areas of change identified in this Land Use Plan (Map LU-19).**

LU Policy 7-3	Allow heavy industry uses as well as oil and gas facilities to transition to green industry where feasible and desired.	117
LU Policy 7-4	Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.	117

Strategy No 7: Enhance and improve the waterfront areas.

LU Policy 8-2	Improve the Alamitos Bay Landing to create a more enjoyable and successful place with additional coastal access, recreation and visitor-serving uses and design improvements to create a more pedestrian-friendly and attractive area.	116
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Goal No. 8: Increase Access, Amount and Distribution to Green and Open Space**Strategy No. 17: Increase open space in urban areas.**

LU Policy 18-2	Enhance street corridors and spaces between buildings by incorporating small green areas, native and drought-tolerant landscaping and street trees.	122
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Goal No. 9: Preserve, Protect, Restore and Reconnect with Natural Resources**Strategy No. 20: Reconnect with nature's systems and natural processes.**

LU Policy 21-3	Continue to explore opportunities to provide leadership in intergovernmental coordination of environmental stewardship and protection of nature's systems and natural processes.	122
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Policy Number	Policy	Page
Policies resulting in reduced greenhouse gas emissions and/or promoting active transportation, TOD, transit, mixed use neighborhoods, parks, open space, etc.:		
Goal No. 2: Stimulate Continuous Economic Development and Job Growth Strategy No. 3: Maintain a strong, diversified economic base that creates jobs and attracts employers.		
LU Policy 3-3	Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist galleries, studios and limited live-work units.	111
Strategy No. 5: Create and maintain safe, accessible and sustainable employment and higher education centers.		
LU Policy 5-2	Connect employment and higher education centers to other activity centers and adjacent neighborhoods via walking, biking and transit routes.	112
LU Policy 5-3	Require employment and higher education centers to transition to walkable and bikeable campus environments with wayfinding signage, integrated open spaces and easy accessibility via roadways, transit and bicycle routes.	112
LU Policy 5-4	Provide excellent transit connections to California State University at Long Beach, City colleges and all major employment and educational campuses.	112
Goal No. 3: Accommodate Strategic Growth and Change Strategy No. 6: Implement the major areas of change identified in this Land Use Plan (Map LU-19).		
LU Policy 7-2	Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.	117
LU Policy 7-6	Promote transit-oriented development around passenger rail stations and along major transit corridors.	117
LU Policy 7-7	Continue to develop the downtown into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.	117
LU Policy 7-9	Focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors.	117
LU Policy 7-11	Support infill and transit-oriented development projects by utilizing available tools, such as public-private partnerships and assistance with land assembly and consolidation.	117
Goal No. 4: Support Neighborhood Preservation and Enhancement Strategy No. 9: Create complete neighborhoods with identifiable centers and a full range of supporting neighborhood-serving uses to meet the daily needs of residents.		
LU Policy 10-1	Ensure neighborhoods contain a variety of functional attributes that contribute to residents' day-to-day living, including schools, parks, and commercial and public spaces.	118



Policy Number	Policy	Page
LU Policy 10-3	Plan for and accommodate neighborhood-serving goods and services, learning facilities, public amenities and transit stops within walking distance of most residences.	118
Strategy No. 10: Create healthy and sustainable neighborhoods.		
LU Policy 11-3	Support land use and policy decisions that promote local urban agriculture, community gardens, and local food production throughout the city.	118
LU Policy 11-5	Ensure neighborhoods are accessible to open spaces, parks, trails, and recreational programs that encourage physical activity and walkability.	119
Goal No. 5: Diversify Housing Opportunities		
Strategy No. 11: Diversify Long Beach's housing stock.		
LU Policy 12-5	Encourage major employers and higher education centers to participate in and contribute to planned housing development activities near their facilities.	119
Strategy No. 12: Facilitate housing type distribution.		
LU Policy 13-2	Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.	120
Goal No. 6: Ensure a Fair and Equitable Land Use Plan		
Strategy No. 13: Promote the equitable distribution of services, amenities and investments throughout the City.		
LU Policy 14-1	Remedy existing deficiencies in blighted and underserved neighborhoods by providing public facilities, amenities, improvements and services equitably throughout the City.	120
Goal No. 8: Increase Access, Amount and Distribution to Green and Open Space		
Strategy No. 17: Increase open space in urban areas.		
LU Policy 18-3	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.	122



GLOSSARY

Acreage (Gross): The total land area in acres within a defined boundary, including any area for rights-of-way, public streets and dedications of land for public use.

Acreage (Net): That portion of gross acreage exclusive of public streets, rights-of-way and dedications of land for public uses.

Adaptive Use/Reuse: The process of converting a building to a use other than that for which it was originally designed and/or built. Such a conversion may be accomplished with varying alterations to the building.

Alternate Fuels: Fuels such as electricity, methanol, ethanol, natural gas and liquid propane gases that are cleaner burning and help to meet the California Air Resources Board's mobile and stationary emission standards.

Bike Route: A bicycle facility shared with motorists and identified by signs or pavement marking symbols. A bike route does not have lane stripes (Class III Bikeway).

Biomimicry: The imitation of models, systems and elements of nature for the purpose of solving complex human problems.

Bioswale: Landscape elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides and filled with vegetation, compost and/or riprap.

Buffer: Land and/or improvement designated to protect one type of land use from another where there could be compatibility issues. Where a commercial district or industrial use abuts a residential district, for example, additional use, yard or height restrictions may be imposed to protect residential properties.

California Building Code: A standard building code that sets minimum standards for construction. The California Building Code is outlined in Title 24 of the California Code of Regulations and includes the Uniform Plumbing Code, Uniform Mechanical Code, National Electric Code, California Fire Code and the California Energy Code.

California Environmental Quality Act (CEQA): A State law enacted in 1971 that requires governmental agencies

at all levels to consider the impact proposed projects have on the environment, including cultural resource impacts.

Capital Improvement Program (CIP): A proposed timetable or schedule of future capital improvements (i.e., government acquisition of real property, major construction project or acquisition of long lasting, expensive equipment) to be carried out during a specific period, together with cost estimates and the anticipated means of financing each project. Capital improvement programs are usually projected five years in advance and are updated every two years in Long Beach as part of the City's two-year budget process.

Carbon Footprint: A measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide.

Carbon Sink: Natural and working lands, soils, wetlands and vegetation and other natural attributes that store or sequester carbon.

Centers: Nodes of activity that generally encompass areas with a predominant single use or mix of land uses.

Charter City: A city in which the governing system is defined by the city's own charter document rather than from laws of the State of California. See also General Law City.

City: City, with a capital "C," generally refers to the government or administration of the City of Long Beach. City, with a lower case "c" may mean any city or the general boundaries of Long Beach.

Climate Change (see also Global Warming): Climate change refers to any significant change in measures of climate (such as temperature, precipitation or wind) lasting for an extended period (decades or longer). Climate change may result from natural factors, such as changes in the sun's intensity or slow changes in the Earth's orbit around the sun; natural processes within the climate system (e.g., changes in ocean circulation); and human activities that change the atmosphere's composition (e.g., through burning fossil fuels) and the land surface (e.g., deforestation, reforestation, urbanization and desertification).



Compatibility: The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning districts is intended to achieve compatibility within the district. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

Complete Streets: A comprehensive approach to the practice and related policies of mobility planning. The complete street concept recognizes that transportation corridors have multiple users with different abilities and mode preferences (e.g., pedestrians, bicyclists, transit riders and drivers) that need to be accounted for.

Condominium: An estate in real property consisting of an undivided interest in common in a portion of a parcel in real property, together with a separate interest in the space in a residential, industrial or commercial building on such real property such as an apartment, office or store.

Conservation: The management of natural resources to prevent waste, destruction or neglect.

Corridor: Major commercial or mix-use streets that connect centers and neighborhoods and have their own identity.

Crackerbox Apartment: An undistinguished apartment building lacking architectural character. They typically were built inexpensively, are incompatible with the scale of the neighborhood and lack appropriate parking spaces, private open space and landscaping.

Density: The number of dwelling units per unit of land. The Long Beach General Plan refers to density in terms of dwelling units per acre (du/ac).

Density, Gross: A units-per-acre density measurement that includes in the calculation land occupied by streets, sidewalks, parkways, alleys, utilities and other public rights-of-way.

Density, Net: A units-per-acre density measurement that includes in the calculation only land occupied by residential uses. It does not include streets, parks or other uses.

Development: Development has the meaning of §65927 (California Government Code) and is also any human-caused change to improved or unimproved real estate that requires a permit or approval from any agency of the city or county, including but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations and storage of materials. "Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid or thermal waste; grading, removing, dredging, mining or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with §66410 of the Government Code) and any other division of land except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition or alteration of the size of any structure, including any facility of any private, public or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with §4511 of the Public Resources Code). As used in this section, "structure" includes, but is not limited to, any building, road, pipe, flume conduit, siphon, aqueduct, telephone line and electrical power transmission and distribution line.

Diversity: The variation among a particular group of things or people; for example, various social and cultural identities among people existing together.

Dwelling, Multi-unit: A building, or portion thereof, designed for occupancy by two or more households living independently of each other and containing two or more dwelling units.

Dwelling, Single-unit Attached: Dwelling units, each owned in fee and located on individual lots but joined along a single lot line, each of which is totally separated from the other by an unpierced wall extending from ground to roof.



Dwelling, Single-unit Detached: A dwelling unit owned in fee and located on an individual lot which is not attached to any other dwelling unit.

Dwelling Unit: A structure or portion of a structure used exclusively for human habitation.

Dwelling Unit per Acre (du/ac): Number of dwelling units per one acre of land; denotes residential density.

Ecosystem: A naturally occurring assemblage of organisms (plant, animal and other living organisms) living together with their environment, functioning as a loose unit; also referred to as a biotic community.

Energy Conservation: Reduction or elimination of unnecessary energy use and waste.

Entitlement: A permit granted to a land owner or authorized party giving them the right to improve the property. Such right is usually expressed in terms of a use and intensity allowed under a development agreement, subdivision or tract map, use permit, variance, building permit or other similar permit. For example, an entitlement may specify the maximum number of residential dwelling units permitted on a site or the maximum square footage of non-residential development permitted on a site.

Floodplain: A lowland or relatively flat area adjoining the banks of a river or stream which is subject to a one percent or greater chance of flooding in any given year.

Floor-Area Ratio (FAR): The floor area of the building or buildings on a site or lot divided by the area of the site or lot. The Long Beach General Plan describes allowable intensity in nonresidential areas in terms of FAR.

General Law City: Cities that are governed by California Government Code rather than by a locally adopted charter. See also Charter City.

Global Warming (see also Climate Change): An increase in the average temperature of the atmosphere near the Earth's surface and in the troposphere, which can contribute to changes in global climate patterns. Global warming can occur from a variety of causes, both natural and human-induced. In common usage, "global warming" often refers to the warming that can occur as a result of

increased emissions of greenhouse gases from human activities.

Green Building: The practice of increasing the efficiency with which buildings and their sites use and harvest energy, water and materials and reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance and removal—the complete building life cycle.

Greenhouse Gases: Gases in the Earth's atmosphere that produce the greenhouse effect. Changes in the concentration of certain greenhouse gases, due to human activity such as fossil fuel burning, increase the risk of global climate change. Greenhouse gases include carbon dioxide, methane, nitrous oxide, halogenated fluorocarbons, ozone, perfluorinated carbons and hydro fluorocarbons.

Green Roof: A roof of a building that is partially or completely covered with vegetation and a growing medium, planted over a waterproofing membrane. It may also include additional layers such as a root barrier and drainage and irrigation systems.

Greenscapes: All living plant materials, trees, vines, shrub and ground-covers. Hardscape materials, whether pervious or impervious by design, are not considered greenscape.

Green Streets: A street that uses vegetated facilities to manage storm water, improve water quality and enhance watershed health.

Green Walls: A wall, either free-standing or part of a building, that is partially or completely covered with vegetation and, in some cases, soil or an inorganic growing medium.

Groundwater: The supply of fresh water under the ground surface in an aquifer or soil that forms a natural reservoir.

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Healthy Communities: Communities which are improving their physical and social environments and expanding and/or improving those community resources which enable



people to mutually support each other in performing all the functions of life and in developing to their maximum potential.

Housing Unit: A room or group of rooms used by one or more individuals living separately from others in the structure, with direct access to the outside or to a public hall and containing separate toilet and kitchen facilities.

Impervious Surfaces: Artificial structures—such as pavements (roads, sidewalks, driveways and parking lots) that are covered by impenetrable materials such as asphalt, concrete, brick and stone—and rooftops.

Infill Development: Development that occurs on vacant land (usually individual lots or previously passed-over properties) or land that has been previously developed within areas that are already largely developed.

Infrastructure: The physical systems and services which support development and population, such as roadways, sidewalks, railroads, water, sewer, natural gas, electrical generation and transmission, telephone, cable television, storm drainage and others.

Intelligent Transportation Systems (ITS): The term refers to a wide range of advanced electronics and communications technology applied to roads and vehicles designed to improve safety and productivity.

Intensity: A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (floor-area ratio) for commercial, business and industrial development, or dwelling units per acre of land for residential development (also called "density"). For the purposes of this General Plan, the intensity of non-residential development is described through the use of floor-area ratio.

Landscaping: Plantings and features, including but not limited to trees, shrubs and ground covers, which are designed, selected, installed and maintained to enhance a site or streetscape.

Land Use: A description of how land is occupied or used.

Leadership in Energy and Environmental Design (LEED):

A rating system developed by the U.S. Green Building Council to certify buildings with sustainable features.

Lot: A legally recognized parcel of land abutting one or more public or City-approved private streets.

Low Impact Development (LID): An approach to land development that works with nature to manage rainwater as close to its source as possible. Low Impact Development employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to capture water on-site and while employing functional and appealing site drainage.

Mansionization. The practice of demolishing smaller, older houses in a neighborhood and replacing them with new ones that occupy the maximum amount of lot space possible, which dwarfs the surrounding dwellings.

Marshes: Type of wetland that is subject to frequent or continuous inundation. Typically the water is shallow and features grasses, rushes, reeds, typhas, sedges and other herbaceous plants.

Mixed-Use: Different types of land uses located in close proximity within one or more buildings and/or developments within the same district, planned and constructed to complement each other. Such uses may include, but are not limited to, residential, office, retail, public or personal service uses. "Mixed use development," per §65089 of the California Government Code, means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities and residences, will discourage new trip generation.

Mobile Home: A State-licensed moveable or transportable vehicle, other than a motor vehicle, designed as a permanent structure of not less than two hundred fifty square feet in area intended for occupancy by one family, and having no foundation other than jacks, piers, wheels or skirtings.

Neighborhood: A geographically localized community within Long Beach. The General Plan identifies 69 distinct neighborhoods as of 2013.



open space (general descriptive term and used with lowercase letters in the General Plan): Land without buildings. This is a general, descriptive term that places no restrictions on the use of the land.

Open Space: (State of California definition): Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional or state open-space plan as any of the following:

1. Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams and watershed lands.
2. Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
3. Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails and scenic highway corridors.
4. Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

5. Open space in support of the mission of military installations that comprises areas adjacent to military installations, military training routes and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource values of military lands.

6. Open space for the protection of places, features and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

Parcel: The basic unit of land entitlement. A designated area of land established by plat, subdivision or otherwise legally defined and permitted to be used or built upon.

Parklet: A small space serving as an extension of the sidewalk to provide amenities and green space for people using the street and sidewalk.

Paseo. A public place or path designed for walking.

PlaceType: Neighborhood or community-scaled land use districts that allow for a wide variety of compatible and complementary uses that better “complete” residential neighborhoods, employment centers, open spaces and other areas. PlaceTypes focus on the form, function and character of neighborhoods and larger community areas and allow for a broad mix of uses.

Public-Private Partnerships: A government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies.

Public Space: Land or structures that are open to anyone; may include public or private property; also referred to as the “public realm.”

Rail, Light (LRT): An electric railway with a “light volume” traffic capacity (passenger) compared to heavy rail (cargo or passenger). Light rail may use shared or exclusive rights-of-way, high- or low-platform loading and multicar trains.

Recycling: The act of processing used or abandoned materials for use in creating new product.

Recycled Water: Wastewater that has been treated to remove solids and impurities and then allowed to recharge



the aquifer, which is often done by using the treated wastewater for irrigation.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction.

Rehabilitation: The upgrading of a building in previously dilapidated or substandard condition for human habitation or use.

Renewable Energy: Generally refers to electricity supplied from renewable energy sources, such as wind power, solar power, geothermal power, hydropower and various forms of biomass. These energy sources are considered renewable sources because their fuel sources are continuously replenished.

Retrofit: To add materials and/or devices to an existing building or system to improve its operation or efficiency.

Right-of-Way: Any place which is dedicated to use by the public for pedestrian and vehicular travel. A right-of-way may include, but is not limited to, a street, sidewalk, curb and gutter. A right-of-way may be a crossing, intersection, parkway, median, highway, alley, lane, mall, court, way, avenue, boulevard, road, roadway, railway, viaduct, subway, tunnel, bridge, thoroughfare, park square or other similar public way.

Road Diet: A technique in transportation planning whereby a road is reduced in the number of travel lanes and/or the effective width in order to achieve systemic improvements. The reduction of lanes allows the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands, wider sidewalks or parking.

Roundabout: A circular intersection or junction in which road traffic is slowed and flows almost continuously in one direction around a central island to several exits onto the various intersecting roads.

Smart City: A city that invests in human and social capital, transportation systems and modern communication infrastructure to fuel sustainable economic development and a high quality of life, with a wise management of natural resources, through participatory action and engagement. A smart city can include a smart economy, smart mobility, a smart environment, smart people, smart living and smart governance.

Smart Growth: A compact, efficient and environmentally sensitive pattern of development that provides people with additional travel, housing and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities.

Solar Energy: Energy from the sun that is converted into thermal or electrical energy.

Specific Plan: A tool authorized by Government Code §65450 et seq. for the systematic implementation of the General Plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development and use of natural resources and a program of implementation measures, including financing measures. Long Beach has generally prepared precise plans. Precise plans are often very similar to specific plans, but are preferred by some charter cities (which, unlike general law cities, can use any planning tool not prohibited by the State) due to the lack of State-mandated constraints.

Sphere of Influence: The probable physical boundaries and service area of a local government agency as determined by the Los Angeles County Local Agency Formation Commission.

Sustainability: The ability to meet the needs of the present economy, society and environment while preserving the ability of future generations to meet their needs.

Sustainable Building: A building approach that integrates building materials and methods that promote environmental quality, economic vitality and social benefit through the design, construction and operation of the built environment. Sustainable building merges environmentally responsible practices into one discipline that looks at the environmental, economic and social effects of a building or built project as a whole. Sustainable building design encompasses the following broad topics: efficient management of energy and water resources, management of material resources and waste, protection of environmental quality, protection of health and indoor environmental quality, reinforcement of natural systems and the integration of the design approach.



Traffic Calming: The combination of policies and measures that reduce the negative effects of motorized vehicle use while improving livability in the surrounding neighborhood. With traffic calming, accessibility and mobility are not reduced, they are modified to fit the needs of neighborhood. Traffic calming achieves this by modifying the design of streets to serve a broad range of transportation, social and environmental purposes.

Transit: The conveyance of persons or goods from one place to another by means of a local public transportation system.

Transit-Oriented Development (TOD): Moderate- to higher-density development, located within an easy walk of a major transit stop (train station, streetcar or bus), generally with a mix of residential, employment and shopping opportunities designed for pedestrians. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use.

Urban Forest: The collection of trees citywide, including tree-lined streets, open green spaces, undeveloped natural open spaces and parks along with other public and private spaces within urban areas.

Urban Form: The relationship between building facades and the public realm, the form and mass of buildings in relation to one another and the scale and types of streets and blocks. Urban form guidelines endeavor to create a predictable public realm primarily by controlling physical form, with a lesser focus on land use.

Use: The purpose for which land or a building is designed, arranged or intended, or for which the land or building may be occupied or maintained.

Vacant: Lands or buildings that are not actively used for any purpose.

Walkability: A measure of how friendly an area is to walking. Factors affecting walkability include, but are not limited to: land use mix; street connectivity; residential density; “transparency” which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of

places to go to near the majority of homes; placemaking, street designs that work for people, not just cars. Major infrastructural factors include access to mass transit, presence and quality of walkways, buffers to moving traffic (planter strips, on-street parking or bike lanes) and pedestrian crossings, aesthetics, nearby local destinations, shade or sun in appropriate seasons, street furniture and traffic volume and speed.

Water Conservation: Using water wisely and efficiently so that it is not wasted.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake or reservoir.

Wetlands: An area of land whose soil is saturated with moisture either permanently or seasonally.

Zoning: A police power measure, enacted primarily by units of local government, in which the community is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement and other development standards. Requirements vary from district to district, but they must be uniform within the same district. The Zoning Ordinance consists of map and text adopted into the Municipal Code.

Zoning Map: The officially adopted zoning map of the City specifying the location of zoning districts within all geographic areas of the city.



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**Long Beach Development Services
411 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802**

**Visit us at longbeach.gov/lbds
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