

## 3. Project Description

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### 3.1 PROJECT LOCATION

The location of the overall Project Site within the regional and local contexts of Los Angeles County and the City of Long Beach (City) are shown in Figure 3-1, *Regional Location*, and Figures 3-2, *Local Vicinity*, and 3-3, *Aerial Photograph*, respectively. The City is in southern Los Angeles County, approximately 20 miles south of downtown Los Angeles and borders Orange County on its eastern edge.

The Project Site (generally situated east of Pacific Avenue, west of Atlantic Avenue, north of Anaheim Street, and south of Wardlow Road) is just north of downtown Long Beach and consists of two areas: the Midtown Specific Plan area and one area outside of, but adjacent to the Midtown Specific Plan boundary. The Midtown Specific Plan area spans approximately 369 acres from Anaheim Street on the south to Wardlow Road on the north. The area outside the Midtown Specific Plan area covers approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both of these areas make up the Project Site and together, comprise 373 acres spanning from Anaheim Street to Wardlow Road (see Figures 3-2 and 3-3).

The eastern and western boundaries of the Project Site range from 300 feet at midblock locations to a quarter mile at transit nodes and north of Willow Street. Interstate 405 (I-405) intersects the northern half of the Project Site, and California State Route 1 (SR-1; also known as Pacific Coast Highway) runs perpendicular through the lower half of the Project Site (see Figures 3-2 and 3-3).

### 3.2 GUIDING PRINCIPLES

The following five guiding principles accompany the vision to guide future development and improvements that would occur within the Midtown Specific Plan area of the Project Site and support citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future. These guiding principles will aid decision makers in their review of the project and associated environmental impacts:

- **Enhanced Mobility and Complete Streets.** Long Beach Boulevard must evolve to prioritize and enhance the walkability of the corridor, improve mobility options for bicycles and transit riders, and preserve functionality of the corridor as a thoroughfare for automobiles. The addition of trees, landscape, furnishings, and bike lanes; improved pedestrian crossings; and small changes in travel lanes will enhance the public realm experience for all users.

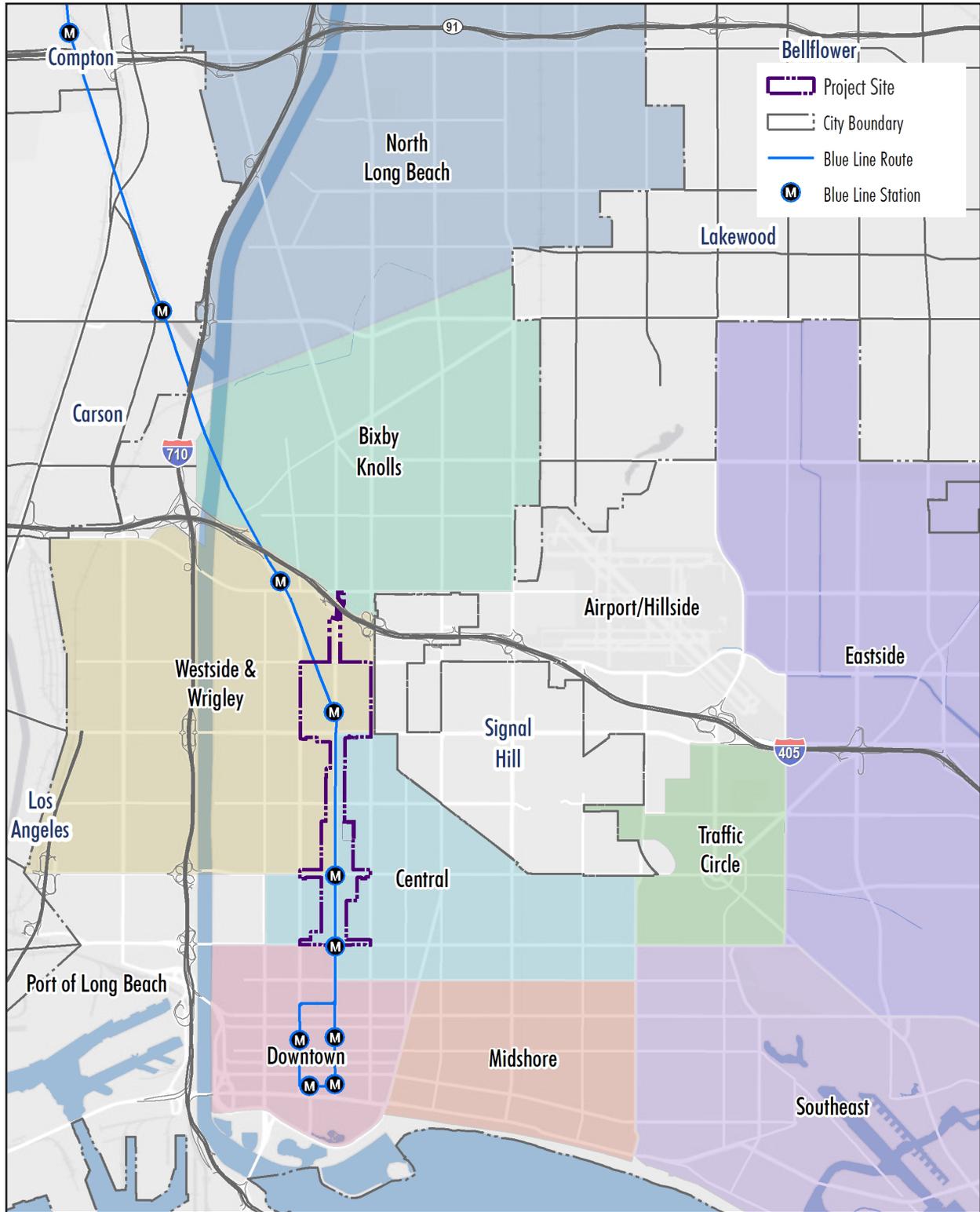
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- **Safety and Wellness.** The physical environment plays a critical role in our community’s overall health. Providing active and passive park spaces for urban neighborhoods along Long Beach Boulevard is critical to improve health and wellness. A well-designed street creates a safer and more appealing setting for families, bicyclists, and others along the corridor. Additionally, the Plan proposes physical and programmatic connections between health-related institutions, park areas, and the public right-of-way.
- **A Sustainable Future.** The City of Long Beach supports a sustainable future for its residents, its businesses, and the environment. The Midtown area should improve and develop in a sustainable manner by decreasing the reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing.
- **Supporting Urban Amenities.** The supporting amenities serving Midtown must be improved to stimulate reinvestment and attract new development. Midtown must be an enjoyable place to live and do business. Improvements and new development will seek out urban amenities such as attractive rights-of-way, safe and efficient bikeway and pedestrian facilities, parks and parklets, and landscaping enhancements.
- **Working with and for the Community.** The ideas and plans presented in this specific plan were generated by close coordination with the existing resident, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the plan. This plan places special emphasis on coordinating public and private improvements and programming with Long Beach Memorial and other medical facilities in Midtown.

### 3.3 PROJECT CHARACTERISTICS

“Project,” as defined by the CEQA Guidelines, means “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700.” (14 Cal. Code of Reg. 15378[a])

Figure 3-1 - Regional Location  
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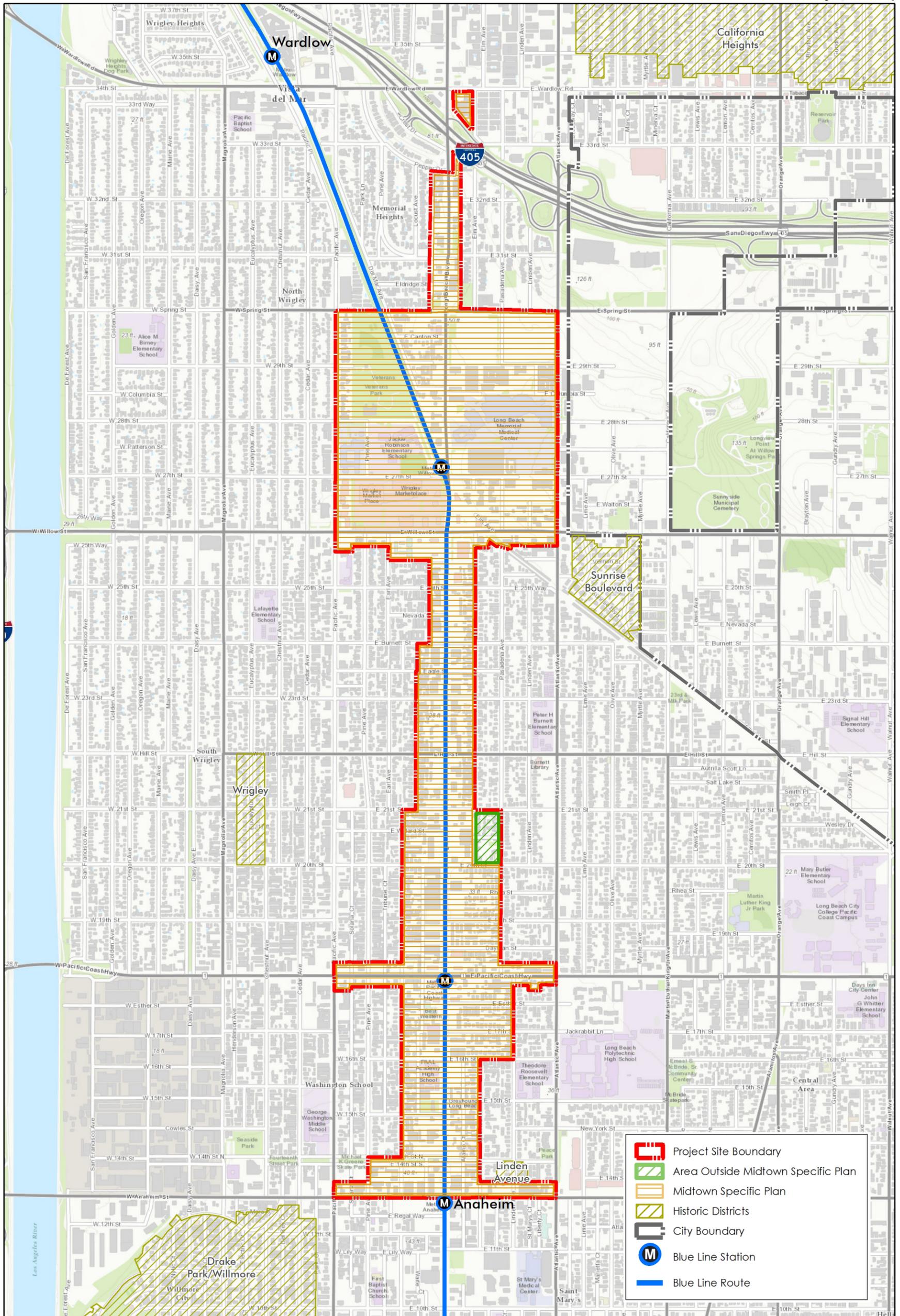


Source: City of Long Beach, 2014

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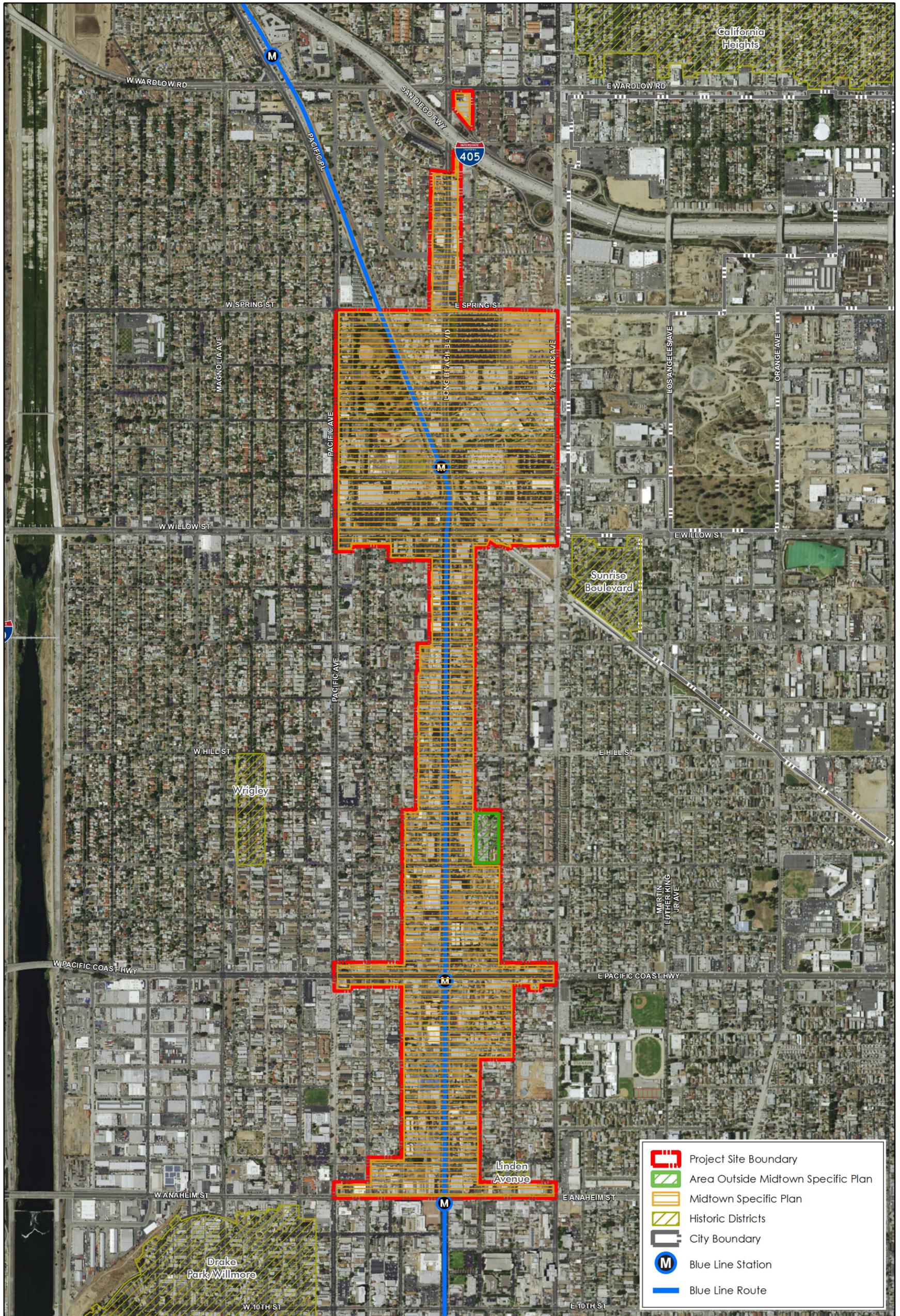
Figure 3-2 - Local Vicinity  
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Figure 3-3 - Aerial Photograph  
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### 3.3.1 Project Description

#### 3.3.1.1 PROJECT BACKGROUND

Some areas of the City are zoned as special districts, called Planned Development Districts, which are more comprehensive than conventional zoning and are intended to achieve a specific outcome in a geographic area. In 2011, Planned Development District 29 (PD-29) regulated 311 acres along Long Beach Boulevard from Wardlow Road to 7th Street (including sphere areas and public right-of-way). The Downtown Plan (adopted January 2012) assumed regulatory control of the portion of PD-29, Subarea 5, south of Anaheim Street along Long Beach Boulevard (70 acres). This left roughly 240 acres to be considered by the Midtown Specific Plan. However, the City determined that two residential blocks around Officer Black Park (approximately 4 acres) should be removed from PD-29 and convert to conventional residential and park zones; thereby, leaving 236 acres of PD-29 for the Midtown Specific Plan area. Furthermore, the City augmented the Midtown Specific Plan area to include 133 additional acres around the Long Beach Boulevard transit nodes and Long Beach Memorial Medical Center, bringing the total size of this area to approximately 369 acres.

#### 3.3.1.2 DESCRIPTION OF THE PROJECT

The project consists of two areas along Long Beach Boulevard totaling 373 acres, stretching from Anaheim Street on the south to Wardlow Road on the north (see Figures 3-2, *Local Vicinity*, and 3-3, *Aerial Photograph*): 1) the Midtown Specific Plan area spanning approximately 369 acres from Anaheim Street on the south to Wardlow on the north and 2) the area outside of, but adjacent to the Midtown Specific Plan boundary, which consist of approximately 4 acres around Officer Black Park (west of Pasadena Avenue between 21st Street and 20th Street). Both of these areas make up the overall Project Site and constitute the Proposed Project for purposes of CEQA, but are described separately below. Also for purposes of CEQA, the Proposed Project analyzed in this DEIR consists of adoption of the Midtown Specific Plan and extraction of the two residential blocks around Officer Black Park from PD-29 and retention of the underlying conventional zoning designations already in place for these two residential blocks.

#### Midtown Specific Plan Area

In order for the Midtown Specific Plan to be implemented, the City's General Plan would need to be amended with adoption of the Midtown Specific Plan. Specifically, the General Plan Land Use Map would need to be amended in order to change the current land use designations of the Midtown Specific Plan area to Midtown Specific Plan. The proposed land use plan for the Midtown Specific Plan area is shown in Figure 3-4, *Proposed Midtown Specific Plan Land Use Plan*. The amendment is required as some of the current General Plan land use designations within the Midtown Specific Plan area do not permit the mix and density/intensity of uses proposed under the Specific Plan; the Specific Plan would allow for uses and densities set forth in the Specific Plan. Other project-related amendments to the City's General Plan include revisions to tables and exhibits of the Mobility Element pertaining to roadway classifications and closures, which are described below under their respective section.

Implementation of the Midtown Specific Plan would also require an amendment to the City's Zoning Regulations (Title 21 of the City's Municipal Code) and zoning map. More specifically, the City's Zoning Code

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and zoning map would be amended to change the existing Planning Development District 29 (PD-29) boundary to coincide with the boundaries of the Midtown Specific Plan area. The existing zoning designations of the Midtown Specific Plan area would also be replaced with the new Midtown Specific Plan zoning designations (see Figure 3-5, *Current and Proposed Zoning Designations*). Additionally, the changes to the zoning code would state that the regulating code within the Midtown Specific Plan would serve as the zoning, development, and design standards for all development projects within the Midtown Specific Plan area.

The Midtown Specific Plan provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard, which is just north of the downtown Long Beach area. The Midtown Specific Plan acts as a bridge between the Long Beach General Plan and development that would occur within the Midtown Specific Plan area. The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457 [Specific Plans]) provides authority for a city to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy plan). When a specific plan is adopted by ordinance, the specific plan effectively replaces portions or all of the current zoning regulations for specified parcels and becomes an independent set of zoning regulations that provide specific direction to the type and intensity of uses permitted or define other types of design and permitting criteria. The Midtown Specific Plan would be adopted by the Long Beach City Council as ordinance and function as the regulatory document that serves as the implementing zoning for the Midtown Specific Plan area, thereby ensuring the orderly and systematic implementation of the Long Beach General Plan.

The Midtown Specific Plan would provide the flexibility, innovative use of land resources and development, a variety of housing and other development types, and an equitable method of vehicular, public transit, pedestrian, and bicycle access for development of the Midtown Specific Plan area. The Midtown Specific Plan is also intended to be more flexible than conventional zoning to encourage new investment and development along the Long Beach Boulevard corridor. The Midtown Specific Plan would establish the necessary land use plan, development standards, regulations, design guidelines, infrastructure systems, and implementation strategies on which subsequent, project-related development activities would be founded. It is intended that design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the Midtown Specific Plan area be consistent with the intent of the Midtown Specific Plan.

As shown in Table 3-1, the Midtown Specific Plan area currently contains just under 1,900 residential units and a little over 2.6 million square feet of commercial and employment uses, as well as medical facilities with just over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Midtown Specific Plan would increase the number of permitted residential units to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning. The Midtown Specific Plan would also increase potential commercial and employment building square footage to just over 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms. As also shown in Table 3-1, the commercial and employment square footage would be substantially less under the Midtown Specific Plan compared to what would be allowed under the current PD-29 zoning, as would the number of dwelling units.

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**Table 3-1 Land Use Projections for Midtown Specific Plan Area**

	Dwelling Units	Population	Com/Emp Square Feet	Hospital Beds	Hotel Rooms	Employees
Existing Land Use	1,883	5,873	2,628,333	956	196	12,855
Development Projected Under Proposed Midtown Specific Plan	3,619	10,068	2,997,265	983	277	15,642
<b>Difference (Existing Conditions vs. Proposed Project)</b>	<b>1,736</b>	<b>4,195</b>	<b>368,932</b>	<b>27</b>	<b>81</b>	<b>2,787</b>
Development Levels Allowed Under Current PD-29 Zoning	5,846	16,943	5,033,731	983	277	20,465
<b>Difference (Current Zoning vs. Proposed Project)</b>	<b>2,227</b>	<b>6,875</b>	<b>2,036,466</b>	<b>0</b>	<b>0</b>	<b>4,823</b>

**SOURCES AND ASSUMPTIONS:**

**All Scenarios**

Data sources: Unless otherwise indicated, the source of assumptions and data is PlaceWorks. All data sources reflect the most current available data at the time of the buildout projections (2014).

Note on hospital and hotel uses in the Midtown Specific Plan area: Building square footages are not included in the total commercial and employment square feet figure. Impacts for these uses are evaluated based on the number of hospital beds, hotel rooms, and employees in place of building square footage.

**Existing Land Use**

Source for dwelling units, commercial and employment square feet, and hotel rooms: City of Long Beach Parcel Database, 2012-14; and Long Beach Unified School District, 2013.

Population assumptions: 3.41 persons per household (PPH) with an 8 percent vacancy rate based on 2011 US Census American Community Survey.

Source for hospital beds: California Automated Licensing Information and Report Tracking System, 2014.

Employee assumptions: US Census Longitudinal Employer-Household Dynamics (LEHD) Program, 2011; augmented with employment generation factors of 600 square feet per employee for retail uses, 500 square feet per employee for service uses, 2,000 square feet per employee for commercial storage, and 500 square feet per employee for other uses.

**Proposed Midtown Specific Plan**

Dwelling units assumptions: 1,736 additional units (including 300 units on the campus of the Long Beach Memorial Medical Center) based on approximate midpoint of potential housing demand capture for the Midtown Specific Plan area from 2014 to 2035 as estimated by Strategic Economics in an August 2014 Market Demand Analysis.

Population assumptions: 3.16 PPH for townhouse units and 2.90 PPH for multifamily units, both with a 5 percent vacancy rate (industry standard for a healthy vacancy rate).

Commercial and employment square feet assumptions: Addition of 152,000 square feet of professional office, 330,163 square feet of medical office, and the conversion of industrial uses to other non-industrial uses, based on approximate professional office, medical office, and retail demand estimates for the Midtown Specific Plan area from 2014 to 2035 as estimated by Strategic Economics in an August 2014 Market Demand Analysis, and refined by PlaceWorks. Projection of educational building square footage provided by Long Beach Unified School District, 2013.

Hotel rooms assumptions: Addition of one new business-class hotel.

Hospital beds: California Automated Licensing Information and Report Tracking System, 2014; and California Healthcare Atlas indicating a recent history showing 27 additional licensed beds at College Medical Center (formerly Pacific Hospital of Long Beach).

Employee assumptions: Employment generation factors of 500 square feet per employee for retail uses, 400 square feet per employee for service uses, 2,000 square feet per employee for commercial storage, and 400 square feet per employee for other uses, with the exception of employees in the Healthcare and Social Assistance industries. For those employees, 2011 LEHD data was extracted from the census tracts that include Long Beach Memorial Medical Center and College Medical Center and augmented by 10 percent to project for employment growth.

**Development Levels Allowed Under Current Zoning**

Dwelling units assumptions: 12 units per acre (upa) for R-2-N, 30 upa for R-4-R and PD-29 subarea 1, 36 upa for PD-25 and CCN, and 75 upa for PD-29 subarea 2 and PD-29 subarea 5 generated by PlaceWorks based on current development standards and land use descriptions.

Population assumptions: 2.90 PPH for units at 30/36/75 upa, and 3.16 PPH for 12 upa; all with a 5 percent vacancy rate (industry standard for a healthy vacancy rate).

Commercial and employment square feet assumptions: Floor area ratios (FARs) of 0.50 to 0.70 for zones, districts, and subareas that permit nonresidential land use, except for PD-29 subarea 2 and PD-29 subarea 5, which assumed an FAR of 2.0; refined and generated by PlaceWorks based on current development standards and land use descriptions.

Hotel rooms assumptions: Addition of one new business-class hotel.

Hospital beds: California Automated Licensing Information and Report Tracking System, 2014; and California Healthcare Atlas indicating a recent history showing 27 additional licensed beds at College Medical Center (formerly Pacific Hospital of Long Beach).

Employee assumptions: Employment generation factors of 500 square feet per employee for retail uses, 400 square feet per employee for service uses, 2,000 square feet per employee for commercial storage, and 400 square feet per employee for other uses, with the exception of employees in the Healthcare and Social Assistance industries. For those employees, 2011 LEHD data was extracted from the census tracts that include Long Beach Memorial Medical Center and College Medical Center and augmented by 10 percent to project for employment growth.

Notes: Com = commercial; Emp = employment

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#### *Development Districts*

The Midtown Specific Plan divides the Midtown Specific Plan area into four development districts, as described below and shown in Figure 3-4, *Proposed Midtown Specific Plan Land Use Plan*. Each district has its own development standards and land use patterns. The acreages noted below exclude the 112 acres of public right-of-way (e.g., streets, public sidewalks) within the Midtown Specific Plan area.

#### ***Transit Node (TN) District***

The Transit Node District (83 acres) supports compact, transit-oriented mixed-use and residential development centered on the existing three Metro Blue Line stations. This district is characterized by more intense building types, including mid- and low-rise podium, mixed-use flex blocks, liners, stacked flats, and live-work units. Building heights and lot coverage patterns reflect significant intensities and densities, with few restrictions on height limits and a maximum floor area ratio of 4.0. The district accommodates retail, restaurant, entertainment, and other pedestrian-oriented uses at street level, with offices and flats above in mixed-use buildings.

#### ***Corridor (CDR) District***

The Corridor District (93 acres) is applied to properties along Long Beach Boulevard between Blue Line stations and is intended to provide housing options and neighborhood-serving uses within walking distance of a transit node. Building types include lined block, stacked flats, courtyard housing, live-work, rowhouses, and tuck-under units. Multifamily residential and mixed-use projects may reach five stories, while single-use, neighborhood-serving uses occupy buildings between one and three stories. Mixed-use and non-residential projects are centered on key intersections while residential and public/quasi-public uses infill at mid-block locations.

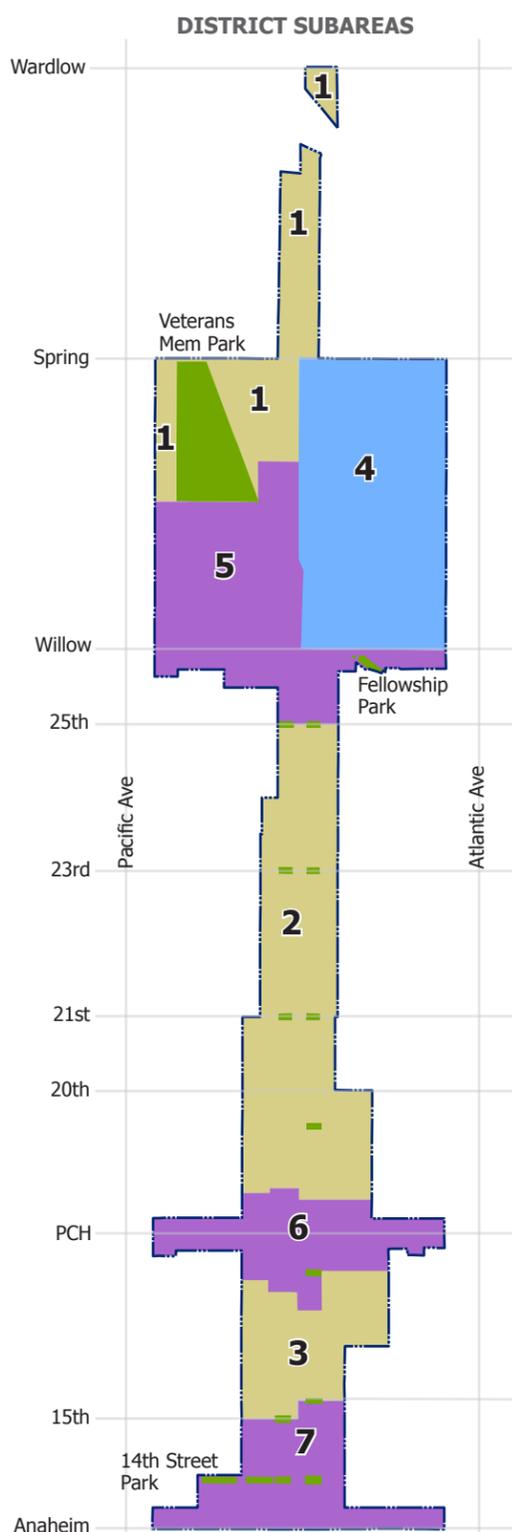
#### ***Medical (M) District***

The Medical District (63 acres) establishes a comprehensive health campus based on the Long Beach Memorial Medical Center's master planning efforts. The district plans for a campus that activates both Atlantic Avenue and Long Beach Boulevard with a mix of uses, connects physically to Veterans Memorial Park, and engages corridor businesses and the entirety of Midtown programmatically. The district contains a wide range of building types and multiple parking structures at varying heights and intensities. In addition to improved buildings, pedestrian access, and landscaping improvements on campus, the medical center will host events to strengthen its relationship with the local neighborhoods. Access to the campus, facilities, local events, and increased outreach will aid in creating a greater sense of community for the corridor.

Figure 3-4 - Proposed Midtown Specific Plan Land Use Plan  
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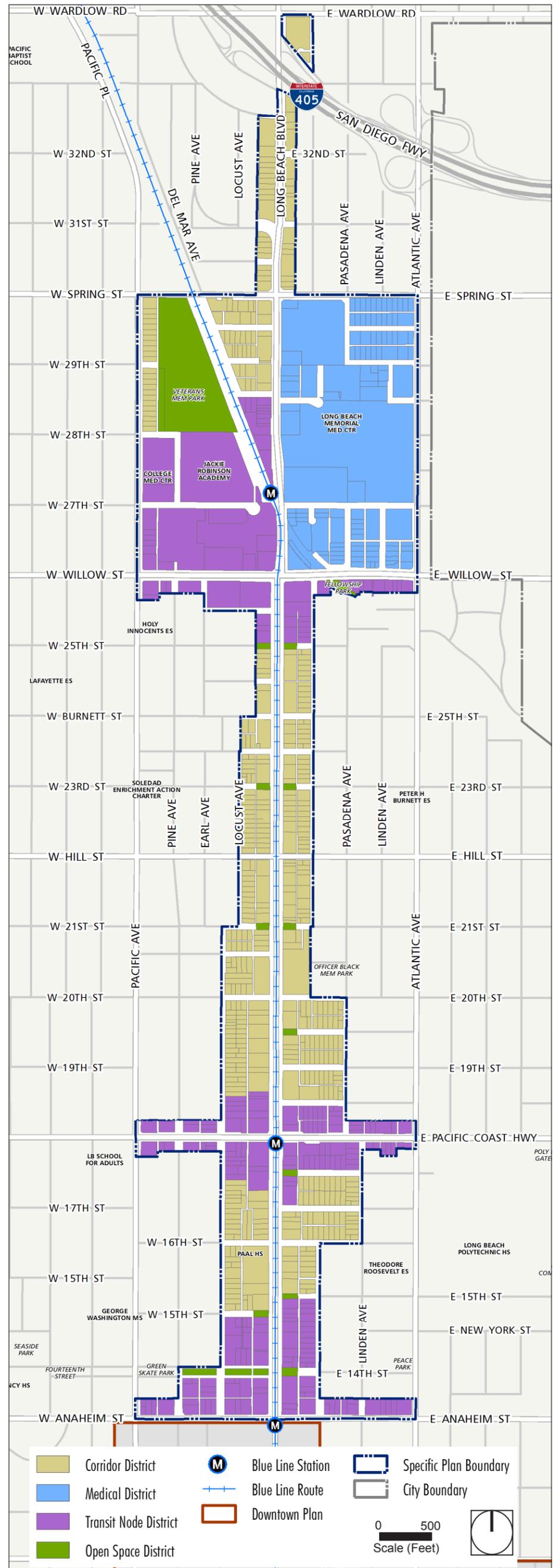
Land Use Summary by District					
District	Acres	Typical Density (per ac)	Dwelling Units	Comm/Employ Sq Ft	Hotel Rooms/Hospital Beds
<b>Corridor Districts</b>					
1	22	15-40	408	274,766	---
2	51	15-40	924	331,815	---
3	20	15-40	450	92,663	---
<b>Total</b>	<b>93</b>	<b>-</b>	<b>1,782</b>	<b>699,244</b>	<b>---</b>
<b>Medical District</b>					
4	63	20-30	300	757,600	854 beds
<b>Total</b>	<b>63</b>	<b>-</b>	<b>300</b>	<b>757,600</b>	<b>854 beds</b>
<b>Transit Node Districts</b>					
5	44	30-60	774	924,296	175 rooms/ 148 beds
6	20	30-60	362	297,125	102 rooms
7	19	30-60	401	319,000	---
<b>Total</b>	<b>83</b>	<b>-</b>	<b>1,537</b>	<b>1,540,421</b>	<b>277 rooms/ 148 beds</b>
OS <sup>1</sup>	18	-	-	-	-
ROW	112	-	-	-	-
<b>Total</b>	<b>369</b>	<b>-</b>	<b>3,619</b>	<b>2,997,265</b>	<b>277 rooms/ 983 beds</b>

Note:  
1. The Open Space District consists of 15.2 acres of existing park area plus 2.6 acres of future parklets. Figures above subject to rounding.



This map divides the land use districts into subareas to summarize the approximate distribution of development potential throughout the Midtown Specific Plan.

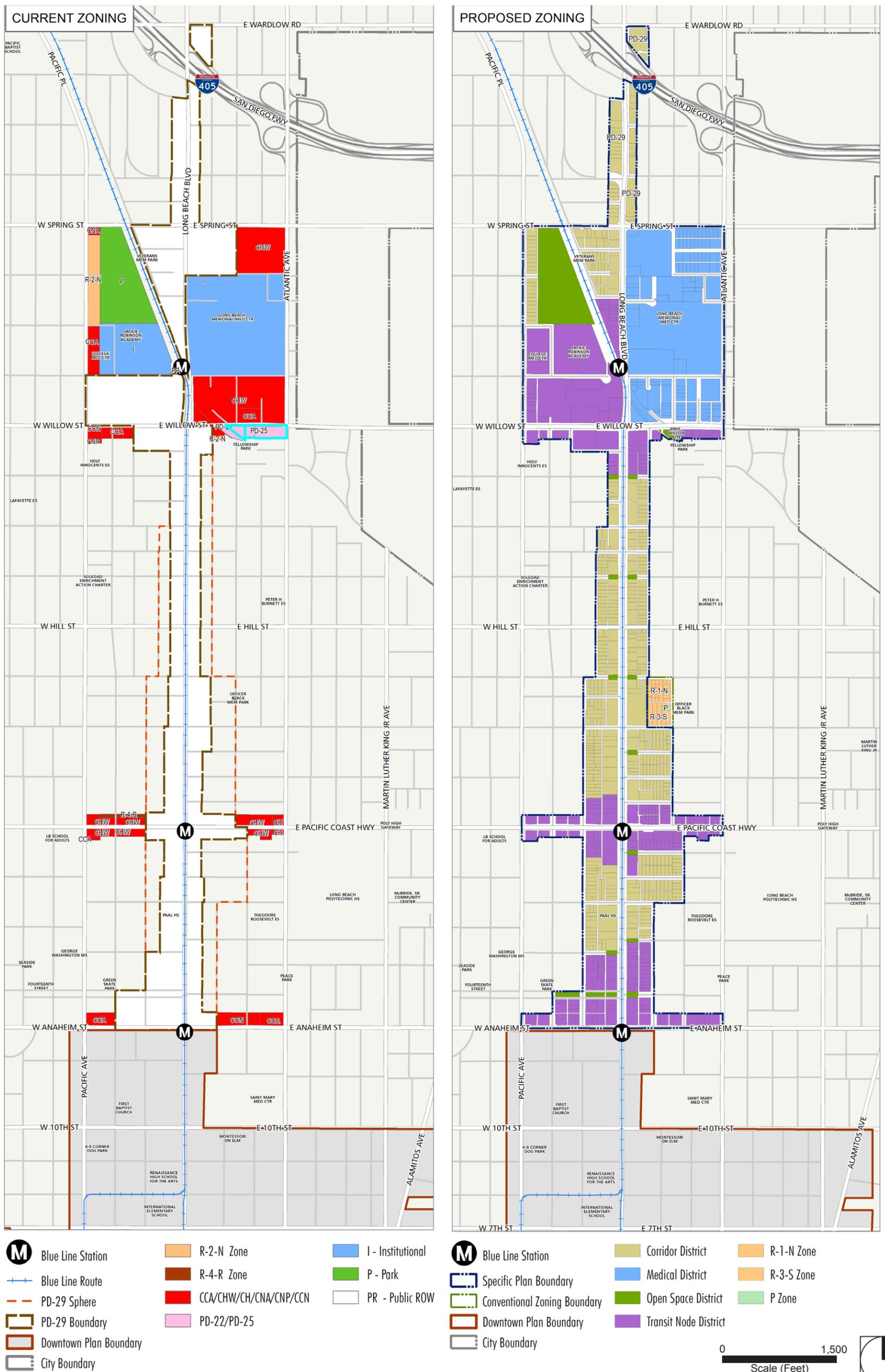
Source: PlaceWorks, 2014



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Figure 3-5 - Current and Proposed Zoning Designations  
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Source: City of Long Beach and ESRI, 2016

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### *Open Space (OS) District*

The Open Space District (18 acres) identifies existing areas reserved for community and mini parks, and creates space for new parks. The district maximizes physical and programmatic connections to existing park facilities, with a specific focus on linking Veterans Park with the Medical District. The addition of parklets (small street parks) provide much needed active and passive park spaces for urban neighborhoods along Long Beach Boulevard to promote health, wellness, community gardening, art, and safe places for children and other residents. In order to create the parklets, a number of roadway segments along existing streets intersecting with Long Beach Boulevard would be closed off to vehicular traffic, as discussed below.

### *Development Standards/Design Guidelines*

New development within the Midtown Specific Plan area would be required to comply with the development standards within the Midtown Specific Plan area. The development standards detail the allowable building type and form for each district, including lot size, maximum building height, maximum stories, building placement (setback requirements), and parking standards. In addition, there are open space, public right-of-way, and landscaping standards.

The Midtown Specific Plan also includes design guidelines. The design guidelines are intended to promote quality design, consistent with the overall vision, while providing a level of flexibility to encourage creative design. The design guidelines direct the physical design of building sites, architecture, and landscape elements within the Midtown Specific Plan area. This comprehensive approach represents a more understandable and predictable way to shape the physical future of this area by emphasizing building form and landscape design that reinforce urban and transit-oriented development patterns.

### *Mobility and Streetscape*

The mobility and streetscape plan for the Midtown Specific Plan is guided by the City's General Plan Mobility Element. Creating an efficient, balanced, multimodal mobility network is a priority for both plans. Although Long Beach Boulevard is already a multi-modal corridor, the mobility and streetscape plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. The complete streets network for Midtown consists of four types of facilities—pedestrian, bicycle, vehicular, and public transit. Synchronizing traffic signals, reconfiguring streets and freeway ramps, and applying a context-sensitive approach to balance the mobility system along Long Beach Boulevard are just a few of the strategies that will help to create an enjoyable area for all users of the corridor.

Implementation of the mobility and streetscape plan would include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bicycle facilities (see description provided below regarding these facilities), wider sidewalks, new street lighting, landscaping buffers, and improved intersection crossings. As noted above, other amendments to the City's General Plan Mobility Element, which are associated with the mobility and streetscape plan of Midtown Specific Plan, include revisions to tables and exhibits in this element pertaining to roadway classifications.

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The Midtown Specific Plan includes recommendations for an improved Class III or IV bikeway and bike boxes along Long Beach Boulevard where and when feasible. Bicycle improvements along Long Beach Boulevard will be determined in the City's Bicycle Master Plan Update. As conditions change along the boulevard, new bikeways would add connectivity to other transit options, such as the Metro Blue line, and other bicycle connections in the City. Where feasible and when on-street parking is deemed unnecessary, new bike lanes could be physically separated from pedestrian and vehicular traffic. Curb extensions could also be considered to create space for the new lanes by reducing on-street parking and right-turn pockets. This treatment creates safer environments for pedestrians and bicyclists while encouraging healthy alternative transportation options for people living and working in the area.

#### *Roadway Segment Closures*

The Proposed Project includes the closure of the following roadway segments to vehicular traffic in order to create parklets (small street parks):

- 25th Street west of Long Beach Boulevard
- 25th Street east of Long Beach Boulevard
- 23rd Street west of Long Beach Boulevard
- 23rd Street east of Long Beach Boulevard
- 21st Street west of Long Beach Boulevard
- 21st Street east of Long Beach Boulevard
- Rhea Street east of Long Beach Boulevard
- Esther Street east of Long Beach Boulevard
- 15th Street west of Long Beach Boulevard
- 15th Street east of Long Beach Boulevard
- 14th Street east of Long Beach Boulevard

As noted above, as a part of the Midtown Specific Plan, other amendments to the City's General Plan include revisions to tables and exhibits pertaining to the aforementioned roadway closures.

#### *Transit*

Midtown is currently served by the Metro Blue Line light rail, local and regional bus services, and shuttle service. Implementing the Midtown Specific Plan would, in the long term, convert the existing open platform at Willow Metro Station into an enclosed transit station that could serve as a connection point for multiple lines and modes of transportation. This would include the current Metro Blue Line and the proposed expansion of the Metro Green Line. Moreover, this would also connect the local bus system and other potential types of transit service, such as bus rapid transit and trolley service. Additionally, the enclosed transit station would provide bicycle and pedestrian connections to nearby shops, offices, and parking facilities.

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### Parking

The Midtown Specific Plan would encourage individuals to utilize public transit and bicycles due to the project’s mixed-use character. As a result, the need for parking spaces would decrease in comparison to the existing parking requirements. Overall, parking requirements would vary by land use type, as prescribed in the Midtown Specific Plan.

### Infrastructure

In addition to the proposed development that would be accommodated by the Midtown Specific Plan, improvements to roadways and utilities may be required to support the Proposed Project. Proposed onsite infrastructure improvements could include storm drains, wastewater, water, and dry utilities that would connect to existing facilities adjacent to the Project Site. Infrastructure improvements to existing streets to address stormwater management requirements using biotreatment techniques may also be included.

### Area Outside the Midtown Specific Plan

The Proposed Project includes an area outside of but adjacent to the Midtown Specific Plan boundary: the area comprises approximately four acres around Officer Black Park, west of Pasadena Avenue between 21st Street and 20th Street (see Figure 3-3, *Aerial Photograph*). As shown in Table 3-2, existing land uses within this area consists of 76 dwelling units and 11,346 square feet associated with the existing church; this area also contains Office Black Park.

**Table 3-2 Land Use Projections for Area Outside the Midtown Specific Plan**

	Dwelling Units	Population	Com/Emp Square Feet	Hospital Beds	Hotel Rooms	Employees
Existing Land Use	76	238	11,346	0	0	6
Development Projected Under Conventional Zoning	76	238	11,346	0	0	6
<b>Difference (Existing Conditions vs. Proposed Project)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Development Levels Allowed Under Current Zoning	76	238	11,346	0	0	6
<b>Difference (Current Zoning vs. Proposed Project)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Notes: Com = commercial; Emp = employment

**SOURCES AND ASSUMPTIONS:**

**All Scenarios**

Data sources: Unless otherwise indicated, the source of assumptions and data is PlaceWorks. All data sources reflect the most current available data at the time of the buildout projections (2014).

Source for dwelling units, commercial and employment square feet, and hotel rooms: City of Long Beach Parcel Database, 2012-14.

Population assumptions: 3.41 persons per household (PPH) with an 8 percent vacancy rate based on 2011 US Census American Community Survey.

Employees assumptions: US Census Longitudinal Employer-Household Dynamics (LEHD) Program, 2011; augmented with employment generation factors of 500 square feet per employee for retail uses, 400 square feet per employee for service uses, and 2,000 square feet per employee for religious uses.

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Under the Proposed Project, the two residential blocks around Officer Black Park would be extracted from PD-29 and retain its underlying conventional zoning designations, which include Single-Family Residential, standard lot (R-1-N); Three-Family Residential (R-3-S); and Park (P) (see Figure 3-5, *Current and Proposed Zoning Designations*). The proposed extraction would not require an amendment to the City’s zoning map, as the underlying conventional zoning designations are already in place. With the exception of the zoning designation revisions that would be undertaken, no physical change (e.g., additional development intensity, redevelopment) is expected to occur within this area and all existing uses (which include residential uses, a church, and Officer Black Park) are expected to remain.

#### Overall Development for Proposed Project (Midtown Specific Plan and Area Outside of Midtown Specific Plan)

As shown in Table 3-3, the overall Project Site contains just under 2,000 residential units and a little over 2.6 million square feet of commercial and employment uses, along with just over 950 licensed hospital beds and almost 200 hotel rooms. The Proposed Project would increase the number of permitted residential units to just under 3,700 dwelling units—roughly 1,700 more than existing conditions. The Proposed Project also increases potential commercial and employment building square footage to approximately 3 million square feet (a net increase of approximately 369,000 square feet over existing conditions), concentrating and intensifying development at key transit and employment nodes. The buildout projections also assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms. As also shown in Table 3-1, the commercial and employment square footage would be substantially less under the Proposed Project compared to what would be allowed under the current PD-29 and conventional zoning, as would the number of dwelling units.

**Table 3-3 Overall Land Use Projections for Proposed Project**

	Dwelling Units	Population	Com/Emp Square Feet	Hospital Beds	Hotel Rooms	Employees
Existing Land Use	1,959	6,111	2,639,679	956	196	12,861
Development Projected Under Proposed Project	3,695	10,306	3,008,611	983	277	15,648
<b>Difference (Existing Conditions vs. Proposed Project)</b>	<b>1,736</b>	<b>4,195</b>	<b>368,935</b>	<b>27</b>	<b>81</b>	<b>2,787</b>
Development Levels Allowed Under Current Zoning	5,922	17,181	5,045,077	983	277	20,471
<b>Difference (Current Zoning vs. Proposed Project)</b>	<b>2,227</b>	<b>6,875</b>	<b>2,036,466</b>	<b>0</b>	<b>0</b>	<b>4,823</b>

Notes: Com = commercial; Emp = employment

#### 3.3.1.3 PROJECT PHASING

No specific phasing program has been identified. The Proposed Project would be implemented on a parcel by parcel basis as future development applications are submitted to the City. Public realm improvements would occur as funding becomes available. However, for purposes of environmental analysis, buildout of the Proposed Project is anticipated to occur by 2035.

Project Description

### 3.4 INTENDED USES OF THE EIR

This is a Program EIR which examines the potential environmental impacts of the Proposed Project. This DEIR is also being prepared to address various actions by the City and others to adopt and implement the Midtown Specific Plan. It is the intent of the DEIR to enable the City of Long Beach, other responsible agencies, and interested parties to evaluate the environmental impacts of the Proposed Project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are as follows:

Lead Agency	Action
Long Beach City Council	<ul style="list-style-type: none"> <li>• Adoption of the Midtown Specific Plan</li> <li>• Adoption of a Zone Change</li> <li>• Certification of the EIR</li> <li>• Adoption of Findings of Fact and Statement of Overriding Considerations (if required)</li> <li>• Adoption of the Mitigation Monitoring Program</li> </ul>
Responsible Agencies	Action
Los Angeles Regional Water Quality Control Board	<ul style="list-style-type: none"> <li>• Issuance of a National Pollution Discharge Elimination System Permit (NPDES) for future construction activities</li> </ul>

### 3. Project Description

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