

## CITYWIDE IMPLEMENTATION STRATEGIES

Table LU-4: Citywide Implementation Strategies

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

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LU- M-9	Require that all new City leases and tenant improvements follow LEED standards. Require energy efficiency standards to be part of all City lease/rental agreements. <b>Responsible Department:</b> City Manager (Sustainability) <b>Supporting Department:</b> Financial Management <b>Related Policies:</b> LU Policy 1-3, 1-4				●
LU- M-10	Continue to utilize solar power within public buildings and on public sites, and continue to study means by which solar power can be incorporated into all aspects of municipal services. <b>Responsible Department:</b> City Manager (Sustainability) <b>Related Policies:</b> LU Policy 1-3, 2-1				●
LU- M-11	Continue to implement the Sustainability Action Plan. Introduce new goals and action measures that promote sustainability, including items related to land use and mobility planning, increasing walking and biking, increasing energy efficiency, reducing greenhouse gases and promoting renewable energy. <b>Responsible Department:</b> City Manager (Sustainability) <b>Related Policies:</b> LU Policy 1-1, 1-3, 1-4, 2-1				●
LU- M-12	Create innovative renewable energy partnerships and demonstration projects. <b>Responsible Department:</b> City Manager (Sustainability) <b>Related Policies:</b> LU Policy 2-1		●		
<b>Economic Development and Job Growth</b>					
LU- M-13	Invest in infrastructure systems and community services that support a wide range of industries, including high technology, telecommunications, aerospace, green technology, renewable energy, healthcare, higher education, manufacturing, port and shipping, professional services, restaurants/entertainment and the film industry. <b>Responsible Department:</b> Economic Development <b>Supporting Department:</b> Public Works <b>Related Policies:</b> LU Policy 3-1				●
LU- M-14	Continue to provide and improve services and programs to assist new businesses and developers in navigating the City's permitting and development process. <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Economic Development <b>Related Policies:</b> LU Policy 3-1				●
LU- M-15	Streamline permitting process to help local businesses establish and grow. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 3-1, 3-4, and 3-5				●
LU- M-16	Continue to use the City's Economic Development Team as a resource for finance, real estate, business incentives, technology, international trade and workforce development, as well as a service that provides businesses with the data and technical assistance needed to make informed decisions. <b>Responsible Department:</b> Economic Development <b>Related Policies:</b> LU Policy 3-1				●
LU- M-17	Continue to implement the City of Long Beach Economic Development Implementation Plan that includes objectives to increase the number of businesses, employment, sales tax revenue and retail and business services for residents and neighborhoods, while diversifying the portfolio of Long Beach jobs offering opportunities for both college and non-college educated workers. <b>Responsible Department:</b> Economic Development <b>Related Policies:</b> LU Policy 3-1				●





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LU- M-18	Continue to offer business loan programs for new start-up businesses. Offer incentives through programs such as the Retail Sales Tax Rebate, Foreign Trade Zone and the Historically Underutilized Business (HUB) Zone. <b>Responsible Department:</b> Economic Development <b>Related Policies:</b> LU Policy 3-1				●
LU- M-19	Continue to support and market the “shop local” campaign designed to encourage residents to spend locally. <b>Responsible Department:</b> Economic Development <b>Related Policies:</b> LU Policy 3-1				●
LU- M-20	Encourage neighborhood and business groups to sponsor or participate in local community events that draw residents and foster community involvement. <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Economic Development <b>Related Policies:</b> LU Policy 14-1, 14-2				●
<b>Growth and Change</b>					
LU- M-21	Implement major change areas identified in the Land Use Plan and Map LU-19. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 6-10				●
LU- M-22	Amend the Zoning Regulations to include flexible standards targeted for infill development. These standards should address compatibility, appropriate and flexible parking requirements, public improvements, traffic levels of service, transit access, bicycle and multi modal facilities and off-site improvements (including alleys, roadways and sidewalks). <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 1-1, 3-1, 6-6, 6-10	●			
LU- M-23	Amend Title 21 of the Municipal Code to create new PlaceType districts that allow higher density development and new infill opportunities. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 1-1, 1-2, 3-1, 6-6, 6-10	●			
LU- M-24	Conduct an infill opportunity study within target areas that allow greater residential and commercial intensities. Target areas include downtown, commercial corridors and around transit stations. The study should identify infill opportunity sites and create new financial and regulatory strategies to encourage the development of infill projects. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 6-9	●			
LU- M-25	Identify which recommendations of the Long Beach Boulevard Infill Analysis and Redevelopment Strategies merit funding. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 6-9	●			
LU- M-26	Identify public-private partnership opportunities and prioritization for infill and transit-oriented development projects that support transit, housing affordability and the revitalization of neighborhoods. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 1-2	●			
LU- M-27	Identify strategies to assist in the assembly of land to enable projects that support transit and affordable housing. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 6-11	●			

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LU- M-28	Through a community collaborative process, develop and implement a specific plan for the SEADIP area that addresses the maintenance and development of major underutilized properties, incorporates sustainability strategies, increases access to the waterfront, and balances development impacts with the preservation and rehabilitation of the Los Cerritos Wetlands. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 6-12	●			
LU- M-29	Develop and implement a comprehensive plan for the Belmont Pier Complex. <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Parks, Recreation & Marine <b>Related Policies:</b> LU Policy 7-1		●		
LU- M-30	Rehabilitate the property at Alamitos Bay Landing in a manner that balances new infill development with improved connections to the waterfront and provides more public amenities. <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Parks, Recreation & Marine <b>Related Policies:</b> LU Policy 7-2			●	
LU- M-31	Continue to implement the Downtown Plan. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 6-7				●
<b>Neighborhood Preservation and Enhancement</b>					
LU- M-32	Amend Title 21 of the Municipal Code to include compatibility development standards and urban form strategies that protect low-density development from higher density/intensity developments. Measures may include stepping down building height, reducing building mass, decreasing the number of stories and window placement, among others. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 6-8, 8-1	●			
LU- M-33	Use the development review process to identify and remove impacts associated with new development projects on low-density residential uses. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 6-8, 8-1				●
LU- M-34	Implement the neighborhood strategies identified in this chapter, focusing on centers, corridors, access and mobility, open space and sustainability. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 8-1, 8-2, 9-1, 9-2, 9-3, 9-4, 10-1, 10-2, 10-3, 10-4, 10-5				●
LU- M-35	Continue to operate the Neighborhood Services Bureau and Neighborhood Resource Center to provide programs and services designed to improve Long Beach neighborhoods. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 8-2, 14-1, 14-2				●
LU- M-36	Continue to maintain and update the List of Neighborhood Groups to improve communications between the many Long Beach neighborhood organizations and City Hall. Use the list as a tool for organizations' networking, as well as for residents seeking involvement in their own neighborhoods. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 8-2, 14-1, 14-2				●
LU- M-37	Adopt land use regulations and programs that encourage healthy food options in local neighborhoods. Initiatives could include establishing additional community gardens and farmers' markets, allowing edible estates and urban agriculture, and discouraging drive-through facilities. <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Health and Human Services <b>Related Policies:</b> LU Policy 10-1, 10-3, 10-4, 10-5	●			



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LU- M-38	Continue to implement health programs and plans, including, but not limited to the North Long Beach HEAL (Healthy Eating Active Living) Zone, Healthy Active Long Beach, Health Promotion and Wellness Program, Community Health Improvement Plan 2014-2020, Healthy Long Beach Plan 2014-2019 and similar programs and plans. <b>Responsible Department:</b> Health and Human Services <b>Related Policies:</b> LU Policy 10-3				●
LU- M-39	Continue to implement the Historic Preservation Element. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 8-1, 8-2				●
<b>Broad-based Housing Opportunities</b>					
LU- M-40	Work with non-profit organizations to create workforce housing projects near large employment centers such as downtown, California State University Long Beach, local hospitals and medical centers, Regional Serving Facility PlaceTypes, and other places where residential development would be appropriate. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 5-2, 11-3				●
LU- M-41	Work with non-profit housing developers to create and develop affordable housing options. <b>Responsible Department:</b> Development Services, Health and Housing Services <b>Related Policies:</b> LU Policy 11-1, 12-1				●
LU- M-42	Implement the Housing Element. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 11-1, 11-4		●		
<b>Fair and Equitable Land Use Plan</b>					
LU- M-43	Conduct neighborhood and community area assessments to better understand current businesses and services, public facilities and amenities. Determine neighborhoods' needs for services and facilities and develop strategies to address deficiencies. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 13-1, 13-3, 14-1, 16-3		●		
LU- M-44	Conduct multilingual outreach as part of planning and development programs to allow residents whose primary language is not English to be involved in local decision-making. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 14-2				●
LU- M-45	Continue the community engagement process and outreach to surrounding neighborhoods, stakeholders and businesses to stimulate dialogue and more proactively address community concerns. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 14-1, 14-2				●
LU- M-46	Continue to implement the Long Beach I-710 Community Livability Plan aimed at incorporating and prioritizing livability improvements in the I-710 freeway corridor neighborhoods. <b>Responsible Department:</b> Public Works <b>Supporting Departments:</b> Development Services; Harbor Department; Health and Human Services; Police Department and Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 15-4				●
LU- M-47	Continue to implement the West Long Beach Livability Implementation Plan to improve the quality of life in West Long Beach and to bring to fruition the community's vision of a healthy, vibrant and livable neighborhood through land use planning and capital improvement projects. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 15-2, 15-3				●

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LU- M-48	Continue to develop and implement innovative programs aimed at reducing the air pollutants from port operations (e.g., San Pedro Bay Clean Air Action Plan, Clean Truck Programs, Main Engine Low-Sulfur Fuel Incentive Program and Shoreside Electricity). <b>Responsible Department:</b> Harbor Department <b>Related Policies:</b> LU Policy 10-6, 15-2, 15-3				●
LU- M-49	Work with regional planning agencies, community-based organizations and industry representatives to design freight facilities near neighborhoods in ways that reduce exposure to goods movement activities and support health, environmental and economic objectives. <b>Responsible Department:</b> Harbor Department <b>Related Policies:</b> LU Policy 10-6, 15-2, 15-3			●	
<b>Green Industries and Jobs</b>					
LU- M-50	Attract renewable energy and green technology manufacturing companies to establish a presence/ office in Long Beach. Facilitate the creation of jobs in the renewable/clean energy sector. <b>Responsible Department:</b> Economic Development <b>Related Policies:</b> LU Policy 2-1, 3-1, 3-5, 4-1, 4-2		●		
LU- M-51	Continue to implement the Green Recognition Program, which is designed to encourage Long Beach business owners who have implemented sustainable practices to share their success stories and receive recognition for going green. <b>Responsible Department:</b> City Manager (Sustainability) <b>Related Policies:</b> LU Policy 2-1, 3-1				●
LU- M-52	Partner with Pacific Gateway Workforce Investment Network's Green Job Corps, California State University at Long Beach, Long Beach City College and other educational organizations, agencies and non-profit organizations to coordinate the creation of a training academy and programs for green jobs. <b>Responsible Department:</b> Economic Development <b>Related Policies:</b> LU Policy 3-2, 5-6		●		
LU- M-53	Work with Southern California Edison and other utility companies to provide rebates and savings programs for businesses using green technologies or emphasizing green industries. <b>Responsible Department:</b> Public Works <b>Related Policies:</b> LU Policy 2-1, 4-1		●		
LU- M-54	Repurpose business development grants and loans for green business development in Long Beach. Encourage technology and manufacturing companies to take advantage of Long Beach green business development opportunities. <b>Responsible Department:</b> Economic Development <b>Related Policies:</b> LU Policy 1-4, 2-1, 4-2		●		
LU- M-55	Implement a City green business program that incorporates goals and strategies for waste reduction, energy efficiency, water conservation, green purchasing and similar strategies. <b>Responsible Department:</b> City Manager (Sustainability) <b>Supporting Departments:</b> Public Works, Water Department, Financial Management <b>Related Policies:</b> LU Policy 2-1, 3-1		●		
LU- M-56	Encourage the formation of a local environmental business network to share information and promote green business strategies and best practices. <b>Responsible Department:</b> Economic Development <b>Related Policies:</b> LU Policy 2-1, 3-1	●			
LU- M-57	Develop a "shop green" program to increase consumer awareness about local green businesses and products so that consumers can easily make green purchasing choices. <b>Responsible Department:</b> City Manager (Sustainability) <b>Supporting Department:</b> Economic Development <b>Related Policies:</b> LU Policy 2-1, 3-1			●	





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

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<b>Increased and Diversified Open Space</b>					
LU- M-68	Increase parks and open space areas to meet the City standard of eight acres of park land for every 1,000 Long Beach residents, particularly in neighborhoods where there is a deficiency in park space. <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 18-1, 18-2, 19-1, 19-6, 19-7			●	
LU- M-69	Continue to implement and update the Department of Parks, Recreation and Marine Strategic Plan and the Open Space and Recreation Element. <b>Responsible Departments:</b> Development Services and Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 18-1, 18-3, 19-2				●
LU- M-70	Update and implement the Long Beach Riverlink Plan to create a continuous greenway of pedestrian and bike paths and linkages along the east bank of the Los Angeles River, as well as to connect to existing and future parks, open space and beaches along western portions of the City. <b>Responsible Department:</b> Parks, Recreation and Marine <b>Supporting Departments:</b> Public Works, Development Services <b>Related Policies:</b> LU Policy 18-1, 18-2, 18-3, 19-1, 19-2, 19-3, 19-4, 20-1	●			
LU- M-71	Increase the diversity of urban recreational spaces to include pocket parks, infill parks, community gardens, small green spaces, rooftop gardens, urban agriculture and gardening spaces, paseos, linear parks, small play fields and courts, playgrounds, urban trails and similar urban open spaces. <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 18-2			●	
LU- M-72	Focus on locating new parks and open spaces in residual and innovative areas such as remnant freeway rights-of-way, abandoned railway lines, utility corridors, riverfronts and waterfronts, vacant lots, underutilized or irregular parcels and rooftops. <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 18-1, 18-2, 19-1				●
LU- M-73	Create joint-use park facilities and work with Long Beach Unified School District to enhance school sites for public use. <b>Responsible Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 18-1, 18-2		●		
LU- M-74	Continue to require all new developments to provide usable open space or in-lieu fees aimed at meeting recreational demands. <b>Responsible Department:</b> Development Services <b>Related Policies:</b> LU Policy 17-1				●
LU- M-75	Continue to implement the tree planting programs to increase the number of trees and improve the urban forest along corridors and in neighborhoods. <b>Responsible Department:</b> Public Works <b>Related Policies:</b> LU Policy 17-4				●
LU- M-76	Aggressively promote tree planting in City parks and open spaces and promote the tree dedication program. <b>Responsible Department:</b> Public Works <b>Related Policies:</b> LU Policy 17-4		●		





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LU- M-77	Provide opportunities for nontraditional parks and park amenities such as skate/bicycle parks and plazas, roller hockey courts, small tot lots, spray pools, dog parks and ball courts (handball, tetherball, volleyball). <b>Responsible Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 18-3		●		
LU- M-78	Reuse vacant properties as community amenities such as gardens, parks or temporary green spaces to reduce blight and safety issues, increase residents' access to needed parks and open spaces, and spur additional investment in neighborhoods. <b>Responsible Department:</b> Development Services <b>Supporting Departments:</b> Parks, Recreation and Marine, City Manager (Sustainability) <b>Related Policies:</b> LU Policy 18-2		●		
<b>Natural Resources Resioration and Reconnection</b>					
LU- M-79	Leverage public and private dollars to implement habitat and wetland restoration projects in the community. Develop new and enhance existing marine life habitats. <b>Responsible Departments:</b> Development Services, Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 19-1, 19-3, 19-4		●		
LU- M-80	Consult with non-profit organizations, regional agencies and property owners to develop programs and mechanisms to acquire and restore lands <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Harbor Department <b>Related Policies:</b> LU Policy 19-1, 20-3				●
LU- M-81	Develop feasibility plans that identify approaches and financial opportunities to protect and restore the City's urban creek system, storm channels, river channels, wetlands and habitat areas. <b>Responsible Department:</b> Public Works <b>Supporting Department:</b> Development Services <b>Related Policies:</b> LU Policy 19-3, 19-4		●		
LU- M-82	Implement the Low Impact Development (LID) Best Management Practices (BMP) Design Manual for all new qualified development projects. Require innovative measures and technologies to reduce urban runoff and improve water quality. <b>Responsible Department:</b> Public Works <b>Supporting Department:</b> Development Services <b>Related Policies:</b> LU Policy 19-5				●
LU- M-83	Consult with agencies, cities and jurisdictions in the Los Angeles and San Gabriel Rivers watersheds to implement stormwater best management practices to reduce urban runoff pollutants. <b>Responsible Department:</b> Public Works <b>Related Policies:</b> LU Policy 19-5				●
LU- M-84	Require that streets, large parking lots and other expansive asphalt areas be designed to direct rainwater runoff to landscaped areas or cisterns. Where appropriate, replace impervious surfaces (e.g., sidewalks, driveways, outdoor patios and parking lots) with permeable materials. <b>Responsible Department:</b> Public Works <b>Supporting Department:</b> Development Services <b>Related Policies:</b> LU Policy 19-5	●			
LU- M-85	Identify sites and preserve significant areas that contribute to the infiltration of water into the local groundwater basin. <b>Responsible Department:</b> Public Works <b>Related Policies:</b> LU Policy 19-5, 20-6		●		

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LU- M-86	Expand stormwater management education and outreach programs to include a watershed-wide program. Develop public-private educational partnerships to promote behavioral change. <b>Responsible Department:</b> Public Works <b>Related Policies:</b> LU Policy 19-5		•		
LU- M-87	Continue to pursue the Long Beach Breakwater Reconnaissance Study and undertake a public outreach program to explore options and funding opportunities. <b>Responsible Department:</b> Public Works <b>Related Policies:</b> LU Policy 20-2				•
LU- M-88	Sponsor and encourage community participation in community festivals focused on environmental education and stewardship. Promote volunteer opportunities, including (but not limited to) adopt-a-beach, adopt-a-wetland, coastal cleanup days and opportunities at the Aquarium of the Pacific. <b>Responsible Department:</b> Development Services <b>Supporting Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 20-3, 20-3, 20-4	•			
LU- M-89	Support the Wetland and Marine Science Center at Colorado Lagoon and at El Dorado Nature Center and provide additional learning opportunities in outdoor classrooms. <b>Responsible Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 20-4, 20-5				•
LU- M-90	Consult with schools and community groups to create partnerships in environmental education and provide lessons about nature, habitats and our impact on the environment. <b>Responsible Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 20-4	•			
LU- M-91	Identify partnerships, priorities, funding strategies and community outreach participation for preserving and rehabilitating wetlands and natural areas throughout Long Beach. <b>Responsible Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 20-3		•		
LU- M-92	Identify partnerships and funding to establish an urban nature center along the Los Angeles River. <b>Responsible Department:</b> Parks, Recreation and Marine <b>Related Policies:</b> LU Policy 19-7, 20-1, 20-3		•		
LU- M-93	Continue to implement the Long Beach Urban Forestry Management Plan. <b>Responsible Department:</b> Public Works <b>Related Policies:</b> LU Policy 18-1, 19-1				•

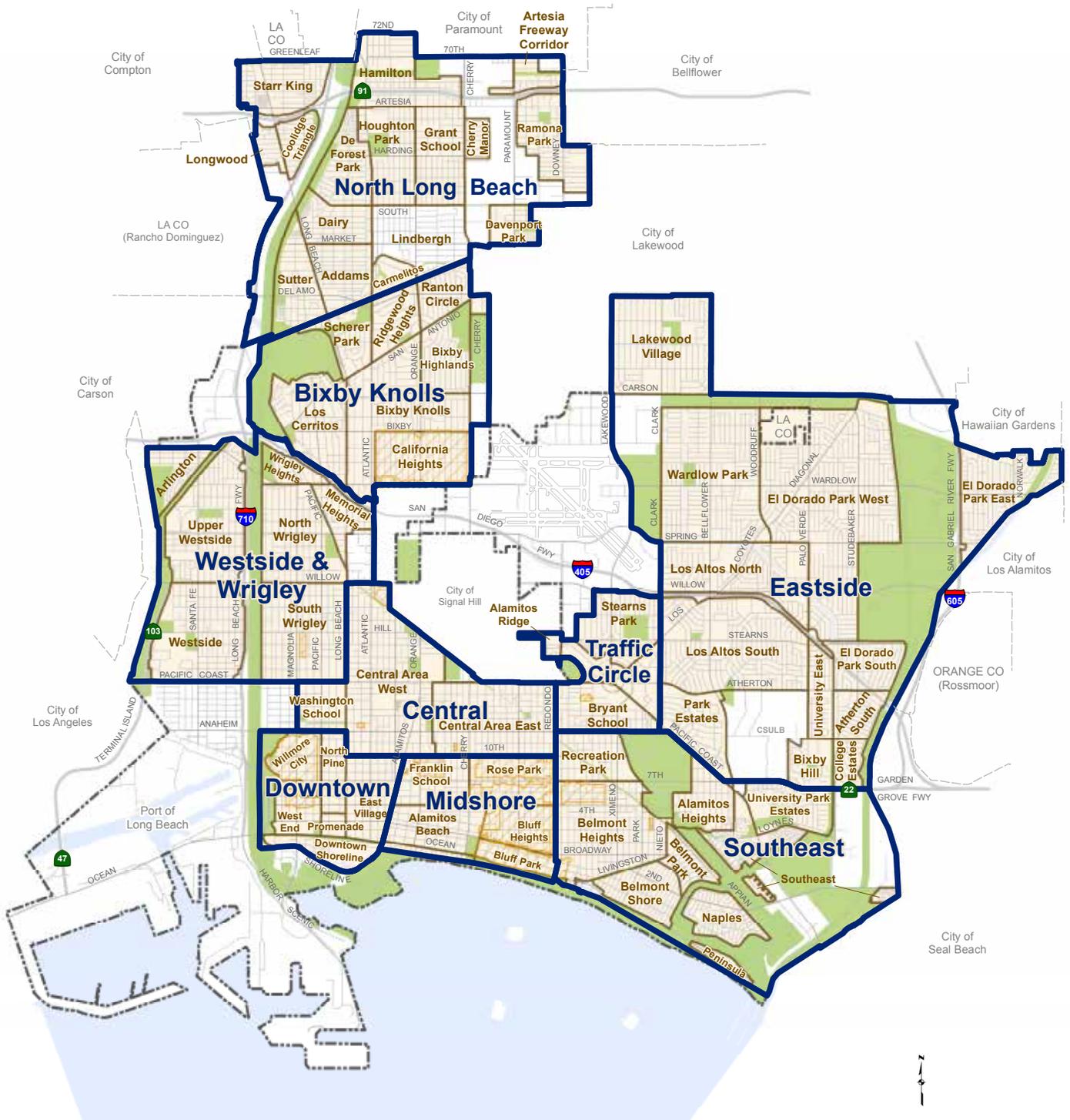


## NEIGHBORHOOD STRATEGIES

Table LU-5: Community Plan Areas and Neighborhoods

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

# Map LU-20 Community Plan Areas and Neighborhoods



Community Plan Area

Neighborhood

Historic District



## North Long Beach

5

Implementation

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

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

### Land Use Strategies.

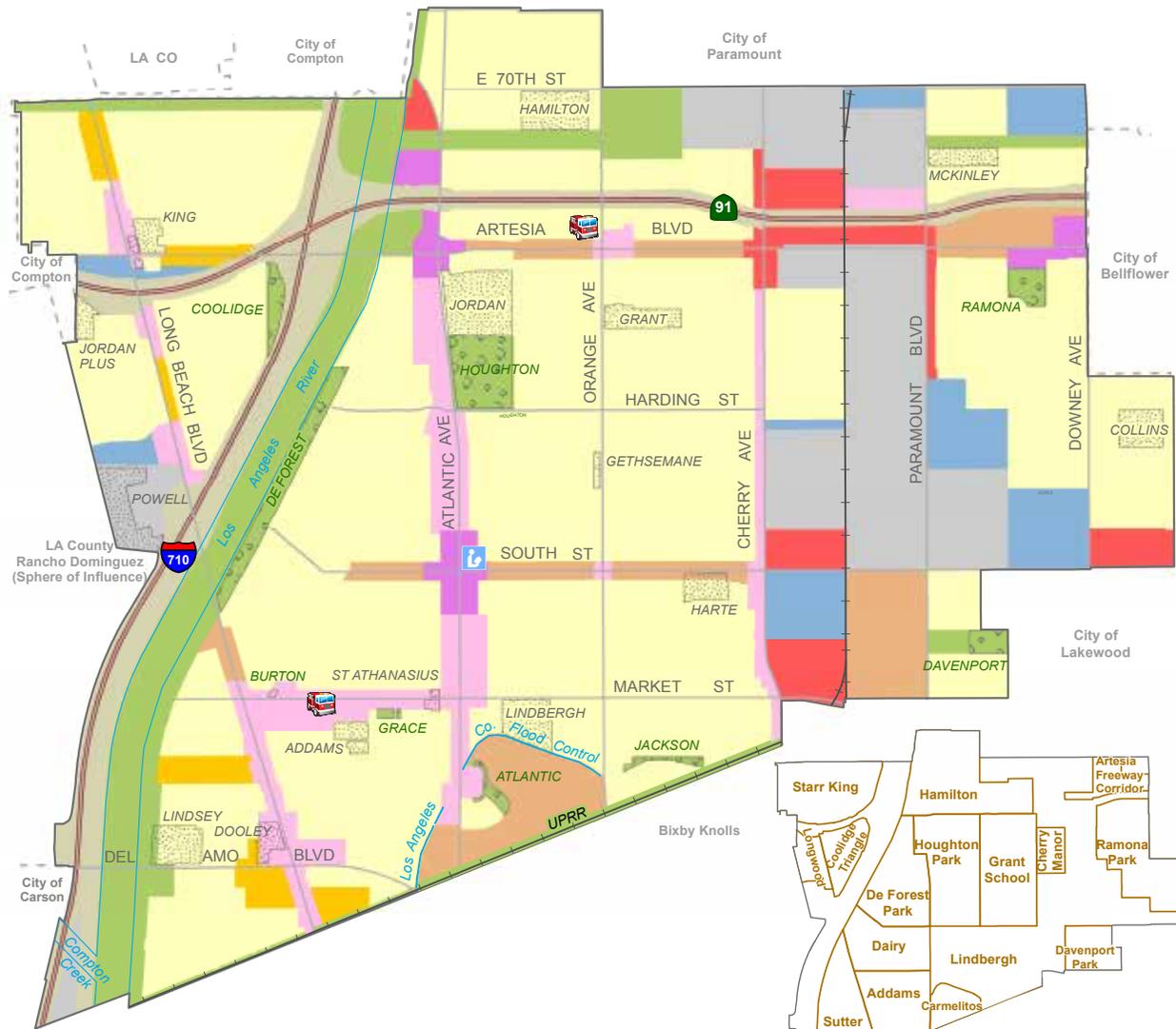
1. Consolidate the intensity of commercial activities into neighborhood-serving nodes, at major corridor crossroads and in expanded commercial centers.
2. Facilitate the development of new multi-family housing along corridors between commercial nodes and centers.
3. Buffer heavy industrial activities from residential uses by encouraging neo industrial and commercial conversions of some industrial properties.
4. Along Cherry Avenue, Paramount Boulevard and Downey Avenue use the Neo Industrial PlaceType to develop cleaner and more attractive commercial/industrial properties.
5. Upgrade the quality of development by using

design guidelines, new zoning standards and improved design review processes to ensure that all new buildings, remodels and additions enhance the neighborhood fabric.

6. Use design guidelines and upgraded zoning standards to further protect established residential districts from the intrusion of commercial activities.
7. Continue to implement the North Long Beach Strategic Guide for Development and North Long Beach Street Enhancement master plans (originated under the Redevelopment Agency) including the North Village and North Library plans.
8. Seek opportunities to create open recreation and green areas, and implement the RiverLink Plan for the Los Angeles River.
9. Implement the I-710 Livability Plan.
10. Implement Mobility Element capital improvements for North Long Beach including:
  - » Artesia Boulevard Complete Streets Improvements.
  - » Atlantic Avenue Streetscape Enhancements.
  - » South Street Signal Improvements.
  - » Market Street Enhanced Bikeway Access.
  - » Walnut Avenue Bikeway.

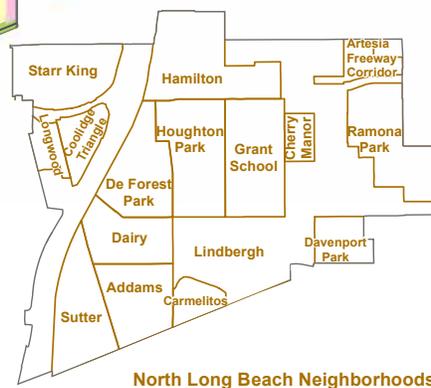
# Map LU-21 North Long Beach

## Map LU - 21 North Long Beach Plan



- LAND USE PLACETYPE**
- Open Space
  - Neighborhood
  - Multiple Family Residential Low
  - Multiple Family Residential Moderate
  - Neighborhood Serving Center or Corridor Low
  - Neighborhood Serving Center or Corridor Moderate
  - Community Commercial
  - Industrial
  - Neo Industrial

- Library
- Fire Station
- Park
- School
- Railroad
- Water/Drainage



N  
MAP NOT TO SCALE

## Bixby Knolls

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

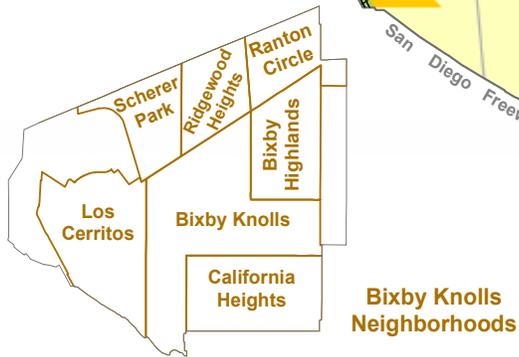
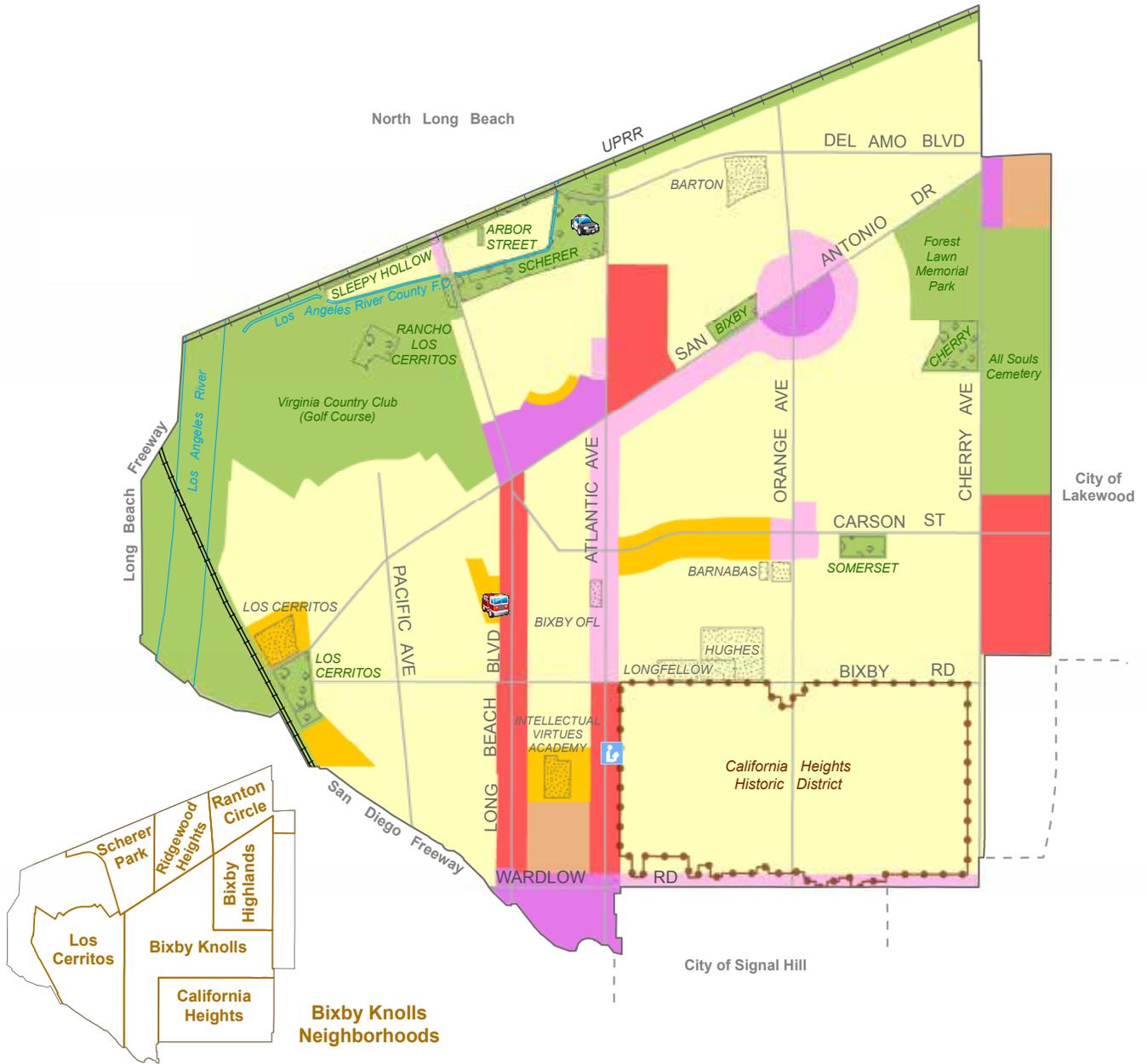
**Issues/Needs.** Schools, a new police station at Scherer Park, a library on Atlantic Avenue, and a fire station on Long Beach Boulevard adequately serve the Bixby Knolls community. In recent years, the Bixby Knolls Business Improvement District has made real progress in upgrading the commercial business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

Union Pacific Railroad and remaining Pacific Electric railway routes, Edison right-of-way corridors, the Los Angeles River and remnant parcels of undeveloped land, is also highly desirable.

### Land Use Strategies.

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

# Map LU-22 Bixby Knolls



**LAND USE PLACETYPE**

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

- Police Station
- Fire Station
- Library
- Park
- School

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



MAP NOT TO SCALE

## Westside and Wrigley

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

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

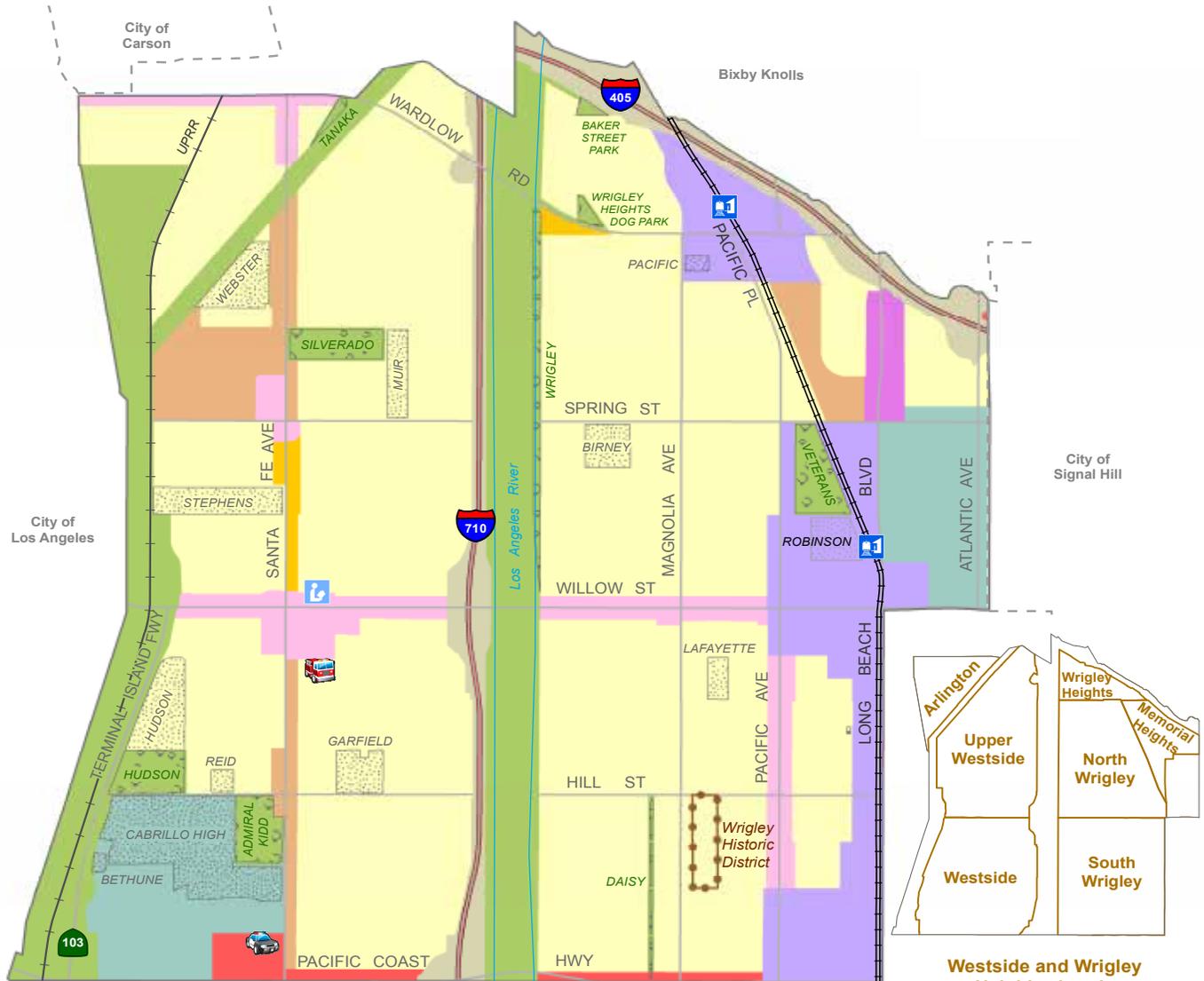
### Land Use Strategies.

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

- » Bicycle facility improvements per the Bicycle Master Plan.
10. Improve quality of life, health and overall livability through the implementation of the West Long Beach Livability Implementation Plan.



# Map LU-23 Westside and Wrigley



**LAND USE PLACETYPE**

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

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

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



MAP NOT TO SCALE

## Eastside

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

**Issues/Needs.** The Eastside of Long Beach is well-served by schools, libraries, police and fire facilities. Recreation open space in the community is abundant, although more neighborhood-focused park space is desirable as much of the existing public open space is devoted to golf and sports fields. Another issue in recent years is the mansionization of single-family homes and the over-development of parcels, which have left little open space. Needed are greater design controls and higher standards to ensure that remodels of

existing homes and insertions of new developments are attractive, composed of quality materials, and compatible with neighboring uses and structures. Although shopping opportunities are fairly good for Eastside residents, most centers are too far to walk to for the majority of people and are highly automobile-oriented in design. Vehicular traffic moves well throughout the area; however, it is often at the expense of other modes of travel, namely pedestrians and bicyclists. In the future, a better multi-modal balance is called for. Traffic will need to be calmed and controlled so residents feel safe to walk or ride their bicycles for short trips or daily exercise. Also detracting from East Long Beach walkability and attractiveness is the lack of street trees along many streets. Many need to be replaced due to the age of the trees.

### Land Use Strategies.

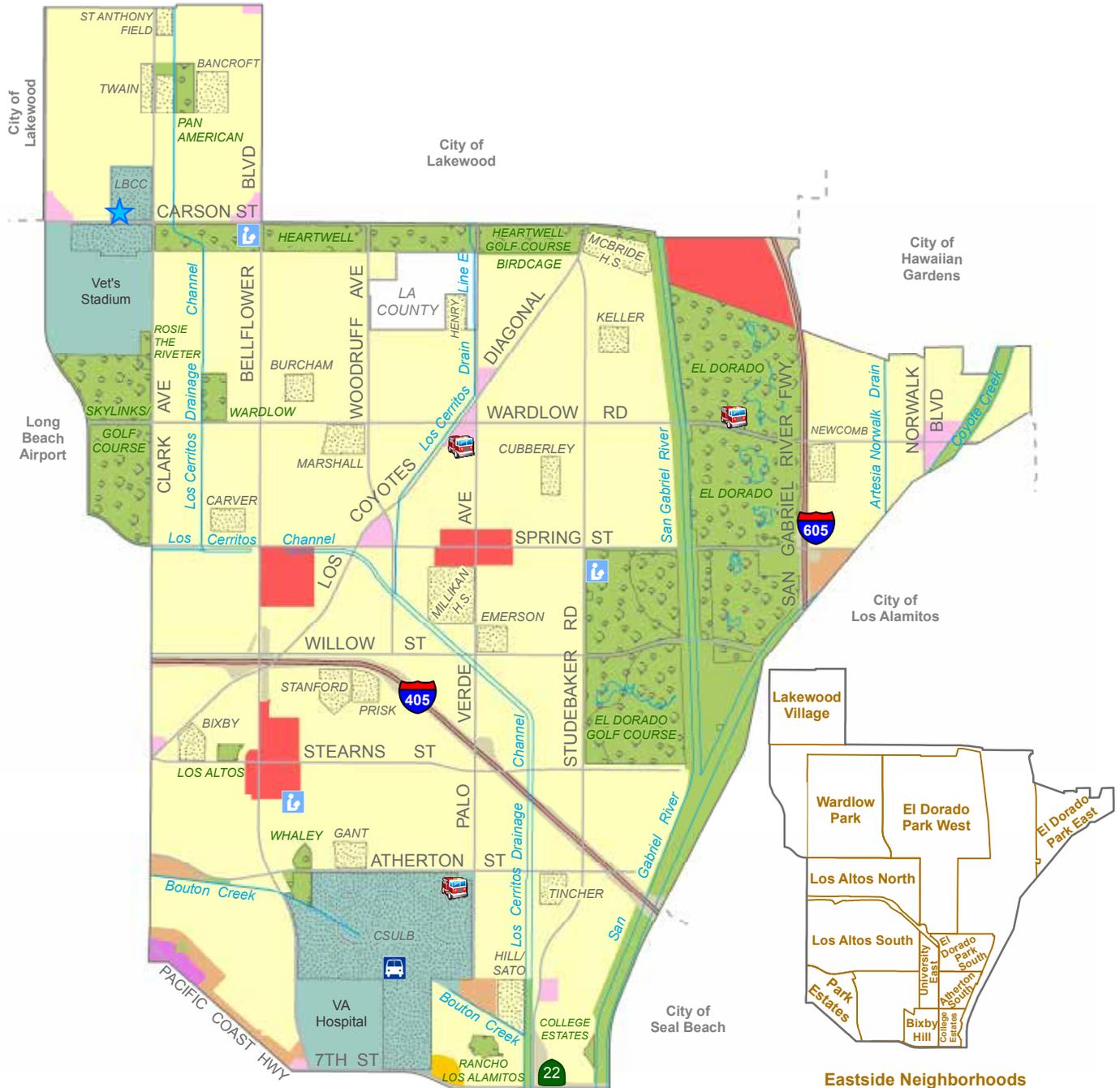
1. Provide vigorous code enforcement to protect the housing stock and prevent deterioration of the neighborhoods.
2. Develop new single-family design guidelines and standards to implement the Contemporary Neighborhood PlaceType.
3. Develop new design guidelines and standards to implement the Neighborhood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





- opportunities along the Los Cerritos Drainage channels, at public and private school recreation facilities, under utility line corridors and on remnant parcels of land that should not be developed with buildings.
9. Continue to work closely with the San Gabriel River and Mountains Conservancy and others to protect, restore and enhance the San Gabriel River and Coyote Creek and their recreation and wildlife amenities.
  10. Finish the City's urban forestry inventories then develop and implement tree planting, maintenance and greening plans which are coordinated with citywide air quality improvement (greenhouse gas reduction) and local water-saving landscape plans and programs.
  11. Keep providing economic incentives for people to convert high-water consumption landscapes to water-saving landscapes such as native and low-water gardens.
  12. If the Los Angeles County island of homes and businesses between Woodruff and Palo Verde avenues is annexed into the City, consider designating the properties as Contemporary Neighborhood PlaceType.
  13. Over time, transform East Long Beach into a much more pedestrian and bicycle friendly community by planning and implementing safe and efficient walking, bicycling and transit access and connectivity within neighborhoods and to the surrounding community. Implement Mobility Element capital improvements for East Long Beach, including:
    - » Improve the transit hub at CSULB.
    - » Develop a new transit hub at the City College.
    - » Reconfigure Studebaker Road at the I-405 Freeway to improve access and reduce neighborhood intrusion.
    - » Make freeway entrance improvements at Studebaker Road and 7th Street.
    - » Make intersection improvements at Bellflower Boulevard and Stearns Street, Bellflower Boulevard and Atherton Street, Palo Verde Avenue and Stearns Street, and at the Los Coyotes Diagonal where it meets Studebaker Road and Carson Street.
    - » Make signal improvements at Atherton Street and Palo Verde Avenue.
- » Make improvements to Spring Street and the I-605 Freeway ramp to improve freeway access and reduce neighborhood intrusion.
  - » Widen the Spring Street Bridge over the San Gabriel River.
  - » Make bicycle facility improvements per the Bicycle Master Plan.

# Map LU-24 Eastside



**LAND USE PLACETYPE**

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

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

- Park
- School
- Water/Drainage



MAP NOT TO SCALE

## Central

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

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

### Land Use Strategies

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

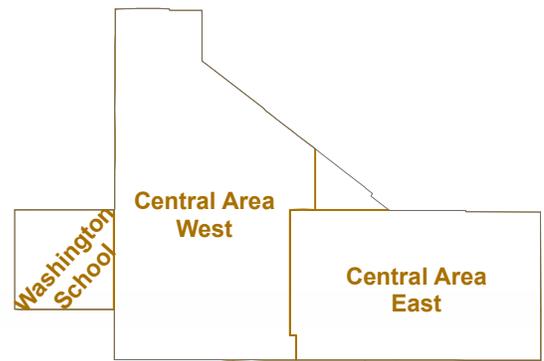
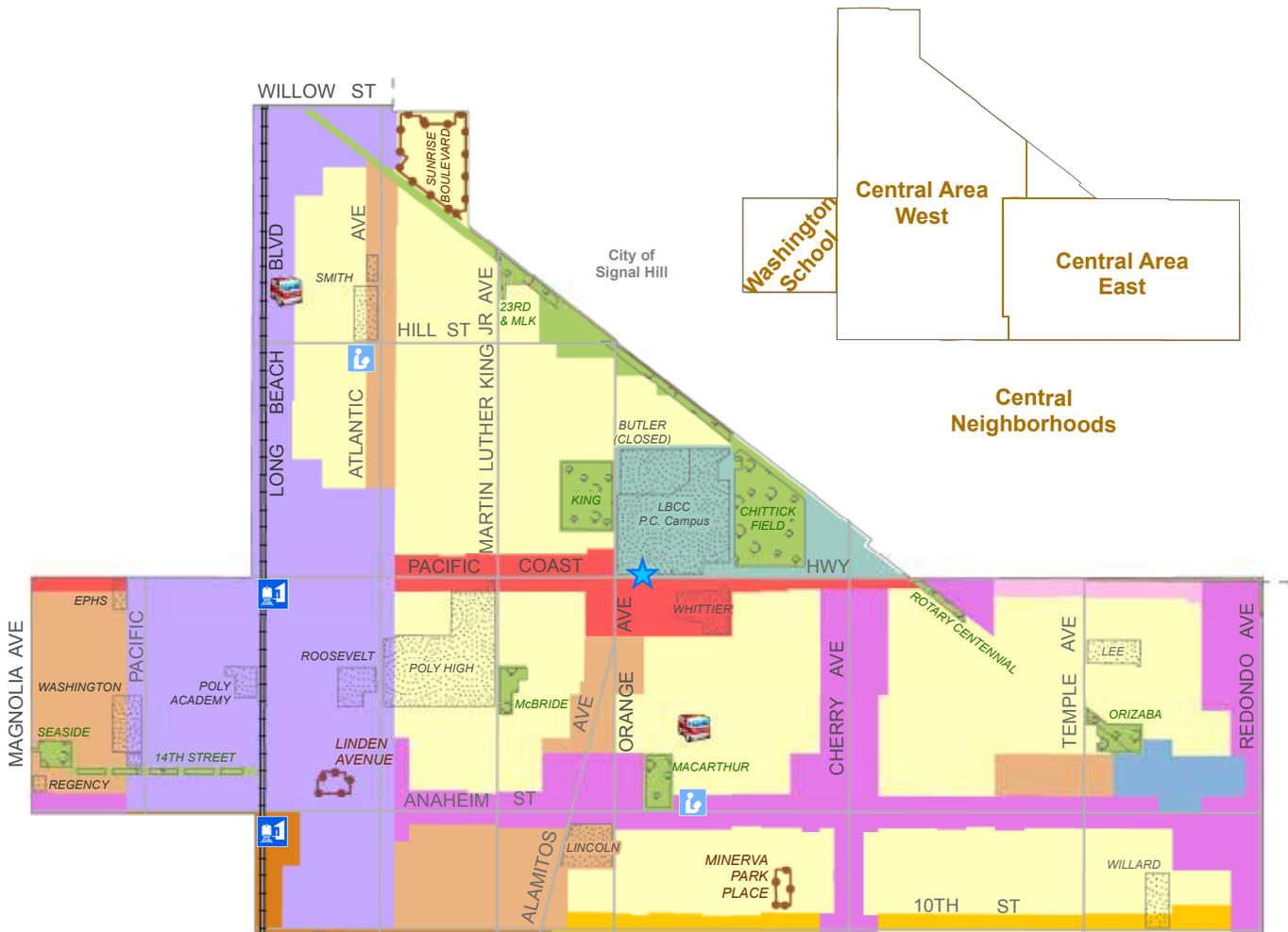
- » Cherry Avenue Signal Improvements.
- » Alamos Avenue Corridor Improvements.
- » Atlantic Avenue Beautification .
- » Create 15th Street, Junipero Avenue and Orizaba Avenue Bike Boulevards.
- » Other Bicycle Facility Improvements per the Bicycle Master Plan.



# Map LU-25 Central

5

Implementation



**LAND USE PLACETYPE**

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

- Fire Station
- Future Transit Hub
- Library
- Train Station
- Metro Rail
- Park
- School
- Historic District



MAP NOT TO SCALE



## Traffic Circle

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

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

space is limited to just Stearns Park and Plaza Zaferia. With recent population added (Alamitos Ridge) and a greater population anticipated in the future, additional recreation open space is needed in this community.

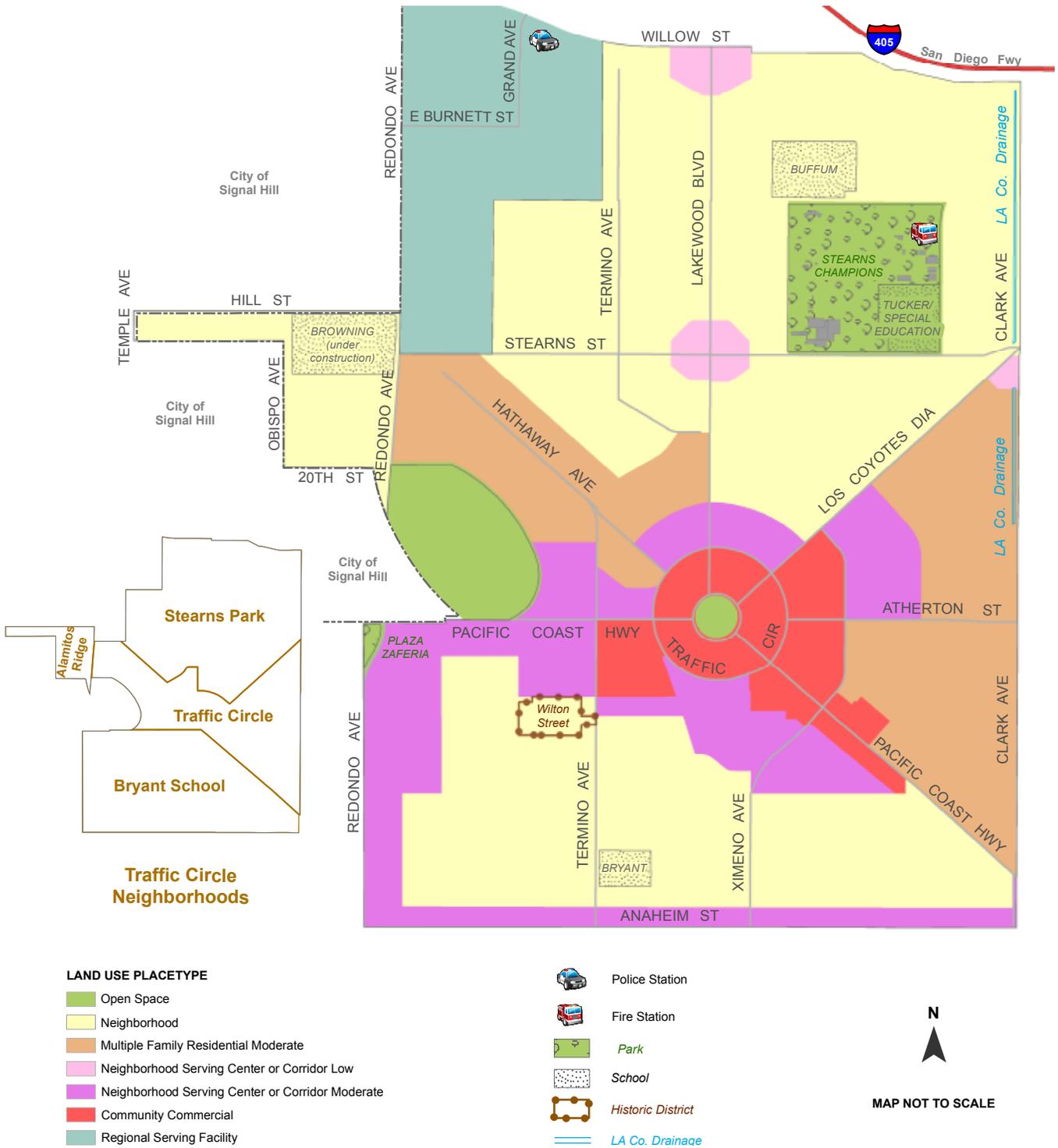
### Land Use Strategies.

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

# Map LU-26 Traffic Circle

5

Implementation





## Downtown

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

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

Traditional public and charter-approved schools in the downtown include Edison, Stevenson, Chavez and

International elementary schools; Constellation middle school; New City K-12 school; Renaissance and Poly Academy for Accelerated Learning high schools. Plus a number of private and religiously-affiliated schools, including St. Anthony High School, are found Downtown as well.

Just as there are many historic homes in the Downtown, there are many notable churches, places of worship and temples here. A good number of these structures have been designated as historic landmark buildings including the Scottish Rite Cathedral, St. Anthony Church, the Second Church of Christ Scientist, and the First Congregational Church on the corner of Cedar Avenue and Broadway.

Recently the Transit Gallery on First Street (between Long Beach Boulevard and Pacific Avenue) was upgraded with new public restrooms, bus information kiosks, solar powered digital readers with real time bus displays, seating benches, drinking fountains, shade canopies and public art installations. An upgraded Downtown Bike Station continues to serve bicycle commuters with affordable storage, repair and comfort facilities, conveniently located near the Transit Gallery; and bicycle routes and racks are now found throughout the downtown community.

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

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

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

#### Land Use Strategies.

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

# Map LU-27 Downtown



5

Implementation

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





## Midshore

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

**Issues/Needs.** Property values increase in the Midshore neighborhoods as one gets closer to the Pacific Ocean. Properties further inland in the Midshore Community have deferred maintenance and other physical issues that require attention. Many Midshore founding neighborhoods were built in the early years of Long Beach's development history. Many of the properties closer to the shore or in the historic districts are in optimal condition due to careful maintenance and restoration. In many locations this earlier development resulted in narrow streets, shallow parcel depth, and limited off-street parking. In numerous instances incompatible commercial land uses are interspersed with residential land uses (from single-family homes to multiple story structures), making for disjointed land use patterns and traffic friction along many street segments. Yet, in spite of these less-than-ideal conditions these are highly desirable residential neighborhoods. Thus, protecting the integrity of these (numerous) older structures and maintaining the overall look and character of each of these places is an ongoing concern. Continual code enforcement and diligent enforcement of standards for historic preservation is necessary. Further, all but a

handful of blocks in this community planning area are designated as "parking impacted" as not enough on- and off-street parking exists to easily serve both businesses and residents in these founding neighborhoods. Although many streets do not meet today's street width standards, others are excessively wide. Most sidewalks are adequate, but many crosswalks could be upgraded to facilitate safer pedestrian travel. Green and recreation open space is scarce within each of these neighborhoods, though those closest to the shoreline have the recreation amenities of the beach, Belmont Pier and Pacific Ocean. Coastal bluff erosion and sand replenishment along the beach strand continue to be problematic. Some street ends above the bluff still need improvements, although beach signage and stairways down the bluff have been upgraded in recent years. Shopping for daily needs is convenient for most goods and services, however, for larger purchases or comparison shopping purposes residents are compelled to travel outside of the Midshore Community.

### Land Use Strategies.

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

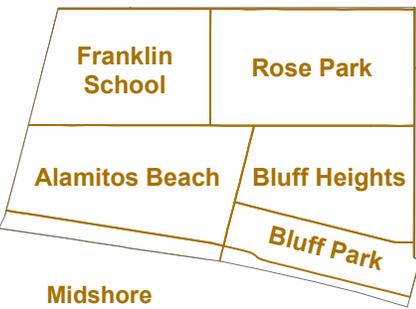
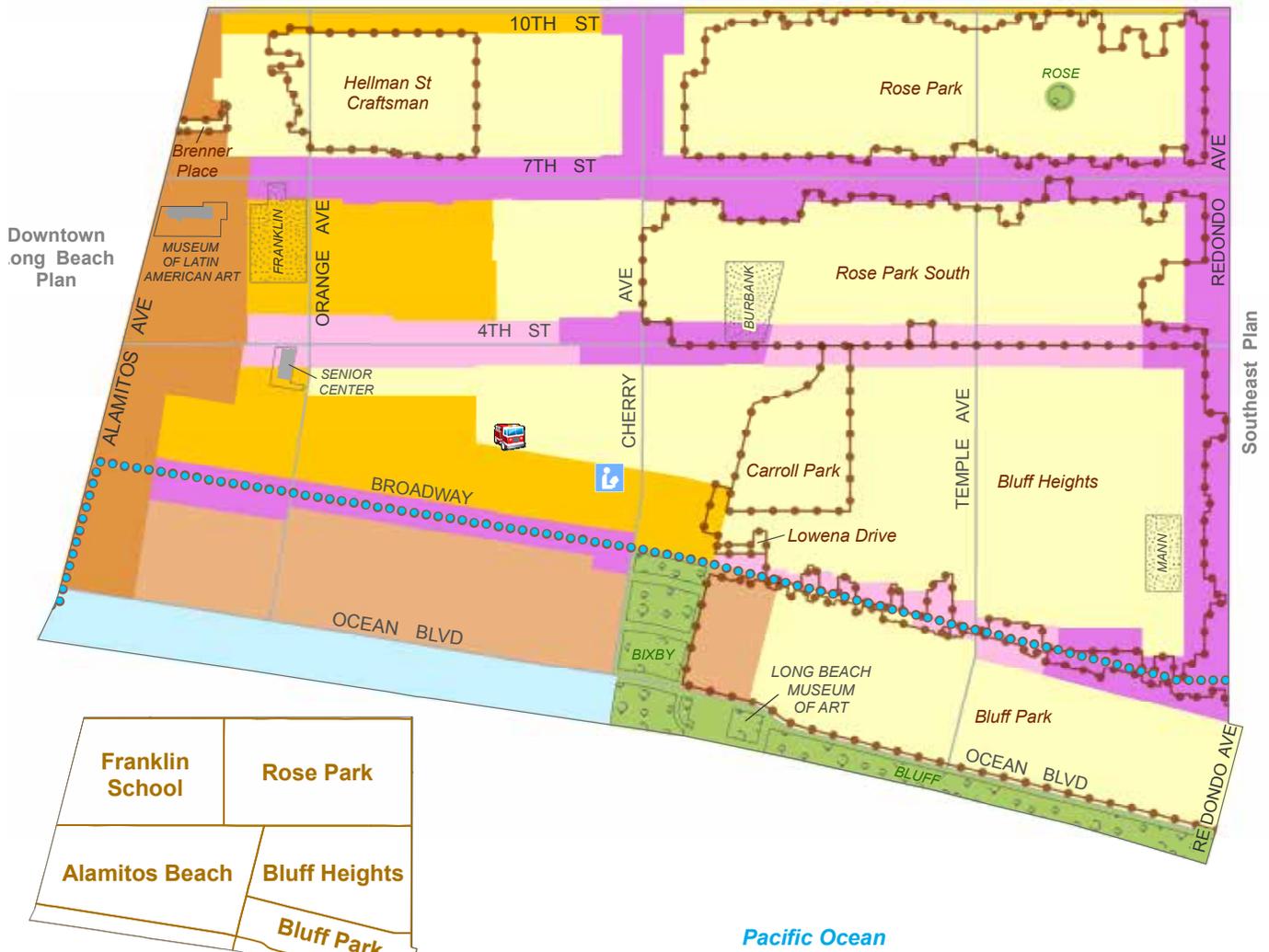
along five streets: Broadway, Redondo Avenue, 7th Street, 4th Street and the segment of Cherry Avenue between 7th and 10th Streets. Where historic districts encompass properties along these streets the provisions of the historic districts take precedence.

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

# Map LU-28 Midshore



Central Long Beach Plan



Midshore  
Neighborhoods

**LAND USE PLACETYPE**

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

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



MAP NOT TO SCALE

## Southeast

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

**Issues/Needs.** Most of the area below Broadway, 2nd Street and all of Naples Island is considered parking impacted. Traffic congestion is elevated at the Iron Triangle where 7th Street, Bellflower and Pacific Coast Highway intersect, and also further down Pacific Coast Highway where it meets the very busy intersection of 2nd Street. Further, while the unique one-way streets and alley patterns in cozy Belmont Shore are quaint and make for great walkability along Second Street, these narrow streets and small lots contribute to congestion and parking issues that contribute

to friction between the residential neighborhoods and commercial businesses a few steps away. And, as 2nd Street is the only connector for Naples Island to the mainland, its transportation function cannot be overlooked. Likewise, Ocean Boulevard is the only road connecting the Peninsula to the mainland. Mobility is therefore a chief concern within the Southeast communities and should be considered in all future decision-making.

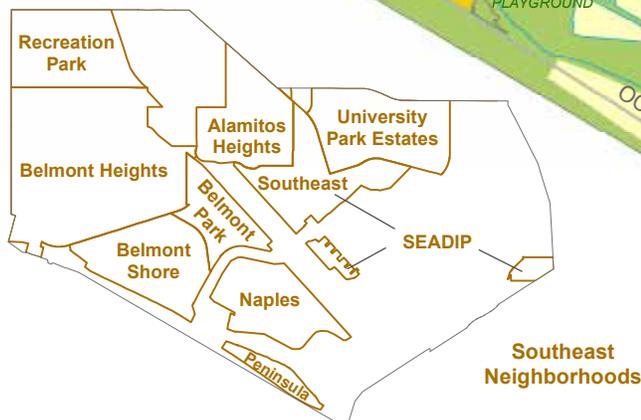
### Land Use Strategies.

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



- for SEADIP (PD-1) to implement the provisions for the Waterfront and Regional Serving Facilities PlaceType for these areas.
7. Work with others to acquire for the public and rehabilitate for the wildlife the greatest amount of restorable wetland habitat remaining in the Los Cerritos Wetlands.
  8. Enhance amenities in and increase access to the Belmont Pier and Pool Complex, Alamitos Bay Landing, Colorado Lagoon and Marine Stadium, beaches and marinas, and the Los Cerritos Wetlands.
  9. Implement the Mobility Element capital improvements for the Southeast area including:
    - » 2nd Street streetscape enhancements.
    - » Connectivity enhancements at Pacific Coast Highway and 2nd Street.
    - » Improvements to SR-22 freeway ramps at Studebaker Road.
    - » Traffic signal Improvements.
    - » Bicycle facility improvements per the Bicycle Master Plan.
  10. Implement a complete streets vision for the SEADIP area including new bike and pedestrian improvements to PCH, 2nd Street, Marina Drive and Lyones Drive. Large superblocks should be broken-up to provide a circulation system of smaller internal streets and pedestrian walkways along the waterfront should be created.

# Map LU-29 Southeast



**LAND USE PLACETYPE**

- Open Space
- Neighborhood
- Multiple Family Residential Low
- Multiple Family Residential Moderate
- Neighborhood Serving Center or Corridor Low
- Neighborhood Serving Center or Corridor Moderate
- Industrial
- Regional Serving Facility
- Waterfront

- Fire Station
- Library
- Park
- School
- Water/Drainage
- Coastal Zone Boundary
- Historic District



MAP NOT TO SCALE



# Administration

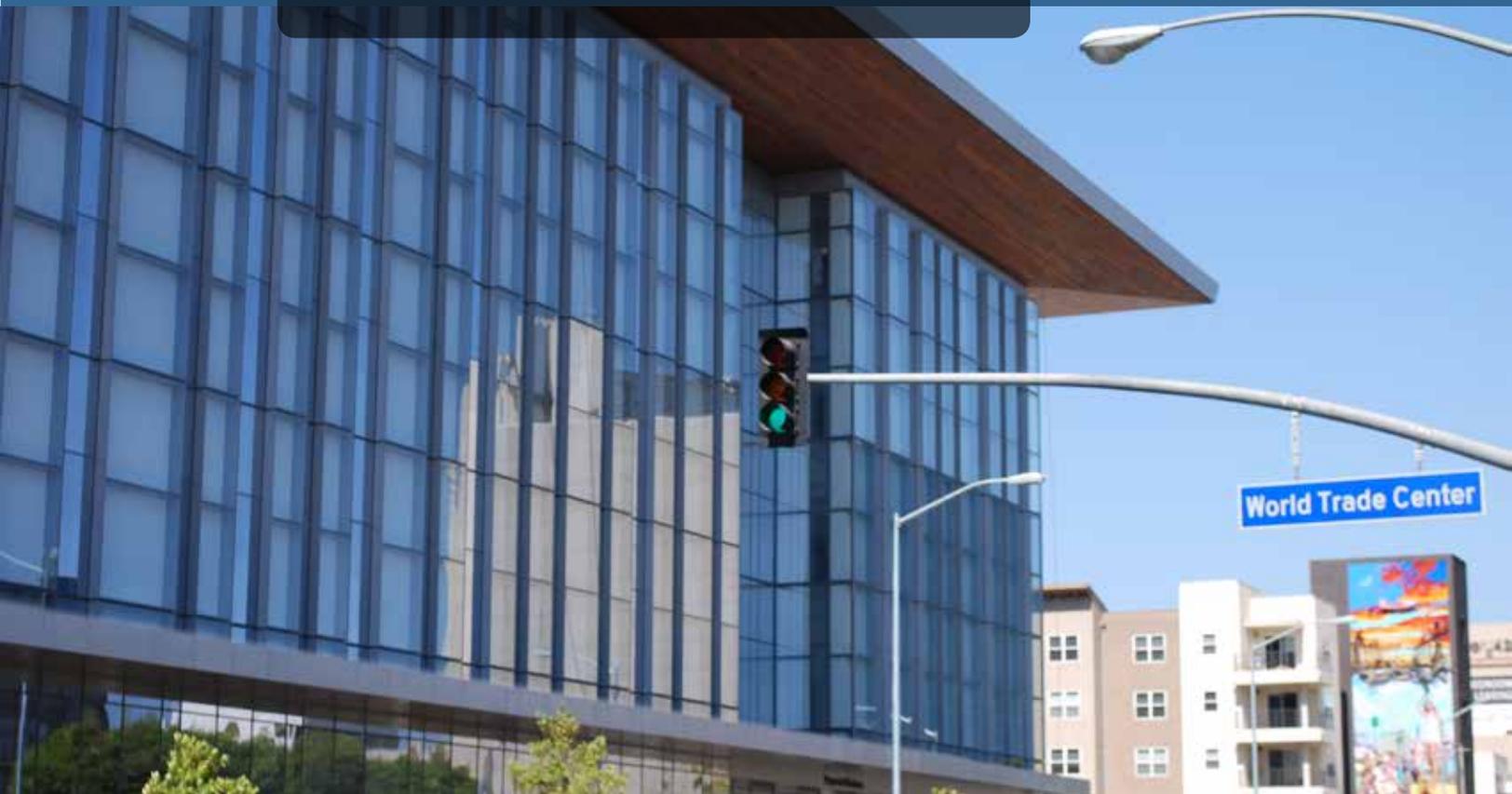
Maintaining the Land Use Element

6

"Discipline is the bridge between goals and accomplishment."

**Jim Rohn**

*American entrepreneur, author and motivational speaker*



# 6



## Administration

### Maintaining the Land Use Element

- Element Review, Amendment and Consistency ..... 163
  - » Land Use Implementation Review ..... 163
  - » Amendments to the Element..... 163
  - » Consistency..... 163

## ELEMENT REVIEW, AMENDMENT, AND CONSISTENCY

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

### Land Use Implementation Review

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

### Amendments to the Element

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

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

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

### Consistency

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

» **Master plans.** A master plan proposal is considered consistent with this Land Use Element if it is consistent with the intent and direction of the PlaceType districts,

and conforms to the density, intensity and height requirements for each PlaceType district.

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

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

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

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

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





- » **Development projects.** Proposed development projects that carry out the policies of the Land Use Element and fulfill the intent of the PlaceType density and intensity levels are considered consistent.
- » **Design guidelines.** Design guidelines that carry out the policies of this Land Use Element and fulfill the intent of the PlaceType districts are considered consistent.
- » **Environmental documentation.** Environmental documentation (including environmental impact reports and statements, mitigated and negative declarations and addendums) are considered consistent when the project approvals and findings conform with the goals and policies of this Land Use Element.
- » **Zoning Regulations.** Long Beach's Zoning Regulations (Title 21 of the Municipal Code) must be made consistent with this Land Use Element, including consistency between PlaceTypes and Zoning Districts. However, since this General Plan (including the Land Use Element) is a long-range policy document, and zoning is sometimes a shorter-range means of incrementally reaching the long-range goals, there may be instances in which the immediate zoning case appears to be inconsistent with the Land Use Element. In such instances, a finding of consistency may be made by the Planning Commission providing it is determined that the proposed zoning or zoning change is an incremental step toward the ultimate realization of the policies of this Land Use Element, and that determining consistency will not foreclose the future possibility of attaining the goals of this Land Use Element.

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

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

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

The City intends to adopt new zoning regulations to better implement the PlaceTypes. Until such time, the

matrix on the following page show correspondence between the PlaceTypes and current Zoning Districts.

Table LU-6: PlaceTypes and Zoning Districts Consistency Matrix

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



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

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



# Appendix

7

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

**William Jennings Bryan,**  
*American lawyer, orator and presidential candidate*



# 7



## Appendix

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## GLOSSARY

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

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

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

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

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

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

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

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

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

**California Environmental Quality Act (CEQA):** A State law enacted in 1971 that requires governmental agencies

at all levels to consider the impact proposed projects have on the environment, including cultural resource impacts.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

**Density, Net:** A units-per-acre density measurement that includes in the calculation only land occupied by residential

uses. It does not include streets, parks or other uses.

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

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

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

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



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

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

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

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

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

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

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

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

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

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

increased emissions of greenhouse gases from human activities.

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

1. Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams and watershed lands.
2. Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
3. Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails and scenic highway corridors.
4. Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.
5. Open space in support of the mission of military installations that comprises areas adjacent to military installations, military training routes and underlying restricted airspace that can provide additional buffer zones to military activities and complement the resource values of military lands.

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

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

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

**Paseo.** A public place or path designed for walking.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

**Smart Growth:** A compact, efficient and environmentally sensitive pattern of development that provides people with additional travel, housing and employment choices

by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

**Walkability:** A measure of how friendly an area is to walking. Factors affecting walkability include, but are not limited to: land use mix; street connectivity; residential density; “transparency” which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of places to go to near the majority of homes; placemaking, street designs that work for people, not just cars. Major infrastructural factors include access to mass transit, presence and quality of walkways, buffers to moving

traffic (planter strips, on-street parking or bike lanes) and pedestrian crossings, aesthetics, nearby local destinations, shade or sun in appropriate seasons, street furniture and traffic volume and speed.

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

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

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

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

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

## LAND USE POLICIES ADDRESSING CLIMATE CHANGE AND SUSTAINABILITY

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

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

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

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



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

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



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



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



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



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