

# **Exhibit D**

## **Zone Change Findings**

**Midtown Specific Plan**

**Date: April 7, 2016**

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, the Planning Commission shall recommend approval of a change of text of zoning regulations and/or rezoning property if it complies with State and Local regulations. The zoning change can be granted only when positive findings are made consistent with the following criteria set forth in the municipal code.

1. **THE PROPOSED CHANGE WILL NOT ADVERSLY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA;**

**The Specific Plan is the result of extensive public outreach, research of existing conditions, market studies and ultimately proposed regulations to realize a community vision for improvement of the project area. A comprehensive Environmental Impact Report (EIR) has been prepared to study any potential impacts from the proposed project. The EIR did not find significant impacts to aesthetics, historic resources or other aspect of character. In other impact areas mitigations are imposed to the degree feasible and all impacts are limited. For those impacts that remain significant (Air Quality, Greenhouse Gases and Noise) a statement of overriding consideration has been prepared that sets forth the reasons and tradeoffs made in relation to those impacts.**

**The plan seeks to improve livability through the creation of new green and open spaces, public gathering spaces, goods, services and housing for current and future residents as well as improved mobility options for all. The plan is expected to improve livability through its five guiding principles: enhanced mobility and complete streets, safety and wellness, a sustainable future, supporting urban amenities and working with and for the community.**

**Specifically the plan will improve livability by improving the design and function of the urban built environment. Improved crosswalks, sidewalks, bus routes and transit infrastructure directly improves public safety by decreasing pedestrian-involved collisions and indirectly by improving the experience of traveling on the street, whether by foot, bicycle, transit or car. Once implemented the plan will provide additional housing, shopping and employment opportunities that often translate to improve liveability.**

**No adverse change to the character of the area, such as the destruction of existing culturally significant structures, or the physical dividing of existing communities, are permitted, contemplated nor expected. The Specific Plan includes design guidelines and development standards necessary to protect the cohesion of the neighborhood and bring in new amenities that are complementary to existing residents and structures. New development is**

conditioned to be appropriate to its location along a transit corridor in a developed urban portion of the City.

2. THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN;

The Midtown Specific Plan is compatible with the general goals, policies and designations within the City's General Plan Land Use Element. The existing General Plan Land Use Element identifies the the Specific Plan area for mixed-use, commercial, residential, medical and open-space/recreation uses (LUE map grid 9 & 15). These uses are consistent with Table 3-2 which establishes permitted uses in the Specific Plan. Land Use Element goals are also advanced by the proposed specific plan, including: economic development, new housing construction, affordable housing, and functional transportation (LUE p. 17-19). The plan is also consistent with the Land Use Element generalized concept of redirecting and concentrating commercial facilities in significant centers and along major arterials accommodating higher density housing (LUE p.49).

The goals of the General Plan have been integrated into the Midtown Specific Plan and are discussed in relation to the three elements—Land Use, Mobility and Housing—that have the greatest influence in guiding the vision and goals of the Midtown Specific Plan. For example, the General Plan 2035 Mobility Element outlines the vision, goals, policies, and implementation measures required to improve and enhance the City's local and regional transportation system, which includes the Long Beach Boulevard corridor. The Midtown Specific Plan and Mobility Element are consistent in their values and vision relative to circulation. Creating an efficient, balanced, multimodal mobility network is a priority for both plans. Specifically, the mobility and streetscape plan for the Midtown Specific Plan is guided by the City's General Plan Mobility Element. Although Long Beach Boulevard is already a multi-modal corridor, the mobility and streetscape plan of the Midtown Specific Plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. The complete streets network for the Midtown Specific Plan area consists of four types of facilities—pedestrian, bicycle, vehicular, and public transit. Synchronizing traffic signals, reconfiguring streets and freeway ramps, and applying a context-sensitive approach to balance the mobility system along Long Beach Boulevard are just a few of the strategies that will help to create a safe and enjoyable area for all users of the corridor. The streetscape plan would also include improvements to Long Beach Boulevard and its cross-streets (e.g., Spring Street, Willow Street, and Pacific Coast Highway). The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bike lanes, wider sidewalks, new street lighting, landscaping buffers, and improved intersection crossings.

Additionally, the General Plan Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes. The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including infill residential development projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in within the Midtown Specific Plan area could also be used to address lower income housing needs. A homeless shelter overlay was also considered by the City for the Midtown Specific Plan area but was not selected. However, the City maintains zoning designations in other areas of the City that provide sufficient by-right locations for homeless shelters.

The plan and EIR identify structures of historic significance and those that require further future study consistent with the Historic Preservation Element of the General Plan. The plan focuses on enhancing existing open space and creating new open space opportunities through private open space, plaza and event space, parklets and flexible space. This is consistent with the Open Space Element goals of adding recreation open space and recreation facilities in the areas of the City that are most underserved (OSE see Goal 4.3 at p. 25), increasing recreation resources and supplement publicly owned recreation resources with privately owned recreation resources (OSE Goal 4.6), and assuring general plan and zoning protections for open space (OSE Policy 4.4).

Likewise the Specific Plan focuses on facilitating live, work and play by foot, bicycle and transit. These efforts will eliminate vehicle trips and reduce vehicle miles traveled consistent with the City's Air Quality Element (AQE p.7).

The Specific Plan area is not within the Coastal Zone, is not a scenic route or highway and does not contain significant mineral resources therefore the Conservation, Scenic Routes and LCP General Plan elements do not apply. The plan does include provisions for lighting and increasing activity to promote public safety consistent with the Public Safety Element goal of promoting the redevelopment of areas, which may present safety problems. (PSE p.14). New projects will also meet current seismic safety regulations consistent with Seismic Safety Element goal of providing a safe urban environment (SE p.9).