

# LAND USE element

## City of Long Beach General Plan

DECEMBER 2019

20  
40

creating vibrant and exciting places

"Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how."

**Edward T. McMahon**  
*The Conservation Fund*



# land use

City of Long Beach

# LAND USE element

of the City's General Plan

Adopted by the City Council on  
December 3, 2019

Prepared by Long Beach Development Services

Assisted by MIG and Cityworks Design

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# Vision

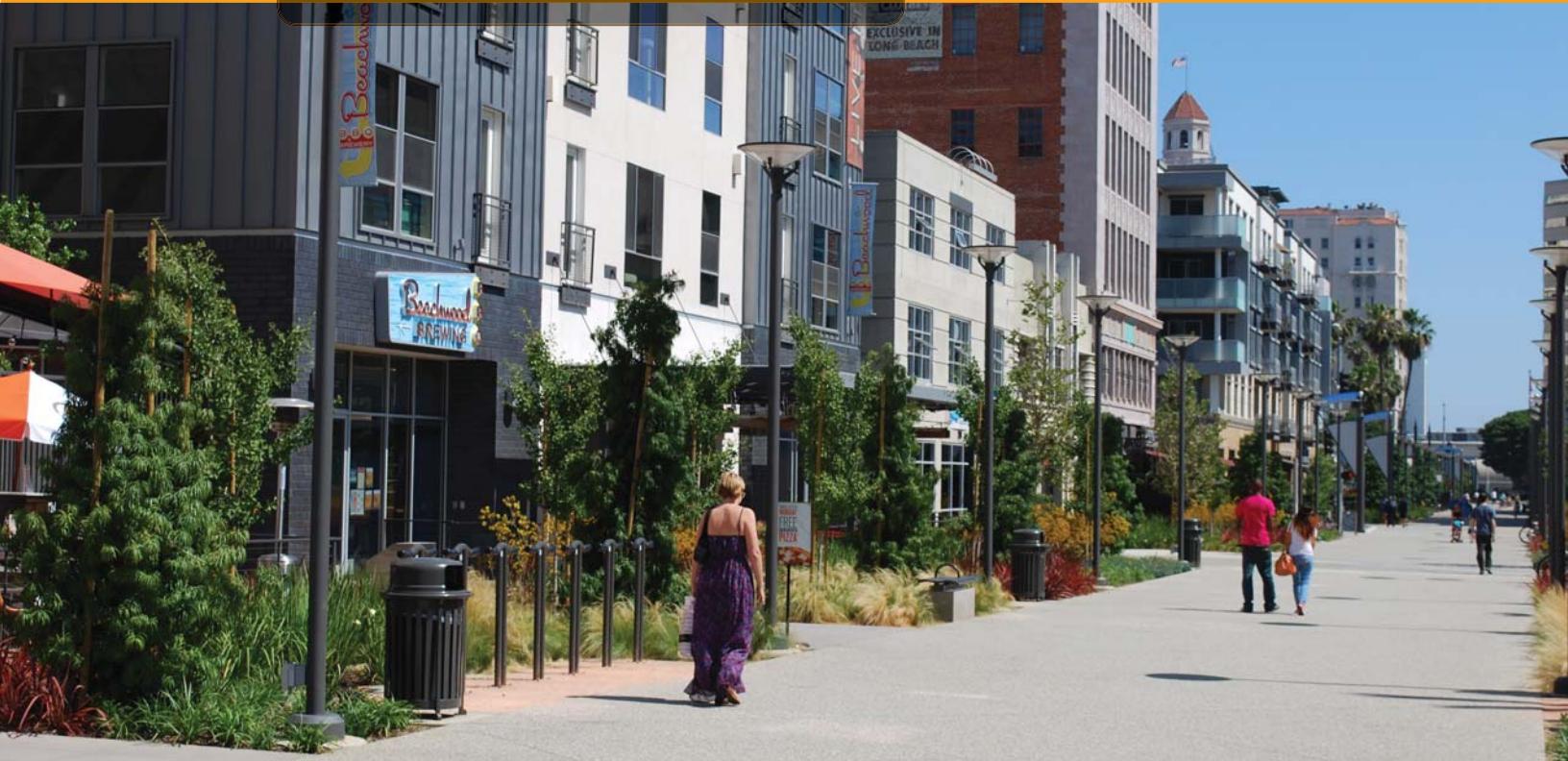
## A City That Thrives

1

“Do not go where the path may lead, go instead where there is no path and leave a trail.”

**Ralph Waldo Emerson**

*American essayist, lecturer and poet*



1



# Vision

## A City That Thrives

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## VISION: A CITY THAT THRIVES

Long Beach has long been a destination for people and businesses looking to make bold moves. From the indigenous Tongva who moved from inland areas to take advantage of the ocean's bounty to the immigrants of the twenty-first century seeking education and employment; and from the early ranchos to today's bustling port-based and healthcare industries, the City's wonderful location and welcoming environment have always attracted people looking to succeed.

Our vision for Long Beach continues this tradition by promoting success and rewarding residents and businesses who invest in our neighborhoods, public spaces, economy and infrastructure. **We have a vision for our City as a place where environmental considerations are integral to all planning and development decisions. We envision our City as a place where people can learn at all stages of their lives and draw on this education for personal growth. We have a bold vision for Long Beach: We are a place where people can take advantage of big city opportunities without losing the benefits of living in compact and comfortable neighborhoods with the beach at their front door.**

### A Bold Vision for Long Beach

Long Beach is a beautiful City with a rich heritage and culture. Its setting on the Pacific Ocean, between the mouths of two major rivers, provides a natural environment that wonderfully balances the urbanscapes we have created over the past 150 years. Given our location between the cities of Los Angeles and Irvine and the access afforded by the freeways, port and airport, Long Beach has been able to evolve into a modern, technologically savvy city. We have an active and lively downtown, dynamic waterfront and port facilities, diverse recreational spaces, robust employment campuses, innovative industrial areas, energetic educational facilities, long-established neighborhoods and contributing commercial corridors. All of this adds up to some of the most sought after real estate in Southern California.

The recent economic recession, housing crisis, new legislative mandates and changing climate, along with community input have each helped to inform planners in creating a vision for Long Beach and in shaping this updated land use plan. Long Beach is, once again, a city in transition; reinventing itself in a new global economy. Our approach to land use planning must be flexible enough to embrace new and diverse lifestyles, novel business initiatives, evolving educational objectives and technological advances. People want to live closer to work

*Long Beach: A City of vibrant neighborhoods, a Downtown skyline, the Queen Mary, Port of Long Beach and the Pacific Ocean.*





in neighborhoods with great parks and places to shop. Businesses want to be agile and to maximize profits. The community wants more mobility options that support the goals of residents, visitors and employers. We want to plan for change and be a resilient city with a strong economy. How can this plan respond to these challenges? Below are themes and desired outcomes that the City will strive to achieve in implementing the collective vision of a city that thrives. The following pages describe an ideal snapshot of how Long Beach might evolve in the future, relative to each of these themes:

- » Shared Economic Prosperity.
- » A City at the Water's Edge.
- » Enhanced Mobility Choices.
- » Healthy and Active Neighborhoods.
- » Housing Opportunities, Housing Quality.
- » Education and Life-long Learning.
- » Responsive Recreational Facilities and Open Space.
- » Safe and Secure Living Environments.
- » Environmental Health.

### **Shared Economic Prosperity**

Businesses in Long Beach provide diverse jobs for people throughout the region and for the City's residents. Quality locations and convenient access along with the availability of technologies and modern infrastructure continue to attract new companies and innovators. Business expansion and job growth will be accommodated in industries of broad benefit: information technology, research and applications of "green" businesses, sustainable utilities, goods movement, manufacturing, health care and education. This plan's land use types, specifically tailored to Long Beach, allow emerging business practices to evolve and grow quickly, both in physical size and economic strength.

Long Beach promotes its position as the ideal location to nurture small- and medium-size businesses and to establish strong regional-serving office and business enterprises along the I-405 freeway corridor. The benefits of transit access as an economic driver are promoted as well, with premier business locations integrated into the City's transit-oriented development strategies.

### **A City at the Water's Edge**

The Pacific Ocean is our porch and our front yard. It is here that we welcome visitors and invite others to become a

part of our community. Living at the water's edge means we have a responsibility to be good environmental stewards and to address the environmental conditions associated with oceanfront living. The rivers that feed into the ocean and nourish the wetlands require our attention. Our beaches and waterways are one of our most important assets, so we will continue to improve and protect them.

We connect to our bays, marinas, wetlands and beaches through an extensive network of trails and accessways that support a range of mobility modes such as walking, biking, transit and boating. These waterfront and water's edge areas have usable public spaces for all residents and visitors. We provide for views and access to the water from streets, parks and public spaces. We continue to improve the quality of water in these resources and strive to keep our beaches clean.



*Along the water's edge - Shoreline Aquatic Park.*



*Quality neighborhoods and historic homes - California Heights.*



## **Enhanced Mobility Choices**

The urban fabric and lively streetscapes of Long Beach contribute to walkable environments. Mixes of uses and transit-oriented development allow us to walk to a local cafe or transit stop, and to accomplish our daily routines without the need for a car. The Metro Blue Line, bus routes, urban trails and bike boulevards provide safe, flexible and convenient access to and from home, work and school. Our mobility options are fully integrated with land use planning, providing us with many options.

## **Healthy and Active Neighborhoods**

All neighborhoods in Long Beach have uses that meet residents' day-to-day needs—from safe, comfortable housing to places to shop, learn and gather. Neighborhood streets are retrofitted to allow us to move around more easily, with inviting accommodations for pedestrians and bicyclists. We reinforce the physical connections between neighborhoods, parks and other activity centers, enhancing accessibility for all people. Grocery stores, healthy food markets, farmers' markets and community gardens are conveniently accessible from where people live.

## **Housing Opportunities and Housing Quality**

Long Beach offers diverse housing options for households of all income ranges and lifestyles: these include college students, seniors, families and young people just starting out in the work force. Mixed-use neighborhoods, high-rise apartments and subdivisions of single-family homes represent just a few types of neighborhoods in which Long Beach residents live. Importantly, housing diversity matches the needs of the local workforce, supporting our economic development. New housing developments are designed to blend seamlessly into established neighborhoods, with compatible patterns and styles.

## **Education and Life-long Learning**

The schools and colleges in Long Beach are truly exceptional, offering education to our youth and people during all stages of life. Although a third of our residents were born abroad, local schools and other educational institutions allow new families to become readily integrated and contribute immediately to their own success. Solid education builds a solid work force. Quality institutions of higher learning attract bright thinkers, as do knowledge industries seeking an educated work force. These industries also benefit from the research offered at respected universities. By supporting the objectives of



*Regional office environments - Kilroy Airport Center.*



*Greater housing options in downtown - City Place.*



*Access to transit facilities - Metro Blue Line light rail.*



public schools and accommodating the expansion needs of post-secondary institutions, the City proves that it values education both as an economic driver and as a path to personal enrichment. Additionally, long-term planning should prohibit new schools from locating near freeways and industries so that children may learn and play freely without exposure to the health risks associated with air pollution.

### **Responsive Recreational Facilities and Open Space**

Long Beach's system of parks and open spaces is continually improved to respond to the needs of residents and visitors. We make it a priority to integrate parks and engaging public spaces in all areas of the City, particularly in underserved neighborhoods. Our parks and open spaces have active recreational facilities and provide environmental benefits consistent with the City's public health goals. We encourage respect for natural resources by managing open spaces to include native landscape areas, meandering trails, open meadows and views to the water and ocean. Our beaches are the pride of the community, with clean sands, clean water and rideable waves.

### **Safe and Secure Living Environments**

We target improvements and public/private investment in blighted spots and areas of disrepair to improve physical and economic conditions. Through these improvements and expanded public services—especially schools, fire protection and law enforcement—we work to reduce crime and improve the quality of life in affected neighborhoods.



Parks and open spaces - El Dorado Park.

### **Environmental Health**

Living at the water's edge heightens our awareness of natural environments and the effects human activities can have on air quality, water quality, wildlife and marine habitats and even sea-level rise. Our approach to land use/mobility planning reduces pollutant levels and conserves nonrenewable resources. By promoting compact and infill sustainable development practices, we contribute toward improved environmental quality locally, regionally and globally. We are also creating buffers between residential uses and sensitive receptors (e.g., schools, hospitals and daycare centers) and facilities such as freeways, industries, the ports of Long Beach and Los Angeles and the Long Beach Airport that might affect them.



This bioswale helps clean polluted stormwater. - 2nd Street and Orange Avenue.



# Introduction

## The Next Bold Moves

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"It is not the strongest of the species that survives, not the most intelligent, but the one most responsive to change."

**Charles Darwin**

*English naturalist*





# Introduction

## The Next Bold Moves

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## WHY AND HOW WE PLAN

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

Long Beach will continue to be influenced by events and trends in the region, the country and the world. Long Beach's evolving demographics and economy reflect changes that are occurring throughout the State. The City is experiencing the negative impacts of a statewide housing shortage and affordability crisis. Similarly, recognizing and preparing for environmental changes will strategically position the City to address potential adverse conditions. Climate change, for example, will lead to a rise in sea level, impacting Long Beach's coastal areas.<sup>1</sup> Fluctuations in the housing market may alter housing construction trends and housing affordability in the City. From an urban form and land use perspective, Long Beach must address development pressures so that the needs of present and future residents and businesses are met most efficiently. Through careful planning, overall quality of life is enhanced neighborhood by neighborhood and street by street.

This Land Use Element responds to many conditions the community can anticipate:

- » Accommodating a population expected to reach 484,485 by 2040 a 3.2 percent increase from a population of 466,255 in 2012.
- » Creating opportunity for 28,524 housing units both to accommodate population growth and to address overcrowding of existing Long Beach households.
- » Continuing municipal finance challenges and the need to allocate limited resources to provide routine community services and infrastructure maintenance.
- » Sustaining a diverse and competitive local economy.
- » Increasing interest in sustainable development practices and approaches to environmental protection.
- » Retaining the character and quality of residential neighborhoods.

- » Providing many options for housing, mobility and lifestyle choices.
- » Using urban planning approaches to improve the health of residents.
- » Responding to changing technology.

### Long Beach Planning Approach

The City's multifaceted planning approach considers a broad range of local community stakeholder perspectives, as well as broader regional perspectives.

#### Bottom-Up Approach

The "bottom-up" approach views the City from the perspective of individual residents, business owners and other community stakeholders and involves matters of daily importance such as affordable housing, diversity of shops and services, quality schools, available public facilities and services, safe and walkable streets, diverse employment options and places to play and relax. During the planning process an extensive community outreach campaign helped ensure that the final plan would reflect a broad range of community perspectives. Residents attended neighborhood workshops where they shared opinions about their neighborhoods, ongoing challenges and available services. Their ideas and dreams have been incorporated into this Land Use Element. This element continues to emphasize complete and healthy neighborhoods by providing for educational, commercial, employment, recreational, civic, healthy food and housing opportunities for all residents within walking distance of their homes.

#### Top-Down Approach

The "top-down" approach takes another view of Long Beach from a citywide and regional perspective. The City—due to its size, location and regional-serving facilities—is influenced by larger regional forces, including growth pressures, employment and housing relationships, transportation challenges, economic and market fluctuations, air and water quality, regional effects of climate change and the depletion and misuse of natural resources. Long Beach must also operate and make decisions under a regional scope as the results from these decisions can influence all of Southern California.

This Land Use Element ensures that these broader perspectives are addressed because they affect every resident, employee and business owner in the City and beyond.



## CITY OF LONG BEACH: PAST, PRESENT AND FUTURE

### Past: History Influenced Land Use Today

Long Beach's history has significantly influenced the City's urban form and character. This section provides a general history of development in Long Beach that have shaped land use patterns and the physical improvements we see today, from the earliest inhabitants and later settlers to the major events and decisions made by community leaders. As such, this provides the basis for future changes to meet our bold vision of the future.

#### Very Early History and Settlement

The Los Angeles and San Gabriel rivers historically were part of the homeland of the Gabrielino-Tongva Native American tribe. For hunters and gatherers, the rivers provided plentiful sources of water and food, including fish, small mammals and acorns from the abundant oak trees along the rivers.<sup>2</sup>

In 1784, the Spanish Governor of California granted a large swath of land as a reward for his military service to Manuel Nieto, a soldier from the Presidio of San Diego who was assigned to the San Gabriel Mission. His heirs established Rancho Los Cerritos and Rancho Los Alamitos, encompassing the majority of what now comprises Long Beach.<sup>3</sup>

In 1881, an entrepreneur named William Willmore entered into an agreement to develop the American Colony Tract,

which included a town site that was named Willmore City.<sup>4</sup> The new colony would be linked to Los Angeles via American Avenue (later renamed Long Beach Boulevard) and would offer resort hotels along the waterfront, a downtown business district and small lots for family farms. The new colony was heavily advertised throughout the country as a healthful seaside haven. Soon thousands of families traveled west looking for what the newspapers had promised: clean air, sunshine, fertile soil and economic opportunity.

#### Seaside Resort to Booming Oil Town: 1880 to 1930

By the end of the 19th century, the City's waterfront had become an important tourist destination. The first pleasure wharf was constructed around 1885, a pier at the south end of Magnolia was built in 1888 and the Pine Avenue Municipal Pier opened in 1893.<sup>5</sup> Long Beach's residential population at this time was a meager 500 residents, but tourists arriving by train caused significant fluctuation in daytime population. By 1902, the Pacific Electric Railway passenger line was completed between Long Beach and Los Angeles, and railway passenger service on the Newport Line connected Long Beach with nearby communities along the coast. Soon the Pike Amusement Park was established along with a municipal auditorium, new hotels, a bathhouse and improvements on the harbor side of the mouth of the Los Angeles River.

*Pine Avenue storefronts and streetscape in 1910.*





In 1921 oil was discovered in Signal Hill, a separate community completely surrounded by Long Beach.<sup>7</sup> Soon the ownership, production and sale of this natural resource became Long Beach's primary industry. Between 1920 and 1930, the population more than doubled, growing from 55,593 to 142,032. High-rise hotels and apartments revealed a new, more sophisticated vision for the City and solidified its potential as a resort destination.

#### **Defense Industry and Postwar Growth: 1930 to 1960**

In 1937, Reeves Field opened as a permanent naval air base on Terminal Island, followed by the Roosevelt Naval Base, Shipyard and Hospital.<sup>8</sup> During World War II, the naval dry docks provided routine and battle damage repairs to a parade of tankers, cargo ships, troop transports, destroyers and cruisers. Peak civilian employment of 16,091 civilian employees was reached in 1945.

In order to produce planes for the war effort, the Douglas Aircraft Company constructed manufacturing buildings in 1942 adjacent to Daugherty Field.<sup>9</sup> At its peak in 1943, Douglas Aircraft employed over 41,000 employees. Together with the Navy presence, these facilities were a huge economic factor, contributing to the City's significant population growth between 1940 and 1950 (164,271 to 250,767 residents), which spurred suburban development in eastern and northern Long Beach and surrounding communities.

Between 1950 and 1960 the City's population increased by 37 percent, from 250,767 to 344,168 residents. Suburbanization of Southern California took a permanent hold when the automobile became extremely popular. Roadways were built and low-density housing tracts proliferated throughout the Los Angeles area, enabled by the Federal Interstate Highway system. Long Beach suburbanized to the north and east. Bixby Knolls and Los Altos were developed and new single-family homes, duplexes and garden apartments sprung up. The automobile brought new commercial establishments along busy highways and thoroughfares, and auto-oriented shopping centers appeared adjacent to the new residential tracts.

#### **A Change in Redevelopment: 1970 to 1999**

The 1970s saw the closure of Pike Pier, and the revitalization of downtown Long Beach was under way. A large portion of downtown Long Beach was designated as a redevelopment area with the focus on restoring downtown to a robust commercial center. It was during this period that most of the City's first class hotels and Class A office buildings were built. Construction of the Long Beach Plaza Mall, the Promenade and the Long Beach Convention and Entertainment Center also began.<sup>10</sup>

*Beachgoers fill the beach in Long Beach in 1931, with Villa Riviera at center.*





The 1980s saw the opening of Shoreline Village. Also, the first modern high-rise hotel and several large office buildings were added to the downtown scene. Multimillion dollar condominium developments along the Ocean Boulevard corridor played a pivotal role in the transformation of the central business district. During the 1980s, affordable housing options became increasingly scarce. In response, the Council adjusted zoning regulations to encourage a broader mix of housing. While the intent was sound, the results were not as expected: many old bungalows were razed and developed into unappealing “crackerbox” apartment buildings. Between 1980 and 1990, the population increased by 19 percent, from 361,355 to 429,433.

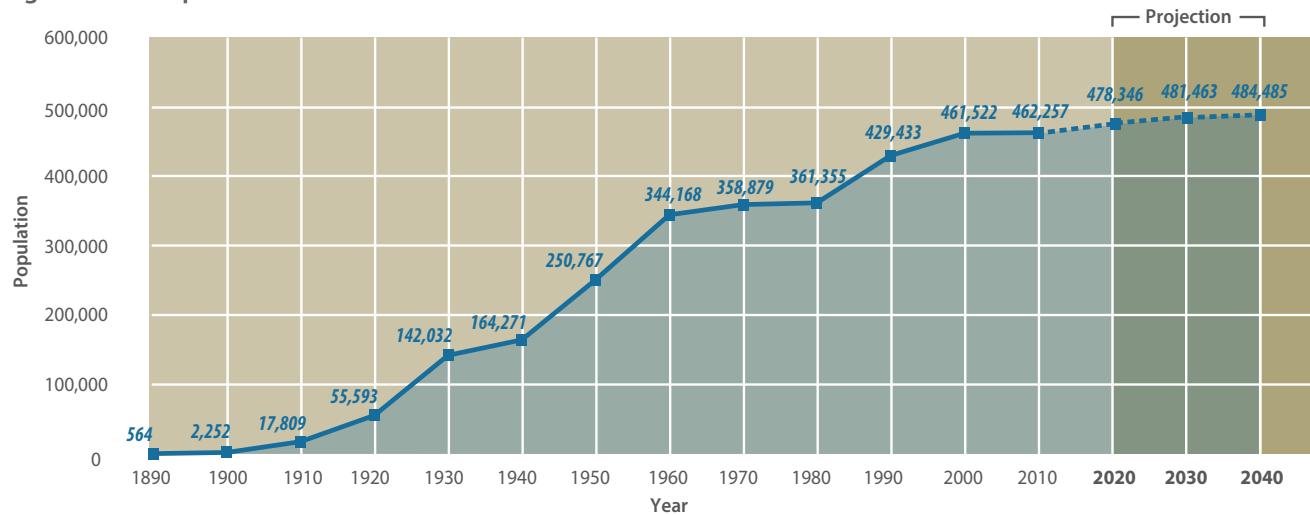
From 1970 to 1999, the City saw the closure of the Pike Pier and the revitalization of the Downtown area. In addition, the City established Shoreline Village in the 1980s and developed its first modern hotels and office buildings in the Downtown area. Most recently, the City has developed a variety of new projects on infill sites within the Downtown area along the Metro Blue Line. As the final decade of the 20th century dawned, Long Beach began to prosper once again. Office occupancy rates began to rise, Pine Avenue began to emerge as a destination for innovative restaurants with the opening of new eateries, and the East Village blossomed as a burgeoning arts district.

### A Rebirth of Long Beach: 2000 to 2010

Long Beach experienced a continued renaissance with new development projects in downtown and infill sites throughout the City. New land use plans in place for downtown, select transit-oriented districts emerged, and lands formerly occupied by McDonnell-Douglas (and later Boeing) aircraft manufacturing operations were redeveloped. New urban condominiums and apartments sprang up along the Metro Blue Line route. In 2003, the Pike at Rainbow Harbor opened as a dining and entertainment district, linking the Long Beach Convention Center to Rainbow Harbor’s waterfront and the Aquarium of the Pacific. Despite this new development activity, the population grew less than one percent between 2000 to 2010 (461,522 to 462,257 residents), making it one of the slowest growth decades since the City’s existence.

Regardless, since its initial incorporation in 1888, Long Beach has grown to be one of the 50 largest cities in the country, and has matured into a world class city with diverse cultures, regional attractions, scenic coastline, port and airport facilities, quality neighborhoods and viable commercial districts. For a more detailed discussion on Long Beach’s history, see the Historic Preservation Element.

**Figure LU-1: Population Growth**



Source: California Department of Finance, Demographic Unit, Historical Census Populations of Counties and Incorporated Cities in California, 1850–2010 and SCAG.



## Long Beach Today and Tomorrow

Today, the City of Long Beach is committed to continuing its tradition of improving the physical environment by achieving multiple and interrelated land use goals:

- » Be a model for healthy and sustainable planning and development.
- » Support continuous economic development.
- » Grow smart and plan for change.
- » Preserve and enhance neighborhoods and local retail hubs.
- » Offer broad-based housing opportunities.
- » Design for superior mobility and connectivity.
- » Provide a fair and equitable land use plan.
- » Provide reliable public facilities and infrastructure.
- » Increase access to green and open spaces.
- » Restore resources and reconnect to our natural environment.

To achieve these goals, the City will continue to embrace many past planning concepts, including several from the previous 1989 Land Use Element. But, the City must also broaden its overall approach and priorities related to land use, economics, sustainability and the environment to ensure more successful outcomes.

### PlaceTypes: A New Approach to Land Use Planning

Long Beach is a city of neighborhoods, corridors and districts, each embodying a character that makes it unique.

*Long Beach aims to enhance the City's streetscapes and create attractive neighborhoods.*



These areas include a range of uses from residential, commercial, industrial and civic uses, to parks and open spaces. Urban form and design features in these areas help differentiate Naples from Los Altos for example, or Stearns Park from Willmore City. This Land Use Element takes land use planning to a new level by focusing not only on uses of the land, but also on the physical features and characteristics that define these unique places: building massing and scale, development patterns, accessibility, infrastructure and streetscape design.

Since the U.S. Department of Commerce first published the Standard Zoning Enabling Act in the 1920s, rigid, standardized regulatory approaches have dominated land use planning. The City of Long Beach is moving away from the old zoning approach of segregating land uses to an innovative approach called “**PlaceTypes**,” which emphasizes flexibility and allows for a mix of compatible uses. This new approach provides regulating guidance on land use, form and character-defining features. The context-based PlaceTypes approach also integrates pedestrian accessibility and other forms of mobility (such as bicycling and transit) tailored to particular locations within the City. Specific design features that differentiate Long Beach’s neighborhoods, corridors and districts are covered in this Land Use Element.

As a result of this evolved land use planning approach, we expect to create and support:

- » **Diverse mixed-use neighborhoods.** Along corridors, within neighborhoods, along the waterfront and in the downtown a mixture of uses will produce vibrant and active places.
- » **Distinctive physical qualities.** PlaceTypes will contribute to distinct, recognizable places that highlight local character and uniqueness of our various neighborhoods.
- » **Property and business flexibility.** Property and business owners will have greater flexibility and direction on how they can develop and use their properties to thrive, which will in turn encourage economic investment and redevelopment.

#### **Downtown, Corridors, Neighborhoods and Regional-Serving Facilities**

The Land Use Element provides guidance on how to shape the physical environment of Long Beach through interconnected districts, corridors, neighborhoods and regional-serving facilities. The framework reinforces the downtown as the center of business, culture and living, continuing to transform downtown as a vibrant place for residents and visitors. This is balanced with efforts to: 1)

shape identity and pursue “place-making” along major corridors through reuse and development intensification, mixed-use development and streetscape enhancements; and 2) create complete residential neighborhoods where residents in any neighborhood can comfortably stroll or pedal to school, work, leisure and civic activities.

In Long Beach today, vacant land is a scarce resource. Thus, reinvestment/redevelopment will constitute most new development in the City. This new development will be primarily concentrated along corridors in the downtown and within areas ready for change. Stable residential neighborhoods will experience little change, with the focus instead on preservation and enhancement. Residential neighborhoods are protected by a policy framework under which the existing housing stock character is respected, conserved and enhanced.

Land use and urban form decisions must be carefully crafted to: meet the needs of the City’s evolving demographics, foster neighborhood enhancement, plan for diverse open spaces, promote employment and revitalize commercial centers and corridors.

Enhancing the traditional neighborhood grid of streets is key to establishing a pedestrian realm that provides for streets that are pedestrian/bike friendly, safe and properly illuminated, while minimizing the impacts of cars and

*Looking north toward Peninsula, Naples, Alamitos Bay and 2nd Street Bridge (near top).*





trucks. Paramount is the need to enhance the pedestrian/bike and transit connections from the neighborhoods to retail services and corridors. By also focusing on long-term, sustainable economic and social health approaches, these strategies will help Long Beach reduce local contributions to greenhouse gas emissions by making it possible for greater numbers of people to make fewer and shorter auto trips.

Land use policies call not only for the preservation of open space, but also for creating new urban green space opportunities in the City. Throughout the City, open space will improve in quality. New opportunities for open space will be found in the western, central and northern areas of the City, where the supply is limited and demand is great.

As we look to the future, the goals and policies in this Land Use Element will guide choices toward a high-quality, balanced community that residents, businesses and visitors will value and appreciate. The following pages outline priorities for improving land use and urban form, and present a series of “bold moves” or broad strategies to support the City’s forward-looking vision. These bold moves serve as a framework for the concepts, goals and policies within this Land Use Element.



*Extensive bike paths and routes throughout the City are providing better connections to neighborhoods and centers.*

*Parklets are not only providing opportunities for businesses, but they are creating small urban gathering spaces.*



## BOLD MOVES: VISION IN MOTION

This Land Use Element firmly commits Long Beach to realizing its vision through the following bold moves:

- » Target Growth and Mobility.
- » Capitalize on Our Regional Strategic Location and Strengths.
- » Build Up Local Businesses and Educational Institutions.
- » Become a Smarter City.
- » Provide Clean, Renewable Energy.
- » Prioritize Green and Healthy Living Approaches.
- » Address and Adapt to Climate Change.
- » Celebrate and Support Our Diversity.

### Target Growth and Mobility

New development projects, infrastructure and physical improvements will emphasize land use and mobility connectivity. Growth will be targeted along the I-405 freeway corridor, downtown, north of the Long Beach Airport, around medical and secondary education campuses and near transit routes and stops.

Greater housing density and commercial intensity will be planned around transit stations, allowing transit services to be more efficient and successful, as they serve a larger population within a 15-minute walking distance. New physical improvements to the public realm (sidewalks, public spaces and streets), and private property interface will accommodate pedestrians, as well as alternative transportation modes, thereby increasing walking, biking and transit amenities.

Compact, mixed-use development will create walkable,

*New housing options are being focused around the Metro Blue Line stations and major bus corridors.*



pedestrian-friendly environments within targeted areas, including transit-rich areas, along corridors and appropriate infill sites. Medical and secondary education campuses will be integrated with the City's transit and bike systems, providing better connectivity and alternative transportation modes.

#### How will this bold move impact you and your community?

- » **Targeted Growth.** New targeted growth areas, such as in Downtown will create new business and employment opportunities.
- » **Transit-Oriented Districts.** More housing and employment options will be available around transit stations. Residents will truly be able to rely on transit services as viable alternatives to driving private vehicles. The environment around transit stations will become more pedestrian active.
- » **Less Dependence on the Automobile.** With greater housing, employment options and retail services near transit stops, residents and employees will be able to more conveniently traverse through and beyond Long Beach without private vehicles, thereby reducing traffic congestion.



## Capitalize on Our Regional Strategic Location and Strengths

Long Beach is advantageously located at the border of Los Angeles and Orange counties, along the Pacific Ocean. The City is accessible by several key freeways and regional arterials and is alongside the terminus of two major rivers: the Los Angeles and San Gabriel Rivers. Long Beach is also home to world and regional-serving facilities, including the Port of Long Beach, Long Beach Airport, City and trade colleges and California State University Long Beach, energy production facilities, a regional park, downtown and shoreline, cultural attractions and major healthcare facilities. This Land Use Element includes strategies to maximize the potential of the City's location and strengths.

Downtown has grown into a diverse center with tourism, commercial, office, residential, retail, and civic and government uses. The airport area, including Kilroy Center and Douglas Park, is transitioning from airplane manufacturing into a corporate office center. The adjacent commercial and light industrial area is positioned to be a major economic and employment center. With its convenient proximity to Long Beach Airport and surrounding hospitality uses, it is emerging as a business hot spot.

Long Beach is also home to several major hospitals and medical facilities, including Long Beach Memorial Medical Center, Miller Children's Hospital, Community Hospital, St. Mary Medical Center, Veterans Hospital and Pacific Hospital. These facilities serve Long Beach and the greater region.

*With a population over 460,000, Long Beach is the seventh largest city in California, and hosts over five million visitors annually.*



### How will this bold move impact you and your community?

- » **Diverse Employment Opportunities.** Increased commerce, businesses, industrial and technological industries lead to a greater diversity in employment and opportunity for entrepreneurial endeavors. This is an advantage for the area workforce and local businesses due to the clustering and proximity of diverse businesses.
- » **Additional Facilities and Services Closer to Home.** In a larger city with historic and cultural investments residents can enjoy multiple educational and cultural venues conveniently located nearby.
- » **Improved Campus Environments.** Major employers, education and medical facilities, offices and other campus environments will be improved to become more transit and bicycle friendly, and greener through sustainability principles.



## Build Up Local Businesses and Educational Institutions

Small businesses in Long Beach strengthen the local economy and provide opportunities for people to achieve economic independence. Locally owned businesses tend to generate a greater local economic impact compared to chain stores, where revenue generally funnels out of the City. Also, local businesses invest in local people. Long Beach's eclectic mix of one-of-a-kind enterprises add to the richness of neighborhoods and inspire entrepreneurial investments.

Colleges and universities in the community contribute to economic success by deepening the skills and knowledge—human capital—of residents. Producing graduates who join the region's educated workforce is one way these institutions increase the buying, saving and investment power of younger generations. Long Beach, home of the California State University Chancellor's Office, is well positioned to continue leveraging the strengths of the existing city colleges, university and educational institutions. Finding ways to more effectively harness the potential of academic institutions can provide a promising pathway to local economic development.

Although many will arrive at regional serving facilities, educational institutions or office/business campuses by automobile, alternative forms of transportation will be provided through focused public investments (particularly with transit facilities) to further expand access. Regional facilities must also accommodate transit services, pedestrian activity, improved bicycle access and automobile access—especially in our campus environments.

### How will this bold move impact you and your community?

- » **Diverse Local Businesses and Major Employers.** A strong foundation of local businesses builds a stronger local economy, benefitting all Long Beach residents. Independent local businesses often employ an array of supporting services and buy from other local businesses.
- » **More Convenience and Choice.** Local businesses provide greater conveniences and choices for residents in selecting goods and services over chain stores.
- » **Greater Flexibility and Diverse Education Options.** Diverse educational institutions and lifelong learning facilities improve our access to educational programs for all life stages, improve access to job training and career pathways, and improve financial stability for families.
- » **Benefits to Individuals and Society.** Colleges and universities improve human capital, which results in higher wages from college graduates. The heightened educational attainment results in other societal benefits, including enhancing the ability of the community to compete for economic development assistance.
- » **Creation of Knowledge.** The symbiotic collaboration between businesses and educational facilities can produce knowledge to advance science and technology and spur innovation. New products and processes are created. This too enhances the ability of the community to realize economic growth, particularly in the knowledge economy.

*California State University Long Beach had an enrollment of over 36,000 students in 2012.*





## Become a Smarter City

In order to achieve a competitive advantage in attracting new investment, cities must not only maintain their physical infrastructure systems, they must also invest in and accommodate new technologies that respond to the needs of technologically sophisticated companies, residents, organizations, students and schools. Investing in new technologies also offers opportunities to minimize environmental impacts by creating more efficient systems and using renewable energy sources. New technologies continue to create smarter mobility and transportation solutions, smarter information and communications networks, smarter buildings and facilities and smarter energy and utility infrastructures. Emerging technologies have the potential to reshape how we build and how we live. Ultra-low power sensors, real-time data access, wireless networks, vehicle charging stations, and web and mobile-based applications allow us to be a City on the move without leaving Long Beach.

The connected, “smart” city can utilize information to manage complexities efficiently, effectively and comprehensively, while being more accountable and accessible. While leading-edge technology is available—such as live status updates on traffic patterns and parking spaces or daily quantifying of water and power usage—even newer technologies are on the way. As Long Beach continues to develop, these technologies can provide immediate access to local information that can improve economic conditions and lifestyle quality for all Long Beach residents, merchants, students and visitors.

*Long Beach offers Wi-Fi capability at libraries and at City parks.*



### How will this bold move impact you and your community?

- » **Smarter Buildings and Facilities.** Technology is available to deliver real-time energy usage consumption data to mobile device applications, empowering users to track and make decisions about how and when they use energy. Optimized power usage balances comfort in buildings with cost savings and environmental protection.
- » **Wired Environment.** Residents in every Long Beach neighborhood could potentially connect to the Internet through broadband connections via fiber-optic cables for homes, schools and businesses, or connect wirelessly at public spaces, libraries, parks, transit stops or on the beach.
- » **Community Intelligence.** Linking publicly available data and social network information to computers and information displays can empower neighborhoods with real-time community information while also promoting civic involvement.



## Provide Clean, Renewable Energy

We rely heavily on coal, oil and natural gas to fuel our homes, businesses and institutions. Fossil fuels are nonrenewable; they draw on dwindling, finite resources that can have expensive and environmentally-damaging effects. In contrast, many types of renewable energy resources—such as wind, solar and wave energy—will not run out. Solar energy is the cleanest, most abundant renewable energy source available. Wave power is an exciting emerging long-term energy source that is captured from the surface motion of waves on our beaches. Long Beach has ample supplies of both of these.

### **How will this bold move impact you and your community?**

- » **Environmental Benefits.** Renewable energy technologies are clean sources of energy that have a much lower environmental impact than conventional energy technologies.
- » **Reliable Renewable Energy Options.** Renewable energy is readily available and will not run out. Other sources of energy are finite and will someday be depleted. Sunlight, or solar energy, can be used directly for heating and lighting homes and other buildings, for generating electricity and for hot water heating, solar cooling and a variety of commercial and industrial uses. There will also be more opportunities for residential solar rooftop projects as the costs for photovoltaics has become more

affordable. Wave and wind energy systems need not be large; small, local networks can feed into the local grid and make Long Beach more energy independent.

- » **Better Air Quality.** Cleaner air leads to healthier residents and a healthier planet.
- » **Jobs and the Economy.** Most renewable energy investments are spent on materials and workmanship to build and maintain the facilities, rather than on costly energy imports. Renewable energy investments are usually spent within the United States, frequently in the same state and often in the same town. This means your energy dollars stay home to create jobs and fuel local economies rather than going to other states or nations.
- » **Energy Security.** Use of local energy resources increases our independence from foreign oil sources.

*Solar photovoltaic system atop a parking structure at Long Beach City College Liberal Arts Campus.*





## Prioritize Green and Healthy Living Approaches

Long Beach has already taken significant green and sustainable approaches to improving the health of residents, businesses, neighborhoods and the natural environment. The City continues to make efforts to: conserve and rely on renewable energy sources; facilitate urban agriculture and local farmers markets; counter the “urban heat island effect” by greening Long Beach’s urban environment; improve alternative transportation modes such as biking, walking and transit; encourage buildings to be more energy efficient (and lead by example); move new development closer to transit infrastructure; protect the riparian, coastal and wetland environments throughout the City; conserve water; and reduce waste and storm water pollutants. The Land Use Element identifies how Long Beach will continue to promote practices that create a greener, more sustainable environment.

Healthy living initiatives help protect the environment and allow residents to make healthier choices. This includes options for healthier foods from community gardens, farmers markets and home gardens. It also includes enhancing the physical environment to increase physical exercise and assist in lowering chronic obesity rates.

### How will this bold move impact you and your community?

- » **Cleaner Waterways.** Our beaches, rivers and ocean will be less impacted by pollution, litter and trash, resulting in safer swimming and fishing conditions.
- » **Protection and Conservation of Natural Resources.** Protecting and conserving natural resources will allow future generations to use and enjoy them.
- » **Accessible Healthy Food Options.** Improved access to healthy and locally grown foods promotes healthy eating habits, celebrates cultural diversity, improves social cohesion and supports activities and programs for enhanced well-being.
- » **Physical Environment that Allows for Healthier Lifestyles.** Urban environments designed to promote physical activities can lead to increases in exercise, resulting in public health benefits such as a decline in obesity.
- » **More Parks and Open Spaces.** Additional parks and urban open spaces will allow greater access to these resources for our neighborhoods.

*Urban community gardens, like this one near the intersection of Pacific Avenue and Sixth Street, provide access to locally-grown foods and promote healthy eating options.*





## Address and Adapt to Climate Change

This Land Use Element provides long-term policy direction for reducing the City's carbon footprint and lessening greenhouse gas emissions that contribute to climate change. The goals are to: create complete and healthy neighborhoods; guide growth toward transit-rich areas in downtown and along specific corridors; reduce automobile dependence, enhance alternative modes of transportation (e.g., biking, walking, transit); enhance established environments to be pedestrian friendly; create new open space opportunities to further enhance the urban forest and encourage green and sustainable development approaches and technologies.

Long Beach recognizes that global climate change will impact social, cultural and natural resources. As a City located on the coast, sea level rise and coastal storms could have a major impact on residents living closest to the ocean, rivers and bays. As weather-related heat waves, floods, storms, fires and droughts are becoming more frequent and destructive, it is imperative that Long Beach prepare for such events.

### **How will this bold move impact you and your community?**

- » **Plan for Sea Level Rise.** We will use the best available science and data to plan for and address future sea level rise. We will minimize coastal hazards through land use planning and maximize protection of coastal resources,

*Local Long Beach power plants are upgrading their equipment to reduce harmful emissions that contribute to global warming and to eliminate the use of water in cooling machinery.*



infrastructure, established coastal neighborhoods and waterfront areas.

- » **Reduced Environmental Footprint.** We can drive less and use Long Beach's viable transportation alternatives such as walking, biking and transit. We will embrace green infrastructure to conserve natural resources. We can maintain our homes or businesses to reduce heating and cooling use and consume energy more efficiently. We can also recycle, reuse and reduce our waste. These practices also save energy because making goods from recycled materials often require less energy than making goods from raw materials.
- » **Safer Environment.** We will prepare for major events and natural disasters. Our police, fire and other emergency personnel will be better prepared to respond and react to hazards and disasters.
- » **Resilient City.** We will become more resilient to economic and environmental stresses. We will be able to bounce back more quickly and efficiently upon facing major challenges.



## Celebrate and Support Our Diversity

Diversity refers to human qualities that are different from our own and those of groups to which we belong, but that are manifested in other individuals and groups. Dimensions of diversity include age, ethnicity, gender, race, sexual orientation, physical abilities/qualities, educational background, income, marital status, military experience, parental status and religious beliefs. As one of the most diverse large cities in the United States, Long Beach celebrates the traits and characteristics that distinguish our community from others; we embrace and promote diversity as an advantage in bringing people and neighborhoods together and in creating a richer life experience.

Long Beach's communities of color are disproportionately exposed to the environmental impacts associated with operations from the ports of Long Beach and Los Angeles, and as well as heavy industrial uses in adjacent jurisdictions. This has resulted in disproportionately adverse health effects on neighborhoods that consist largely of minority and low-income populations. It is vital to implement solutions to help lessen the adverse health impacts confronting these neighborhoods.

### How will this bold move impact you and your community?

- » **Increased Accessibility and Accountability.** Greater transparency of information and the decision-making process creates accessibility and accountability between the community and government.
- » **Environmental Justice.** Improving the environmental health of neighborhoods with a concentration of minority and low-income populations could lead to better health conditions and lower rates of illness. This plan focuses on providing sufficient housing and employment opportunities, addressing inequities in physical infrastructure and in opportunities for mobility, employment and health, as well as improving connections among and between all neighborhoods in the City.

*Long Beach has been recognized as the one of the most diverse cities in the nation. It is also home to the largest Cambodian population outside of Southeast Asia. Many Long Beach Cambodians celebrate their culture through events and celebrations.*



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# Context

## Understanding Long Beach

3

“Observe always that everything is the result of change, and get used to thinking that there is nothing Nature loves so well as to change existing forms and make new ones of them.”

**Marcus Aurelius**  
*Emperor of Rome*





# Context

## Understanding Long Beach

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# GENERAL PLAN FRAMEWORK AND REGULATORY CONTEXT

The Land Use Element sets forth the policy framework to shape the physical environment of Long Beach through comprehensive guidance on urban form and land use.

## Relationship to Other Planning Disciplines

Land use planning works in concert with other planning disciplines to achieve broader community goals and create great places. Land use and mobility principles together shape urban form. This Land Use Element is designed to be compatible with, and complementary to, the recently-completed Mobility Element and its supporting appendices such as the Bicycle Master Plan and Pedestrian Plans. Land use planning and economic development initiatives must be coordinated so that land use regulations support the education, industrial and commerce sectors of the economy. Land use and mobility depend upon one another to create efficiencies in the movement of people and goods. Transit operations work most effectively when land use policies allow for greater densities around stations. Land use and urban design are intertwined; together they distinguish and define distinct districts and neighborhoods. Land use and historic preservation are also connected; historic buildings contribute character and allowing for their adaptation and reuse preserves our cultural history while promoting sustainable building practices.

## State General Plan Requirements

Cities and counties in California are required to prepare and adopt a general plan to serve as a comprehensive guide for the long-term development of a community. According to Section 65302 of the California Government Code, a community's general plan must address seven primary topics: land use, circulation (mobility), housing, conservation, open space, noise and safety.

The Long Beach General Plan contains these seven elements that correspond to those required by the state. It also includes optional subject matter that the City considers important to Long Beach: Historic Preservation, Air Quality, Seismic Safety, Urban Design and the Local Coastal Program.

To conform to the State's General Plan Guidelines, the Land Use Element is required to, at a minimum, address the following topics:

- » Distribution of housing, business, industry, open space and public facilities.
- » Long-term development growth.
- » Residential and population density and building intensity.
- » Regional-serving facilities, including the Port of Long Beach (POLB) and the Long Beach Airport.
- » Location of educational facilities and public buildings.
- » Land uses in areas subject to flood hazards.

State law limits the number of times a jurisdiction can amend their general plan. Section 65358 of the California Government Code authorizes four amendments per calendar year to only the mandatory elements of the General Plan. Each amendment may include more than one change to the General Plan.

## General Plan Element Consistency

The Land Use Element must be internally consistent with each of the other elements of the General Plan, most specifically the Housing and Mobility Elements. This Land Use Element is designed to be compatible with, and complementary to, the Long Beach Mobility and Housing Elements. The Land Use Element establishes development patterns and densities/intensities that support the Mobility Element's strategies for reducing reliance on the automobile. To support the Housing Element objectives, the Land Use Element designates properties for varied densities that can support all types of new housing, including housing affordable to lower income households. Land use policy directs growth to transit-oriented districts and along corridors, and provides for a wide variety of mixed uses and activities to support smart growth.

## General Plan Element Guidelines

The Governor's Office of Planning and Research (OPR) is responsible for preparing General Plan Guidelines, the "how to" resource for drafting a general plan. The General

## State Legislative Acts and Their Impacts on Land Use

California Government Code Section 65300 defines the components, processes for preparation, approval and administration of general plans. The following summarizes important legislative requirements influencing the content of this Land Use Element.

### Sustainable Communities and Climate Change

The Global Warming Solutions Act (Assembly Bill 32) requires the California Air Resources Board (CARB) to establish a cap on statewide greenhouse gas (GHG) emissions and a regulatory framework to achieve the corresponding reduction target. CARB has set out an outline of regulations, market mechanisms and other actions to reduce emissions and achieve the target of reducing GHG emissions to 1990 levels by 2020. According to CARB, passenger vehicles are the number one emitter of GHG emissions in California, and the number and length of vehicle trips are primarily influenced by the availability of alternative transportation modes and the mix and densities of land use development that generate trips. Thus, changing behavior in vehicle use and land use development patterns are recognized as two of the State's primary strategies to achieve GHG emission reduction targets.<sup>11</sup>

Senate Bill 375 supports the goals of Assembly Bill 32 by requiring CARB to establish regional targets for the reduction of GHG emissions from passenger vehicles. The law would achieve this objective by requiring integration of planning processes for transportation, land use and housing. Senate Bill 375 creates California Environmental Quality Act (CEQA) streamlining incentives for projects that are consistent with the regional Sustainable Communities Strategies (SCS) such as transit-related, mixed-use and comparable projects that reduce vehicle trips and GHG emissions.<sup>12</sup>

### Complete Streets

The California Complete Streets Act (AB 1358) stipulates that we must fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity. In order to do this, planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking and use of public transit. Complete Streets strategies require planners and engineers to accommodate a variety of transportation modes along the entire street right-of-way, in addition to automobiles.<sup>13</sup> Although these

objectives are primarily addressed in the Mobility Element, when considering approaches to connect land use and mobility policies and adding character features related to pedestrian friendly environments, Complete Streets strategies apply to the Land Use Element as well.

### Housing

California law requires all cities to have a Housing Element that plans for the accommodation of population and employment growth. The Land Use Element must be consistent with the Housing Element since both provide the residential uses and density range for housing development in the City. See Appendix "Anticipated Buildout" for more details and current allocations.

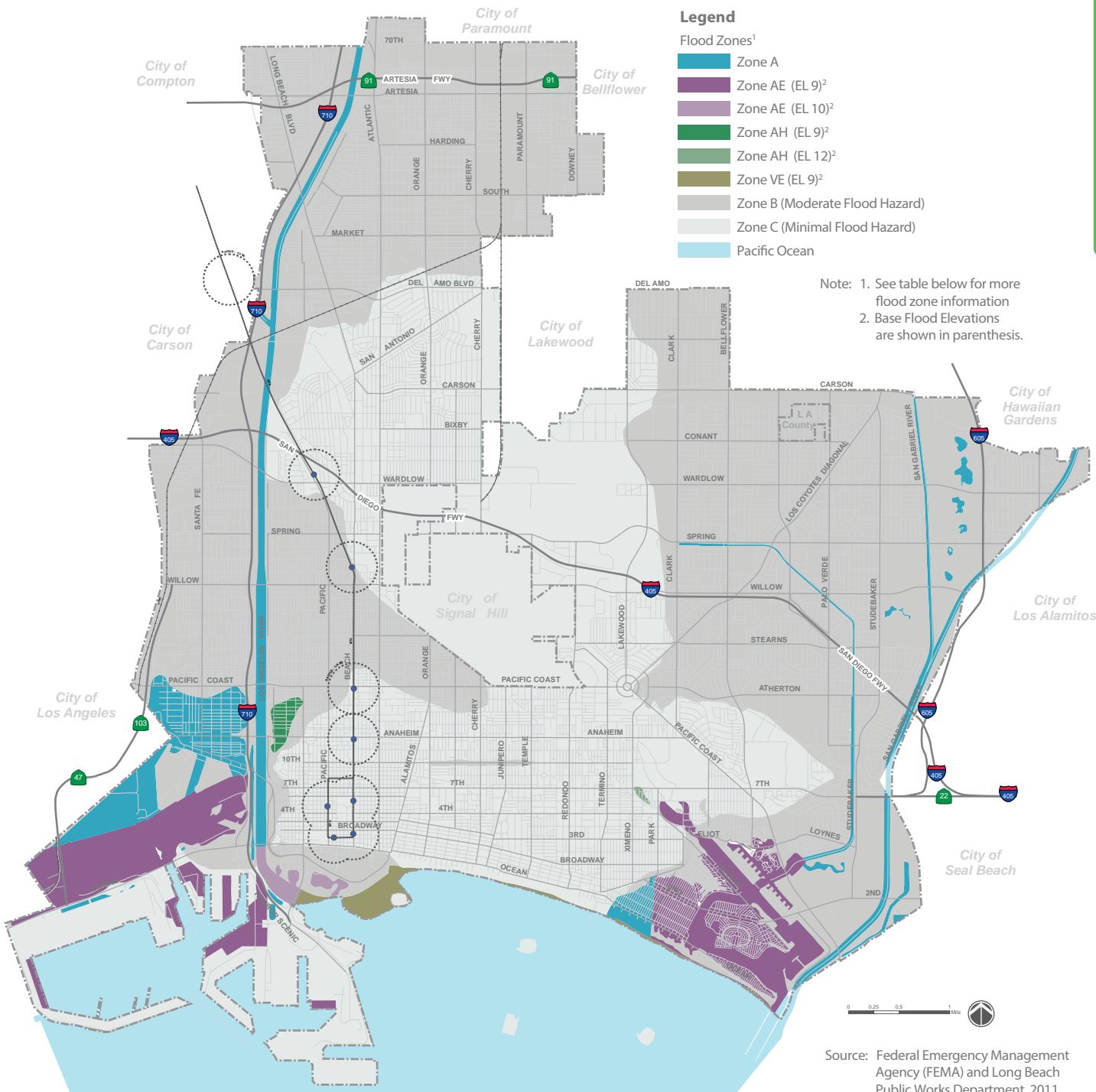
### Flood Control Management

Assembly Bill 162, Chapter 369 of the Statutes of 2007, requires general plan elements to fully address flood control management. This Land Use Element identifies areas subject to flooding, as identified by flood plain mapping prepared by the Federal Emergency Management Agency or the Department of Water Resources. Map LU-1 (Federal Emergency Management Agency Flood Zones) identifies the flood zone areas.

### Environmental Justice

Senate Bill 1000, requires that general plans include goals, policies, and objectives pertaining to environmental justice. The purpose of the bill is to identify disadvantaged communities and to put forward strategies to reduce unique or compounded health risks to these communities, identify objectives and policies to promote civil engagement in the public decision-making process, and identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities.

## Map LU-1 Federal Emergency Management Agency Flood Zones



Source: Federal Emergency Management Agency (FEMA) and Long Beach Public Works Department, 2011.

### Flood Zones

Zone	Areas within 1% Annual Chance of Flooding (100-year flood) or 0.2-percent-annual-chance (500-year)	Base Elevation	Insurance Requirements and Flood Management Standards	Risk
Zone A	100-year flood, 26% chance of flooding over the life of a 30-year mortgage	N/A	Mandatory	High
Zone AE	100-year flood	9 ft. or 10 ft.	Mandatory	High
Zone AH	100-year flood, chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet	9ft. or 12 ft.	Mandatory	High
Zone VE	100-year flood, coastal areas with 26% chance of flooding over the life of a 30-year mortgage	9 ft.	Mandatory	High
Zone B	Areas between the limits of the base flood and the 500-year flood	N/A	Available	Moderate
Zone C	Outside the 100-year flood zone and has higher elevation of 500-year flood	N/A	Available	Low/Minimal

## Long Beach Local Coastal Program

In 1980, Long Beach was the first city in California to adopt a local coastal plan into its General Plan. The Local Coastal Program (LCP) applies to areas south of the City's coastal zone boundary as depicted in Map LU-2 (Local Coastal Zone). Within this area the California Coastal Act outlines goals for the coastline and policies to protect and enhance coastal resources. The City's LCP adopted these goals and policies which aim: to maximize public access to recreational opportunities along the coast; protect lower cost visitor, housing and recreational facilities; and increase recreational boating and other uses of coastal waters. The LCP is unique in the General Plan in that it provides both the land use plan and the regulations or zoning standards that support its implementation. As such, everything in the City's Land Use and other Elements of the General Plan must be consistent with the provisions of the LCP. Because the LCP was adopted some time ago, and because it contains the zoning specifics within it, the LCP has been amended over the years to keep it current. This Land Use Element recommends that the LCP be amended once again to update the plans for the Waterfront PlaceType areas of

SEASP and Belmont Pier & Pool Complex. These two areas stand out as underutilized coastal resource areas that could greatly benefit the public through the redevelopment of some sites, and the preservation and restoration of remaining coastal wetlands.

## Map LU-2 Local Coastal Zone





# OUR REGION. OUR CITY.

## Overview

The City of Long Beach is located along the shores of the Pacific Ocean, where the Los Angeles and San Gabriel Rivers flow into San Pedro Bay. Downtown Long Beach is located approximately 24 miles south of downtown Los Angeles and approximately 25 miles north of Santa Ana, both county seats of their respective counties. This location—along the ocean and located between the central business districts of Los Angeles and Orange counties—has proven to be an economic and geographic advantage.

Long Beach has a long, rich history characterized by cultural diversity, multiple industries, a vibrant downtown, appealing neighborhoods, lively business corridors and districts, a regionally significant airport, a world-class port and an assortment of colleges, including California State University at Long Beach (CSULB). Long Beach combines big city amenities with small-town appeal.

Long Beach is home to numerous small businesses and several larger corporations representing many industry sectors. Its diverse economy and workforce have supported the region. Although Long Beach's historical strength has been in shipping and manufacturing, since the late 1990s the City's economic position has transitioned to a knowledge-based economy. Top employment sectors include health care; manufacturing; professional, scientific and technical services; hospitality; wholesale; transportation/warehousing, utilities; food service and retail.

As of 2016, with 466,255 residents and over 163,794 households, Long Beach was the second largest city in Los Angeles County, following the City of Los Angeles.<sup>14</sup> As Long Beach moves toward 2040, the Southern California Association of Government's (SCAG) Integrated Growth Forecast for the 2016/2040 Regional Transportation Plan indicates that Long Beach will grow nearly four percent to a population of 484,485 residents.<sup>15</sup> That is 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. Given that 12.2% of existing households are experiencing overcrowding, combined with the need to accommodate population growth with new housing units, it is anticipated that a total of 28,524 housing units are needed by 2040.

With this new growth comes the challenge of accommodating new housing and employment while minimizing impacts to existing residents, infrastructure

**Table LU-1: Long Beach Growth In Population, Households, and Employment Between 2012 and 2040**

	Population	Households	Employment
2012	466,255	163,794	153,154
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%

Source: City of Long Beach and Southern California Association of Governments (SCAG), 2015.

and services. This Land Use Element will guide the City in accommodating new growth while pursuing strategies to improve the quality of life through healthier, complete neighborhoods and rehabilitated natural environments.

## Long Beach Land Use Today

Before we plan for new land uses to accommodate growth, it is important to understand how the City is developed today. This section provides a snapshot of land uses in Long Beach in 2016.

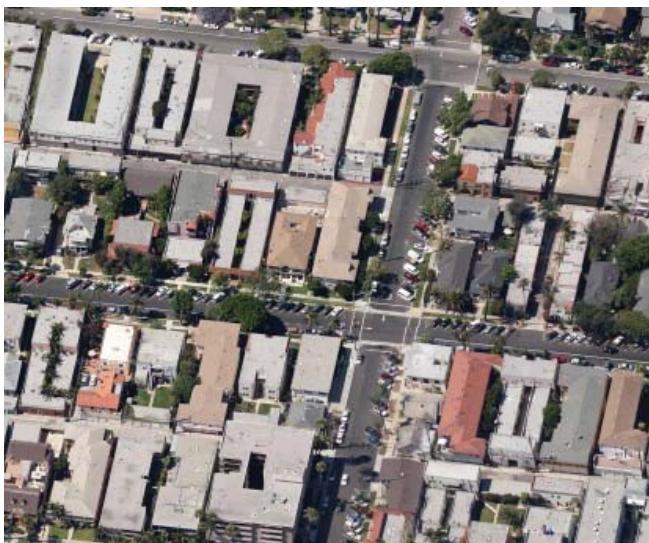
### Residential Uses

Residential uses represent the predominant land use in Long Beach and occupy over 44 percent of the land area in the City. Neighborhoods vary widely by residential types and densities (dwelling units per acre) based on location and the time period during which the buildings were constructed. As an example, the variety in types and density range from the condominium towers along Ocean Boulevard, which can tower over 250 feet in height with densities up to 249 dwelling units per acre, to the single-family homes in El Dorado Estates, which are typically two stories in height built at a density of seven units per acre.

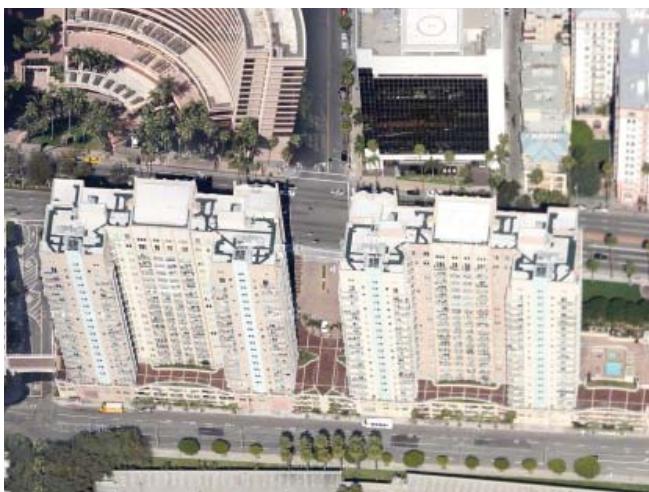
Residential unit types include detached single-family homes; mixed-style homes consisting of semi-attached housing units such as duplexes, triplexes, townhomes and row houses; and moderate- to high-density buildings consisting of attached multi-unit housing such as apartments and condominiums. Within Downtown, housing consists of multi-unit buildings at higher densities to respond to available transit and services within walking distance. Residential types throughout the downtown include urban high-density apartments, condominiums and mixed-use buildings.



*Low-density single-family residential uses.*



*Moderate-density multi-family residential uses.*



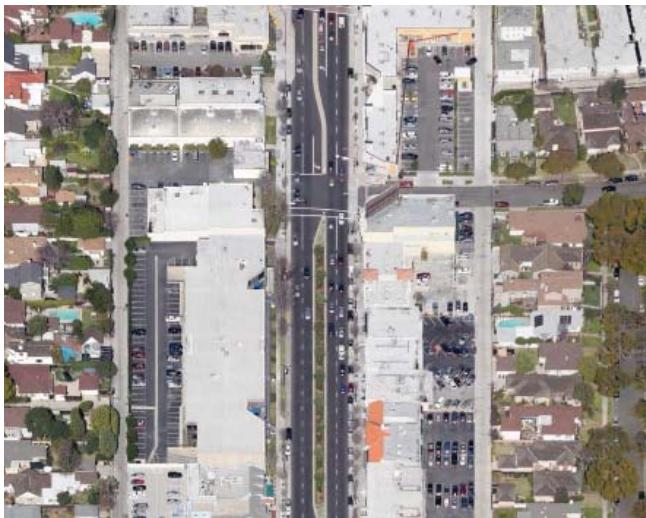
*High-density residential towers in Downtown Long Beach.*

Several mobile homes parks are still found in the City, dating from the mid-twentieth century. At that time this housing type was the nearest affordable equivalent to a detached single-family home. More unusual housing consists of live-aboard boat slips in the Alamitos, Rainbow Harbor and Shoreline marinas where boats are homes.

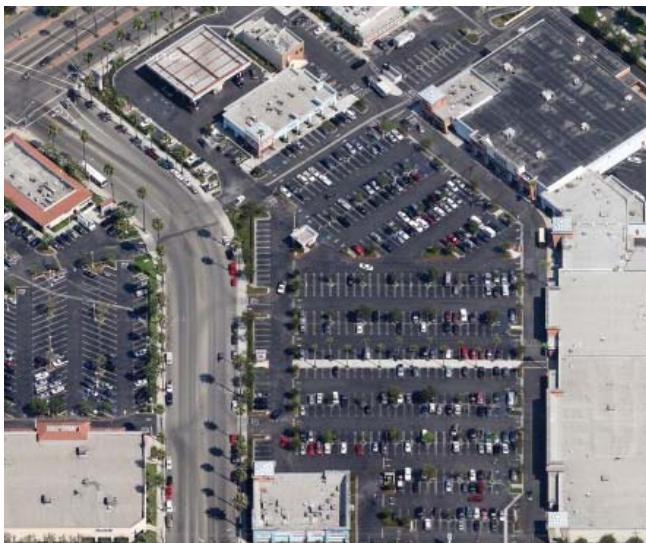
Residential types vary by the time period the housing unit was constructed. Between 1900 and 1930, smaller single-family homes were built individually using different architects, mail order catalogs or home builders. These homes were on smaller lots ranging from 1,500 to 6,000 square feet and typically included smaller detached carriage garages, as vehicles were not widespread until years later. These homes were common in the historic areas of Long Beach such as the California Heights, Drake Park, Willmore City, the Wrigley neighborhoods, Rose Park and Belmont Heights.

Homes built between the 1940s and 1950s were typically planned as large-scale, mass-production units constructed by a single developer or housing builder. The building boom during this decade accommodated the post-war demand for family housing. Lot sizes in these areas range from 5,000 to 8,000 square feet. Housing units on the upper end of the lot size were designed as estate housing, such as those in the Park Estates neighborhood. This mass production allowed a larger quantity of homes to be built at a lower price point. These prototypical suburban neighborhoods covered large land areas and the development pattern responded to the country's new wealth and growing love affair with the automobile, as evident in the Eastside and Northern neighborhoods. Builders targeted returning war veterans who were able to acquire home loans from the Federal Housing Administration. The automobile dominated the transportation mode for most households, homes primarily included one- or two-car garages, and the neighborhoods were separated from auto-oriented commercial shopping centers.

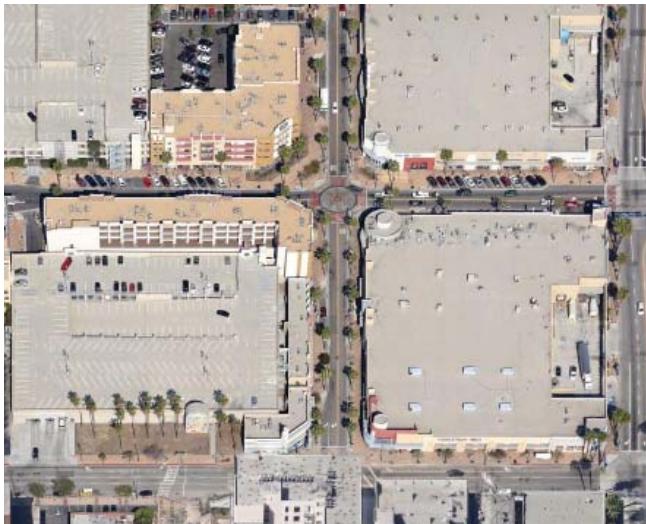
Between the 1960s and 1980s, many of the larger swaths of vacant land in Long Beach for housing tracts had been developed. As a result, developers and investors concentrated on creating urban neighborhoods by converting small, single-family units to larger apartment



*Neighborhood commercial uses.*



*Auto-oriented shopping center.*



*Downtown urban mixed-use shopping center.*

complexes. Today, many older neighborhood blocks consist of single-family bungalows and smaller apartment buildings.

### **Commercial Uses**

Commercial uses consist of major commercial corridors, traditional retail strip commercial, pedestrian-oriented neighborhood retail areas and auto-oriented shopping centers. Commercial uses represented 8 percent of the total land uses in Long Beach as of 2016.

Downtown is currently the primary commercial hub of the City. Between 1900 and 1950, downtown was the thriving retail, service and entertainment center of Long Beach. Beginning in the early 1900s, the downtown exploded as a resort and commercial center. It included The Pike (a seaside roller coaster) amusement center, retail shops and large department stores (e.g., Walker's, Desmonds, Howard Amos and Buffums). Today, the downtown has emerged as a renewed retail and entertainment center for Long Beach, with various restaurants and shops in Shoreline Village, the East Village, The Pike at Rainbow Harbor and along Pine Avenue. CityPlace Shopping Center, occupying six blocks within downtown, is an urban retail mixed-use center with residential uses, retail shops and restaurants.

Long Beach also has many smaller commercial districts that serve surrounding neighborhoods. These districts include Second Street in Belmont Shore, Broadway in Belmont Heights, 4th Street in Rose Park South, Atlantic Avenue in Bixby Knolls, as well as Atlantic Avenue in North Long Beach, Norse Way and Viking Way in Lakewood Village, Lakewood Boulevard and Stearns Avenue in Artcraft Manor and Bellflower Boulevard in Los Altos. These commercial districts are more pedestrian friendly, with buildings located along the street frontage. Parking areas—where provided—occur on the street or in small parking lots behind commercial buildings.

Commercial corridors are also prevalent in Long Beach; they connect to downtown Long Beach following major transit lines. Major north-south running commercial corridors linking to downtown include Long Beach Boulevard, Pacific Avenue, Atlantic Avenue and Alamitos Avenue. Other north-to-south commercial corridors are Cherry Avenue and Redondo Avenue. Major east-west aligned commercial corridors include Anaheim Avenue, Pacific Coast Highway and 7th Street. Parking for these corridors is provided on the street, where available, or on small lots at the rear of



commercial buildings.

From post-World War II to the present, commercial shopping centers were built to target suburban neighborhoods in Long Beach. Shopping centers are largely vehicle oriented; they occupy expansive land areas to accommodate vehicle surface parking lots and larger commercial building footprints. These centers are located along major arterial roadways or adjacent to freeways for higher vehicular access and visibility. Examples of shopping centers include:

- » Los Altos Gateway and Los Altos Center.
- » Marina Pacifica and Market Place Long Beach in the SEASP area.
- » Long Beach Town Center off the I-605 freeway.
- » Circle Center and Circle Marina Center near the Traffic Circle.
- » Bixby Knolls Shopping Center.

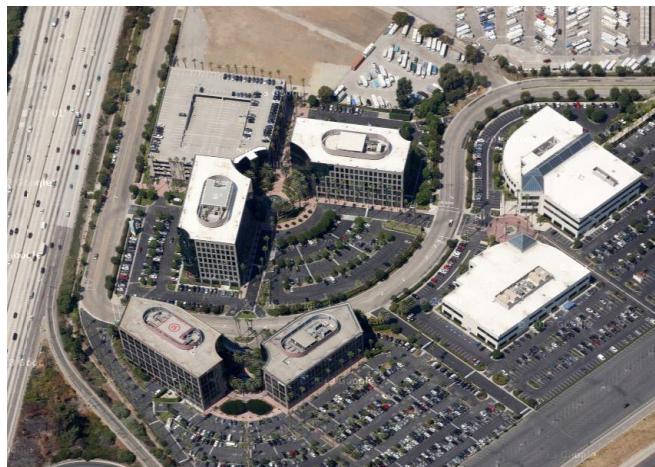
#### Office Uses

Small office uses can be found throughout the City's commercial corridors and centers. Larger office buildings, including Class A offices, are primarily located in downtown, the Long Beach Airport area (Kilroy Airport Center and Douglas Park) and Bixby Knolls (at Long Beach Boulevard and San Antonio Drive).

Downtown Long Beach is a major employment center consisting of a variety of large and small office buildings within an urban setting. Office building heights range from two to 30 stories. Office building parking is typically located within parking structures. Downtown roughly accounts for 4.2 million square feet of office, with Class B buildings accounting for more than half of the space, and Class A comprising approximately one third of the inventory.

Kilroy Airport Center, located between Long Beach Airport and the I-405 freeway, primarily consists of Class A office buildings located within a suburban office park setting. The office buildings range from two to eight stories. Although there is one large parking structure for the center, the majority of parking is located in surface lots.

Douglas Park, located just north of the Long Beach Airport, is a mixed-use campus consisting of office, industrial/flex and corporate office spaces. The site once housed a former aerospace and production campus.



*Kilroy Airport Center office buildings.*

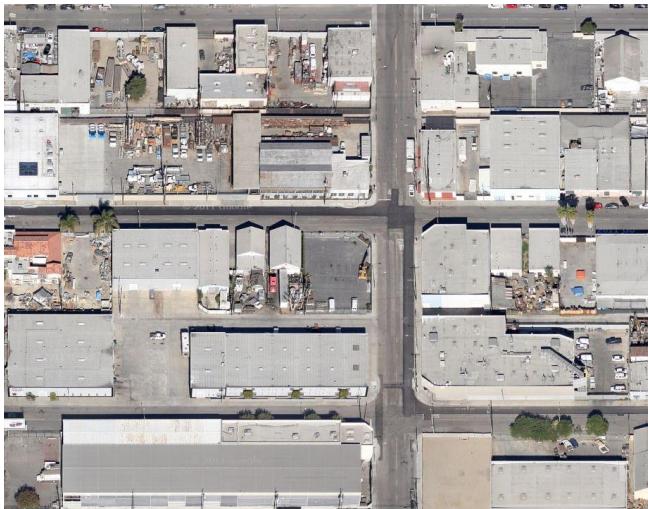
#### Office Classifications

Building classifications are used to differentiate office buildings. Office buildings are generally classified as being either a Class A, B, or C building. There is no definitive formula for classifying a building, but the general characteristics of each are as follows:

- » **Class A.** These buildings represent the highest quality buildings in their market. They are generally the most attractive buildings with the highest quality construction and infrastructure.
- » **Class B.** Class B buildings are generally a little older than Class A buildings, but still have good quality management and tenants. Well-located Class B buildings can be returned to their Class A glory through renovations such as facade and common area improvements.
- » **Class C.** The lowest classification of office building and space is Class C. These are older buildings (usually more than 20 years), that are located in less desirable areas and are typically in need of extensive renovation.

Boeing's Douglas Center, a commercial aviation services office campus, is located across the street from Douglas Park at Lakewood Boulevard and Carson Street. The campus is located next to one of Boeing's manufacturing facilities and includes three office buildings ranging from two to eight stories and a large parking structure.

Long Beach Corporate Center is an eight-story office



*Older industrial district adjacent to the Port of Long Beach.*



*Newer industrial district within a business park setting.*

Long Beach Corporate Center is an eight-story office building on Long Beach Boulevard just north of San Antonio Drive in the Bixby Knolls neighborhood.

### **Industrial Uses**

Industrial uses occupy about 13 percent of the land area in the City. Varied industrial districts have been established throughout Long Beach, particularly near the port, rail lines and freeways. Typically, older industrial districts are located adjacent to residential uses, reflecting early land use practices that placed employment districts near worker housing. These employment districts were comprised primarily of smaller-scaled operations occupying small buildings. Newer industrial districts are typically in

clusters with larger parcels and occupying larger buildings. These are generally separated from homes and commercial districts. The industrial district adjacent to the POLB contains many port-dependent and port-oriented marine businesses.

In the Westside area, within the Lower Westside and Washington neighborhoods, is an older industrial district. Industrial uses proximate to the POLB and the I-710 freeway consist of complementary uses for port operations, as well as small light industrial operations. Businesses include trucking, packaging and assembly, light manufacturing, fabrication shops, food processing, auto and marine repair shops, and outdoor storage areas. This eclectic mix of industrial uses, with small lots and outdated buildings, is a testament to the industrial roots that helped Long Beach grow, providing ancillary services to the port and the former naval shipyard. An older, smaller industrial district located in the Zaferia neighborhood along the former Pacific Electric Railway line in Central Long Beach provides industrial neighborhood services. Buildings are small, ranging in size from 2,000 to 10,000 square feet with limited parking and outdoor storage areas. Common industrial uses include small print and graphic shops, design studios, small warehouses, linen services, small manufacturing operations and auto repair shops. Industrial buildings can be found near residential uses, often sharing property lines.

A newer, modern industrial district is located near the junction of the I-405 and I-710 freeways. It consists of office and warehouse/distribution uses within a business park setting. The Long Beach Unified School District offices are located here, along with a corporate office campus, a sales and distribution operation, warehouses and offices. Lots are generally bigger and have large buildings footprints as compared to the older industrial areas.

Another industrial district is located in North Long Beach, along Cherry Avenue and Paramount Boulevard. This district consists of heavy industrial uses such as a truck parts manufacturing, plant and petroleum storage, and refinery facilities. Other industrial uses include manufacturing, freight and distribution, aggregate processing, warehouses, transit operations, outdoor storage and trucking. These industrial uses have access to a Union Pacific Railroad line.

### **Open Space and Recreational Uses**

Long Beach contains a mix of open space and recreation uses, from small mini parks to large special use areas.

Major open space areas in Long Beach include El Dorado Regional Park, the Los Angeles and San Gabriel Rivers, eight miles of beaches and shoreline, transmission power line rights-of-way, cemeteries, golf courses, marinas, bays and wetlands.

Long Beach has over 100 public parks with 25 community centers, two major tennis centers, five municipal golf courses and a marina system. The City's publicly-owned golf course and marina systems are the largest in the nation. More than 2,750 acres within the City's 50 square miles are developed for recreation. Recreation uses occupy five to six percent of the land in Long Beach, although access to recreational spaces vary greatly due to concentration of recreation uses primarily in the East Side of Long Beach. Utility corridors occupy another six percent.

#### **Public Facilities and Institutional Uses**

Long Beach supports a wide variety of public facilities and institutional uses, including civic uses, schools, museums, colleges and universities, medical facilities, libraries, utility and infrastructure support facilities, and community centers. Institutional uses occupy about seven percent of the land in Long Beach.

#### **Regional-Serving Facilities**

Regional-serving facilities are those facilities, businesses and operations that not only serve the City of Long Beach,

*Port of Long Beach.*



but also the region and parts of the nation. At all of these facilities, green building designs and operational initiatives are being pursued in order to reduce environmental impacts. See Map LU-3 (Regional-Serving Facilities) for location of these regional-serving facilities. Each of the Regional-Serving Facilities have their own master plans.

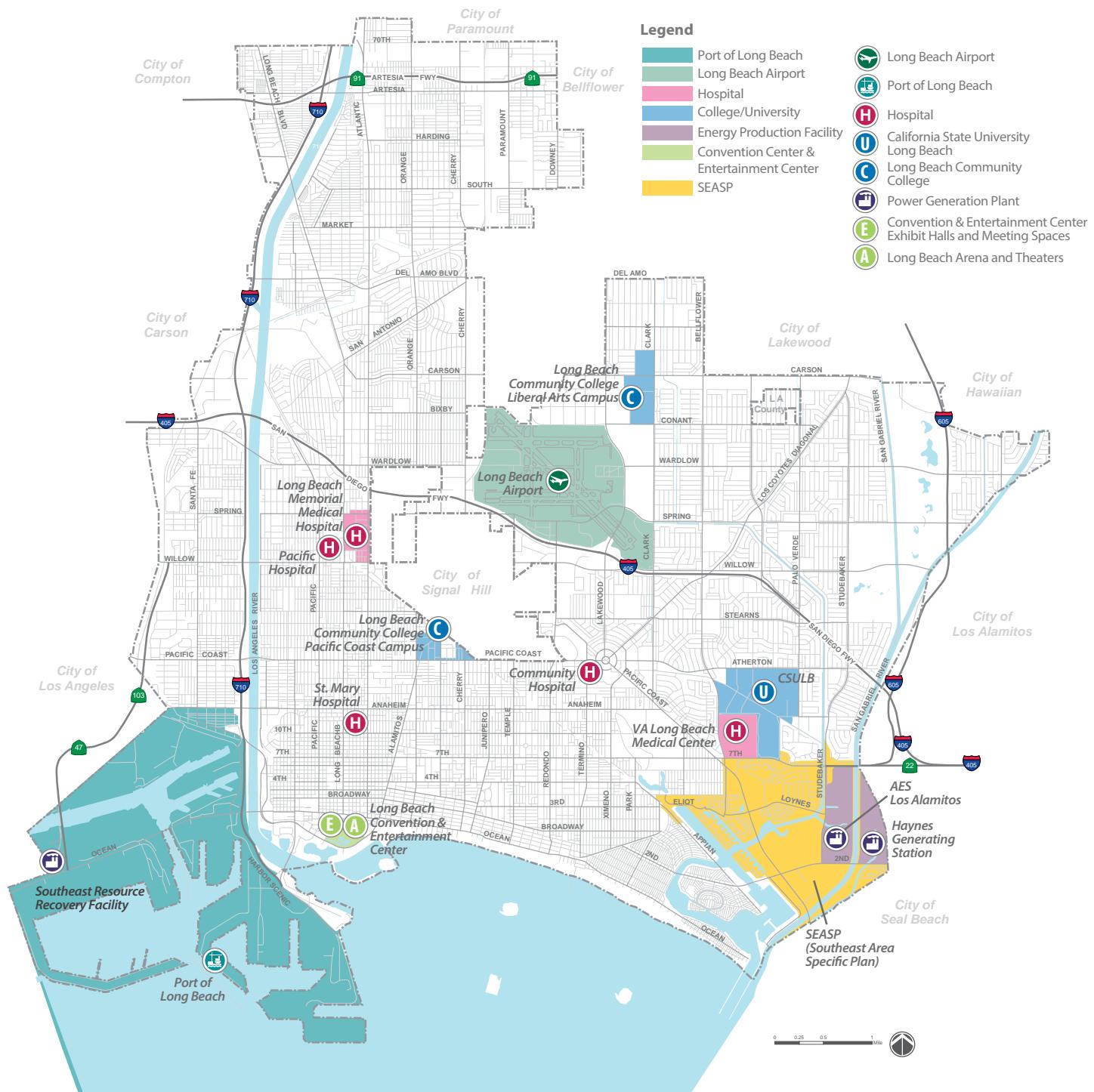
#### **Port of Long Beach**

The Port of Long Beach (POLB), located in San Pedro Bay, is the second largest container port in the United States, behind the adjoining Port of Los Angeles (POLA). Although the two ports compete for business, they cooperate on security, infrastructure projects and environmental programs. Combined, the number of cargo containers shipped through these two ports ranks as the world's sixth busiest port complex.

The POLB is also a key transportation hub in the global trade marketplace, with more than \$140 billion worth of cargo moving through the Port every year, from electronics and furniture to vehicles and petroleum. East Asia accounts for about 90 percent of trade shipments through the Port. Top trading partners are China, South Korea, Hong Kong and Japan.

The POLB is managed and operated by the City of Long Beach Harbor Department and governed by the Long Beach Board of Harbor Commissioners, whose five members are appointed by the mayor of Long Beach and

## Map LU-3 Regional-Serving Facilities



confirmed by the City Council. The Board creates policies and appoints the Port Executive Director, the top official at the 400-employee Harbor Department.

The POLB is committed to becoming the most environmentally-friendly port in the world. The Board of Harbor Commissioners has adopted the Green Port Policy which sets the framework for the Port's environmental protection efforts as well as its day-to-day operations. Through the Green Port Policy, the Port is taking steps to



*Long Beach Airport.*



*Long Beach City College Liberal Arts Campus.*



*CSULB Student Recreation & Wellness Center.*

protect wildlife habitat, improve air and water quality, clean soil and undersea sediments, and create a sustainable port culture.

### **Long Beach Airport**

The Long Beach Airport, located just north of I-405 freeway between Lakewood Boulevard and Cherry Avenue, is situated halfway between the major business and tourism areas of Orange and Los Angeles counties.

Long Beach Airport covers 1,200 acres and has five runways, the longest at 10,000 feet. The airport is a hub of corporate activity, as well as being one of the nation's busiest airports in terms of general aviation. Scheduled airlines also provide passenger and cargo service.

Over 200 businesses are located on airport property, including nearly 100 acres of mid-rise business park and hotel uses; several fixed-base aviation operators and specialty aviation service companies; and Gulfstream Aerospace aircraft service centers.

The Airport has taken steps to become "greener," including installing a solar forest (solar panels fixed on poles), reducing water consumption and preventing debris and pollution from entering the airport's storm drains, streets and catch basins.

### **Colleges and Universities**

Long Beach is home to both public and private colleges. California State University at Long Beach (CSULB) is the largest with an enrollment of nearly 37,500 students in 2015. As the second-largest campus of the California State University system, CSULB offers over 200 undergraduate, graduate degree programs, as well as doctoral and teaching credential programs. The 320-acre campus, located at 7th Street and Bellflower Avenue, includes the iconic Walter Pyramid, a 5,000-seat multi-purpose indoor stadium. As part of the movement toward more sustainable campus operations, CSULB has implemented measures, including solar panels, water conservation and energy management programs.

Long Beach City College, established in 1927, consists of two campuses. The Liberal Arts Campus (112 acres) is located in eastern Long Beach near Lakewood Village at Carson Street and Clark Avenue. The Pacific Coast Campus (30 acres) is located in central Long Beach on Pacific



Coast Highway and Orange Avenue. As of 2013, student enrollment at both campuses consisted of over 31,500 students and the colleges employed over 1,400 full-time and part-time faculty and staff.

The City also includes an assortment of private colleges and universities, including American Career College, DeVry University, WyoTech, Charter College, National University and American University of Health Sciences.

### **Energy Production Facilities**

Several large power generation plants are located in Long Beach. The AES Los Alamitos and Haynes Generating Station power plants are located at the far southeast corner of the City, and the Southeast Resource Recovery Facility is located at the POLB.

AES Los Alamitos is a 2,000-megawatt natural gas-fueled power plant, located off the San Gabriel River between 7th and 2nd Streets, which provides electricity to surrounding communities and the region. As a source of clean and reliable electricity, AES Alamitos generates enough power to light some two million California homes and businesses, and helps create hundreds of direct and indirect local jobs. In the early 2000s, AES upgraded emission control equipment to reduce mono-nitrogen oxides and carbon monoxide emissions.

The Los Angeles Department of Water & Power (LADWP) operates the Haynes Generating Station. Built in the 1960s, the facility is a natural gas and steam power plant located across the San Gabriel River from AES Los Alamitos. The station consists of six generating units with a combined capacity of 1,600 megawatts. In 2005, LADWP modernized Units 3 and 4. In 2012, LADWP began taking several old



LADWP Haynes Generating Station.

units (Units 5 and 6) out of commission and rebuilding new, more energy-efficient facilities. These improvements are aimed at increasing fuel efficiency, lowering fuel costs, and reducing the use of ocean water to cool the facility.

The Southeast Resource Recovery Facility, located on Terminal Island, supports City of Long Beach sanitation and Los Angeles County sanitation districts. The facility processes municipal solid waste to generate energy, with enough power to meet the needs of approximately 35,000 homes. The energy generated is used to power the facility, and the rest is sold to Southern California Edison.

### **Regional Health Care Facilities**

There are several major medical centers located in Long Beach serving the subregion. They include the following:

- » **Long Beach Memorial Medical Center.** Founded in 1907 as Seaside Hospital, this facility moved to its current Long Beach Boulevard location in 1960. The facility is a 420-bed hospital with numerous medical office buildings located in a campus setting. Miller Children's Hospital is also located at this medical campus.
- » **Veterans Administration Long Beach Medical Center.** This 237-bed hospital provides a wide range of medical services for veterans in Southern California. The hospital campus conveniently adjoins the CSULB campus.
- » **St. Mary Medical Center.** Located at 1050 Linden Avenue, this facility was founded in August 1923 and continues to serve the healthcare needs of Long Beach and the surrounding communities.
- » **Pacific Hospital of Long Beach.** Located at 2776 Pacific Avenue, this full-service, fully accredited teaching hospital includes over 180 licensed acute care beds.



Long Beach Memorial Medical Center.

## HEART AND SOUL OF LONG BEACH: OUR NEIGHBORHOODS

Long Beach is home to many neighborhoods; in fact, 70 distinct neighborhoods have been identified, ranging in size, shape, original era of development, function and form. These neighborhoods comprise the heart and soul of the City. Locals know that these diverse, vibrant neighborhoods are what make Long Beach a special place.

### Neighborhoods and Community Plan Areas

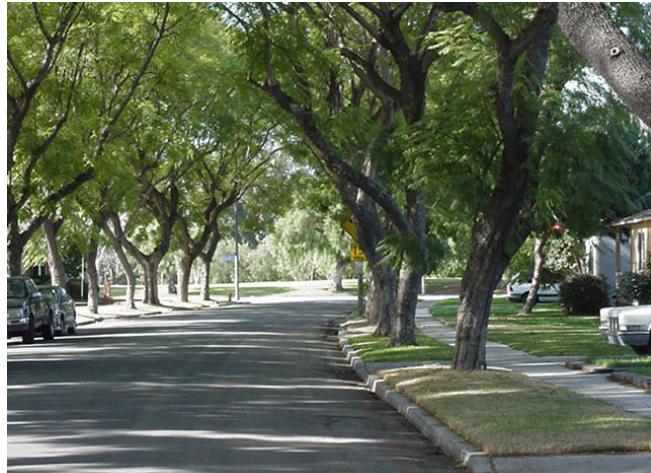
While residents have identified our 70 neighborhoods, for the purposes of this Land Use Element they are categorized by nine “community plan areas.” See Map LU-4 (Community Plan Areas and Neighborhoods). The community plan areas are defined by strong physical boundaries such as freeways, rivers, city boundaries and railroad tracks. Neighborhoods within a community plan area often share neighborhoods issues (e.g., lack of open space or neighborhood markets).

#### North Long Beach

The North Long Beach Community Plan Area is located east of the I-710. North Long Beach includes the residential neighborhoods west of Cherry Avenue and north of the Union Pacific Railroad (UPRR). North Long Beach primarily consists of industrial uses west of Cherry Avenue.

North Long Beach is mostly residential with some industrial and commercial districts. Along with Jordan High School, the neighborhood has a dozen public middle and elementary schools. A business and retail district on Atlantic Avenue between Harding Street and Market Street serves the neighborhoods. More intense regional-serving retail and office activity occurs along Artesia and Long Beach Boulevards, and Cherry Avenue. Industrial businesses,

*Tree-lined 63rd Street in the Deforest Park neighborhood.*



along the eastern edge of North Long Beach between Cherry Avenue and Paramount Boulevard, have access to the UPRR tracks. Several large heavy industrial uses are located here, including a Toyota parts manufacturing plant and petroleum-related refineries and tank farms.

#### Bixby Knolls

The Bixby Knolls Community Plan consists of California Heights, Los Cerritos, Bixby Knolls, Bixby Highlands, Scherer Park, Ridgewood Heights and Ranton Circle neighborhoods. It is bounded by the I-405 freeway to the south and the UPRR to the north. The Bixby Knolls area has a rich historical background from its beginnings as the prominent farming community of Rancho Los Cerritos. The homes in these neighborhoods were custom built between the 1920s and 1940s. Many are characterized by the distinct historic residential architecture that remains today. The Atlantic Avenue retail corridor between San Antonio Drive and the I-405 Freeway is a pedestrian-friendly area lined with retail shops, neighborhood-serving commercial services and restaurants. The Long Beach Boulevard corridor includes professional office buildings, financial institutions and neighborhood-serving commercial uses.

#### Westside and Wrigley

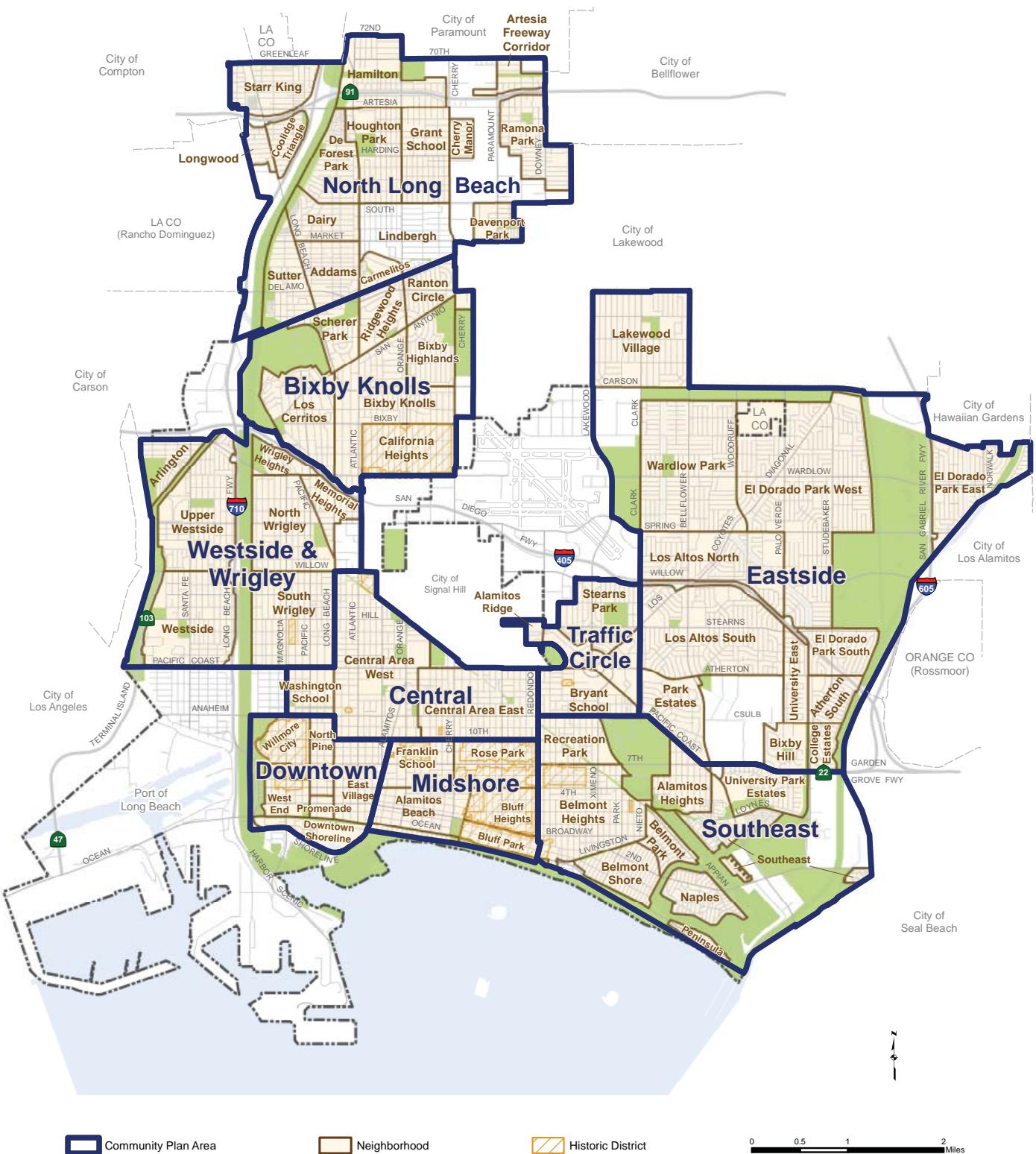
Westside is located west of the I-710 freeway, consists of the Westside and Arlington neighborhoods. These Westside neighborhoods historically were working-class neighborhoods due to their proximity to the POLB and the large Shell Oil refinery in nearby Wilmington. Many older single-family homes built between the 1920s and 1940s remain. A large U.S. Navy housing complex once stood in the neighborhood on Santa Fe Avenue near Pacific Coast Highway. Cabrillo High School now occupies the site, in addition to The Villages at Cabrillo housing and the Long Beach Jobs Corps Center.

Wrigley is located east of the I-710 freeway and west of Long Beach Boulevard. The Wrigley neighborhood was one of the first communities in Long Beach. Established in 1905, it features a distinctive grid street pattern.

#### Eastside

The Eastside Community Plan Area is bounded by the cities of Los Alamitos and Hawaiian Gardens to the east, the city of Lakewood to the north and SR-22 to the south. Eastside is bounded by the Pacific Coast Highway and 7th Street to the South.

## **Map LU-4 Community Plan Areas and Neighborhoods**



The Eastside Community Plan Area makes up the largest land area in Long Beach. The Plan area predominately consist of low-density, single-family homes built during the Post-World War II era. Major streets consist of the wide, tree-lined boulevards favored in construction of postwar suburban neighborhoods. Several large, auto-oriented shopping centers, schools and religious institutions serve Eastside residents. El Dorado Park is one of the largest regional parks in the area. This expansive 800-acre open space features a spacious community center, a 100-acre nature center, night-lighted basketball and volleyball courts, softball and soccer fields, a skate park, an outdoor



*El Dorado Park West home.*



*Linden Avenue Historic District.*

archery range, group picnic sites, a disc golf course, a tennis center, an 18-hole golf course, playgrounds, three fishing lakes and a fishing pond.

### **Central**

The Central Community Plan Area consists of two neighborhoods: Central Area West and Central Area East. This area is one of many historic areas in Long Beach. The area was once traversed by a former Pacific Electric Railway line. Although the line—long since abandoned—has been developed with residential and commercial buildings, remnants of its right-of-way are still visible, as portions have been occupied with open space features, including a community garden, Orizaba Park and Rotary Centennial Park. The area includes a mixture of residential uses at varying densities, from single-family homes to apartment complexes. Older residences are scattered throughout the neighborhoods. The Minerva Park Place Historic District, located near the intersection of Gaviota Avenue and 11th Street, is a tiny street lined with sixteen Spanish Colonial Revival homes built as a single project in 1925. The district's charm and small scale are reminiscent of courtyard housing. Along Anaheim Street is Cambodia Town, a roughly one-mile long business corridor with numerous Cambodian restaurants, retail stores, religious institutions and Cambodian-American service centers. The Central area is one of the most ethnically and physically diverse areas of Long Beach.

### **Traffic Circle**

The Traffic Circle Community Plan Area consists of the Traffic Circle, Stearns Park, Alamitos Ridge and Bryant School neighborhoods. The Traffic Circle, located at the intersection of Pacific Coast Highway and Lakewood Boulevard, is a large roundabout with multiple lanes. It was originally constructed in the 1930s and modeled on European traffic circles. It is surrounded by auto-oriented commercial and higher-density residential uses. Farther south are older residential neighborhoods constructed in the 1920s and 1930s, while north of the Traffic Circle are suburban style neighborhoods constructed in the 1940s and 1950s.

### **Downtown**

The Downtown Community Plan Area consists of Washington School, Willmore City, West End, East Village, Promenade, North Pine and the Downtown Shoreline neighborhoods.



Downtown Long Beach is a vibrant City center with an assortment of commercial, financial, institutional, office, civic and government, residential, entertainment, retail, maritime and waterfront uses. Downtown is the location for most of the City's major tourist attractions and municipal services. The Shoreline district south of Ocean Boulevard includes many of these attractions, including The Pike, the convention center, sports arena, marina and Shoreline Village. Downtown commercial and restaurant activities are concentrated along Pine Avenue and Shoreline Drive, while most of the municipal and governmental buildings and services are along West Ocean Boulevard and Broadway. Tall residential towers are found along Ocean Boulevard. The Aquarium of the Pacific is located on Rainbow Harbor and attracts approximately 1.5 million visitors each year. Numerous events are held at downtown venues every year, including the Queen Mary Scottish Festival, Long Beach Grand Prix, Long Beach Lesbian & Gay Pride Parade & Festival and the Bob Marley Reggae Festival.

### Midshore

Community Plan Area neighborhoods include: Alamitos Beach, Rose Park, Franklin School, Bluff Heights and Bluff Park. Midshore primarily consists of historic districts, including Rose Park, Rose Park South, Carroll Park, Bluff Heights, Bluff Park and Hellman Street Craftsman Place. Primarily a residential area, Midshore contains numerous bungalows built in the 1920s. However, many older single-family homes have been replaced with larger apartment buildings built between the 1960s and the 1980s. Ocean Boulevard is lined with high-rise apartment and condominium buildings and stately residential homes with views of Bluff Park, the Pacific Ocean and Catalina Island.

### Southeast

Southeast Community Plan Area consists of Alamitos Heights, Belmont Heights, Belmont Shore, Belmont Park, Naples, Peninsula, Recreation Park, University Park Estates and the Southeast Area Specific Plan (SEASP) neighborhoods. Belmont Shore is a commercial and residential neighborhood with thriving retail stores, restaurants, commercial services, entertainment uses and small offices. Unique to this Community Plan Area is the Naples neighborhood, built in the early 1900s, with three artificial islands connected by high-arching bridges meant to replicate Venice, Italy. Some of the homes on the islands have direct access to private boat docks along the canals that encircle the islands. A public square with a fountain is

sited at the center of this neighborhood. Along 7th Street and Pacific Coast Highway is Recreation Park, one of the oldest City parks in Long Beach. Established in the 1920s, Recreation Park offers numerous recreational amenities, including 18- and 9-hole golf courses, the Billie Jean King Tennis Center, casting club, the band shell, the Long Beach Lawn Bowling Club, a dog park, and Joe Rodgers and Blair baseball fields.

The SEASP area includes several large, auto-oriented shopping centers located along Pacific Coast Highway, as well as Los Cerritos Wetlands, Alamitos Bay Marina and Alamitos Bay Landing.



4th Street "Retro Row" in the Midshore Community Plan Area.



Belmont Shore in the Southeast Community Plan Area.



Gelson's Market in the SEASP portion of the Southeast Community Plan Area.

## LONG BEACH ECONOMY

Long Beach is home to over 15,000 businesses and over 165,000 employees, establishing the City as a key business location in Southern California.<sup>16</sup> Top private employment industry sectors include transportation and warehousing, manufacturing, health care, information, professional, scientific, and education.<sup>17</sup> As Figure LU-2 illustrates, education and health are the largest employment industries in Long Beach.

During the last decade of the 20th century and the first ten years of this century, Long Beach's economy experienced significant transition, from robust aerospace and manufacturing industries to a new knowledge-based economy. Not only is Long Beach's economy transitioning, but it is also recovering from the 2007-2009 Great Recession, the worst recession since the Great Depression. The recovery, although slow, is showing gradual increases in employment rates, household income, building permits and housing values. In response to the recession and high unemployment rates, the City has placed special focus on the creation of jobs in this Land Use Element.

### Top Industry Sectors

#### Transportation and Warehousing

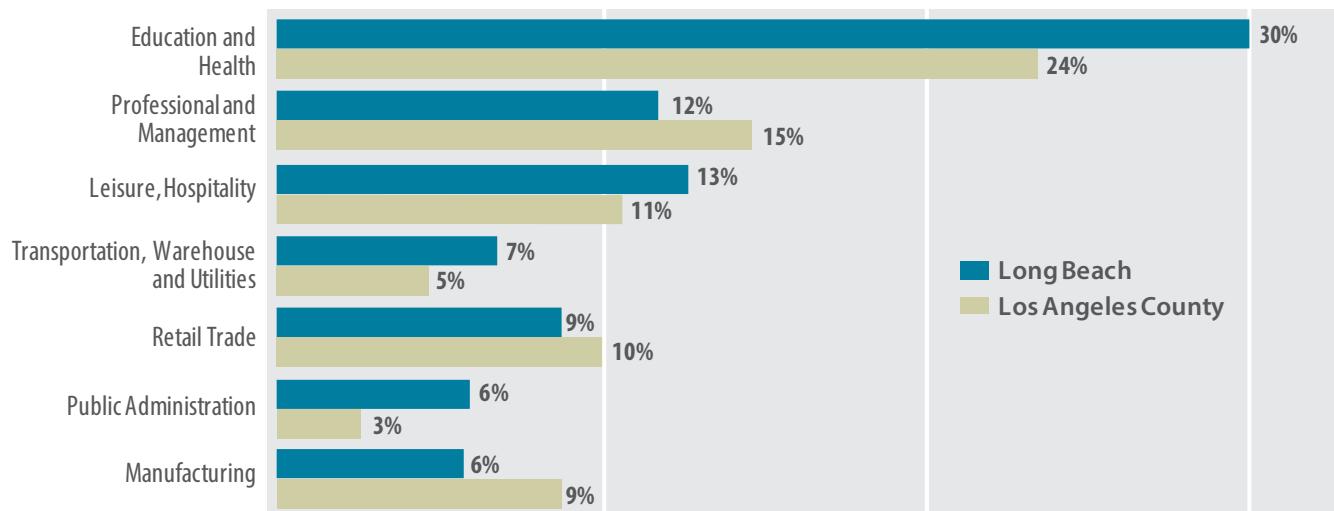
The transportation and warehousing industry has experienced a significant decline in the coastal region since the late 1990s. Despite the growth of the ports of Long Beach and Los Angeles, increasing rents in coastal areas have driven most employment in the transportation and warehousing sector to the low-cost but easily accessible

Inland Empire. However, the local passenger transport and air transportation sectors continue to grow. The ports of Long Beach and Los Angeles will continue to generate positions for high-skilled logistics professionals such as those graduating from the Global Logistics programs at CSULB. The economic impact of the ports on the City of Long Beach is largely the result of activities involving cargo handling, including trucking and warehousing. Nearly 30,000 jobs in the City are supported—directly and indirectly—by the ports.

#### Manufacturing

Long Beach was once a major contributor to the robust aerospace manufacturing industry that dominated Southern California in the mid-to-late 20th century. With World War II, the Douglas Aircraft Company plant made Long Beach an important center for the U.S. aerospace industry and helped dominate the local economy. At peak wartime production, Douglas had 160,000 employees and produced more than 300 aircraft monthly. After merging with McDonnell & Associates, McDonnell Douglas built the 717 jetliner and the MD-80 commercial jet. In the early 1990s, the Long Beach aerospace industry employed over 36,000 workers. In 2015, Boeing (formerly McDonnell Douglas) closed the C-17 Globemaster III production plant that manufactured a massive four-engine jet that can haul 60-ton tanks, troops and medical gear across great distances.

**Figure LU-2: Percent of Employees by Industry in 2015 (Long Beach and Los Angeles County)**



Source: California Employment Development Department, 2007-2015; InfoGroup; and SCAG, 2017.



TABC, Inc. (Toyota) automobile parts manufacturing.

As of 2012, manufacturing jobs in Long Beach represented nearly six percent of the total employment base. Manufacturing subsectors in Long Beach include pharmaceuticals, miscellaneous manufacturing, industrial inorganic chemicals, structural clay products, plywood and miscellaneous manufacturing.

### Health Care

Access to quality health care institutions is a key quality-of-life indicator and necessary in continuing to attract a creative and talented workforce. The City continues to be a regional center for health care services. Four of the top ten largest employers in Long Beach are medical facilities, as shown in Table LU-2. While employment in the health care industry has increased by almost nine percent regionally, it has declined in Long Beach, with job losses dating to the mid-1990s largely due to the closure of the U.S. Naval Hospital in 1994 and possibly to increased reductions in elective surgeries.

### Information

The information sector (e.g., book and software publishing, motion picture and sound recording, broadcasting, telecommunications, information services and data processing industries) has experienced local gains in employment in Long Beach, and has become increasingly concentrated in the City when compared to the region. While this sector comprises only a small percentage of total local employment, certain subsectors, such as motion picture production and distribution, publishing and cable television services, show promising signs as contributors to future local economic strength.

### Professional, Scientific and Technical Services

The Professional, Scientific and Technical Services employment sector is one of the best-performing in Long Beach. This sector has experienced steady gains and also provides well-paying jobs. Much of the employment in this sector is located in downtown Long Beach, including engineering and architectural services, accounting, auditing and bookkeeping, general services, and research and testing services.

### Education

The education sector is important because it employs a well-educated workforce that is vital to long-term economic development potential. Employment associated with basic educational facilities—elementary and secondary schools, libraries and educational services—has experienced more gains since 2000 than in the regional economy as a whole. Employment associated with colleges, universities and vocational schools trains residents to work in jobs with good pay and opportunity for advancement. As shown in Table LU-2, Long Beach Unified School District is the City's largest employer with over 12,000 employees in 2016.

### Workforce Characteristics

Long Beach has a fairly large labor pool, with over 245,200 residents either employed or seeking work in 2014. Approximately 28 percent of the population over the age of 25 had attained a Bachelor's degree or higher, compared to 29 percent in the County in 2014. The median

**Table LU-2: Long Beach's Largest Employers (2016)**

Rank	Employer	Employees
1	Long Beach Unified School District (LBUSD)	12,213
2	Long Beach Memorial Medical Center	5,138
3	City of Long Beach	5,122
4	California State University, Long Beach (CSULB)	3,057
5	Veterans Affairs Medical Center	2,950
6	Long Beach City College	2,695
7	The Boeing Company	2,039
8	CSULB Research Foundation	1,677
9	Molina Healthcare Inc.	1,488
10	St. Mary Medical Center	1,480

Source: City of Long Beach Comprehensive Annual Financial Report, Fiscal Year Ended September 30, 2016

income of \$52,944 was five percent lower than the County median income in 2014. Most Long Beach residents—67 percent of the workforce—are employed in retail trade, manufacturing, education, health, leisure and hospitality, the professional and management. Nearly 24 percent of residents commute within Long Beach, while 76 percent commute to workplaces in other cities for work.<sup>18</sup>

As the economy recovers from the deep national recession ending in 2009, Long Beach unfortunately continues to post higher unemployment rates than surrounding cities, Los Angeles County, California and the U.S. However, since 2010, the unemployment rate has continually declined from a high of 14.6 percent in November 2010 to 7.9 percent in April 2015.<sup>19</sup> This Land Use Element recognizes that business expansion and job growth are critical to improving the local economy.

## Fiscal Sustainability

Long-term sustainability of revenue sources is important because they support crucial city-based services such as road repair, infrastructure maintenance, parks, libraries, fire protection and public safety. Reduction in revenue streams for these services attributable to the recent recession and loss of redevelopment funds resulted in cuts to these services at varying levels. This Land Use Element is designed to help restore and enhance City resources for these services.

### General Fund Revenue

A large portion of the General Fund is attained from sales tax and property tax revenues. For fiscal year 2015, these sources represented 37 percent of General Fund revenues.

Land use planning decisions are closely tied to municipal revenue sources, as different development types generate different sales tax and property tax revenue. By undertaking particular land use planning strategies, the City can work toward a more solid financial footing over the long term.

### Loss of Redevelopment

The former Long Beach Redevelopment Agency was charged with revitalizing the City's neighborhoods and improving blighted areas, with responsibilities related to promoting economic development, creating jobs and providing affordable housing. On February 1, 2012, pursuant to State legislation AB x1 26, the Agency and all other redevelopment agencies in California, was dissolved.

The loss of redevelopment affected the City drastically, with City leaders having to make difficult decisions about layoffs, service reduction or elimination, staffing transfers and canceling or delaying major projects, including affordable housing developments.

Although the City continues to grapple with how to make up the difference in lost revenue, other tools are available to assist with improving neighborhoods and promoting economic growth. This Land Use Element encourages new infill development, expanded development opportunities along corridors and higher residential density around transit stations. These pursuits will continue the endeavors of removing blight and focusing on urban revitalization, but will rely on private investment to spur new development projects. The City has also been successful in procuring planning grants that are funding regulatory planning projects aimed at specific areas. The City will continue to pursue other available tools, including bonus densities and streamlined processing, as well as persuading the State to provide assistance for needed neighborhood programs.



# SUSTAINABILITY AND THE NATURAL ENVIRONMENT

## Natural Environment in Long Beach

The remaining natural environment in Long Beach can be credited to both City and local community conservation efforts. Efforts are currently underway to restore, preserve and create additional areas of green and open spaces, particularly where there are rare wetland habitats and/or in neighborhoods where there is a lack of open space.

### Local Nature Areas and Wetlands

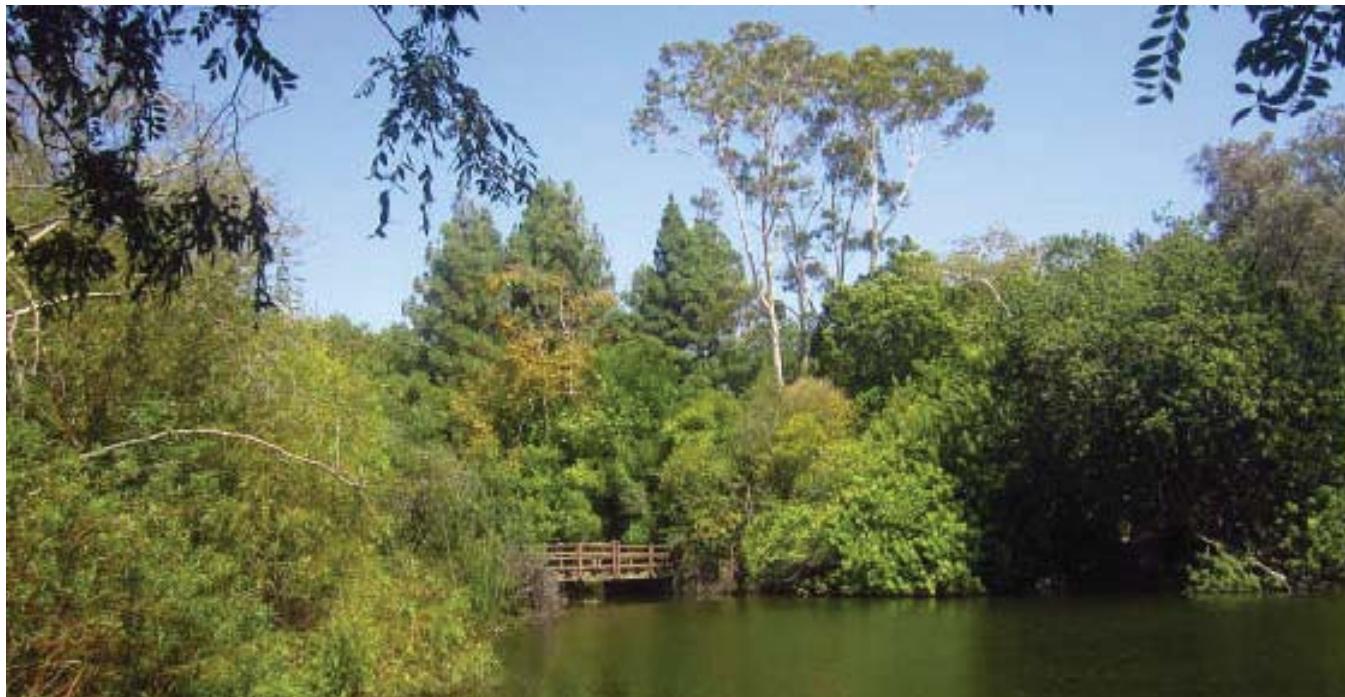
Given the City's location along the Pacific coast and at the mouth of two significant southland rivers, our natural environments and associated open spaces provide places for thriving, beneficial ecosystems within the urban environment. Long Beach has numerous wetland environments, nature reserve areas and parks, including:

- » **The Los Cerritos Wetlands.** Located near the mouth of the San Gabriel River at the Pacific Ocean, these wetlands span Los Angeles and Orange counties between the cities of Long Beach and Seal Beach. Consisting of functioning marshes, seasonal brackish ponds and degraded habitat areas, the wetlands are home to a variety of coastal wildlife. Long Beach, along with surrounding cities, the California Coastal Conservancy, the Rivers and Mountains Conservancy, several local businesses and community groups are working to

protect, purchase and restore the remaining acreage of these precious remaining Southern California wetlands.

- » **El Dorado Nature Center.** This 100-acre nature park includes a visitor center, museum, interpretive programs and several miles of trails. The natural components of the park include several small lakes and creeks and a wide assortment of California native plant communities, including oak woodland, riparian, chaparral, coastal sage scrub and native grasslands.
- » **Golden Shore Marine Biological Reserve Park.** Located south of Ocean Boulevard at the mouth of the Los Angeles River, this marsh was created as a mitigation project for the Aquarium of the Pacific, which was built on previous salt marsh habitat. The marsh area and wetland habitat provide excellent forage for waterfowl and other marine wildlife and offer educational value to residents and visitors.
- » **Jack Dunster Marine Biological Reserve.** This reserve was constructed on the northwest side of the Los Cerritos Channel adjacent to the Rowing Center at Marine Stadium. It is a natural habitat created for public recreational and educational opportunities.

*El Dorado Nature Center's natural environment is a sanctuary for animals and plant life.*



## Watersheds Lead to Long Beach

The watersheds of the San Gabriel and Los Angeles Rivers cover over 1,500 square miles, from the San Gabriel Mountains to the Pacific Ocean at Long Beach, see Map LU-5 (Los Angeles and San Gabriel Rivers Watersheds). The two rivers arise from springs and creeks in the mountains surrounding the Los Angeles basin, travel across the San Gabriel and San Fernando Valleys and then flow nearly parallel across the coastal plain to the ocean. The watershed area also contributes to the local groundwater basins on which Long Beach relies for its water supply.<sup>20</sup>

Urbanization has had a considerable impact on natural resources, altering the hydrology in the watersheds and significantly reducing the extent of natural habitat and biotic communities. Until the 1930s, both the San Gabriel and Los Angeles Rivers and their tributaries were primarily

natural bottom streams. Now, over 75 percent of the streams are concrete-lined channels, modified for flood protection purposes. The restructuring of the rivers has resulted in a dramatic increase in urban runoff, the main source of water pollution along Long Beach's coast. Unlike the soil and vegetation in natural watersheds, most urban areas are covered in impermeable surfaces such as asphalt or concrete. As a result, instead of rainwater slowly percolating through the ground and getting filtered and cleaned along the way, unfiltered water runs along streets, into storm drains and then into rivers. As the rivers accumulate a large share of the Los Angeles basin's debris and pollutants, they ultimately empty into the ocean, affecting the water quality of the City's coastal neighborhoods, marinas and beaches.

## Map LU-5 Los Angeles and San Gabriel Rivers Watersheds





## Environmental Sustainability

Environmental sustainability entails understanding the limitation of our finite resources (e.g., water, fossil fuel, natural gas) and adopting practices that limit or eliminate waste and pollution. The environmental movement grew in response to several environmental catastrophes in the 1960s, which heightened public consciousness and led to many environmentally-focused national policy directives such as the Clean Air Act. Broader-based initiatives of the twenty-first century have taken greater hold. Concerns related to climate change, rising fuel prices, and the



*Parking lot bioswales help filter out pollutants.*



*Solar panels on Brotman Hall at CSULB.*

quality of natural habitats have resulted in increased public and private efforts to promote better environmental stewardship. Public efforts include policy and regulatory changes aimed at protecting natural areas, promoting clean air and water, increasing transit use and limiting waste and pollution. Long Beach's recent efforts in environmental sustainability include adopting and implementing the following programs and ordinances:

- » Conservation & Water Supply Shortage Plan.
- » Lawn to Garden Incentive Program.
- » Low Impact Development (LID) for storm water management.
- » Model Water Efficient Landscape Ordinance.
- » Building Standards Code amendments for energy efficiency.
- » Construction and Demolition Debris Recycling.

### Sustainable City Action Plan

The City has promoted sustainability by establishing the Office of Sustainability and a Sustainable City Commission to implement the City's Sustainable City Action Plan, adopted in 2010. The Plan includes measurable goals and actions, many of which relate to land use planning:

- » **Buildings and Neighborhoods.** Initiatives emphasize alternative modes of transportation, including walking and bicycling, in an effort to reduce vehicle use and vehicle emissions. Initiatives also focus on green (sustainable) building design approaches that minimize a building's negative impacts on the environment and on building occupants.
- » **Energy.** Initiatives seek to increase use of sustainable sources of energy. The City and community must work together by investing in both renewable energy sources and energy efficiency.
- » **Transportation.** Initiatives focus on improved transit options, expanded bicycle infrastructure, opportunities for less car-dependent lifestyles and reduced port-related air emissions.
- » **Urban Nature.** Initiatives aim to enhance urban nature, integrate park and wildlife areas, and encourage sustainable uses of open space, with the overarching goal of increased appreciation of, and respect for, nature.



## Climate Change and Sea Level Rise

Climate change is a global concern that directly affects local communities. Worldwide, 2014 was the warmest year on record and 2005 to 2014 was the warmest decade on record since thermometer-based observations began. Global average surface temperature has risen at an average rate of 0.15°F per decade since 1901.<sup>21</sup> According to the Intergovernmental Panel on Climate Change established by the United Nations Environment Programme and the World Meteorological Organization, over the next 100 years, temperatures are projected to increase another two to ten degrees.<sup>22</sup> Greenhouse gases (GHGs) are the gases present in the Earth's atmosphere that reduce the loss of heat into space. GHGs primarily include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O). GHGs affect climate by concentrating in the Earth's atmosphere and trapping heat by blocking some of the long-wave energy normally radiated back beyond the atmosphere. While some GHGs occur naturally, widespread agreement among climate scientists worldwide promotes the view that human activity is increasing the GHGs in the Earth's atmosphere and accelerating global warming. Activities causing this warming include the burning of fossil fuels for industrial operations, transportation, heating and electricity.

### Sea Level Rise

As global temperatures continue to rise, the distinct potential exists for a rise in sea level, which would dramatically affect the coastal areas of Long Beach. The Pacific Institute has conducted sea level rise scenarios along the California Coast to determine which areas would be impacted by a 1.5 meter (4.6 feet) rise in sea level.<sup>23</sup> Rising seas could threaten to inundate low-lying coastal and marina areas, erode beaches and shorelines, affect the POLB operation areas, damage property within Belmont Shore, Naples and the Peninsula and affect ecosystems such as wetlands.

### Resilient City

Long Beach is rising to the challenge of preparing and responding to future types of disaster, whether natural or human-made. The City has worked with experts and is developing plans to create a more resilient city in a changing and increasingly globalized world, particularly in the face of imminent sea level rise, tsunamis, potential Port of Long Beach terrorism attack, water shortages and seismic challenges.

*Sea level rise could potentially affect neighborhoods on the water, including Naples and Peninsula.*



## HEALTHY COMMUNITIES

Land use decisions affect the shape and feel of a community and the health of those who live there. From the supply of affordable, high-quality housing and the types of housing available, to reliable public transportation and the presence of grocery stores that sell healthy food, decisions about land use in Long Beach have impacts on how people live.

One of the most critical issues confronting Long Beach neighborhoods today is the impact that the physical environment has on public health. Research studies have consistently shown that the design of the physical environment can contribute to chronic diseases such as obesity, type 2 diabetes, asthma and heart-related disease. According to a study published in the Journal of American Medical Association in 2010, more than one third of children and adolescents in the U.S. were overweight or obese, putting them at higher risk for serious, even life-threatening health problems.<sup>23</sup> Community design often presents barriers to physical activity, contributing to increased risk for obesity, heart disease, diabetes and other chronic diseases. Barriers include, but are not limited to, the absence of parks, limited transportation options, separation of uses and nonpedestrian-friendly streets.

### Active Living

Designing healthy communities that facilitate an active lifestyle is critical to the long-term health of our neighborhoods. People are more likely to be physically active if they can incorporate activity into their daily routine. Long Beach has been at the forefront in creating an active living environment for residents, including creating an environment that is both bicycle and walkable friendly. Long Beach was recently named the third most

#### Healthy Communities Policy

Approved by the Long Beach City Council in 2014, the Healthy Communities Policy establishes a framework for developing Long Beach's neighborhoods into a healthy, prosperous and livable community. The document covers:

- » Land use.
- » Mobility.
- » Environmental quality.
- » Raising the profile of public health.
- » Physical health and wellness promotion.
- » Healthy food access.
- » Health equity.
- » Community safety.

bicycle-friendly City in the United States by the Alliance for Biking and Walking and awarded Silver Status as a bike friendly city by the League of American Bicyclists. Additionally, the Department of Parks, Recreation and Marine Community Recreation Services Bureau offers an assortment of recreational programs, classes and sports leagues that promote active living. In 2003, the Department of Health and Human Services initiated the Healthy Active Long Beach to address chronic diseases by implementing programs that focus on healthy eating options and physical activities. The City of Long Beach continues to promote active living programs and improve the built environment in ways that are more conducive to physical activity.

*Healthy communities provide opportunities to stay active - young adults during a workout program at Heartwell Park.*



## Access to Healthy Foods

Increasing access to healthy, locally-grown foods by invigorating the community's interest in farmers' markets, community and school gardens, and home-grown foods also contributes to a healthier population.

- » **Community Gardens and Urban Farms.** Community gardens and urban farms can be established on public or private land that is gardened and tended by the community. Community gardens and urban farms can be used by the community to grow vegetables for personal use, or may be dedicated for "urban agriculture" where the items grown are sold at a farmers' market. Community gardens have many benefits, including reducing food budgets for families, educating residents about sustainable agriculture and real food, providing healthy food options, raising environmental awareness, and providing an additional form of passive open space for the community. The Long Beach Community Garden Association operates and maintains an eight-acre community garden at El Dorado Park and rents out over 300 garden plots. Long Beach Organic, a non-profit organization, operates over half a dozen small urban garden spaces throughout the City. As of 2015, Long Beach had over a dozen community gardens located throughout the City, with more in the planning stages.
- » **Urban Agriculture.** There is a growing movement in Long Beach that promotes healthy and environmentally sustainable urban agriculture and small-scale farming. Several non-profit organizations and local businesses are supporting a local agriculture movement and small-scale animal husbandry in the City. The goal is to build an urban farming network that will increase local food

production, assist underserved neighborhoods and establish greater community and social connections. In 2009, the City's Office of Sustainability established the Civic Center Edible Garden, a small demonstration garden aimed at educating the community about growing their own food. There are also several small-scale urban farms operating in the City, supplying local farmers' markets and restaurants with organic fruits and vegetables.

- » **Farmers' Markets.** Farmers markets provide a physical place for farmers and food artisans to directly sell their food to the public. These markets can be permanent or temporary, and can take place in private buildings or public spaces. Farmers' markets provide support for area farmers and businesses and provide an opportunity for the community to purchase fresh, locally grown foods. Established farmers' markets occur regularly in downtown, Bixby Knolls, the Alamitos Bay Marina and near the Long Beach Airport. Additional neighborhoods should be served by farmers' markets.
- » **School Gardens.** School gardens, like community gardens, allow children to experience a working garden and function as outdoor classrooms. Not only do they provide healthy produce for children to eat, but they offer an educational experience about healthy eating and how to grow fruits and vegetables. Parents, teachers and principals are teaming with non-profit groups and local businesses to pursue grants to establish instructional and school gardens. Several schools in the Long Beach Unified School District are participating in, and enjoying the benefits of school gardens.

Grace Community Gardens in the Addams Neighborhood in North Long Beach.





## Environmental Justice

Evidence demonstrates that environmental hazards and air pollution disproportionately affect low-income communities of color in Long Beach, as shown on Map LU-6 (Impacted Communities). The source of the data on this map is CalEnviroScreen, which identifies California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. These communities were historically excluded from neighborhoods with less environmental pollution and greater public investment, and still today in Long Beach, low income communities of color are concentrated in the portions of the city with the worst air quality and environmental health metrics. Environmental justice refers to efforts to address these issues, and to the fair treatment and meaningful involvement of all people regardless of race, color, religion, origin, income or sexual orientation with respect to the development, implementation and enforcement of environmental laws, regulations and policies.

Several Long Beach neighborhoods are proximate to the Port of Long Beach (POLB) and the Port of Los Angeles (POLA), as well as major transportation routes and rail yards that handle the majority of port-related truck and train traffic. The ports are the largest single-source polluter in Southern California. Affected neighborhoods are subject to the environmental and air pollution impacts from ship,

*The ports of Long Beach and Los Angeles, together are the largest single-source of air pollution in Southern California.*

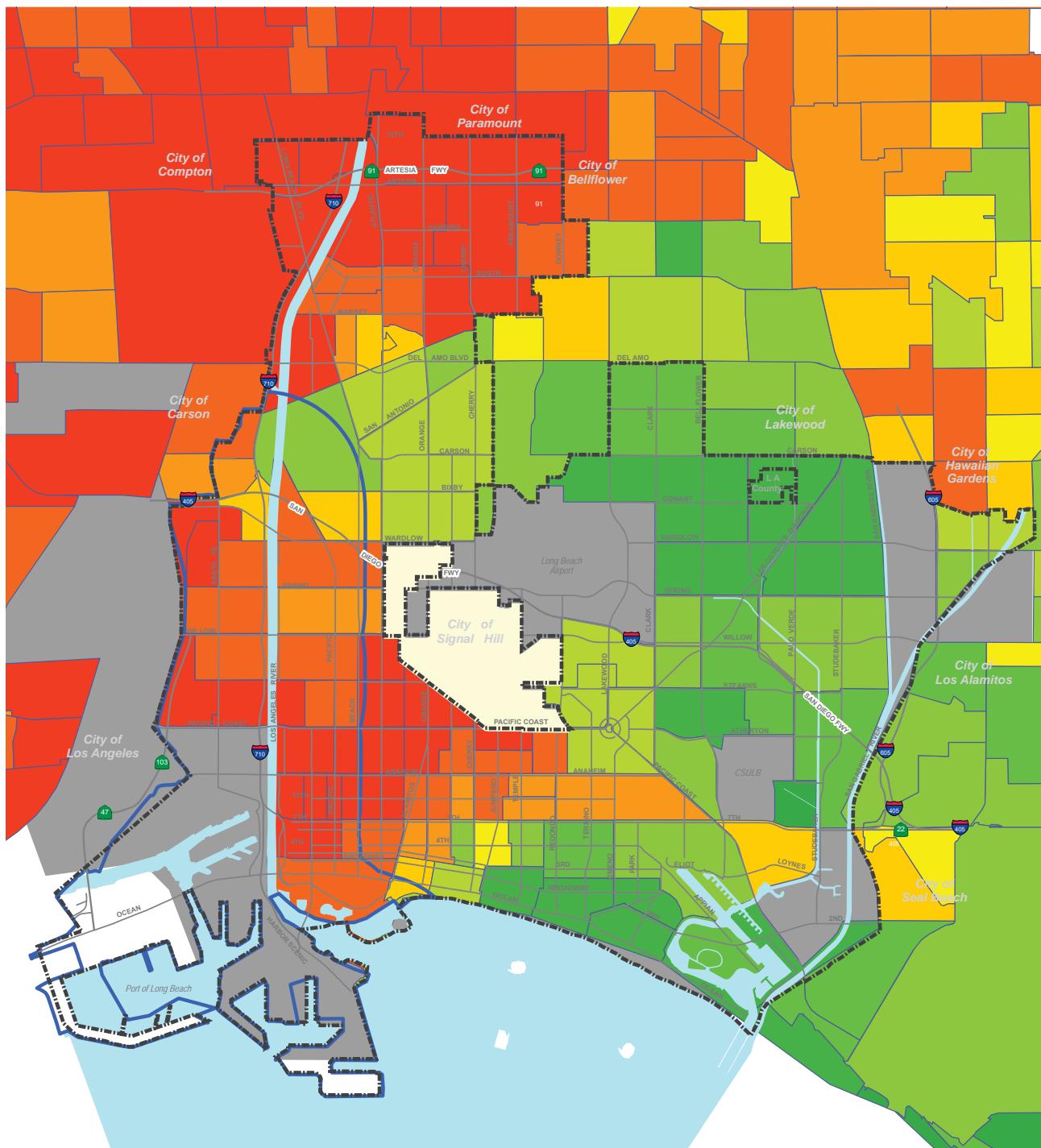


port, rail and truck operations. A California Environmental Protection Agency Air Board report<sup>26</sup> indicated that emissions from cargo handling equipment and engine emissions from ships idling at the ports are the primary contributors to the high potential cancer risk levels as well as other serious health issues near the ports.

The POLB has implemented numerous programs and strategies aimed at improving air quality in the port vicinity. A joint accomplishment with the Port of Los Angeles is the San Pedro Bay Clean Air Action Plan, a comprehensive plan aimed at significantly reducing the health risks posed by air pollution from port-related ships, trains, trucks, terminal equipment and harbor craft. The POLB also instituted the Clean Trucks Program, which works to modernize the port trucking industry and slashing truck-related air pollution significantly. California law effective in 2013 requires idling cargo ships to stop their engines and plug into electric power at the docks while loading and unloading cargo.

The POLB also administers grant programs designed to improve local neighborhoods by lessening the impacts of Port-related air pollution. There are programs that specifically address air pollution risks to vulnerable groups such as children and seniors. Examples of projects that are eligible for grants include air-filtration systems at schools

## Map LU-6 Impacted Communities



### Legend

CalEnviroScreen 3.0 Scores by Census Tract (Deciles)

91 - 100 % (Highest Score)	41 - 50%
81 - 90%	31 - 40%
71 - 80%	21 - 30%
61 - 70%	11 - 20%
51 - 60%	0 - 10% (Lowest Score)

Port Impact Zone 1a

0 0.25 0.5 1 Miles





and daycare centers and educational health-outreach programs for families and seniors.

Many of the equity-focused policies contained in this LUE seek to lessen the disproportionate impacts that previous land use policies and practices have had on these communities. In addition, the City has committed to addressing disparities in impacts and resources by prioritizing investments in underserved communities. The West Long Beach Livability Implementation Plan and the Communities of Excellence (CX3) Physical Activity and Obesity Prevention Plan both guide future improvements in parks and open space, active transportation infrastructure and social and environmental programming to address health disparities.

## SMART CITY

### Facets of a Smart City

A “smart” city is one that uses information and communication technologies to be more intelligent and efficient in the use of resources. Smart cities are tying together technology innovation, sustainability and energy reduction strategies aimed at reducing municipal costs, minimizing energy use, improving service delivery and reducing impacts to the environment. Through these means, smart cities are achieving greater efficiencies in many facets of the urban environment: people, building and facilities, and government.

#### Smart Transportation

Smart transportation is a major component of Smart City. The Mobility Element covers smart transportation features including driverless technology, real-time traffic and parking data, zero emission technology and intelligent transportation systems (ITS).

#### Smart People

Smart cities include smart schools and libraries, which help create smarter people. One of the greatest challenges facing cities and school districts is making education technologies more efficient. The Long Beach Unified School District developed a Technology Master Plan that provides a long-term roadmap for the use of technology. New schools, such as Jessie Elwin Nelson Academy, have opened with new state-of-the-art technologies, including wireless network systems and the use of tablets, allowing teachers and students to engage in new methods of

teaching and learning. In addition, all of Long Beach’s public libraries offer free Wi-Fi, and library card holders can check out and download digital media free of charge.

#### Smart Buildings and Facilities

Smart living focuses on the technological advances at home that can provide residents with the comforts of modern conveniences. Homes can include new technologies to remotely control lighting, security, energy usage and landscaping irrigation. Southern California Edison has implemented smart meters, which enable customers to review hourly, daily and weekly electricity usage. Through the use of online tools, customers can better understand how much electricity is being consumed, and they can better manage their energy usage based on real-time feedback.

Other smart living technologies for the home include solar power products, smart thermostats, light occupancy sensors, smart phone home automation, home energy manager, hybrid/electric vehicle plug-in charging stations and smart-grid-ready appliances.

These technological systems aimed at making a building anticipate energy and water needs and efficiencies can make a huge difference in consumption, conservation of resources and homeowner finances.

#### Smart Government

Long Beach has been active in implementing technological innovations to improve operational efficiencies and reduce municipal costs. The City created a Technology and Innovation Commission aimed at advising and making recommendations to the City Council on matters pertaining to technology and innovation. The City’s newly renamed Technology and Innovation Department has completed a number of major initiatives to modernize its information and communications systems, such as implementing a new utility customer information system, Wi-Fi in parks deployment, fiber optic network expansion, and developed a series of smart device apps.

The City has launched custom websites to improve communications with the community. The City also launched a new online service making it easier for residents to submit code enforcement complaints via website and to obtain various permits online.

Long Beach also intends to attract and expand local businesses, and become more business friendly. For example, the City can expedite the permitting process by using new technologies and web-based applications. They can also provide technical assistance to small and start-up businesses.

## ADDRESSING OUR CHALLENGES

### Challenges That Could Affect Long-Term Growth

Long Beach must not only face the challenges growth brings, but also the challenges existing with any city of its age and size. Existing challenges include aging infrastructure, recreational open space distribution inequities, incompatible developments, public health issues and distressed commercial corridors.

#### Land Use Incompatibilities

In some Long Beach locations, there are awkward transitions between residential neighborhoods, commercial corridors and industrial areas, creating friction between uses. These conditions can create adverse impacts, including parking intrusions, cut-through traffic, unsightly views, noise, emissions, glare, vibration and odors. Where these incompatibilities occur, the public health of residents may be compromised and economic development opportunities diminished.

#### Fragile Neighborhoods

During the 1980s, inferior zoning regulations and short-sighted political decisions allowed so called "cracker box" apartment buildings to pervade stable single-family neighborhoods. Distinctive bungalows in the City were razed. These apartment buildings lacked architectural character, were built inexpensively, were incompatible with the scale of the neighborhood and lacked appropriate parking spaces, private open space and landscaping. Absentee ownership discouraged property reinvestment resulting in building deterioration and lower rental rates. Without transit-oriented infrastructure available to support reduced parking requirements, inadequate on-site parking spaces resulted in an increased demand for on-street parking and contributed to parking shortages. Overcrowding conditions and higher crime rates created social issues and substandard living conditions. Examples of these apartments can be found primarily in the central area of Long Beach.

#### Stressed and Lengthy Corridors

The City's commercial corridors generate most of the City's sales tax revenue but do not necessarily provide for the full range of neighborhood services to further healthy community goals. Many corridors lack identity and do not integrate with adjoining neighborhoods. Issues include aging vacant or abandoned buildings, lack of private investments, high business turnover, distressed properties, lack of uniformity, deficiencies in pedestrian amenities and incompatible uses. Examples of these corridors include segments of Long Beach Boulevard, Pacific Avenue, Atlantic Avenue, Pacific Coast Highway, Artesia Boulevard, and Anaheim Street.

#### Public Health Concerns

There is a growing awareness of how the design of the physical environment affects public health. Within some neighborhoods there is little or no access to healthy and affordable food options due to a limited number of grocery stores, quality restaurants, community gardens and farmers' markets. Some areas are overly concentrated with fast food restaurants, convenience and liquor stores. The design of the physical environment discourages everyday physical activity. Inefficient street patterns and land uses discourage walking and a lack of bicycle trails, safe play grounds and insufficient recreation areas supports inactivity, especially among children. Residential neighborhoods proximate to ports, truck routes, freeways, major arterials and airport flight paths bear noise and air pollution impacts. All these issues increase the potential risks of obesity, cardiovascular disease, diabetes and asthma. We now realize that the design of the built environment holds the potential for addressing many of Long Beach's current public health concerns.



Vehicles and trucks traveling along the I-710 freeway creating noise and emission impacts to neighboring uses.



### **Port Related Facilities Expansion Projects**

Containerized shipping through U.S. West Coast ports has increased significantly, largely due to the enormous increase in the U.S. trade with Pacific Rim nations. To support the continued increase in container cargo at the POLA and the POLB, two major projects are proposed: the Intermodal Container Transfer Facility (ICTF) Modernization Project and the Southern California International Gateway (SCIG). The SCIG involves constructing and operating an intermodal rail yard that would transfer containerized cargo between trucks and railcars. The project is located in the city of Los Angeles along the Dominguez Channel, between Sepulveda Boulevard/Willow Street and Pacific Coast Highway, adjacent to the City of Long Beach. The ICTF Modernization Project would increase the transferring of containerized cargo from the terminals of the POLA and POLB on to trains. The project is located in the city of Los Angeles adjacent to the City of Long Beach, between Sepulveda Boulevard/Willow Street and East 223rd Street/I-405 freeway. Both projects, when completed, will increase rail and truck activity around the ports, and could potentially adversely impact surrounding Long Beach neighborhoods. Proposed mitigation measures as part of these projects are aimed as lessening these impacts.

### **Aging and Deficient Infrastructure**

Long Beach is over 125 years old. The City's aging infrastructure built over its lifetime to accommodate a growing population are in need of repair or replacement. Deficiencies have been identified in the City's transportation infrastructure consisting of streets, alleys and sidewalks. Deficiencies have also been identified in City facilities, including fire, police, parks and recreation, library and health facilities. If infrastructure conditions are left unmet, it can lead to an increase in safety concerns, reduced service levels, accelerated depreciation of assets, increased community dissatisfaction and property damage claims.

### **Inequities to Community Services and Open Space**

Parks and open spaces in Long Beach are concentrated in a few areas of the City, leaving many neighborhoods underserved. Access to local open spaces is beneficial to physical and emotional health. The population in Long Beach's central, western and northern neighborhoods are considerably denser than other portions of the City, but those neighborhoods have notably few parks, recreational amenities and natural habitat areas for their residents. Long Beach's Open Space and Recreation Element has

established a target of eight acres of parks space per 1,000 residents, but as of 2002 it is only providing 5.6 acres. The element seeks to address the lack of parks in parts of the City where the need is greatest.

### **Changing Behavior: Moving Away from the Reliance on Automobiles**

Although major investments have been committed to improvements in transit infrastructure and integrating bicycling and pedestrian facilities with the physical environment, automobile usage continues to be the prevalent mode of transportation in Long Beach. Changing people's behavior - switching from a car-oriented culture to one that relies on using transit and bicycles - may be a long-term goal that will slowly be accomplished over time. According to the U.S. Census Bureau, in 2010, over 83 percent of Long Beach residents drove their cars to work, with nearly seven percent commuting by transit and over one percent by bicycle. These numbers showed moderate improvements over the past ten years when compared to Census data in 2000. A recent study on the Downtown separated bike lanes on Broadway and Third Street indicates that bicycle ridership along this route had increased by 33 percent and automobile usage had decreased by 12 percent. There are positive trends that indicate automobile usage is slowly decreasing, and transit and bicycle usage increasing. However, as the City continues to grow, it will need to continue to pursue land use changes that complement transit, bicycle and pedestrian improvements, as well as investments in the transportation system to support greater transit and bicycle usage.

### **Keeping Up with Technology**

New technology is rapidly changing and can be costly to implement, maintain, and/or upgrade. With new technological advancements coming out almost everyday, and residents and businesses constantly "plugged in," many government organizations are simply trying to keep up while figuring out the best solutions to use. The City of Long Beach is striving to stay on top of the information age by integrating City operations with technology to improve land use and infrastructure, communications, maintain labor and operation efficiencies, and move traffic effectively and efficiently.



### Aging and Insufficient Housing Stock

With limited exceptions, the existing structures in Long Beach were largely built between 1900 and 1942 (North, Central and West Long Beach) and between 1943 and 1968 (East Long Beach). Some of these older properties are historic gems and will continue to be protected under the City's Cultural Heritage Ordinance. Many of these older structures, however, have regrettable designs, were built with inadequate or no parking, and have not been maintained up to today's habitability standards for healthy and comfortable living. This is an issue for both the availability and quality of the City's housing stock and for sustainability. Additionally, since the Land Use Element was last updated in 1989, the population has grown by 44,000 residents but only 8,530 housing units have been built in total, and accounting for housing replacement only 4,354 net new housing units have been added to the City's housing stock. This has contributed to the housing supply and affordability crisis experienced by residents across the City. Just over 12 percent of all Long Beach households (renters and owners) are experiencing overcrowding, and 47% of all households are housing cost burdened, meaning they spend more than 30 percent of their household income on housing costs (City of Long Beach Assessment of Fair Housing, 2017).



# Land Use Plan

## Creating Vibrant and Exciting Places

4

"Would you tell me which way I ought to go from here?" asked Alice. "That depends a good deal on where you want to get," said the Cat. "I really don't care where," replied Alice. "Then it doesn't much matter which way you go," said the Cat.

**Lewis Carroll**

*Alice's Adventures in Wonderland, 1865*



# 4



# Land Use Plan

## Creating Vibrant and Exciting Places

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# LAND USE PLAN OVERVIEW

## Purpose

The Land Use Plan includes regulating standards that define: the form and character of Long Beach's districts and neighborhoods, a broad mix of uses, and density and intensity levels tied to particular areas in the City. It also describes the distinct types of places that the City aims to create to achieve the community's vision for Long Beach. These places consider a range of components—land use, street design, building massing and building-to-street relationships—all of which are important in influencing how people experience environments. Specific design-related components that support desired character are covered in the companion Urban Design Element.

This chapter begins by defining basic land use terms and presenting Long Beach's "PlaceType" designations. PlaceType maps illustrate major physical planning concepts for Long Beach. At the heart of the Land Use Plan are goals, strategies and policies that help the City leverage its strengths and strategically consider development opportunities, while sustainably managing critical resources: neighborhoods, businesses, housing, transportation network, infrastructure systems, and the natural environment.

## Looking Forward

The land use concept for Long Beach concentrates compact developments along corridors, infill sites and around transit stations, while protecting and enhancing established residential neighborhoods. It emphasizes creating green jobs and attracting new innovative

*The Land Use Plan: creating exciting and vibrant places.*



businesses, while protecting the environment, offering new housing opportunities and creating "complete" healthy neighborhoods. By correlating land use and mobility decisions, the concept further enhances our transportation options—walking, biking, transit, vessel and vehicle—thereby effectively and efficiently moving people and goods. In addition, land use policies aim to restore Long Beach's natural resources, while increasing access to green and open spaces within all neighborhoods in the City.

The following overarching land use goals serve to guide and direct long-term planning in the City of Long Beach:

1. Implement Sustainable Planning and Development Practices.
2. Strengthen the City's Fiscal Health by Stimulating 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 to Encourage Investment.
8. Increase Access to, Amount of, and Distribution of Green and Open Space.
9. Preserve, Protect, Restore and Reconnect with Natural Resources.

These goals are discussed in greater detail on page 110.





## PLACETYPES

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

PlaceTypes allow for a wide variety of compatible and complementary uses to create distinct and “complete” residential neighborhoods, employment centers, open spaces and other areas. By providing greater flexibility in development types and mixed uses, PlaceTypes can also contribute to a livelier urban environment and allow for long-established integrated districts like the downtown to evolve and improve. Through the use of this Land Use Plan’s PlaceTypes, the City aims to achieve Long Beach’s vision for a healthy, equitable and sustainable city

### Defining and Measuring the Use of Land

#### Land Use and Urban Form

“Land use” is a term that describes different types of activities that occur in a particular area. For example, different areas of Long Beach contain homes, shops, industries, parks, and schools. In some places, such as downtown, a mixture of uses can create a well-rounded active place for living, dining, shopping, working and enjoying entertainment.

“Urban form” refers to the physical environment that influences how people experience an area. Urban form can include street design, transportation systems, the size and shape (or “massing”) of buildings, and accessibility components. Policies that shape urban form are critical to creating vibrant human-scale places and enjoyable pedestrian experiences.

#### Mix of Uses

One of the innovative aspects of Long Beach’s PlaceTypes is the allowance of a mix of uses. “Mixed uses” refer to the integration of compatible and complementary uses within one building, parcel or block—all interconnected in a manner that encourages pedestrian activity. A mixed-use building (vertical mixed use) can include retail uses on the first floor and offices or residential uses on the upper floors.

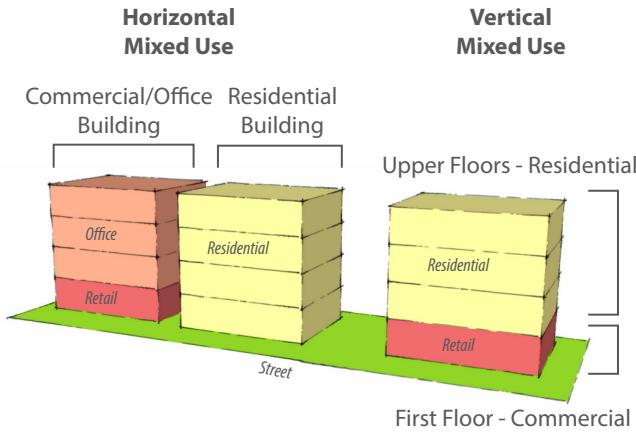
A mixed-use block (horizontal mixed use) can consist of a residential apartment building adjacent to a commercial retail center, both of which are easily accessible to each other (see Figure LU-3).

Providing a mix of uses creates a more pedestrian-friendly, compact environment with structures oriented toward the street, thereby allowing residents to access everyday basic services without dependence on an automobile. Providing a greater diversity of uses within a smaller area not only makes it easier to walk between uses, but also strengthens bicycle and transit modes. The benefits of mixed uses include:

- » Greater housing variety and density.
- » Reduced distances between housing, workplaces, retail businesses and other destinations.
- » More compact, walkable development.
- » Stronger neighborhood character.
- » Pedestrian- and bicycle-friendly environments.

Prior to the rise of the car culture, many communities traditionally consisted of mixed uses because walking was the predominant form of mobility. With the introduction of Euclidean zoning, uses were segregated from each other—particularly residential and industrial uses—to protect residents from the impacts of loud, noisy and offensive smelling manufacturing activities. This approach eventually was expanded to apply to all nonresidential uses.

**Figure LU-3: Mixed-Use Types**





## Understanding Density, Intensity and Height

Traditional land use planning approaches use quantitative density and intensity measures to identify how much development may occur on a property.

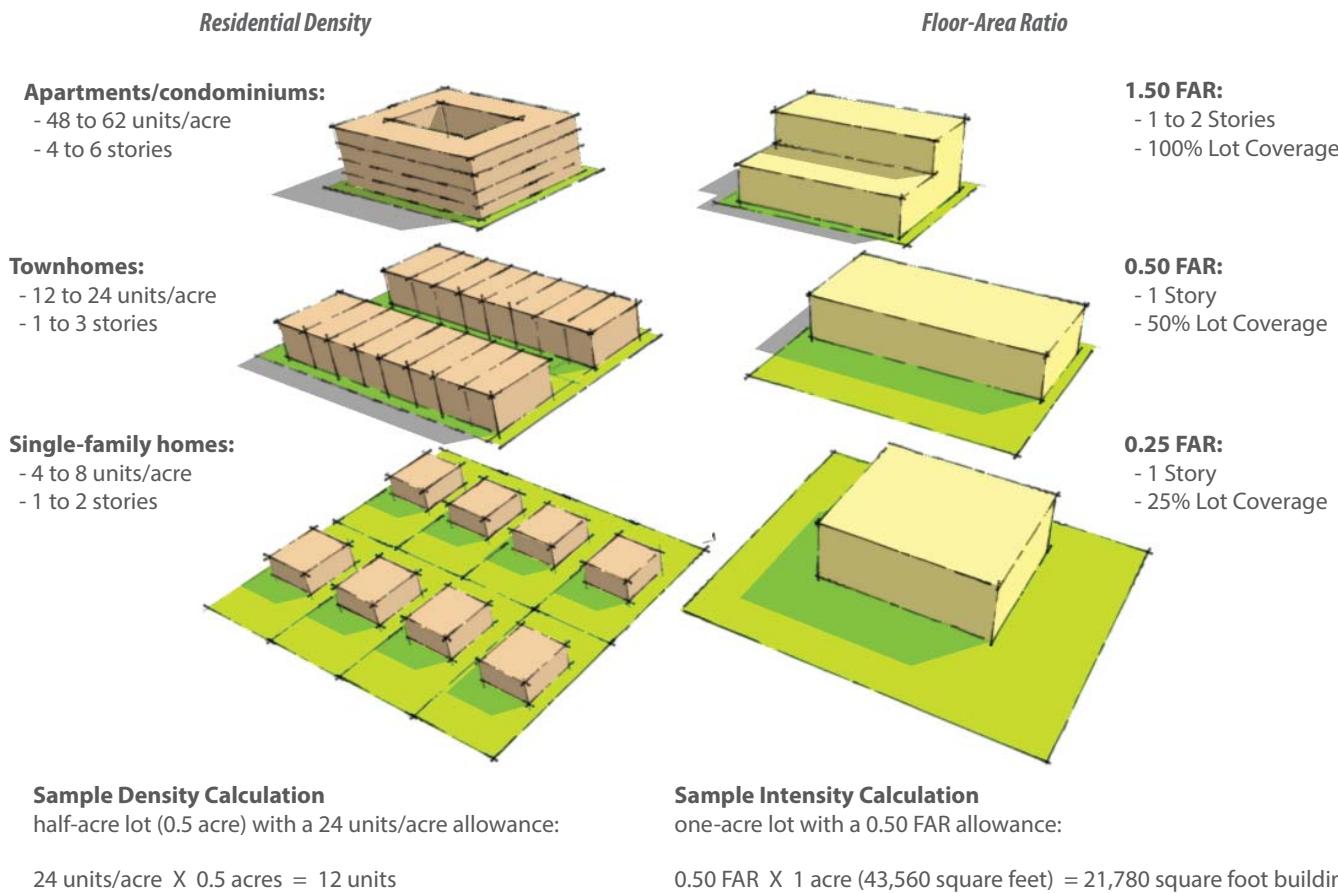
For residential uses, the term “density” is used. This chapter describes density in terms of the number of dwelling units allowed per acre (units/acre), exclusive of streets and public rights-of-way. This is commonly known as “net density”.

For nonresidential uses, the term “intensity” is used. Development intensity addresses the amount of building square footage on a particular parcel or lot. Intensity can be described in many ways, including total building square footage, the percent of the lot the building occupies, the mass of a building, or a floor-area ratio. This Land Use Element uses floor-area ratio (FAR) to describe nonresidential intensity. The FAR defines the ratio of the total gross floor area of all buildings on a lot to the total land area of the lot. It is useful to note that FAR alone does not describe the form of buildings. As illustrated in Figure

LU-4, there are many possible building configurations based on FAR standards. Additionally, the Urban Design element focuses more building placement and other design elements.

Height standards are used to regulate the overall massing and scale of buildings, allowing reasonable compatibility between different buildings and uses. They help ensure an adequate density and intensity of development along City transit corridors. They also create harmonious, pedestrian-sensitive visual settings in low-density residential areas, enhancing the livability of a neighborhood. Furthermore, building heights are an important factor in construction costs. Buildings of five stories or less can use wood framing construction (as allowed under the California Building Standards Code), which is more affordable, particularly for multi-family residential structures. Buildings over five stories require steel framing, which increases overall building costs.

**Figure LU-4: Residential Density and Floor-Area Ratio (FAR)**





Depending on the PlaceType and specific location, height standards can be described in either stories or feet (see Map LU-8). In order to calculate the total dwelling units and commercial square footage allowed for a vertical mixed-use building, based on the lot size, the density will determine the number of units and the FAR will determine the total commercial square footage of the building, as long as the building height is under the maximum height limit (stories or feet).

## Long Beach PlaceTypes

Eleven PlaceTypes provide a comprehensive and more flexible way of planning for the future of Long Beach. All but three PlaceTypes (Open Space, Industrial and Community Commercial) allow for a mix of uses.

- » Open Space
- » Founding and Contemporary Neighborhood
- » Multi-Family – Low and Moderate
- » Neighborhood-Serving Centers and Corridors – Low and Moderate
- » Transit-Oriented Development – Low and Moderate
- » Community Commercial Centers
- » Industrial
- » Neo-Industrial
- » Regional-Serving Facility
- » Downtown
- » Waterfront

This section gives an overview of each of these eleven PlaceTypes, including a general description, context statement, allowed uses, development patterns, transitions between land uses, accessibility and general parking principles.

**Context.** The context section describes the overall context of the PlaceType, including historic context, background information and general intent of the PlaceType.

**Land Uses and Development Standards.** This section broadly describes the allowed uses within each PlaceType, including accessory uses and public facilities (zoning regulations that implement the General Plan provide more detail on permitted land uses.) General standards are provided for density, intensity and building height limits.

**Development Patterns.** The development pattern conveys the overall look, feel, location and size of the buildings, parcels, blocks and streets, and describes how they relate to each other.

**Transition.** The transition describes the interface between different uses and building forms.

**Access.** Access describes the various modes of transportation used to connect to and from the PlaceType.

**Parking.** Parking describes the general intent, location and types of parking facilities within a given PlaceType.

### PlaceType Tables and Map

Table LU-3 (PlaceType Uses, and Density and Intensity Levels) summarizes the uses, residential density, nonresidential intensity and maximum building heights allowed for each PlaceType.

Map LU-7 (PlaceTypes) presents a pictorial representation of land use and urban policy, and indicates where specific policies will be implemented in neighborhoods and centers, and along corridors.

Map LU-8 (PlaceTypes Height Limits) identifies the maximum building heights and/or number of stories within the PlaceTypes areas.

### PlaceTypes and Zoning Districts

It is the policy of this Land Use Element that the PlaceTypes and Zoning Districts are to be consistent with each other. The element's Administration Chapter includes a PlaceType and Zoning District consistency matrix that identifies the PlaceTypes and Zoning Districts that are consistent with each other.

### PlaceTypes and the Downtown Plan

The Long Beach Downtown Plan is consistent with this Land Use Element. The Downtown Plan's development, design standards, streetscape and public realm standards are intended to be consistent with the PlaceTypes and policies in the Land Use Element.



Table LU-3: PlaceType Uses, and Density and Intensity Levels

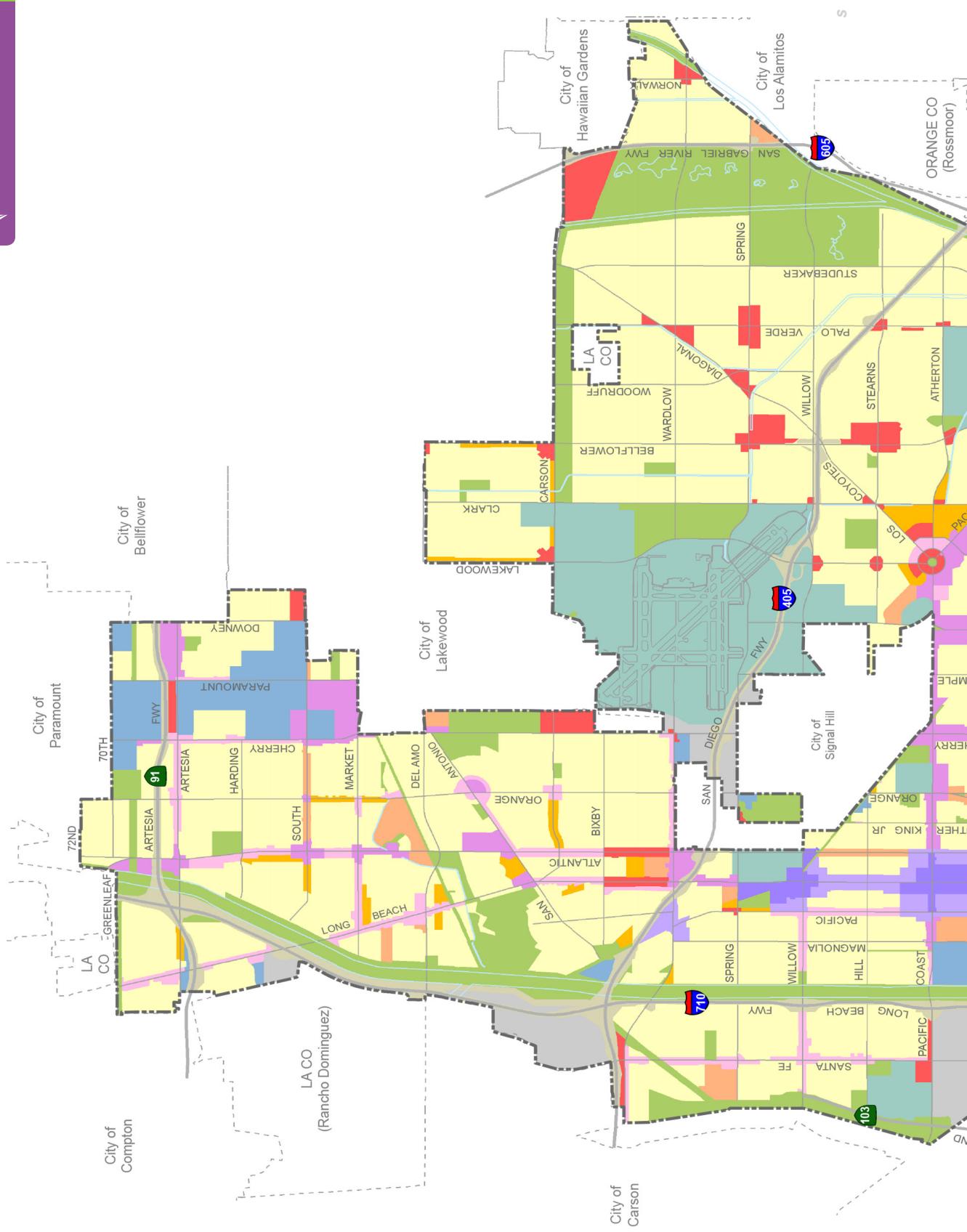
PlaceType		Uses		Density/Intensity/Height		
		Uses Allowed	Mix of Uses	Residential Density	Nonresidential Intensity (FAR)	Maximum Height <sup>A</sup>
Open Space		Parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine habitats, estuaries, wetlands, lagoons; Limited commercial recreation uses that supplement recreation services and complement existing programming and facilities	No	N/A	See Open Space and Recreation Element	2 stories
	Founding and Contemporary Neighborhood	Single-family and low-density housing; Neighborhood-serving low-intensity commercial uses	Yes	7-18 du/ac	0.25 to 0.50	2 stories; varies by area <sup>B</sup>
Neighborhoods	Multi-Family	Low	Duplex, triplex and garden apartment housing; Neighborhood-serving, low-intensity commercial uses	Yes	Up to 29 du/ac based on lot size	0.25 to 0.50
		Moderate	Moderate-density apartment and condominium buildings on larger parcels of land; Neighborhood-serving, low-intensity commercial uses	Yes	Up to 62 du/ac based on lot size	0.50 to 0.75
Mixed-Use	Neighborhood-Serving Centers and Corridors	Low	Neighborhood-serving, low-intensity commercial uses; Low-density apartment and condominium buildings	Yes	Up to 44 du/ac based on lot size	0.50 to 1.00
		Moderate	Neighborhood-serving, moderate-intensity commercial uses; Moderate-density apartment and condominium buildings on larger parcels of land	Yes	Up to 54 du/ac based on lot size	1.00 to 1.50
	Transit-Oriented Development	Low	Low urban density apartment and condominium buildings; Low-intensity commercial uses	Yes	N/A	1.50 to 3.00
		Moderate	Moderate urban density apartment and condominium buildings; Moderate-intensity commercial uses	Yes	N/A	2.00 to 4.00
Employment	Community Commercial		Commercial and office uses that serve community-based needs for goods and services	No	N/A	2.00 to 4.00
	Industrial		Research and development activities, storage, industrial and manufacturing endeavors, tank farms, oil drilling and the like; Limited commercial uses accessory to the industrial business	No	N/A	N/A
	Neo-Industrial		Light industrial, clean manufacturing and offices; Commercial uses accessory to creative business endeavor(s); Repurposed buildings with live/work artist studios <sup>C</sup>	Yes	Up to 36 du/ac based on lot size	0.50 to 1.00
Unique	Regional-Serving Facility		Medical centers, higher education campuses, Port of Long Beach, Long Beach Airport and surrounding areas, public utility facilities (e.g., water, energy), destination retail centers and similar uses	Yes	See Map LU-8 (PlaceType Height Limits)	
	Downtown		See Downtown Plan	Yes	See Downtown Plan	
	Waterfront		Varies by area; see descriptions	Yes	Varies by area; see descriptions	

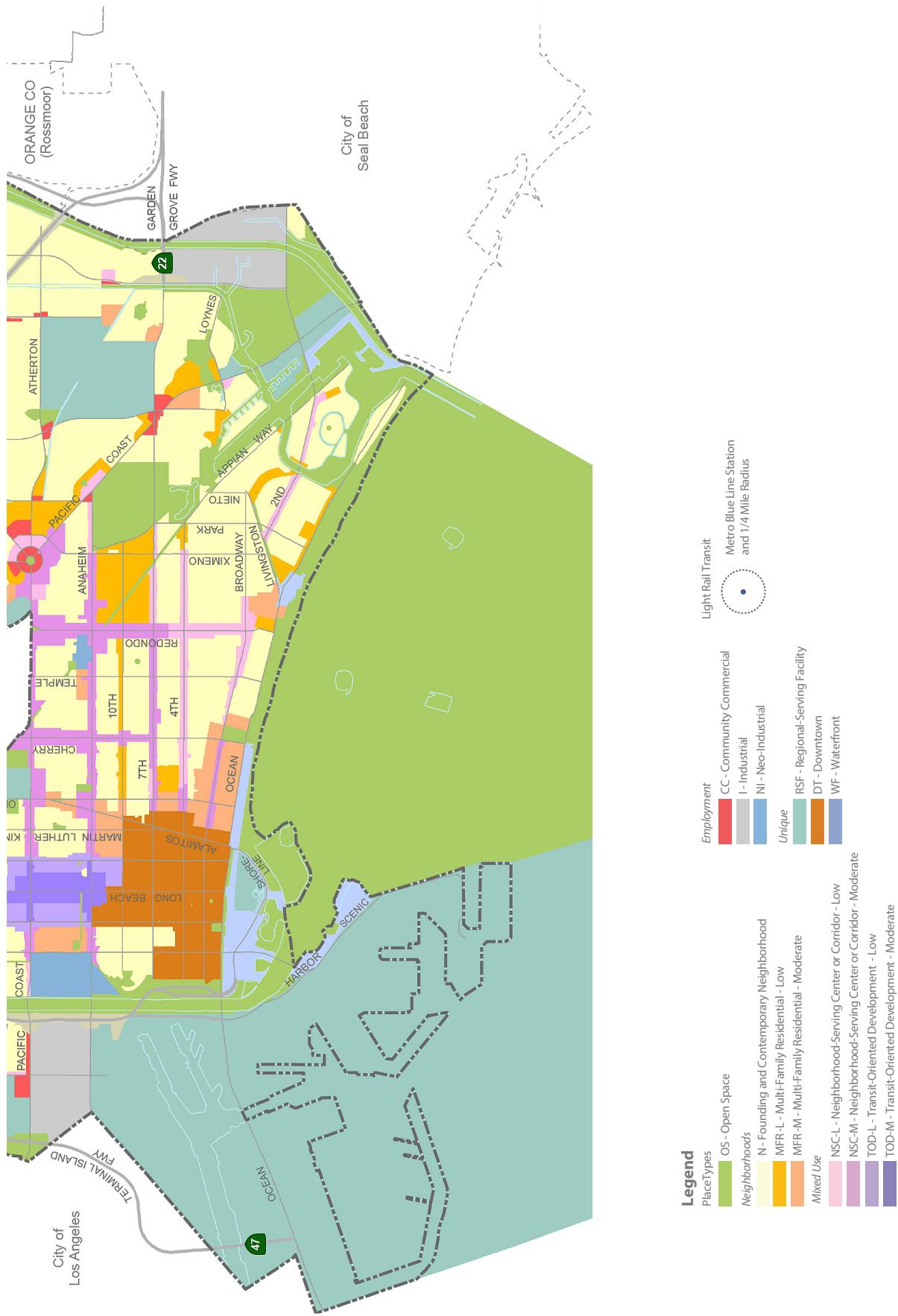
**Note: A** A) Height limits can vary within PlaceType areas. See Map LU-8 (PlaceType Heights Limits) for maximum height

B) Height may be increased to three stories as shown on MAP LU-8 consistent with the existing land use pattern.

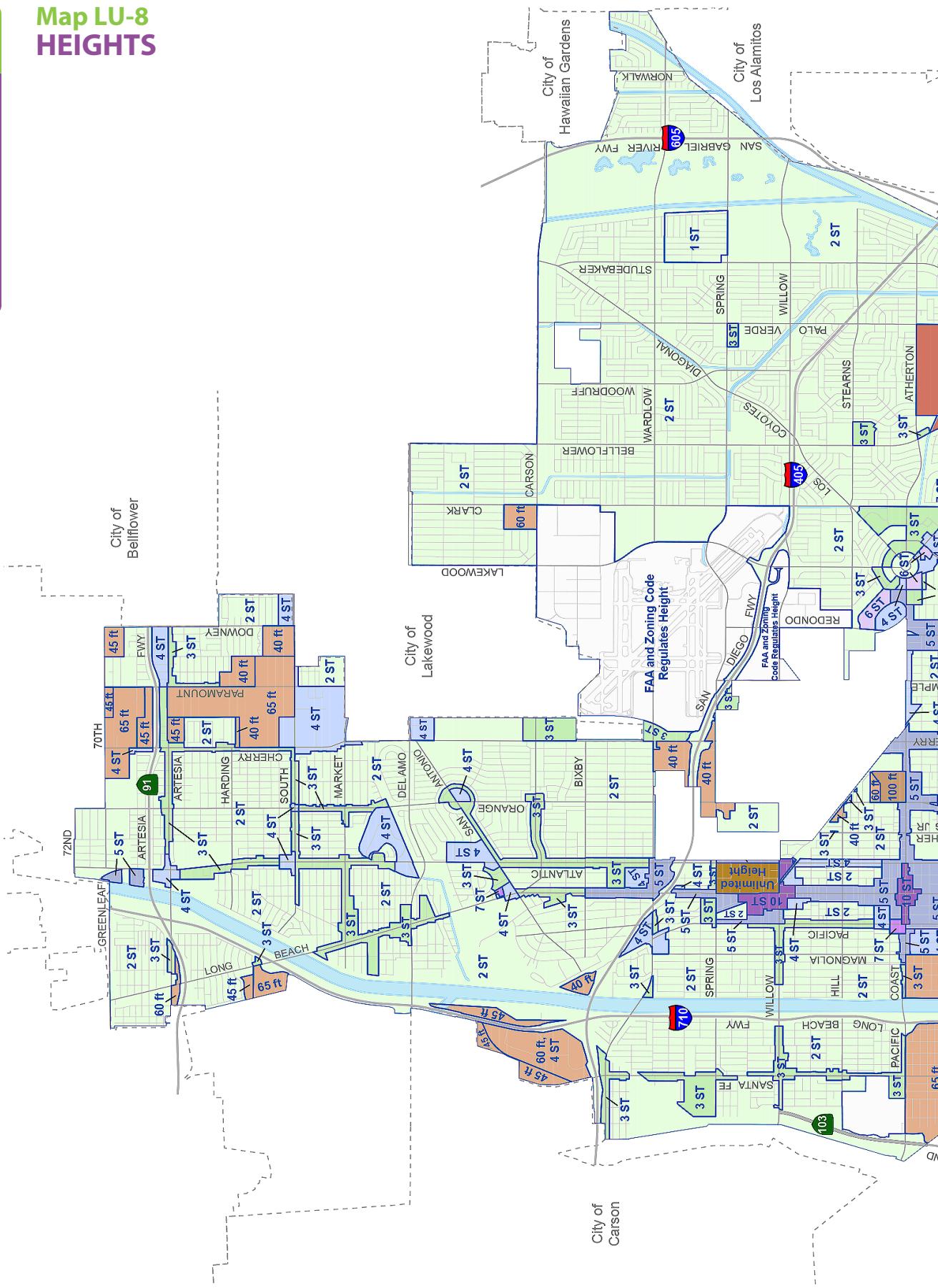
C) Residential uses are permitted as a component of an employment-generating, adaptive reuse project. Standalone residential uses and/or residential uses associated with new construction are not permitted.

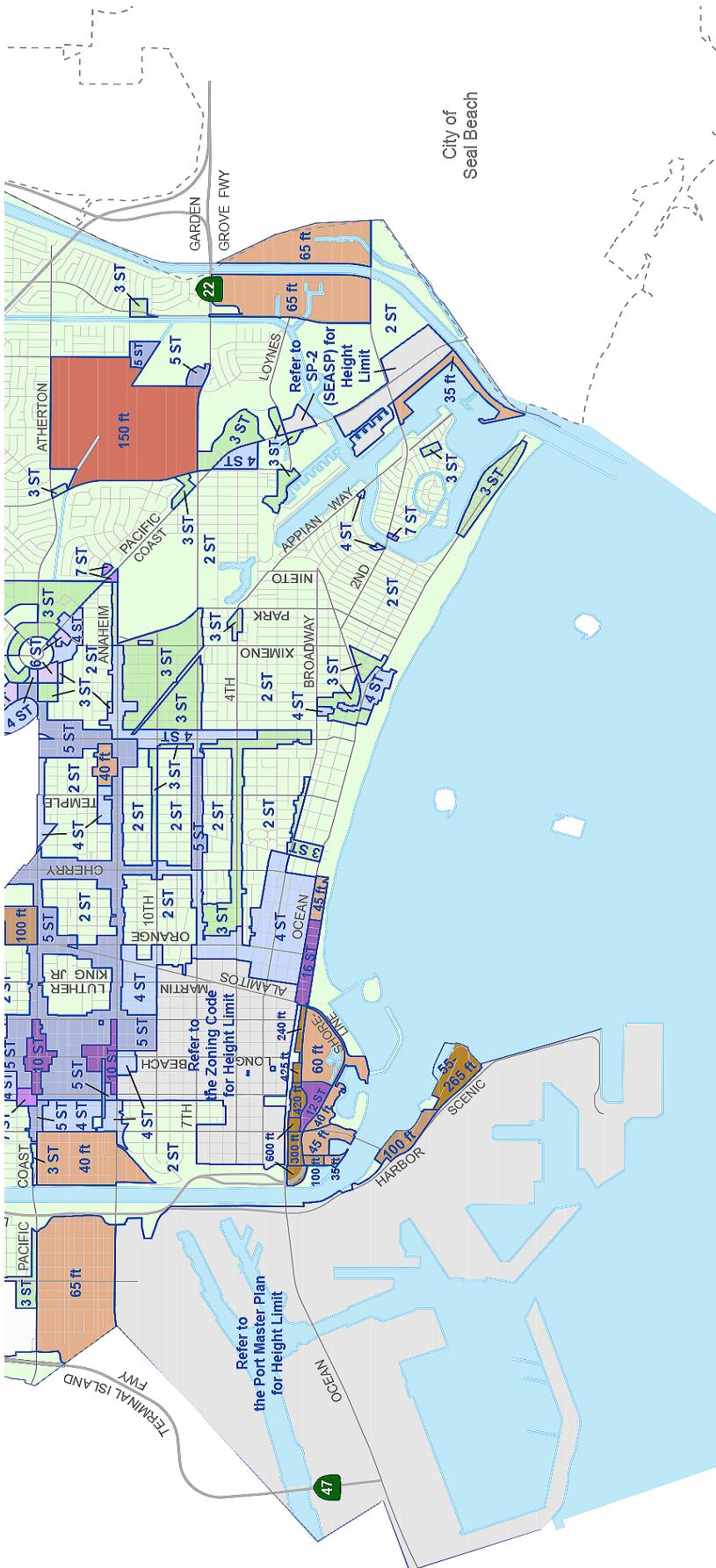
## Map LU-7 PLACETYPES





## Map LU-8 HEIGHTS





## Legend

## Maximum Building Heights

C++で学ぶ

2 stories

3 Stories

4 Stories

5 Stories

6 Stories

7 Stories

10-16 Story

10201-25

35 - / 5 Fees

80 - 100 Fe

135 - 150 |

240 Feet a

Please refer to height limit

Please refer to height number for maximum building height

## Open Space PlaceType

The Open Space PlaceType serves the overall purpose of promoting the emotional and physical health of urban residents through contact with natural environments (see Map LU-9). The Open Space PlaceType provides for the preservation of land that:

- » Supports recreational open space.
- » Has distinctive scenic, natural or cultural features, contributing to community character and form.
- » Provides for utilities and/or infrastructure or that contains environmentally sensitive resources.

The Open Space PlaceType applies to land and water areas that are undeveloped, generally free from development or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Depending upon their characteristics and intended functions, Open Space PlaceType areas may be used primarily for passive or active recreation use; conservation of land, water, marine and wildlife habitats; historic or scenic purposes; or visual relief.

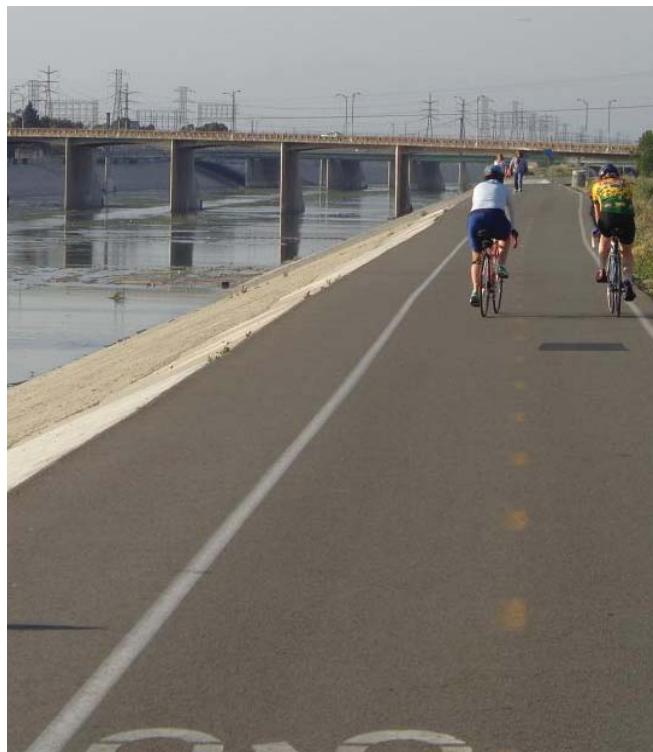
### Context

The Open Space PlaceType encompasses San Pedro Bay, Alamitos Bay and the Pacific Ocean waterfront along the City's southern edge. It also covers the Los Angeles and San Gabriel Rivers and their rights-of-way (levees, bikeways and horse trails). This PlaceType includes Long Beach's parks, golf courses, drainage channels, marinas and beaches, the oil islands, sections of the old Pacific Electric Railway right-of-way, community gardens, nature preserves and estuaries, lagoons and wetlands. The Open Space PlaceType also applies to areas the City would like to see maintained as primarily open in nature, such as beneath the Southern California Edison utility lines that traverse north and west through Long Beach. In this instance, the PlaceType is applied to preserve essential public utility corridors, while at the same time allowing crop cultivation, soccer fields and other uses of a compatible and open nature. All open spaces should contribute to the City's identity and quality of life.

**Land Uses and Development Standards.** This PlaceType includes parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine



Rotary Centennial Park.

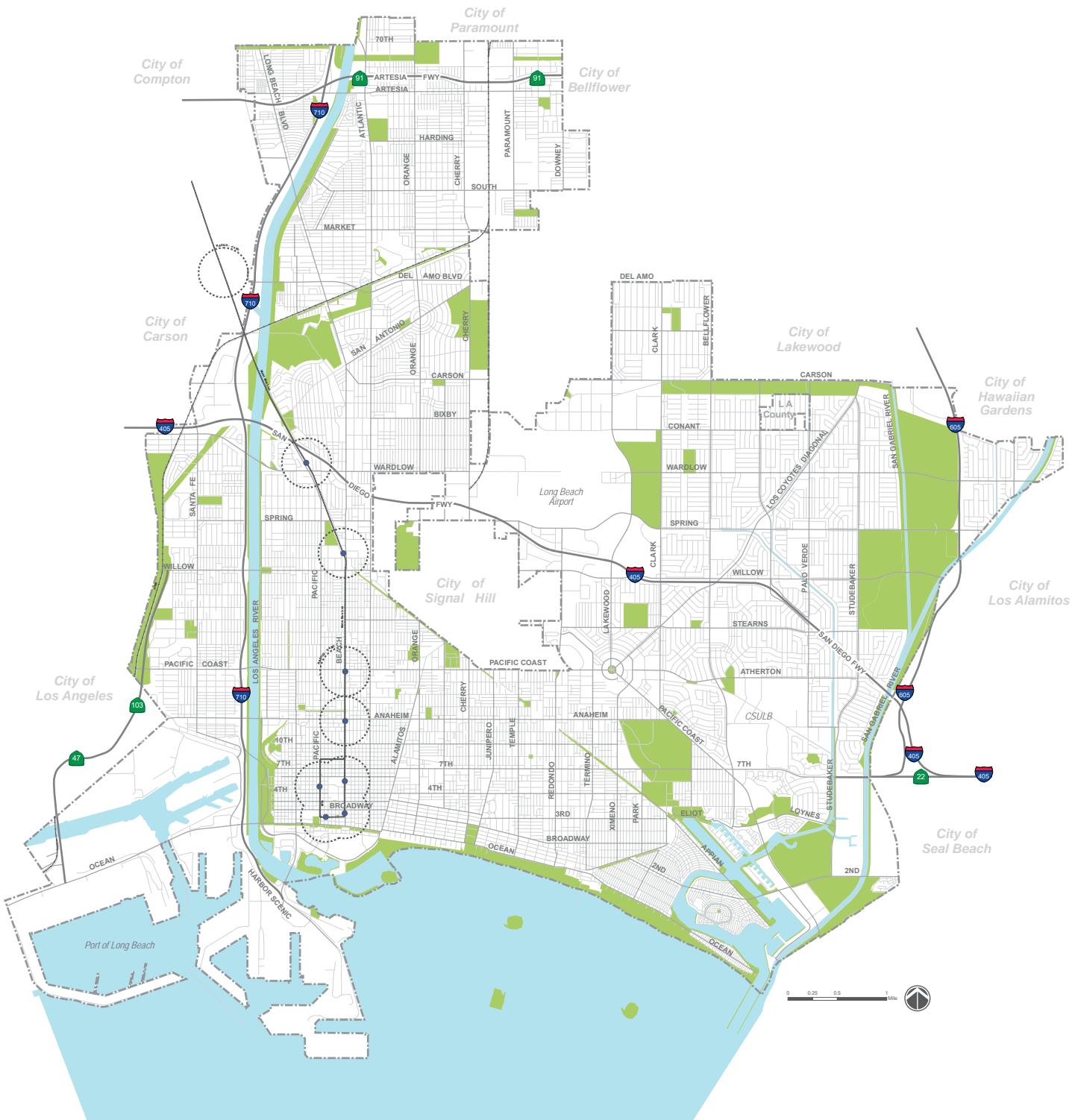


Los Angeles River and River Trail.

*The Open Space and Recreation Element and the Local Coastal Program of the General Plan include more details on open space and recreation in Long Beach.*



## Map LU-9 OPEN SPACE PLACETYPE



### Legend

PlaceTypes

  OS - Open Space

Light Rail Transit

Metro Blue Line Station  
and 1/4 Mile Radius