

October 17, 2019

**CHAIR AND PLANNING COMMISSIONERS**

City of Long Beach

California

**RECOMMENDATION:**

Recommend that the City Council 1) certify the revised Final Environmental Impact Report (EIR 03-16) based on the final set of maps approved by the Long Beach City Council on March 6, 2018; 2) adopt the updated Land Use Element to the Long Beach General Plan; 3) adopt the new Urban Design Element to the Long Beach General Plan; and 4) repeal the existing Scenic Routes Element to the Long Beach General Plan. (Citywide)

**APPLICANT:**

City of Long Beach  
Department of Development Services  
411 West Ocean Boulevard, 3rd Floor  
Long Beach, CA 90802  
(Application No. 1701-01)

**DISCUSSION**

After more than 10 years of staff and City Council effort, on March 6, 2018, the City Council voted at a public hearing to confirm the General Plan Land Use Element and Urban Design Element PlaceType and Heights Maps and directed staff to update the Program Environmental Impact Report (PEIR). Since that time, staff has been working to update the PEIR for the Land Use Element (LUE) and its companion Urban Design Element (UDE), as required by the California Environmental Quality Act (CEQA). The revised PEIR is based on the final set of maps adopted by City Council on March 6, 2018, as well as the updated LUE and UDE plan texts, to which technical changes have been made to align and ensure consistency with the map changes voted on by City Council and the revised CEQA analysis.

**THE PLAN**

The City of Long Beach's (City) General Plan is a policy document required by State law, which establishes the goals and policies that will guide growth and development in the City through 2040. The General Plan Land Use Element has not been updated since 1989, and citywide development regulations reflect this anachronistic policy framework. The update of the City's General Plan aims to guide Long Beach to a more sustainable future, to improve mobility choices, expand transit access, improve air quality, reduce greenhouse gas emissions, and accommodate growth projections in accordance with state law. The proposed LUE and UDE (collectively "The Plan") accommodates the City's population and employment

projections through the horizon year of 2040 while also advancing General Plan goals for open space, active living, improved urban design, sustainability and overall quality of life.

The proposed project includes the approval of two General Plan Elements, the LUE, which is required by state law, and a companion UDE, which would replace the existing LUE (Exhibit A) and Scenic Routes Element (Exhibit B) of the Long Beach General Plan, respectively. The proposed LUE would introduce the concept of "PlaceTypes," which would replace the current approach in the existing LUE of segregating property within the City through traditional land use designations and zoning classifications. PlaceTypes would divide the City into distinct neighborhoods, thus allowing for greater flexibility and mix of compatible land uses within these areas. The proposed UDE would define the physical aspects of the urban environment and would facilitate the PlaceTypes established in the proposed LUE by creating attractive and vibrant places; ensuring appropriate scale and massing for the neighborhood context based on PlaceTypes; improving the urban fabric and public spaces; and defining edges, thoroughfares, and corridors.

## THE PROCESS

CEQA requires recirculation of an EIR when significant new information is added after public notice is given of the availability of the Draft EIR, but before the certification of the EIR. In this instance, recirculation is required, due to the substantial changes made to the LUE maps, after the first PEIR was circulated for public review in the fall of 2016. Based on City Council's direction on March 6, 2018, staff developed and published the final set of PlaceType and Height maps consistent with the City Council's motion and made technical changes to the LUE and UDE texts to align and ensure consistency with the map changes voted on by City Council (Exhibits C, D and E). The revised EIR fully analyzed the revised project and has been substantially updated to reflect those changes to the maps and plans (Exhibit F); however, the 2016 EIR is still part of the administrative record (Exhibit K).

Updating the PEIR has involved revising the project description to reflect the City Council changes to the LUE text and maps and working with technical experts in transportation modeling, population forecasting, greenhouse gas emissions modeling and analysis and more, to update the analyses of the proposed LUE, for identifying and disclosing potential environmental impacts and feasible mitigation measures, in accordance with CEQA. Compared to the PlaceType and Height maps analyzed in the 2016 EIR, many areas experienced a reduction in PlaceType intensity and/or maximum height allowance. A full description of these changes is included in Section 3.0: Project Description of the revised PEIR, including Figures 3.7 and 3.8 which depict all changes in PlaceType and Height designations and provide a comparison between the 2016 maps and the final 2018 maps.

The LUE and UDE texts have been updated with technical changes to align them with the Council's direction, to correct minor errors, and to address environmental impacts arising from the environmental review process (Exhibit J). These changes are documented in Section 3.0: Project Description of the revised PEIR (Exhibit F), specifically in sections 3.5.3.3 (UE Policies and 3.5.5.1 UDE Policies and Textual Revisions).

The revised PEIR includes an updated CEQA baseline year of 2018; as such, environmental analyses are based on updated base year data whenever available. Updating the PEIR also included re-modeling existing and future conditions for 88 intersections throughout the city, updating forecast models related to air quality, and conferring with other agencies, such as the California Department of Transportation (Caltrans), to gain consensus on these methodologies. Similar to the 2016 EIR, the revised EIR analysis found that all impacts can be reduced to a less than significant level with adherence to Standard Conditions and prescribed Mitigation Measures, with the exception of impacts related to Air Quality, Global Climate Change, and Transportation. The only new impact found to be significant and unavoidable relates to noise. The 2016 EIR did not find Noise impacts to be significant, but, given that the timing and extent of future construction-related noise is unknown, the revised EIR finds this impact to be significant and unavoidable; this conclusion represents a more conservative analysis. Pursuant to CEQA, all required environmental impacts and project alternatives have been considered, and in light of this analysis, the proposed project has been found to provide the only acceptable alternative, despite potential future environmental impacts (Exhibit G).

As required by State CEQA Guidelines Section 15087, a Notice of Completion (NOC) of the Recirculated Draft EIR was filed with the State Clearinghouse on June 18, 2019, and a Notice of Availability (NOA) for the proposed project was filed with the County of Los Angeles (County) Clerk on June 18, 2019. The Recirculated Draft EIR was circulated for public review for an extended period of 60 days, from June 18, 2019, to August 16, 2019, longer than the mandatory 45-day review period. The NOA and/or copies of the Recirculated Draft EIR were distributed to all Responsible Agencies and to the State Clearinghouse in addition to various public agencies, citizen groups, and interested individuals. Copies of the Recirculated Draft EIR were also made available for public review at the Department of Development Services, at all local libraries in the City, and on the City's website. Prior commenters on the project were notified of its availability, including all those who commented on the previous PEIR in 2016 and attendees who signed-in and provided their email addresses during the 2017 outreach process.

A total of 17 letters commenting on the Recirculated Draft EIR were received during the public review period or immediately thereafter. Comments were received from State and local agencies, as well as interested individuals. Comments that address environmental issues are responded to in the Final EIR. Comments that (1) do not address the adequacy or completeness of the Recirculated Draft EIR; (2) do not raise environmental issues; or (3) request the incorporation of additional information not relevant to environmental issues do not require a response, pursuant to Section 15088(a) of the State CEQA Guidelines. However, the City has attempted to provide a response to each comment. Information provided in the Final EIR clarifies, amplifies, or makes minor modifications to the Recirculated Draft EIR. No significant changes have been made to the information or analysis contained in the Recirculated Draft EIR because of the responses to comments, and no significant new information nor any new mitigation measures have been added that would require recirculation of the Recirculated Draft EIR document.

### GENERAL PLAN CONSISTENCY

The LUE and UDE are designed to work together, and upon adoption, will be consistent with each other. These Elements will replace the existing Land Use Element and Scenic Routes Element. The LUE and UDE have been prepared consistent with the OPR Guidelines published in July 2017, and within the framework of California Government Code §65300 (Authority for and Scope of General Plans). Consistency is also present with all remaining required and optional elements of the General Plan.

In 2010, the City adopted an optional element, the Historic Preservation Element, in order to safeguard and capitalize on the historic structures within the City. The LUE and UDE maps depict the City's historic districts and contain policies to continue the historic preservation program of the City. Goal 1 of the Historic Preservation Element, to maintain and support a comprehensive, citywide historic preservation program to identify and protect Long Beach's historic, cultural, and archaeological resources, directly related to LUE Goal 4, support neighborhood preservation and enhancement. LUE implementation strategy LU-M-3, LU-M-43 as well as the neighborhood strategies advance the goals and policies of the Historic Preservation Element. The LUE has focused growth outside of historic districts so that the City's historic and cultural resources may be preserved and retained into the future.

Open Space serves both as a buffer and as recreational space, and to that end the City updated and adopted its Open Space and Recreation Element in 2002. LUE Goal 8 seeks to increase access and the amount and distribution of open space, while the Open Space and Recreation Element seeks to manage open space for public health and safety (Goal 3) and open space for outdoor recreation and recreational facilities (Goal 4). The LUE also seeks through Goal 9 to preserve, protect, restore and reconnect with natural resources, which corresponds to the Open Space and Recreation Element goals of managing open space for preservation of natural resources (Goal 1) and open space for the managed production of resources (Goal 2).

A central focus of the LUE is to expand and diversify housing opportunities (LUE Goal 5). The Housing Element, adopted in 2014, contains consistent goals including to provide housing assistance and preserve publicly assisted units (Housing Element Goal 1, consistent with LUE Goal 4 supports neighborhood preservation and enhancement), address the unique housing needs of special needs residents (Housing Element Goal 2 consistent with LUE Goal 5 and UDE Strategy 1 improve function and connectivity within neighborhoods and districts), retain and improve the quality of existing housing and neighborhoods (Housing Element Goal 3, consistent with LUE Goal 4 support neighborhood preservation and enhancement), and provide increased opportunities for the construction of high quality housing (Housing Element Goal 4, consistent with LUE Goal 2, accommodate strategic growth and change and Goal 5, diversify housing opportunities). Additional Housing Element goals (Goal 5 mitigate government constraints to housing investment and affordability, Goal 6 provide increased opportunities for home ownership, and Goal 7 ensure fair and equal housing opportunity) will be accomplished through the LUE implementation programs involving updates to the Zoning Code and development review procedures, and other measures.



The draft LUE is consistent with the existing Noise Element insofar as it limits noise exposure to improve the compatibility between noise-sensitive land uses and uses that generate noise, for example, recognizing the need to incorporate proper noise insulation and buffers to minimize interior noise in new or rehabilitated housing in residential land uses in areas where ambient noise levels are high. The Noise Element is being updated concurrently and draft policies, similar to the current Noise Element, continue to guide how noise and land use compatibility are addressed throughout the City based on noise contour maps that reflect future development patterns proposed by the LUE.

The City's Mobility Element was updated in 2013 to focus on transforming the City's right-of-way and transportation system to a multimodal approach. The proposed LUE and UDE respond to the Mobility Element's multimodal focus by providing guidance for the way private development and public space is designed to be accessible to all transportation modes. Goal 1 in the Mobility Element relates to creating an efficient, balanced, multimodal mobility network. This goal is consistent with the LUE Goal 1 of sustainable planning and development and Goal 7 to provide reliable public facilities and infrastructure. Broadly, the LUE and UDE focus on multi-modalism, increasing areas of mixed-use and promoting pedestrian friendly design and public realm improvements. At the same time, the LUE and UDE recognize that many residents and visitors will continue to drive. As such, it concentrates growth in transit-rich and mixed-use areas, while allowing for some growth in other areas and maintaining some areas for convenient access by automobile, such as the Community Commercial PlaceType.

The LUE and UDE are also consistent with the Mobility Element Goal 2 to Maintain and Enhance Air, Water and Ground Transportation Capacity; and Goal 3 to Lead the Region by Example with Innovative and Experimental Practices. The LUE maintains transport-reliant industrial uses near the Port, explores neo-industrial uses elsewhere and supports maintenance of the existing street grid while allowing for innovation and complete streets treatments over time. The LUE and UDE work together to create innovative land-use patterns, including establishing the Neo-Industrial PlaceType to accommodate 21<sup>st</sup> century job-generating uses and improve transitions between residential and industrial zones.

The LUE implementation program includes creation of a Climate Action and Adaptation Plan (CAAP) in the immediate term and the PEIR calls for development of the CAAP as a mitigation measure to reduce the greenhouse gas impacts of LUE buildout. The proposed LUE and UDE are consistent with the Air Quality Element adopted in 1996. Four principles guide the air quality element: achieve air quality improvements in such a manner that sustains current economic development while encouraging future growth; improve the quality of life for our citizens by providing greater opportunities, convenience, and choices; reinforce local mobility goals by reducing peak-hour traffic congestion; and foster behavior change through public information and education, incentives and pricing that reflects total societal costs for administration and enforcement. Development of a CAAP is well underway and includes adaptation measures that will additionally lessen the adverse impacts of air quality in Long Beach.

The LUE starts with Goal 1 to implement sustainable planning and development practices. Although all aspects of the LUE and UDE address sustainability, the creation of the CAAP will

further the Air Quality Element's initial intent. Land Use policies related to climate change and sustainability are summarized in Chapter 7 (Appendix) of the LUE.

The City's Seismic Safety Element, adopted in 1988, provides guidance which is consistent with the LUE and UDE. By accommodating strategic growth and change (LUE Goal 3) including diversifying housing opportunities (LUE Goal 5), the City can achieve its goal of accommodating the City's housing need and facilitating upgrades to existing structures.

The LUE implementation program includes updates, as necessary, to the City's adopted Local Coastal Plan (LCP). The LUE and UDE are consistent with the LCP was adopted in 1980. There are minor changes in height contemplated. However, outside of the approved SEASP update process, major changes to the Coastal Zone are not contemplated in the LUE/UDE.

The proposed General Plan update is not only consistent with the other elements of the General Plan, it is consistent with the state statutes and guidelines for preparation of a General Plan. The focus of the plan is to sustainably accommodate housing need and job-generating uses while improving the quality of the built environment in the City, and specific protections are in place to assure safety, quality design and protect historic structures. A more detailed set of consistency findings can be found in (Exhibit H).

### **PUBLIC HEARING NOTICE**

The required public hearing notice was provided in accordance with the Long Beach Municipal Code (LBMC). A public hearing notice was published in the Long Beach Press-Telegram and in the Grunion Gazette, public hearing notices were mailed to the California Coastal Commission and all City libraries, and three public hearing notices were posted in public places within the City. No comments have been received as of the preparation of this report.

In accordance with CEQA guidelines, the Recirculated Draft EIR was circulated for public review for an extended period of 60 days, from June 18, 2019, to August 16, 2019, longer than the mandatory 45-day review period. The NOA and/or copies of the Recirculated Draft EIR were distributed to all Responsible Agencies and to the State Clearinghouse in addition to various public agencies, citizen groups, and interested individuals. Copies of the Recirculated Draft EIR were also made available for public review at the Department of Development Services, at all local libraries in the City, and on the City's website. Prior commenters on the project were notified of its availability, including all those who commented on the previous PEIR in 2016 and attendees who signed-in and provided their email addresses during the 2017 outreach process.

### **ENVIRONMENTAL REVIEW**

In accordance with CEQA guidelines, a Program EIR (EIR 03-16) has been prepared for this project and circulated for public review. CEQA requires a Lead Agency to prepare an EIR for any project that may have a significant environmental effect that cannot be mitigated. For plans such as the LUE and UDE, the City prepares a Program EIR (PEIR), which is a type of

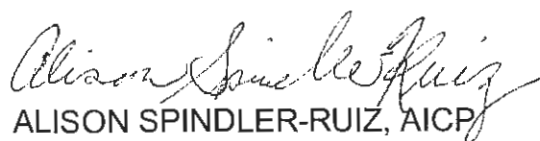
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EIR document designed to consider "broad policy alternatives and program-wide mitigation measures." [CEQA Guidelines §15168(b)(4)]. Subsequent activities, such as development projects or other legislative actions that would be undertaken by the City to implement the LUE and UDE that occur as a result of approval and certification of a PEIR must be further evaluated in light of the PEIR to determine whether or not an additional environmental document must be prepared, depending on whether it is found that new environmental effects could occur and whether new mitigation would be required.

Respectfully submitted,

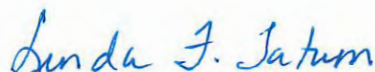


ALISON SPINDLER-RUIZ, AICP  
PROJECT PLANNER



PATRICIA DIEFENDERFER, AICP  
ADVANCE PLANNING OFFICER

CHRISTOPHER KOONTZ, AICP  
PLANNING BUREAU MANAGER



LINDA F. TATUM, FAICP  
DIRECTOR OF DEVELOPMENT SERVICES

LFT:CK:PAD:asr

Attachments:

- Exhibit A - Adopted Land Use Element
- Exhibit B - Adopted Scenic Routes Element
- Exhibit C - Proposed Land Use Element
- Exhibit D - Proposed Urban Design Element
- Exhibit E - Final Land Use & Height Map Adopted by City Council on 3/6/18
- Exhibit F - Draft & Final EIR
- Exhibit G - CEQA Findings of Fact & Statement of Overriding Considerations
- Exhibit H - General Plan Findings
- Exhibit I - City Council Action Taken on 3/6/18
- Exhibit J - Updates and Corrections to LUE and UDE Plan Texts
- Exhibit K - 2016 Draft & Final EIR

**Dionne Bearden**

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**From:** CityClerk  
**Sent:** Wednesday, October 16, 2019 10:41 AM  
**To:** Dionne Bearden  
**Subject:** FW: 19-084 PL LUE

FYI-

**From:** Kerrie Aley [REDACTED]  
**Sent:** Tuesday, October 15, 2019 5:12 AM  
**To:** CityClerk <CityClerk@longbeach.gov>  
**Subject:** Fwd: 19-084 PL LUE

City Clerk-Please distribute to members of the Planning Commission prior to the hearing.

----- Forwarded message -----

**From:** Kerrie Aley [REDACTED] >  
**Date:** Mon, Oct 14, 2019 at 1:32 PM  
**Subject:** 19-084 PL LUE

**To:** <[Alison.Spindler-Ruiz@longbeach.gov](mailto:Alison.Spindler-Ruiz@longbeach.gov)>, <[district3@longbeach.gov](mailto:district3@longbeach.gov)>, district1 <[district1@longbeach.gov](mailto:district1@longbeach.gov)>, district2 <[district2@longbeach.gov](mailto:district2@longbeach.gov)>, district4 <[district4@longbeach.gov](mailto:district4@longbeach.gov)>, district5 <[district5@longbeach.gov](mailto:district5@longbeach.gov)>, district6 <[district6@longbeach.gov](mailto:district6@longbeach.gov)>, district8 <[district8@longbeach.gov](mailto:district8@longbeach.gov)>, district9 <[district9@longbeach.gov](mailto:district9@longbeach.gov)>, Mayor Robert Garcia <[mayor@longbeach.gov](mailto:mayor@longbeach.gov)>, district7 <[district7@longbeach.gov](mailto:district7@longbeach.gov)>

Long Beach Planning Commissioners and City Council-members

I object to the proposed LB Planning Commission's recommendation for certification of the revised FEIR and adoption of the updated Land Use Element;

*"Recommendation to recommend that the City Council 1) certify the revised Final Environmental Impact Report (EIR 03-16) based on the final set of maps approved by the Long Beach City Council on March 6, 2018; 2) adopt the updated Land Use Element to the Long Beach General Plan; 3) adopt the new Urban Design Element to the Long Beach General Plan; and 4) repeal the existing Scenic Routes Element to the Long Beach General Plan. (Citywide)"*

The FEIR and updated LUE were drafted without consideration of recent State of California legislation which override local land use planning including [SB 13](#), [AB 68](#), [AB 881](#) and others , planned changes to the SCAGG RHNA numbers, changes to CEQA transportation planning and mitigation, proposed higher densities downtown including an Elephant Lot sports park /housing, Queen Mary entertainment development and climate change seal level impacts.

The City of Long Beach's yearly Housing Element Updates 2017 and 2018 do not accurately reflect the recent permits and boom in the construction of thousands of new housing units. The City of Long Beach has misled the public during the development of the LUE stating that the increase in housing density was needed to meet the 2021 RHNA housing goals. The fact is that the City of Long Beach RDA and Council approved millions of dollars in subsidies and land giveaways benefiting development (well above moderate housing units, high end hotels) at the expense of the development of affordable housing.

The LUE failed to consider the impact of climate change and seal level rise. Revisions to SEADP-SEASP and the Local Coastal Plan have not been submitted or approved by the CA Coastal Commission.

Due to recent state legislation, there are a number of changes that will be incorporated into the development and methodology for the 6th RHNA cycle

The next RHNA cycle, also known as the 6th cycle, will cover the planning period October 2021 through October 2029, and will be adopted at the latest by October 2020. The 2021-2029 RHNA housing numbers are unknown at this time.

The City has failed to adequately study or address the limitations (on infrastructure such as sewer, water, roadway capacity, electrical infrastructure, schools, social services) and the resultant taxpayer cost to meet demands of the proposed updated LUE, CA State mandated housing legislation and the 6th RHNA cycle.

In my opinion approval and certification will result in a sea change from the existing well thought out LUE growth ...to a future city that allows uncontrolled growth with no consideration for the consequential impact on our quality of life and taxes.

In particular I object to Mayor Garcia who has sought to turn an unfortunate tidal-wave of drug addicted and mentally ill homeless vagrancy/crime problems into a mandate for more housing than Long Beach needs or can handle.

I am aware of the City's recent outreach-- asking citizens "*What qualities would you like to see in the new City Manager?*" <https://www.surveymonkey.com/r/DB76BFK>

I object to the City's survey which excludes honesty, integrity, and ethics as a quality necessary for selection of the City Manager.

Please do not approve the FEIR or the updated Land Use Element. I am hoping that our Council-members seize this opportunity and select a new City Manager whose qualities will reflect the values of all of its citizens over special interests and outside commerce.

Hold off on approving a new LUE until the new impacts are evident/studied and the public has a chance to review and comment.

**Kerrie Aley**

## Dionne Bearden

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**From:** Christopher Koontz  
**Sent:** Wednesday, October 16, 2019 11:05 AM  
**To:** Dionne Bearden  
**Subject:** FW: Planning Commission's review of the final version of the LUE and Urban Design Elements

**From:** Gretchen Swanson, DPT, MPH <[REDACTED]>  
**Sent:** Wednesday, October 16, 2019 11:01 AM  
**To:** Linda Tatum <Linda.Tatum@longbeach.gov>; Christopher Koontz <Christopher.Koontz@longbeach.gov>  
**Cc:** Jeannine Pearce <Jeannine.Pearce@longbeach.gov>; Karla Estupinian <Karla.Estupinian@longbeach.gov>; Brooke Baker <[REDACTED]>; Danielle Potter <[REDACTED]>; Emily Stevens - RPNA <[REDACTED]>  
**Subject:** Planning Commission's review of the final version of the LUE and Urban Design Elements

Please add this comment to tomorrow's meeting minutes:

The Rose Park Neighborhood Association remains supportive overall with a forward looking LUE and Urban Design Element that has the potential to create thriving areas in the city, especially neighborhoods. However, there are major weaknesses from our reading of these documents and those are:

1. No relationship between the plan and the city's commissions. For example, there are healthy community expectations but no direct link to the Health and Human Services Commission. How can the HHS Commission voice and reflect community based needs unless part of the city building effort.
2. No relationship to the neighborhood groups in the city. Neighborhood groups need to weigh in on how these elements are defined upfront as zoning is further defined and again when development of a certain size is being proposed. Without local voice we remain at the whim of changing staff, council members and others with little chance to effect change.

Without these governance strategies the document will be either a 'dust collector' or an instrument for developers that can afford to navigate the specifics.

Ask: Please request that planning staff provide a transparent and community inter-active process for the on-going implementation of the proposed LUE and Urban Design Element.

Gretchen Swanson  
President, Rose Park Neighborhood Association

October 17, 2019

Planning Commission

LUE, EIR, UDE

I am opposed to approval of the Land Use Element and maps, certification of the Environmental Impact Report, and approval of the Urban Design Element as proposed. The LUE does not evenly distribute density throughout the City forcing the vast majority of increased traffic, congestion, noise, and associated impacts of additional dwelling units into the downtown, where it is appropriate, but also disproportionately into the 6<sup>th</sup> council district while the east side and especially the 5<sup>th</sup> district accommodates almost no new opportunity for residential development (please review the LUE maps for verification). I understand some density is required along the Blue Line; however, significant increases are proposed sometimes more than 4 blocks and over ½ mile away from Blue Line stations with unlimited densities at heights that are not compatible with adjoining low density two story historic neighborhoods. The LUE maps also are in violation of the UDE strategies such as 14-2, 14-3, 14-4, and 19-3 addressing transitions in height, scale, massing, and open space between existing and new developments. The maps fail to address the privacy of adjoining properties such as two story low density residential units adjacent to or across the street from proposed five to seven story buildings with extremely small setbacks of 5-10 feet. Lastly, there is much inequity in the treatment of the same Placetypes in different parts of the City.

**Equity of Height in the same Placetypes** - Please consider the following changes and ensure that all districts of the City are treated fairly. Similarly zoned properties with the same height and type of development shall be treated the same. Examples of similar small properties on the eastside with the same existing zone and similar general plan and with the same proposed Placetype shall have the same height. A CC Placetype with a 2-story height limit on a similar and larger classification of street and the same existing zoning designation of CNA (Neighborhood Automobile Oriented) should be treated the same. Residential uses are not permitted under the CC place type, so this change will not affect residential density or the EIR.

Please require equal treatment of the same Placetype in different parts of the city. Examples of proposed CC Placetypes with a 2-story height limit.

1. Intersection of Spring Street and Pacific Ave (NW corner)
  - Current zone: CNA, General Plan: 2 Mixed style homes
  - Street Classification: Minor Arterial & Collector Street
  - Proposed Place type: CC
  - Existing building Height: 1 story
  - Proposed Height: **3 stories**
  - Adjacent Uses: Residential single family, and duplexes one and two stories high. Additionally, this site is over ½ mile from a Blue Line station.
  
2. Intersection of Atherton and Palo Verde Drive (SW and NE corners)
  - Current zone: CNA, General Plan: 1 Single family district
  - Street Classification: Minor Arterial & Collector Street
  - Proposed Place type: CC
  - Existing building Height: 2 stories
  - Proposed Height: **2 stories**
  - Adjacent Uses: Residential single family and duplexes one and two stories high.



3. Intersection of Palo Verde Ave and Stearns (SW and NE corners)

- Current zone: CCA, General Plan: 1 Single family district
- Street Classification: Minor Arterial & Collector Street
- Proposed Place type: CC
- Existing building Height: 2 stories
- Proposed Height: **2 stories**
- Adjacent Uses: Residential single family and duplexes one and two stories high.

4. Intersection of Clark and Atherton Carson Street (SE corner)

- Current zone: CNA, General Plan: 8N Shopping Nodes
- Street Classification: Major Arterial and Minor Arterial
- Proposed Place type: CC
- Existing building Height: 1 story
- Proposed Height: **2 stories**
- Adjacent Uses: Residential single family and duplexes one and two stories high.

In addition, large shopping centers such as Target on Stearns and Bellflower Blvd in Los Altos located on a Major Arterial has a 2-story height limit while a small 7-11 located on a Minor Arterial with adjacent residential uses has a 3-story height limit. The Kmart and Lowes shopping center and the Long Beach Towne Center on Carson Street, all over 20 acres, have a proposed CC Placetype with a two-story height limit. Please see the attached pictures of the small shopping centers and have planning staff explain the reason for a 3 story height limit in the CC Placetype in CD #6 with a one-story building, but a 2 story height limit for the remainder of the City.

**Request: Change the height from 3 to 2 stories at the NW and NE corners of Spring and Pacific Avenue improved with 1 and 2 story buildings in the CC Placetype to be consistent with the rest of the CC Placetypes throughout the City.**



All sites shown below have a proposed Placetype of CC with a height limit of **2** stories.



Northeast corner of Atherton St and Palo Verde Ave. - existing two-story building



Northwest corner of Stearns and Palo Verde Ave – existing 2 story building.



Southeast corner of Clark and Atherton Street - existing 1 story building



Spring and Pacific Ave – existing 1 story building. Proposed height **3** stories

**Protection of height adjacent to Veterans Park and Correction of the Midtown Plan Maximum Building Height for Veterans Park Figure 3-4 from 5 stories to 3 and 30 feet.**

Veterans Park is the only large open space on the west side of council district 6. When the Midtown Plan was updated the council office did not notify the community of the proposed map changes to the height and density. When this occurred in June 2016, the community wasn't made aware of the changes to the area around Veterans Park until the LUE map changes were presented in the fall of 2016. The LUE proposes 10 stories on the south side of Veterans Park with 5 stories to the east across an approximately 20-foot wide alley. The current LUE also proposes 5 stories to the east across the blue line tracks with 3 stories to the north. The 24 lots along the east side of Pacific Avenue and west of the park from 28<sup>th</sup> to Spring Street are all one story except for 4 two story properties. The density is low from single family to two 6-8-unit apartment buildings. There is a one-story commercial building at the SE corner of Pacific and Spring Street. The LUE proposal of 5 stories with minimal setbacks of approximately 0-6 feet and a height of 65 feet will completely block views of the park from Pacific Avenue and the cross streets of 28<sup>th</sup> and 29<sup>th</sup>. No trees in the park will be visible over a 65-foot-tall building.

The community has repeatedly asked council person Andrews to change the height to three stories in hopes of maintaining some openness to and views of the park. The community was told by the council person that the Midtown Plan could not be altered. However, the PC and CC, including a vote by council person Andrews, supported an amendment to the Midtown Plan in 2018 for the Salvation Army project just down the street at Long Beach Blvd. and Spring St. so obviously it can be amended. In addition, the councilman for CD # 6 proposed a change to the LUE for the lots at the NW corner of PCH and Pacific Ave from 5 stories to 7 TOD-L to allow for a very incompatible project up to 7 stories in height in an area now zoned for 2 stories. The proposed project at 201 W PCH which is owned by Kay Mendoza will also require an amendment to the Midtown Plan as the current height is 5 stories. Over the past three years I have attended at least a dozen public meetings and not one person spoke in favor of increased heights at 201 W PCH or the two blocks next to Veterans Park. Residents have only requested a lower height, so this height of 5 stories is not the desire of the residents but only of the council office.

In June 2016 the Midtown Specific Plan was approved by City Council. This document changed the zoning to the two blocks east of Pacific Avenue adjacent to Veterans Park to Corridor District allowing 3 stories/36 feet for lot less than 200 feet deep. SP-1 CDR (1) These lots in question in this two blocks area are 130 feet deep and 50 feet wide. This zone allows unlimited density with minimal setbacks of no more than 6 feet and TOD minimal parking which is less than the zoning code per chapter 21.41. However, there is a 5 story/65 foot overlay on these lots in the Midtown Plan with a footnote allowing the Site Plan Review Committee to approve increased heights for lots over 20,000 sq. ft. consistent with the design guidelines in Chapter 5.

The Zoning code, chapter 21.35 states the following-

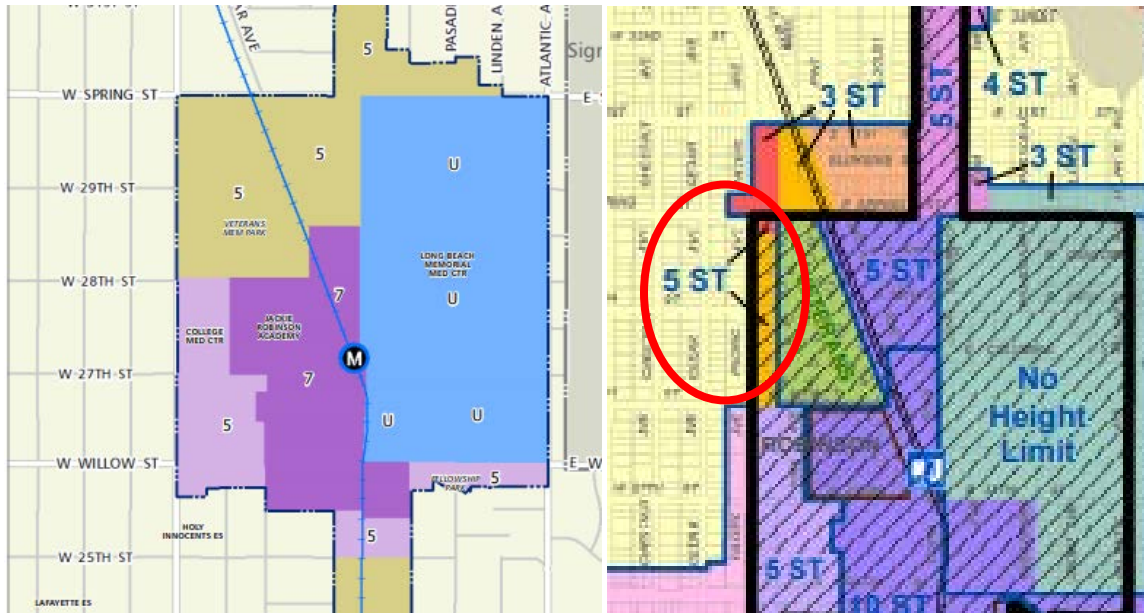
- The height for the Park Zone throughout the entire City is 30 feet per the Zoning Code

**21.35.215 - Building height.**

The maximum height of all buildings shall be thirty feet (30').(Ord. C-7826 § 3, 2002)

By changing the LUE from 5 to 3 stories for the lots adjacent to Veterans Park and amending the Midtown Plan height map for Veterans Park from 5 to 3 stories the Midtown Plan will encourage increased use of the park by residents and visitors to the area. If the park is boxed in and hidden from view by a wall of buildings 65 feet high with narrow 0-6 side setbacks between the buildings all views of the park will be lost and overall use of the park will decrease in an area

with limited park space. What is likely to increase are criminal and illicit activities leading to more public safety calls for service.



**Request: Please reduce the height from 5 to 3 stories for the two blocks east of Pacific Avenue from 28<sup>th</sup> Street to Spring Street and amend the Midtown Plan height map for the entire area of Veterans Park to 3 stories.**



**Spot General Plan Amendment to accommodate a proposed development of 7 stories at 201 W PCH (Pacific/PCH)**

At the March 2018 Councilman Andrews changed the staff recommended height at the NW corner of PCH and Pacific Avenue. The motion was as follows:

**On the north side of Pacific Coast Highway, between Pacific Avenue and the east side of Cedar Avenue, expand the TOD-L Placetype and increase the height limit for that Placetype from 5 to 7 stories.**

I believe this change was made to accommodate a proposed development. In November of 2018 approximately eight months later an application was submitted to the City at this same location for a 5 story 147-unit mixed use development on 1.50 acres with 189,000 sq. ft. of building area.

The previous map had 5 stories and TOD-L on both sides of Pacific Avenue to 20<sup>th</sup> Street. The one parcel on the east side of Cedar Ave at PCH at the NE corner was Placetype NSC-M. The remaining lots on Cedar Avenue, which include a one-story grocery store are zoned Founding and Contemporary Neighborhoods (Residential). The motion does not state the rezoning should extend to 19<sup>th</sup> Street, an entire additional entire City block. The east side of Cedar Avenue is currently one-story buildings with only two 2 story apartment buildings. This street is now TOD-L with a 7-story height, an increase of 5 stories. Cedar Avenue is a 60-foot wide collector street with no more than 2 story high buildings and now has an allowed height greater than Long Beach Blvd, a 100 foot wide Major Arterial with a light rail system. Cedar Avenue does not have a bus line or other public transit. It is also approximately ½ mile from the Blue Line station on Long Beach Blvd. Also, the motion did not include the east side of Pacific Ave. Does this make sense? Is this good planning that is compatible with the neighborhood development pattern in density, height, and massing? Does 7 stories with unlimited density respect the neighborhood character? This violates all the Urban Design Element strategies. Even Pacific Avenue between PCH and 19<sup>th</sup> Street has a proposed height of 7 stories from the existing 2 story height limit with the exception of two lots that are currently 5 stories due to the last Midtown Plan expansion in 2016.

Pacific Avenue is classified as a 100-foot wide Minor Arterial street at this location and now has a taller allowed building height than Long Beach Blvd., a Major Arterial. The Planning Commission previously did not allow spot rezoning. The application submitted for entitlements includes a new General Plan of TOD Low with 7 stories, a new zoning, Midtown Plan TN Low with 7 stories. The existing zoning is CHW, CCA, and R-2-N. All these zones have a 2-story height limit.

Pacific Avenue, the gateway to Wrigley Village, is a low scale neighborhood. On Pacific Avenue from PCH to Willow Street there is not one 3 story building, the street is split fairly equally between 1 and 2 story buildings. The same applies along PCH for a few blocks in each direction. Approval of a 7 story is completely incompatible with the existing development pattern of 1 and 2 story buildings. Please do not allow a height than on a major arterial. Reduce the height back to 5 stories as the developer told the community the proposed building is 5 stories so there is no need for the 7-story height plus it is simply inappropriate at this location considered the existing low scale profile of the neighborhood. A 7-story building will never be compatible at this location.

With the exception of the four lots on Cedar north of PCH where a one story market is located where 4-5 stories may be appropriate fronting on PCH, please do not allow the entire block of Cedar Avenue to be TOD-L and 7 stories, but change back to the Founding and Contemporary Neighborhood Placetype (N) with a 2 story height limit. This is a completely residential street.

The Wrigley neighborhood has already seen many large developments in our area so the density is already increasing. We have more than our fair share of new housing. These projects include:

102 units with 77 parking spaces 25 new units with no parking at 1795 Long Beach Blvd

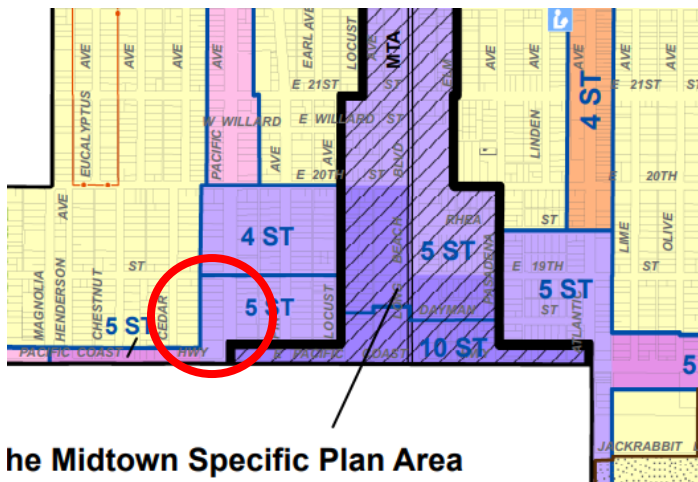
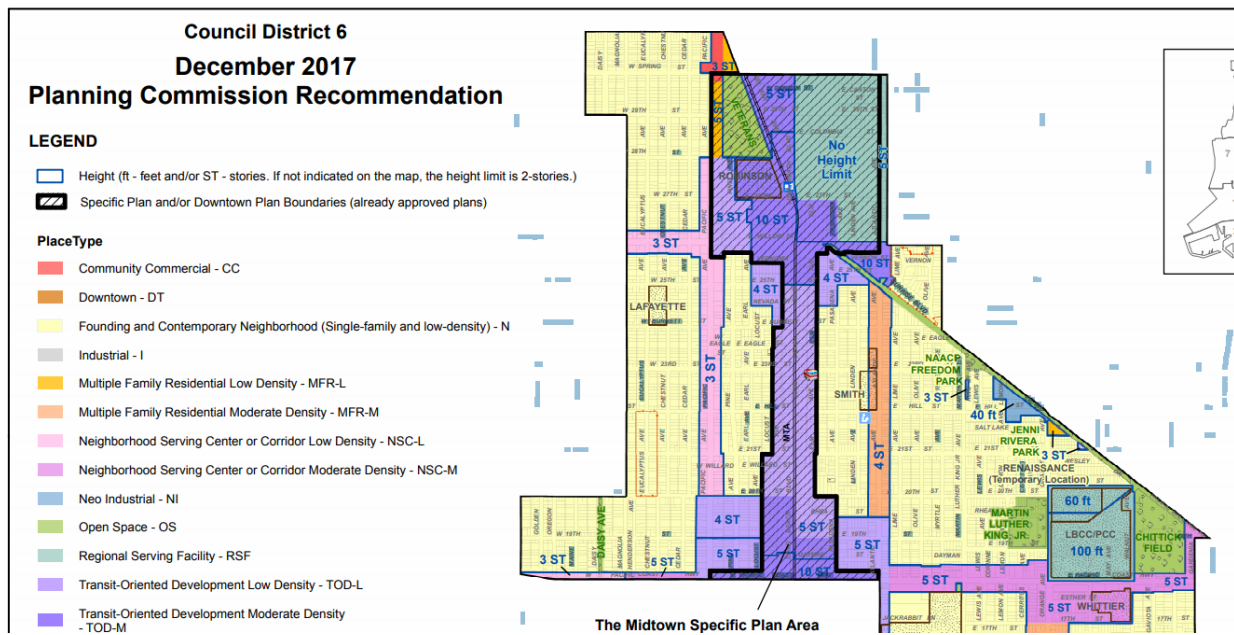
48 units with 40 parking spaces at 1836-1852 Locust Ave

Pending approval at 201 W. PCH: approximately 147 residential units with commercial at grade and 215 parking spaces. Current zoning allows 4 units.

In November of 2018 a development application was submitted for this site. After this submission in November the community repeatedly asked the council person and planning department for a community meeting which did not take place until July 2019, eight months after the project was submitted. This was after the project twice went to staff for site plan review.

**Request: Change the east side of Cedar Avenue, except for the first four lots north of PCH, back to Founding and Contemporary Neighborhoods (N) as it was shown on the 2017 LUE map (below), change the height from 7 to 5 stories along the rest of Pacific Avenue on both sides of the street from PCH to 19<sup>th</sup> Street.**

### Draft 2040 PlaceType and Height Map



**Comply with the height map for the Midtown plan figure 3-4 building and street wall height standards approved in 2016.**

Please follow the height shown in the Midtown Plan along PCH between Locust and Pacific Avenue. This plan was approved only 3 years ago. The Long Beach Boulevard Planned Development District (PD-29) (2007) plan ended at the north/south alley west of Long Beach Blvd. and had a height limit of 50 feet. The Midtown Plan approved in 2016 changed this 50 foot height limit to 10 stories and expanded the plan boundary from Locust Avenue to Pacific Avenue (east side of Pacific Avenue only with a 5-story height limit). The Midtown Plan expanded the plan boundary by two full blocks and changed it from 2 to 5 stories. The current proposal is to extend the 10 story height from Locust Avenue to Pacific Ave (east side of the street). The 2016 Midtown Plan expanded the area (Previously PD-29) by 42 acres into the surrounding neighborhood. Now once again there is a proposed further encroachment into the neighborhood adding more density and height that is not compatible in any manner. The proposed height increase from 2 stories at PCH west of Pacific to 7 stories and 5 stories east of Pacific Avenue to 10 stories. That is an 5 story increase west of Pacific Avenue and a 5 story increase east of Pacific. Can you imagine an 8 story increase over 12 years on the east side? Residents there were upset over a 1 story increase at Palo Verde and Spring so that was reduced back down to 2 stories except for an existing 3 story building. This area now has a height taller than Long Beach Blvd outside of the metro stations. There are currently one story buildings on all four corners. So at the gateway to Wrigley there will be a ten story building on one side and 7 stories on the other side of Pacific Avenue. This encroachment is way to far into the neighborhood. The ten story height should stop at Locust Avenue as it does in the Midtown Plan, which was approved 3 years ago. The plan encroaches two more city blocks into the neighborhood. If you are familiar with Galaxy Towers in Bluff Park this will be similar to that development. A 10 story structure next to 2 story buildings is completely incompatible and will result in a huge loss of privacy for homeowners within at least a 7 to 8 block area.

Expansion of the height and density north side of street at PCH & Pacific Avenue from 2007 to present (CD #6).

2007 – 2 story

2016 - 2 and 5 story

2019 – Proposed 7 and 10 stories

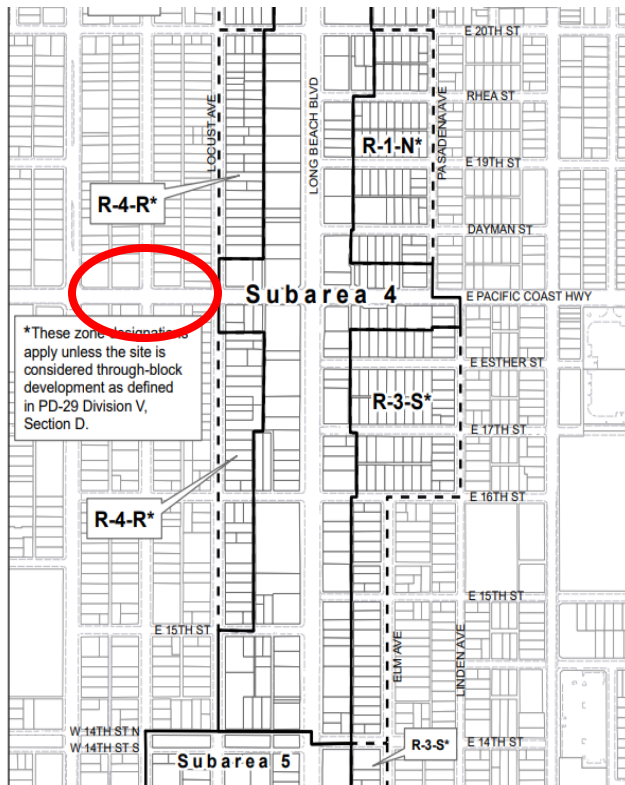
Developers have the support of the council person, but the residents have no one to represent their concerns. Please consider the fairness of the distribution of density.



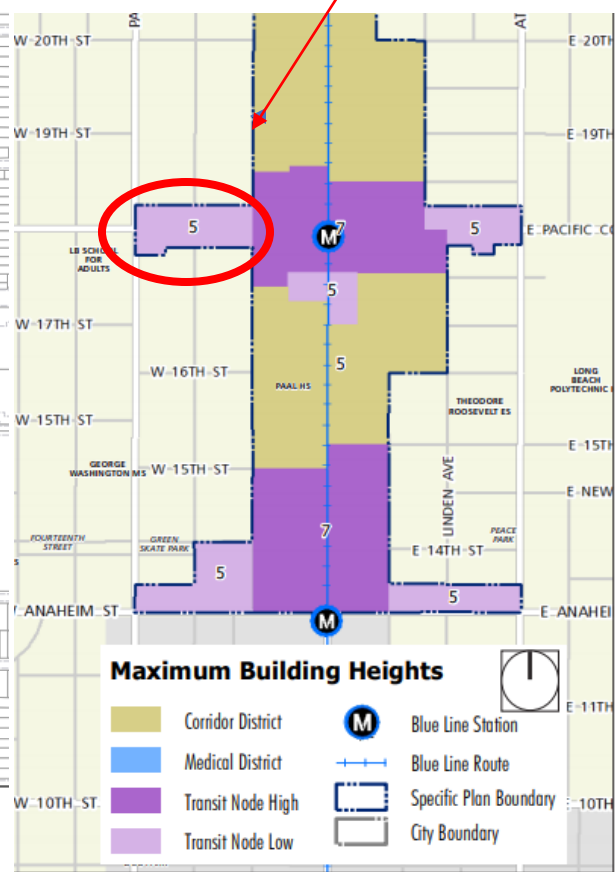
**Request: Comply with the Midtown Plan Height Map as approved in 2016 for PCH west of Locust Avenue. Maintain the 5-story height limit on PCH between Locust Avenue and Pacific Avenue as shown on Figure 3-4 page 63 of the Midtown Plan. (Shown below).**

Subarea 4 has a height limit of 50 feet (2007)

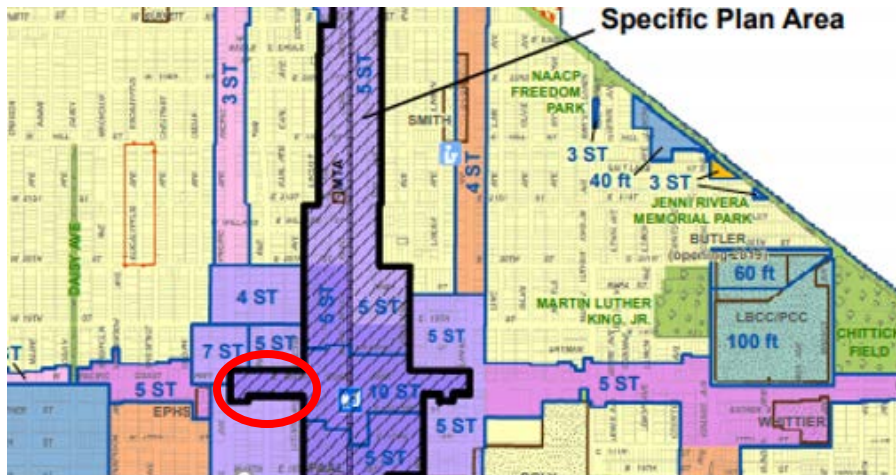
Midtown Plan Maximum Building Height Figure 3-4 (2016) **Locust Avenue**



Map 4 of 5  
Revised 9/27/07  
Long Beach Boulevard  
Planned Development District (PD-29)



MIDTOWN SPECIFIC PL



2019 Proposed LUE map

Lynette Ferenczy

## Dionne Bearden

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**To:** Alison Spindler-Ruiz  
**Subject:** RE: LUE Comment for PC- Andy Kerr

----- Forwarded message -----

From: **Andy Kerr** <>  
Date: Thu, Oct 17, 2019 at 10:11 AM  
Subject: October 17 Planning Commission Meeting  
To: <[lbs@longbeach.gov](mailto:lbs@longbeach.gov)>

Please forward to members of the Planning Commission. Thank you.  
=====

Dear Chair Lewis and Honorable Members of the Planning Commission:

I am writing this morning in support of Item 2 on today's meeting agenda: the recommendation by staff to certify and adopt the final EIR, the updated Land Use Element, and the Urban Design Element to the citywide General Plan. As you know it has taken a lot of effort, time and persistence to arrive at this point of final approval, and I am very supportive of these efforts finally guiding the future of our great city. The adoption of these changes will shape the city we leave for our children and grandchildren and help Long Beach continue to be one of the greatest cities in the world for generations to come.

While I have learned over the years there is no "silver bullet" to solving many of the challenges and crisis we face, I believe the updates to our general plan make a significant down-payment on the direction we need to go to make Long Beach a more livable city, and one that is forward thinking in how we respond to a growing economy, job creation, and most importantly, the ability to create the housing and businesses needed to sustain all of these things we value as a community.

While there is going to be more critical work to come to become a fully sustainable city, region, and state, I firmly believe the updates before you today take a big step in the right direction to help our city leaders and planners guide our growth and maturity as the city we are and that we need to become, not that city we used to be.

As always, I thank you for your vision, your integrity and your dedication to our community and for all of your efforts representing us.

Sincerely yours,

--

**Andy Kerr**

[akerr.ca@gmail.com](mailto:akerr.ca@gmail.com)

(562) 361-1349 office direct line

(323) 816-2408 cell

Proud to be serving on the LA County Measure H Citizens' Oversight Advisory Board

and the City of Long Beach Transactions & Use Tax Citizens' Advisory Commission

#EndHomelessness

<http://homeless.lacounty.gov/oversight/>

[https://medium.com/@andrewkerr\\_27265](https://medium.com/@andrewkerr_27265)



**Los Cerritos Wetlands Land Trust**  
*for Long Beach and Seal Beach*

**PO Box 30165**  
**Long Beach, CA 90853**

[www.lcwtlandtrust.org](http://www.lcwtlandtrust.org)

October 17, 2019

Christopher Koontz, AICP  
Planning Bureau Manager  
411 W. Ocean Blvd., 3<sup>rd</sup> Fl.  
Long Beach, CA 90802

RE: Comments by LCWLT on General Plan Land Use Element

Dear Mr. Koontz,

The Los Cerritos Wetlands Land Trust (LCWLT) is pleased to submit these brief comments on the Land Use Element of the City of Long Beach General Plan, June 2019. In submitting these comments, the LCWLT commends the City for its hard work on an Element that balances many competing interests and provides the policy guidance needed to preserve and restore the City's abundant natural resources, including water, wetlands and natural areas for future generations.

Recognizing the importance of the General Plan as a guiding instrument for all future development in the City, the LCWLT submitted detailed suggestions for inclusion in the draft element in July 2017. LCWLT suggestions focused on clarifying and strengthening the Element with respect to the preservation and restoration of the City's wetlands and related watersheds. Virtually all of the LCWLT suggestions were incorporated into the Land Use Element either as verbatim additions to policies and strategies or in some other appropriate manner. Here are some of the examples of the LCWLT specific suggestions with references to policies and strategies in the Element that incorporate each suggestion:

- The benefits of protecting wetlands to advance the city's goal of resilience and co-benefits for carbon sequestration, and open space. See e.g., LU Policy 1-8, Strategy No. 2, LU Policy 20-1, LU Policy 20-8.
- Supplying the City's water supply through use of reclaimed and recharged groundwater sources. See e.g., LU-10.
- Adequate infrastructure, including transportation and alternative modes of travel, to support planned development with conversion of buffer areas adjacent to wetlands for improvements discouraged. See e.g., Policy LU-1-9.

Thank you for this opportunity to comment.

John Fries, President

Los Cerritos Wetlands Land Trust

## Alison Spindler-Ruiz

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**From:** Mauna Eichner & Lee Fukui  
**Sent:** Thursday, October 17, 2019 3:12 PM  
**To:** Alison Spindler-Ruiz  
**Cc:** Christopher Koontz; Linda Tatum; CityClerk  
**Subject:** Planning Commission tonight  
**Attachments:** encroachment\_along\_PCH\_rev.pdf

Hi Alison,

If it's not too late, can our below email be put in the commissioners packet for tonight's meeting? We had a deadline that we just finished and this is the first opportunity we've had to send something.

Please let us know, so we can determine if we need to make printouts in advance of the meeting.

Thank you,  
Mauna Eichner and Lee Fukui

Dear Commissioners,

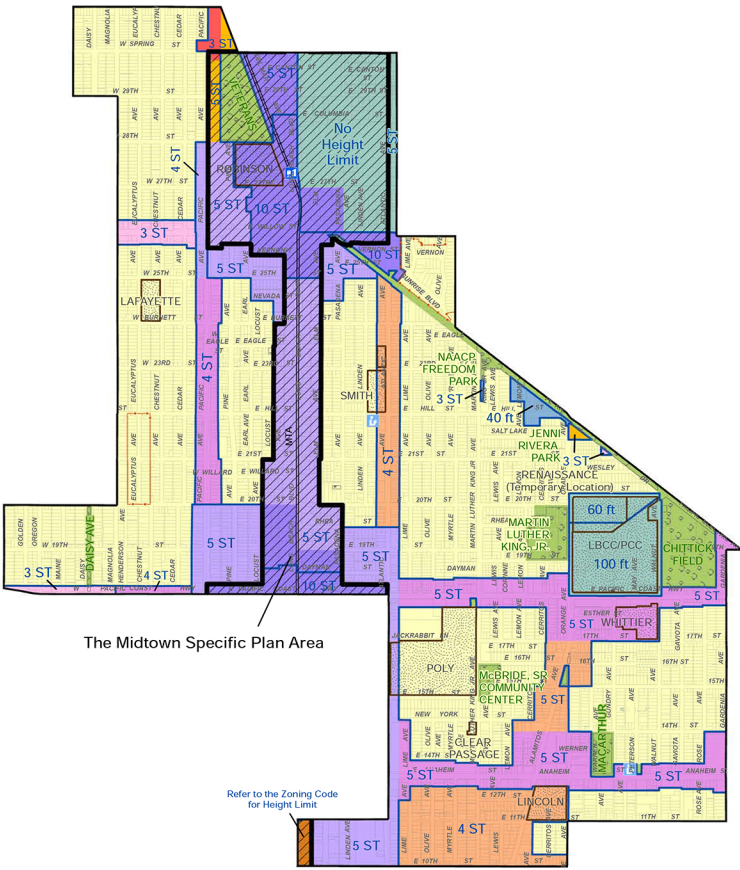
Attached is a PDF of the 6th district map with overlays. The first page shows what we think is an error in the map, there seem to be overreaches along PCH from Cedar west. Pages 2 through 4 are the motions found on the Cities website.

Our hope these encroachments can be corrected.

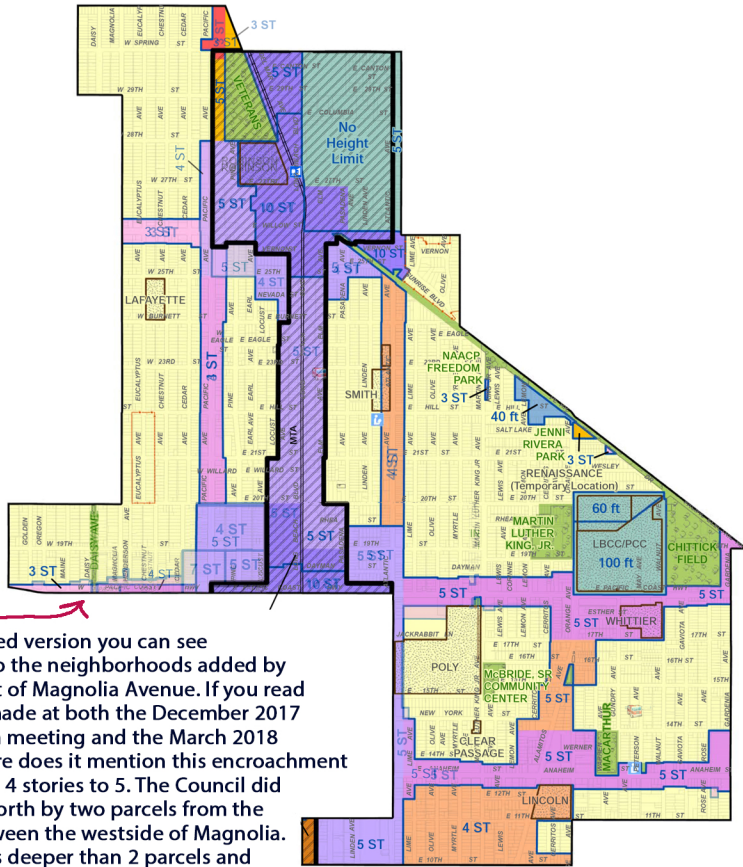
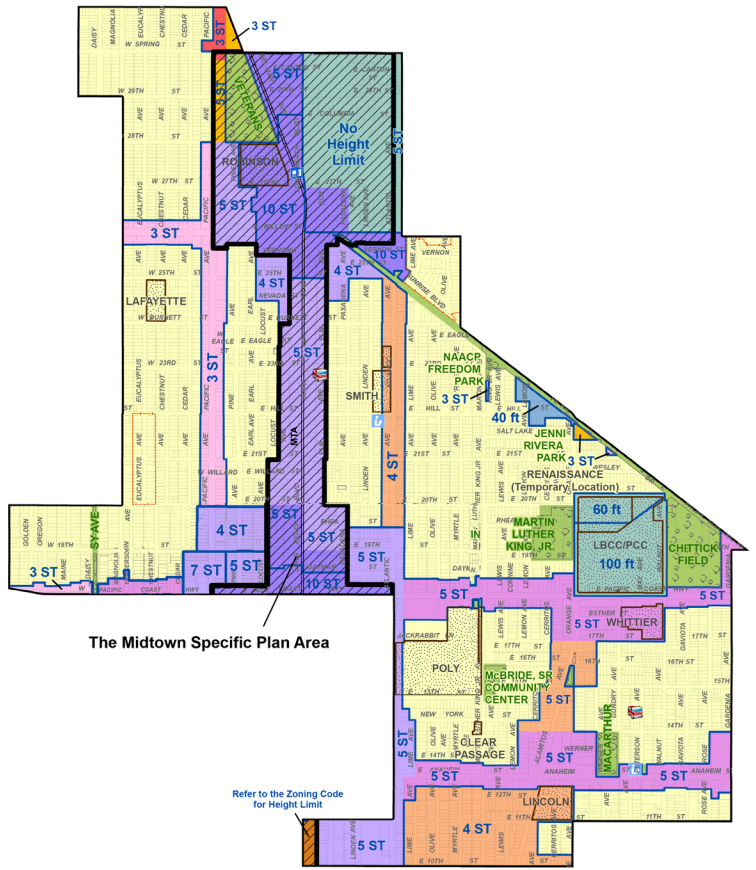
Thank you,  
Mauna Eichner and Lee Fukui  
6th District residents



LUE Map of 6th District before the December 11, 2017 Planning Commission Meeting



LUE Map of 6th District after the March 2018 City Council Meeting



In this overlaid version you can see the encroachment into the neighborhoods added by City Staff along PCH west of Magnolia Avenue. If you read the list of adjustments made at both the December 2017 Planning Commission meeting and the March 2018 City Council meeting, nowhere does it mention this encroachment or height change from 4 stories to 5. The Council did extend the NSC-M north by two parcels from the westside of Cedar between the westside of Magnolia. Henderson appears deeper than 2 parcels and everything west of Magnolia should be as it was in the December 2017 map.



**Action:** approve recommendation

**Action text:** A motion was made by Chair Verduzco-Vega, seconded by Vice Chair Lewis, to approve the recommendation with an amendment to include changes to Council Districts 2, 4, 5 and 6. For Council District 2 - reduce the height to a consistent three stories Low between Walnut and St. Louis along 7th Street. For Council District 4 - change the designation from Mixed Use to Community Commercial at the Sears site at Stearns and Bellflower, maintaining the three-story height; reduce the height at the Traffic Circle to four stories except for the existing buildings that currently exceed that height; designate as Community Commercial on properties immediately adjacent to the Traffic Circle; maintain Mixed Use designation on properties further away from the center of the Traffic Circle; and create policy language that requires there be no net loss in total retail space. For Council District 5 - eliminate the Mixed Use designation and create a designation of Community Commercial at two stories for the Lowes/K-Mart site at Bellflower and Spring. For Council District 6 - reduce height to four stories around the Midtown Specific Plan border, Pine Avenue, and Earl Avenue from Burnett Street to Willow; reduce height and PlaceType bound by Earl, Pacific Avenue (alley), 25th Street, and Midtown border to Founding and Contemporary Neighborhood; reduce height to four stories for the area east of the Midtown Specific Plan border including Pasadena Avenue and Linden Avenue from Nevada to south of the green space before Vernon Street; reduce height from four stories to three stories on Pacific Avenue from 25th Street to 28th Street; change PlaceType on Pacific Avenue from 25th Street to 28th Street to Neighborhood Serving Center or Corridor Low Density; and reduce the height along Pacific Avnue between 20th Street and 25th Street from four stories to three stories with a transition from 20th Street to 19th Street from five stories to four stories, and maintain the existing five stories just south of 19th Street at the intersection of Pacific Coast Highway. The motion carried by the following vote:

Planning Commission  
motion from  
December 11, 2017

9. For the NSC-M area bound by Grand Avenue, Termino Avenue, Pacific Coast Highway, and Wilton Street, change the PlaceType to NSC-L and reduce the height limit from 4 stories to 3 stories.
10. For the CC area at Atherton Street and the east side of Bellflower Boulevard, change the height limit from 2 stories and 4 stories to a consistent 3 stories.

#### Council District 5

1. On Lakewood Boulevard, between Del Amo Boulevard and Norse Way where the PlaceType is MFR-L, reduce the height limit from 3 stories to 2 stories.
2. On the Northeast corner node of Lakewood Boulevard and Carson Street where Norse Way intersects, change the PlaceType from NSC-L to CC and reduce the height limit to 2 stories.
3. On the north side of Carson Street, between Norris Way and Faculty Avenue and between Clark Avenue to Viking Way, where the PlaceType is MFR-L reduce the height limit from 3 stories to 2 stories.
4. On the west side of Bellflower from Viking Way to Arbor Road where the PlaceType is MFR-L reduce the height limit from 3 stories to 2 stories.
5. On the parcel southeast of Spring Street bounded by the 605 Freeway on the west and Coyote Creek on the east where the PlaceType is MFR-M reduce the height from 4 stories to 2 stories.
6. On the southwest corner of Lakewood Boulevard and Willow Street, change the PlaceType from NSC-L to CC and reduce the height limit to 2 stories.
7. On the southwest corner node of the 605 Freeway and Carson Street, where the Long Beach Towne Center is currently located, change the PlaceType from NSC-M to CC and reduce the height limit from 5 stories to 2 stories.
8. On the northeast corner node of Lakewood Boulevard and Stearns Street, change the PlaceType from NSC-L to CC and reduce the height limit to 2 stories.
9. On the northwest corner node of Spring Street and Woodruff Avenue, including the areas just south of Spring Street and northeast of Woodruff Avenue, change the PlaceType from NSC-L to CC and reduce the height limit to 2 stories.
10. At the "bowtie" area at the two corner nodes of Los Coyotes Diagonal and Palos Verde Avenue, bounded by Wardlow Road and Monlaco Road, change the PlaceType from NSC-L to CC and reduce the height limit to 2 stories.

#### Council District 6

1. On the north side of Pacific Coast Highway, between Pacific Avenue and the east side of Cedar Avenue, expand the TOD-L PlaceType and increase the height limit for that PlaceType area from 5 to 7 stories.



2. Along the north side of Pacific Coast Highway between the west side of Cedar Avenue and the west side of Magnolia Avenue expand the NSC-M PlaceType northward by 2 parcels.

#### Council District 7

1. On the south side of Wardlow Road, from the I-405 moving west to the Metro Blue Line within the TOD PlaceType, reduce the height limit from 4 stories to 3 stories. (The specific properties are: 250 West Wardlow Rd., 202 W. Wardlow Rd., 150 W. Wardlow Rd., 100 E. Wardlow Rd., and the following properties with no address which are noted by their Assessor's Parcel Number (APN): APN 7204014025, APN 7204014024, APN 7204014013, APN 7204014012, APN 7204014011, and APN 7204009036).
2. Along Locust Avenue, from Wardlow Road to Bixby Road in the NSC PlaceType, reduce the height limit from 3 stories to 2 stories.
3. South of Los Cerritos Park in the MFR PlaceType, reduce the height from 3 stories to 2 stories.
4. Along Wardlow Road, south of California Heights, from east of Atlantic to Cherry within the NSC-L PlaceType, reduce the height from 3 stories to 2 stories.
5. Along Spring Street, from Del Mar Avenue to Locust Avenue in the MFR PlaceType, reduce the height limit from 5 stories to 3 stories.
6. Along Spring Street, from Elm Avenue to Pasadena Avenue in the NSC PlaceType, reduce the height limit from 4 stories to 3 stories.
7. Along Spring Street, from Pasadena to Atlantic Avenue in the RSF PlaceType, reduce the height limit from 5 stories to 3 stories.

#### Council District 8

1. Along Long Beach Boulevard, from Scherer Park to the 710 Freeway<sup>3</sup>, reduce the height limit from 4 stories to 3 stories in the NSC-L PlaceType.
2. Along Market Street, between Long Beach Boulevard and Lime Ave, for the area currently shown as NSC-L PlaceType, reduce the height limit from 4 stories to 3 stories.
3. On both sides of Plymouth Street, east of Long Beach Boulevard to Locust Street, change the PlaceType from NSC to the MRF-L PlaceType and reduce the height limit from 4 stories to 3 stories.
4. Along Atlantic Avenue, from Louise Street to South Street, reduce the height limit within the NSC-L PlaceType from 4 stories to 3 stories.
5. From Lime Avenue to Olive Avenue, between Plymouth Street and 58<sup>th</sup> Street, change the PlaceType from NSC to FCN for the residential only properties only.

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<sup>3</sup> Updated March 9, 2018, after further review of the City Council meeting record. This corrects an error in the March 8, 2018, version of this document.