

INTENSITY, HEIGHT AND TRANSITIONS

INTENSITY

In the Downtown area, development intensity is regulated by development standards such as height, floor area ratio (FAR), and parking, not by lot size. Table 3-2 indicates the permitted height and FAR. Sections 21.15.1070 and 21.15.1090 define and describe FAR.

In the Downtown Neighborhood Overlay, residential density is regulated as identified in Table 3-2.

Table 3-3 identifies allowable intensity in Downtown Long Beach, in terms of both FAR and height. The table also identifies allowable development bonuses, which is explained in the following discussion.

UNIT SIZE

Table 3-2 identifies the minimum dwelling unit sizes for new dwelling units. Replacement of any unit demolished, as defined in Section 21.15.750, shall be subject to the required new unit size.

LOT SIZE

Table 3-2 identifies the minimum lot size for any new subdivision of land.

UNIT MIX

A variety of housing unit types and sizes promotes a more balanced community. A mix of dwelling unit types and sizes is required for all development projects.

HEIGHT

Height areas are identified in Figure 3-2. Where projects straddle height areas, each height area shall remain in effect.

TRANSITIONS

Heights, setbacks, and development standards have been developed to sensitively integrate new development with surrounding neighborhoods. Transition areas were carefully observed to ensure the success of this goal, including transitions abutting the Downtown Neighborhood Overlay.

Key transition areas occur at the boundaries of Downtown and at the boundaries of height areas, in many cases along existing corridors or existing areas of marked distinction and development intensity. Flexibility in transition for areas that straddle boundaries shall be considered during design development and during the Site Plan Review process.

TABLE 3-2 DENSITY, UNIT AND LOT SIZE

Development Standard	Downtown Plan Area	Downtown Neighborhood Overlay	
		Lot Size	Density
Density	Regulated through FAR and Height. Refer to Tables 3-3 and 3-4.	0 to 3,200 sf	1 unit per lot
		3,201 to 15,000 sf	1 unit per 1,500 sf
		15,001 to 22,500 sf	1 unit per 1,200 sf
		22,501 sf or more	1 unit per 975 sf
Unit size minimum	600 sf*	600 sf	
Lot size minimum for new subdivision	10,000 sf	10,000 sf	

*Minimum unit size may be reduced from 600 sq ft to a minimum of 450 sq ft through the Site Plan Review process if the Site Plan Review Committee finds that

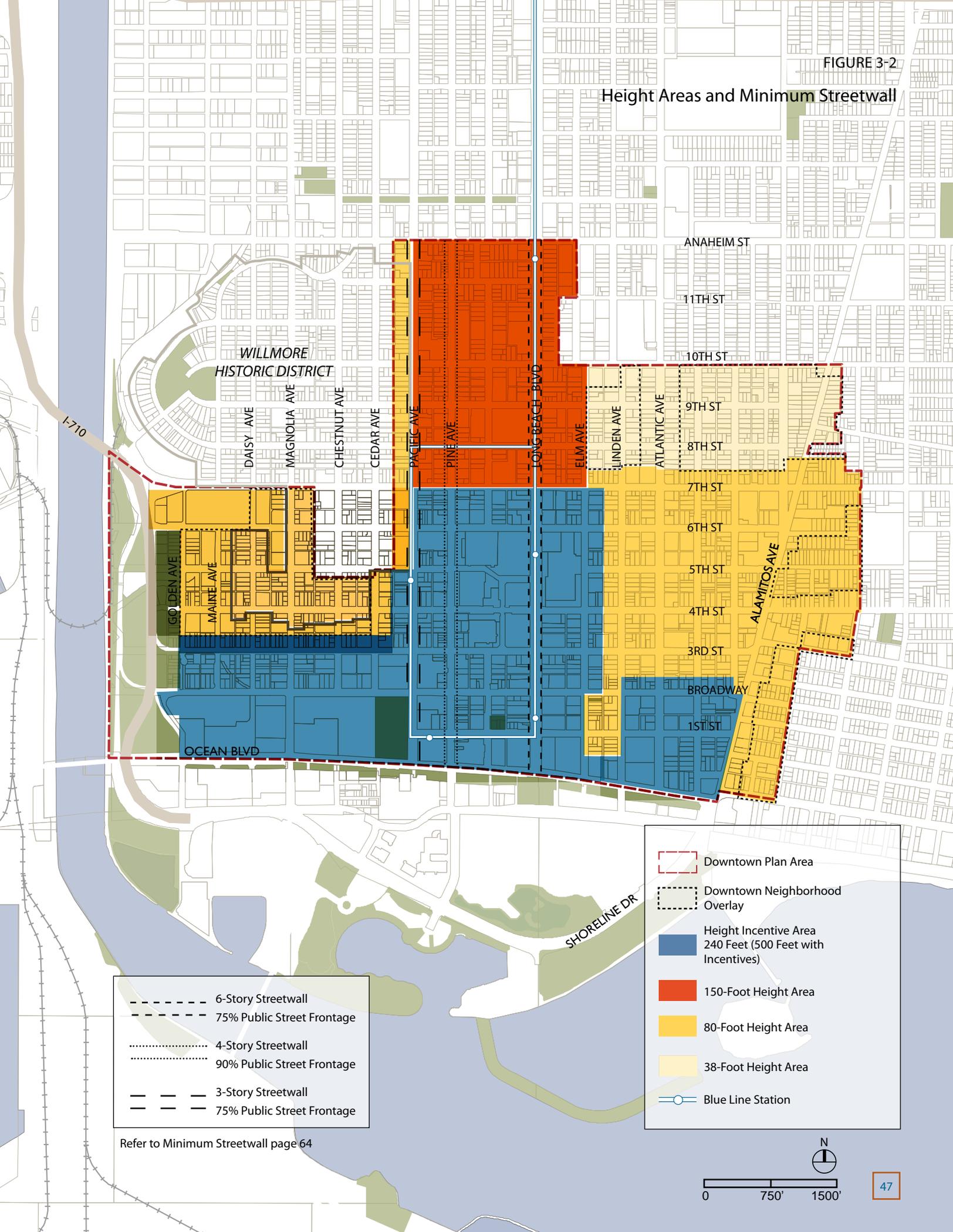
(a) The reduced-size units are high-quality dwelling units with sufficient amenities so as to be livable, desirable dwelling units, to be determined at the sole discretion of the Site Plan Review Committee

(b) Not more than 15% of the total units in the project will be units less than 600 sq ft, and

(c) Private open space requirements are not reduced, waived or otherwise abrogated.

FIGURE 3-2

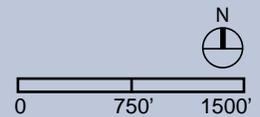
Height Areas and Minimum Streetwall



- 6-Story Streetwall
- 75% Public Street Frontage
- 4-Story Streetwall
- 90% Public Street Frontage
- 3-Story Streetwall
- 75% Public Street Frontage

Refer to Minimum Streetwall page 64

- Downtown Plan Area
- Downtown Neighborhood Overlay
- Height Incentive Area
240 Feet (500 Feet with Incentives)
- 150-Foot Height Area
- 80-Foot Height Area
- 38-Foot Height Area
- Blue Line Station



DEVELOPMENT INTENSITY AND DEVELOPMENT INCENTIVES

TABLE 3-3 DENSITY, UNIT AND LOT SIZE

Basic Height Categories	Floor Area Ratio (FAR)	Height with Incentives	FAR with Incentives
240 feet	8.0	500 feet	11.0
150 feet	5.0	N/A	N/A
80 feet	4.0	N/A	N/A
38 feet	2.25	N/A	N/A

The Downtown Plan has established a bonus system to allow for additional floor area (development bonus) for qualified projects in height incentive areas only. The purpose of bonuses is to incentivize the provision of certain project attributes such as sustainable features, provision of additional open space, and rehabilitation of certain existing buildings. Bonuses are only available within the Height Incentive Area. The following section describes the bonuses, while Table 3-4 identifies the specific incentives available.

The provision of development bonuses is subject to review and demonstration of achievement of the criteria in Table 3-4. Bonuses shall not exceed the maximum FAR in the Height Incentive Area as described in Table 3-3. Maximum FARs may not be achievable on all sites, as superseding development regulations may reduce development potential.

SUSTAINABLE DEVELOPMENT FEATURES

LEED® Certification

Projects that achieve LEED® (Leadership in Energy & Environmental Design) or equivalent certification are eligible to receive a development bonus, as indicated in Table 3-4.

Prior to issuance of a planning permit for one or more buildings receiving a development bonus for LEED Certification (or equivalent), the project developer shall post a performance bond equal to \$1.50/sf for each building receiving a development bonus but no less than \$100,000 for each application. To fully comply with these provisions, all affected projects must receive LEED Certification (or equivalent) within 1 year of the issuance of Certificate of Occupancy (CofO). If the LEED

Certification process (or equivalent) is delayed through no fault of applicant, then the 1-year period and bond shall be extended accordingly. The City shall release the performance bond within 1 week of receipt of evidence of LEED Certification. If the performance bond is drawn upon by the City, all obligations of the Developer shall be deemed fulfilled and any bond monies so drawn will be used by the City to fund maintenance, sustainability and other obligations within or related to Downtown.

Green Roof, Eco-Roof, or Eco-Roof Deck

Green roofs, also known as eco-roofs or eco-roof decks, are encouraged in Downtown because they reduce stormwater runoff, lower energy consumption, and provide for a visually interesting roofscape. If they are publicly accessible, they also provide needed open space. Projects that incorporate a green roof are eligible to receive a development bonus, as indicated in Table 3-4.

Renewable Energy

Projects that demonstrate a reliance on renewable energy for a portion of their energy requirements are eligible for a development bonus, as indicated in Table 3-4. Refer to Section 21.45.400 of the Long Beach Municipal Code (Green Building Standards).

PROVISION OF PUBLIC OPEN SPACE

As described in Table 3-4, projects that contribute open space in excess of the required open space standards described herein are eligible for a development bonus. Open space contributions may be satisfied through the direct provision of public open space, the provision of land for open space, or a monetary contribution to the creation of an off-site public open space.

DEVELOPMENT INTENSITY AND DEVELOPMENT INCENTIVES

TABLE 3-4 DEVELOPMENT INCENTIVES

Incentives for Height Incentive Area	Maximum FAR per Incentive*
LEED® Certification or Equivalent	
LEED® Silver Certified or Equivalent process	0.5
LEED® Gold, Platinum or Equivalent	1.0
Green Roof or Eco-Roof	
Option 1: 30% of footprint	0.25
Option 2: 31–60% of footprint	0.5
Option 3: Above 61% of footprint	1.0
Renewable Energy	
Option 1: Meet minimum 25% of energy needs	0.5
Option 2: Exceed 25% of energy needs	1.0
Provision of Public Open Space (See Section 5)	
Option 1: 10% of site	0.5
Option 2: 20% of site	1.0
Rehabilitation of Historic Buildings (See Section 7)	
Gross area (or percentage thereof) of existing building is removed from FAR calculation	1.0

*The total combined development bonus shall not exceed an FAR of 3.0 per project.

REHABILITATION OF HISTORIC BUILDINGS

For projects that preserve and reuse existing designated historic buildings, the gross floor area of the designated structure may be excluded from the calculation of the total FAR of the project so long as the historic and architectural character of the structure is rehabilitated and not adversely affected.

AFFORDABLE HOUSING

Refer to City's existing density bonus program as set forth in Chapter 21.63 of the Long Beach Municipal Code.

PARKING STANDARDS AND TRANSPORTATION DEMAND MANAGEMENT

Tables 3-5 and 3-6 provide the residential and nonresidential parking requirements in the Downtown area. If different land uses are part of the same project (e.g., mixed retail and residential development), the parking requirements for each separate land use are applicable and shall be added together to determine the total parking requirements for the project.

Parking and loading requirements not provided in this section shall be subject to review by the City Traffic Engineer who may require additional studies prior to approval.

Table 3-7 describes the bicycle parking requirements for Downtown Long Beach.

In the calculation of parking requirements, fractional numbers of parking spaces shall be rounded up to the nearest whole number.

TRANSPORTATION SYSTEM DEMAND MANAGEMENT

Transportation demand management strategies for Downtown Long Beach will accomplish two broad objectives:

- Reduce reliance on automobiles and associated congestion and emissions.
- Provide economic incentives for residential, office, and employment projects in Downtown.

Downtown is served by the Metro Blue Line light rail, local and regional bus services, and shuttle service. In addition, bicycling opportunities and the mixed-use character of Downtown decrease the need for parking spaces over those required in the past. For this reason, an Alternative Mobility Overlay encompassing many of these services and characteristics has been established. (See Figure 3-3.)

Within the Alternative Mobility Overlay, new development projects (both residential and nonresidential) additions, demolitions, rebuilds, and remodels (refer to Sections 21.15.065, 21.15.750, 21.15.2250, and 21.15.225 of the Long Beach Municipal Code, respectively) are eligible for a parking reduction by incorporating Transportation Demand Management (TDM) strategies.

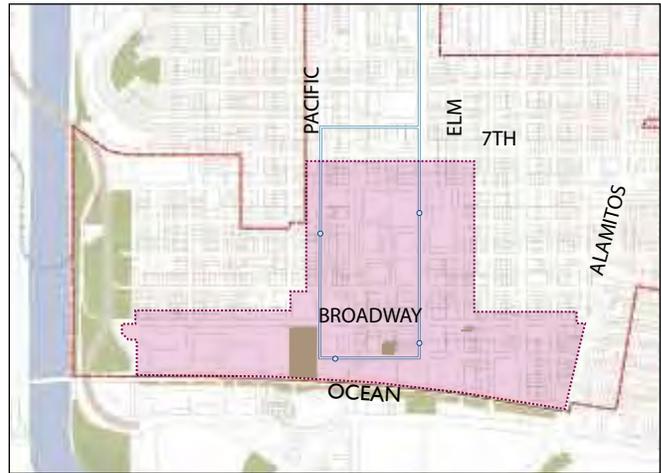


Figure 3-3: Alternative Mobility Overlay Area

TDM strategies applicable to reduced parking requirements, subject to the discretion of the Site Plan Review Committee, include:

- Car sharing
- Carpool/vanpools
- Garage lifts
- Unbundled parking (parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit)
- Joint use (shared parking)
- Transit/bicycle/pedestrian system improvements,
- Other proposals

All parking reduction requirements shall be approved at the discretion of the Site Plan Review Committee, which will determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis.

A “park once” policy shall also be promoted for Downtown. Rather than driving from one Downtown use to another, visitors are highly encouraged to park once and walk to one or more destinations within Downtown. Similarly, residents and employees are encouraged to walk from residences or workplaces to Downtown destinations.

PARKING STANDARDS AND TRANSPORTATION DEMAND MANAGEMENT

TABLE 3-5 RESIDENTIAL OFF-STREET PARKING

Use	Minimum	Notes
Dwelling unit, shopkeeper unit, or live/work unit	1.0 space per unit plus 1 guest parking space per 4 units	Half of the required guest parking can be shared with commercial. Additional parking provided need not be allocated to an individual dwelling unit.
Special Group Residence	1.0 space per 3 bedrooms	As defined in Section 21.15.2810.

TABLE 3-6 NONRESIDENTIAL OFF-STREET PARKING

Use	Minimum	Notes
Professional office, medical/dental office, bank/savings & loan, other unspecified office	2.0 spaces per 1,000 sf	Projects containing less than 6,000 sf are exempt.
Retail, restaurants, bars	1.0 spaces per 1,000 sf	Projects containing less than 6,000 sf are exempt.
Hotel	0.5 spaces per room	Projects containing less than 6,000 sf are exempt.
Converted historic landmark buildings	No additional parking	Ground-floor uses of historic landmarks are converted to restaurant, retail, or entertainment uses.*
Outdoor dining	No additional parking	
Conversions of commercial buildings to residential	1.0 spaces per unit	Revised parking standards may be granted based on site conditions such as existing building parking constraints, proximity to mass transit, or use of other parking management techniques at the discretion of the Site Review Committee or the Planning Commission depending on the approving authority.

Note: If ground-floor uses of historic landmarks are converted to restaurant, retail, or entertainment uses. Other uses require the minimum parking required in Table 3-6.

sf = square feet

TABLE 3-7 BICYCLE PARKING

Use	Minimum	Notes
Dwelling unit, shopkeeper unit, or live/work unit	1.0 space for every five dwelling units	Fractions shall be rounded up to whole numbers.
Commercial building	1.0 space for each 5,000 sf of building area	Fractions shall be rounded up to whole numbers.
Retail building	1.0 space for each 7,500 sf of building area	Fractions shall be rounded up to whole numbers.

Note: The provision of individual secure bicycle storage is encouraged. Up to 50 percent of the total required spaces can be provided as individual bicycle facilities.

sf = square feet

BUILD-TO LINE/SETBACK STANDARDS

The siting of buildings plays a critical role in establishing the character and sense of place in Downtown Long Beach. In primarily residential areas, homes and buildings are set back from streets and adjacent structures to provide identity, privacy, light, air, and ventilation, as well as green space for recreation.

In dense commercial areas, buildings at the street's edge give spatial definition to the public realm, which is critical to supporting pedestrian activity. Spatial definition also establishes a visual connection between businesses on opposite sides of the street, provides a sense of enclosure, and is an important ingredient of a successful active, pedestrian-oriented street.



Build-To Lines permit limited setbacks to accentuate building entries and add interest to the public realm.

Figure 3-4 identifies the three types of setbacks for the Downtown area, which are discussed in more detail on the following pages and within Tables 3-8 and 3-9.

The following standards apply to all setbacks within the Downtown area. These standards have been developed to ensure a vibrant character and a pedestrian orientation to development within the Downtown. Additional standards for the design of building frontages are provided within Section 4, including Streetwall requirements on selected streets.

The Site Plan Review Committee may consider context-sensitive setbacks, deviating from the required setbacks or build-to lines on individual projects for both additions and new construction, if those deviations would be consistent with the intent of this Plan.

Build-To Lines and Setbacks

In some areas of Downtown, setbacks are prohibited. Buildings shall be built to the property line, which is a Zero-Foot Build-To Line. For Zero-Foot Build-To Lines, up to 20 percent of the building frontage may be set back not more than 5 feet.

For all other building setbacks identified, buildings are required to be set back from the property line in accordance with the requirements of Figure 3-4, and Tables 3-8 and 3-9.

Additional setbacks for entry plazas or courtyards, or to meet adjacent structures, may be permitted subject to additional design review. Arcades and colonnades may be used to satisfy setback requirements.

Stoops, patios, gardens, balconies, and bay windows may be located within the setback and are encouraged along the street edge. Projections are permitted into the required setbacks in accordance with Section 21.32.220(C) of the Long Beach Municipal Code. The design of setbacks is discussed in detail within Section 4.



Pedestrian-oriented uses activate the street edge.

Pedestrian-Oriented Uses

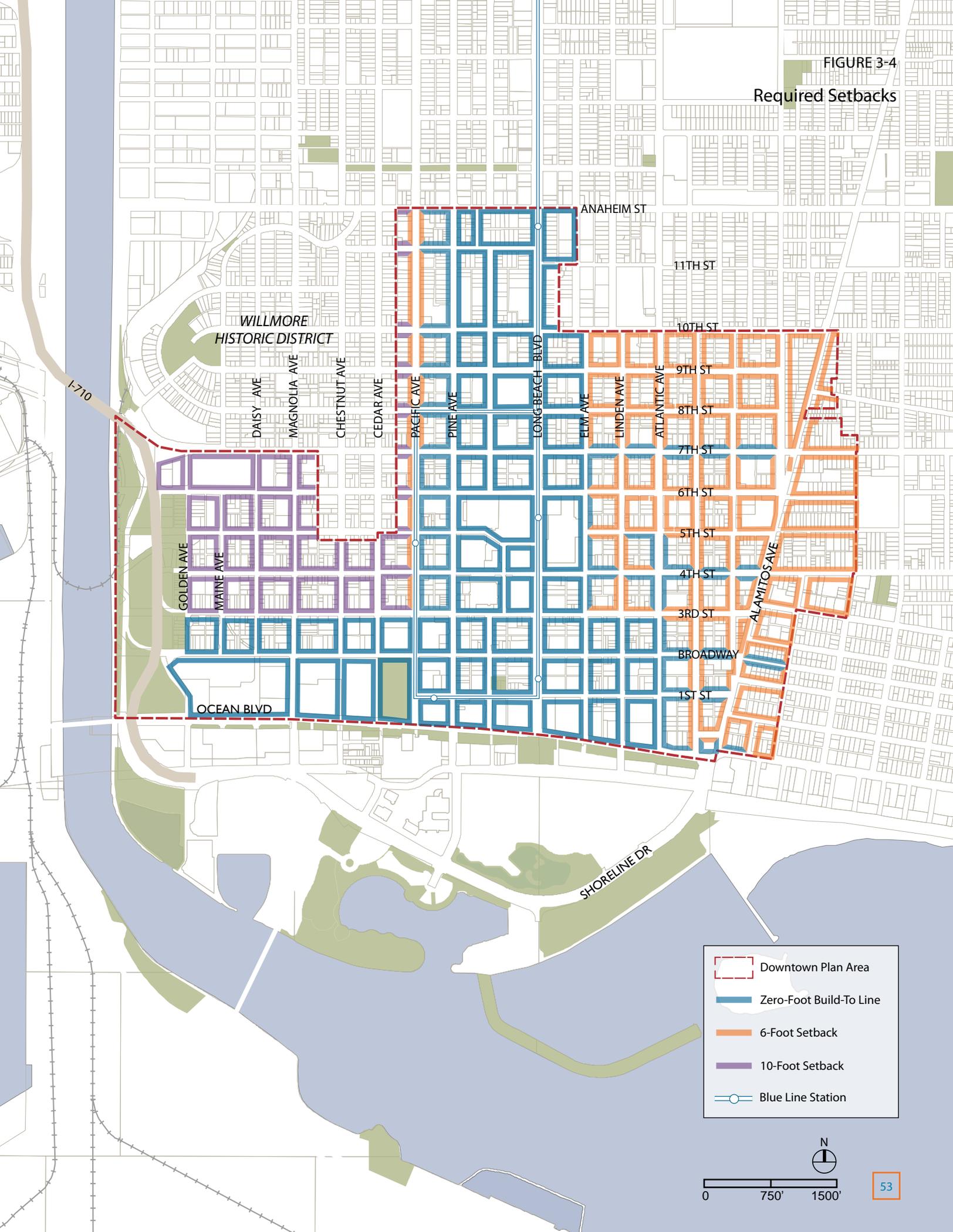
Pedestrian-oriented uses are required in specific areas, as designated in Figure 3-1 and the standards identified in the preceding section. In locations where pedestrian-oriented uses are not required, neighborhood retail and other active uses are encouraged at the ground-floor street frontage, where existing zoning permits. Active uses may include building lobbies, residential amenities such as common spaces, athletic facilities, etc. Additional standards regarding the design of pedestrian-oriented uses are provided within Section 4.

Entrances Facing the Street

Ground-floor uses, including residential units, lobbies, recreation areas, and community rooms, shall provide large windows at the ground floor, and entries to activate the street frontage.

FIGURE 3-4

Required Setbacks



- Downtown Plan Area
- Zero-Foot Build-To Line
- 6-Foot Setback
- 10-Foot Setback
- Blue Line Station

N

0 750' 1500'

BUILD-TO LINE/SETBACK/OPEN SPACE STANDARDS

Surface Parking Lots

Surface parking lots may be built, as an interim use with site plan review, within the setback provided a continuous 6-foot-wide landscaped area is maintained between the parking lot and the street property line. Refer to Sections 21.42 and 21.44 of the Long Beach Municipal Code. Additional standards for the landscape treatment of parking can be found within the Parking Treatment portion of Section 4.

Interior Setbacks

An interior setback is the required distance from a nonfront, corner, or rear property line to a structure on a lot. Interior setbacks apply for all development in the Downtown area and are identified in Table 3-9.

Standards for required corner cut-off

Additional standards for a required corner cut-off apply in accordance with Section 21.15.660 of the Long Beach Municipal Code.

OPEN SPACE

Downtown Long Beach contains a variety of parks and open spaces that provide recreation, relaxation, and entertainment opportunities. Additional well-designed, accessible open spaces sprinkled throughout Downtown will contribute to its pleasant environment and appeal.

All new development in Downtown is required to provide open space. Types of open space allowed include common outdoor open space, common indoor open space, and private open space, in accordance with the standards described in Table 3-10.

Open space may assume a variety of different forms, but all open spaces should be expansive or uninterrupted, except for paseos and other through-block connections. Standards for the design of open space can be found in Section 4. Required Build-To Line and street setback areas cannot be used to satisfy required open space areas.

The Site Plan Review Committee may consider alternate configurations and amounts of open space on a project-specific basis, if such changes would be consistent with the intent and goals of this Plan.

TABLE 3-8 BUILD-TO LINE AND SETBACK STANDARDS ^(a)

Build-to Line/Setback	Minimum Setback	Notes
Zero-Foot Build-To Line ^{(b)(c)*}	0 feet	1. Building entrances shall open to a public ROW or public courtyard. 2. Additional setbacks for entry plazas or courtyards, or to meet adjacent structures, may be permitted subject to the discretion of the Site Plan Review Committee. 3. If ground-floor use is either residential or hotel/motel guest rooms, a 5-foot interior setback is required in all areas. 4. No maximum setback is stipulated. 5. Required alley setbacks are measured from the centerline of the alley. 6. Setback is 0 feet if the structure is attached to a building on an abutting lot or if no building on an abutting lot is within 5 feet of property line. If no attachment can be achieved, a setback of 5 feet is required.
6-Foot Setback ^{(c)*}	6 feet	
10-Foot Setback*	10 feet	

* See Figure 3-1 for areas with required pedestrian-oriented uses. Ground-floor pedestrian-oriented uses and neighborhood retail are encouraged in all areas.

(a) In all cases, minimum setback of 10 feet from curb face required.

(b) Arcades and colonnades may be used to satisfy the Zero foot Build-To Line requirement.

(c) Portions of the building frontage may be set back: Up to 20 percent of building frontage may be set back not more than 5 feet. In any case, setback shall not exceed 20 feet in width, or 5 feet in depth.

ROW = Right-of-way

SETBACK/OPEN SPACE STANDARDS

TABLE 3-9 INTERIOR SETBACK STANDARDS

Location ^(a)	Minimum Setback from Interior Property Line ^(b)	Minimum Setback from Alley ^(c)	Notes
Lot adjacent to side yard of lot in Neighborhood Overlay	5 feet	10 feet	
Lot adjacent to rear yard of lot in Neighborhood Overlay	10 feet	15 feet	
All other areas	0 feet ^(d)	10 feet	

(a) If ground floor use is either residential or hotel/motel guest rooms, a 5 foot interior setback is required in all areas.

(b) No maximum setback is stipulated.

(c) Required alley setbacks are measured from the centerline of the alley.

(d) Setback is 0 feet if the structure is attached to a building on an abutting lot or if no building on an abutting lot is within 5 feet of property line. If no attachment can be achieved, a setback of 5 feet is required.

TABLE 3-10 OPEN SPACE STANDARDS

Type of Open Space	Requirements		Notes	
Common Outdoor Open Space – as a percentage of the lot area	Lot Size	% Common Outdoor Open Space		<ol style="list-style-type: none"> Each project shall provide common outdoor space at grade, podium, or roof level. Public open spaces directly accessible and visible from the public right-of-way are encouraged. Minimum area for common outdoor open space is 1,000 sf for projects of 21 or more new residential units and 500 feet for all other projects. Minimum dimensions of at least one portion of the open space shall measure 40 feet x 12 feet or greater. All common outdoor open space areas shall be well designed. Common open space may include rooftop decks, court game areas, tot lots, swimming pools, landscaped areas, community gardens, and courtyards. At least 10% of the open space area shall be planting.
		Projects with 21+ residential units	All other development projects	
	≤10,000 sf	10	Exempt	
	10,001 - 30,000 sf	15	5	
>30,000 sf	20	10		
Additional Standards for Projects of 21 or More New Residential Units ⁽¹⁾				
Common Indoor Open Space	Each project shall provide at least one community room of at least 500 sf.		<ol style="list-style-type: none"> The area shall be located adjacent to, and accessible from the common outdoor open space. Area may contain active or passive recreational facilities, meeting space, exercise rooms, computer terminals or other activity space but must be accessible through a common corridor. 	
Private Open Space	At least 50% of all residential dwelling units shall provide private open space on a balcony, patio, or roof terrace.		<ol style="list-style-type: none"> Minimum area of private open space is 36 sf with a minimum width of 6 feet. 	

(1) Refer also to Tower Spacing requirements in Section 4, Standards by Building Types - Towers

ADDITIONAL STANDARDS

Residential Amenities

Residential developments consisting of 21 units or more shall provide storage space subject to the discretion of the Site Plan Review Committee. Each storage space shall be a minimum of 25 square feet in area and shall contain not less than one hundred 175 cubic feet. A garage shall not count as a storage space.

Off-Site Improvements

All development projects in Downtown shall comply with the requirements of Chapter 21.47 of the Long Beach Municipal Code (Dedication, Reservation and Improvement of Public Rights-of-way). In addition, off-site improvements may include such items as street lights, bumpouts, street trees, and intersection improvements, as well as other public facilities. Such improvements are subject to the Site Plan Review process as discussed in Section 5 Streetscape Standards and Improvements (page 93).

Other Development Standards

Development standards not specifically indicated in this Plan shall also apply to all Downtown projects in accordance with the provisions set forth in Title 21 of the Long Beach Municipal Code.