LAND USE element

City of Long Beach General Plan

August 2016

creating vibrant and exciting places

LONG BEACH
DEVELOPMENT SERVICES
BUILDING A BETTER LONG BEACH

"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

_____

Prepared by Long Beach Development Services

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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 and severe economic recession, new legislative mandates and fluctuating weather patterns, 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. 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.

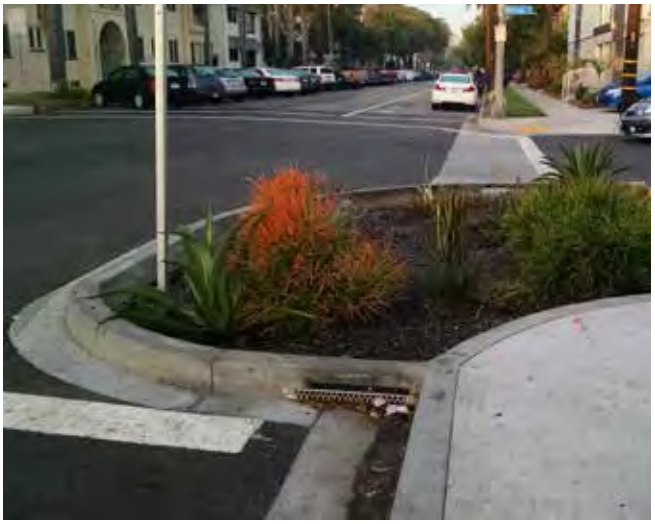
public schools and accommodating the expansion needs of post-secondary institutions, the City proves that it values education both as an economic driver and as a path to personal enrichment. Additionally, long-term planning should prohibit new schools from locating near freeways and industries so that 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.

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.

Parks and open spaces - El Dorado Park.



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

Introduction

The Next Bold Moves

2

"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

2

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. By harnessing the positive aspects of this change, Long Beach can thrive. Similarly, recognizing and preparing for environmental changes will strategically position the City to address potential adverse conditions. Climate change, for example, may lead to a rise in sea level, impacting Long Beach's coastal areas.[1] 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.
- 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. [2]

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. [3]

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.[4] 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.[5] 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.[7] 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.[8] 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.[9] 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. [10]

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. Multi-million 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.

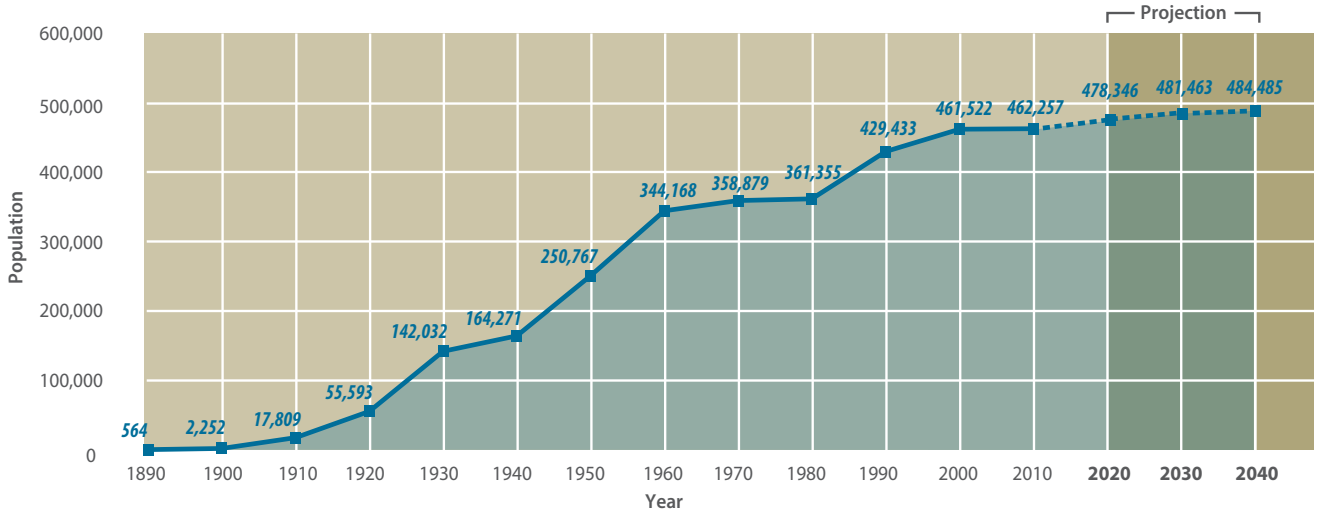
As the final decade of the 20th century dawned, Long Beach began to prosper once again. Office occupancy rates began to rise, Pine Avenue began to emerge as a destination for innovative restaurants with the opening of new eateries, and the East Village blossomed as a burgeoning arts district.

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 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. 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.

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

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.

Underutilized industrial sites along the I-405 freeway will be targeted for conversion to higher and better regional-serving commercial uses and offices to take advantage of the freeway visibility and highly desirable location. 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, 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 Downtown and along the I-405 freeway will create new business and employment opportunities and replace underutilized industrial sites.

» 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.

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

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.

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 sustainabilty principles.

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

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.

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.

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

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, 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.

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.

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.

Unfortunately, some of Long Beach's most diverse neighborhoods are 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.

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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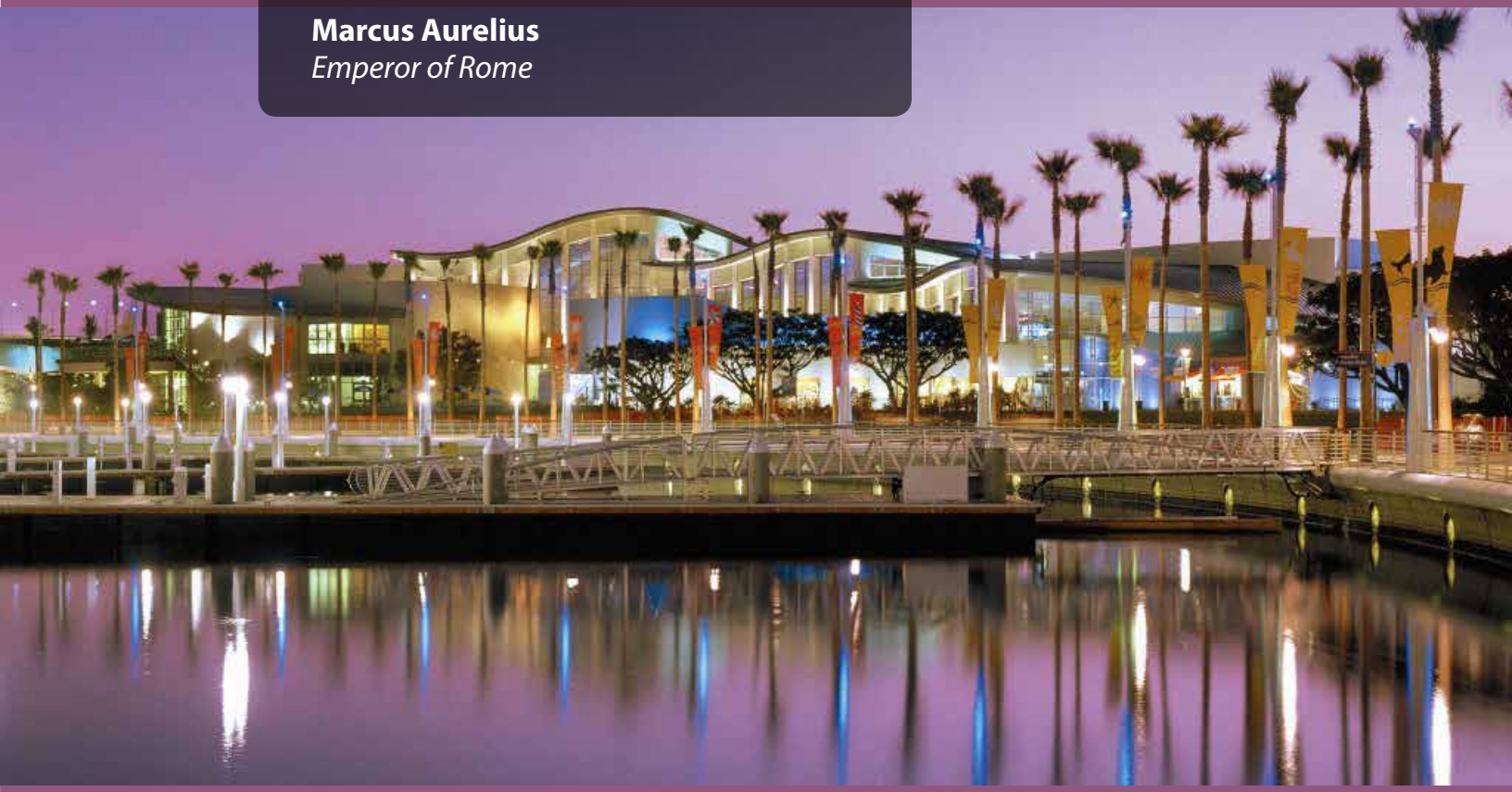
Context

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



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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. 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 Plan Guidelines were last updated in 2003, and as of 2016, OPR was preparing an update to those guidelines.

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.[11]

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. [12]

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.[13] 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.

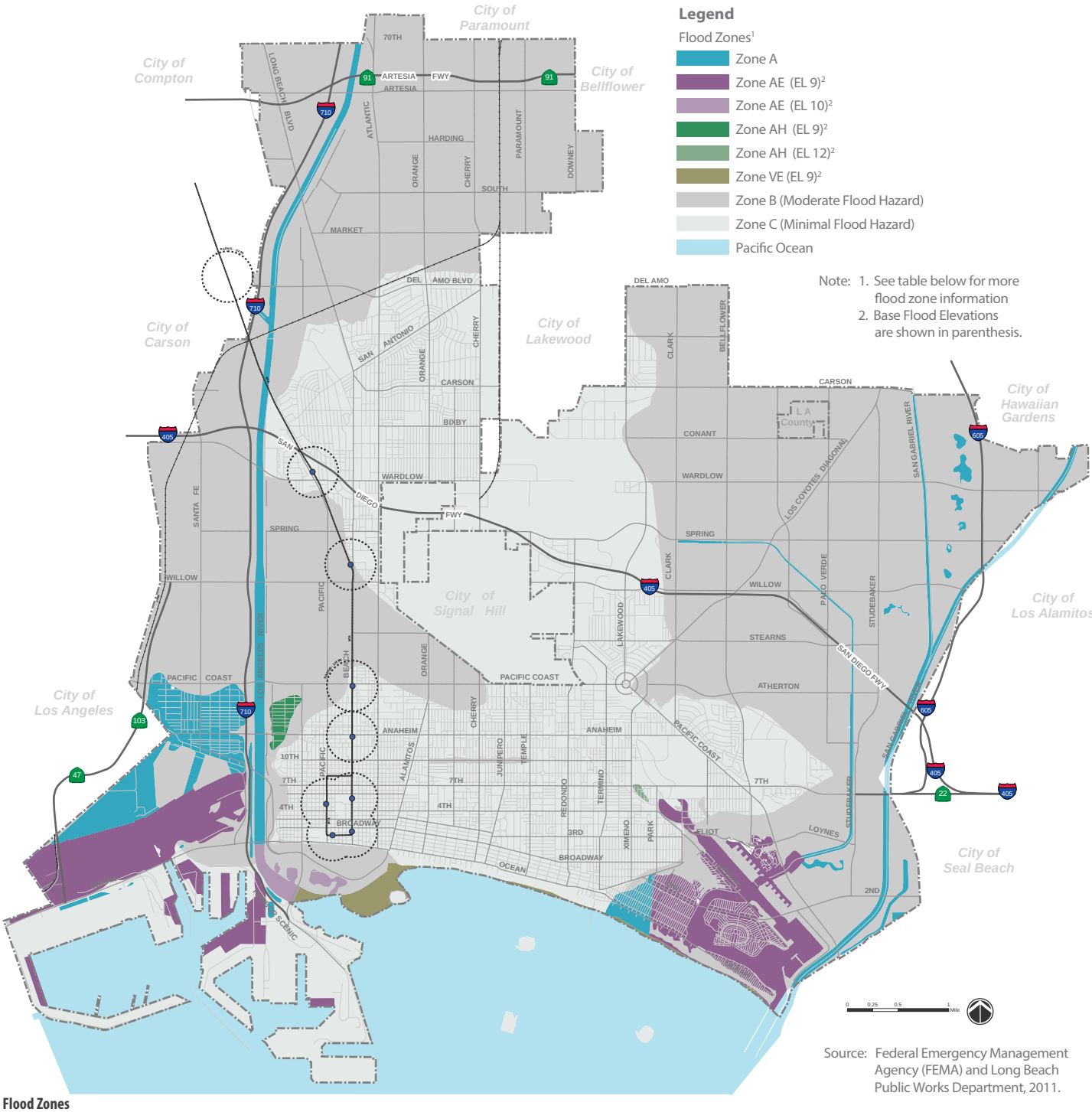
Housing

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.

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.

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 SEADIP 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 2012, with over 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.[14] 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 to nearly four percent to a population of 484,485 residents.[15] 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.

With this new growth comes the challenge of accommodating new residents and employees without impacting existing residents, infrastructure 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.

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%	6.7%	15.7%

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

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 2014.

Residential Uses

Residential uses represent the predominant land use in Long Beach and occupy over 48 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.

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

Low-density single-family residential uses.

Moderate-density multi-family residential uses.

High-density residential towers in Downtown Long Beach.

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

Neighborhood commercial uses.

Auto-oriented shopping center.

Downtown urban mixed-use shopping center.

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 12.5 percent of the total land uses in Long Beach as of 2013.

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 bocks 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 Pacific and Market Place Long Beach in the SEADIP 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 square feet, 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 Aiport 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.

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 building on Long Beach Boulevard just north of San Antonio Drive in the Bixby Knolls neighborhood.

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.

Older industrial district adjacent to the Port of Long Beach.

Newer industrial district within a business park setting.

Industrial Uses

Industrial uses occupy about 22 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. 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, 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

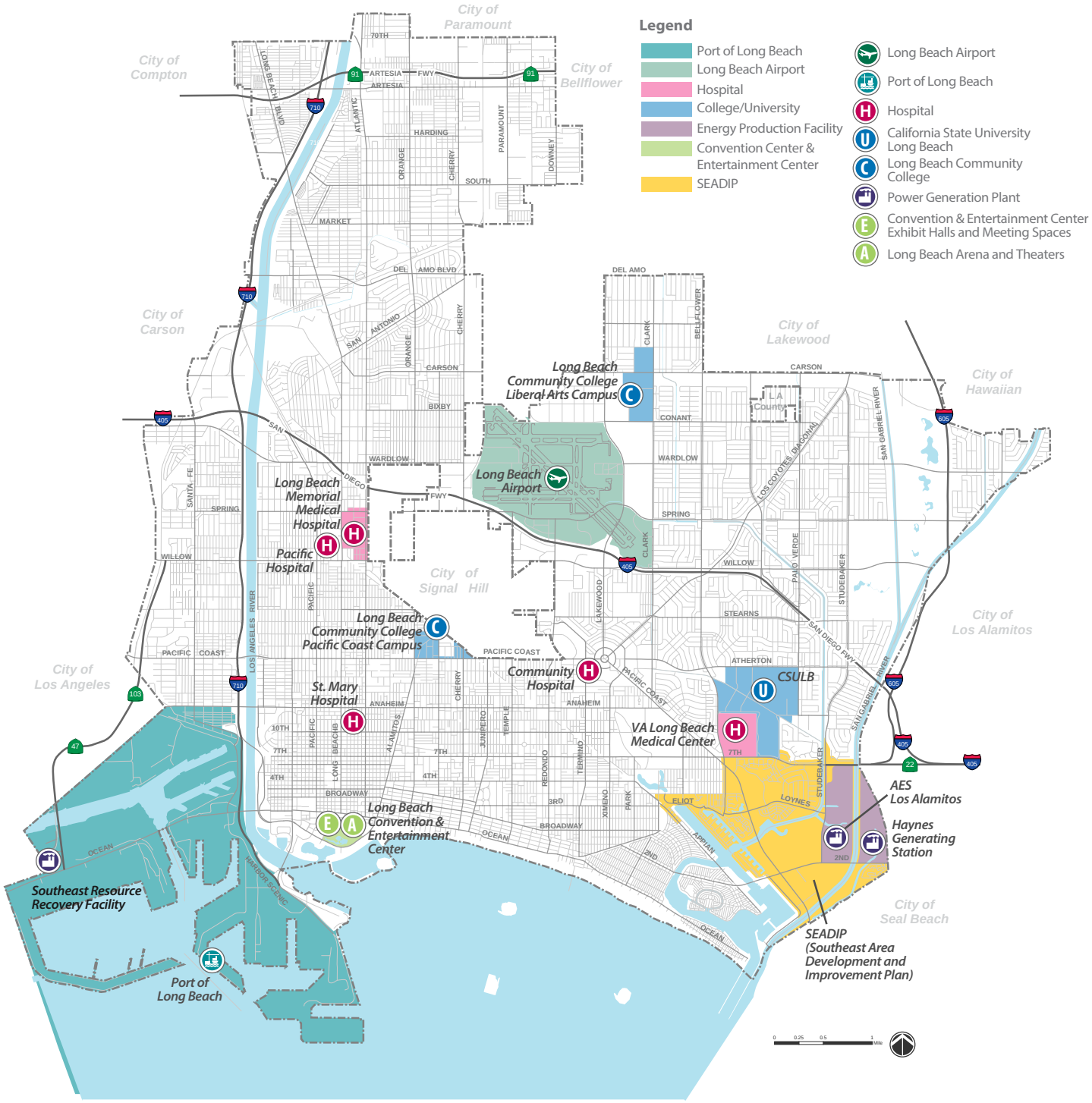
The Port of Long Beach (POLB), located in San Pedro Bay, is the second largest container port in the United States, behind the adjoining Port of Los Angeles (POLA). Although the two ports compete for business, they cooperate on security, infrastructure projects and environmental programs. Combined, the 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 confirmed by the City Council. The Board creates policies and appoints the Port Executive Director, the top official at the 400-employee Harbor Department.

Port of Long Beach.

Map LU-3
Regional-Serving Facilities



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

Long Beach Airport.

Long Beach City College Liberal Arts Campus.

CSULB Student Recreation & Wellness Center.

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 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.

- **Community Hospital.** Located at 1720 Termino Avenue, Community Hospital has been open since 1924 and is part of the Long Beach Memorial Care Health System.

LADWP Haynes Generating Station.

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, 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.

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

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 '40s. 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

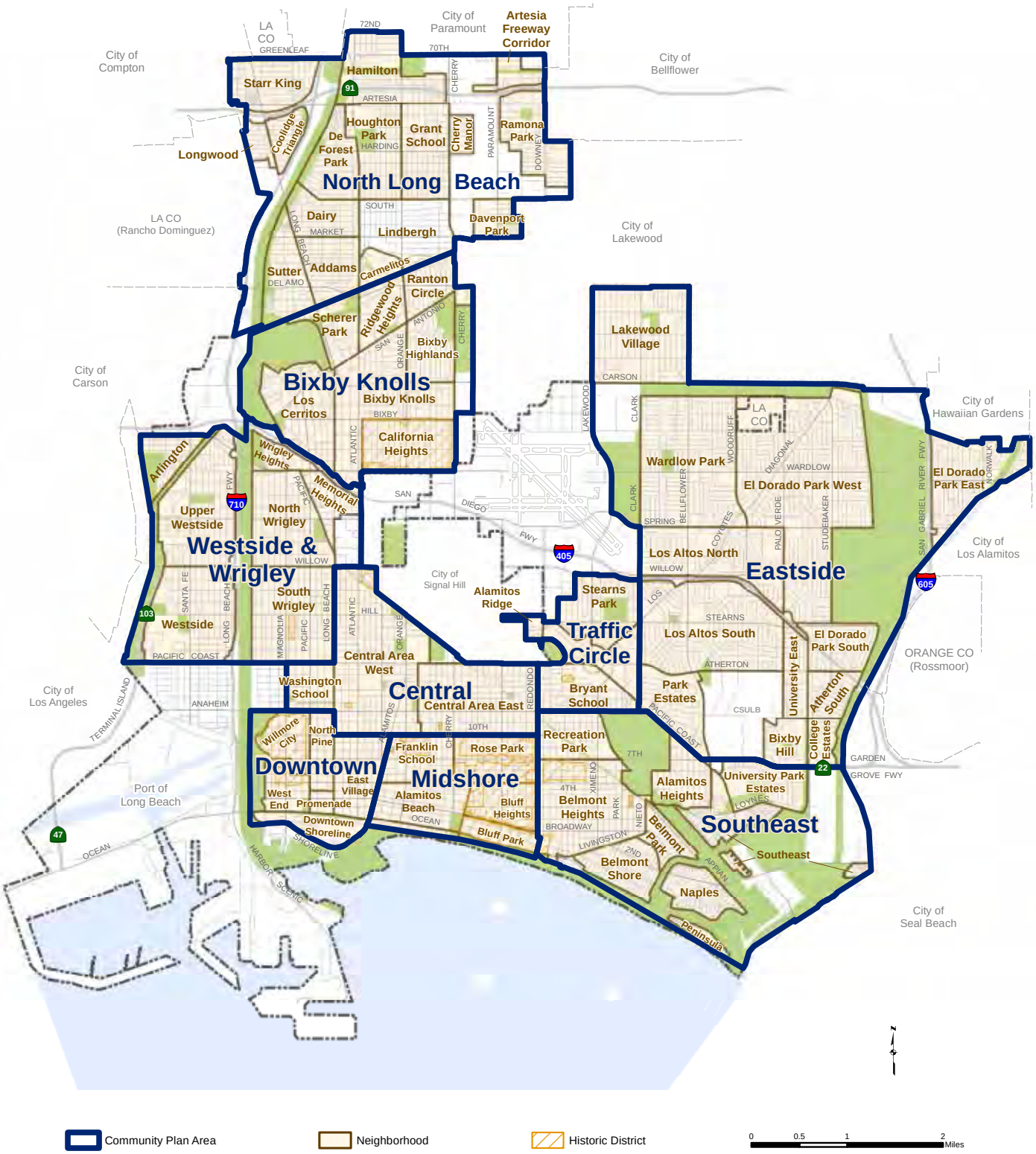
Westside is located west of the I-710 freeway, consists of the Westside and Arlington neighborhoods. These Westside neighborhoods historically were working-class neighborhoods due to their proximity to the POLB and the large Shell Oil refinery in nearby Wilmington. Many older single-family homes built 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 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.

El Dorado Park West home.

Linden Avenue Historic District.

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 Development and Improvement Plan (SEADIP) 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 SEADIP 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 SEADIP 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.[16] Top private employment industry sectors include transportation and warehousing, manufacturing, health care, information, professional, scientific, and education.[17] 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

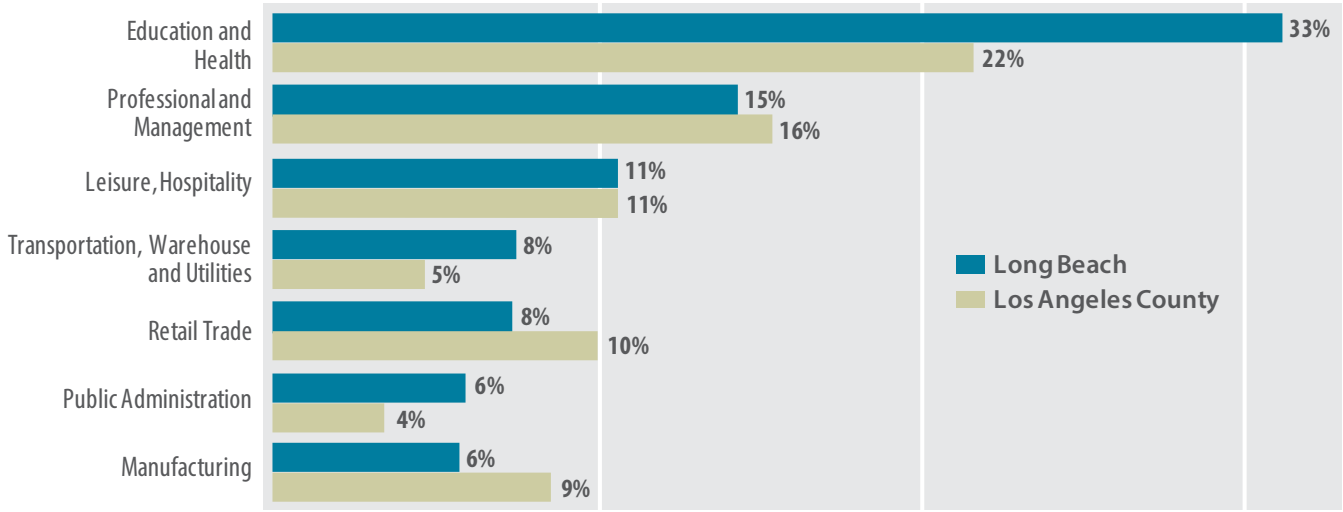
Transportation and Warehousing

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 2010 (Long Beach and Los Angeles County)



Source: California Development Department, 2012; InfoGroup, and SCAG, 2012.

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. Three 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 2014.

Workforce Characteristics

Long Beach has a fairly large labor pool, with over 245,2000 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 (2014)

Rank	Employer	Employees
1	Long Beach Unified School District (LBUSD)	12,143
2	Long Beach Memorial Medical Center	5,146
3	City of Long Beach	5,074
4	The Boeing Company	4,203
5	California State University, Long Beach (CSULB)	2,881
6	Veterans Affairs Medical Center	2,480
7	Long Beach City College	2,456
8	CSULB Research Foundation	1,420
8	St. Mary Medical Center	1,420
9	Molina Healthcare Inc.	861
10	United States Postal Service	708

Source: City of Long Beach Comprehensive Annual Financial Report, Fiscal Year Ended September 30, 2014

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.[18]

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.[19] 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:

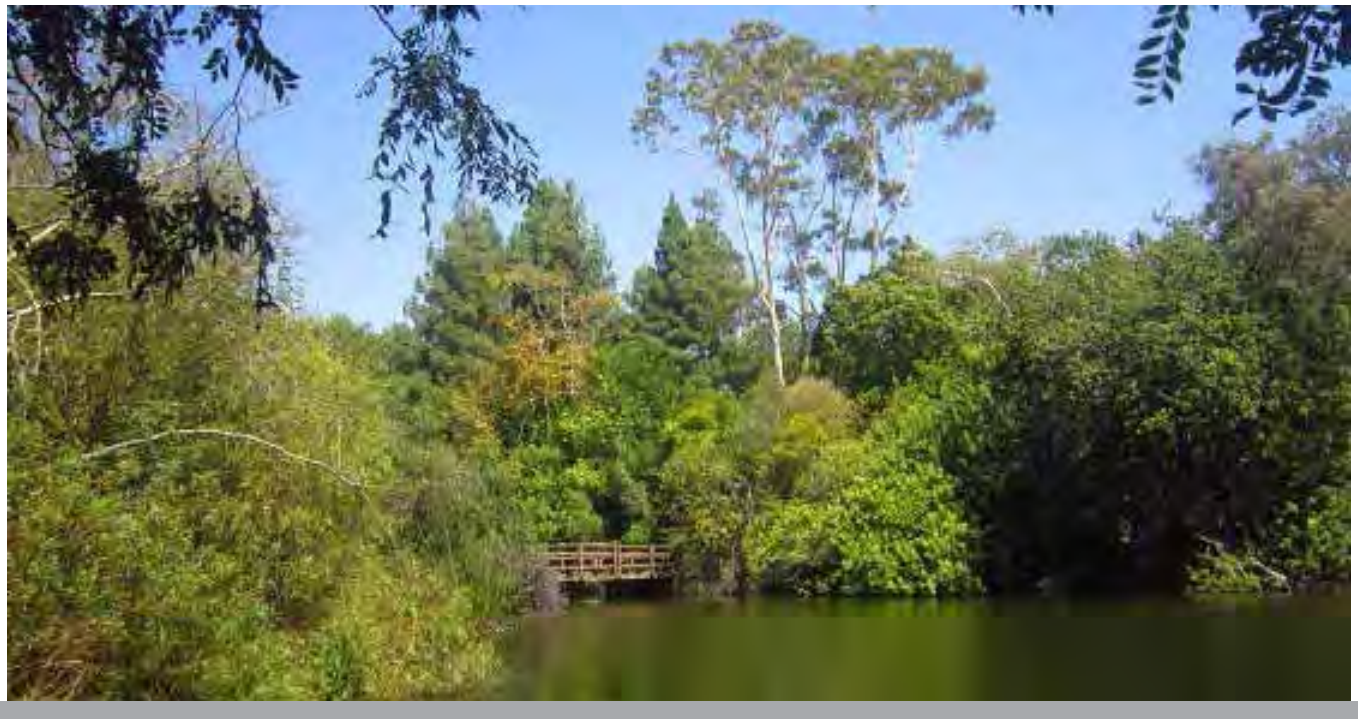
» **The Los Cerritos Wetlands.** Located near the mouth of the San Gabriel River at the Pacific Ocean, these wetlands span Los Angeles and Orange counties between the cities of Long Beach and Seal Beach. Consisting of functioning marshes, seasonal brackish ponds and degraded habitat areas, the wetlands 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.[20]

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 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:

Parking lot bioswales help filter out pollutants.

Solar panels on Brotman Hall at CSULB.

- Conservation & Water Supply Shortage Plan.
- Lawn to Garden Incentive Program.
- Low Impact Development (LID) for stormwater 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.[21] 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.[22] 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 (CO2), methane (CH4) and nitrous oxide (N2O). 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.[23] 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.[23] 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.

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.

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 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 and minority populations. Environmental justice refers 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 Westside 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 happen to be the largest single-source polluter in Southern California. Affected neighborhoods are subject to the environmental and air pollution impacts from ship, port, rail and truck operations. A California Environmental Protection Agency Air Board report[26] 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 and daycare centers and educational health-outreach programs for families and seniors.

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

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.

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 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 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. Stimulate Continuous Economic Development and Job Growth.
3. Accommodate Strategic Growth and Change.
4. Support Neighborhood Preservation and Enhancement.
5. Diversify Housing Opportunities.
6. Ensure Fair and Equitable Land Use.
7. Provide Reliable Public Facilities and Infrastructure.
8. Increase Access to Green and Open Space.
9. Preserve, Restore and Reconnect with Natural Resources.

These goals are discussed in greater detail on page 108.

The Land Use Plan: creating exciting and vibrant places.

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.

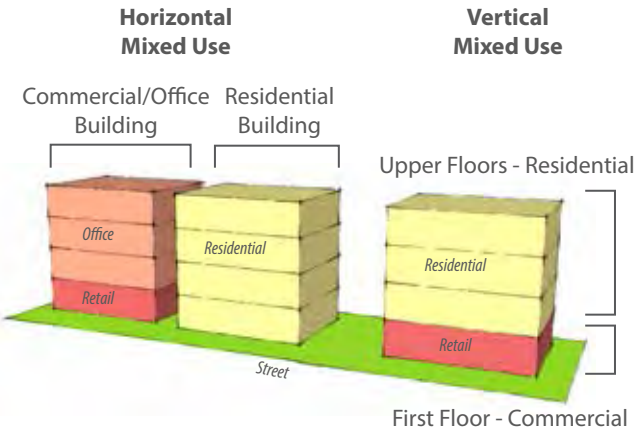
A mixed-use block (horizontal mixed use) can consist of a residential apartment building adjacent to a commercial retail center, both of which are easily accessible to each other (see Figure LU-3).

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)

Residential Density | *Floor-Area Ratio*

Apartments/condominiums:
- 48 to 62 units/acre
- 4 to 6 stories

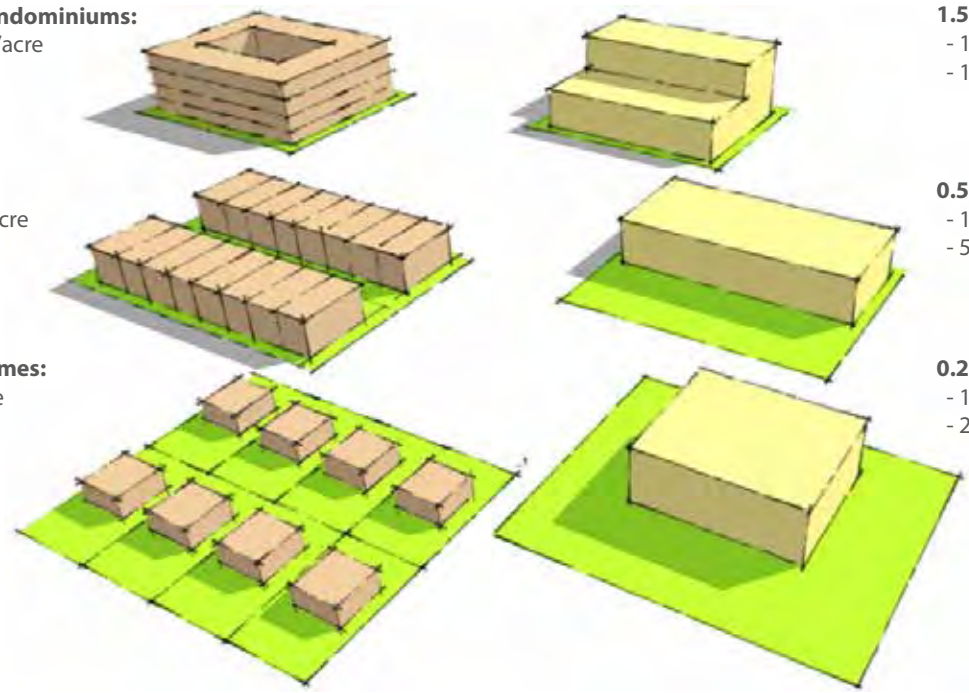
1.50 FAR:
- 1 to 2 Stories
- 100% Lot Coverage

Townhomes:
- 12 to 24 units/acre
- 1 to 3 stories

0.50 FAR:
- 1 Story
- 50% Lot Coverage

Single-family homes:
- 4 to 8 units/acre
- 1 to 2 stories

0.25 FAR:
- 1 Story
- 25% Lot Coverage



Sample Density Calculation
half-acre lot (0.5 acre) with a 24 units/acre allowance:

24 units/acre X 0.5 acres = 12 units

Sample Intensity Calculation
one-acre lot with a 0.50 FAR allowance:

0.50 FAR X 1 acre (43,560 square feet) = 21,780 square foot building

Depending on the PlaceType and specific location, height standards can be described in either stories or feet, or both (see Map LU-6). 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-6 (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-7 (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 which 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.

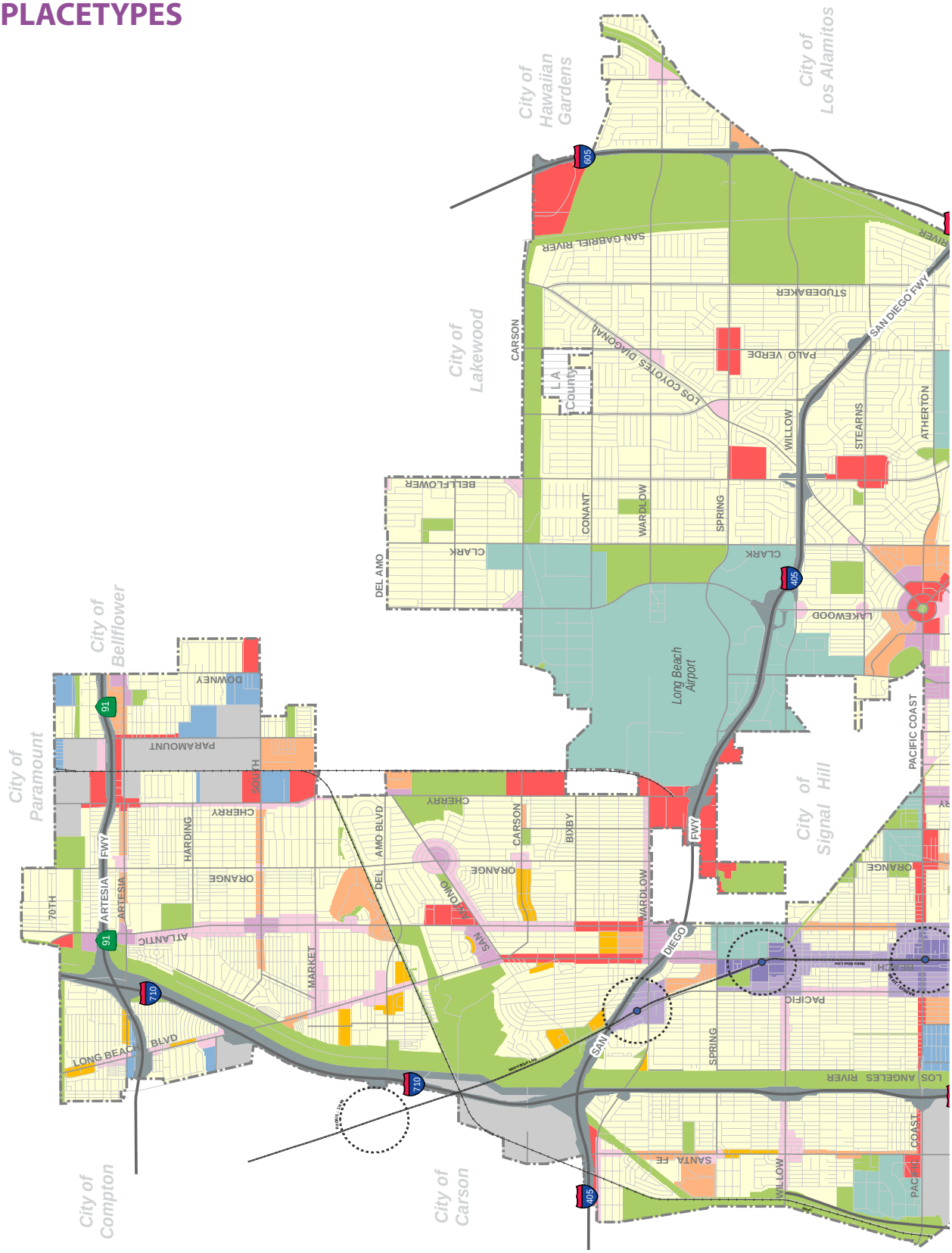
Table LU-3: PlaceType Uses, and Density and Intensity Levels

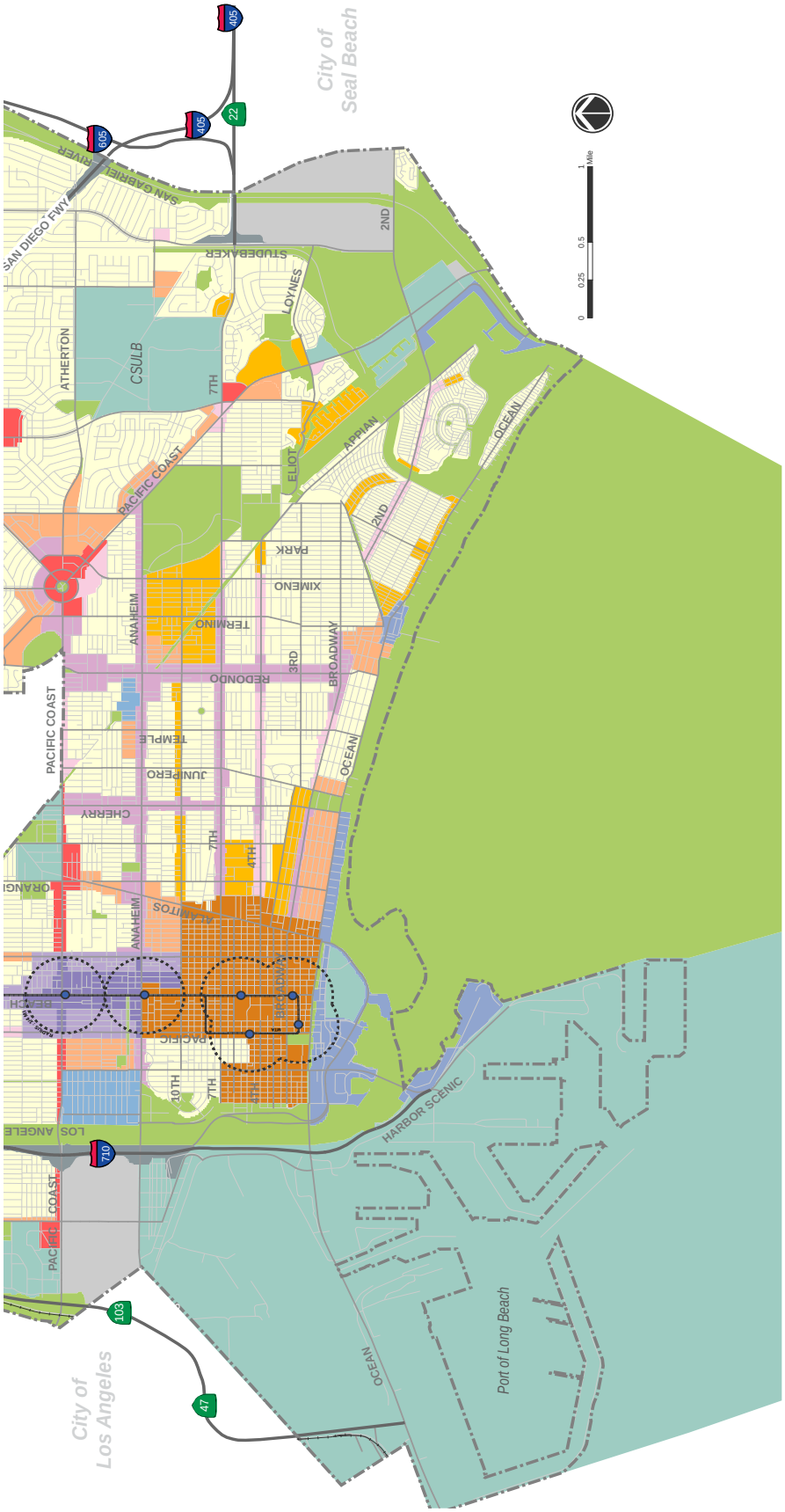
PlaceType			Uses		Density/Intensity/Height		
			Uses Allowed	Mix of Uses	Residential Density	Nonresidential Intensity (FAR)	Maximum Height [A]
Open Space			Parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature 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, 28 ft.
Neighborhoods	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, 28 ft.; varies by area [B]
Neighborhoods	Multi-Family	Low	Duplex, triplex and garden apartment housing; Neighborhood-serving, low-intensity commercial uses	Yes	3 du/lot; Lots => 120 ft. wide: 29 du/ac	0.25 to 0.50	3 stories, 38 ft.
Neighborhoods	Multi-Family	Moderate	Moderate-density apartment and condominium buildings on larger parcels of land; Neighborhood-serving, low-intensity commercial uses	Yes	3 du/lot; Lots => 120 ft. wide: 48 du/ac; Lots => 180 ft. wide: 62 du/ac	0. 50 to 0.75	6 stories, 65 ft.
Mixed-Use	Neighborhood-Serving Centers and Corridors	Low	Neighborhood-serving, low-intensity commercial uses; Low-density apartment and condominium buildings	Yes	6 du/lot, 44 du/ac	0.50 to 1.00	3 stories, 38 ft.
Mixed-Use	Neighborhood-Serving Centers and Corridors	Moderate	Neighborhood-serving, moderate-intensity commercial uses; Moderate-density apartment and condominium buildings on larger parcels of land	Yes	9 du/lot, 54 du/ac	1.00 to 1.50	7 stories
Mixed-Use	Transit-Oriented Development	Low	Low urban density apartment and condominium buildings; Low-intensity commercial uses	Yes	N/A	1.50 to 3.00	5 stories, 65 ft.
Mixed-Use	Transit-Oriented Development	Moderate	Moderate urban density apartment and condominium buildings; Moderate-intensity commercial uses	Yes	N/A	2.00 to 4.00	No height limit
Employment	Community Commercial		Commercial uses that serve community-based needs for goods and services	No	N/A	2.00 to 4.00	6 stories, 65 ft.
Employment	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	4 stories, 65 ft.
Employment	Neo-Industrial		Light industrial, clean manufacturing and offices; Commercial uses accessory to creative business endeavor(s); Repurposed buildings with live/work artist studios	Yes	6 du/lot, 36 du/ac	0.50 to 1.00	3 stories, 60 ft.
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-7 (Height Limits)		
Unique	Downtown		See Downtown Plan	Yes	See Downtown Plan		
Unique	Waterfront		Varies by area; see descriptions	Yes	Varies by area; see descriptions		

Note: A) Height limits can vary within PlaceType areas. See Map LU-7 (PlaceType Heights Limits) for maximum height.

B) Height may be increased to three stories as shown on MAP LU-7 consistent with the existing land use pattern.

Map LU-6
PLACETYPES





Legend

PlaceTypes

- OS - Open Space

Neighborhoods

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

Mixed Use

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

Employment

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

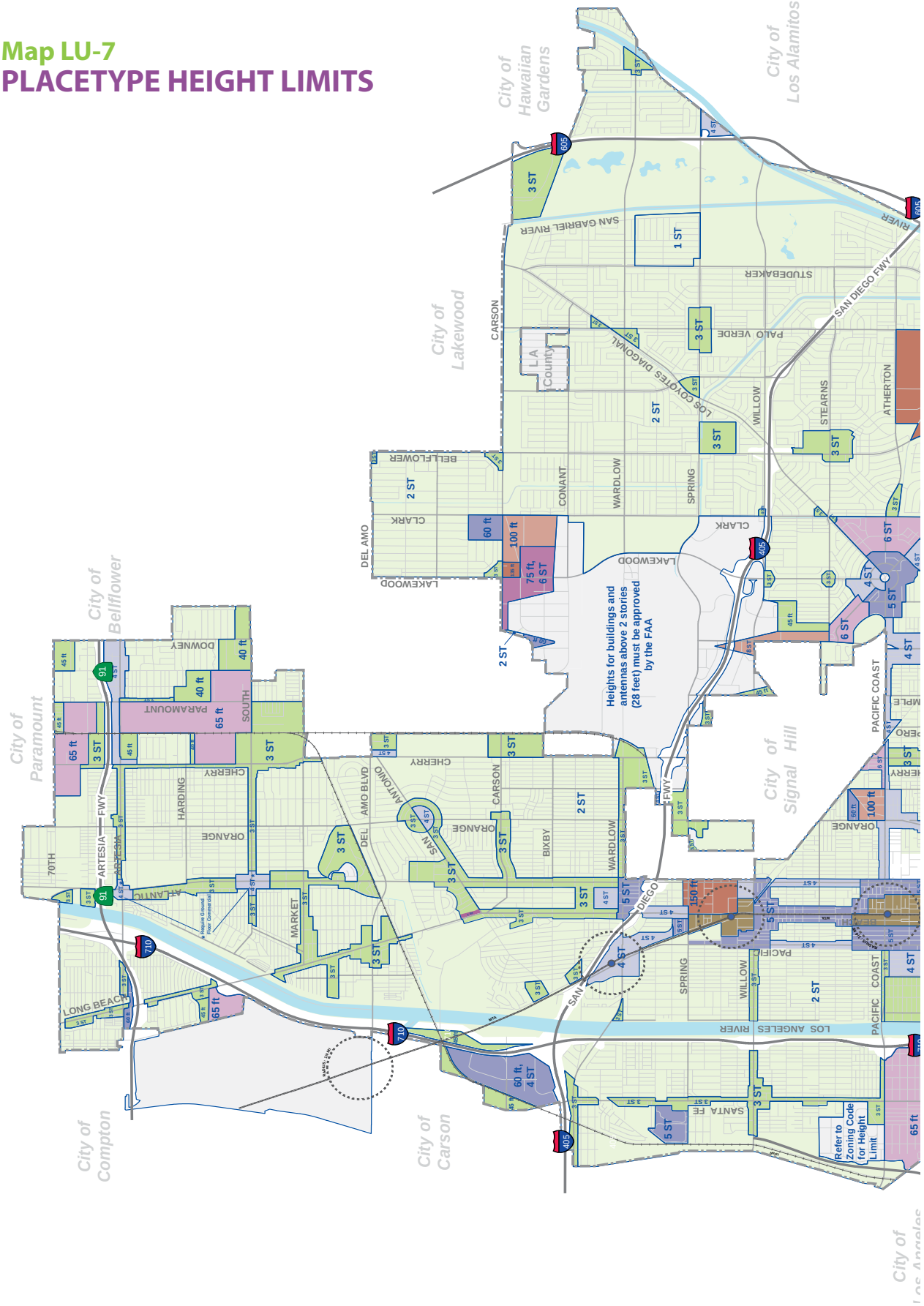
Unique

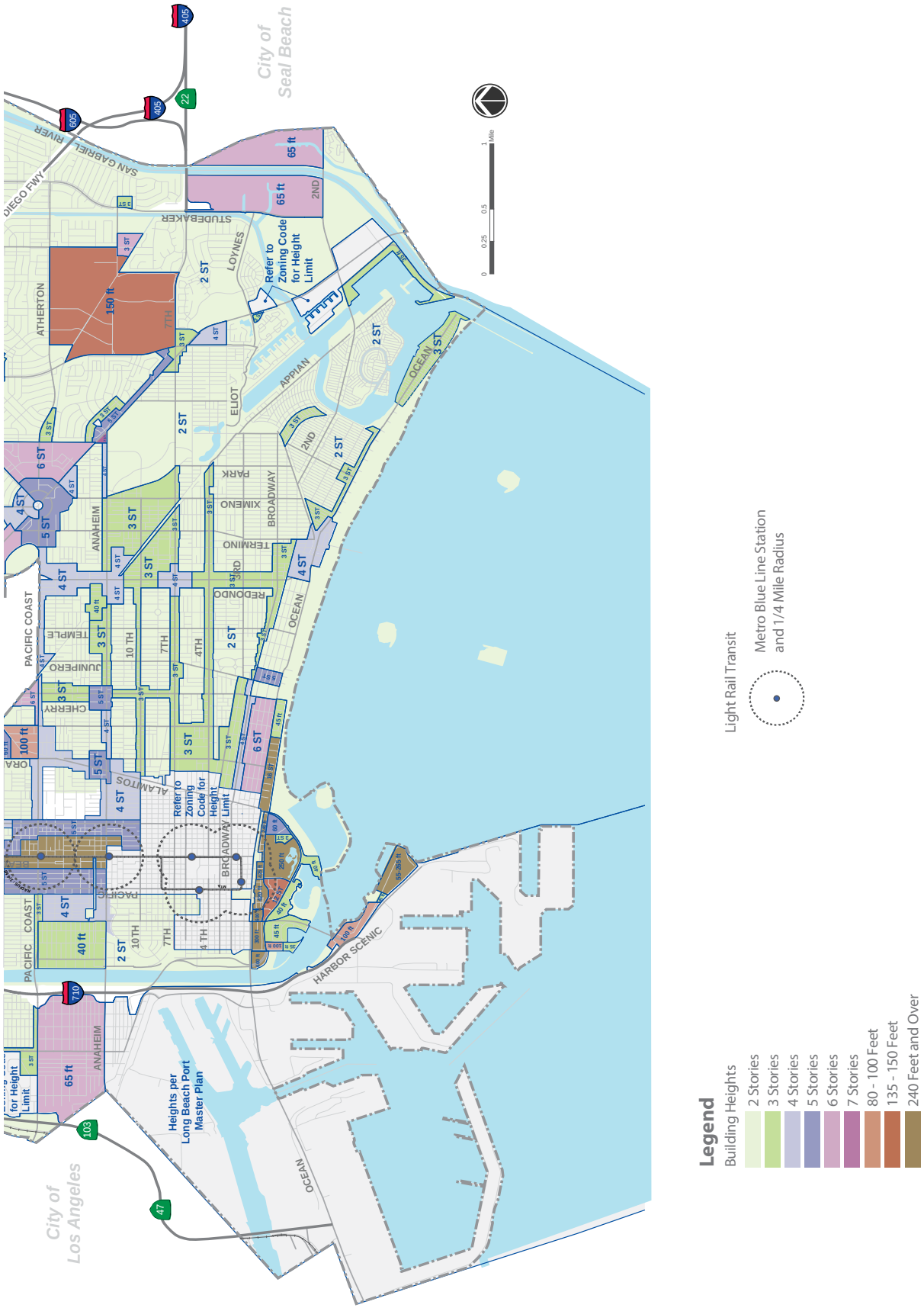
- RSF - Regional-Serving Facility
- DT - Downtown
- WF - Waterfront

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

Map LU-7
PLACETYPE HEIGHT LIMITS




City of Seal Beach
City of Los Angeles
Refer to Zoning Code for Height Limit
Heights per Long Beach Port Master Plan
Light Rail Transit
Metro Blue Line Station and 1/4 Mile Radius
Legend
Building Heights
2 Stories
3 Stories
4 Stories
5 Stories
6 Stories
7 Stories
80 - 100 Feet
135 - 150 Feet
240 Feet and Over

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-8). 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.

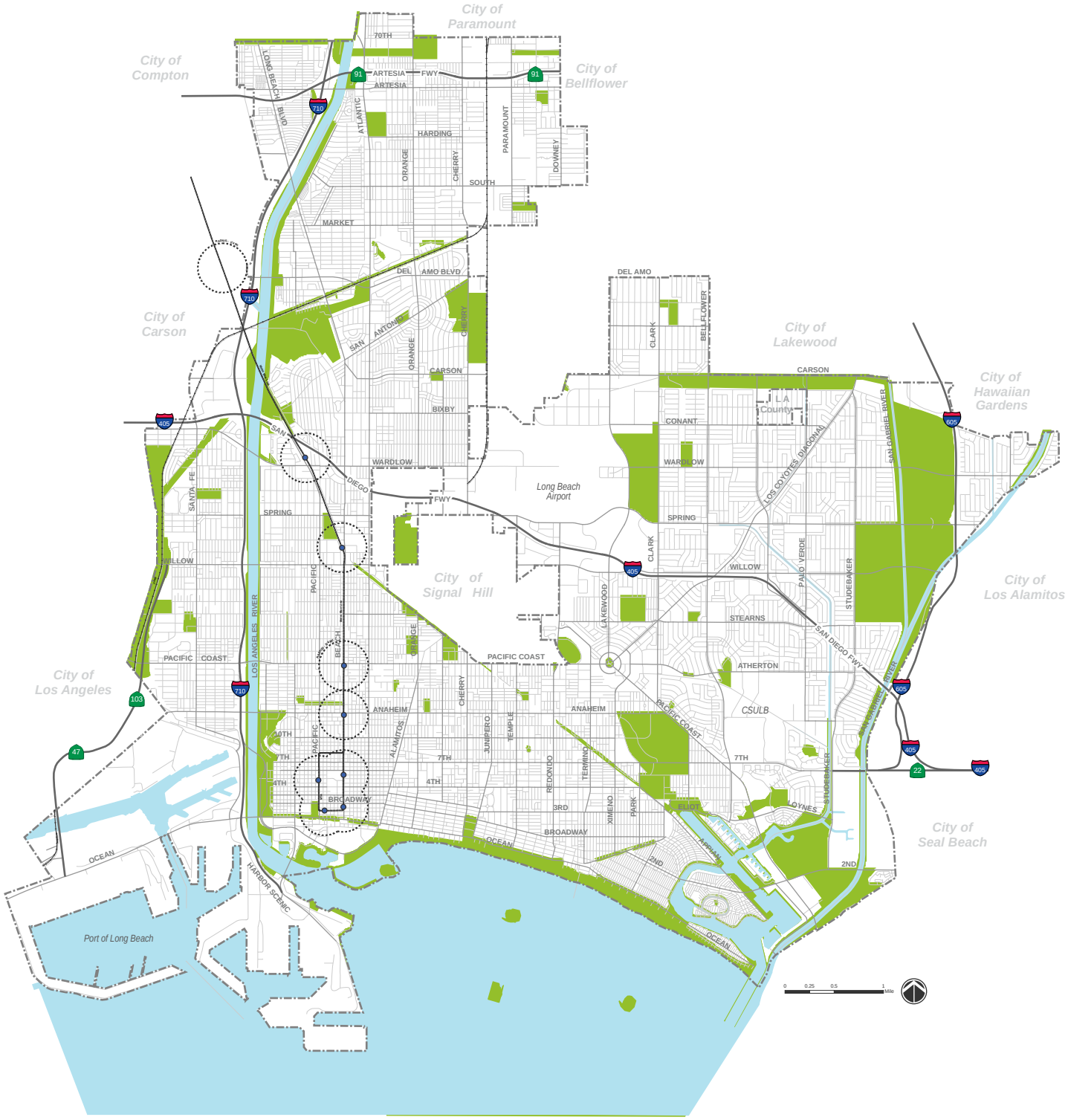
Land Uses and Development Standards. This PlaceType includes parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine

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-8
OPEN SPACE PLACETYPE



Legend

PlaceTypes

OS - Open Space

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

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

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

» Building coverage is limited in each public park by park type (see Open Space and Recreation Element).

» Buildings are limited to two stories (28 feet maximum).

» Minor expansions of existing open spaces, including the creation of new mini parks or temporary parks, may be found to conform to the General Plan (without amendment) at the discretion of the City's Planning Commission.

Heartwell Park baseball fields.

El Dorado Park Nature Center grounds.

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

Founding and Contemporary Neighborhood PlaceType

The Founding and Contemporary Neighborhood PlaceType represents Long Beach's low-density residential neighborhoods, from older street car urban neighborhoods (Founding Neighborhoods) to post-World War II suburban housing tracts (Contemporary Neighborhoods) of predominately single-family homes (see Map LU-8).

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

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

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

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

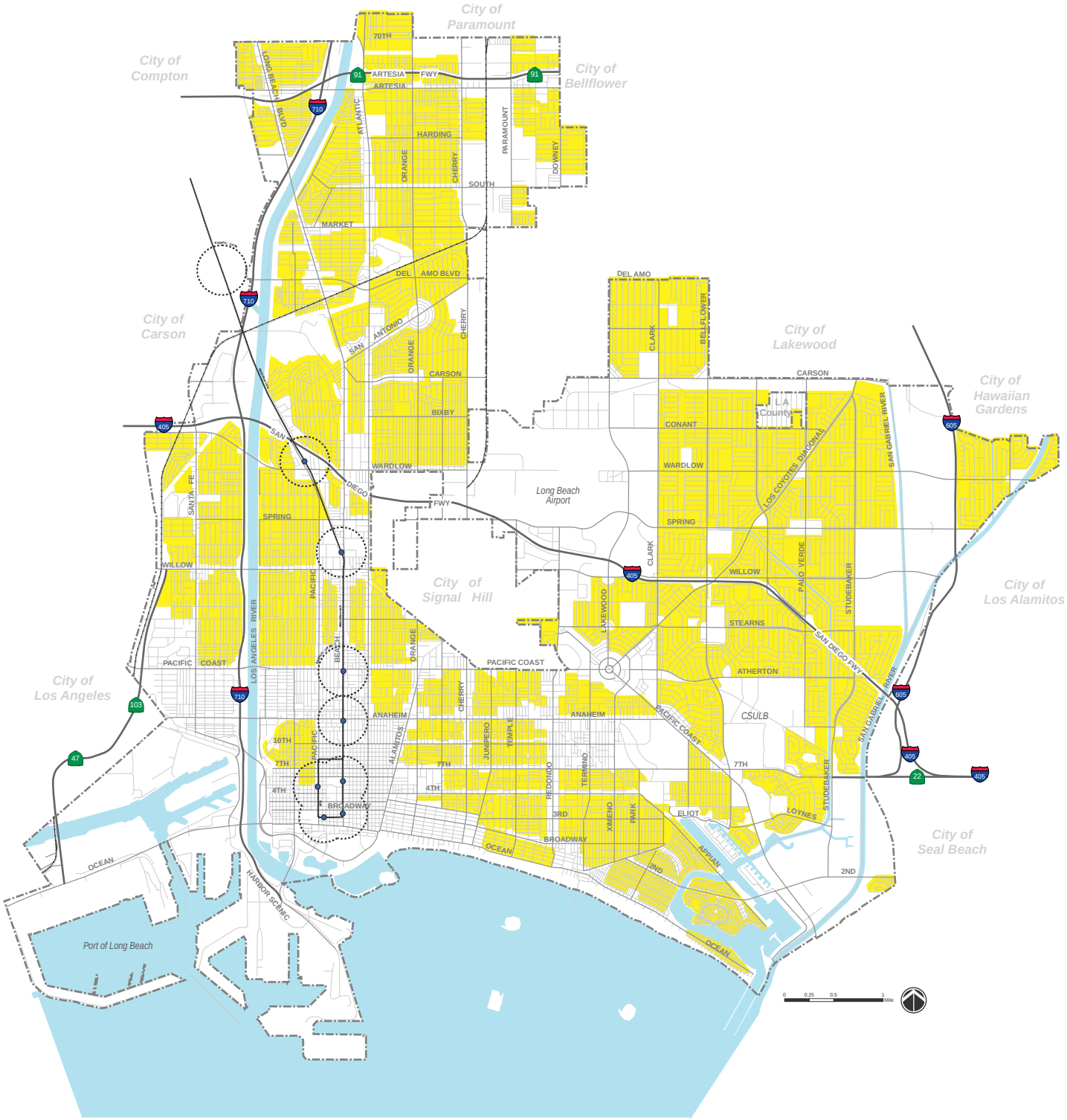
Street car urban neighborhood - Bungalow.

Post World War II neighborhood - University Park Estates.

Low-density homes in the California Heights Historic District.

Southeast neighborhood single-family homes.

Map LU-9
FOUNDING AND CONTEMPORARY NEIGHBORHOOD PLACETYPE



Legend

PlaceTypes

N - Founding and Contemporary Neighborhoods

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

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

- Single-family and low-density housing (7 - 18 units/acre)
- Typical population density is 20 - 51 persons/acre
- Neighborhood-serving, low-intensity commercial uses (0.25 - 0.50 FAR)
- Schools, parks, daycare, senior care, police and fire stations, libraries, and other compatible public uses
- Buildings are limited to two stories in height (28 feet maximum), or three stories consistent with MAP LU-7.

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

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

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

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

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

A single-family home in the Wardlow Park neighborhood.

Multi-Family Residential – Low and Moderate PlaceTypes

The Multi-Family Residential PlaceTypes can provide highly desirable options for a range of lifestyles (see Map LU-10).

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

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

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

The Multi-Family Residential–Moderate PlaceType represents housing in moderate-density residential areas with maximum densities of 48 to 62 dwelling units per acre, depending on lot width. This PlaceType allows larger buildings and denser housing than in Multi-Family Residential–Low. In select areas, such as near the Traffic Circle, the Multi-Family Residential–Moderate PlaceType has been applied to encourage new housing opportunities—bikeable or via transit—not far from California State University at Long Beach and within walking distance of commercial shopping centers. Where density allowances are higher than that which already exists on the ground, the recycling of development will only occur if and when market economics support it.

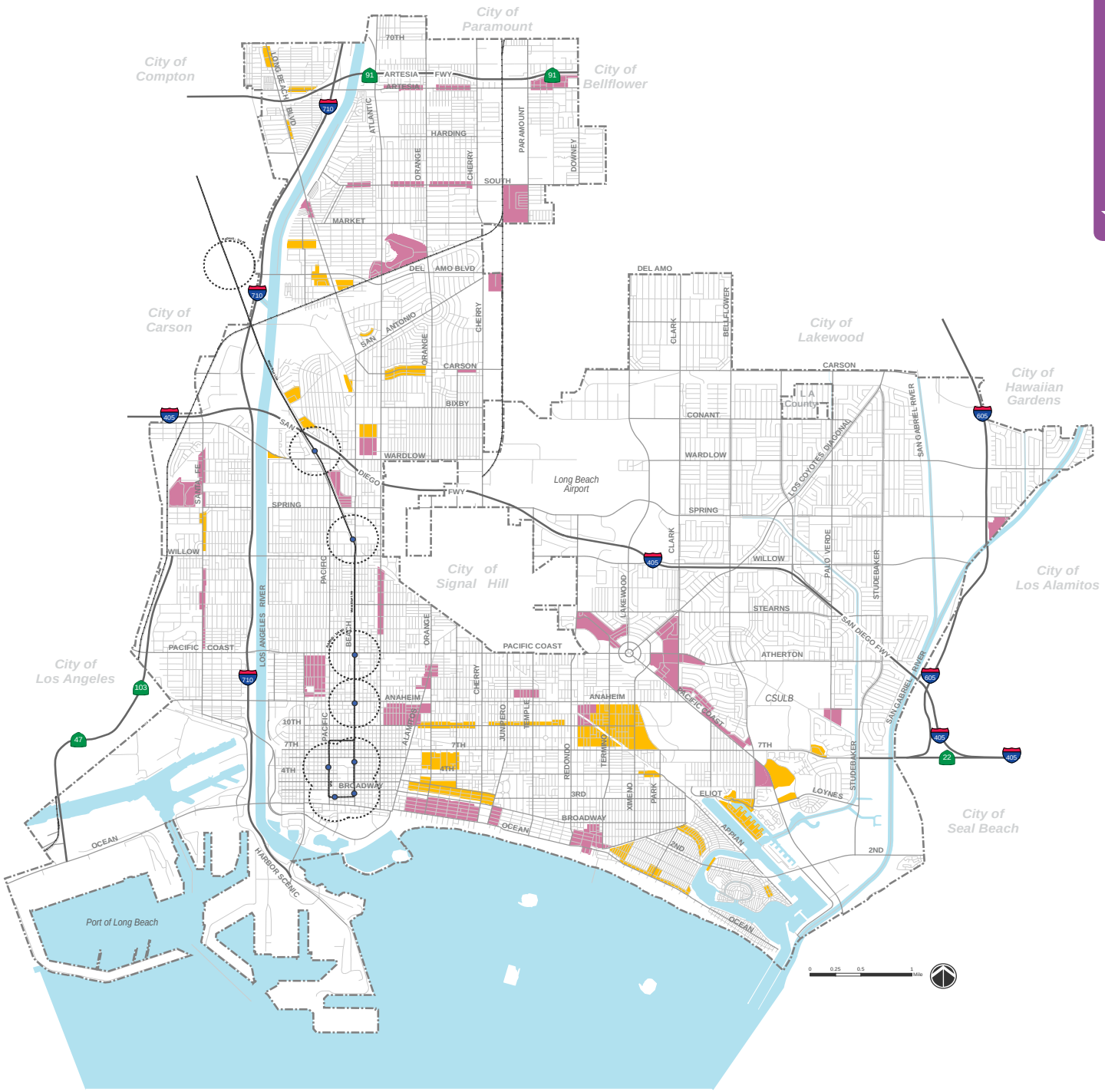
Context. Long Beach has both newer (post-1980) and older multi-family residential areas, with some of the earliest wood-clad apartment buildings (or boarding houses) dating back to the early 1900s. Some of these buildings have become bed and breakfasts or hostel-type accommodations for Long Beach visitors;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

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

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

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

Map LU-10
MULTI-FAMILY RESIDENTIAL - LOW AND MODERATE PLACETYPES



Legend

PlaceTypes

Multi-Family Residential

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

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

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

Multi-Family Residential – Low

- Duplex, triplex and garden apartment housing (3 units/lot, lots equal to or greater than 120 feet wide: 29 units/acre).
- Typical population density is up to 82 persons/acre.
- Neighborhood-serving, low-intensity commercial uses (0.25 - 0.50 FAR).
- Schools, parks, daycare, senior care, police and fire stations, and libraries.
- Buildings not to exceed three stories in height (38 feet maximum).

Multi-Family Residential – Moderate

- Moderate-density apartment and condominium buildings on larger parcels of land (3 units/lot, lots equal to or greater than 120 feet wide: 48 units/acre, lots equal to or greater than 180 feet wide: 62 units/acre).
- Typical population density is 136 - 175 persons/acre.
- Community-serving commercial uses (0.50 - 0.75 FAR).
- Schools, parks, daycare, senior care, police and fire stations, libraries.
- Buildings not to exceed 6 stories in height (65 feet maximum).

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

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

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

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

Direct and convenient access to the sidewalk.

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

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

Open space amenities.

Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes

The Neighborhood-Serving Centers and Corridors–"Low" PlaceType is composed of low-rise, low-intensity mixed-use (housing and retail) commercial centers and corridors designed to meet consumers' daily needs for goods and services close to residential areas (see Map LU-11). Ideally, residents could walk to these locations for shopping, personal services or dining. This PlaceType applies to locations where shopping combined with low-density housing is desirable from both a land use and mobility perspective. This is frequently the case at major street intersections and/or along established neighborhood shopping corridors, particularly where these corridors are served by transit.

Neighborhood-Serving Center and Corridor - Low.

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

Neighborhood-Serving Center and Corridor - Moderate.

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

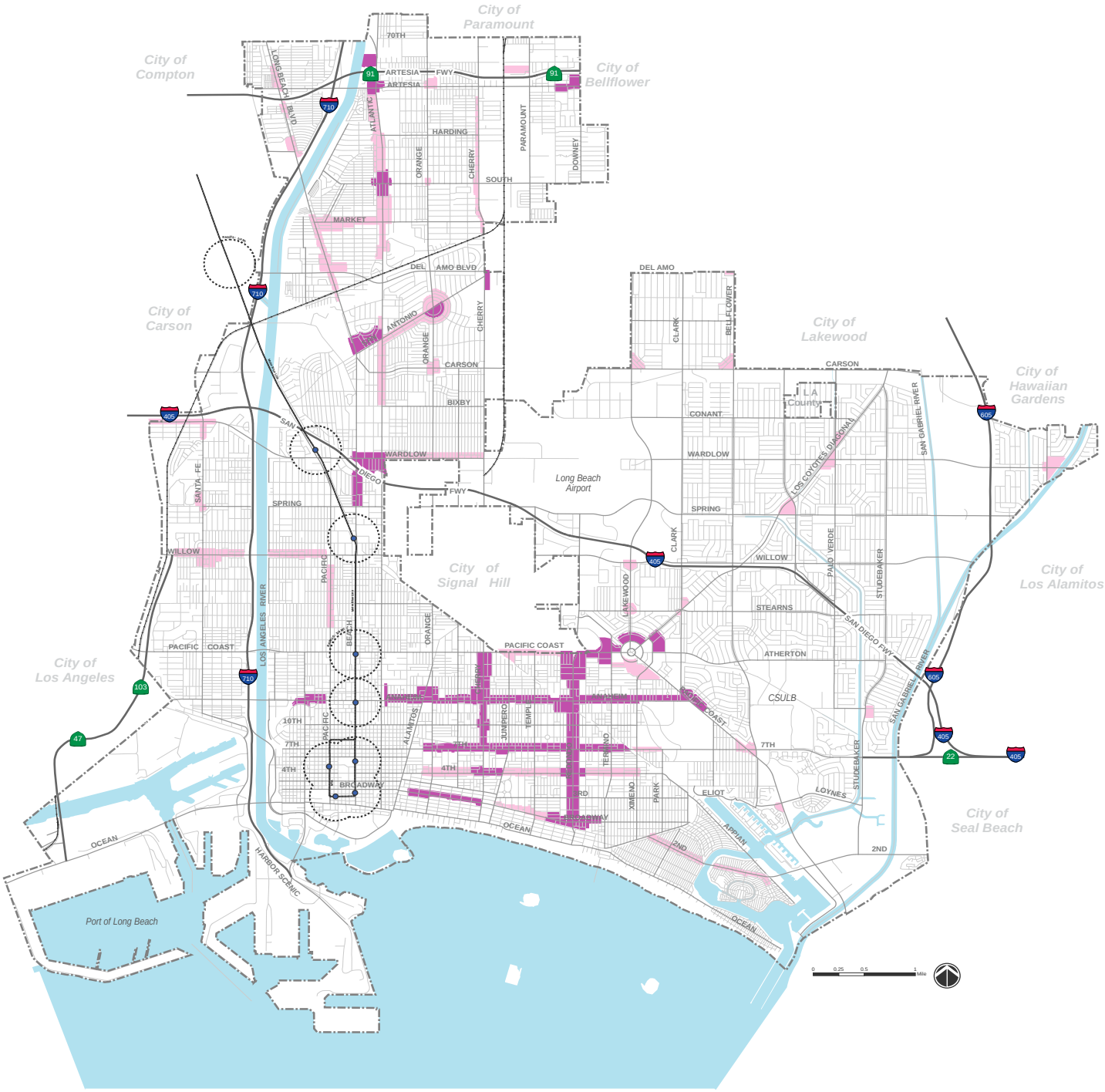
The Neighborhood-Serving Centers and Corridors PlaceType strategically designates small-scale centers for local users in several instances: where they exist today, where they have a foothold but need encouragement, and where they may be lacking but should be established. This PlaceType benefits the surrounding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

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

Neighborhood-Serving Centers and Corridors- Low

- Neighborhood-serving, low-intensity commercial uses (0.5 - 1.0 FAR).
- Low-density apartment and condominium buildings (6 units/lot, 44 units/acre maximum).
- Typical population density is up to 125 persons/acre.
- Schools, parks, daycare, senior care, police and fire stations, libraries and similar facilities.
- Buildings not to exceed three stories in height (38 feet maximum).

Map LU-11
NEIGHBORHOOD-SERVING CENTERS AND CORRIDORS – LOW AND MODERATE PLACETYPES



Legend

PlaceTypes

Neighborhood Serving Center or Corridor

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

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

Neighborhood-Serving Centers and Corridors-Moderate

- Neighborhood-serving, moderate-intensity commercial uses (1.0 - 1.5 FAR).
- Moderate-density apartment and condominium buildings (9 units/lot, 54 units/acre maximum).
- Typical population density is up to 153 persons/acre.
- Schools, parks, daycare, senior care, police and fire stations, libraries and similar facilities.
- Buildings up to seven stories (75 feet maximum) per the PlaceType height limits (Map LU-7).

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

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

The same basic principles guide development patterns for Neighborhood-Serving Centers and Neighborhood-Serving Corridors, with some differences in emphasis. Corridors focus on linear connections between destinations and the quality of the pedestrian environment. Traffic calming measures may be necessary, such as mid-block crossings to help shoppers and other pedestrians safety cross the street. Neighborhood-serving uses that can be accommodated within a shallow building site can be located along linear segments, particularly where parcel consolidation to create deeper lots is not feasible. Centers found at intersections often abut residential uses, making thoughtful building transitions more critical. Transitions to lower density residential neighborhoods in these areas must include landscape buffers in addition to building setbacks and massing controls. Parcel consolidation is more feasible at major street intersections where larger neighborhood retail centers or mixed-use retail/residential buildings already exist. As such, these centers can provide a focal point and serve to anchor a major neighborhood retail corner.

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

Belmont Shore.

Cienega condominums at Pacific Coast Highway and Grand Avenue.

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

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

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

Pedestrian-friendly streetscape.

Neighborhood-serving commercial.

Well-designed streetscape with outdoor dining.

Transit-Oriented Development Low and Moderate PlaceTypes

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

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

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

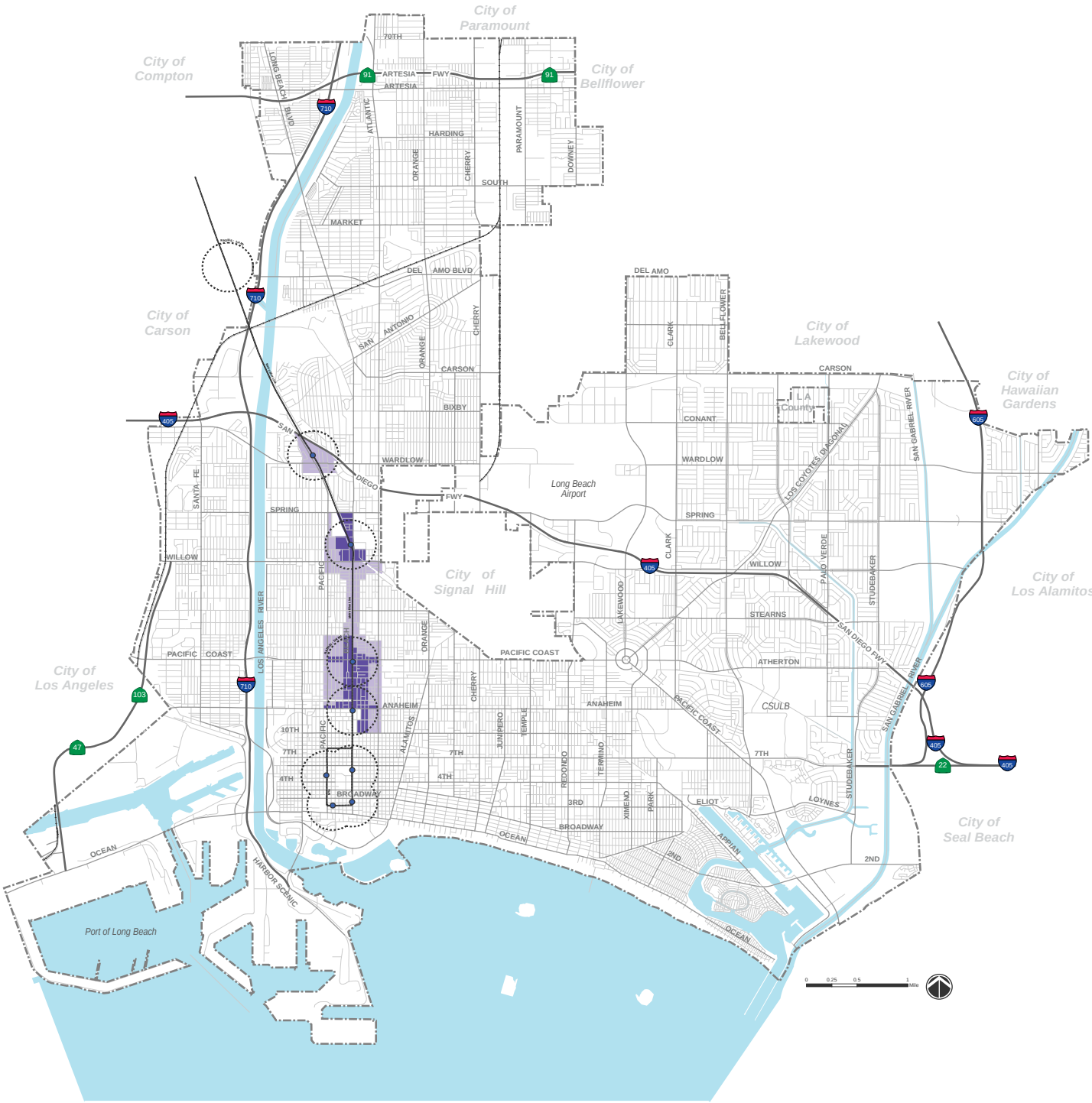
Implementing this PlaceType will meet a major sustainability goal for the City: to better integrate and connect appropriate land uses and housing densities with investments in transit infrastructure. Additional transit-oriented districts may be candidates for consideration when future routes are designated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

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

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

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

Map LU-12
TRANSIT-ORIENTED DEVELOPMENT - LOW AND MODERATE PLACETYPES



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PlaceTypes

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

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

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

Transit-Oriented Development-Low

- Low urban density apartments and condominium buildings (5 units/lot, 44 units/acre).
- Typical population density is up to 125 persons/acre.
- If fronting directly on Long Beach Boulevard, community-serving commercial uses contained in mixed-use (housing and commercial) developments on large lots (1.50 -3.00 FAR).
- Schools, parks, daycare, senior care, police and fire stations, libraries and similar facilities.
- Buildings not to exceed five stories in height (65 feet maximum).

Transit-Oriented Development-Moderate

- Moderate urban density apartments and condominiums (7 units/lot, 62 units/acre).
- Typical population density is up to 175 persons/acre.
- If fronting directly on Long Beach Boulevard, Anaheim Street, Pacific Coast Highway or Willow Street, community-serving commercial uses contained in mixed use (housing and commercial) developments on large lots (2.00 -4.00 FAR).
- Schools, parks, daycare, senior care, police and fire stations, libraries and similar facilities.

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

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

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

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

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

Community Commercial PlaceType

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

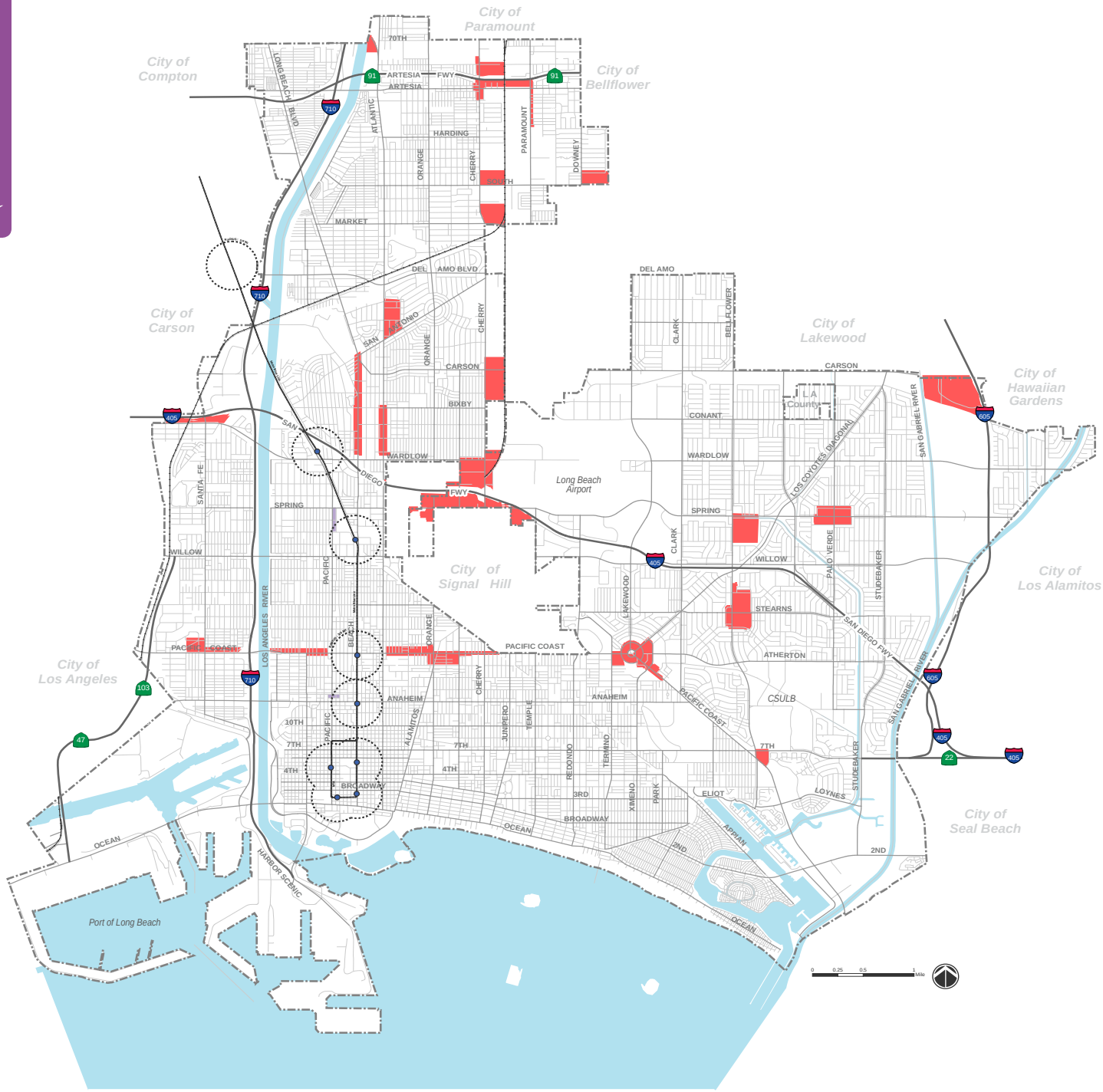
Context. Community-serving businesses play a vital role in meeting the commercial shopping and service-based needs of Long Beach businesses and residents. However, due to some limitations in parcel size and depth—for example along Pacific Coast Highway—abrupt transitions to residential neighborhoods, limited business diversity and lack of overall coordinated design have resulted in areas that are placeless and difficult for pedestrians to navigate. Similar to the Neighborhood-Serving Center PlaceType, Community Commercial businesses exist in both linear and centric form (along corridors and in shopping centers). The Community Commercial PlaceType applies to a few select segments of major arterial corridors and larger-scale commercial shopping centers (outside of the Waterfront and the Downtown PlaceTypes). These centers and corridors will vary in design detail and scale depending on their location, access and parcel sizes.

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

- Commercial uses that serve community-based needs for goods and services (0.25 - 1.0 FAR).
- No residential uses are allowed.
- Buildings not to exceed six stories in height (65 feet maximum).

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

Map LU-13
COMMUNITY COMMERCIAL PLACETYPE



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PlaceTypes

CC - Community Commercial

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

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

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

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

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

Easy accessibility for automobiles.

Attractive sidewalk environment with rear parking.

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

Industrial PlaceType

The Industrial PlaceType includes all industrial activities: light industrial research parks, warehousing or storage activities, industrial manufacturing and machining operations (see Map LU-14). Historically, industrial land uses have played a critical role in the City's economic development, from oil drilling and shipbuilding to airplane manufacturing. Where the Industrial PlaceType is applied, continued industrial activities are strongly encouraged. Industrially-developed lands should be preserved, particularly for the expansion of quality employment opportunities. Conversion of industrial lands to nonindustrial uses is generally discouraged in this plan.

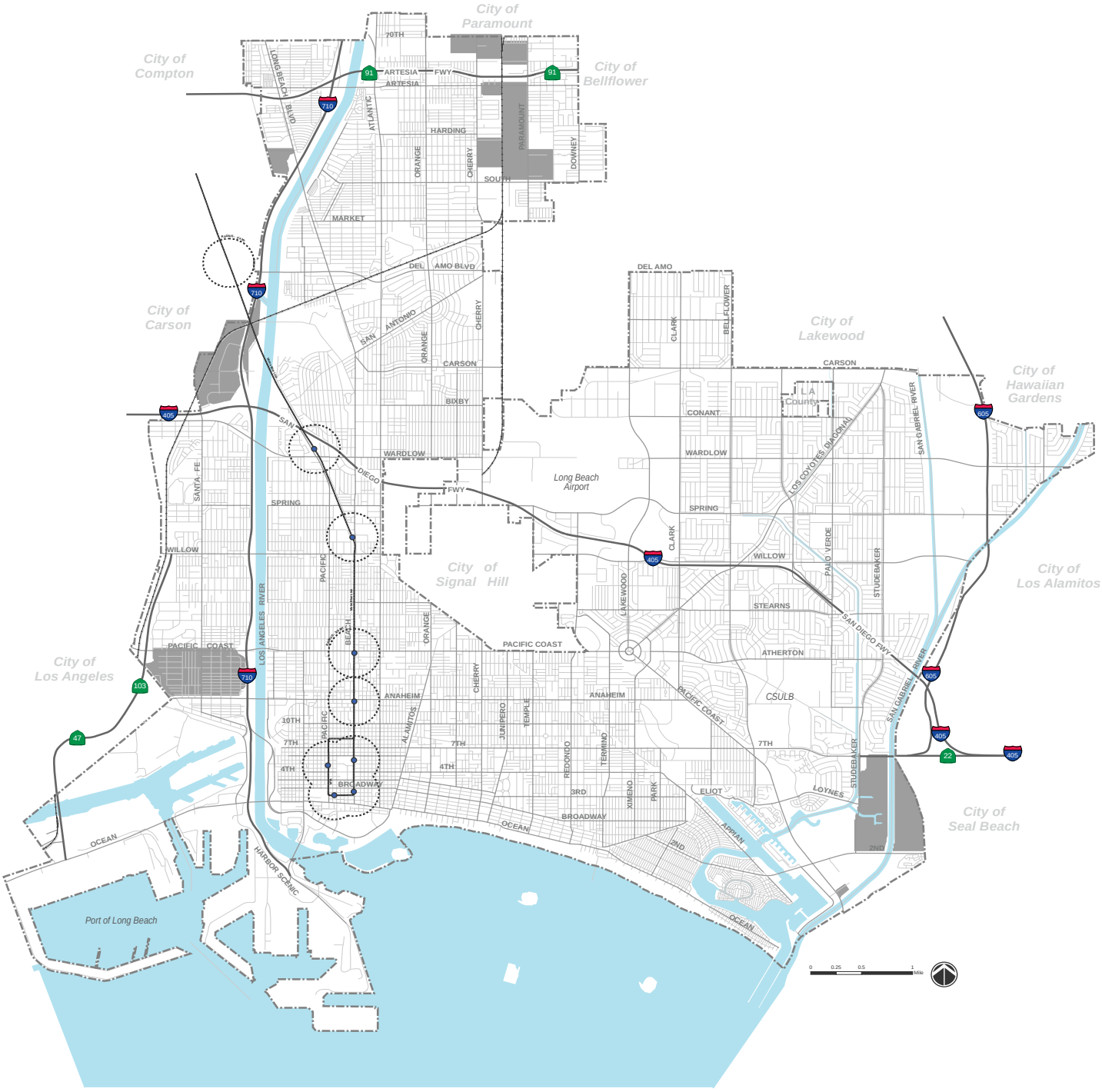
Most industrial activities in Long Beach are well-separated from residential uses. New residential uses (except for on-site caretaker units) are not allowed within the Industrial PlaceType. For those industrial uses that are undesirably situated, long-established planning, building and safety regulations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

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

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

Industrial building.

Map LU-14
INDUSTRIAL PLACETYPE



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PlaceTypes

I - Industrial

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

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

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

- Research and development activities, storage, industrial and manufacturing endeavors, tank farms, and oil drilling.
- Limited commercial uses accessory to the industrial business.
- Major utility facilities.
- Police and fire stations.
- Buildings not to exceed four stories (65 feet maximum) (see Map LU-7 -PlaceType Height Limits).

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

Transitions. Buffers should be created between residential and active industrial uses. New industrial developments must be set back from sensitive neighbors (e.g., schools, parks, residences) using surface parking, landscaped open space buffers and lower buildings. More intense industrial uses must be sited away from the neighborhood. Incompatible land uses and operations are to be located away from and screened from view of residential neighbors.

Industrial trucks in West Long Beach.

Industrial building.

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

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

Parking. Standard parking requirements shall be applied.

Neo-Industrial PlaceType

The Neo-Industrial PlaceType encourages the location, evolution and retention of restricted light industrial activities associated with innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, information industries, among others (see Map LU-15). Office use may constitute 50 percent of a Neo-Industrial business as this PlaceType allows for a higher concentration of employees on-site than the Industrial PlaceType. Further, limited retail uses that support the primary office, research, development and manufacturing functions of Neo-Industrial businesses are permitted. Certain live/work housing opportunities for the preservation of sound buildings are also permitted.

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

The Neo-Industrial PlaceType has been established to make it easier for leading-edge innovators to launch a successful foothold in the marketplace by allowing small and evolving incubator industries to share resources (e.g., energy, machines, support staff and ideas) and co-working spaces (e.g., conference rooms, kitchenettes, restrooms). These arrangements can lower business start-up costs and help control overhead expenses. For example, a small manufacturer of a unique medical product may find it desirable to locate in the Neo-Industrial PlaceType so that they can co-locate with other small technology manufacturers in a structure or structures that also support their accounting, advertising, networking or other business needs. Likewise, another medical device innovator might want to use the same precision manufacturing facility to create their unique product. Ideally, many new prototypes, patents and products would emerge and grow from the businesses located in Neo-Industrial PlaceType.

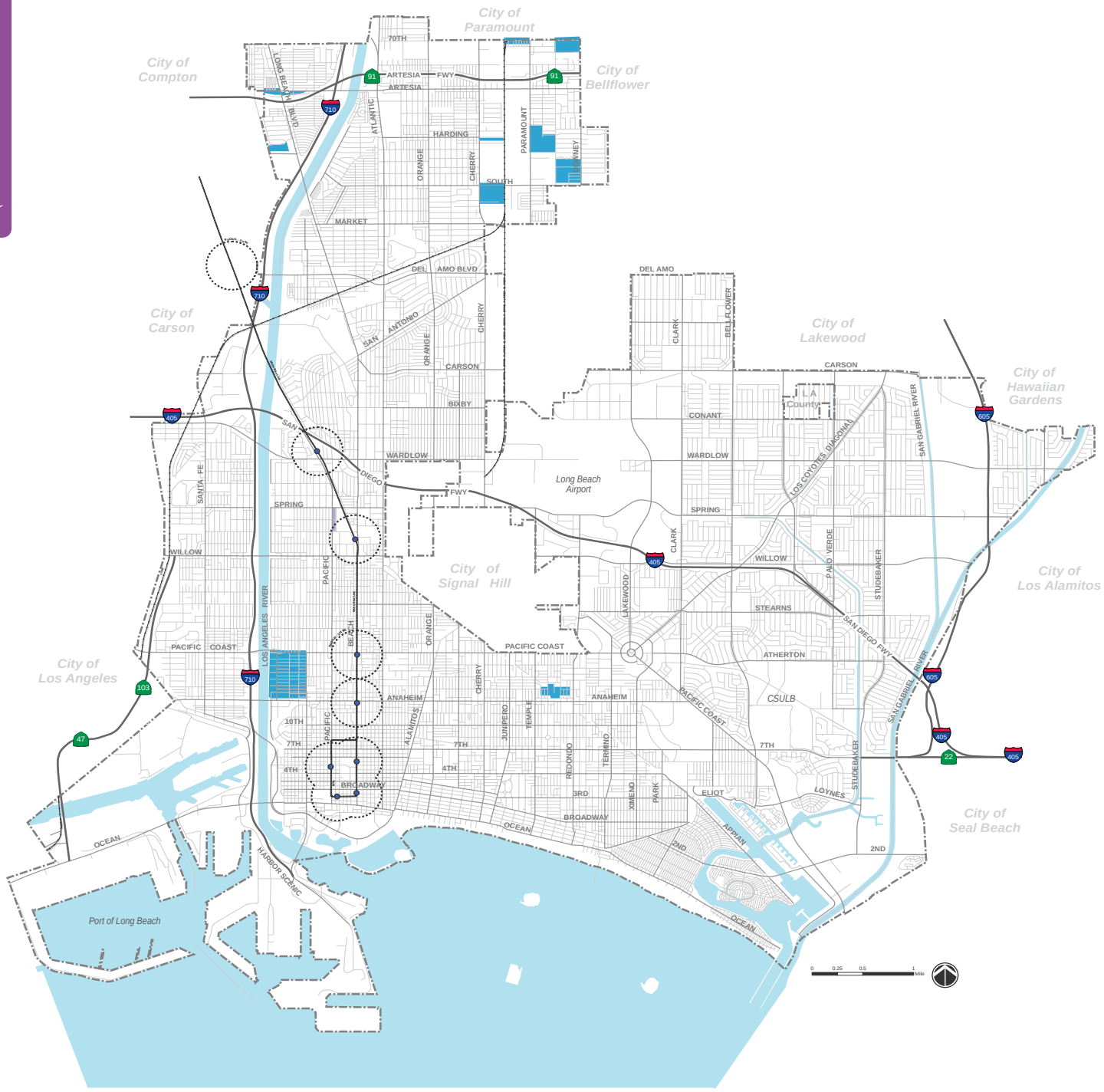
Innovative start-up businesses and creative design offices.

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

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

Land Uses and Development Standards. The Neo-Industrial PlaceType may be considered a commercial manufacturing hybrid zone for promoting the

Map LU-15
NEO-INDUSTIAL PLACETYPE



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PlaceTypes

NI - Neo-Industrial

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

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

- Light industrial and clean manufacturing; offices; commercial retail (including restaurants) supporting and accessory to manufacturing and office uses (0.50 - 1.0 FAR).
- Repurposed buildings with live/work artist studios (0.50 - 1.0 FAR and 36 du/ac).
- Typical population density is up to 102 persons/acre.
- Buildings not to exceed three stories in height (60 feet maximum).

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

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

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

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

Examples of live/work units.

Regional-Serving Facility PlaceType

Context. Long Beach is a large city with a number of facilities that serve the sub-region and the region. These institutions, business concentrations, employment centers and campuses have large physical footprints, generally occupying multiple acres of land. All serve a wide geographic radius and clientele. Both public and private institutions (for-profit and not-for-profit) may be regional-serving in scope. Regional-serving uses may be isolated from other uses in the City, limiting their potential economic benefits to Long Beach. For example, if California State University at Long Beach had better transit connections to the rest of the community, greater cooperation and collaboration could occur with the rest of the City. Specifically, there are opportunities for improved connections to: the port, the medical centers, the city colleges, emerging college prepatory high schools and the downtown's East Village Arts District. Such a united front of educational institutions working with local businesses and industries could multiply the benefits for those living and investing in Long Beach. The Regional-Serving Facility PlaceType pays special attention to how these facilities interface with the surrounding and broader community. The designation recognizes and allows for the highly specialized needs of regional public and private facilities, while simultaneously ensuring substantial public benefits.

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

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

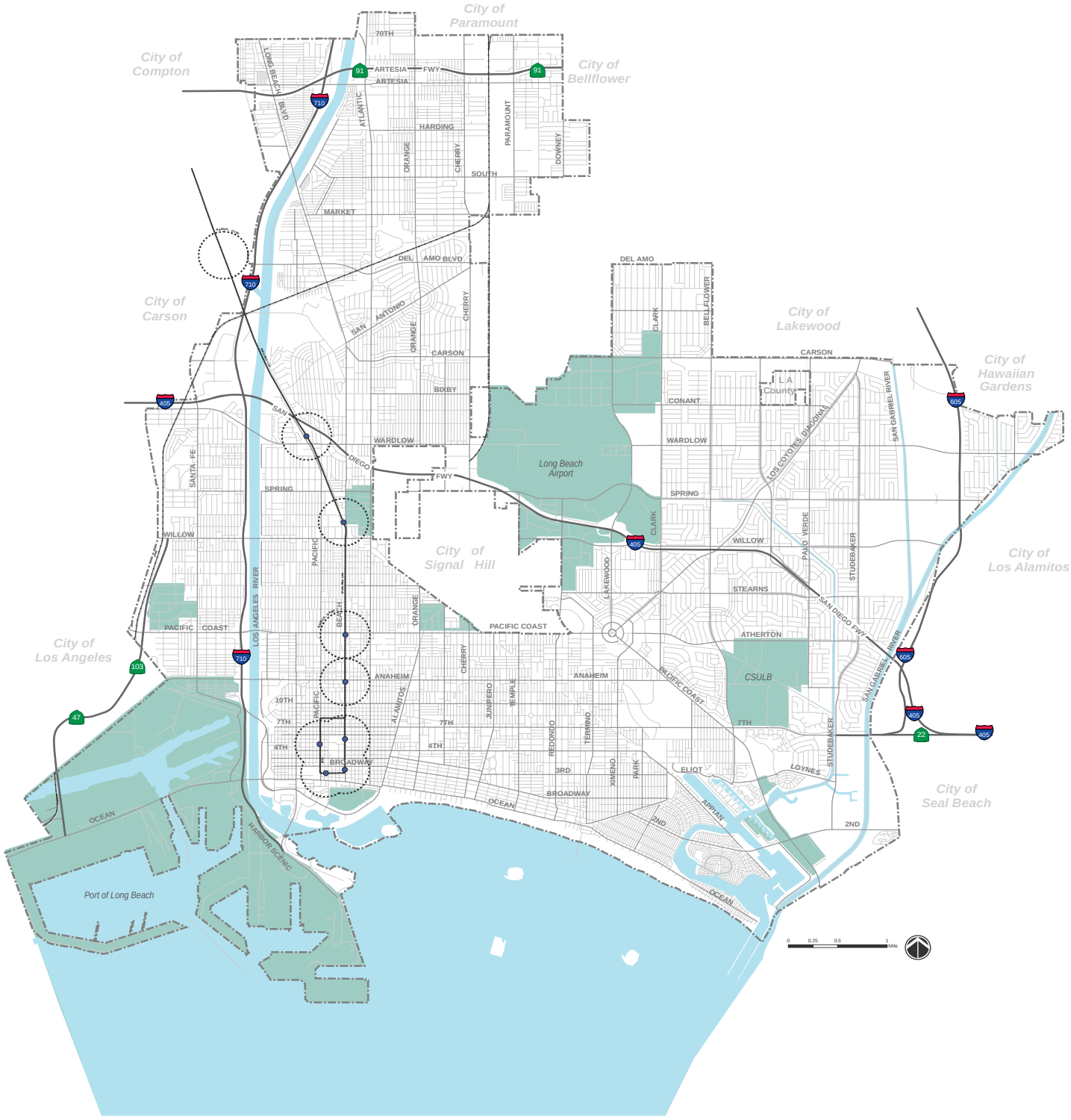
Long Beach City College Library Learning Resource Center.

Miller Children's Hospital Long Beach.

The Port of Long Beach.

Douglas Park business master planned community.

Map LU-16
REGIONAL-SERVING FACILITY PLACETYPE



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PlaceTypes

RSF - Regional Serving Facility

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

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

» **Port of Long Beach.** The Port of Long Beach, the second-busiest container port in the United States, is located along the Long Beach waterfront, near the terminus of the Los Angeles River. A key goal for the port is to remain an innovative provider of seaport facilities while enhancing the local and regional economic environment. Port leadership is committed to improving environmental conditions associated with operations. The Port of Long Beach Master Plan provides a planning tool to guide port development and ensure that projects and developments in the Harbor District are consistent with the requirements of the California Coastal Act.

» **California State University at Long Beach.** The campus, founded in 1949, sits on 324 acres in East Long Beach and has an enrollment of over 30,000 undergraduate students. California State University Long Beach is a diverse, student-centered, globally engaged public university committed to providing highly valued undergraduate and graduate educational opportunities through superior teaching, research, creative activity and service for the people of California and the region. Their Campus Master Plan identifies new educational facilities and housing opportunities, as well as infrastructure improvements, to benefit its constituents and integrate well into the broader Long Beach community.

» **Veteran's Administration Long Beach Healthcare System.** Located adjacent to California State University Long Beach, the VA Long Beach Healthcare System provides comprehensive inpatient, outpatient and extended care programs. The medical center and its community clinics employ more than 2,000 people and provide health care for more than 50,000 veterans.

» **Long Beach City College Pacific Coast Highway and Liberal Arts Campuses.** Founded in 1927, Long Beach City College, with two separate campuses (Liberal Arts Campus – LAC and Pacific Coast Highway Campus – PCC), promotes workforce development by delivering high-quality educational programs and support services to Long Beach's diverse communities. Long Beach City College is committed to the Long Beach College Promise, designed to improve college preparation, access and completion for members of the greater Long Beach community. The Long Beach City College 2020 Unified Master Plan identifies the long-term building and facilities program. The PCH Campus, tied with Chittick Field (sports park site) serves as a potential campus expansion area. As of 2015, both campuses were undergoing major facility renovations and building expansions.

» **Long Beach Convention & Entertainment Center.** The Long Beach Convention & Entertainment Center is located in Downtown Long Beach adjacent to the waterfront. This regional facility is managed by the City's Long Beach Convention and Visitors Bureau and includes over 400,000 square feet of exhibition halls and meeting spaces, including several theaters and a large arena. The center has a regional and international draw for tourism and convention business, supporting the surrounding hotel and entertainment uses. The Long Beach Convention & Entertainment Center will continue to be a destination for meetings, conventions, trade shows and tourism.

» **Long Beach Memorial Medical Center.** The Long Beach Memorial Medical Center is a major regional provider of medical and surgical services. To respond to changes in health care systems delivery and structural building standards, and to better connect to the surrounding community with outpatient clinics and other similar services, the medical center plans future improvements pursuant to its master plan.

» **Southeast Area Development and Improvement Plan (SEADIP).** The SEADIP area is located between the SR-22 freeway and 2nd Street, along the San Gabriel

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

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

Land Uses and Development Standards. The Regional -Serving Facility PlaceType has been applied to sites and areas in the City that serve a unique role, or population, that reaches beyond local concerns. Regional-serving facilities include: medical centers, the Port of Long Beach, our city colleges and university, the Department of Motor Vehicles, the City's Health Department, Ability First, and other social service and public facilities clustered around Willow Street and Grand Avenue, and around the Westside's Villages at Cabrillo and CSULB Technology Park. The Regional-Serving Facility PlaceType also includes Boeing and Douglas Park, the Long Beach Airport, business parks and lands surrounding the airport. Additionally, it includes the formerly industrially-designated parcels in southeast Long Beach, where the Haynes and AES plants are located. These areas are included in the Regional-Serving PlaceType in order to preserve these utilities and lands for potential future public-serving utility uses, such as a seawater desalination plant, biological water treatment facility, or perhaps a solar or wind farm.

Preferred land uses include uses that serve a regional need for medical and social services, education, goods movement, people movement, energy production and distribution, public utilities, and uses of a similar nature

Many of Long Beach's regional-serving facilities have their own approved master plans or specific plans for development, including: the Port, airport, business parks near the airport, Douglas Park, Memorial Medical Center and California State University at Long Beach. This plan respects the direction provided in those documents and encourages the evolution of multi-modal mobility options, better pedestrian connectivity and more environmentally-healthy and sustainable practices within each of these campuses. This Land Use Element requires that all Regional-Serving Facilities have an updated Master Plan.

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

LADWP Haynes Generating Plant in Southeast Area Development and Improvement Plan (SEADIP).

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

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

Access. Although many will arrive at regional-serving facilities by automobile, alternative forms of transportation must be provided. Employees, visitors and patrons, such as students of higher educational institutions, can expect focused public transit investments to serve regional public facilities. Facilities must accommodate transit services, pedestrian activity, automobile access and improved bicycle access, especially in relation to campus environments.

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

Kilroy Airport Center - office campus.

Downtown PlaceType

The Downtown PlaceType includes the heart of the City, where extensive development activity has taken place since the late 1990s (see Map LU-17). Downtown is the business office, government and tourism hub of Long Beach, and also hosts many of the City's historic and cultural landmarks, including the Drake Park/Willmore City Historic District. Moreover, downtown contains established urban residential neighborhoods such as the West End, the East Village and North Pine Avenue. Downtown is characterized by compact, mixed-use urban development; high vehicular, pedestrian and transit traffic; and diverse building sizes heights, ages, styles and uses.

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

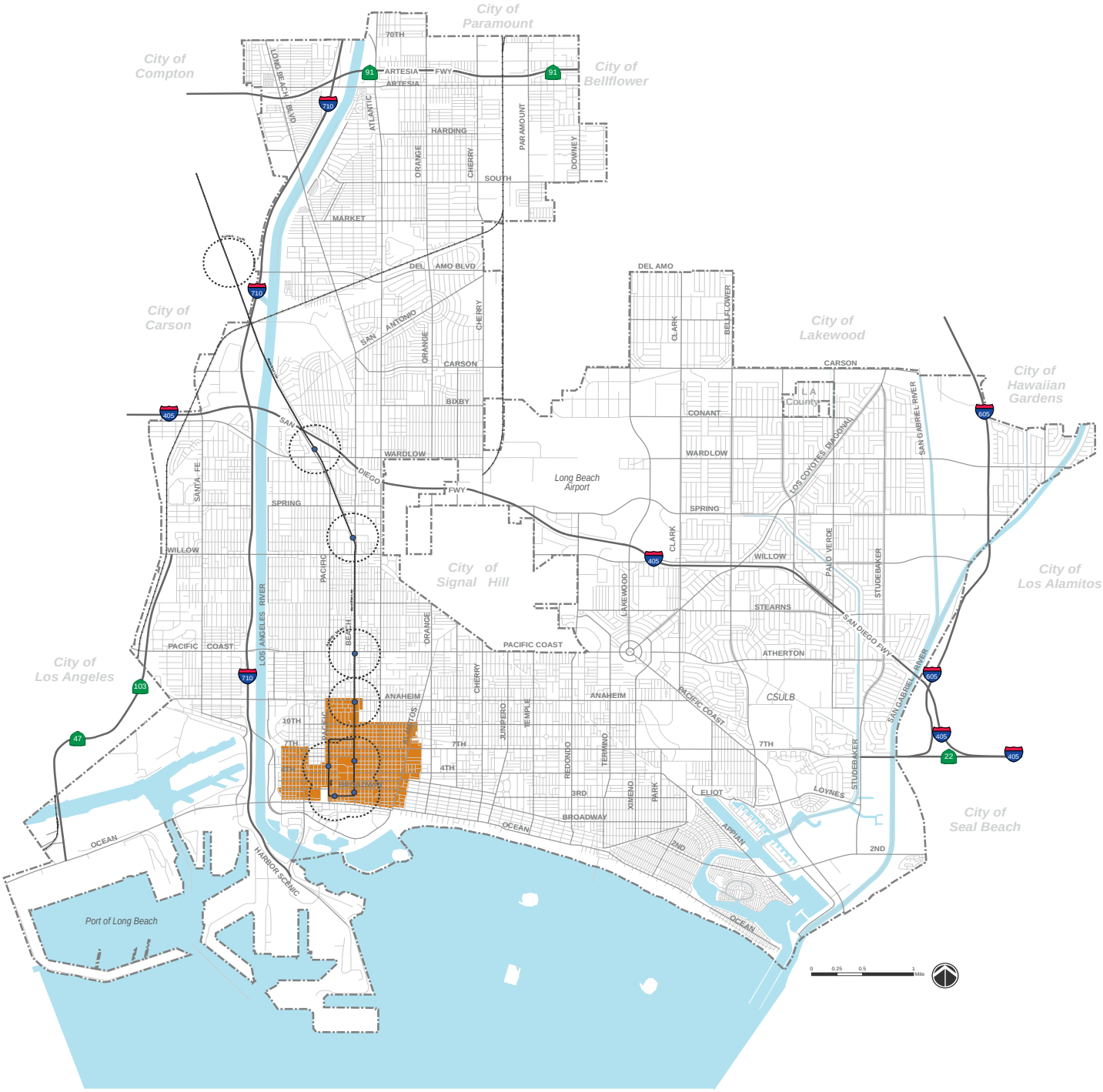
Context. Downtown Long Beach's small geographic footprint, located on a bluff overlooking the Pacific Ocean also happens to be where the Los Angeles River and shipping activities at the Port of Long Beach meet the activities of the waterfront, beach and marinas. These conditions provide both challenges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

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

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

Downtown Long Beach office high-rise buildings.

Map LU-17
DOWNTOWN PLACETYPE



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PlaceTypes

DT - Downtown

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

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

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

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

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

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

High-rise residential uses along Ocean Boulevard.

A mix of uses along Long Beach Boulevard.

Long Beach Promenade.

First Street Transit Gallery.

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

Parklet seating areas.

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

Pedestrian-friendly streetscape.

Urban residential apartments.

Pedestrian amenities such as parklets for restaurants.

Los Angeles County Governor George Deukmejian Courthouse.

Waterfront PlaceType

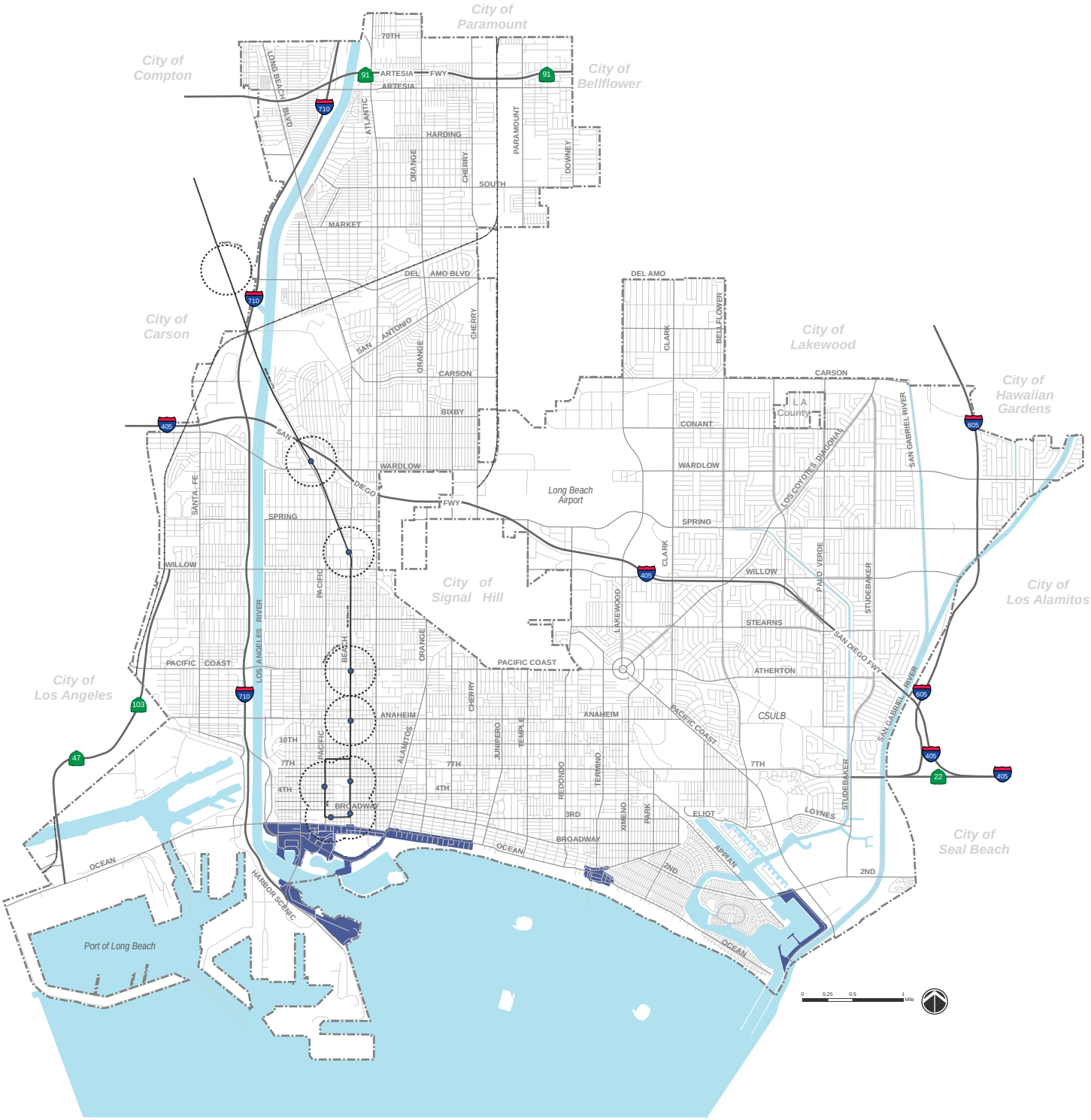
The Waterfront PlaceType is composed of a variety of unique places along the City's shoreline (see Map LU-18). Each of the Waterfront districts supports tourism by leveraging waterfront development and improving coastal access. The Downtown South Shore features the historic Queen Mary trans-Atlantic ship, hotels, a public park and boat launch, and a large cruise ship terminal. The Downtown Shoreline features a Catalina Island boat landing, office towers, mid-rise housing towers, movie theater, shops, restaurants, parks, the Long Beach Aquarium of the Pacific, entertainment venues and hotels, marinas, the Long Beach Performing Arts Center and the Convention Center and arena. The Alamitos Beach Waterfront PlaceType (on the south side of Ocean Boulevard) allows high-rise residential development to Tenth Place and four-story residential buildings to Cherry Avenue. The Belmont Pier and Pool Complex Waterfront PlaceType includes privately-held multi-family residential buildings, restaurants and shops, and the City-owned pier, plazas, swimming pools, beach parking lot and green spaces. And lastly, the Alamitos Bay Marina is home to an intensive concentration of recreational marine activities and associated commercial uses.

Similar to the Downtown PlaceType, each of these places has its own special development rules contained in six distinct Planned Development Districts. In addition, each of the Waterfront PlaceTypes (including the development regulations) is covered in detail in the Local Coastal Program Element of the General Plan. The development standards for the South Shore and Downtown Shoreline were updated most recently so that these places now reflect the types of development envisioned by these Planned Development ordinances. No immediate changes to the Land Use Element are anticipated for these two areas. Further, no changes are proposed to the development standards in place for the Alamitos Beach Waterfront PlaceType. This area is largely developed and offers very few remaining opportunities for infill residential development.

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

Downtown Shoreline with view of the Queen Mary.

Map LU-18
WATERFRONT PLACETYPE



Legend

PlaceTypes

WF - Waterfront

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

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

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

Pierpoint Landing Lighthouse.

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

Shoreline Village.

be respected.

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

The Alamitos Bay Marina is located near the mouth of the San Gabriel River near the intersection of Pacific Coast Highway and Second Street. Uses in this area include marine-related commercial uses, a shipyard, yacht and sailing clubs, boat rentals, restaurants, public beaches and infrastructure that primarily serve small craft boats and nearly 2,000 slips. It is home to the Alamitos Bay Marine Fuel Dock and the Long Beach Marina Headquarters, which supports recreational marine activities in Long Beach. A rehabilitation plan for the Alamitos Bay Marina was approved by the City in 2009 that continues to implement the Alamitos Bay Master Plan. The rehabilitation plan calls for renovating and enhancing Marina recreational and boating facilities. At the very southern point of the Alamitos Bay Marina is Alamitos Bay Landing. This commercial center comprises of several restaurants, offices, retail, equipment and vehicle rental and services aimed towards the users of the marina. This Land Use Plan focuses on improving the Alamitos Bay Landing by increasing coastal access and adding recreation and visitor-serving uses. Potential improvements include adding new parking facilities, public spaces, viewing areas and seating along the waterfront, pedestrian and bicycle paths, and waterfront-friendly landscaping.

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

Rainbow Harbor Marina and Shoreline Aquatic Park.

a pedestrian-friendly destination. The Alamitos Bay Marina is distinguished for its wide arrange of services for recreational boating and marine facilities. Restaurant and retail businesses in this area have names and architecture that reinforce this particular identity, which should be preserved.

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

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

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

Belmont Shore Pier.

Alamitos Bay Marina.

Citywide Goals, Strategies, and Policies

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

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

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

Goal No. 1: Implement Sustainable Planning and Development Practices

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

» Allow for orderly development and flexibility to grow.

» Provide more detailed plans that will lay the foundation for the areas of change.

» Fully integrate land use and mobility planning and encourage all development to be more environmentally sustainable.

» Utilize sustainable approaches in public realm improvements and integrate these approaches with new development.

» Promote compact development and higher density development along transit corridors, in neighborhood hubs and in areas that can support additional residential density, while ensuring adequate transitions to adjoining low-density neighborhoods.

» Encourage walkable and bicycle-friendly environments.

» Be proactive in mitigating the effects of climate change and reducing greenhouse gas emissions.

» Encourage zero waste practices.

STRATEGY No. 1: Support sustainable urban development patterns.

» LU Policy 1-1: Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.

» LU Policy 1-2: Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.

» LU Policy 1-3: Require sustainable design strategies to be integrated into public and private development projects.

» LU Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional, and multiple-family residential development projects. Require that all parking for single-unit and two-unit

residential development projects be capable of supporting future electric vehicle supply equipment.

» LU Policy 1-5: Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects.

STRATEGY No. 2: Promote efficient management of energy resources to reduce greenhouse gas emissions and the impacts of climate change.

» LU Policy 2-1: Promote the establishment of local green energy generation projects along with the infrastructure to support such projects.

» LU Policy 2-2: Ensure that long-range planning processes consider impacts of sea level rise and propose mitigation measures.

Goal No. 2: Stimulate Continuous Economic Development and Job Growth

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

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

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

» LU Policy 3-2: Collaborate with the Long Beach Unified School District, colleges and universities, businesses and associations to strengthen the competitive advantage of businesses located in Long Beach.

» LU Policy 3-3: Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist galleries, studios and limited live-work units.

» LU Policy 3-4: Promote and attract a mix of commercial and industrial uses by emphasizing the flexibility of the PlaceTypes designations.

» LU Policy 3-5: Facilitate development near the Queen Mary that is consistent with the guidelines approved by the City Council at the conclusion of the Queen Mary Land Development Task Force.

» LU Policy 3-6: Foster home-based and incubator businesses.

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

» LU Policy 4-1: Provide a Land Use Plan that allows a place for green energy development and green businesses.

» LU Policy 4-2: Promote the transition of some heavy industrial and manufacturing sites to creative green and sustainable industries.

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

» LU Policy 5-1: Require safe, attractive and environmentally-sustainable design, construction and operation of all buildings, landscapes and parking facilities in employment and educational centers.

» LU Policy 5-2: Connect employment and higher education centers to other activity centers and adjacent neighborhoods via walking, biking and transit routes.

» LU Policy 5-3: Require employment and higher education centers to transition to walkable and bikeable campus environments with wayfinding signage, integrated open spaces and easy accessibility via roadways, transit and bicycle routes.

» LU Policy 5-4: Provide excellent transit connections to California State University at Long Beach, City colleges and all major employment and educational campuses.

» LU Policy 5-5: Support campus plans that promote innovative and technically sophisticated business and learning environments.

» LU Policy 5-6: Encourage collaboration among the City's major employment sectors (e.g., medical, professional, government) schools and City colleges, California State University, at Long Beach, and other institutions of higher education to improve competitiveness of the work force and desirability of doing business in the City.

Goal No. 3: Accommodate Strategic Growth and Change

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

Major Areas of Change

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

Map LU-19 identifies the eight major areas of change that are the focus of the land use concept:

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

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

1. Create, Restore and Preserve Open Space. The City recognizes the need for a wide variety of parks and open spaces within certain neighborhoods, particularly in the north, central and western portions of Long Beach. This Land Use Plan focuses on creating and restoring open spaces, with priority in underserved areas.

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

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

3. Promote Regional-Serving Uses. Much of the land in Long Beach is devoted to trade, utilities, transportation, education and medical services. The City is home to a

Map LU-19
Major Areas of Change

Areas of Change Description

1. More Open Space
2. Convert to Neo-Industrial Uses
3. Promote Regional-Serving Uses
4. Transition from Industrial to Commercial Uses
5. Promote Transit-Oriented Development Uses
6. Continue Downtown Development
7. Promote Infill and Redevelopment to Support Transit
8. Redevelop to Highest and Best Use

Legend

1 Areas of Change

PlaceTypes

- OS - Open Space
- MFR -L - Multi-Family Residential - Low
- MFR -M - Multi-Family Residential - Moderate
- NSC-L - Neighborhood-Serving Center or Corridor - Low
- NSC-M - Neighborhood-Serving Center or Corridor - Moderate
- TOD -L - Transit-Oriented Development - Low
- TOD -M - Transit-Oriented Development - Moderate
- CC - Community Commercial
- I - Industrial
- NI - Neo-Industrial
- RSF - Regional-Serving Facility
- DT - Downtown
- WF - Waterfront

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

Located in the Regional-Serving Facility PlaceType is the Southeast Area Development Improvement Plan (SEADIP). It was established in the early 1970s as the first planned development district in Long Beach. Certain SEADIP areas—particularly large commercial and hospitality sites along Pacific Coast Highway—are in need of revitalization. These centers were initially designed around the automobile with extensive surface parking lots and low-rise buildings. There is also a lack of pedestrian accommodations and connectivity between uses along Pacific Coast Highway and the waterfront areas. The City has developed a new vision for the SEADIP area that focuses on pedestrian and vehicular flow improvements, creating a regional destination and gateway for the City, restoring the surrounding wetland areas, and improving public access to the marina and waterfront areas.

4. Convert Select Industrial Uses to Commercial Uses. Two areas in the central area of Long Beach formally designated for industrial development offer unique opportunities to be reinvented as commercial designations. They include portions of Cherry and Temple Avenues.

» **Cherry Avenue.** Several sites along portions of Cherry Avenue have been identified to transition from industrial to commercial uses. The first area includes properties between Cherry Avenue and the Union Pacific Railroad, from Market Street to Rogers Street. These properties are planned to transition to commercial uses, as are several sites on the east side of Cherry Avenue at Carson Street and Roosevelt Road. Underutilized industrial sites along Cherry Avenue, north and south of the I-405, are designated for commercial uses given their proximity to the freeway and other commercial uses, and in order to capitalize on this desirable location.

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

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

6. Continue Downtown Development. Historically, Long Beach has struggled to maintain the Downtown's competitive advantage in the face of increased suburban retail and commercial competition. Fortunately, downtown Long Beach has developed a strong foundation composed of business, tourism, commercial, entertainment, residential and civic uses, while still being able to serve surrounding neighborhoods. The City will continue to pay close attention to maintaining a strong urban core where residents, businesses and tourists can thrive.

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

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

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

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

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

» **Pacific Coast Highway Corridor.** From the Traffic Circle to Seventh Street, Pacific Coast Highway provides opportunities for multi-family housing located around the perimeters of the Traffic Circle, in the SEADIP and along Pacific Coast Highway. Over time, the physical environment will transition to integrate walking, biking and transit facilities connected to the California State University at Long Beach campus and the Veterans Administration Hospital facility.

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

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

» **Alamitos Bay Landing.** The Alamitos Bay Landing area, located at the terminus of Marina Drive along the San Gabriel River and Alamitos Bay, has gone decades without major reinvestment. The shopping center and restaurants are outdated and not well-integrated with the Alamitos Bay setting. Envisioned improvements include new parking facilities, more buildings, public spaces, viewing areas and seating along the waterfront, pedestrian and bicycle paths, and waterfront-friendly landscaping. Increasing coastal access, recreation and visitor-serving uses would help make Alamitos Bay Landing a much more enjoyable and successful place.

STRATEGY No. 6: Implement the major areas of change identified in this Land Use Plan (Map LU-19).

» LU Policy 6-1: Continue to accommodate regional-serving facilities, new growth and infrastructure expansion through the development and update of master plans.

» LU Policy 6-2: Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.

» LU Policy 6-3: Allow heavy industry uses as well as oil and gas facilities to transition to green industry where feasible and desired.

» LU Policy 6-4: Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.

» LU Policy 6-5: Provide incentives for outdated and underperforming industrial areas to transition to commercial uses consistent with the PlaceTypes Map.

» LU Policy 6-6: Promote transit-oriented development around passenger rail stations and along major transit corridors.

» LU Policy 6-7: Continue to develop the downtown into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.

» LU Policy 6-8: Ensure infill development is compatible with surrounding established and planned uses.

» LU Policy 6-9: Focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors.

» LU Policy 6-10: Maintain consistency between the Land Use Element PlaceTypes and by the updated Zoning Districts.

» LU Policy 6-11: Support infill and transit-oriented development projects by utilizing available tools, such as public-private partnerships and assistance with land assembly and consolidation.

» LU Policy 6-12: Develop and implement a plan for SEADIP that establishes the area as an important gateway, builds on residential neighborhoods that are complemented by businesses and commercial services, protects wetlands and local coastal habitat and creates attractive streetscapes with buildings designed at appropriate scale and form.

STRATEGY No 7: Enhance and improve the waterfront areas.

» LU Policy 7-1: Work with the community to reinvigorate the area around the Belmont Pool complex, Belmont Veterans Memorial Pier and vicinity. Provide new connectivity to adjoining neighborhoods and increase visitor-serving amenities.

» LU Policy 7-2: Improve the Los Alamitos Bay Landing to create a more enjoyable and successfull place with additional coastal access, recreation and visitor-serving uses and design improvements to create a more pedestrian-friendly and attractive area.

Goal No. 4: Support Neighborhood Preservation and Enhancement

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

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

STRATEGY No. 8: Protect and enhance established neighborhoods.

» LU Policy 8-1: Protect neighborhoods from the encroachment of incompatible activities or land uses

that may have negative impacts on residential living environments.

» LU Policy 8-2: Enhance and improve neighborhoods through maintenance strategies and code enforcement.

STRATEGY No. 9: Create complete neighborhoods with identifiable centers and a full range of supporting neighborhood-serving uses to meet the daily needs of residents.

» LU Policy 9-1: Ensure neighborhoods contain a variety of functional attributes that contribute to residents' day-to-day living, including schools, parks, and commercial and public spaces.

» LU Policy 9-2: Complete neighborhoods by allowing low-intensity commercial uses to locate along neighborhood edges, in transition areas and at key intersections.

» LU Policy 9-3: Plan for and accommodate neighborhood-serving goods and services, learning facilities, public amenities and transit stops within walking distance of most residences.

» LU Policy 9-4: Enhance neighborhoods and connect housing to commercial uses to provide residents with an active choice to walk or bike within their local neighborhoods.

STRATEGY No. 10: Create healthy and sustainable neighborhoods.

» LU Policy 10-1: Require land use plans, policies and regulations promote health and wellness and reduce barriers to healthy living.

» LU Policy 10-2: Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues.

» LU Policy 10-3: Support land use and policy decisions that promote local urban agriculture, community gardens, and local food production throughout the city.

» LU Policy 10-4: Reduce disproportionate concentrations of unhealthy food sources within neighborhoods, especially near schools and sensitive uses.

» LU Policy 10-5: Ensure neighborhoods are accessible to open spaces, parks, trails, and recreational programs that encourage physical activity and walkability.

» LU Policy 10-6: Achieve health equity, eliminate disparities, and improve the health of residents throughout the City.

Goal No. 5: Diversify Housing Opportunities

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

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

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

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

STRATEGY No. 11: Diversify Long Beach's housing stock.

» LU Policy 11-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs.

» LU Policy 11-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.

» LU Policy 11-3: Encourage universal design of housing products and environments, making them usable by a wide range people with different physical and mental abilities.

» LU Policy 11-4: Allow new high-density residential growth to occur within Multi-Family neighborhoods in a manner that is context-sensitive and compatible to surrounding uses and buildings and provides a range of housing types and options that meets the needs of Long Beach residents.

» LU Policy 11-5: Encourage major employers and higher education centers to participate in and contribute to planned housing development activities near their facilities.

» LU Policy 11-6: Establish clear rules and locations for special housing types, such as congregrate care, assisted living, senior housing, student housing, housing for temporary workers and housing with supportive services.

STRATEGY No. 12: Facilitate housing type distribution.

» LU Policy 12-1: Promote an equitable distribution of housing types for all income and various cultural groups throughout the City; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods.

» LU Policy 12-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.

» LU Policy 12-3: Provide more opportunities for college student housing in the east Traffic Circle neighborhood.

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

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

STRATEGY No. 13: Promote the equitable distribution of services, amenities and investments throughout the City.

» LU Policy 13-1: Remedy existing deficiencies in blighted and underserved neighborhoods by providing public facilities, amenities, improvements and services equitably throughout the City.

» LU Policy 13-2: Promote land use policies and economic development strategies that embraces the diverse population of Long Beach.

» LU Policy 13-3: Avoid concentrating undesirable uses, service facilities and infrastructure projects in any manner that results in an inequitable environmental burden on low-income or minority neighborhoods.

» LU Policy 13-4: Establish livable communities across all neighborhoods that encourage walking, bicycling, using public transit, and exercising outdoors, and that provide for economic and social opportunities for all community members.

» LU Policy 13-5: Work to comprehsensively improve residential neighborhoods with improvements that promote health and prosperity.

» LU Policy 13-6: Promote universal design in public and private development to ensure accessibility for people of all abilities.

STRATEGY No. 14: Foster community outreach and engagement in planning City projects and programs.

» LU Policy 14-1: Inform and involve residents and facilitate neighborhood participation in implementing development and infrastructure projects and other planning programs or tasks.

» LU Policy 14-2: Foster an environment of trust, fairness and equality that supports individuals of diverse ethnic, cultural, religious and socio-economic backgrounds in planning City projects and programs.

STRATEGY No. 15: Protect neighborhoods from adverse environmental conditions.

» LU Policy 15-1: Develop public health and environmental protection programs that promote equity and that provide for the fair treatment of all Long Beach residents, regardless of race, age, culture, income or geographic location.

» LU Policy 15-2: Continue to work with the State, the Port of Los Angeles and other agencies and organizations to improve air quality around the ports and reduce vessel, truck, rail and other equipment emissions from port operations.

» LU Policy 15-3: Continue to be an advocate for residential neighborhoods that will be adversely affected by major port-related facility expansion projects.

» LU Policy 15-4: Work with regional agencies, residents, and businesses to preserve established homes, businesses, and open spaces; limit the exposure of toxic pollutants and vehicle noise and minimize traffic issues impacting residential neighborhoods as a result of the I-710 Freeway expansion.

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

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

STRATEGY No. 16: Improve public infrastructure to serve new development, established neighborhoods, commercial centers, industry and regional-serving facilities.

» LU Policy 16-1: Coordinate land use development and infrastructure investment.

» LU Policy 16-2: Maintain adequate and sustainable infrastructure systems to protect the health and safety of all Long Beach residents, businesses, institutions and regional-serving facilities.

» LU Policy 16-3: Prioritize improvements in underserved neighborhoods to remedy deficiencies in infrastructure, public facilities and services.

» LU Policy 16-4: Continue to make improvements that advance technology and innovation to enhance City services, promote greater civic engagement and improve efficiencies.

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

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

Long Beach residents have made it clear that they want to see more quality open spaces within neighborhoods, especially in the north, west and central areas. Programming of these neighborhood open spaces should not be limited to active recreation, but should also include natural open space areas and wildlife habitats. Progress has been made in acquiring and improving significant open space acreage for parks and wetlands along the Los Angeles River. Likewise, a conservancy organization is acquiring the degraded (but restorable) Los Cerritos Wetlands at the

mouth of the San Gabriel River for purposes of protection and restoration. The recent emergence of new mini parks, community gardens and dog parks has greatly increased access to open space for many in the community.

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

STRATEGY No. 17: Increase open space in urban areas.

» LU Policy 17-1: Require that new development creatively and effectively integrates private open spaces into project design, both as green spaces and landscaped courtyards.

» LU Policy 17-2: Enhance street corridors and spaces between buildings by incorporating small green areas, native and drought-tolerant landscaping and street trees.

» LU Policy 17-3: Allow for and encourage small-scale agriculture on public and private properties, including community gardens, edible gardens and landscapes, small urban farms and gardens throughout the City.

» LU Policy 17-4: Increase the number of trees to provide the maximum benefits of improved air quality, increased dioxide sequestration, reduced stormwater runoff and mitigated urban heat island effect.

» LU Policy 17-5: Enhance access to safe open space and recreation facilities for all residents.

STRATEGY No. 18: Provide a variety of park facilities, marinas, beaches and water bodies that meet the diverse needs and interests of the community.

» LU Policy 18-1: Develop and maintain a high-quality network of natural and urban parks and open spaces that meet the needs of families, young adults, seniors, children and disabled individuals.

» LU Policy 18-2: Explore opportunities to create mini-parks and parklets within urbanized and growth areas of the City.

» LU Policy 18-3: Provide a balanced level of parks and recreational facilities to all areas of the City.

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

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

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

STRATEGY No. 19: Preserve, restore and protect water bodies, natural areas and wildlife habitats.

» LU Policy 19-1: Identify, acquire and protect open spaces, sensitive biological resources, native habitat and vegetative communities that support wildlife species and add ecological value to the entire open space system.

» LU Policy 19-2: Protect and preserve the marine ecosystem functions and biological marine resources.

» LU Policy 19-3: Restore damaged and degraded water bodies, natural areas and wildlife habitats for present and future generations to study and enjoy.

» LU Policy 19-4: Restore Long Beach's remaining wetlands, lagoons, and other natural marine areas to improve water quality, re-establish native riparian plant and wildlife habitat and reconnect tidal flow.

» LU Policy 19-5: Prevent stormwater runoff and pollutants from entering natural water bodies, wildlife habitats, wetlands, rivers and the Pacific Ocean.

» LU Policy 19-6: Transition off-shore oil islands to natural resource and recreational areas.

» LU Policy 19-7: Identify and establish wildlife movement corridors between urban open spaces, wetlands and the San Gabriel and Los Angeles Rivers.

STRATEGY No. 20: Reconnect with nature's systems and natural processes.

» LU Policy 20-1: Transition the Los Angeles and San Gabriel Rivers to more attractive, multi-functional, healthier environments that are easily accessible for passive recreation.

» LU Policy 20-2: Study the reconfiguration of the Long Beach Breakwater in San Pedro Bay to improve and restore ecosystems and natural ocean processes.

» LU Policy 20-3: Continue to explore opportunities to provide leadership in intergovernmental coordination of environmental stewardship and protection of nature's systems and natural processes.

» LU Policy 20-4: Promote learning programs and training activities that educate and inform about the natural environment.

» LU Policy 20-5: Encourage the creation and expansion of nature centers, interpretive displays and wildlife habitats along the Los Angeles and San Gabriel Rivers.

» LU Policy 20-6: Promote green infrastructure systems to preserve natural resources and to clean and filter out toxins from water bodies.

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Implementation

Identifying Working Solutions

5

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

Confucius
Chinese teacher, editor, politician and philosopher

5

Implementation

Identifying Working Solutions

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IMPLEMENTATION OVERVIEW

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

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

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

» **Responsible Department(s).** The lead City department which has primary responsibility for completion of a program will be listed. If additional departments or external agencies are involved in a critical or substantial supporting role, they are also listed.

» **Related Policies.** The Citywide Implementation Strategies are correlated with one or more Citywide Goals, Strategies and Policies. Each Citywide Implementation Strategy is presented with a timeframe to guide the implementation of the Land Use Element.

» **Time Frame.** A timeframe for existing and proposed (new) strategies and programs will be identified. Many strategies operate on an ongoing basis and are indicated as such. The timelines presented are only an estimate and may not occur as indicated due to unforeseen event, changes in funding, real estate market conditions or City operations.

Key to Time Frames:

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

CITYWIDE IMPLEMENTATION STRATEGIES

Table LU-4: Citywide Implementation Strategies

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

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

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-18	Continue to offer business loan programs for new start-up businesses. Offer incentives through programs such as the Retail Sales Tax Rebate, Foreign Trade Zone and the Historically Underutilized Business (HUB) Zone. **Responsible Department:** Economic Development **Related Policies:** LU Policy 3-1				●
LU- M-19	Continue to support and market the "shop local" campaign designed to encourage residents to spend locally. **Responsible Department:** Economic Development **Related Policies:** LU Policy 3-1				●
LU- M-20	Encourage neighborhood and business groups to sponsor or participate in local community events that draw residents and foster community involvement. **Responsible Department:** Development Services **Supporting Department:** Economic Development **Related Policies:** LU Policy 14-1, 14-2				●
Growth and Change					
LU- M-21	Implement major change areas identified in the Land Use Plan and Map LU-19. **Responsible Department:** Development Services **Related Policies:** LU Policy 6-10				●
LU- M-22	Amend the Zoning Regulations to include flexible standards targeted for infill development. These standards should address compatibility, appropriate and flexible parking requirements, public improvements, traffic levels of service, transit access, bicycle and multi modal facilities and off-site improvements (including alleys, roadways and sidewalks). **Responsible Department:** Development Services **Related Policies:** LU Policy 1-1, 3-1, 6-6, 6-10	●			
LU- M-23	Amend Title 21 of the Municipal Code to create new PlaceType districts that allow higher density development and new infill opportunities. **Responsible Department:** Development Services **Related Policies:** LU Policy 1-1, 1-2, 3-1, 6-6, 6-10	●			
LU- M-24	Conduct an infill opportunity study within target areas that allow greater residential and commercial intensities. Target areas include downtown, commercial corridors and around transit stations. The study should identify infill opportunity sites and create new financial and regulatory strategies to encourage the development of infill projects. **Responsible Department:** Development Services **Related Policies:** LU Policy 6-9	●			
LU- M-25	Identify which recommendations of the Long Beach Boulevard Infill Analysis and Redevelopment Strategies merit funding. **Responsible Department:** Development Services **Related Policies:** LU Policy 6-9	●			
LU- M-26	Identify public-private partnership opportunties and priortization for infill and transit-oriented development projects that support transit, housing affordability and the revitalization of neighborhoods. **Responsible Department:** Development Services **Related Policies:** LU Policy 1-2	●			
LU- M-27	Identify strategies to assist in the assembly of land to enable projects that support transit and affordable housing. **Responsible Department:** Development Services **Related Policies:** LU Policy 6-11	●			

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-28	Through a community collaborative process, develop and implement a specific plan for the SEADIP area that addresses the maintenance and development of major underutilized properties, incorporates sustainability strategies, increases access to the waterfront, and balances development impacts with the preservation and rehabilitation of the Los Cerritos Wetlands. **Responsible Department:** Development Services **Related Policies:** LU Policy 6-12	●			
LU- M-29	Develop and implement a comprehensive plan for the Belmont Pier Complex. **Responsible Department:** Development Services **Supporting Department:** Parks, Recreation & Marine **Related Policies:** LU Policy 7-1		●		
LU- M-30	Rehabilitate the property at Alamitos Bay Landing in a manner that balances new infill development with improved connections to the waterfront and provides more public amenities. **Responsible Department:** Development Services **Supporting Department:** Parks, Recreation & Marine **Related Policies:** LU Policy 7-2			●	
LU- M-31	Continue to implement the Downtown Plan. **Responsible Department:** Development Services **Related Policies:** LU Policy 6-7				●
Neighborhood Preservation and Enhancement					
LU- M-32	Amend Title 21 of the Municipal Code to include compatibility development standards and urban form strategies that protect low-density development from higher density/intensity developments. Measures may include stepping down building height, reducing building mass, decreasing the number of stories and window placement, among others. **Responsible Department:** Development Services **Related Policies:** LU Policy 6-8, 8-1	●			
LU- M-33	Use the development review process to identify and remove impacts associated with new development projects on low-density residential uses. **Responsible Department:** Development Services **Related Policies:** LU Policy 6-8, 8-1				●
LU- M-34	Implement the neighborhood strategies identified in this chapter, focusing on centers, corridors, access and mobility, open space and sustainability. **Responsible Department:** Development Services **Related Policies:** LU Policy 8-1, 8-2, 9-1, 9-2, 9-3, 9-4, 10-1, 10-2, 10-3, 10-4, 10-5				●
LU- M-35	Continue to operate the Neighborhood Services Bureau and Neighborhood Resource Center to provide programs and services designed to improve Long Beach neighborhoods. **Responsible Department:** Development Services **Related Policies:** LU Policy 8-2, 14-1, 14-2				●
LU- M-36	Continue to maintain and update the List of Neighborhood Groups to improve communications between the many Long Beach neighborhood organizations and City Hall. Use the list as a tool for organizations' networking, as well as for residents seeking involvement in their own neighborhoods. **Responsible Department:** Development Services **Related Policies:** LU Policy 8-2, 14-1, 14-2				●
LU- M-37	Adopt land use regulations and programs that encourage healthy food options in local neighborhoods. Initiatives could include establishing additional community gardens and farmers' markets, allowing edible estates and urban agriculture, and discouraging drive-through facilities. **Responsible Department:** Development Services **Supporting Department:** Health and Human Services **Related Policies:** LU Policy 10-1, 10-3, 10-4, 10-5	●			

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-38	Continue to implement health programs and plans, including, but not limited to the North Long Beach HEAL (Healthy Eating Active Living) Zone, Healthy Active Long Beach, Health Promotion and Wellness Program, Community Health Improvement Plan 2014-2020, Healthy Long Beach Plan 2014-2019 and similar programs and plans. **Responsible Department:** Health and Human Services **Related Policies:** LU Policy 10-3				●
LU- M-39	Continue to implement the Historic Preservation Element. **Responsible Department:** Development Services **Related Policies:** LU Policy 8-1, 8-2				●
Broad-based Housing Opportunities					
LU- M-40	Work with non-profit organizations to create workforce housing projects near large employment centers such as downtown, California State University Long Beach, local hospitals and medical centers, Regional Serving Facility PlaceTypes, and other places where residential development would be appropriate. **Responsible Department:** Development Services **Related Policies:** LU Policy 5-2, 11-3				●
LU- M-41	Work with non-profit housing developers to create and develop affordable housing options. **Responsible Department:** Development Services, Health and Housing Services **Related Policies:** LU Policy 11-1, 12-1				●
LU- M-42	Implement the Housing Element. **Responsible Department:** Development Services **Related Policies:** LU Policy 11-1, 11-4		●		
Fair and Equitable Land Use Plan					
LU- M-43	Conduct neighborhood and community area assessments to better understand current businesses and services, public facilities and amenities. Determine neighborhoods' needs for services and facilities and develop strategies to address deficiencies. **Responsible Department:** Development Services **Related Policies:** LU Policy 13-1, 13-3, 14-1, 16-3		●		
LU- M-44	Conduct multilingual outreach as part of planning and development programs to allow residents whose primary language is not English to be involved in local decision-making. **Responsible Department:** Development Services **Related Policies:** LU Policy 14-2				●
LU- M-45	Continue the community engagement process and outreach to surrounding neighborhoods, stakeholders and businesses to stimulate dialogue and more proactively address community concerns. **Responsible Department:** Development Services **Related Policies:** LU Policy 14-1, 14-2				●
LU- M-46	Continue to implement the Long Beach I-710 Community Livability Plan aimed at incorporating and prioritizing livability improvements in the I-710 freeway corridor neighborhoods. **Responsible Department:** Public Works **Supporting Departments:** Development Services; Harbor Department; Health and Human Services; Police Department and Parks, Recreation and Marine **Related Policies:** LU Policy 15-4				●
LU- M-47	Continue to implement the West Long Beach Livability Implementation Plan to improve the quality of life in West Long Beach and to bring to fruition the community's vision of a healthy, vibrant and livable neighborhood though land use planning and capital improvement projects. **Responsible Department:** Development Services **Related Policies:** LU Policy 15-2, 15-3				●

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-48	Continue to develop and implement innovative programs aimed at reducing the air pollutants from port operations (e.g., San Pedro Bay Clean Air Action Plan, Clean Truck Programs, Main Engine Low-Sulfur Fuel Incentive Program and Shoreside Electricity). **Responsible Department:** Harbor Department **Related Policies:** LU Policy 10-6, 15-2, 15-3				●
LU- M-49	Work with regional planning agencies, community-based organizations and industry representatives to design freight facilities near neighborhoods in ways that reduce exposure to goods movement activities and support health, environmental and economic objectives. **Responsible Department:** Harbor Department **Related Policies:** LU Policy 10-6, 15-2, 15-3			●	
Green Industries and Jobs					
LU- M-50	Attract renewable energy and green technology manufacturing companies to establish a presence/office in Long Beach. Facilitate the creation of jobs in the renewable/clean energy sector. **Responsible Department:** Economic Development **Related Policies:** LU Policy 2-1, 3-1, 3-5, 4-1, 4-2		●		
LU- M-51	Continue to implement the Green Recognition Program, which is designed to encourage Long Beach business owners who have implemented sustainable practices to share their success stories and receive recognition for going green. **Responsible Department:** City Manager (Sustainability) **Related Policies:** LU Policy 2-1, 3-1				●
LU- M-52	Partner with Pacific Gateway Workforce Investment Network's Green Job Corps, California State University at Long Beach, Long Beach City College and other educational organizations, agencies and non-profit organizations to coordinate the creation of a training academy and programs for green jobs. **Responsible Department:** Economic Development **Related Policies:** LU Policy 3-2, 5-6		●		
LU- M-53	Work with Southern California Edison and other utility companies to provide rebates and savings programs for businesses using green technologies or emphasizing green industries. **Responsible Department:** Public Works **Related Policies:** LU Policy 2-1, 4-1		●		
LU- M-54	Repurpose business development grants and loans for green business development in Long Beach. Encourage technology and manufacturing companies to take advantage of Long Beach green business development opportunities. **Responsible Department:** Economic Development **Related Policies:** LU Policy 1-4, 2-1, 4-2		●		
LU- M-55	Implement a City green business program that incorporates goals and strategies for waste reduction, energy efficiency, water conservation, green purchasing and similar strategies. **Responsible Department:** City Manager (Sustainability) **Supporting Departments:** Public Works, Water Department, Financial Management **Related Policies:** LU Policy 2-1, 3-1		●		
LU- M-56	Encourage the formation of a local environmental business network to share information and promote green business strategies and best practices. **Responsible Department:** Economic Development **Related Policies:** LU Policy 2-1, 3-1	●			
LU- M-57	Develop a "shop green" program to increase consumer awareness about local green businesses and products so that consumers can easily make green purchasing choices. **Responsible Department:** City Manager (Sustainability) **Supporting Department:** Economic Development **Related Policies:** LU Policy 2-1, 3-1			●	

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-58	Conduct green business workshops designed to help local businesses go green and showcase local green vendors and products. **Responsible Department:** City Manager (Sustainability) **Related Policies:** LU Policy 2-1, 3-1	●			
Efficient Energy Resources Management					
LU- M-59	Continue to update the City's greenhouse gas (GHG) emissions inventory with the California Climate Action Registry, which will enable the City to better meet future environmental regulations and secure future grant funding for sustainability programs. **Responsible Department:** Development Services **Related Policies:** LU Policy 2-1, 4-1, 6-6, 6-11				●
LU- M-60	Through the Port of Long Beach, provide Greenhouse Gas Emissions Reduction Grant Program and similar programs aimed at implementing strategies to reduce the impacts of greenhouse gases. **Responsible Department:** Development Services **Supporting Department:** Harbor Department **Related Policies:** LU Policy 15-2		●		
LU- M-61	Continue to implement the 2010 Clean Air Action Plan Update aimed at reducing air pollution emissions from port-related cargo movement. **Responsible Department:** Harbor Department **Related Policies:** LU Policy 15-2				●
LU- M-62	Continue to consult with the Port of Los Angeles to reduce emissions from port operations. **Responsible Department:** Harbor Department **Related Policies:** LU Policy 15-2				●
LU- M-63	Continue to support/coordinate programs and organizations aimed at improving energy efficiency and reducing greenhouse gas emissions. **Responsible Department:** Development Services **Related Policies:** LU Policy 1-4, 2-1				●
LU- M-64	Implement the Technology Advancement Program to identify, evaluate and demonstrate new and emerging emissions reduction technologies/strategies that could be utilized in future updates to the Clean Air Action Plan. **Responsible Department:** Harbor Department **Related Policies:** LU Policy 2-1				●
LU- M-65	Consult with utility companies in promoting and developing renewable energy and emerging greenhouse gas reduction technologies. Identify potential sites within the Regional-Serving Facilities PlaceType to locate such facilities. **Responsible Department:** Public Works **Supporting Department:** Development Services **Related Policies:** LU Policy 2-1	●			
Reliable Public Facilities and Infrastructure					
LU- M-66	Provide coordination between long-range land use planning and infrastructure improvements to ensure there are adequate infrastructure and community services to meet existing and future developments. **Responsible Department:** Development Services and Public Works **Related Policies:** LU Policy 16-1, 16-2		●		
LU- M-67	Continue to update and implement the Capital Improvement Program to make strategic improvements to existing infrastructure. **Responsible Department:** Public Works **Related Policies:** LU Policy 16-1, 16-2, 16-4				●

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
Increased and Diversified Open Space					
LU- M-68	Increase parks and open space areas to meet the City standard of eight acres of park land for every 1,000 Long Beach residents, particularly in neighborhoods where there is a deficiency in park space. **Responsible Department:** Development Services **Supporting Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 18-1, 18-2, 19-1, 19-6, 19-7			●	
LU- M-69	Continue to implement and update the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element. **Responsible Departments:** Development Services and Parks, Recreation and Marine **Related Policies:** LU Policy 18-1, 18-3, 19-2				●
LU- M-70	Update and implement the Long Beach Riverlink Plan to create a continuous greenway of pedestrian and bike paths and linkages along the east bank of the Los Angeles River, as well as to connect to existing and future parks, open space and beaches along western portions of the City. **Responsible Department:** Parks, Recreation and Marine **Supporting Departments:** Public Works, Development Services **Related Policies:** LU Policy 18-1, 18-2, 18-3, 19-1, 19-2, 19-3, 19-4, 20-1	●			
LU- M-71	Increase the diversity of urban recreational spaces to include pocket parks, infill parks, community gardens, small green spaces, rooftop gardens, urban agriculture and gardening spaces, paseos, linear parks, small play fields and courts, playgrounds, urban trails and similar urban open spaces. **Responsible Department:** Development Services **Supporting Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 18-2			●	
LU- M-72	Focus on locating new parks and open spaces in residual and innovative areas such as remnant freeway rights-of-way, abandoned railway lines, utility corridors, riverfronts and waterfronts, vacant lots, underutilized or irregular parcels and rooftops. **Responsible Department:** Development Services **Supporting Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 18-1, 18-2, 19-1				●
LU- M-73	Create joint-use park facilities and work with Long Beach Unified School District to enhance school sites for public use. **Responsible Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 18-1, 18-2		●		
LU- M-74	Continue to require all new developments to provide usable open space or in-lieu fees aimed at meeting recreational demands. **Responsible Department:** Development Services **Related Policies:** LU Policy 17-1				●
LU- M-75	Continue to implement the tree planting programs to increase the number of trees and improve the urban forest along corridors and in neighborhoods. **Responsible Department:** Public Works **Related Policies:** LU Policy 17-4				●
LU- M-76	Aggressively promote tree planting in City parks and open spaces and promote the tree dedication program. **Responsible Department:** Public Works **Related Policies:** LU Policy 17-4		●		

No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-77	Provide opportunities for nontraditional parks and park amenities such as skate/bicycle parks and plazas, roller hockey courts, small tot lots, spray pools, dog parks and ball courts (handball, tetherball, volleyball). **Responsible Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 18-3		●		
LU- M-78	Reuse vacant properties as community amenities such as gardens, parks or temporary green spaces to reduce blight and safety issues, increase residents' access to needed parks and open spaces, and spur additional investment in neighborhoods. **Responsible Department:** Development Services **Supporting Departments:** Parks, Recreation and Marine, City Manager (Sustanability) **Related Policies:** LU Policy 18-2		●		
Natural Resources Resioration and Reconnection					
LU- M-79	Leverage public and private dollars to implement habitat and wetland restoration projects in the community. Develop new and enhance existing marine life habitats. **Responsible Departments:** Development Services, Parks, Recreation and Marine **Related Policies:** LU Policy 19-1, 19-3, 19-4		●		
LU- M-80	Consult with non-profit organizations, regional agencies and property owners to develop programs and mechanisms to acquire and restore lands **Responsible Department:** Development Services **Supporting Department:** Harbor Department **Related Policies:** LU Policy 19-1, 20-3				●
LU- M-81	Develop feasibility plans that identify approaches and financial opportunities to protect and restore the City's urban creek system, storm channels, river channels, wetlands and habitat areas. **Responsible Department:** Public Works **Supporting Department:** Development Services **Related Policies:** LU Policy 19-3, 19-4		●		
LU- M-82	Implement the Low Impact Development (LID) Best Management Practices (BMP) Design Manual for all new qualified development projects. Require innovative measures and technologies to reduce urban runoff and improve water quality. **Responsible Department:** Public Works **Supporting Department:** Development Services **Related Policies:** LU Policy 19-5				●
LU- M-83	Consult with agencies, cities and jurisdictions in the Los Angeles and San Gabriel Rivers watersheds to implement stormwater best management practices to reduce urban runoff pollutants. **Responsible Department:** Public Works **Related Policies:** LU Policy 19-5				●
LU- M-84	Require that streets, large parking lots and other expansive asphalt areas be designed to direct rainwater runoff to landscaped areas or cisterns. Where appropriate, replace impervious surfaces (e.g., sidewalks, driveways, outdoor patios and parking lots) with permeable materials. **Responsible Department:** Public Works **Supporting Department:** Development Services **Related Policies:** LU Policy 19-5	●			
LU- M-85	Identify sites and preserve significant areas that contribute to the infiltration of water into the local groundwater basin. **Responsible Department:** Public Works **Related Policies:** LU Policy 19-5, 20-6		●		

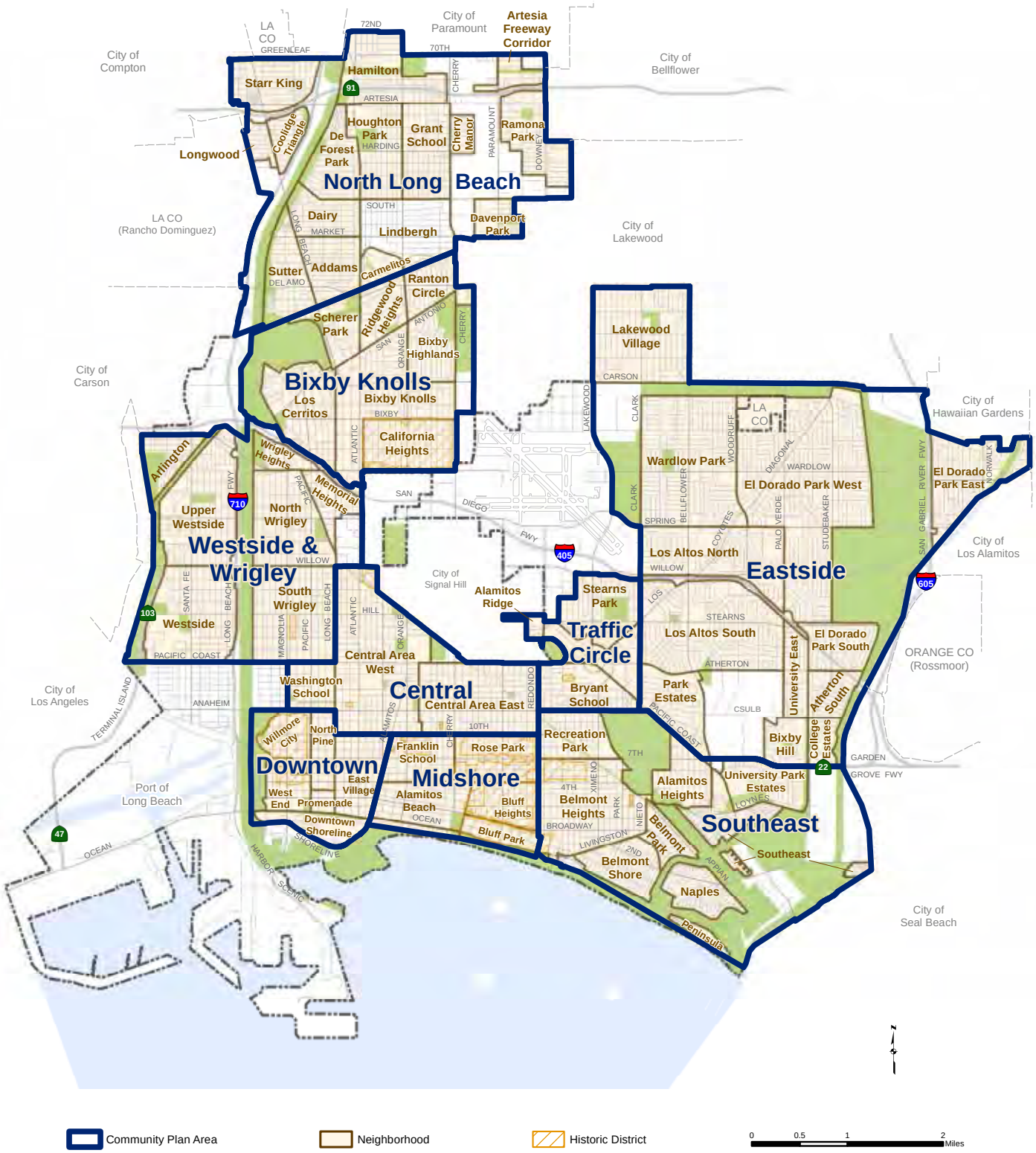
No.	Implementation Strategies	Time Frames			
		Short-term	Mid-term	Long-term	Ongoing
LU- M-86	Expand stormwater management education and outreach programs to include a watershed-wide program. Develop public-private educational partnerships to promote behavioral change. **Responsible Department:** Public Works **Related Policies:** LU Policy 19-5		●		
LU- M-87	Continue to pursue the Long Beach Breakwater Reconnaissance Study and undertake a public outreach program to explore options and funding opportunities. **Responsible Department:** Public Works **Related Policies:** LU Policy 20-2				●
LU- M-88	Sponsor and encourage community participation in community festivals focused on environmental education and stewardship. Promote volunteer opportunities, including (but not limited to) adopt-a-beach, adopt-a-wetland, coastal cleanup days and opportunities at the Aquarium of the Pacific. **Responsible Department:** Development Services **Supporting Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 20-3, 20-3, 20-4	●			
LU- M-89	Support the Wetland and Marine Science Center at Colorado Lagoon and at El Dorado Nature Center and provide additional learning opportunities in outdoor classrooms. **Responsible Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 20-4, 20-5				●
LU- M-90	Consult with schools and community groups to create partnerships in environmental education and provide lessons about nature, habitats and our impact on the environment. **Responsible Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 20-4	●			
LU- M-91	Identify partnerships, priorities, funding strategies and community outreach participation for preserving and rehabilitating wetlands and natural areas throughout Long Beach. **Responsible Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 20-3		●		
LU- M-92	Identify partnerships and funding to establish an urban nature center along the Los Angeles River. **Responsible Department:** Parks, Recreation and Marine **Related Policies:** LU Policy 19-7, 20-1, 20-3		●		
LU- M-93	Continue to implement the Long Beach Urban Forestry Management Plan. **Responsible Department:** Public Works **Related Policies:** LU Policy 18-1, 19-1				●

NEIGHBORHOOD STRATEGIES

Table LU-5: Community Plan Areas and Neighborhoods

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

Map LU-20
Community Plan Areas and Neighborhoods



North Long Beach

Context. Sixteen neighborhoods make up the North Long Beach or "Northtown" community, see Map LU-21. Most of the area is composed of single family homes, and most of the commercial uses exist along major avenues and in a handful of commercial nodes or centers. Generally, multi-family housing is also concentrated along these more heavily trafficked streets. Industrial uses are a significant feature in Northtown, especially between Cherry Avenue and Paramount Boulevard. The area is dissected by the east/west I-91 Artesia Freeway and the north/south I-710 Long Beach Freeway, which runs parallel to the Los Angeles River. In addition, Southern California Edison has an east/west utility easement running through the area, and the Union Pacific Railroad has a line of tracks that define the southern boundary of North Long Beach.

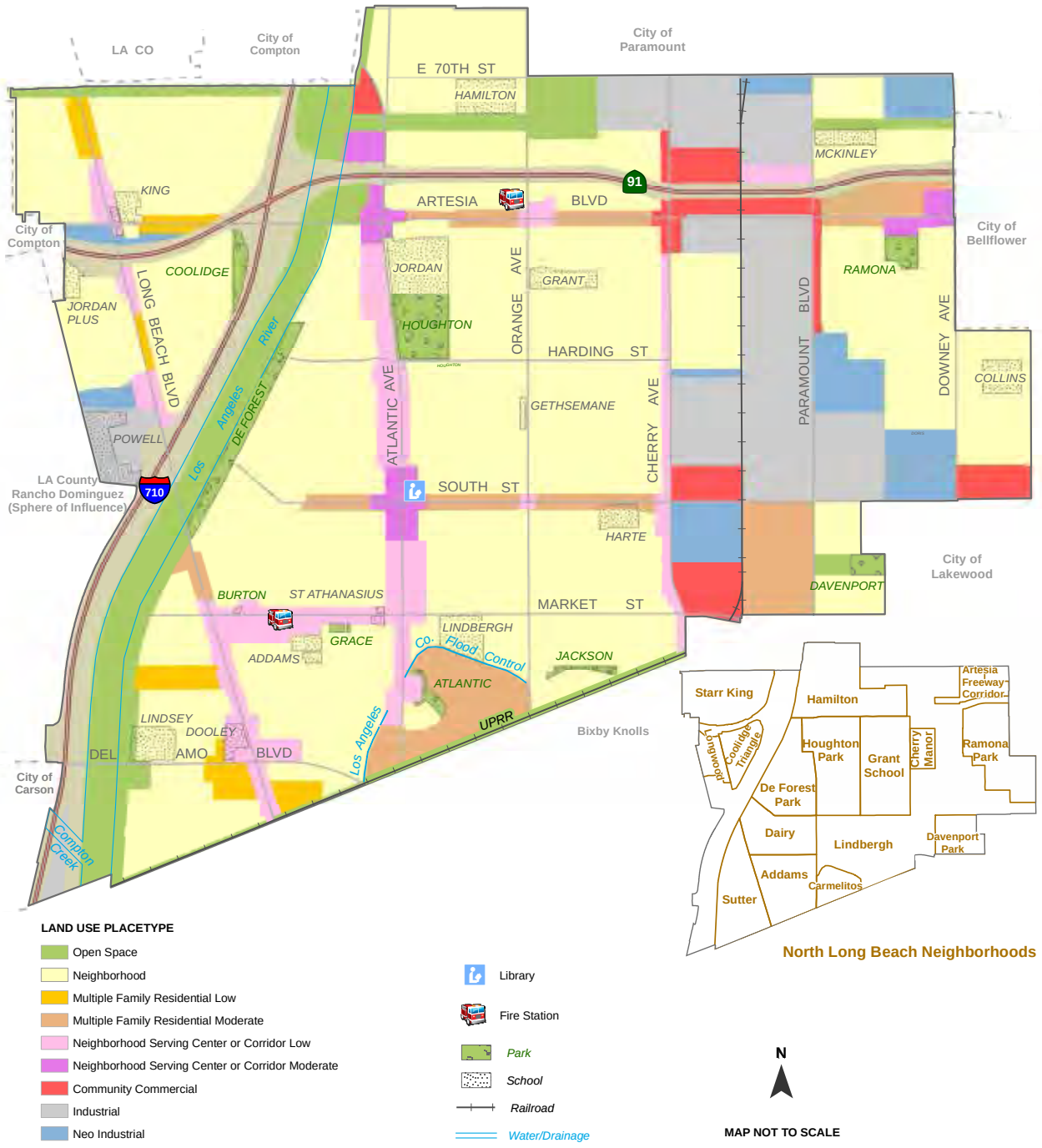
Issues/Needs. For the most part, homes in Northtown are modest in size and these neighborhoods have remained relatively affordable in price. Retail opportunities are still limited; and a mix of commercial and residential buildings diffuse retail concentration along the streets. Schools and public services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

Land Use Strategies.

1. Consolidate the intensity of commercial activities into neighborhood-serving nodes, at major corridor crossroads and in expanded commercial centers.
2. Facilitate the development of new multi-family housing along corridors between commercial nodes and centers.
3. Buffer heavy industrial activities from residential uses by encouraging neo industrial and commercial conversions of some industrial properties.
4. Along Cherry Avenue, Paramount Boulevard and Downey Avenue use the Neo Industrial PlaceType to develop cleaner and more attractive commercial/industrial properties.
5. Upgrade the quality of development by using design guidelines, new zoning standards and improved design review processes to ensure that all new buildings, remodels and additions enhance the neighborhood fabric.
6. Use design guidelines and upgraded zoning standards to further protect established residential districts from the intrusion of commercial activities.
7. Continue to implement the North Long Beach Strategic Guide for Development and North Long Beach Street Enhancement master plans (originated under the Redevelopment Agency) including the North Village and North Library plans.
8. Seek opportunities to create open recreation and green areas, and implement the RiverLink Plan for the Los Angeles River.
9. Implement the I-710 Livability Plan.
10. Implement Mobility Element capital improvements for North Long Beach including:
    - » Artesia Boulevard Complete Streets Improvements.
    - » Atlantic Avenue Streetscape Enhancements.
    - » South Street Signal Improvements.
    - » Market Street Enhanced Bikeway Access.
    - » Walnut Avenue Bikeway.

Map LU-21
North Long Beach

Map LU - 21 North Long Beach Plan



Bixby Knolls

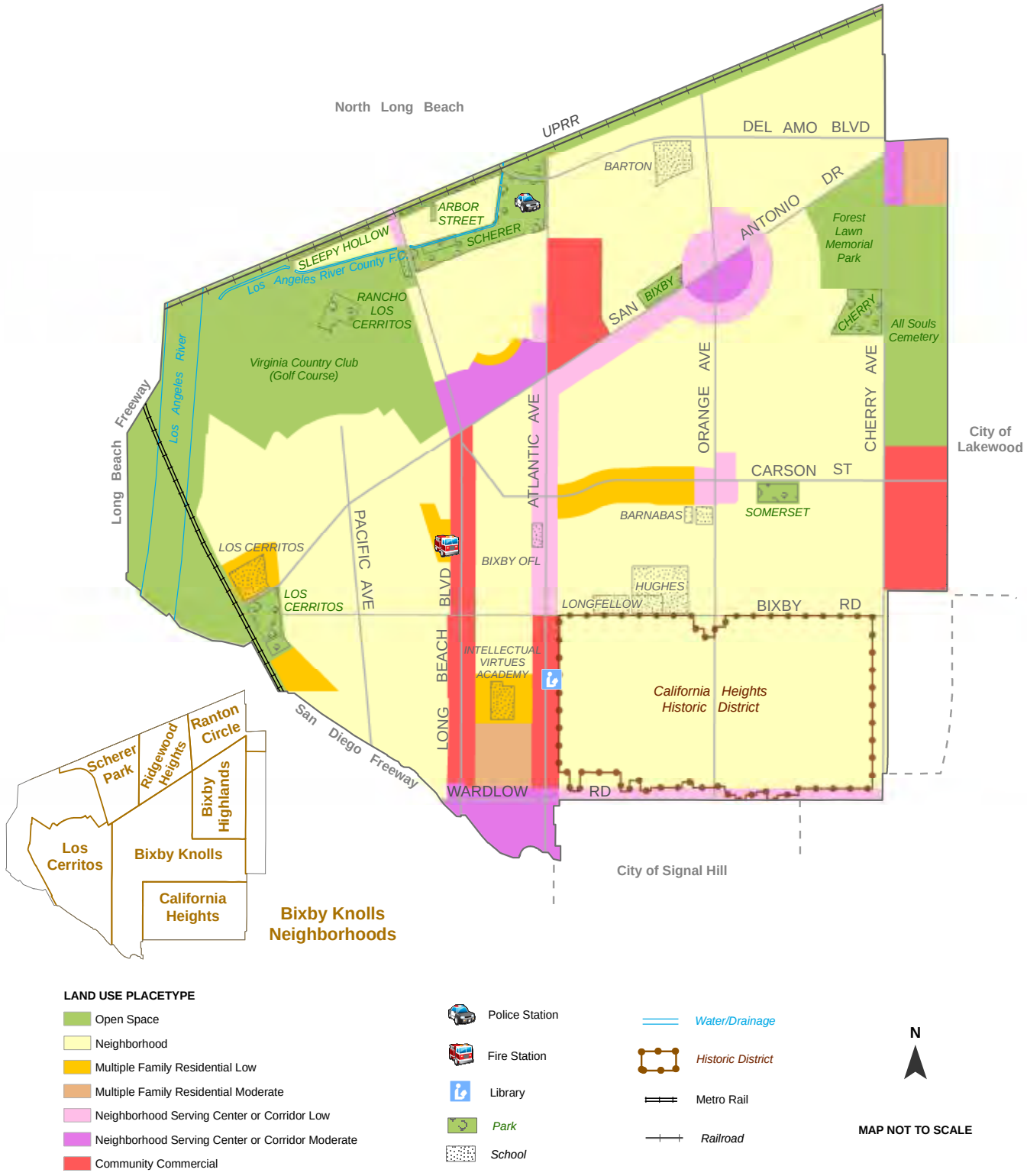
Context. Seven neighborhoods make up the Bixby Knolls community planning area, see Map LU-22. With a broad mix of residential, commercial, institutional and open space uses - the majority of the area is zoned for and developed with single-family homes. The Los Cerritos neighborhood includes the first housing tract in Long Beach and the first public schoolhouse. California Heights is a large historic district where attractive Spanish Colonial style homes were developed in the 1920s and 1930s. Bixby Knolls has homes built in the 1940s and 1950s on generous lots with wide streets. Multi-family housing is concentrated along Carson Street, San Antonio Drive, between Long Beach Boulevard and Atlantic Avenue north of Wardlow Road, and around Los Cerritos Park. Commercial uses are concentrated along Long Beach Boulevard, Atlantic Avenue, Wardlow Road and San Antonio Drive. For the most part, properties are very well maintained throughout the community. The area is bounded on the west by the Los Angeles River and the Southern California Edison right-of-way and on the east by Forest Lawn and All Souls cemeteries. The I-405 San Diego Freeway and the City of Signal Hill make up the southern boundary. The Virginia Country Club (private golf course) and the historic Rancho Los Cerritos are situated on the west end of the community.

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

Land Use Strategies.

1. Continue to monitor noise levels and implement the Long Beach Noise Ordinance, especially as it pertains to noise generated from airport-related activities.
2. Upgrade the quality of development by using design guidelines, new zoning standards and improved design review processes to ensure that all new buildings, remodels and additions enhance the neighborhood fabric.
3. Use design guidelines and upgraded zoning standards to further protect established residential districts from the intrusion of commercial activities.
4. Consolidate the intensity of commercial activities along Long Beach Boulevard, Atlantic and Cherry Avenues, as depicted on the PlaceTypes Map.
5. Encourage the development of infill housing of low-density multi-family units along Carson Street between Atlantic and Orange Avenues.
6. Convert industrially-designated lands on Cherry Avenue to Community Commercial centers.
7. Seek opportunities to create recreation and green areas, and implement the RiverLink Plan for the Los Angeles River.
8. Implement the I-710 Livability Plan for the Long Beach Freeway.
9. Implement the Mobility Element capital improvements for the Bixby Knolls community including:
    - » Atlantic Avenue Streetscape Enhancements.
    - » Wardlow Road Corridor Improvements.
    - » Intersection Improvements.
    - » Improved Connectivity to freeways and regional transit systems.
    - » Dominguez Gap Bike and Pedestrian Bridge.

Map LU-22
Bixby Knolls



Westside and Wrigley

Context. Seven neighborhoods make up the Westside and Wrigley community planning areas, see Map LU-23. Primarily consisting of modest single-family homes developed between 1920 and 1940, the area historically housed working class families with jobs in the nearby ports or industrial areas. The former U.S. Navy housing site is now occupied by a full-service homeless and transitional housing facility, a high school and middle school, a police station and a business park. Commercial uses are concentrated on Pacific Coast Highway, Pacific and Willow Avenues, and more sporadically located along Long Beach Boulevard, Wardlow Road and Santa Fe Avenue. Long Beach Memorial Medical Center has a large hospital and medical office campus south of Spring Street between Long Beach Boulevard and Atlantic Avenue. The Metro Blue Line passenger rail runs along the east side of the Wrigley neighborhoods. Located south of the I-405 San Diego Freeway, north of Pacific Coast Highway, east of the City of Long Angeles industrial strip and west of the City of Signal Hill, the area is divided down the middle by the I-710 Long Beach Freeway and the Los Angeles River – strong edges all around.

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

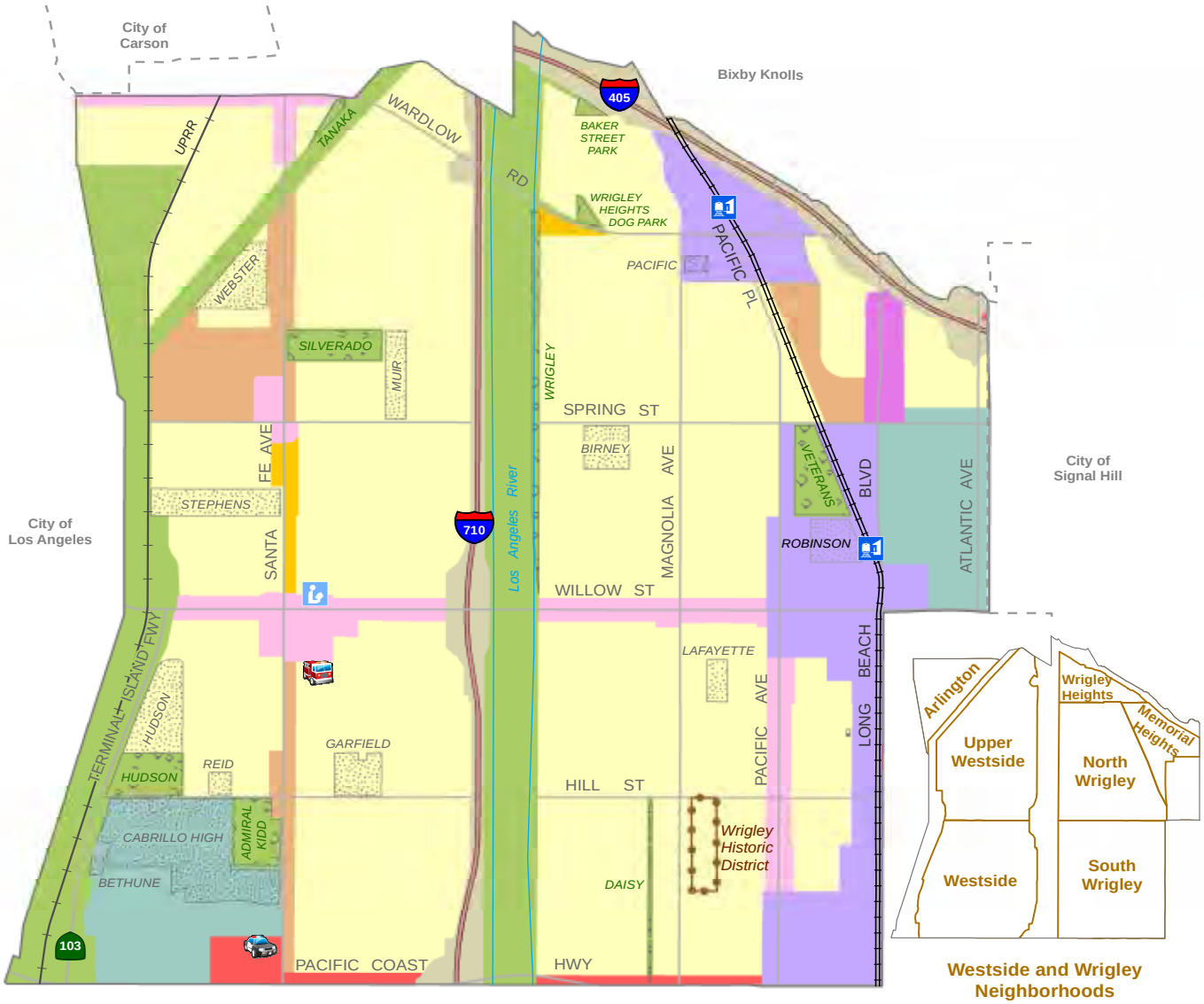
Land Use Strategies.

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

» Bicycle facility improvements per the Bicycle Master Plan.

10. Improve quality of life, health and overall livability through the implementation of the West Long Beach Livability Implementation Plan.

Map LU-23
Westside and Wrigley



Westside and Wrigley Neighborhoods

LAND USE PLACETYPE

- Open Space
- Neighborhood
- Multiple Family Residential Low
- Multiple Family Residential Moderate
- Neighborhood Serving Center or Corridor Low
- Neighborhood Serving Center or Corridor Moderate
- Community Commercial
- Transit - Oriented Development
- RSF - Regional Serving Facility

- Police Station
- Fire Station
- Library
- Train Station
- *Park*
- *School*

- Metro Rail
- *Railroad*
- *Historic District*
- *Water/Drainage*

N

MAP NOT TO SCALE

Eastside

Context. Twelve neighborhoods make up generally the homogeneous Eastside of Long Beach, see Map LU-24. The vast majority of the community is made up of single-family homes, developed in suburban tracts, during the zenith of the automobile. The land use pattern here consists primarily of long blocks in a flat terrain grid pattern, featuring wide major and minor avenues that efficiently funnel traffic from local and collector streets throughout the vicinity. The I-405 San Diego Freeway bisects the community, and the I-605 San Gabriel Freeway runs along the eastern boundary, along with the San Gabriel River. Multi-family housing is currently limited to a handful of locations, most notably around the university (CSULB) and in Lakewood Village. Three large institutions anchor the eastside. Situated on 61 acres of land straddling Carson Street at Clark Avenue, Long Beach City College is currently undergoing a renaissance with new buildings to serve its growing population. The campus of California State University at Long Beach is 322 acres and features a tall blue (sports) pyramid building. Next door is the 103-acre Veteran's Administration Medical Center facility, also a regional-serving facility. Historic Rancho Los Alamitos is located east of these institutions, surrounded by the Bixby Hill neighborhood which was originally dubbed "pill hill" because it housed the township's earliest physicians. Subdivisions nearest Clark Avenue and Carson Street were developed with small-scale "plant housing" for workers employed in the aircraft manufacturing industry nearby at Douglas Aircraft. The distinctive Cliff May homes, developed for enjoying the "California lifestyle" back in the 1950s, are located in the El Dorado Park West neighborhood. Four large-scale shopping destinations serve the area; and lesser commercial strips and nodes are found along Pacific Coast Highway, the Los Coyotes Diagonal and at key intersections. Large Los Angeles County drainage channels traverse the area and power line easements run along the river's edge. Bus service is provided between major activity centers, a bus hub is located at CSULB, and both commuter and recreational bicycle routes serve the community.

Issues/Needs. The Eastside of Long Beach is well-served by schools, libraries, police and fire facilities. Recreation open space in the community is abundant, although more neighborhood-focused park space is desirable as much of the existing public open space is devoted to golf and sports fields. Another issue in recent years is the mansionization of single-family homes and the over-development of parcels, which have left little open space. Needed are greater design controls and higher standards to ensure that remodels of existing homes and insertions of new developments are attractive, composed of quality materials, and compatible with neighboring uses and structures. Although shopping opportunities are fairly good for Eastside residents, most centers are too far to walk to for the majority of people and are highly automobile-oriented in design. Vehicular traffic moves well throughout the area; however, it is often at the expense of other modes of travel, namely pedestrians and bicyclists. In the future, a better multi-modal balance is called for. Traffic will need to be calmed and controlled so residents feel safe to walk or ride their bicycles for short trips or daily exercise. Also detracting from East Long Beach walkability and attractiveness is the lack of street trees along many streets. Many need to be replaced due to the age of the trees.

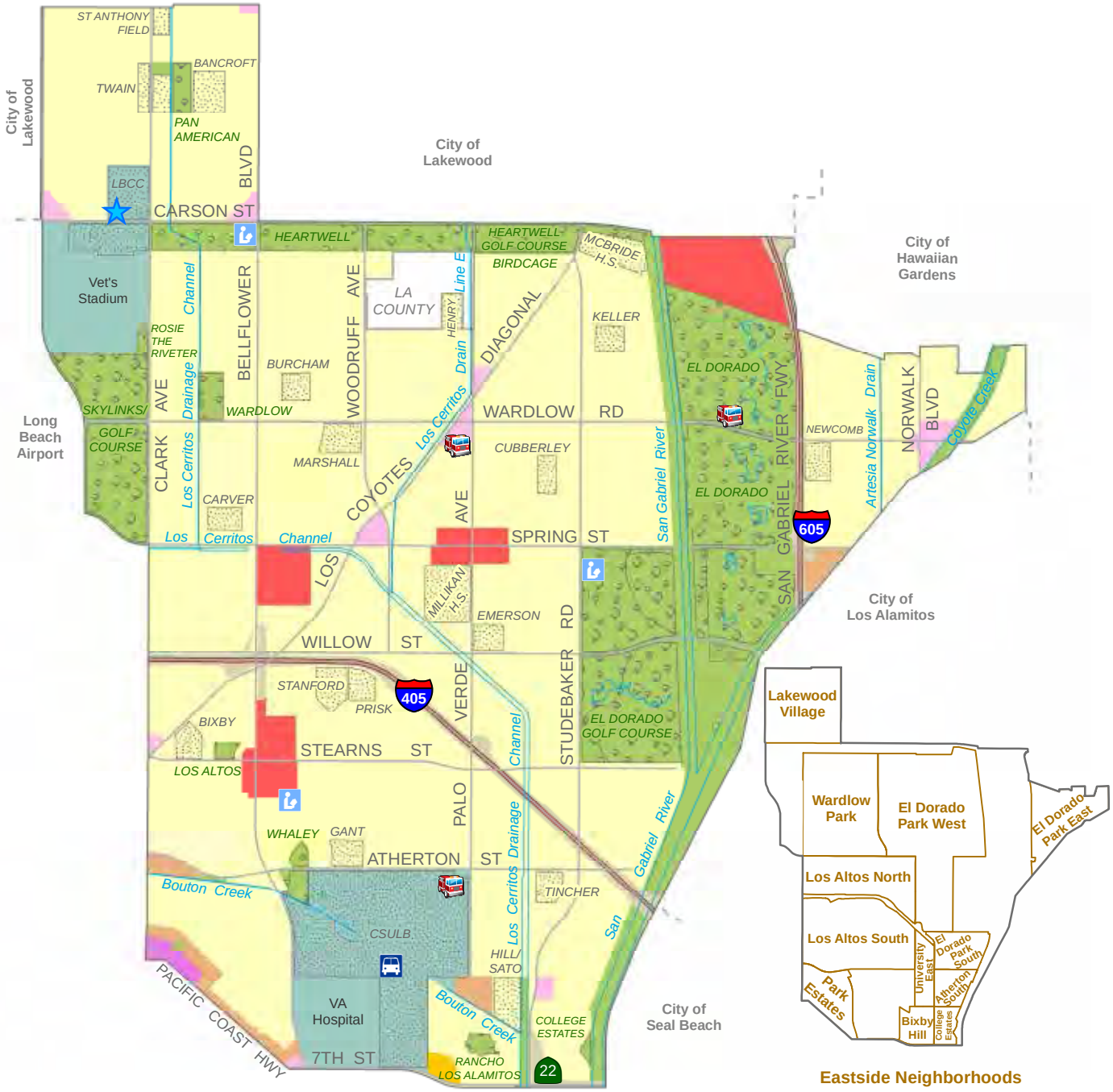
Land Use Strategies.

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

opportunities along the Los Cerritos Drainage channels, at public and private school recreation facilities, under utility line corridors and on remnant parcels of land that should not be developed with buildings.

9. Continue to work closely with the San Gabriel River and Mountains Conservancy and others to protect, restore and enhance the San Gabriel River and Coyote Creek and their recreation and wildlife amenities.
10. Finish the City's urban forestry inventories then develop and implement tree planting, maintenance and greening plans which are coordinated with citywide air quality improvement (greenhouse gas reduction) and local water-saving landscape plans and programs.
11. Keep providing economic incentives for people to convert high-water consumption landscapes to water-saving landscapes such as native and low-water gardens.
12. If the Los Angeles County island of homes and businesses between Woodruff and Palo Verde avenues is annexed into the City, consider designating the properties as Contemporary Neighborhood PlaceType.
13. Over time, transform East Long Beach into a much more pedestrian and bicycle friendly community by planning and implementing safe and efficient walking, bicycling and transit access and connectivity within neighborhoods and to the surrounding community. Implement Mobility Element capital improvements for East Long Beach, including:
    - Improve the transit hub at CSULB.
    - Develop a new transit hub at the City College.
    - Reconfigure Studebaker Road at the I-405 Freeway to improve access and reduce neighborhood intrusion.
    - Make freeway entrance improvements at Studebaker Road and 7th Street.
    - Make intersection improvements at Bellflower Boulevard and Stearns Street, Bellflower Boulevard and Atherton Street, Palo Verde Avenue and Stearns Street, and at the Los Coyotes Diagonal where it meets Studebaker Road and Carson Street.
    - Make signal improvements at Atherton Street and Palo Verde Avenue.
    - Make improvements to Spring Street and the I-605 Freeway ramp to improve freeway access and reduce neighborhood intrusion.
    - Widen the Spring Street Bridge over the San Gabriel River.
    - Make bicycle facility improvements per the Bicycle Master Plan.

Map LU-24
Eastside



LAND USE PLACETYPE

- Open Space
- Neighborhood
- Multiple Family Residential Low
- Multiple Family Residential Moderate
- Neighborhood Serving Center or Corridor Low
- Neighborhood Serving Center or Corridor Moderate
- Community Commercial
- RSF - Regional Serving Facility

- Fire Station
- Library
- Future Transit Hub
- Transit Hub

- Park
- School
- Water/Drainage

N

MAP NOT TO SCALE

Central

Context. The Central area of Long Beach consists of three neighborhoods: Central Area East, Central Area West and Washington School, see Map LU-25. Both of the geographically large Central Area neighborhoods are challenged by an assortment of incongruous uses that were developed early in the City's history and under the extremely permissive C-4 zone. The Washington School neighborhood is predominantly multi-family residential buildings with a number of institutional and social service providers, and is immediately adjacent to the Magnolia Industrial District. Today, many of the corridors that traverse the Central area exhibit a hodgepodge of commercial, institutional and residential uses. And even though the majority of land (outside of the Washington School neighborhood) is developed with single-family homes, there are a large number of multi-family structures of various types and densities found throughout the Central Area East and West neighborhoods. In addition, the area includes the Metro Blue Line light rail route along Long Beach Boulevard, three historic single family residential districts, the 30-acre Pacific Coast Campus of Long Beach City College, the "Cambodia Town" commercial strip along Anaheim Street, and the unique Zaferia light industrial/creative district near Orizaba Park. The Poly High campus is located here, as are a number of public elementary and middle schools. Eight parks and Chittick Field serve the area; as do two fire stations and two libraries. Youth, families, and ethnic diversity characterize the population here. The Central Area lies south of Pacific Coast Highway, north of Tenth Street, between the Los Angeles River and Redondo Avenue, adjacent north and northeast of the downtown area.

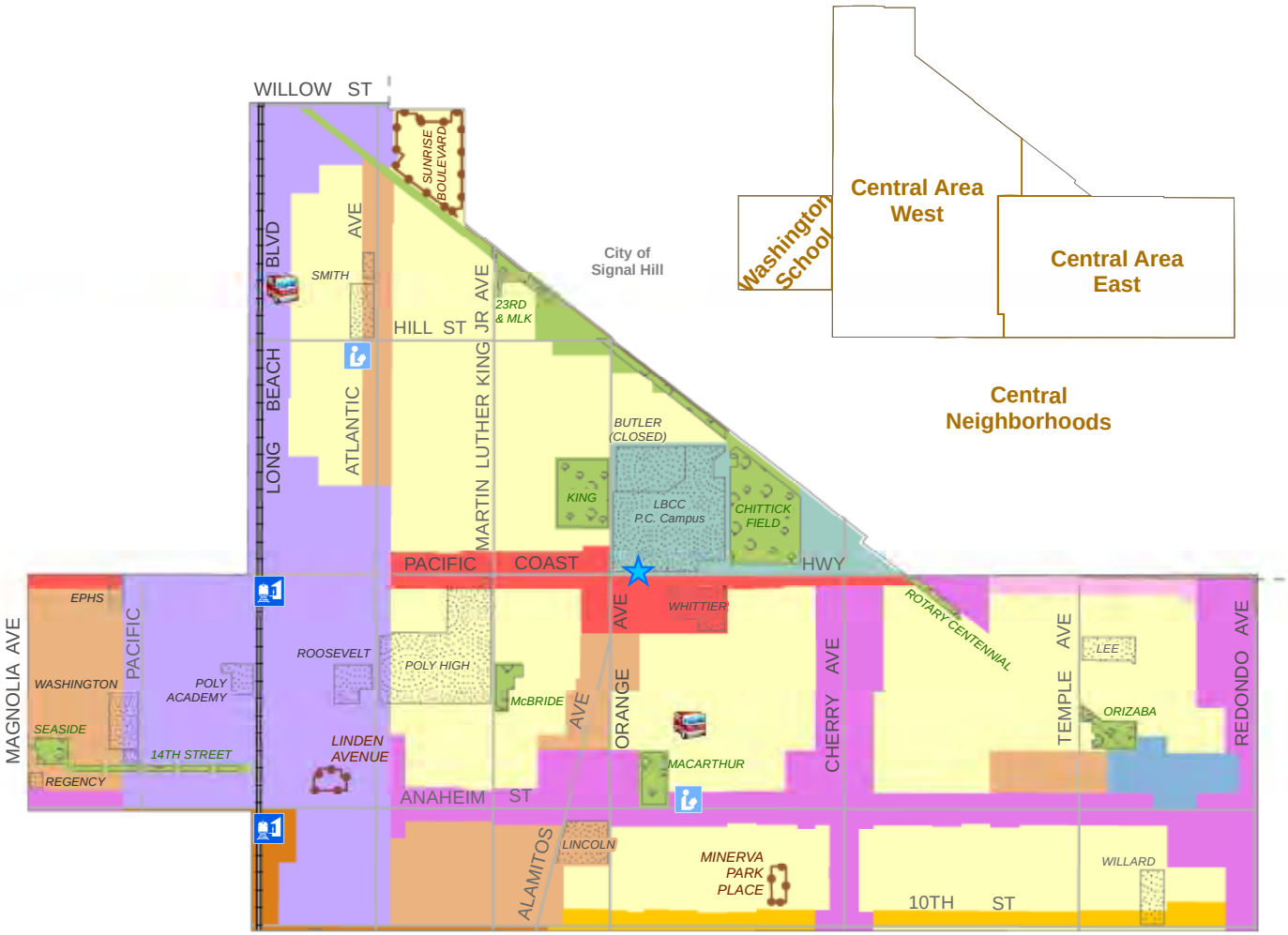
Issues/Needs. The Central Long Beach area exhibits some serious land use issues. Developed before zoning existed, and afterwards developed with very lenient zoning standards, these neighborhoods are challenged by an inconsistent pattern of land uses, some incompatible land uses, and a limited supply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

Land Use Strategies

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

- Cherry Avenue Signal Improvements.
- Alamitos Avenue Corridor Improvements.
- Atlantic Avenue Beautification .
- Create 15th Street, Junipero Avenue and Orizaba Avenue Bike Boulevards.
- Other Bicycle Facility Improvements per the Bicycle Master Plan.

Map LU-25
Central



LAND USE PLACETYPE

- Open Space
- Downtown
- Neighborhood
- Multiple Family Residential Low
- Multiple Family Residential Moderate
- Neighborhood Serving Center or Corridor Low
- Neighborhood Serving Center or Corridor Moderate
- Community Commercial
- Transit - Oriented Development
- RSF - Regional Serving Facility
- Neo Industrial

- Fire Station
- Future Transit Hub
- Library
- Train Station
- Metro Rail

- *Park*
- *School*
- *Historic District*

N

MAP NOT TO SCALE

Traffic Circle

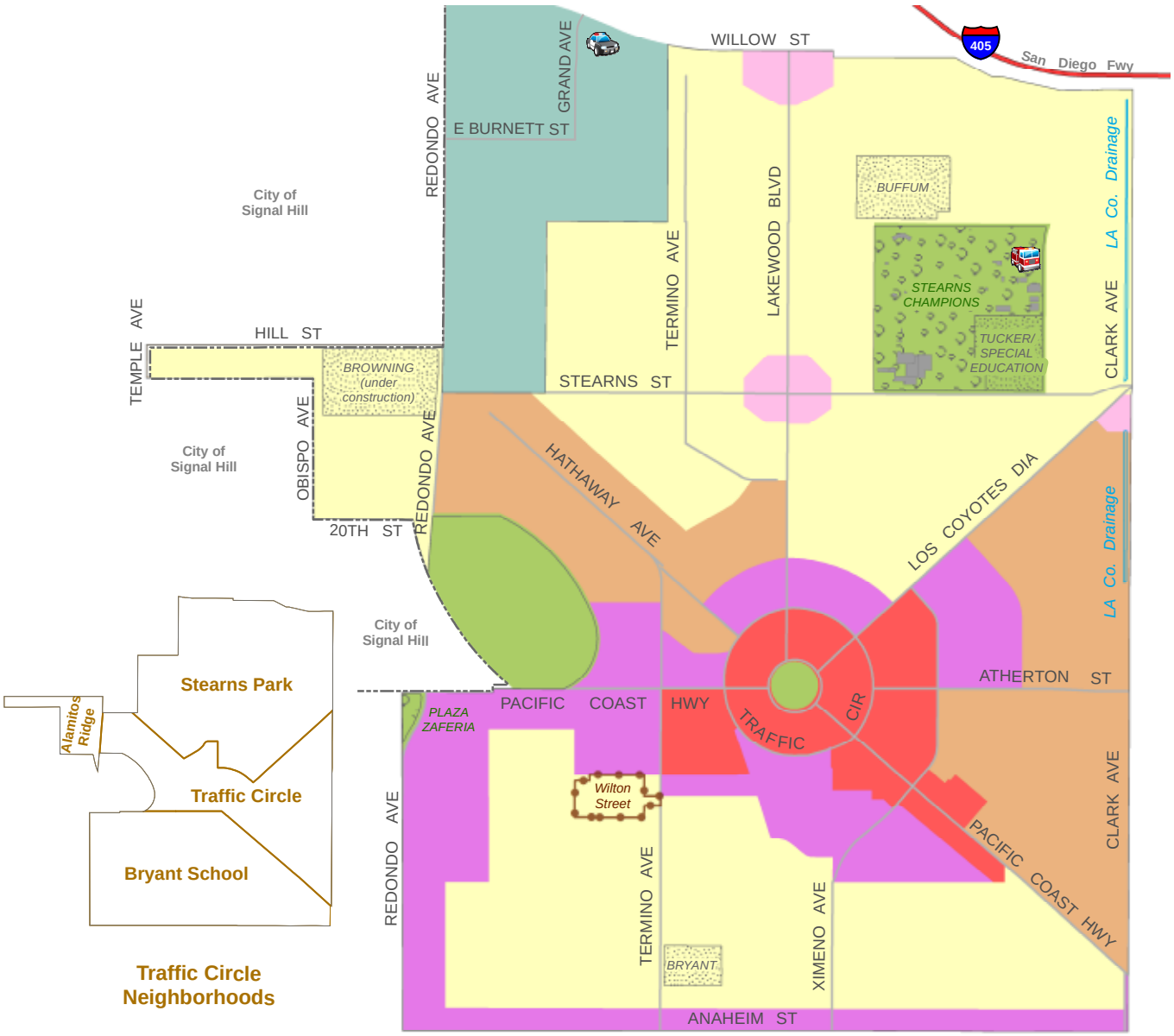
Context: Four neighborhoods comprise this community planning area: Alamitos Ridge, Stearns Park, Bryant School and Traffic Circle, see Map LU-26. Named for its distinguishing feature, a traffic roundabout of major proportions, this circle brings together Pacific Coast Highway, Lakewood Boulevard and the Los Coyotes Diagonal. Thousands of vehicles come through here on a daily basis. The inner traffic circle is composed of auto-oriented commercial uses, while the outer traffic circle is more mixed use and walkable. The outer most areas beyond the traffic circle are developed, for the most part, with residential uses. The Alamitos Ridge neighborhood is a newer, gated subdivision of single-family homes. The Stearns Park neighborhood north of the Traffic Circle includes two neighborhood shopping nodes, two public elementary schools (Buffum and Tucker), Stearns Park, and modest single-family homes which were built in the 1940s and 1950s. The central Traffic Circle neighborhood has newer townhomes along Hathaway Avenue, and higher density apartment buildings and apartment complexes between the Los Coyotes Diagonal, Clark Avenue and Pacific Coast Highway. The Bryant School neighborhood south of the Traffic Circle was constructed in the 1920s and 1930s. It includes Community Hospital, mixed commercial and residential uses along Redondo Avenue and along Anaheim Street, Bryant Elementary School, and the Wilton Street historic district. A new public high school, Browning, is now under construction at Redondo Avenue and Hill Street and is anticipated to open in Fall 2017. The Traffic Circle community planning area is bounded on the north by the I-405 San Diego Freeway, on the south by Anaheim Street, on the west by Redondo Avenue and on the east by Clark Avenue and the Los Cerritos drainage channel.

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

Land Use Strategies.

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

Map LU-26
Traffic Circle



LAND USE PLACETYPE

- Open Space
- Neighborhood
- Multiple Family Residential Moderate
- Neighborhood Serving Center or Corridor Low
- Neighborhood Serving Center or Corridor Moderate
- Community Commercial
- Regional Serving Facility

- Police Station
- Fire Station
- *Park*
- *School*
- *Historic District*
- *LA Co. Drainage*

N

MAP NOT TO SCALE

Downtown

Context. Six neighborhoods make up the Downtown Community Planning Area: Willmore City, West Gateway, North Pine, Promenade, East Village, and Downtown Shoreline, see Map LU-27. Everything here north of Ocean Boulevard constitutes the historic heart of the city. Historic Wilmore City, the second tract of homes developed in Long Beach, is located here; and the Downtown Community was developed along the Pacific Red Car passenger rail line which extended from Los Angeles down the coast to Orange County. In fact, the square block patterns found in downtown Long Beach (above Ocean Boulevard) are half the size of automobile-oriented blocks predominate in latter developments; and the cross block alleyways also contribute greatly to the walkability of these older neighborhoods. In addition to the residential neighborhoods, the Downtown also offers a wide variety of commercial, institutional, cultural and retail uses, and has the City's largest concentration of tall office and residential towers, especially along the shoreline. So many new low- and mid-rise apartment and condominium buildings have been constructed in the downtown over the last twenty-five years that the population has doubled to be nearly 30,000 residents today. In the East Village an arts district has begun to emerge. First Street at Linden Avenue has new sidewalk dining bump outs and improved landscaping and lighting. Pine Avenue now serves as a restaurant row, anchored on the south end by the Queensway Bay retail and entertainment uses and the shops, theaters and restaurants located directly across from the Long Beach Convention and Entertainment Center. New multi-family structures with ground floor commercial uses line the North Promenade. The CityPlace shopping mall covers 23 acres (streets included) between Third and Sixth Streets, Pine Avenue and Long Beach Boulevard. Additional retail, businesses, personal and professional services are located throughout the downtown, many within comfortable walking distance to nearby residences.

Additional Facilities and Services: A new civic center is planned that will include City Hall, Central Library, Harbor Department Headquarters, public park and open-space as well as future private development such as office and residential uses. The Civic Center complex will serve as a focal and gathering space within the downtown community.

Traditional public and charter-approved schools in the downtown include Edison, Stevenson, Chavez and International elementary schools; Constellation middle school; New City K-12 school; Renaissance and Poly Academy for Accelerated Learning high schools. Plus a number of private and religiously-affiliated schools, including St. Anthony High School, are found Downtown as well.

Just as there are many historic homes in the Downtown, there are many notable churches, places of worship and temples here. A good number of these structures have been designated as historic landmark buildings including the Scottish Rite Cathedral, St. Anthony Church, the Second Church of Christ Scientist, and the First Congregational Church on the corner of Cedar Avenue and Broadway.
Recently the Transit Gallery on First Street (between Long Beach Boulevard and Pacific Avenue) was upgraded with new public restrooms, bus information kiosks, solar powered digital readers with real time bus displays, seating benches, drinking fountains, shade canopies and public art installations. An upgraded Downtown Bike Station continues to serve bicycle commuters with affordable storage, repair and comfort facilities, conveniently located near the Transit Gallery; and bicycle routes and racks are now found throughout the downtown community.

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

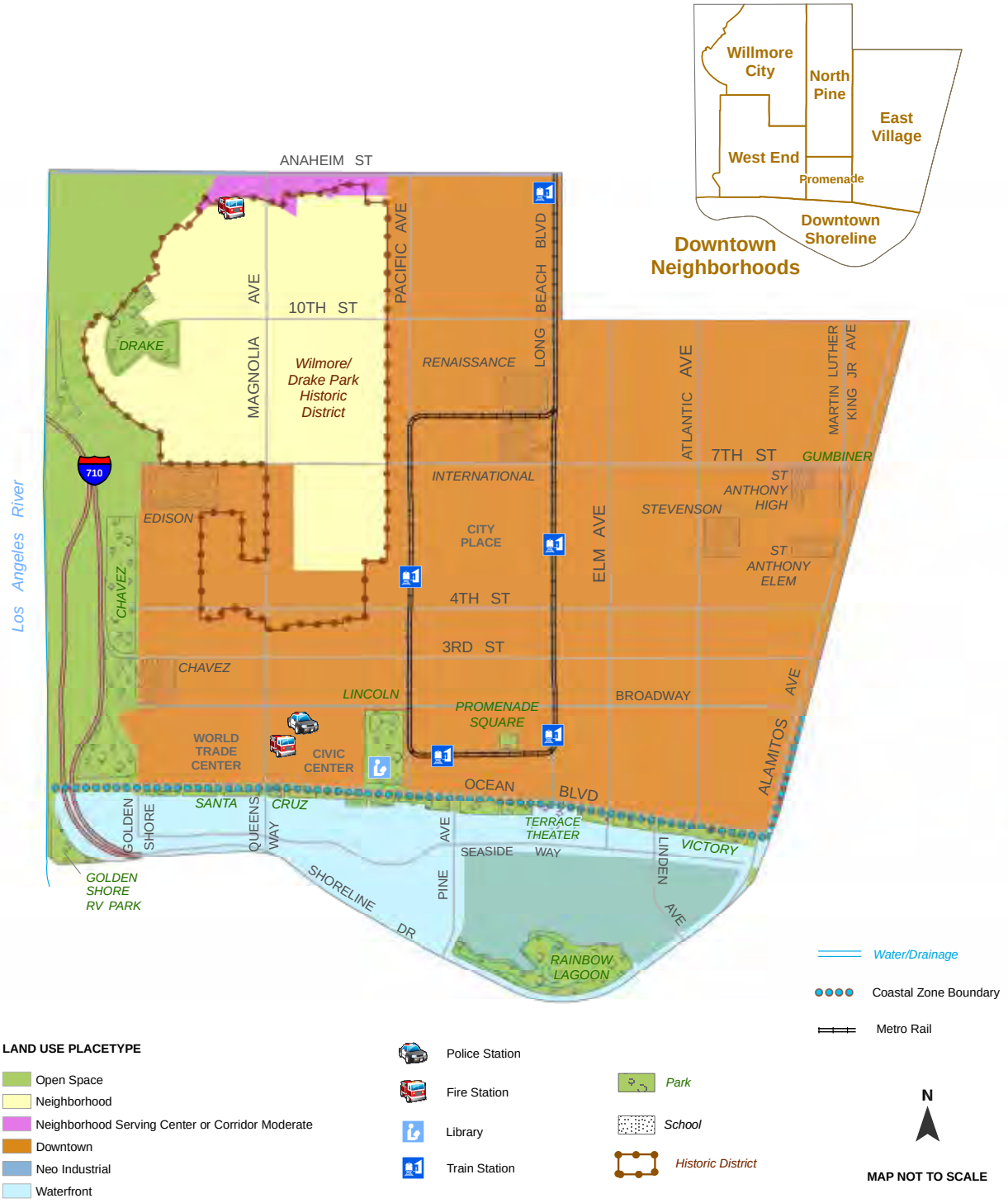
Issues/Needs. Downtown Long Beach has been systematically transformed from the blighted and beleaguered metropolis it was thirty years ago. Where there was once a tired amusement park on the shore, a deteriorating and enclosed Downtown shopping mall, and struggling businesses on Pine Avenue - a revised street pattern and revitalized streetscapes, a passenger train and new mixed use multi-family buildings with commercial shops on the ground floor - have breathed new life into the City's historic core. With the completion of the Queensway Bay harbor, esplanade and Aquarium of the Pacific, redevelopment of the property along the Queen Mary side of the river, and the conversion of the tidelands and Pike properties between Shoreline Drive and Ocean Boulevard into retail, entertainment and multi-family housing

developments, a vast amount of redevelopment has taken place here in recent years. Yet even more upgrades are needed. The Downtown Shoreline and Promenade neighborhoods offer, for the most part, entirely new places to live. And many new Long Beach residents now inhabit the West Gateway, North Pine and East Village downtown neighborhoods as well. Unfortunately however, usable public open space has not been added at the same pace and Downtown residents still lack places to shop for some goods and services. Better connectivity to the shoreline, the river, and between neighborhoods to downtown attractions and activity centers is needed. Today, studies indicate that people around the world prefer to live in convenient, walkable urban environments. Fortunately, downtown Long Beach has the right block sizes, warm climate and urban venues for recreating a very enjoyable urban living experience. Thus, reestablishing and reinforcing the movement of people on foot, bicycle and transit is readily achievable and highly desirable in our Downtown Community.

Land Use Strategies.

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

Map LU-27
Downtown



- Adopt a pedestrian master plan for the downtown and TOD (transit-oriented development) areas.
- Create greater connectivity/walkability between the upper and lower shoreline, i.e., above and below Ocean Boulevard.

Midshore

Context. The Midshore Community is made up of five neighborhoods between Alamitos and Redondo Avenues, Tenth Street and the Pacific Ocean, see Map LU-28. Primarily residential in makeup, the Midshore Community includes eight locally designated historic districts: Brenner Place and Lowena Drive are tiny isolated gems, Carroll Park has a very unique street pattern, Hellman Street Craftsman is named after its strong attribute, and Bluff Park, Bluff Heights, Rose Park and Rose Park South are very large historic districts extending from Tenth Street to Ocean Boulevard between Cherry and Redondo Avenues. The quality heritage of the City's development of single-family homes and early apartment buildings is on display in the Midshore area. Also on display are much more recent mid-and high-rise residential developments along the bluff above the shoreline. Attractive housing and landscapes are significant contributors to the desirability of these near coast neighborhoods. The Midshore also hosts the Long Beach Museum of Art and the Museum of Latin American Art, a community center for seniors, a fire station, library, three public primary schools (Burbank, Mann and Franklin) and Rose, Bixby and Bluff city parks also serve the area. Commercial uses are located primarily on 7th and 4th Streets; Broadway; and Cherry, Redondo and Alamitos Avenues.

Issues/Needs. Property values increase in the Midshore neighborhoods as one gets closer to the Pacific Ocean. Properties further inland in the Midshore Community have deferred maintenance and other physical issues that require attention. Many Midshore founding neighborhoods were built in the early years of Long Beach's development history. Many of theproperties closer to the shore or in the historic districts are in optimal condition due to careful maintenance and restoration. In many locations this earlier development resulted in narrow streets, shallow parcel depth, and limited off-street parking. In numerous instances incompatible commercial land uses are interspersed with residential land uses (from single-family homes to multiple story structures), making for disjointed land use patterns and traffic friction along many street segments. Yet, in spite of these less-than-ideal conditions these are highly desirable residential neighborhoods. Thus, protecting the integrity of these (numerous) older structures and maintaining the overall look and character of each of these places is an ongoing concern. Continual code enforcement and diligent enforcement of standards for historic preservation is necessary. Further, all but a handful of blocks in this community planning area are designated as "parking impacted" as not enough on- and off-street parking exists to easily serve both businesses and residents in these founding neighborhoods. Although many streets do not meet today's street width standards, others are excessively wide. Most sidewalks are adequate, but many crosswalks could be upgraded to facilitate safer pedestrian travel. Green and recreation open space is scarce within each of these neighborhoods, though those closest to the shoreline have the recreation amenities of the beach, Belmont Pier and Pacific Ocean. Coastal bluff erosion and sand replenishment along the beach strand continue to be problematic. Some street ends above the bluff still need improvements, although beach signage and stairways down the bluff have been upgraded in recent years. Shopping for daily needs is convenient for most goods and services, however, for larger purchases or comparison shopping purposes residents are compelled to travel outside of the Midshore Community.

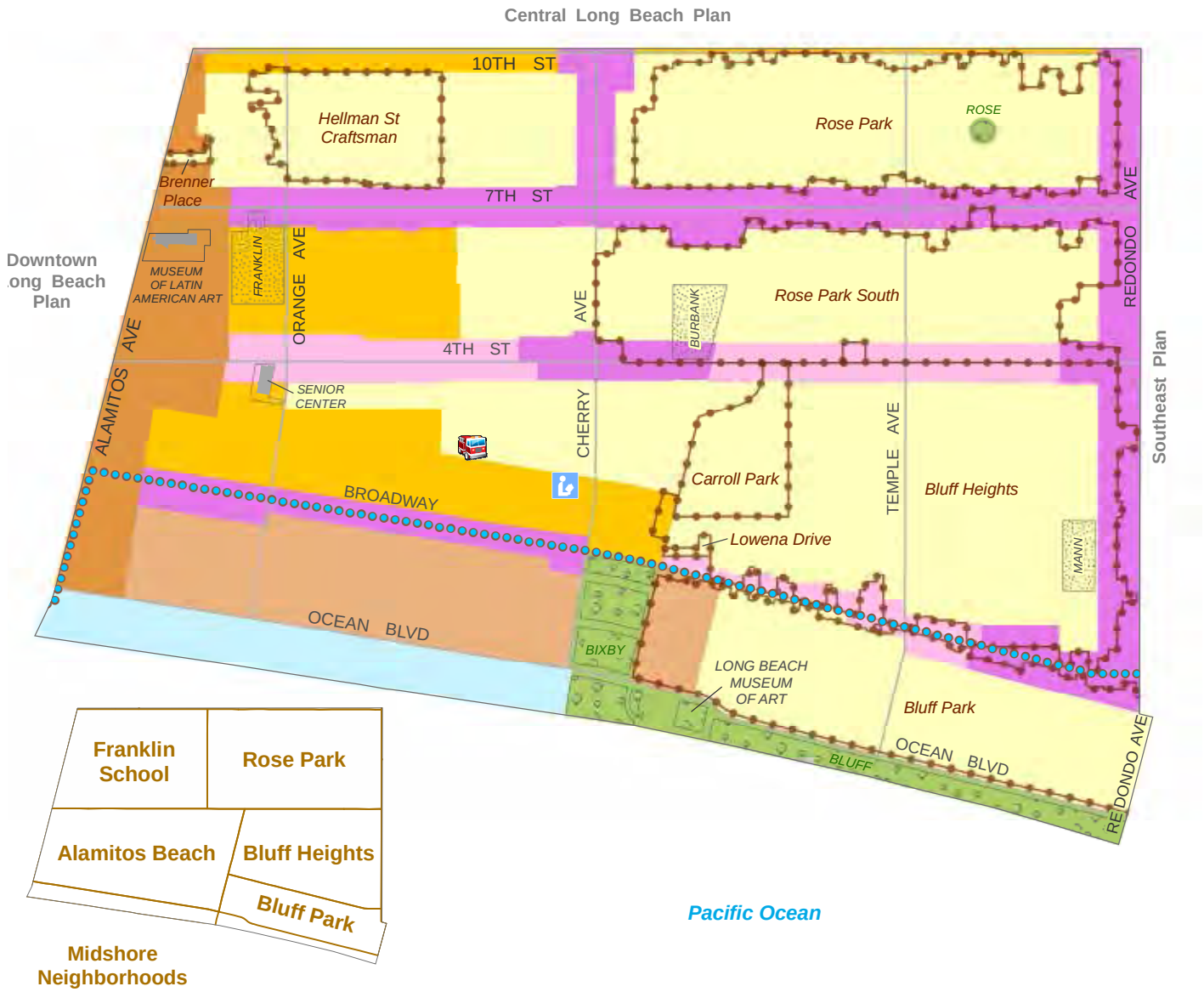
Land Use Strategies.

1. Provide vigorous code enforcement to protect the housing stock and prevent deterioration of the neighborhoods.
2. Develop new single-family design guidelines and standards to implement the Founding Neighborhood PlaceType and the Neighborhood Serving Center or Corridors PlaceTypes (Low and Moderate).
3. Direct future multi-family developments to locations near public transit routes, especially along 7th Street.
4. Continue to enforce the provisions of the Local Coastal Program for all properties within the coastal zone.
5. Continue to enforce the regulations for historic districts in the City. Should Mann or Burbank schools (adjacent to historic districts) be abandoned by the State these properties shall be redeveloped to be compatible with the height, massing and design character of the adjacent historic district. Adaptive reuse of contributing historic buildings shall routinely be considered in planning and redevelopment of these sites/ structures.
6. This plan encourages commercial and residential, horizontal and vertical, mixed-use buildings

along five streets: Broadway, Redondo Avenue, 7th Street, 4th Street and the segment of Cherry Avenue between 7th and 10th Streets. Where historic districts encompass properties along these streets the provisions of the historic districts take precedence.

7. This plan encourages the creation of greater parcel depth and larger parcel areas and allows development of 3 to 5 story mixed use and multi-family structures through the merging of lots fronting and/or behind the following streets: Redondo Avenue, 7th Street, 4th Street and segments of Cherry Avenue and Broadway.
8. In parking impacted areas adequate on-site parking must be provided by all development projects, regardless of the land use.
9. Create additional neighborhood-serving recreation open space, parks, community gardens, trails, plazas and similar neighborhood amenity areas in Midshore Community neighborhoods.
10. Implement the Mobility Element capital improvements for the Midshore area including:
    - Maintain alleys and pedestrian access ways to keep the area walkable.
    - 4th Street corridor improvements.
    - Cherry Avenue Signal Improvements.
    - 10th Street Signal Improvements.
    - Alamitos Avenue Corridor Improvements.
    - Bicycle facility Improvements per the Bicycle Master Plan.
    - Pedestrian improvements when new Pedestrian Master Plan is adopted.

Map LU-28
Midshore



LAND USE PLACETYPE

- Open Space
- Neighborhood
- Multiple Family Residential Low
- Multiple Family Residential Moderate
- Neighborhood Serving Center or Corridor Low
- Neighborhood Serving Center or Corridor Moderate
- Downtown
- Waterfront

- Fire Station
- Library
- *Park*
- *School*
- Coastal Zone Boundary
- *Historic District*

N

MAP NOT TO SCALE

Southeast

Context: The Southeast neighborhoods in Long Beach are all stable, well-maintained neighborhoods, largely composed of single-family homes with a few concentrations of apartment and condominium buildings. The neighborhoods of Recreation Park, Belmont Heights, Belmont Shore, Belmont Park, Naples Island and the Peninsula are founding neighborhoods dating to the 1920-1945 period (note the remaining Pacific Electric right-of-way); the other neighborhoods of Alamitos Heights, University Park Estates and SEADIP were developed between 1945 -1980 and are considered contemporary neighborhoods, see Map LU-29. Three historic districts: Belmont Heights, some of Bluff Park, and little Eliot Lane are found herein. The slightly hilly topography of Belmont Heights provides nice views to the Pacific Ocean, while the neighborhood of Alamitos Heights looks down upon Colorado Lagoon and Marina Vista Park. Attractive housing is occupied by affluent renters and homeowners alike in these near coast neighborhoods. Abundant open space, coastal access, boat marinas, beach and waterfront recreational opportunities make this a very desirable locale. California State University at Long Beach is located just north of 7th Street; Wilson High, six public primary schools, two public libraries and three fire stations serve the community. Freeway access is convenient on 7th Street, and Studebaker Road and shopping opportunities for both locals and visitors are abundant along Redondo Avenue, 2nd Street and Pacific Coast Highway. Commercial storage and energy plants straddle the San Gabriel River to the northeast of the Los Cerritos Wetlands, and oil extraction still occurs within these degraded wetland habitats. Other notable destinations in the Southeast Community include: the Belmont Pier and Pool Complex, Marine Stadium and its Mothers Beach, and Alamitos Bay Landing. The SEADIP area along PCH includes destination retail, big-box stores, hotels, single and multi-family housing, open-space and recreation areas.

Issues/Needs. Most of the area below Broadway, 2nd Street and all of Naples Island is considered parking impacted. Traffic congestion is elevated at the Iron Triangle where 7th Street, Bellflower and Pacific Coast Highway intersect, and also further down Pacific Coast Highway where it meets the very busy intersection of 2nd Street. Further, while the unique one-way streets and alley patterns in cozy Belmont Shore are quaint and make for great walkability along Second Street, these narrow streets and small lots contribute to congestion and parking issues that contribute to friction between the residential neighborhoods and commercial businesses a few steps away. And, as 2nd Street is the only connector for Naples Island to the mainland, its transportation function cannot be overlooked. Likewise, Ocean Boulevard is the only road connecting the Peninsula to the mainland. Mobility is therefore a chief concern within the Southeast communities and should be considered in all future decision-making.

Land Use Strategies.

1. Maintain the unique and sound housing stock and character of each neighborhood using appropriate zoning and building standards, updated design guidelines, active code enforcement, community development programs and other appropriate measures. Respect the low scale of existing homes and minimize the bulk of new developments within existing residential communities.
2. Where new infill development encourages greater density with the appropriate mix of transit oriented commercial and residential uses, such as on Redondo Avenue, larger sites may need to be assembled in order to gracefully handle the transition from lower heights and smaller scales to greater heights and larger masses.
3. Promote multi-modal transportation through careful design. New development should facilitate the use of transit, bicycles and walking.
4. Maintain the high level of public resources and services, including schools, libraries, parks/recreation and public safety services, available to Southeast residents.
5. Continue to monitor and maintain the balance between the commercial uses along 2nd Street and the neighborhoods directly behind. Continue to address parking problems through a joint effort of City staff, the Belmont Shore Parking and Business Improvement Area Advisory Commission and neighborhood-wide community groups. Maintain the character of Belmont Shore with consideration for the business mix, parking, traffic and overall quality of life.
6. Continue to update and implement the provisions of the Local Coastal Program for the Southeast area and throughout the Local Coastal Zone in accordance with the State Coastal Act. Revise Planned Development District Ordinances for the Belmont Pier and Pool Complex (PD-2) and

for SEADIP (PD-1) to implement the provisions for the Waterfront and Regional Serving Facilities PlaceType for these areas.

7. Work with others to acquire for the public and rehabilitate for the wildlife the greatest amount of restorable wetland habitat remaining in the Los Cerritos Wetlands.
8. Enhance amenities in and increase access to the Belmont Pier and Pool Complex, Alamitos Bay Landing, Colorado Lagoon and Marine Stadium, beaches and marinas, and the Los Cerritos Wetlands.
9. Implement the Mobility Element capital improvements for the Southeast area including:
   - 2nd Street streetscape enhancements.
   - Connectivity enhancements at Pacific Coast Highway and 2nd Street.
   - Improvements to SR-22 freeway ramps at Studebaker Road.
   - Traffic signal Improvements.
   - Bicycle facility improvements per the Bicycle Master Plan.
10. Implement a complete streets vision for the SEADIP area including new bike and pedestrian improvements to PCH, 2nd Street, Marina Drive and Lyones Drive. Large superblocks should be broken-up to provide a circulation system of smaller internal streets and pedestrian walkways along the waterfront should be created.

Map LU-29
Southeast

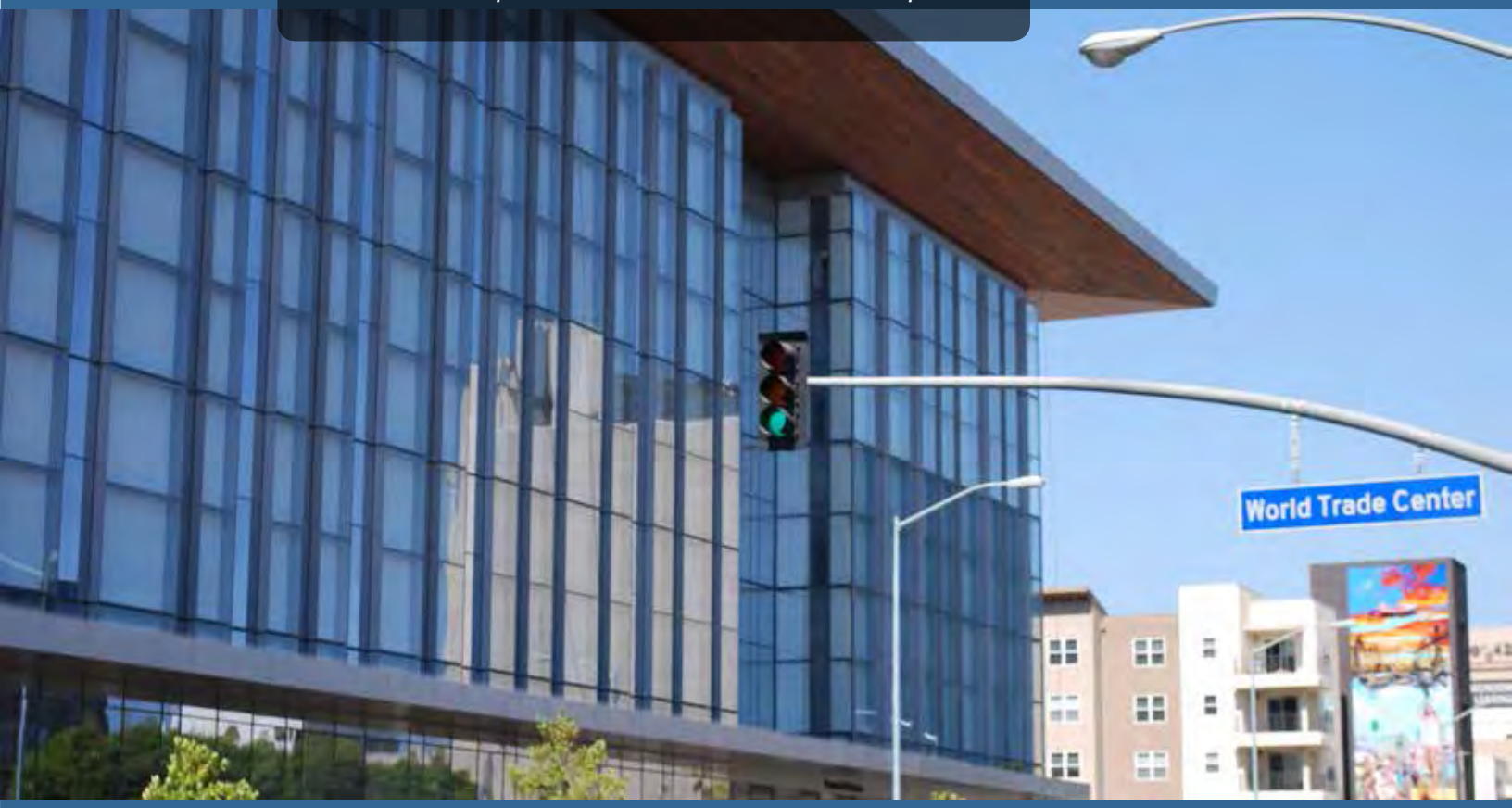
Administration

Maintaining the Land Use Element

6

"Discipline is the bridge between goals and accomplishment."

Jim Rohn
American entrepreneur, author and motivational speaker



6

Administration

Maintaining the Land Use Element

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ELEMENT REVIEW, AMENDMENT, AND CONSISTENCY

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

Land Use Implementation Review

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

Amendments to the Element

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

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

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

Consistency

To ensure that the goals, policies, citywide implementation measures and neighborhood strategies identified in this element are systematically implemented, State law requires that actions and decisions Long Beach approves must be consistent with this Land Use Element and the General Plan 2035. Following is a partial list of City initiatives that must be consistent with the Land Use Element:

» **Master plans**. A master plan proposal is considered consistent with this Land Use Element if it is consistent with the intent and direction of the PlaceType districts, and conforms to the density, intensity and height requirements for each PlaceType district.

» **Specific plans**. A specific plan proposal is considered consistent with this Land Use Element if it is consistent with the intent and direction of the PlaceType districts, conforms with the density, intensity and height requirements for each PlaceType district, and complements/is sensitive to the established physical environment and neighborhood setting within which the proposed plan is located.

» **Capital projects**. Project proposals and improvements identified in the Capital Improvement Program are considered consistent when they are consistent with (explicitly or implicitly) the Land Use Element policies. New infrastructure or capital projects shall be examined for consistency on the bases of their ability to implement the goals, objectives and policies of the Land Use Plan.

» **Planned development**. A planned development proposal is considered consistent with this Land Use Element if it is consistent with the intent and direction of the PlaceType districts, conforms to the intensity and density levels of the PlaceType districts, and complements/is sensitive to the established physical environment and neighborhood setting within which the proposed project is located.

» **Development agreements**. Development agreements for development projects are consistent with this Plan when they are consistent with the goals, objectives and policies of the Land Use Plan, and with the intent and direction of the PlaceType districts.

» **Subdivision approvals**. Proposed subdivisions are considered consistent when the density of the proposed subdivision meets the PlaceTypes residential density and commercial/industrial intensity. Condominium conversions of existing buildings that are greater than the allowed density under PlaceTypes are considered inconsistent, unless the Planning Commission makes findings that the proposed conversion is in the best interest of the City.

» **Development projects**. Proposed development projects that carry out the policies of the Land Use Element and fulfill the intent of the PlaceType density and intensity levels are considered consistent.

» **Design guidelines.** Design guidelines that carry out the policies of this Land Use Element and fulfill the intent of the PlaceType districts are considered consistent.

» **Environmental documentation**. Environmental documentation (including environmental impact reports and statements, mitigated and negative declarations and addendums) are considered consistent when the project approvals and findings conform with the goals and policies of this Land Use Element.

» **Zoning Regulations.** Long Beach's Zoning Regulations (Title 21 of the Municipal Code) must be made consistent with this Land Use Element, including consistency between PlaceTypes and Zoning Districts. However, since this General Plan (including the Land Use Element) is a long-range policy document, and zoning is sometimes a shorter-range means of incrementally reaching the long-range goals, there may be instances in which the immediate zoning case appears to be inconsistent with the Land Use Element. In such instances, a finding of consistency may be made by the Planning Commission providing it is determined that the proposed zoning or zoning change is an incremental step toward the ultimate realization of the policies of this Land Use Element, and that determining consistency will not foreclose the future possibility of attaining the goals of this Land Use Element.

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

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

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

The City intends to adopt new zoning regulations to better implement the PlaceTypes. Until such time, the matrix on the following page show correspondence between the PlaceTypes and current Zoning Districts.

Table LU-6: PlaceTypes and Zoning Districts Consistency Matrix

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

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

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

Appendix

7

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

William Jennings Bryan,
American lawyer, orator and presidential candidate

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GLOSSARY

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

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

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

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

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

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

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

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

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

California Environmental Quality Act (CEQA): A State law enacted in 1971 that requires governmental agencies at all levels to consider the impact proposed projects have on the environment, including cultural resource impacts.

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

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

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

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

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

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

Compatibility: The characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. The designation of permitted and conditionally permitted uses in zoning

districts is intended to achieve compatibility within the district. Some elements affecting compatibility include intensity of occupancy as measured by dwelling units per acre; pedestrian or vehicular traffic generated; volume of goods handled; and such environmental effects as noise, vibration, glare, air pollution or the presence of hazardous materials. On the other hand, many aspects of compatibility are based on personal preference and are much harder to measure quantitatively, at least for regulatory purposes.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Healthy Communities: Communities which are improving their physical and social environments and expanding and/or improving those community resources which enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential.

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

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

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

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

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

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

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

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

Leadership in Energy and Environmental Design (LEED): A rating system developed by the U.S. Green Building Council to certify buildings with sustainable features.

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

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

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

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

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

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

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

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

Open Space: (State of California definition): Any parcel

or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional or state open-space plan as any of the following:

1. Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams and watershed lands.

2. Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

3. Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails and scenic highway corridors.

4. Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

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

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

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

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

Paseo. A public place or path designed for walking.

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

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

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

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

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

Recycled Water: Wastewater that has been treated to remove solids and impurities and then allowed to recharge the aquifer, which is often done by using the treated wastewater for irrigation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Traffic Calming: The combination of policies and measures that reduce the negative effects of motorized vehicle use while improving livability in the surrounding

neighborhood. With traffic calming, accessibility and mobility are not reduced, they are modified to fit the needs of neighborhood. Traffic calming achieves this by modifying the design of streets to serve a broad range of transportation, social and environmental purposes.

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

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

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

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

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

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

Walkability: A measure of how friendly an area is to walking. Factors affecting walkability include, but are not limited to: land use mix; street connectivity; residential density; "transparency" which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of places to go to near the majority of homes; placemaking, street designs that work for people, not just cars. Major infrastructural factors include access to mass transit, presence and quality of walkways, buffers to moving traffic (planter strips, on-street parking or bike lanes) and pedestrian crossings, aesthetics, nearby local destinations, shade or sun in appropriate seasons, street furniture and traffic volume and speed.

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

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

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

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

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

LAND USE POLICIES ADDRESSING CLIMATE CHANGE AND SUSTAINABILITY

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

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

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

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

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

Policy Number	Policy	Page
Land Use Element policies directly addressing Climate Change:		
Goal No. 1: Implement Sustainable Planning and Development Practices **Strategy No. 2: Promote efficient management of energy resources to reduce greenhouse gas emissions and the impacts of climate change.**		
LU Policy 2-1	Promote the establishment of local green energy generation projects along with the infrastructure to support such projects.	109
LU Policy 2-2	Ensure that long-range planning processes consider impacts of sea level rise and propose mitigation measures.	109
Goal No. 4: Support Neighborhood Preservation and Enhancement **Strategy No. 10: Create healthy and sustainable neighborhoods.**		
LU Policy 10-2	Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues.	115
Goal No. 6: Ensure a Fair and Equitable Land Use Plan **Strategy No. 15: Protect neighborhoods from adverse environmental conditions.**		
LU Policy 15-2	Continue to work with the State, the Port of Los Angeles and other agencies and organizations to improve air quality around the ports and reduce vessel, truck, rail and other equipment emissions from port operations.	116
Goal No. 8: Increase Access, Amount and Distribution to Green and Open Space **Strategy No. 17: Increase open space in urban areas.**		
LU Policy 17-4	Increase the number of trees to provide the maximum benefits of improved air quality, increased dioxide sequestration, reduced stormwater runoff and mitigated urban heat island effect.	117
Policies related to sustainable development, green technology, improving the environment, etc.:		
Goal No. 1: Implement Sustainable Planning and Development Practices **Strategy No. 1: Support Sustainable urban development patterns.**		
LU Policy 1-1	Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.	108
LU Policy 1-2	Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near stations and at neighborhood hubs.	108
LU Policy 1-3	Require sustainable design strategies to be integrated into public and private development projects.	108
LU Policy 1-4	Require electric vehicle charging stations to be installed in new commercial, indsutrial, institutional, and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment	108

Policy Number	Policy	Page
LU Policy 1-5	Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects.	108
Goal No. 2: Stimulate Continuous Economic Development and Job Growth **Strategy No. 4: Attract and invest in green and innovative industries to expand creative employment opportunities.**		
LU Policy 4-1	Provide a Land Use Plan that allows a place for green energy development and green businesses.	109
LU Policy 4-2	Promote the transition of some heavy industrial and manufacturing sites to creative green and sustainable industries.	109
Strategy No. 5: Create and maintain safe, accessible and sustainable employment and higher education centers.		
LU Policy 5-1	Require safe, attractive and environmentally-sustainable design, construction and operation of all buildings, landscapes and parking facilities in employment and educational centers.	109
Goal No. 3: Accommodate Strategic Growth and Change **Strategy No. 6: Implement the major areas of change identified in this Land Use Plan (Map LU-19).**		
LU Policy 6-3	Allow heavy industry uses as well as oil and gas facilities to transition to green industry where feasible and desired.	113
LU Policy 6-4	Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development.	113
Strategy No 7: Enhance and improve the waterfront areas.		
LU Policy 7-1	Develop and implement a plan for SEADIP that establishes the area as an important gateway, builds on residential neighborhoods that are complemented by businesses and commercial services, protects wetlands and local coastal habitat and creates attractive streetscapes with buildings designed at appropriate scale and form.	114
Goal No. 8: Increase Access, Amount and Distribution to Green and Open Space **Strategy No. 17: Increase open space in urban areas.**		
LU Policy 17-2	Enhance street corridors and spaces between buildings by incorporating small green areas, native and drought-tolerant landscaping and street trees.	117
Goal No. 9: Preserve, Protect, Restore and Reconnect with Natural Resources **Strategy No. 20: Reconnect with nature's systems and natural processes.**		
LU Policy 20-3	Continue to explore opportunities to provide leadership in intergovernmental coordination of environmental stewardship and protection of nature's systems and natural processes.	118

Policy Number	Policy	Page
Policies resulting in reduced greenhouse gas emissions and/or promoting active transportation, TOD, transit, mixed use neighborhoods, parks, open space, etc.:		
Goal No. 2: Stimulate Continuous Economic Development and Job Growth **Strategy No. 3: Maintain a strong, diversified economic base that creates jobs and attracts employers.**		
LU Policy 3-3	Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist galleries, studios and limited live-work units.	109
Strategy No. 5: Create and maintain safe, accessible and sustainable employment and higher education centers.		
LU Policy 5-2	Connect employment and higher education centers to other activity centers and adjacent neighborhoods via walking, biking and transit routes.	109
LU Policy 5-3	Require employment and higher education centers to transition to walkable and bikeable campus environments with wayfinding signage, integrated open spaces and easy accessibility via roadways, transit and bicycle routes.	109
LU Policy 5-4	Provide excellent transit connections to California State University at Long Beach, City colleges and all major employment and educational campuses.	109
Goal No. 3: Accommodate Strategic Growth and Change **Strategy No. 6: Implement the major areas of change identified in this Land Use Plan (Map LU-19).**		
LU Policy 6-2	Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.	113
LU Policy 6-6	Promote transit-oriented development around passenger rail stations and along major transit corridors.	113
LU Policy 6-7	Continue to develop the downtown into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.	113
LU Policy 6-9	Focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors.	114
LU Policy 6-11	Support infill and transit-oriented development projects by utilizing available tools, such as public-private partnerships and assistance with land assembly and consolidation.	114
Goal No. 4: Support Neighborhood Preservation and Enhancement **Strategy No. 9: Create complete neighborhoods with identifiable centers and a full range of supporting neighborhood-serving uses to meet the daily needs of residents.**		
LU Policy 9-1	Ensure neighborhoods contain a variety of functional attributes that contribute to residents' day-to-day living, including schools, parks, and commercial and public spaces.	114

Policy Number	Policy	Page
LU Policy 9-3	Plan for and accommodate neighborhood-serving goods and services, learning facilities, public amenities and transit stops within walking distance of most residences.	114
Strategy No. 10: Create healthy and sustainable neighborhoods.		
LU Policy 10-3	Support land use and policy decisions that promote local urban agriculture, community gardens, and local food production throughout the city.	115
LU Policy 10-5	Ensure neighborhoods are accessible to open spaces, parks, trails, and recreational programs that encourage physical activity and walkability.	115
Goal No. 5: Diversify Housing Opportunities **Strategy No. 11: Diversify Long Beach's housing stock.**		
LU Policy 11-3	Encourage major employers and higher education centers to participate in and contribute to planned housing development activities near their facilities.	115
Strategy No. 12: Facilitate housing type distribution.		
LU Policy 12-2	Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.	116
Goal No. 6: Ensure a Fair and Equitable Land Use Plan **Strategy No. 13: Promote the equitable distribution of services, amenities and investments throughout the City.**		
LU Policy 13-1	Remedy existing deficiencies in blighted and underserved neighborhoods by providing public facilities, amentities, improvements and services equitably throughout the City.	116
Goal No. 8: Increase Access, Amount and Distribution to Green and Open Space **Strategy No. 17: Increase open space in urban areas.**		
LU Policy 17-3	Allow for and encourage small-scale agriculture on public and private properties, including community gardens, edible gardens and landscapes, small urban farms and gardens throughout the City.	117

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