

### 3.0 PROJECT DESCRIPTION

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the environmental impacts that may result from implementation of the proposed General Plan Land Use and Urban Design Elements Project (proposed project). As Lead Agency, the City of Long Beach (City) has the authority for preparation of this Draft EIR and, after the comment/response process, certification of the Final EIR and approval of the proposed project as described in this Draft EIR. The City and Responsible Agencies have the authority to make decisions on discretionary actions related to the approval of the proposed project. This Draft EIR will serve as a Program EIR pursuant to the *State California Environmental Quality Act (CEQA) Guidelines*, Section 15168. A Program EIR is appropriate for a series of related actions that can be characterized as one large project. This Draft EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. This Draft EIR evaluates for a reasonable worst-case scenario of potential environmental impacts associated with the proposed project and provides mitigation where necessary. The analysis in this Draft EIR is based on the General Plan Land Use Element and the General Plan Urban Design Element (City of Long Beach, August 2016) (Appendix F).

#### 3.1 PROJECT LOCATION AND SETTING

As illustrated by Figure 3.1, Project Location, the planning area includes the entire 50 square miles within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in Los Angeles County (County), California. The City is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower; and on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach. The City is also bordered by the unincorporated communities of Rancho Dominguez to the north and Rossmoor to the east. The Pacific Ocean borders the southern portion of the City, and as such, portions of the City are located within the California Coastal Zone.

Regional access to the City is provided by Interstate 710 (I-710, which traverses the western portion of the City from north to south), Interstate 405 (I-405, which traverses the central portion of the City from northwest to southeast), State Route 91 (SR-91, which traverses the northernmost portion of the City from east to west), State Routes 103 and 47 (SR-103 and SR-47, respectively, which traverse the western border of the City from north to south), and State Route 1 (SR-1, which traverses the central portion of the City from east to west), commonly referred to as Pacific Coast Highway (PCH) (SR-1). In addition, Interstate 605 and State Route 22 (I-605 and SR-22 [located northeast and east of the City]) provide access to the eastern portion of the City,

A variety of transit routes maintained by the Metropolitan Transportation Authority (Metro), the Long Beach Transit, and the Orange County Transportation Authority (OCTA) also provide both regional and local access to and within the City. The City is also served by a variety of bicycle lanes and paths

including regional connections along PCH (SR-1), the San Gabriel River pathway, and the Los Angeles River pathway.

## **3.2 COMMUNITY PROFILE**

### **3.2.1 Historical Perspective**

The City of Long Beach traces its roots to its early occupation by the Gabrielino-Tongva Native American Tribe in areas adjacent to the Los Angeles and San Gabriel Rivers. For this tribe of hunters and gatherers, the Los Angeles and San Gabriel Rivers provided a source of water and food. However, the demographic composition of the area significantly changed in 1781, during the Spanish/Rancho period (1769 to 1848), when Rancho Los Cerritos and Rancho Los Alamitos were established. Together, these ranchos combined to comprise an area that now includes a large majority of the area within the City's current geographic boundaries. The area experienced another demographic shift again in 1881 when entrepreneur William Willmore established a town named Willmore City (now known as the Willmore area of Downtown Long Beach). Following the establishment of Willmore City, thousands of families moved into the area, resulting in the City's incorporation on December 13, 1897.<sup>1</sup> Consequently, by the turn of the century, the Willmore City area was a popular tourist attraction as its amenities included a public wharf, a pier, the Pacific Electric Railway line, and the Pike Amusement Park. The area continued to flourish following the discovery of oil in 1921 near Signal Hill. Similarly, the establishment of several naval air bases in the City and associated agglomerate uses (i.e., Douglas Aircraft Company) furthered the City's population growth and fueled the suburbanization of the City from 1930 to 1960. As part of the City's suburbanization, roadways were constructed and low-density housing tracts were developed in the northern and eastern areas of the City. The presence of an expanded circulation system also served as a catalyst for new commercial establishments throughout the City. From 1970 to 1999 the City saw the closure of the Pike Pier and the revitalization of the Downtown area. In addition, the City established Shoreline Village in the 1980s and developed its first modern hotels and office buildings in the Downtown area. Most recently, the City has developed new projects on infill sites within the Downtown area, along the Metro Blue Line.

### **3.2.2 Long Beach Today**

Today, the City of Long Beach is a unique community with strong ties to its historic roots. The City has established several historic districts and resources throughout the City for which protection should be provided and has established several development projects that pay homage to its historic past. For example, the Pike at Rainbow Harbor pays tribute to Willmore City and Long Beach's origins as a thriving coastal community for residents, tourists, and naval businesses alike. Currently, California State University, Long Beach; the Port of Long Beach; the Long Beach Memorial Medical Center; the Veterans Affairs Medical Center; and several other regional-serving resources contribute to the City's international reputation and serve to characterize the community as a City with strong ties to the technology, educational, and medical sectors.

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<sup>1</sup> California Association of Local Agency Formation Commissions, California Cities by Incorporation Date, last updated March 2011.

As described further below, the City is seeking to improve its existing uses, including those regional-serving uses listed above, through a broadened approach to land use, economics, sustainability, and the environment.

### **3.2.3 Long Beach's Vision for the Future**

As Long Beach continues to evolve, the City aims to target growth and mobility, capitalize on existing strengths, build up existing businesses, and become a smarter and more sustainable City. Specifically, the City aims to promote new development projects on underutilized sites and to promote mixed-use development that is connected to the City's larger alternative transportation network in order to reduce reliance on automobiles. The Land Use Element (LUE) aims to establish development patterns and densities/intensities consistent with the adopted Mobility Element's (October 2013) Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network and the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) goals of facilitating alternative modes of transportation and encouraging land use patterns to maximize mobility and accessibility for all people. In addition, the City aims to capitalize on its strengths and build up businesses by encouraging commercial, industrial, and technology industries to relocate to the City given its location near the borders of Los Angeles and Orange Counties, the Pacific Ocean, and the Port of Long Beach. In order to become a smarter and more sustainable City, Long Beach will encourage the development of green buildings, the provision of wireless internet in public spaces and on transit services, the provision of reliable renewable energy options, and the creation of community gardens along with the provision of healthy food options. Through the attainment of these objectives, the City will continue to be a unique and thriving community in which people choose to both work and live.

## **3.3 LONG BEACH GENERAL PLAN**

The Long Beach General Plan represents a comprehensive approach for managing the community's future. The Long Beach General Plan also reflects the City's long-term strategy for directing physical, economic, and cultural development. The General Plan is a legally binding policy document intended to serve as a guide by City officials, developers, and the community when making decisions regarding future development and the management of land and natural resources.

In regards to development, the Long Beach General Plan serves as a blueprint guiding the type of community the City desires for its future, and also provides the means by which that desired future can be obtained. The General Plan establishes goals, policies, and directions and utilizes text, maps, and graphic illustrations to express the organization of the physical, environmental, economic, and social environment sought by the community in order to achieve a healthful, functional, and desirable place in which to reside and work.

### **3.3.1 State General Plan Requirements**

Government Code 65302 et seq. requires that every city and county in the State of California (State) prepare and adopt a "comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." As further mandated by the State, the General Plan must serve to:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;
- Provide a framework within which the City's Planning Commission and City Council can make land use decisions;
- Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and
- Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules that will guide both environmental protection and land development decisions within the City and surrounding planning area.

State law requires that the General Plan include the following seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. While these seven elements are required, State law also allows flexibility in how each local jurisdiction structures these elements. In addition to these seven elements, the existing Long Beach General Plan includes elements addressing the following issues beyond those required by State law: Historic Preservation, Air Quality, Seismic Safety, and Scenic Routes. While State law does not mandate discussion of these issues, once adopted, “optional” issues have the same force and effect as policies related to the General Plan elements required by the State. It should also be noted that the City also has a certified Local Coastal Program (LCP) governing land use in coastal areas of the City. As required by the California Coastal Act, the City’s LCP is consistent with the land use plan, goals, objectives, and policies established in the City’s General Plan.

### 3.3.2 General Plan Consistency

In addition to providing a comprehensive strategy for directing future growth, State law mandates that the General Plan be internally consistent. Specifically, Government Code Section 65300.5 requires the various components of a General Plan to, “comprise an integrated, internally consistent and compatible statement of policies.” The three primary components required to maintain internal General Plan consistency are as follows:

1. **Equal Status among General Plan Elements.** All elements of a General Plan have equal status and no one General Plan element takes precedence over any other. As such, the General Plan elements must be consistent in order to avoid potential conflicts between or among the elements.
2. **Consistency between Elements and within Individual Elements.** All General Plan elements must be consistent with each other. For example, policies and implementation strategies outlined in one element must not require or encourage an action that would be prohibited or discouraged by policies and implementation strategies in another General Plan element.
3. **General Plan Text, Diagram, and Map Consistency.** Text, diagrams, and maps must be consistent with one another and with goals and policies outlined in all elements of the General Plan.

It is also important to note that the General Plan aims to balance competing objectives and community priorities. As such, in interpreting goals, policies, and implementation strategies in the General Plan, care must be given to determine the “best fit” for the action to be taken, aimed towards achieving the City’s short-term and long-term priorities.

### **3.3.3 Comprehensive Nature of the General Plan**

The Long Beach General Plan establishes goals, policies, and implementation strategies aimed at guiding the physical, social, environmental, and economic environments. In addition to addressing the State-mandated components of a General Plan, the Long Beach General Plan also responds to current and future issues the City faces. In order to fully address these issues, the Long Beach General Plan planning area encompasses the current City limits, while also keeping in mind the regional context of its planning efforts. For example, certain issues such as traffic, transit, air quality, and greenhouse gas (GHG) emissions have both a local and regional component. In such cases, the General Plan addresses the degree to which the City's interests, values, and concerns are congruent or conflict with existing regional policies. Furthermore, it is also the role of the Long Beach General Plan to define the extent to which the City can address local issues and those issues that require cooperative actions among several jurisdictions.

## **3.4 PROJECT HISTORY**

Over the last century, the City has evolved from a suburban town to a thriving metropolis. The City has continued to grow as a result of changes to the fiscal and natural environments. In order to allow for increased flexibility in responding to such changes, the City proposes to update and replace the existing 1989 Land Use Element with a new LUE. The decision to update and replace its LUE was made in part to guide physical development in the City based on the projected population increases through the year 2040; to allocate financial resources for necessary community services and infrastructure maintenance; to sustain a diverse and competitive local economy; to encourage sustainable development; to retain the character of existing residential neighborhoods; to provide a greater variety in housing, mobility, and lifestyle choices; to improve the health of City residents through urban planning approaches; and to respond to changing technologies.

Similarly, the City has decided to adopt a new Urban Design Element (UDE) as part of its General Plan to aid in shaping the continued evolution of the urban environment in the City while also allowing for a balance between new development and the existing natural environment. These two General Plan Elements are collectively referred to as the "proposed project" throughout this Draft EIR.

### **3.4.1 Community Outreach**

In addition to the public scoping meeting held at the Long Beach Gas & Oil Department at 2400 East Spring Street on Wednesday, May 27, 2015, three Planning Commission Study Sessions were held on May 27, 2015; June 4, 2015; July 2, 2015; and October 1, 2015, at the City Council Chambers. These meetings were open to the public for the opportunity to learn more about the City's vision for future land use and urban design in Long Beach. The public was invited to provide input on the proposed LUE and the UDE. No formal action was taken at these meetings. These study sessions included discussions regarding building heights and transitions between PlaceTypes, enhancing existing developments already underway in the City, and maximizing usable open space in new development projects. The public and the City's Planning Commission also discussed urban design topics, such as Crime Prevention Through Environmental Design (CDTED), water-efficient landscaping, and the creation of attractive and iconic entryways into the City.

## 3.5 PROPOSED PROJECT

The proposed project is an update to the City's existing General Plan and is intended to guide growth and future development through the year 2040. While the existing General Plan does not currently include an UDE, the existing Scenic Routes Element (SRE) designates roadways within the City for which view protection should be considered and also establishes varying design standards to ensure the continued maintenance of the aesthetic character of these roadways. The proposed project includes the approval of both the General Plan Land Use and Urban Design Elements, which would replace the existing LUE and SRE. The following discussion summarizes the key components of each of the proposed General Plan Elements.

### 3.5.1 Land Use Element

At the heart of the City's General Plan is the LUE, which serves as a roadmap directing the long-term physical development of the City. As required by Section 65302 of the California Government Code, the LUE is one of the primary required elements of a community's General Plan. The emphasis of the LUE is on the desired use of land within a community, including future development in the City.

The existing 1989 LUE includes a summary of existing land use types and contains a discussion of the intended and allowable uses within each land use type. The LUE also corresponds to a General Plan Land Use Map, which illustrates the intended location and distribution of each land use type on a parcel-by-parcel basis. In addition to a description and map of land use categories, the existing 1989 LUE establishes goals and objectives aimed at guiding the orderly pattern of development in the City. The existing LUE also describes potential obstacles to future development in the City, such as areas subject to flooding, and identifies a plan for solid waste management to accommodate new development as allowed under the existing LUE. The LUE concludes by outlining the guidelines for amending the LUE to ensure that future amendments have a beneficial impact on the City.

The proposed LUE would replace the existing 1989 General Plan LUE. In the event that the proposed updated LUE is adopted by the City, the City's existing LCP would also be updated to allow for the land use changes proposed within those areas located within the Coastal Zone boundary. Approval of the LUE would also result in updates to the City's Zoning Code to resolve several specific inconsistencies. As described in Section 3.7, Project Design Features, the proposed project includes a Project Design Feature (PDF) requiring that the City implement a Zone Change Program designed to resolve any zone change inconsistencies within 5 years of project approval. Approval of the LUE would also result in updates to the City's LCP and adopted Planned Development areas to implement new long-range development plans within coastal areas of the City. This Draft EIR addresses the proposed LUE and UDE projects, but does not analyze amendments to the LCP, Zoning Code or Planned Development area plans.

The proposed updated LUE would introduce the concept of "PlaceTypes," which would replace the current approach in the existing LUE of segregating property within the City through traditional land uses designations and zoning classifications. Refer to Figure 3.2, General Plan Land Use Designations, for an illustration of the City's existing General Plan Land Use Map. The updated LUE would establish 14 primary PlaceTypes that would divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas (refer to Figure 3.3, Proposed PlaceTypes). While the text of the LUE notes 11 PlaceTypes, this EIR and the

impact analyses contained therein refers to a total of 14 PlaceTypes in order to acknowledge the varying intensities (i.e., Low and Moderate) within certain PlaceTypes. Each PlaceType would be defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that PlaceType within the City. The proposed 14 PlaceTypes illustrated on Figure 3.3 are listed and briefly summarized below.

1. **Open Space.** The Open Space PlaceType aims to promote and conserve the physical health of the City's residents through the provision of natural environments, which include recreational open space; scenic, natural, or cultural features; and utilities and/or infrastructure with environmentally sensitive resources. Allowable uses within this PlaceType include 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, and limited commercial recreation uses that support existing programs and facilities. By establishing this PlaceType, the City hopes to preserve land and water areas that are undeveloped for use as passive/active recreational uses, conservation purposes, historic or scenic purposes, or visual relief from areas characterized by urban development. The maximum height of support structures allowed under this PlaceType is 2 stories [28 feet (ft)].
2. **Founding and Contemporary Neighborhood.** The Founding and Contemporary Neighborhood PlaceType represents the City's low-density residential neighborhoods, from older street car urban neighborhoods (Founding Neighborhoods) to post-World War II suburban housing (Contemporary Neighborhoods), which are predominantly characterized by single-family uses separated by large commercial centers. The purpose of this PlaceType is to preserve older urban neighborhoods and historic districts within the City that contain a mix of land uses and housing types, while simultaneously promoting new infill development in the form of residential single- and multi-family uses and neighborhood-serving commercial uses. As such, the establishment of this PlaceType would create transition areas within the City between single-family neighborhoods, neighborhood edges, and key intersections. This PlaceType would also encourage neighborhood enhancements aimed at increasing mobility (e.g., bikeway and pedestrian connections), visual improvements (e.g., façade improvements), and sustainability improvements (e.g., transit improvements to reduce vehicular emissions). Allowable uses within this PlaceType include single-family low-density housing and neighborhood-serving commercial uses. The maximum density, intensity, and height allowed under this PlaceType are 7 to 18 dwelling units per acre (du/ac), 0.25 to 0.50 floor-to-area ratio (FAR), and 2 stories (28 ft) (varies by area), respectively.
- 3 & 4. **Multi-Family Residential—Low and Moderate.** The Multi-Family Residential PlaceType aims to provide a variety of housing options (i.e., condominium duplex, triplex, and garden apartment uses) adjacent to neighborhood-serving commercial uses to meet the range of lifestyles of the City's community members. This PlaceType would be scattered throughout the City and is intended to be utilized as a buffer use between less intense and more intense residential neighborhoods. The Multi-Family Residential PlaceTypes also are intended to be pedestrian-oriented and would mostly be located in areas with bus and light rail services. The maximum density, intensity, and height allowed under the Multi-Family Residential-Low PlaceType are as follows: 3 dwelling units per lot (du/lot) or the equivalent of 29 du/ac on lots equal to or larger than 120 ft; 0.25 to 0.50 FAR, and 2 to

3 stories (38 ft), respectively. The maximum density, intensity, and height allowed under the Multi-Family Residential-Moderate PlaceType are as follows: 3 du/lot or the equivalent of 48 du/ac on lots larger than or equal to 120 ft in width, or 62 du/ac on lots 120 to 180 ft in width; 0.50 to 0.75 FAR; and 2 to 6 stories (65 ft), respectively.

5. & 6. **Neighborhood-Serving Centers and Corridors—Low and Moderate.** Commercial corridors and centers are located throughout the City. As such, the Neighborhood-Serving Centers and Corridors PlaceType aims to locate low- to moderate- intensity mixed-uses (i.e., residential/retail) near these areas in an effort to provide goods and services near housing. The intention of this PlaceType is to strengthen the identity of those neighborhoods surrounding commercial corridors and centers, to enhance pedestrian and bicycle connections, and to provide community gathering places. Allowable uses within this PlaceType include low- and moderate- intensity residential and commercial uses. The maximum density, intensity, and height allowed under the Neighborhood-Serving Centers and Corridors-Low PlaceType are as follows: 6 du/lot or the equivalent of 44 du/ac, 0.50 to 1.00 FAR, and 3 stories (38 ft), respectively. The maximum density, intensity, and height allowed under the Neighborhood-Serving Centers and Corridors-Moderate PlaceType are as follows: 9 du/lot or the equivalent of 54 du/ac, 1.00 to 1.50 FAR, and 7 stories, respectively.
7. & 8. **Transit-Oriented Development-Low and Moderate.** The City is currently served by bus, shuttle, and other transit services. In particular, the Metro Blue Line light rail has a significant presence along Long Beach Boulevard and the City's Downtown area. As such, the Transit-Oriented Development PlaceType aims to provide multi-family residential uses near areas adjacent to the Metro Blue Line in an effort to establish regional transit connections and promote transit use in the City. The Transit-Oriented PlaceType would also encourage the continuation of mixed-uses (residential and community-serving commercial uses) at a higher intensity to promote a pedestrian-friendly, active streetscape. Although this PlaceType has specifically been concentrated near Metro Blue Line stations, this PlaceType could also be applicable to areas containing future transit systems in the City. Allowable uses within this PlaceType include moderate urban density apartment and condominium uses and moderate-intensity commercial uses. The maximum intensity and height allowed under the Transit Oriented Development- Low PlaceType is 1.50 to 3.00 FAR and 5 stories (65 ft) (consistent with Midtown Specific Plan), respectively. The maximum intensity allowed under the Transit Oriented Development-Moderate PlaceType is 2.00 to 4.00 FAR. There is no height limit under the Transit Oriented Development-Moderate PlaceType.
9. **Community Commercial.** Although the aforementioned PlaceTypes emphasize the City's transition to allow for more mixed-uses, the City is also aware of the community's need for auto-oriented goods and services. As such, the Community Commercial PlaceType emphasizes this need by allowing for auto-oriented commercial development along primary arterials in the City, with residential uses strictly prohibited. It is important to note that while this PlaceType would accommodate auto-oriented commercial uses, these areas would be designed to be consistent with any surrounding neighborhood developments and would also be served, where possible, by transit stops to encourage alternative modes of transportation. Allowable uses within this PlaceType include commercial uses that serve community-based needs for goods and services. The maximum intensity and height

allowed under the Community Commercial PlaceType is 2.00 to 4.00 FAR and 2 to 6 stories (65 ft), respectively.

10. **Industrial.** The Industrial PlaceType would allow for light industrial research parks, warehousing or storage activities, industrial manufacturing, and machining operations in areas generally separated from residential uses. The intention of this PlaceType is to preserve and protect industrial lands in the City and generally discourage the conversion of these lands to non-industrial uses. Allowable uses within this PlaceType include research and development activities, storage, industrial, and manufacturing activities, tank farms, and oil-drilling activities. Non-industrial uses, with the exception of on-site caretaker units and commercial accessory units required to serve the Industrial PlaceType, are strictly prohibited within this PlaceType. The maximum height allowed under Industrial PlaceType is 4 stories (65 ft).
11. **Neo-Industrial.** The Neo-Industrial PlaceType encourages light industrial activities, particularly those related to innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, and information industries. As permitted by the updated LUE, office uses may comprise 50 percent of the uses within this PlaceType. It should be noted that limited retail and live/work uses that support the Neo Industrial uses are also allowed within this PlaceType. It is the intent of the City that by establishing this PlaceType, innovative and small incubator businesses would co-locate and form symbiotic relationships with other small businesses in the area. Allowable uses within this PlaceType include light industrial, clean manufacturing, offices, commercial uses to support business endeavors, and repurposed buildings with live/work artist studios. Neo Industrial PlaceTypes would generally be located in areas above Market Street in North Long Beach, the Zafaria area on Anaheim Street and Obispo Avenue, and the Magnolia Industrial Group area located between Anaheim Street and PCH west of Magnolia Avenue. The maximum density, intensity, and height allowed under the Neo Industrial PlaceType is 6 du/lot or the equivalent of 36 du/ac, 0.50 to 1.00 FAR, and 3 stories (60 ft), respectively.
12. **Regional-Serving Facility.** Due to its size and location between the City of Los Angeles and the County of Orange, the City of Long Beach is home to a variety of regional-serving facilities that serve the sub-region and region. Primary examples of these facilities include, but are not limited to, the following: medical centers; the Port of Long Beach; Long Beach City College; the Long Beach Airport; California State University Long Beach; the Department of Motor Vehicles; the City's Health Department; and Ability First (provides programs for children and adults with disabilities or special needs). Allowable uses within this PlaceType include medical centers, higher education campuses, port services, airport uses, regional destination retail centers (i.e., Douglas Park) and recreation uses, public facilities, and the Southeast Area Development Improvement Plan (SEADIP) area. The SEADIP area, which is comprised of 1,500 acres and includes five commercial areas and the Marina Pacifica condominium complex, is targeted as an area with new opportunities for pedestrian-oriented development and the revitalization of the Los Cerritos Wetlands. The City is currently updating the SEADIP in an effort to encourage responsible growth while balancing resource preservation in this area of southeast Long Beach. These existing regional-serving facilities generally consist of large properties within the City and are generally disjointed from other regional-serving facilities within the City. As such, the Regional-Serving Facility PlaceType would increase connectivity between these other facilities to foster their growth and economic vitality. The height limitations vary by the

facility proposed for the Regional-Serving PlaceType designation. For example, the height limitations in areas near the Long Beach Airport are lower than in other areas due to height standards established by the Federal Aviation Administration [FAA]).

13. **Downtown.** The Downtown PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area; therefore, the establishment of the Downtown PlaceType in the updated LUE would serve to support the current Downtown Plan to ensure high-quality development in this area. Specifically, the Downtown Plan, as well as the updated LUE, call for a mix of land uses and housing types, emphasizing the placement of shops, restaurants, and cafes on the ground floor of these uses within the Downtown area. The height limitations proposed for this PlaceType designation are set forth in the existing 2012 Downtown Plan.
14. **Waterfront.** The Waterfront PlaceType includes three primary areas along the City's shoreline, including the Downtown Shoreline waterfront, Alamitos Bay Marina, and the Belmont Pier and Pool Complex area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area (e.g., the Queen Mary and the Long Beach Aquarium of the Pacific). The Belmont Pier and Pool Complex area is specifically targeted as an area with significant opportunities for improvements that would revitalize this area and improve recreational opportunities for residents and visitors to the City utilizing the Belmont Pool Complex.<sup>1</sup> It is the City's stated vision in the updated LUE that these Waterfront PlaceTypes should be characterized by mixed-uses, and because of the location of this PlaceType adjacent to waterways, the LUE calls for pedestrian-oriented development to decrease environmental impacts and the creation of recreation uses to allow visitors to access waterways within the Waterfront PlaceType. In addition, future development within both the Waterfront PlaceType and the California Coastal Zone would be subject to the goals, policies, and strategies established in the updated LUE and would be required to comply with the City's LCP, which regulates land use in areas within the California Coastal Zone. The height limitations proposed for this PlaceType designation vary by area. For example, in waterfront areas near the City's Downtown area, height limitations reach up to 600 ft, whereas in waterfront areas further east along the City's coastline, height limitations are set at 3 stories.

Overall, the proposed LUE would allow for a greater mix of land uses throughout the City. The proposed project would promote residential and mixed-use PlaceTypes within existing neighborhoods in the North Long Beach area; would consolidate commercial activities along major arterials, encourage infill housing, convert industrial activities to commercial uses, and create recreation and green areas in the Bixby Knolls area; would enhance the Westside and Wrigley area by consolidating commercial activities along major arterials, creating open space buffers between industrial activities and surrounding neighborhoods, creating green and open space areas along the Los Angeles River, and implementing a variety of mobility improvements (e.g., creating bicycle paths, pedestrian

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<sup>1</sup> The Belmont Pool facilities were demolished in December 2014 due to structural instability. Plans for the redevelopment of the Belmont Pool facilities are currently on-going.

bridges, and intersection improvements); and would encourage multi-family housing in areas served by public transit, improve streetscapes to improve walkability, create additional recreation and open space areas, and improve pedestrian and bicycle facilities to increase connectivity in the Eastside area of the City.

Table 3.A, PlaceType Densities, Intensities and Heights, summarizes the residential densities, non-residential intensities, and maximum building heights allowed within the proposed PlaceTypes. The allowable heights proposed for each PlaceType are also illustrated in Figure 3.4, PlaceType Height Limitations.

**Table 3.A: PlaceType Densities, Intensities, and Heights**

PlaceType	Residential Density (du/acre)	Non-Residential Intensity (FAR) <sup>1</sup>	Height
Open Space	N/A	See Open Space and Recreational Element of the General Plan	2 stories, 28 ft
Founding and Contemporary Neighborhood <sup>2</sup>	7-18	0.25 to 0.50	2 stories, 28 ft; varies by area
Multi-Family Residential:			
Low	3/du/lot; lots =>120 ft wide: 29 du/ac	0.25 to 0.50	3 stories, 38 ft
Moderate	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
Neighborhood-Serving Centers and Corridors:			3 stories, 38 ft
Low	6 du/lot, 44 du/ac	0.50 to 1.00	
Moderate	9 du/lot, 54 du/ac	1.00 to 1.50	7 stories
Transit-Oriented Development	N/A	1.50 to 3.00	5 stories, 65 ft (consistent with Midtown Specific Plan)
Low			
Moderate	N/A	2.00 to 4.00	No height limit
Community Commercial	N/A	2.00 to 4.00	2 to 6 stories (65 ft)
Industrial	N/A	N/A	4 stories, 65 ft
Neo-Industrial	6 du/lot, 36 du/ac	0.50 to 1.00	3 stories, 60 ft
Regional-Serving Facility	N/A	N/A	Approx. 28 to 150 feet. See Figure 3.4, PlaceType Heights
Downtown (See Downtown Plan)	Regulated through FAR and height	Regulated through FAR and height	Approx. 38 to 240 ft, See Downtown Plan,
Waterfront	Varies by area; see descriptions.	Varies by area; see descriptions.	Approx. 35 to 600 feet, Varies by area

Source: Proposed Long Beach General Plan Land Use Element (August 2016) (Appendix F).

<sup>1</sup> FAR refers to the floor area of all principal and accessory buildings on a site to the total size of the land on which it is developed.

<sup>2</sup> Height may be increased to 3 stories consistent with the existing land use pattern. See Figure 3.4 (PlaceType Height Limitations) for maximum height.

du/ac = dwelling unit per acre

du/lot = dwelling unit per lot

FAR = floor-to-area ratio

ft = foot/feet

N/A = not applicable

## Overview of the Land Use Element

The project proposes to update the current General Plan LUE with a new LUE that would reflect the current needs and opportunities within the City, update land uses and bring the General Plan into conformity with the City's recently adopted General Plan Mobility Element (October 2013), and provide for future development opportunities that would accommodate projected growth and housing needs established in the City's General Plan 2013–2021 Housing Element.

Major land use changes proposed as part of the LUE are identified as Major Areas of Change, and are illustrated on Figure 3.5, Major Areas of Change. As illustrated by this figure and described further below, there are eight primary areas where changes associated with the updated LUE would be focused.

- The first Major Area of Change involves the creation of more open space throughout the City. Areas targeted for the establishment of the Open Space PlaceType include small pockets of land along the Los Angeles River, two strips of land along State Route 103 (SR-103) and an abandoned railroad in the northern area of the City, a large portion of the SEADIP area, and pockets of land scattered throughout the City.
- The second Major Area of Change proposes to buffer industrial activities from existing neighborhoods by encouraging the conversion of some industrial uses to Neo Industrial uses. Areas targeted for the establishment of the Neo-Industrial PlaceType include existing industrial areas in the northern portion of the City and a larger industrial area along the Los Angeles River, just north of the City's Downtown.
- The third Major Area of Change aims to promote Regional-Serving Uses by maintaining existing regional-serving facilities throughout the City.
- The fourth Major Area of Change proposes to provide land use transitions from commercial to industrial uses in small areas in the northern portion of the City and in the area directly east of the Long Beach Airport.
- The fifth Major Area of Change aims to promote transit-oriented development along Long Beach Boulevard as part of a larger City-wide effort to reduce automobile dependence in the City.
- The sixth Major Area of Change aims to continue development in the Downtown area.
- The seventh Major Area of Change aims to promote infill and redevelopment to support transit along Redondo Avenue and Cherry Avenue and near the Traffic Circle.
- The eighth Major Area of Change aims to redevelop sites within the City to their "highest and best use." The sites targeted for redevelopment are located within the SEADIP area, in the southeastern portion of the City.

In total, the LUE proposes changes to approximately 13 percent of the land area (or the equivalent of 4,180 acres) in the City. The identification of these Major Areas of Change reflects the City's desire to address land use issues within these areas of the City.

In establishing PlaceTypes and focusing new development within the Major Areas of Change, the proposed LUE takes into account existing land use patterns in the City and the demand for new land uses and increased densities to accommodate the projected population growth (refer to Table 3.B, Project Buildout Summary, and Section 4.6, Population and Housing, for further information related

to population growth). The proposed LUE also considers the location of undeveloped or underutilized parcels that are best suited for future development and accounts for which types of land uses and infrastructure would be required to serve new development facilitated by the new PlaceType categories. It is important to note that while the proposed LUE would provide for new development opportunities, it would not cause development to occur. Rather, the proposed LUE recognizes that ultimately growth and development depend on the initiative of individual developers.

The overarching goal of the updated LUE would be to guide planning decisions towards a high-quality, balanced community that would encourage innovative land use practices while maintaining the small-town feel of existing neighborhoods and the urban land use pattern in the Downtown area of Long Beach and in major centers. The establishment of PlaceTypes in place of standard parcel-by-parcel land use designations would allow for greater flexibility in development types to create distinct residential neighborhoods, employment centers, and open space areas. The implementation of proposed project would accommodate new business opportunities, expand job growth, revitalize corridors, enhance existing neighborhoods, create a smarter city, protect the environment, and encourage sustainable planning practices and development. As such, the overarching goal of the LUE would be to create and maintain a healthy, equitable, and sustainable City for residents, workers, and visitors to enjoy.

### **3.5.2 Urban Design Element**

The UDE would be an entirely new element of the City's General Plan and would replace the existing SRE upon approval by the City Council. The decision to include an UDE in the City's General Plan grew from the City's stated need to provide an urban framework that addresses the varying aesthetic characteristics associated with the historic districts, traditional neighborhoods, auto-oriented commercial centers, urbanized centers, and corridors located throughout the City. As the City continues to evolve, the UDE seeks to shape the urban environment by preserving the character of existing neighborhoods that define the City's unique physical and aesthetic character while allowing for the continued evolution and improvement of the City in areas targeted for new development.

The UDE would define the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City's PlaceTypes established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors (see Figures 3.6.a and 3.6.b, Urban Design Principles in Commercial and Residential Areas, respectively). It is the City's intention that creating great places would provide gathering spaces for community members to meet and provide a space for spontaneous activities to occur. By improving the urban fabric, the City would allow for new development that would complement the existing historical development while serving as a unique and distinctive feature of the City.

Similar to the concept of creating great places, the City aims to provide public spaces to allow for community engagement opportunities. The creation of edges, thoroughfares, and corridors would define the larger commercial and business centers of the City while also integrating pedestrian amenities that would provide transitions into adjacent PlaceTypes. Examples of such pedestrian amenities include the creation of "public rooms" where pedestrians can dine and gather along street frontages adjacent to ground-floor cafes and retail uses.

In addition to creating great places, urban fabrics, and public spaces, and defining edges, thoroughfares, and corridors, the City intends to utilize the UDE to foster healthy, sustainable neighborhoods; promote compact and connected development; minimize and fill in gaps in the urban fabric of existing neighborhoods; improve the cohesion between buildings, roadways, public spaces, and people; and improve the economic vitality of the City.

### **Overview of the Urban Design Element**

By implementing the goals and strategies in the specific target areas described in detail above, the UDE aims to strengthen the existing areas of the City that define its unique character. In addition, the UDE aims to decrease land use and visual conflicts in the City to ensure that the City's PlaceTypes are defined as individually unique areas representative of their respective location within the City.

### **General Plan Build Out**

The build-out projections associated with approval of the proposed LUE (listed below) are used throughout this Draft EIR to estimate the maximum development that would occur following approval and implementation of the proposed project through horizon year 2040 compared to existing 2012 conditions. It should be noted that data for year 2012 was utilized to represent existing conditions as 2012 is the most current year for which SCAG and the Department of Finance (DOF) have information related to population, housing, and employment for the City of Long Beach.

As illustrated by Table 3.B, Project Buildout Summary, compared to existing conditions, the proposed LUE would allow for a population increase of 51,230 persons (SCAG projects an increase of 18,200 persons), an employment increase of 28,511 (SCAG projects an increase of 28,500 jobs), and a net increase of 11,744 units (SCAG projects an increase of 11,700 units) by the year 2040. More specifically, as illustrated by Tables 3.B through 3.D, the proposed project would allow for an increase in 664 and 11,080 single family and multi-family and an increase of 15,093,000 sf of non-residential uses. These projected increases in housing units, population, and employment are consistent with growth projections included in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) developed by SCAG for the region. Refer to Section, 4.6, Population and Housing, for further details.

## **3.6 PROJECT CHARACTERISTICS**

The proposed project includes the approval of an updated LUE and a new UDE for incorporation into the City's General Plan. Although the project proposes to replace the existing LUE and adopt a new UDE, future project-specific design details are unknown at this time. The proposed project involves the adoption of City-wide programmatic policy documents; future project-specific actions would be subject to further environmental review and the regulations contained in the adopted General Plan. As such, the following individual development components would be finalized on a project-by-project basis following approval of the proposed project:

- Type of use and number of units/square footage
- Circulation plan and number of parking spaces

**Table 3.B: Project Buildout Summary**

PlaceTypes	Housing Units			Population			Employment		
	2012	2040	Δ	2012	2040	Δ	2012	2040	Δ
Open Space	0	0	0	0	0	0	11,993	14,454	2,461
Founding and Contemporary Neighborhood	104,019	110,834	6,815	302,902	313,465	39,863	39,075	47,460	8,385
Multi-Family – Low	7,326	7,818	492	17,734	18,487	753	288	433	145
Multi-Family – Moderate	12,124	13,305	1,181	32,132	33,966	4,924	0	0	0
Neighborhood Serving Centers and Corridors – Low	5,216	5,572	356	14,956	15,493	537	5,433	6,956	1,523
Neighborhood Serving Centers and Corridors – Moderate	9,538	10,251	713	25,711	26,832	1,121	6,149	7,297	1,148
Community Commercial	2,922	3,132	210	8,970	9,319	349	12,670	16,477	3,807
Transit-Oriented Development-Low	2,741	3,121	380	10,255	10,854	539	3,459	4,392	933
Transit-Oriented Development-Moderate	1,955	2,226	271	7,347	7,741	384	2,467	3,133	666
Neo-Industrial	1,384	1,460	76	5,060	5,198	188	2,580	2,848	268
Industrial	958	991	33	3,496	3,571	75	7,193	7,733	540
Downtown	11,768	12,585	817	27,112	28,363	1,331	16,660	19,971	3,311
Waterfront	2,843	3,133	290	4,821	5,288	467	8,390	9,109	719
Regional Serving Facility	1,000	1,110	110	5,759	5,908	699	36,797	41,402	4,605
<b>TOTAL</b>	<b>163,794</b>	<b>175,538</b>	<b>11,744</b>	<b>466,255</b>	<b>484,485</b>	<b>51,230</b>	<b>153,154</b>	<b>181,665</b>	<b>28,511</b>
<b>SCAG Totals</b>	<b>163,800</b>	<b>175,500</b>	<b>11,700</b>	<b>466,300</b>	<b>484,500</b>	<b>18,200</b>	<b>153,200</b>	<b>181,700</b>	<b>28,500</b>

Source: MIG (March 2016).

SCAG = Southern California Association of Governments

**Table 3.C: 2012 City-Wide Housing Units and Non-Residential Square Footage**

PlaceTypes	Residential Units			Non-Residential Building Square Footage				
	Single Family	Multi-Family	Total	Commercial	Office	Industrial	Public Facilities/ Institutional	Total
Open Space	-	-	-	678,900	37,300	1,101,000	3,137,900	4,955,100
Founding and Contemporary Neighborhood	60,524	43,495	104,019	4,803,100	709,900	653,900	8,780,700	14,947,600
Multi-Family – Low	611	6,715	7,326	42,800	2,100	-	63,500	108,400
Multi-Family – Moderate	411	11,713	12,124	-	-	-	-	-
Neighborhood Serving Centers and Corridors – Low	760	4,456	5,216	1,890,300	165,600	99,800	146,400	2,302,100
Neighborhood Serving Centers and Corridors – Moderate	486	9,052	9,538	2,121,500	262,700	169,600	87,000	2,640,800
Community Commercial	85	2,837	2,922	4,274,400	341,300	1,062,300	142,800	5,820,800
Transit-Oriented Development - Low	272	2,469	2,741	998,000	199,100	7,500	200,000	1,404,600
Transit-Oriented Development - Moderate	195	1,760	1,955	787,300	52,000	6,000	163,100	1,008,400
Neo-Industrial	88	1,296	1,384	383,900	14,200	1,311,900	19,100	1,729,100
Industrial	145	813	958	319,800	368,700	4,066,800	196,500	4,951,800
Downtown	345	11,423	11,768	1,954,200	3,899,300	49,400	600,800	6,503,700
Waterfront	6	2,837	2,843	2,086,900	772,200	-	501,700	3,360,800
Regional Serving Facility	6	994	1,000	674,500	1,160,000	9,042,800	7,434,500	18,311,800
<b>2012 Total</b>	<b>63,934</b>	<b>99,860</b>	<b>163,794</b>	<b>21,015,600</b>	<b>7,984,400</b>	<b>17,571,000</b>	<b>21,474,000</b>	<b>68,045,000</b>

**Table 3.D: Housing Units and Non-Residential Square Footage: General Plan Buildout v. Existing (2012) Conditions**

PlaceTypes	Residential Units			Non-Residential Building Square Footage				
	Single Family	Multi-Family	Total	Commercial	Office	Industrial	Public Facilities/ Institutional	Total
Open Space	-	-	-	782,200	29,300	144,000	4,325,400	5,280,900
Founding and Contemporary Neighborhood	59,898	50,936	110,834	5,388,800	902,900	407,100	11,158,100	17,856,900
Multi-Family – Low	719	7,099	7,818	60,300	2,800	-	99,200	162,300
Multi-Family – Moderate	856	12,449	13,305	-	-	-	-	-
Neighborhood Serving Centers and Corridors – Low	836	4,736	5,572	2,413,300	198,400	199,600	175,300	2,986,600
Neighborhood Serving Centers and Corridors – Moderate	711	9,540	10,251	2,435,700	290,100	368,900	120,000	3,214,700
Community Commercial	113	3,019	3,132	5,360,900	427,000	1,702,400	229,100	7,719,400
Transit-Oriented Development - Low	321	2,800	3,121	1,247,200	238,800	10,000	283,200	1,779,200
Transit-Oriented Development - Moderate	401	1,825	2,226	993,500	64,800	8,800	212,900	1,280,000
Neo-Industrial	54	1,406	1,460	364,700	14,200	1,575,200	17,700	1,971,800
Industrial	145	846	991	291,200	325,600	4,789,700	143,700	5,550,200
Downtown	530	12,055	12,585	2,439,400	4,564,400	89,100	729,000	7,821,900
Waterfront	7	3,126	3,133	2,125,200	898,000	-	605,700	3,628,900
Regional Serving Facility	6	1,104	1,110	581,700	1,021,200	15,945,800	6,336,500	23,885,200
<b>2040 Total</b>	<b>64,598</b>	<b>110,940</b>	<b>175,538</b>	<b>24,484,100</b>	<b>8,977,500</b>	<b>25,240,600</b>	<b>24,435,800</b>	<b>83,138,000</b>
<b>2012 Total</b>	<b>63,934</b>	<b>99,860</b>	<b>163,794</b>	<b>21,015,600</b>	<b>7,984,400</b>	<b>17,571,000</b>	<b>21,474,000</b>	<b>68,045,000</b>
<b>Δ</b>	<b>664</b>	<b>11,080</b>	<b>11,744</b>	<b>3,468,500</b>	<b>993,100</b>	<b>7,669,600</b>	<b>2,961,800</b>	<b>15,093,000</b>

Source: MIG (December 2015).

- Building design and finalized site plan
- Lighting and landscaping
- Project design features
- Conservation and sustainability features
- Phasing and construction information

Following approval of the proposed project, the future physical improvements associated with changes in the LUE and UDE would be subject to further review on a project-specific basis. In other words, each future project would be subject to a project-level CEQA review at the time it is proposed for consideration by the City. Therefore, the impact analysis contained in this document addresses the potential environmental implications associated with the adoption of the LUE and the UDE at a programmatic level, not for a project-specific development or for any specific proposal.

### 3.7 PROJECT DESIGN FEATURES

PDFs are specific components of the proposed project that have been incorporated to reduce potential environmental effects. Because the proposed project is a programmatic policy document, the PDF is also a programmatic program. This PDF is a part of the project design, and does not constitute a mitigation measure. It is, however, included in this Draft EIR because it is a significant part of the project proposal to reduce potential project impacts. In addition to being listed below, PDFs are also described in the relevant sections of Chapter 4.0 for reduction of environmental effects of the proposed project. PDFs are not included for every environmental topic.

**Project Design Feature 4.4.1:** To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Zoning Code, the project shall implement a Zone Change Program to ensure that changes facilitated by the adopted Land Use Element (LUE) are consistent with the zoning code. The Zone Change Program shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

- **Year 1:** Within the first 12 months following project approval, all Land Use Element/zoning inconsistencies shall be identified and mapped. The City shall evaluate these inconsistencies and prioritize areas needing intervention.
- **Year 2:** Following the identification and mapping of any zoning inconsistencies, the City shall, within 24 months following project approval, begin processing zone changes and zone text amendments, in batches, as required to ensure that the zoning code is consistent with the adopted LUE.
- **Year 3:** The City shall, within 36 months following project approval, begin drafting new zones, or begin preparation of a

comprehensive zoning code update, to better reflect the PlaceTypes identified in the adopted LUE.

- All zoning inconsistencies shall be resolved through mapping and zone text amendments by the end of the fifth year following project approval.

### 3.8 PROJECT OBJECTIVES

The City has established the following intended objectives, which would aid decision-makers in their review of the project and its associated environmental impacts:

1. Promote livability, including environmental quality, community health and safety, the quality of the built environment, and economic vitality.
2. Accommodate strategic growth in the Downtown area, around regional-serving facilities, along major corridors, and in transit-oriented development areas; create and preserve open space; accommodate economic development by converting industrial areas to neo-industrial uses in appropriate locations, promote regional-serving uses, convert industrial uses to commercial uses in locations more suitable for commercial character, and revitalize the Waterfront areas.
3. Implement sustainable planning and development practices by creating compact new developments and walkable neighborhoods to minimize the City's contribution to greenhouse gas emissions (GHGs) and energy usage.
4. Create job growth allowing for new businesses while also maintaining and preserving existing employment opportunities at the City's regional facilities and employment centers. Promote increased employment opportunities for Long Beach residents at differing levels of educational and skill attainment.
5. Promote changes in land use and development that reflect changes in the regional economy. Promote land uses that transform now-vacant former employment centers into new sources of employment.
6. Meet the City's housing needs by diversifying housing opportunities through the provision of a variety of housing types and the provision of market-rate and affordable housing units.
7. Provide high-quality housing in a variety of forms, sizes, and densities to serve the diverse population of the City.
8. Preserve low-density neighborhoods while improving pedestrian, bicycle, and transit access in these areas.
9. Ensure fair and equitable land use by making planning decisions that would ensure the fair and equitable distribution of services, amenities, and investments throughout the City.
10. Provide reliable public facilities and infrastructure by expanding and maintaining the current infrastructure to serve new and existing developments in the City.
11. Increase access to green and open space through the creation of urban open spaces and greenscapes and providing for clean beaches, waterways, preserves, and parklands.

12. Restore and reconnect with local natural reserves through the utilization of clean energy, best management practices (BMPs), and current technologies.
13. Create “Great Places” places by improving the connectivity, the visual appearance of and development of public spaces; promote sustainable design practices; encourage design techniques that foster economic development; preserve historic districts and the unique character of each neighborhood; provide for public art; and expand the unified sign program to increase wayfinding within neighborhoods and PlaceTypes.
14. Improve the urban fabric by creating complete neighborhoods and community blocks, properly place and design new development to prevent visual and land use conflicts; promote compact urban and infill development, clearly define boundaries between natural and urbanized areas, preserve iconic buildings; and provide pedestrian furniture and wide sidewalks to create walkable blocks.
15. Preserve the City’s natural features, open space, and parks throughout the City, while also providing new public spaces throughout the community, parks, and plazas at infill sites, and parklets along sidewalks.
16. Encourage building form and design to improve the interface between buildings and streets; develop areas along public sidewalks that promote streets as “public rooms;” design parking lots and access points to be pedestrian-friendly; provide buffers along streetscapes to buffer parking areas and promote walkability; provide bicycle infrastructure; establish safe transit infrastructure; and design streetscapes utilizing sustainable streetscape strategies.
17. Promote high-quality design of the built environment. Enhance visual interest, improve functionality and inspire pride through thoughtful design, high-quality materials and a diversity of architectural styles throughout neighborhoods and the entire City.

In addition to these 17 objectives, both the LUE and the UDE contain numerous goals, implementation strategies, and policies to guide the use of land, urban form, and the aesthetic character of the City. These City-wide policies aim to provide a holistic and comprehensive guide for the City, whereas future projects facilitated by project approval would provide a refined direction for distinct areas within the City.

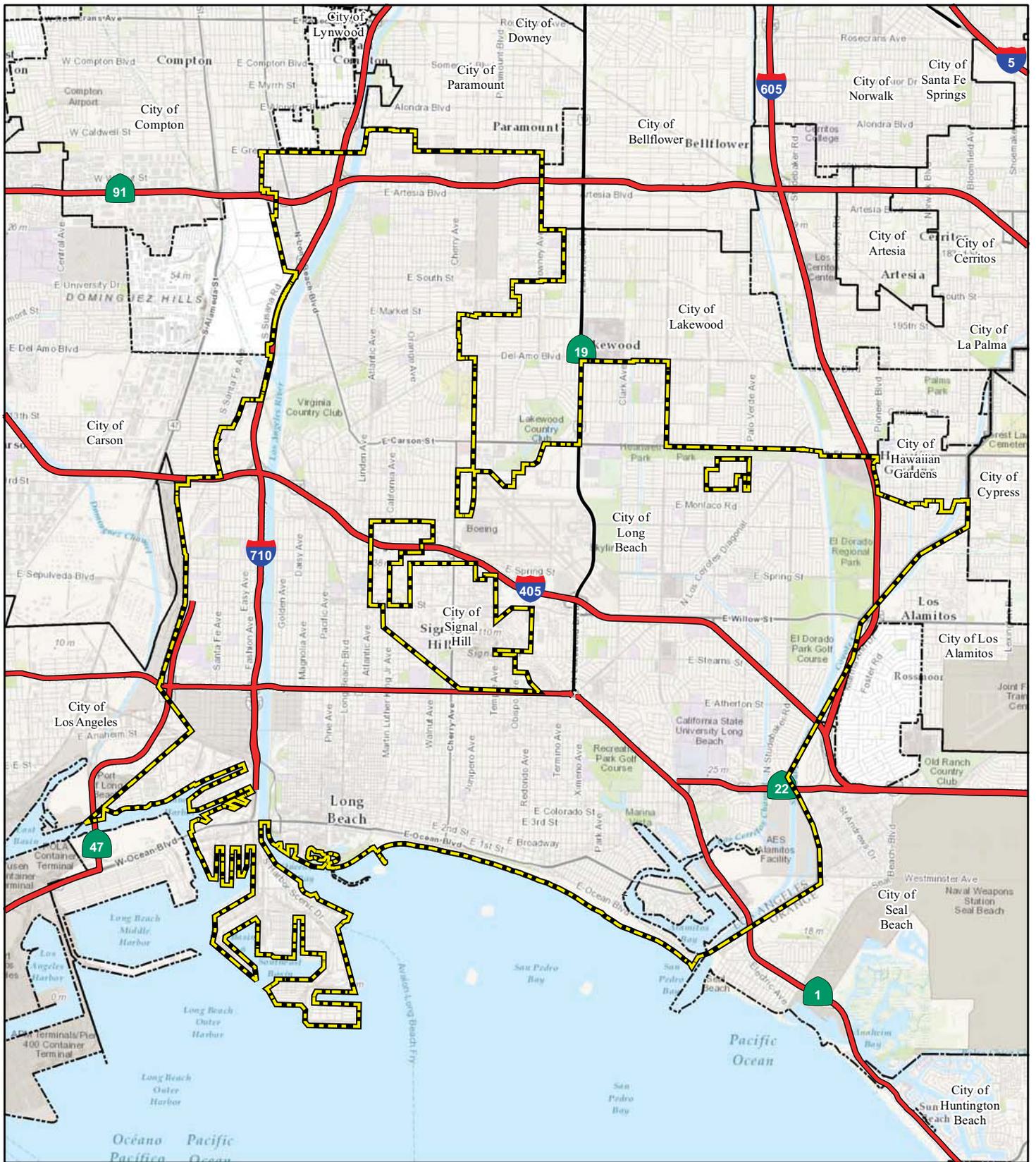
### **3.9 DISCRETIONARY ACTIONS, PERMITS, AND OTHER APPROVALS**

This Draft Program EIR analyzes and documents the environmental impacts of the proposed project and all discretionary actions associated with the project. Refer to Chapter 2.0, Introduction, for a discussion of the uses of this Program EIR. In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The legislative and discretionary actions to be considered by the City as a part of the proposed project include:

- **General Plan Update/Amendment:** The project would require approval to replace the existing General Plan LUE with a new LUE that would result in a City-wide redesignation of land uses. The project would also require approval to replace the existing General Plan SRE with the proposed UDE.
- **Local Coastal Program Amendment:** The project would require future amendments to the LCP at the time individual applications for development within the City's Coastal Zone are proposed.
- **Rezone Amendment:** The proposed LUE would require a rezone amendment to update the City's Zoning Code and Zoning Map to resolve potential zoning inconsistencies resulting from adoption of the proposed PlaceTypes. As discussed further above, the City would comply with a Zone Change Program as part of Project Design Feature 4.4.1, which would include Rezone Amendments for all zoning inconsistencies resulting from adoption of the proposed land use plan.

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LEGEND

 Project Area (City of Long Beach)

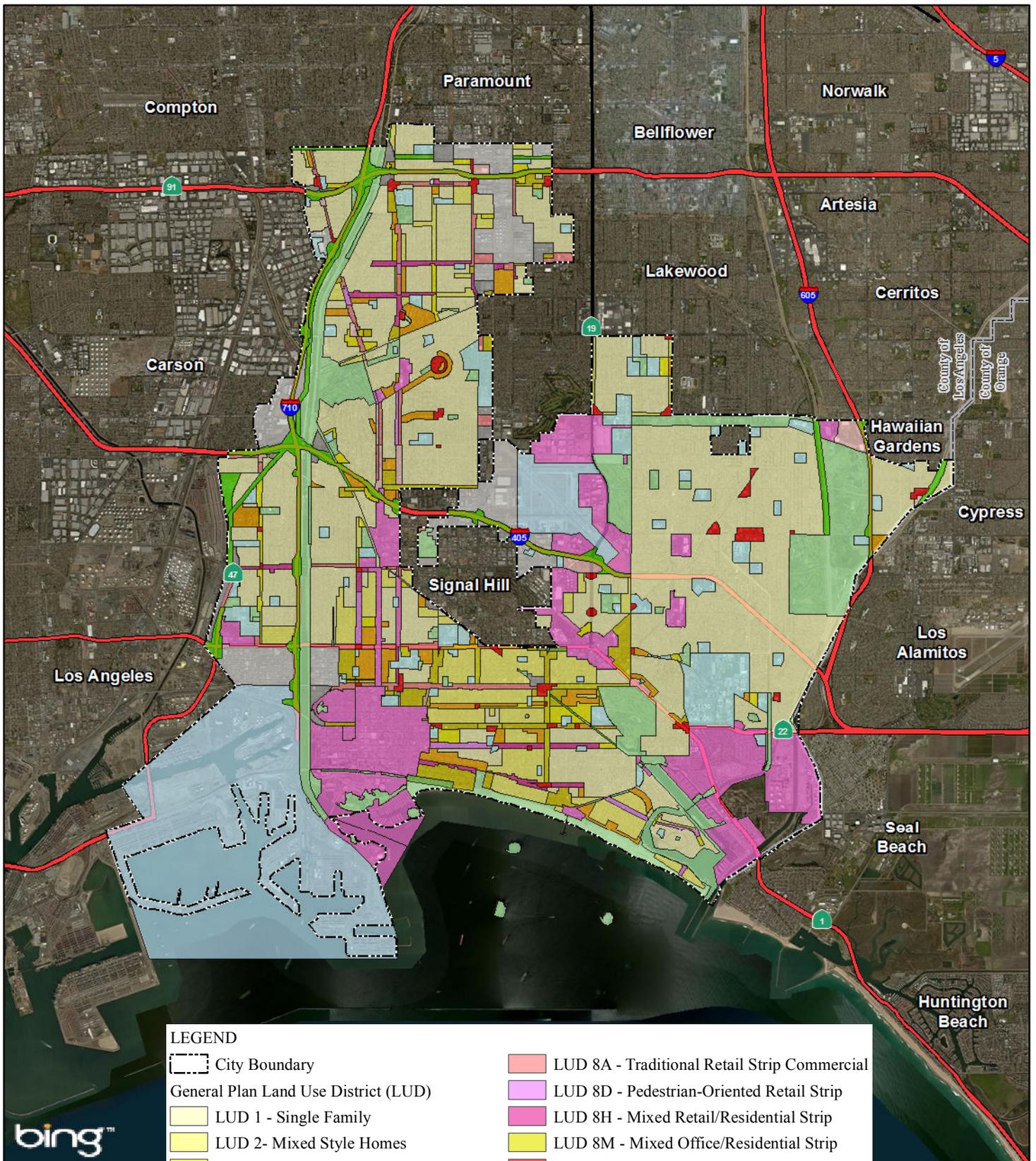
FIGURE 3.1



SOURCE: Bing Maps (c. 2008); ESRI (2008)  
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*Long Beach General Plan  
 Land Use and Urban Design Elements  
 Project Location*

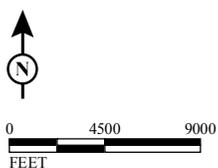
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LEGEND	
	City Boundary
General Plan Land Use District (LUD)	
	LUD 1 - Single Family
	LUD 2- Mixed Style Homes
	LUD 3A - Townhomes
	LUD 3B - Moderate Density Residential
	LUD 4 - High Density Residential
	LUD 5 - Urban High Density Residential
	LUD 6 - High Rise Residential
	LUD 7 - Mixed Uses
	LUD 8 - Major Commercial Corridor
	LUD 8A - Traditional Retail Strip Commercial
	LUD 8D - Pedestrian-Oriented Retail Strip
	LUD 8H - Mixed Retail/Residential Strip
	LUD 8M - Mixed Office/Residential Strip
	LUD 8N - Shopping Nodes
	LUD 9R - Restricted Industry
	LUD 9G - General Industry
	LUD 10 - Institutions/Schools
	LUD 11 - Open Space/Parks
	LUD 12 - Harbor/Airport
	LUD 13 - Right-Of-Way

FIGURE 3.2

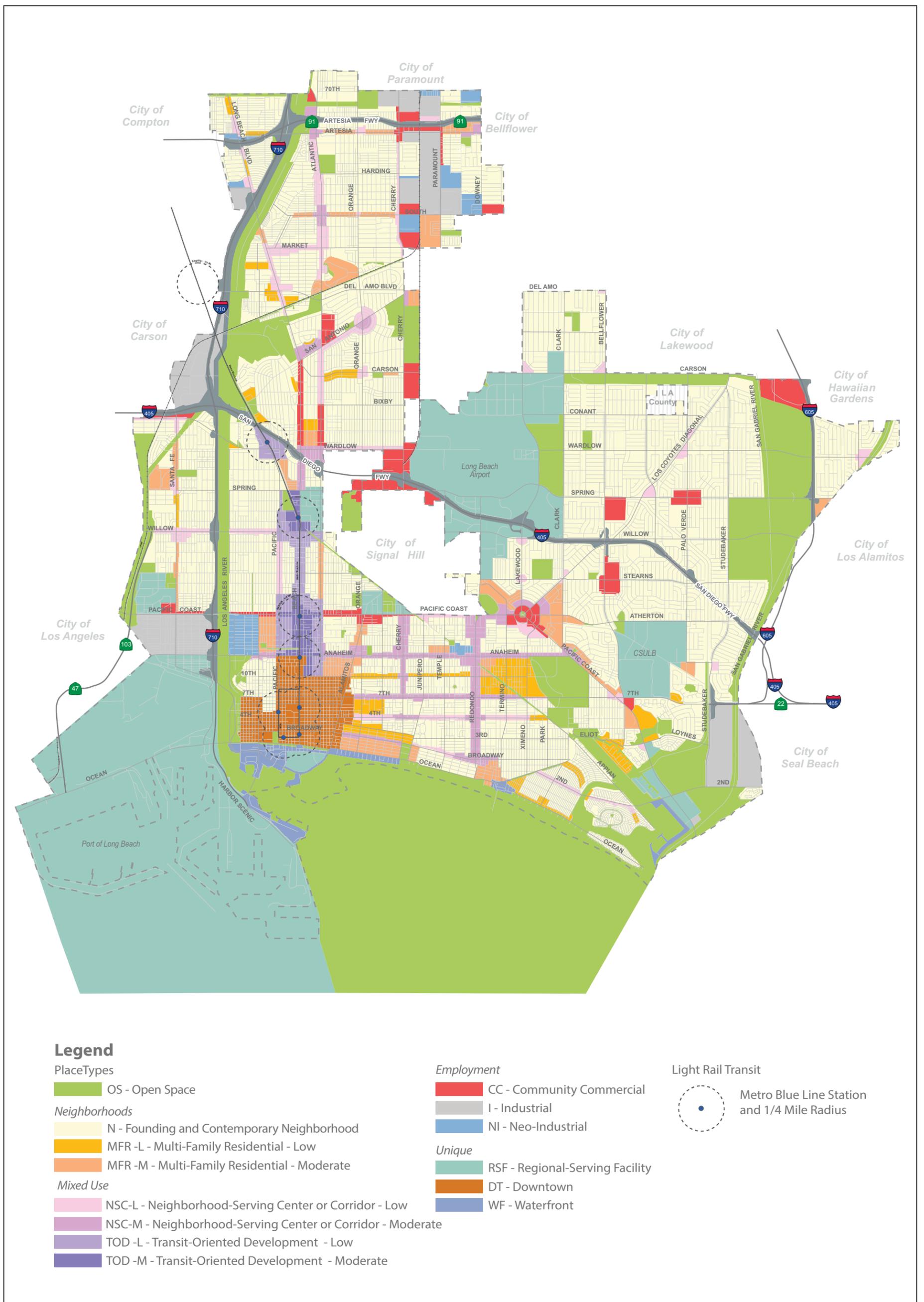
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Long Beach General Plan  
 Land Use and Urban Design Elements  
 General Plan Land Use Designations

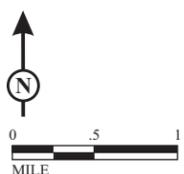
SOURCE: Bing Maps (2013); City of Long Beach (2012)  
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FIGURE 3.3



SOURCE: 2015 Long Beach General Plan Land Use Element

Long Beach General Plan  
Land Use and Urban Design Elements  
Proposed PlaceTypes Map

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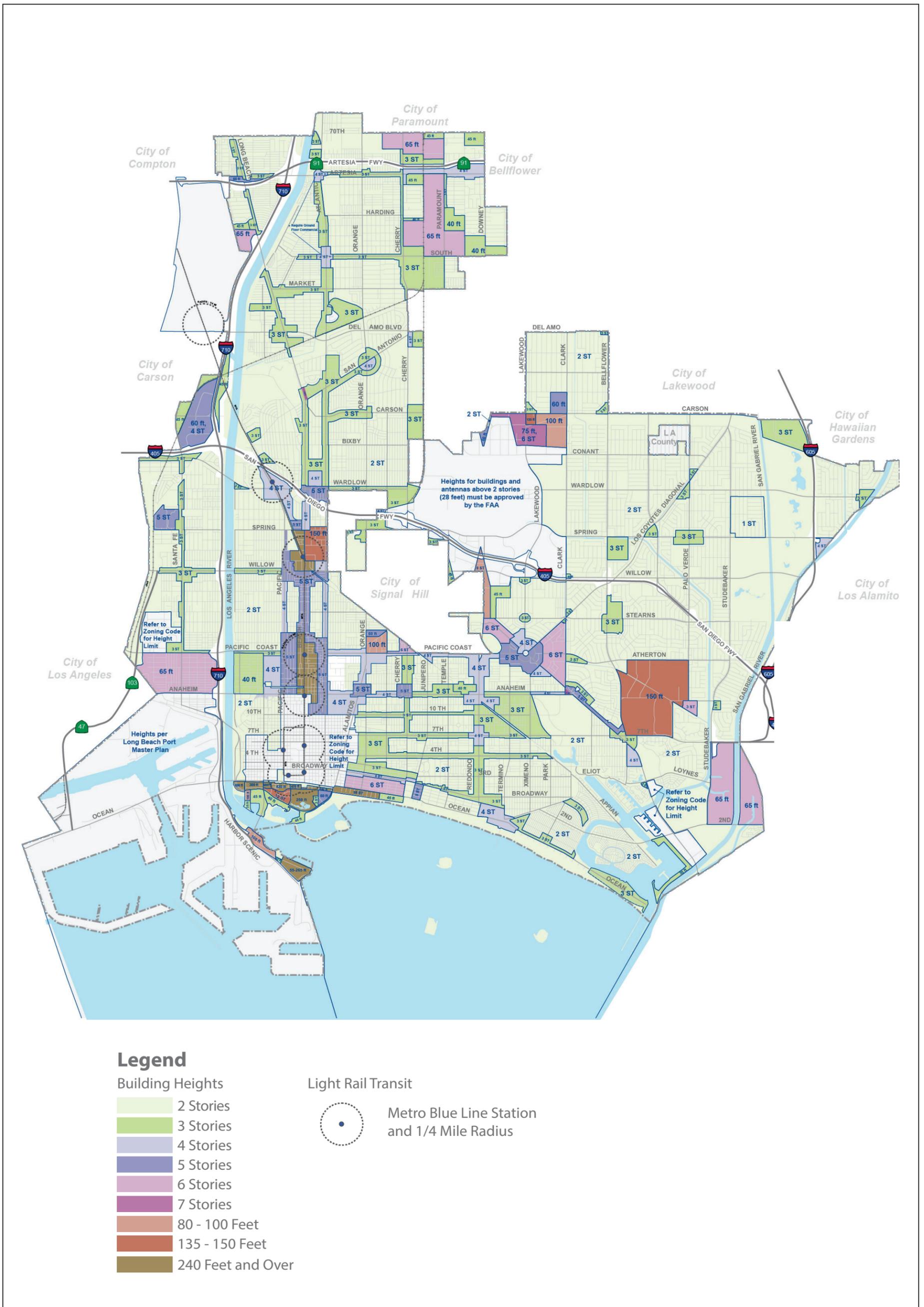
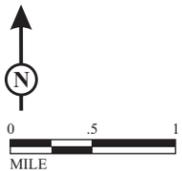


FIGURE 3.4

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SOURCE: Proposed Land Use Element, City of Long Beach, June 2015

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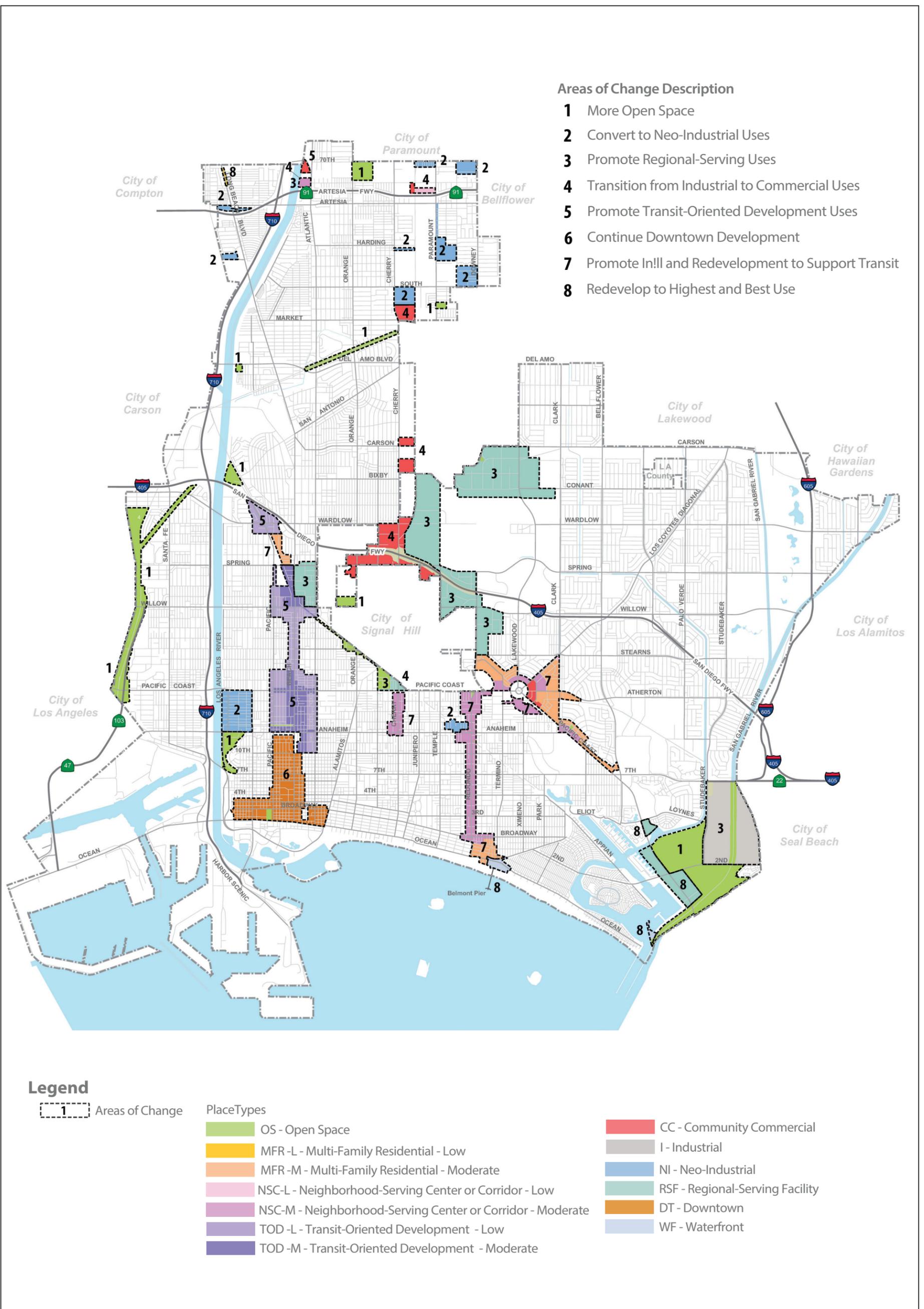
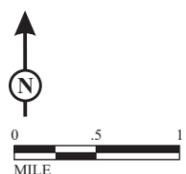


FIGURE 3.5

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SOURCE: Proposed Land Use Element, City of Long Beach, June 2015

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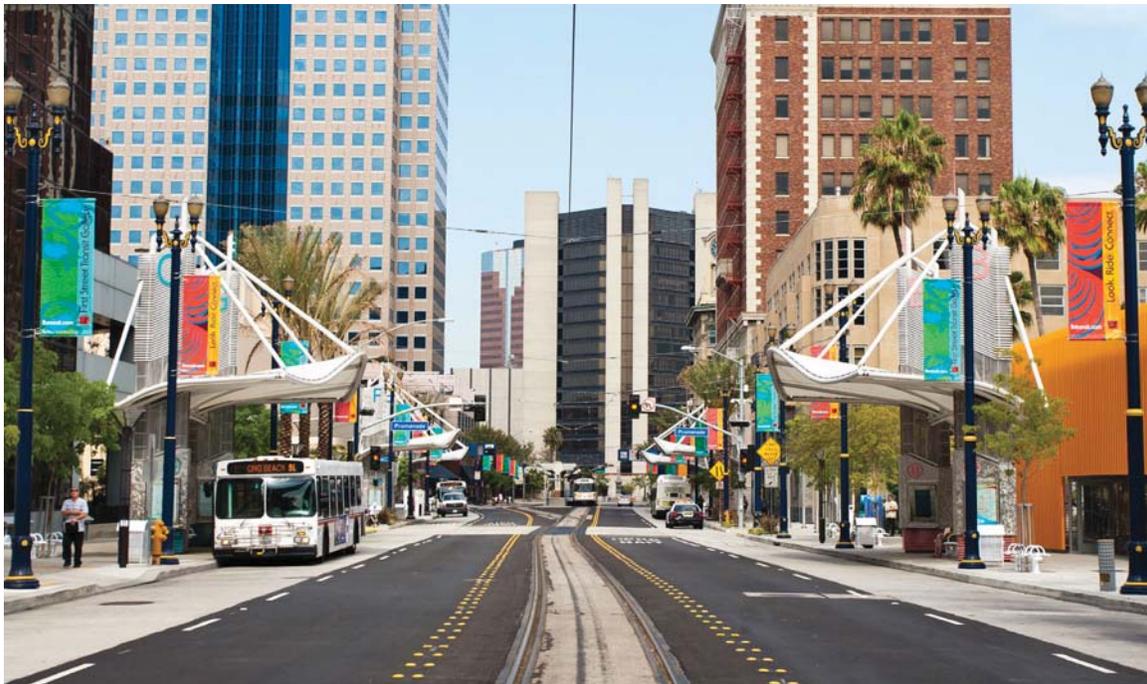
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Defined public spaces along transportation corridor to promote “pedestrian-friendly” atmosphere.



Bicycle and pedestrian facilities along waterfront areas.



Multi-modal transportation opportunities along improved thoroughfares to reduce reliance on the automobile.

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FIGURE 3.6a



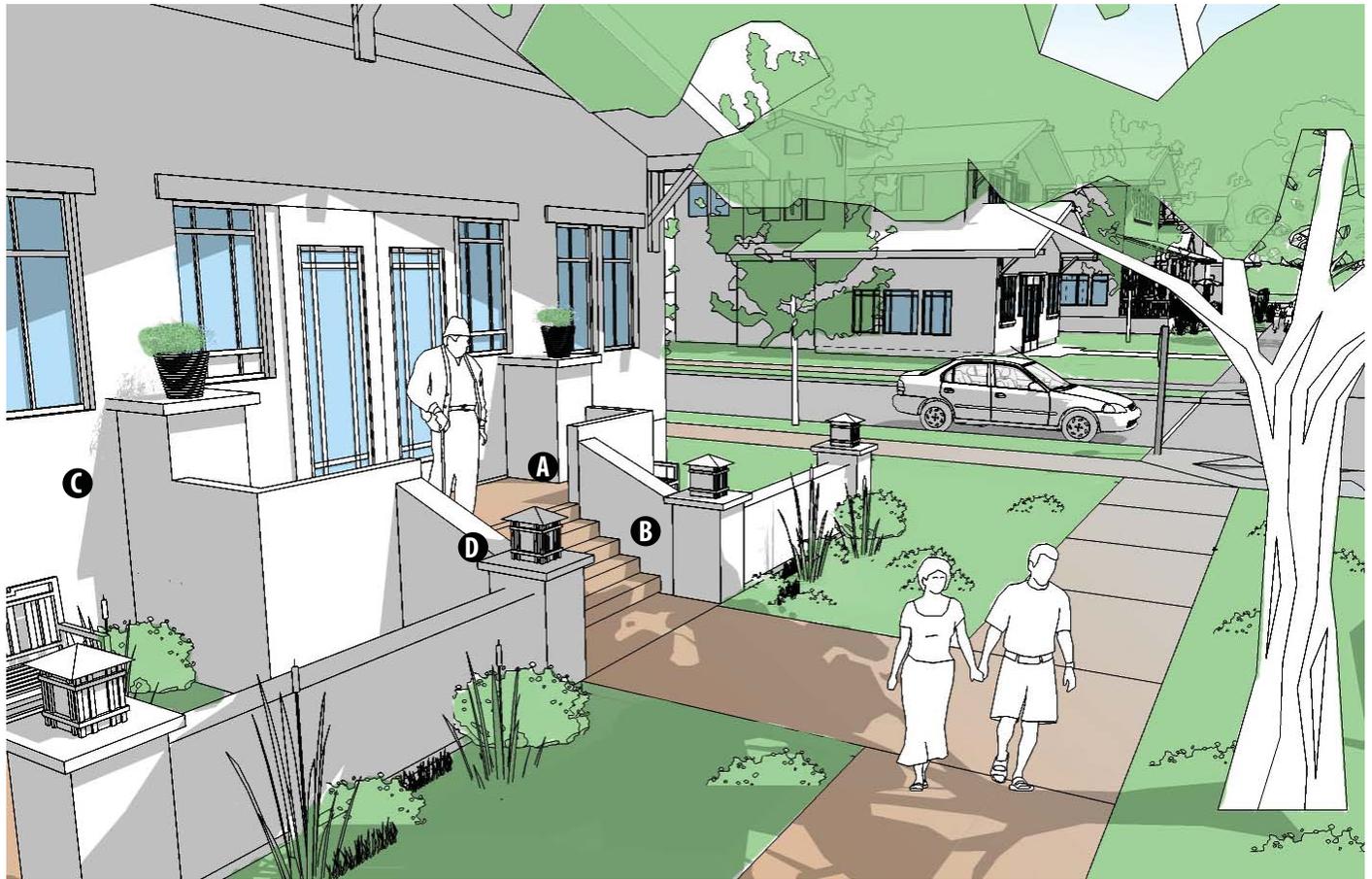
NOT TO SCALE

SOURCE: Proposed Urban Design Element, City of Long Beach, June 2015

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*Long Beach General Plan  
Land Use and Urban Design Elements*  
Urban Design Principles in Commercial Areas

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Example of stoop in residential area to promote transparency and vibrancy.

### RECOMMENDATIONS FOR STOOPS

- A** Stoops are elevated entry porches and stairs are usually placed much closer to the property line than a porch.
- B** Stoops have an elevation change from the sidewalk to the ground floor that helps create transition and privacy.
- C** Stoops may be seen on single-family or attached housing product, and may or may not be covered by a roof.
- D** Stoops generally do not have livable extensions from the home, as porches do, and are rather platforms at a building's entrance.

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NOT TO SCALE

SOURCE: Proposed Urban Design Element, City of Long Beach, June 2015

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FIGURE 3.6b  
(Page 1 of 2)

*Long Beach General Plan*  
*Land Use and Urban Design Elements*  
Urban Design Principles in Residential Areas

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Example of streets in residential area to promote safety, walkability, and improved character.

## RECOMMENDATIONS

- A** Provide bulbouts at intersections to keep crossing distances as short as possible, to increase landscape areas, and to slow traffic at intersections.
- B** Incorporate bike route information on bike-friendly streets designated as Class III Bike Routes.
- C** Revitalize landscape parkways with appropriate landscaping.
- D** Flow-through planters in bulbouts treat stormwater run-off. Use bulbouts to help reduce traffic speed provide planters for additional street trees.
- E** Incorporate pinchpoints where curb extensions may be applied mid-block to slow traffic.
- F** Enhance the street corridor with consistent street tree planting.

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FIGURE 3.6b  
(Page 2 of 2)

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