

Southeast Area Specific Plan Community Advisory Committee Meeting #3 Summary

July 9, 2014



The third meeting of the Southeast Area Specific Plan Committee Advisory Committee (Committee) took place on July 9, 2014 at the Best Western Golden Sails Hotel Seafarer Room, E Pacific Coast Highway. The meeting took place from 6:30 to 9:00 pm and was open to the public, who were also invited to attend.

The [Agenda](#) and [Presentation](#) are available on the City website.

The meeting was facilitated by Lewis Michaelson of Katz and Associates (one of the project team consultants). The meeting kicked off with introductions from the committee members and project team as well as a recap of the Committee's [mission](#).

Project Team Members in Attendance:

PlaceWorks–Lead Consultant

Wendy Grant- Project Manager

Karen Gulley

Suzanne Schwab

Katz and Associates

Lewis Michaelson

CityWorks

Lisa Padilla

Fehr and Peers

Jason Pack

City Staff–Development Services

Angela Reynolds, Deputy Director

Craig Chalfant, Planner

Brant Birkeland, Planner

Committee Members in Attendance:

Raymond Lin

Commercial Property Owner

Rod Astarabadi

Commercial Property Owner

Pat Towner

Homeowner Association - UPENA

Kristi Fischer

Homeowner Association - Del Lago

Stephen Bello

Homeowner Association - Marina Pacifica

Steve McCord

Homeowner Association - Belmont Shore Mobile Estates Park

Bill Thomas

Homeowner Association – Alamitos Heights Improvement Association

Elizabeth Lambe

Community Organization - Los Cerritos Wetlands Land Trust

Mary Parsell

Agency - El Dorado Audubon Society

Linda Taira

Agency - Cal Trans

Edward Kutik

Community Member at Large

Laura Lindgren

Community Member at Large

Bill Davidson

Community Member at Large

Charles Durnin

Community Member at Large

B. Thomas Mayes

Community Organization - Long Beach Marian Boat Owners Association

Not present:

Gregory Gill

Commercial Property Owner

Mark Stanley

Agency – Los Cerritos Wetlands Authority (will be represented at future meetings by Luz Quinnell)

John McKeown

Commercial Property Owner

Peter Zak

Commercial Property Owner

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Randy Blanchard Commercial Property Owner
David Salazar Agency – CSULB
Karissa Selvester Agency - Long Beach Transit

Approximately 20 community members attended the meeting.

Following introductions, the Development Services Department gave an overview of the action taken during the July 1, 2014 City Council Meeting. This action included a resolution adopted by the City Council allowing for the initiation of a Consolidated Coastal Development Permit (CCDP) in connection with a proposed project submitted by Los Cerritos Wetlands, LLC (LCW) and Lyon Housing XLV, LLC (Lyon) that includes the relocation of the majority of oil field operations on the LCW property to Lyon's "Pumpkin Patch" property. The resolution allows the California Coastal Commission to act as the "lead agency" on the CCDP. There was no action taken on the specifics of the proposed project which would relocate oil operations from an area near the Wetlands to an undeveloped parcel near Pacific Coast and the Marketplace Shopping center.

Project Name

The consultant team gave a recap of the conclusion of the project naming exercise that was conducted during the previous meeting and asked for additional input regarding preferred names. The Committee discussed their feelings regarding a change in name and the possibility of continuing to refer to the area and the plan as SEADIP (Southeast Area Development Improvement Plan) or to possibly change it to Los Cerritos Area Plan (LCAP).

Comments in favor of keeping SEADIP included:

- Everyone knows SEADIP
- Reeducation of a name other than SEADIP name will be difficult
- Worried that a name that includes Los Cerritos will be confused with the existing Long Beach neighborhood and wetlands of the same name
- Felt that this is an Improvement Plan and that and that the current name suits it

Comments in favor of a new name such as Los Cerritos Area Plan (LCAP) included:

- A new name would be a break from the past and "SEADIP" isn't that well known
- In favor of something new and not done before

Since no specific name was given significant support it was suggested that a name be selected after the vision and land use concepts are developed so that the name may be reflective of the proposed ideas represented in the specific plan.

Opportunities and Constraints Workbook

The primary discussion topic for the evening was a continuation of the overview of the Opportunities and Constraints Workbook (available online [here](#)) with a focus on planning and mobility. During the June 18th meeting the Committee reviewed the Urban Design and Market Assessment Chapters of the workbook. Lisa Padilla of CityWorks was present to follow up on the Urban Design portion of the previous presentation and to provide an overview and general impressions of the Committee's responses to the "homework" questions.

Discussion regarding the homework questions included:

- PCH stood out as a backbone for the area
- Water is a major feature
- Better, high quality development and shops are desired, examples included Seal Beach and the Embarcadero in San Francisco

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- Restaurants and coffee houses were noted as desired gathering places
- Want inclusion of gathering places within future development
- Traffic calming on PCH
- Walking and biking need to be improved relative to safety
- Provide better access to the area behind the Market Place (maybe a tram, bridge, etc.)
- Include all of Marina Drive in the planning area
- Connect the San Gabriel River trail to the Market Place with signage
- Islands of development and activity can be better connected
- Allow for small slow electric vehicles

Next members of the consultant team gave presentations regarding the Planning and Mobility chapters of the workbook. Planning was presented by Wendy Grant of PlaceWorks and Mobility was presented by Jason Pack of Fehr & Peers. The Committee was asked to engage in a discussion following each presentation. The following bullets summarize the comments from the committee for each topic.

Planning (PlaceWorks):

- Original vision of the SEADIP plan was to create an area similar to Naples Island
- Community has a vision and does not want over 35' high buildings
- Urbanization and population increase have affected the area, SEADIP is not working
- Focus should be to look out 50 years and not back 50 years
- Find common ground within the current plan and existing conditions, use good data and transparent process
- Current zoning is outdated, Studebaker should not be extended and residential should not be allowed around the wetlands
- AES plant is getting away from needing ocean water to cool operations this site could be additional space for future development
- Pending development proposals will play into process for Land Use
- Will anything be carried over from the existing plan?- PlaceWorks replied that the tradeoffs will be analyzed and if there are things that are working they may be carried over
- Would like to see and integration of needs and resources already available
- This should be a new plan with a clean slate

Mobility (Fehr & Peers):

- Caltrans is currently responsible for PCH, the Caltrans rep explained that their standards are getting more flexible in terms of moving toward the complete streets concept and suggested that the group collect their ideas and ultimately propose what they would like to see
- One option to consider is the relinquishment of PCH from Caltrans to the City of Long Beach
- Would like to see PCH become a Main Street and not a thoroughfare
- Shopkeeper could be used as a connection to the freeway
- For Caltrans safety is the overriding basis for their decisions, a layered network is important but all users must be able to safely use the street- traffic speed is one of biggest issues
- Other intersections outside of the area should be considered, changing traffic here will affect all of Long Beach
- 7th Street to Belflower should be considered, Cal State Long Beach and the VA generate a lot of traffic
- The street connecting the area to Naples needs sidewalks along the ramps
- We may not need the City to take over PCH if Caltrans is willing to make improvements
- Westminster needs bike lanes and pedestrian improvements to make it a complete street

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- Pan handlers at 2nd and PCH continuously hit the walk signs which causes the traffic to back up- can anything be done about this?
- PCH should be a priority over 2nd Street, it is more of a link to the community- 2nd isn't used as much or in the same way
- 3 major streets: Studebaker, 2nd, and PCH are the main car connections to change the mobility of the area- these three should be a priority to include bike and pedestrian improvements
- Loynes should be considered too
- How will changes actually get made?- Fehr & Peers replied that funding will be identified as part of implementation for the Specific Plan and they could also identify priorities
- 2nd and PCH are ugly and don't present a vision would like trees and separation
- Changing Marine Drive would remove parking spaces- this is a concern since boat owners already struggle to find parking
- Marina is a park, it is public space and maintained by the parks department, herons nest there and this area is shared by boat owners, restaurants, etc. we shouldn't invite more traffic, we should create a village atmosphere
- Would the owner of the Seaport Marina Hotel be interested in a land swap to create parking near the marina?- the property owner (a Committee Member) replied that anything was possible
- Could coastal commission come and talk to the group about Studebaker?- the team felt there probably won't be much time for this, however, stakeholder interviews will be conducted over the next few weeks and coastal commission will be included
- If a smaller block configuration was proposed and more streets were added would that create more traffic congestion?- consultant replied that it will depend on speed and that perception plays a large role, if people are willing to travel at a slower speed vs. more stops, traffic might not seem so bad
- What about the idea of moving lanes, lanes that could be shifted to meet traffic demands at peak times during the day?- Fehr & Peers replied that could be considered
- Will new traffic studies be conducted other than those recently done for the 2nd and PCH EIR?- consultant responded, yes that is part of the scope of work
- Doesn't want to see the quality of life destroyed to make cars go faster- connections should be added carefully to beautify the area

Public Comment

After the Committee's discussion the meeting was opened up for public comment. Feedback was solicited for the items discussed during the Committee's meeting. Feedback included:

- Davies Bridge on 2nd Street is it saturated? Is there anything being done to mitigate this? Not currently- maybe Studebaker extension could help. Is there any development proposal that will alleviate this? No- an overpass will be too expensive and so would an underpass. The answer is a cross town freeway. The City should require each project to identify how it will impact traffic.
- Keep the name SEADIP, anything else will confuse people
- Would like the group to have introductions at the beginning of each meeting
- Look at Seal Beach as an example of how bike lane could be integrated along San Gabriel River creating a connection to Whittier
- The marina traffic is already bad enough with limited parking, don't extend Studebaker
- This area belongs to the whole City, communicate to everyone what the plans are for this area- the consultant followed up with a reference to the website and upcoming public engagement opportunities (July 20th Pop Up at Farmers Market and Aug 6th Workshop)
- Likes input on the wetlands conservation, the Long Beach Los Cerritos Wetlands should include an Exploratorium for education and include activities for families and kids, community engagement, and maybe even university involvement

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Committee Homework

Review Wetlands chapter (which includes Infrastructure) for August 13th meeting

After the meeting the City sent out a consolidated list of questions from the Planning and Mobility presentations. The Committee was encouraged to submit their answers in writing to the City by August 6, 2014. Their feedback will be shared with the City and the consultant team.