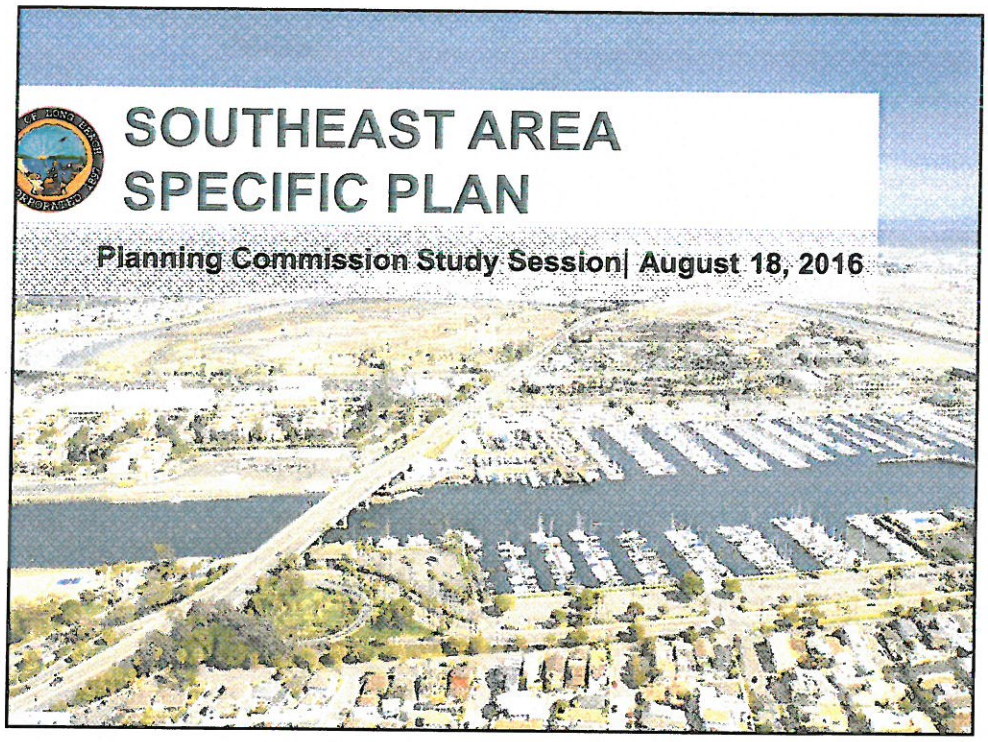
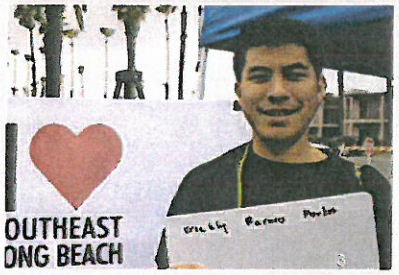


Background: How did we get here?

- Directed by City Council to prepare Specific Plan (2012)
- Sustainability focused grant from the California Department of Conservation
  - Includes support for wetlands delineation, habitat assessment, mobility, development standards, economic analysis, CEQA and LCP

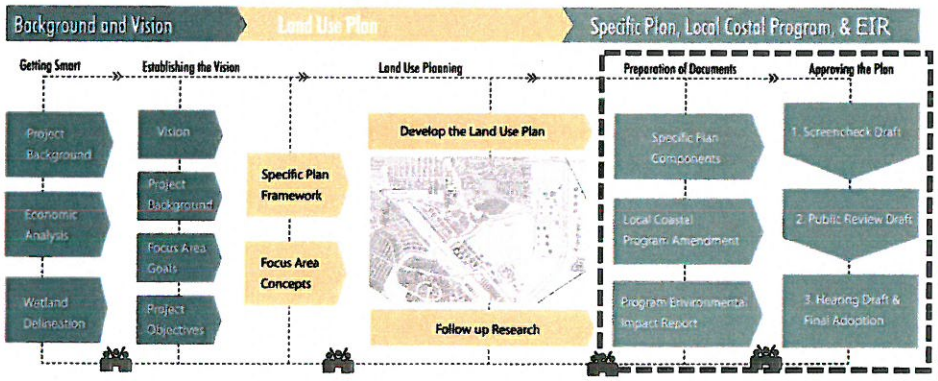
Community Outreach

- Citizens Advisory Committee
  - 22 members; represented by diverse mix of stakeholders
  - Property owners, HOA's, Caltrans, CSULB, Marina, Wetlands,
  - 6 Meetings
- Community Workshops & Pop Ups
  - April & August 2014 (Marketplace & Marina Pacifica)
  - February 2015 (over 100 attendees)
- Council District Workshops
  - 3rd, 4th and 5th Districts
- Community Open House
  - March 2016
- LB Open Town Hall On-line Public Forum & Notification System
  - Register at www.lbds.info/seadip_update
  - Topics correspond with outreach events
  - 490 subscribers
- E notify – City Manager & SEADIP lists



Process

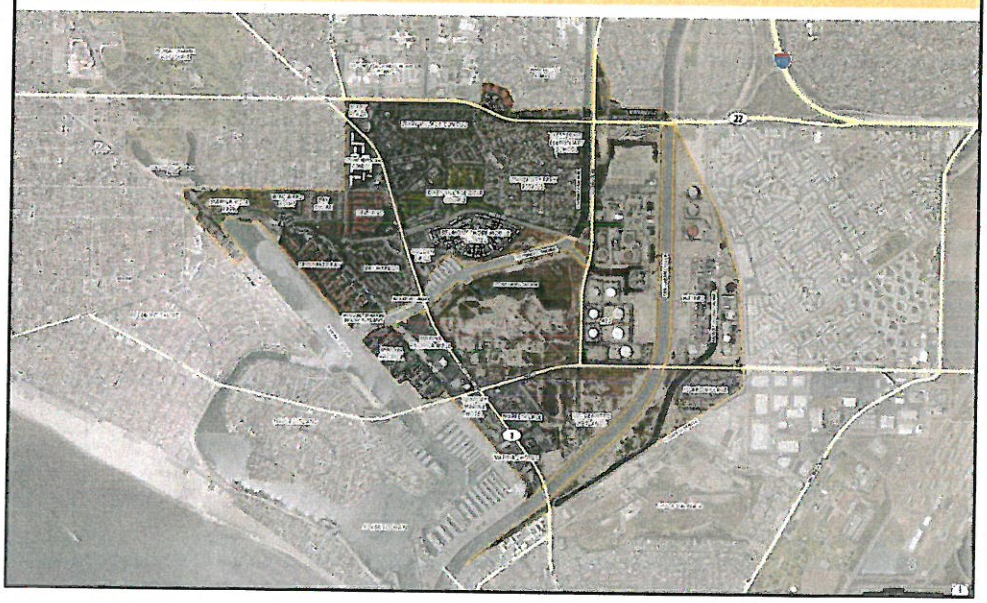
SOUTHEAST LONG BEACH SPECIFIC PLAN PROCESS



City of Long Beach

PROJECT OVERVIEW

Project Area Boundaries



Vision

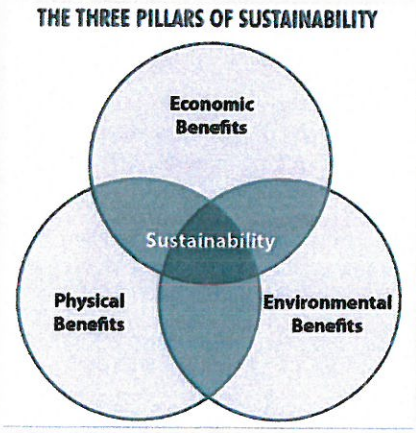
City of Long Beach

Southeast Long Beach is a livable, thriving and sustainable gateway destination in the City of Long Beach and the Southern California region.

- diversity of uses in close proximity
- residential neighborhoods
- businesses, restaurants, hospitality uses and recreational amenities
- locals and visitors
- connections
- significant social resources
- sense of community
- immediate impression
- current technologies
- thriving wetlands
- protect and encourage views
- restore, maintain and preserve wetland areas and coastal habitat
- attractive streetscapes
- bike lanes and pedestrian walkways
- efficient network of roadways
- attractive alternatives to the car
- variety in the appearance of the streetscape
- central gathering areas
- lively spaces
- transitions between urbanized areas and natural areas and waterways

Creating a Sustainable Plan

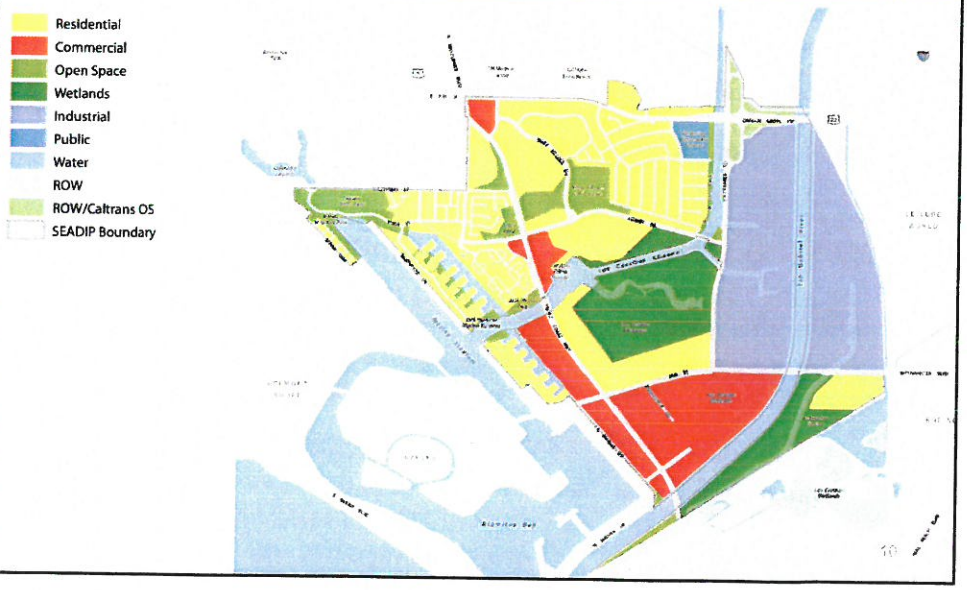
- Mobility Considerations
- Environmental Considerations
- Design Considerations
- Development Feasibility
  - Analysis to understand whether new development can occur in current market conditions.
  - Hotel, office, retail ,residential
  - Mixing of uses, product types, density
  - Ways to fund new community amenities
- All areas must be considered equally to generate an implementable plan
- Sets the foundation for the Proposed Land Use Plan and zoning provisions



Differences between Existing and New Plan

- Proposes development of mid-rise uses (no high rise)
- No extension of Studebaker proposed in new plan
- Reflects ideas developed through feedback and discussion with public and Community Advisory Committee
- Creates comprehensive plan for entire SEADIP area; refines approach to existing development plan
- Emphasis on walkability, complete streets, new enhancements for bikes and pedestrians, creating new public space enhancements

Planned Land Uses (1977 SEADIP)



Proposed Land Uses (SEASP)

- Preserves established residential neighborhoods, neighborhood commercial uses, and open spaces
- Adds new Coastal Habitat, Wetland, & Recreation designation
- Adds new mixed-use designations (Mixed-use Marina; Mixed-use Community Core)
- Delineates Industrial areas and refines permitted uses

Proposed Land Use Designation	Acres	Dwelling Units	Square Footage	Estimated Population
Channel/Marina/Waterway	162	-	-	-
Coastal Habitat/Wetlands/Recreation	293	-	15,000	-
Commercial - Neighborhood	9	-	137,214	-
Industrial	293	-	1,145,711	-
Mixed Use (Community Core & Marina)	86	5,310	1,145,711	8,443
Mobile Homes	33	310	-	493
Multi-Family Residential	117	2,458	-	3,908
Single Family Residential	187	1,440	-	2,290
Open Space/Recreation	75	-	4,670	-
Public	20	-	51,301	-
ROW/Caltrans OS	197	-	-	-
Total	**1,472**	**9,518**	**2,665,052**	**15,134**
OTHER Existing Res and Non-Residential (Fire Station) Converting to Conventional Zoning	9	39	16,693	66

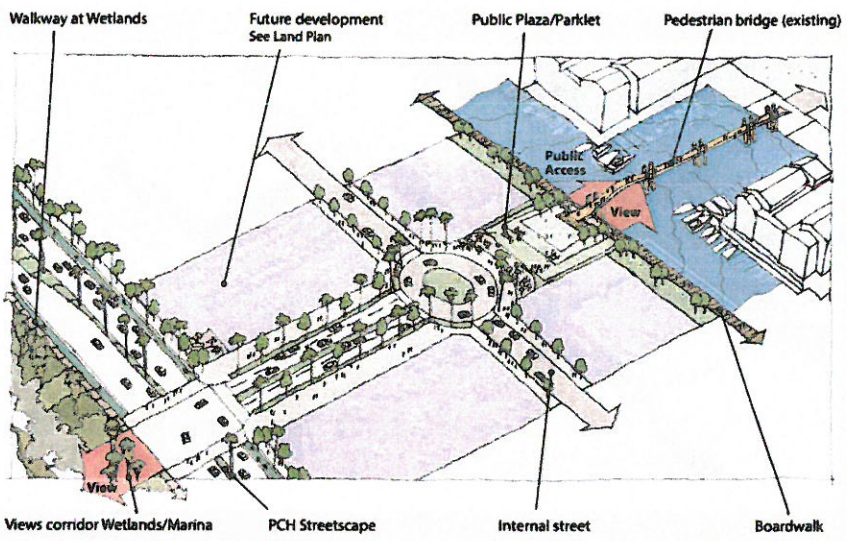
Project Description: SP Projections

- Dwelling units: 9,518 units
- Population: 15,134 persons
- Non-residential sq. ft. : 2,665,052 sq. ft.
  - Commercial, office, industrial, public
- Hotel Rooms: 425
- Employees: 4,115
- Includes existing areas with no change as well as proposed refinements
- Totals do not include 9 acres of existing residential and fire station that will be removed from the SEADIP area and converted to traditional zoning

Differences between Existing and New Plan

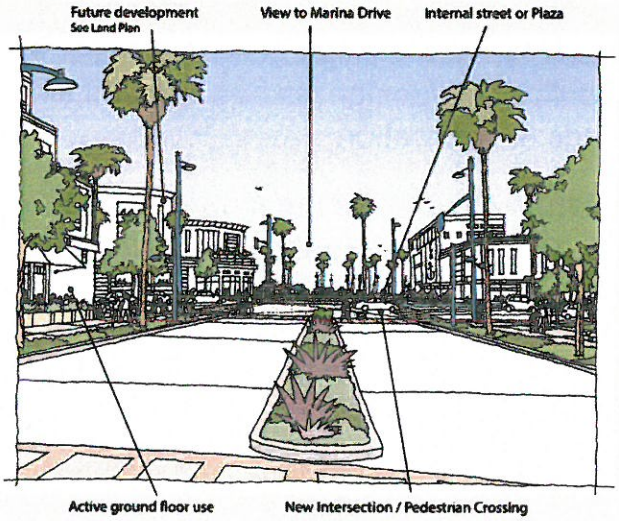
- 59 acres originally designated for residential or commercial now designated as Coastal Habitat, Wetlands & Recreation
- Approximately 441,558 sq. ft. less of commercial uses than what is currently permitted in existing SEADIP (not including hotel sq. ft.)
- 4,019 more units and 6,391 more people than existing SEADIP

Connecting Wetlands to Water



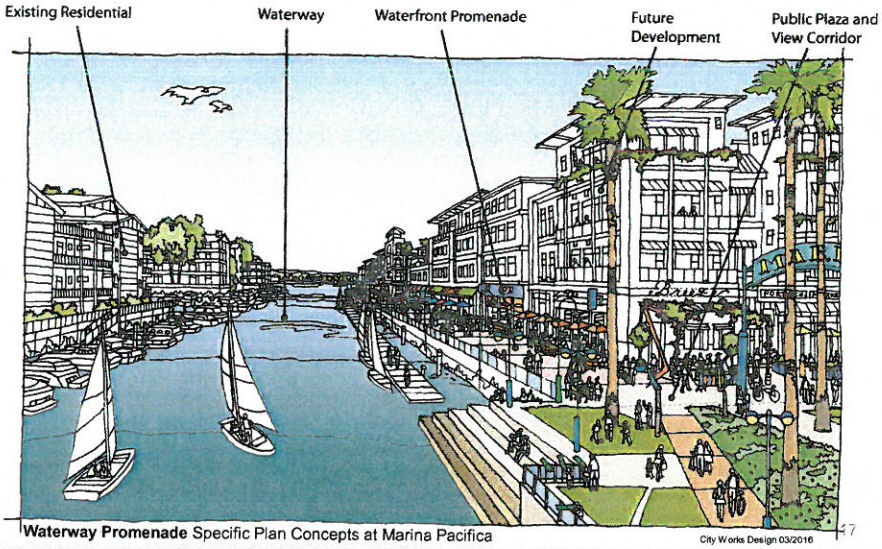
Marina Pacifica Birdseye of Specific Plan Concepts

View Corridors



Marketplace Internal Street Specific Plan Concepts with views through to Marina Drive

Waterway Promenade



Biological Considerations

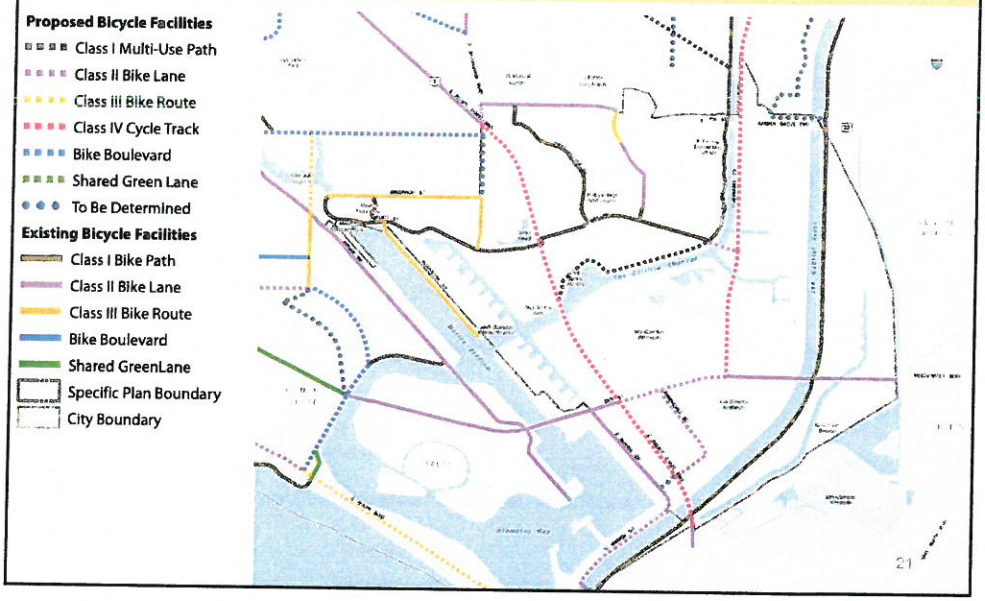
- Coastal Habitat, Wetlands & Recreation Use
  - Coastal restoration, access
  - Visitor serving uses (boating, public launching, kayaking)
  - Interpretive centers
- Buffers
- Bird-safe Treatments
  - Landscaping (non-invasive and native)
  - Lighting
  - Building materials

Urban Interface with Wetlands

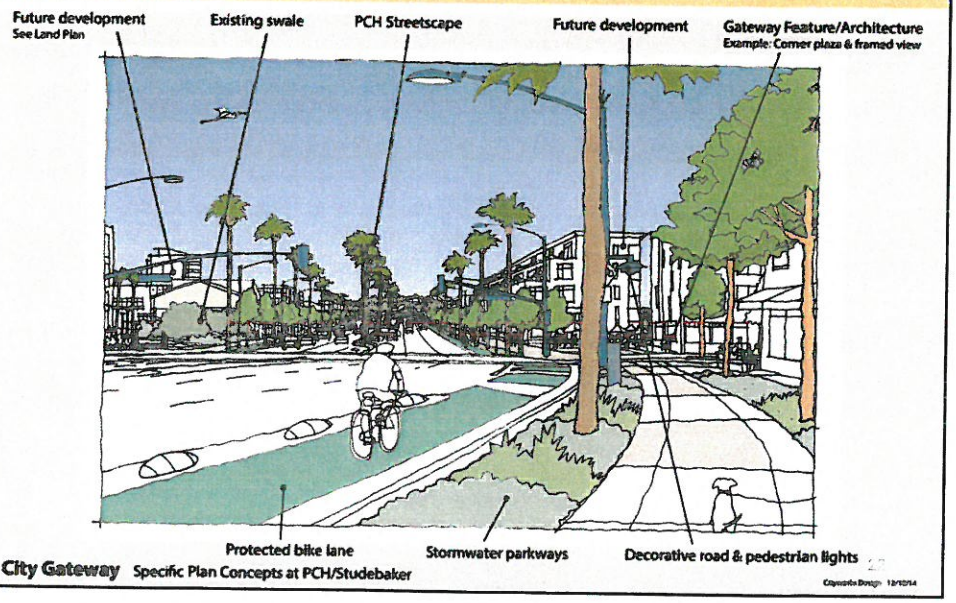
Mobility Considerations

- Priority: Improving circulation and providing enhanced opportunities for walking and biking as alternative to car
- Plan cannot solve congestion caused by regional traffic issues (cut through traffic that avoids congested freeways)
- Uses all of the tools available to mitigate that impact and improve local circulation (mid block connections, Shopkeeper extension, etc.)
- Improvements proposed within existing right-of-way widths
- New bike lane miles and new mid-block crossing added to plan to increase connectivity

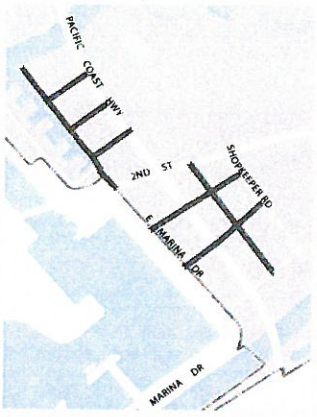
Bicycle Network



PCH Concept

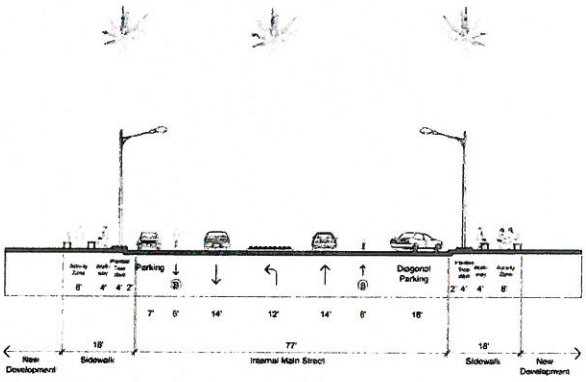


Internal & Mid-Block Connectivity



New internal roadways and connections required in MU areas

Example of an Internal Main Street Section



Internal roadways and connections provide new access for pedestrians, bikes and automobiles.

Improved Mobility in SE Long Beach

- Bicycle Facilities
  - About 7 additional miles of bike facilities (directional) or
  - **79% increase in bicycle lane miles**

    Existing = 8.9 directional miles
    Future = 15.9 directional miles
- Pedestrian Facilities
  - About 6.9 additional miles of pedestrian facilities (directional) or
  - **29% increase in pedestrian facilities**

    Existing = 23.6 directional miles
    Future = 30.5 directional miles
- Automotive Facilities
  - **An increase in centerline miles by 1.9 or about 9%**

    Existing = 22.2 centerline miles
    Future = 24.1 centerline miles

Note: Estimates based on GIS Shapefiles

What the SEASP plan does for SELB

- Requests for new development would likely occur over time in the project area
- Without updated guidance of SP, uses would occur in same pattern as they have over past 30 years
  - Big box and strip mall retail
  - Large parking lots
  - Circulation dependent upon auto access
- Comprehensive strategy (connectivity, placemaking, natural resources, new uses)
- Components of SP reflect values, aspirations and desired outcomes expressed throughout the process
- Represents best effort to balance community priorities

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City of Long Beach

ENVIRONMENTAL IMPACT REPORT

Purpose of CEQA

California Environmental Quality Act (CEQA):

- Disclose project impacts to public and decision makers
- Identify ways to avoid or reduce environmental impacts (mitigation measures)
- Analyze alternatives to the proposed project
- Foster inter-agency coordination and review

Programmatic Analysis

- Program EIRs typically used for Specific Plans where no site specific development is proposed
- Different level of detail and method of analysis
- More conceptual and contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR
- Establishes a path forward for evaluating future projects
- All environmental topical areas analyzed

Project Description. What is analyzed?

- Scope of Project
  - Specific Plan buildout over existing, amendments to boundaries, land uses, infrastructure improvements
  - Net increase of 5,439 dwelling units and 573,576 square feet of commercial/employment
- Must analyze maximum buildout
  - Projects could come in at less intensity but CEQA requires an analysis of full buildout

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Less than Significant Impacts

- Aesthetics
- Agriculture/Forestry Resources
- Geology/Soils
- Mineral Resources
- Population/Housing
- Public Services
- Recreation
- Utilities and Service Systems

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Less Than Significant after Mitigation

- Biological Resources
- Cultural Resources (Archaeology, Paleontology, Tribal Cultural)
- Hazards and Hazardous Materials
- Hydrology/Water Quality

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Significant and Unavoidable Impacts

- Air Quality
- Cultural Resources (Historical)
- Greenhouse Gas Emissions
- Noise (Construction)
- Transportation/Traffic

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Air Quality

- Analyzed impact on local and regional air quality based on proposed land uses, VMT, and natural gas use (SCAQMD)
- Potentially significant impacts to all aspects of air quality
- Mitigation Measures
  - Technical assessments and construction measures
  - Project design features: EV charging, preference fuel efficient vehicles, energy star appliances
- Level of Significance: Significant and Unavoidable
  - Mitigation measures will reduce impacts, but not below SCAQMD threshold.
  - Potentially significant localized health effect during construction

Historical Resources

- Analyzed historical resources and historic (over 50 years old) structures.
- Potential impacts from redevelopment on or near an eligible resource that become eligible over life of plan or where retention, relocation is not feasible.
- Mitigation Measures
  - Intensive level historical evaluation
- Level of Significance: Significant and Unavoidable

Greenhouse Gas Emissions

- Analyzed cumulative impact on GHG emission by evaluating transportation, energy, waste, water/wastewater, and etc.
- Potentially significant impacts due to increase in GHG emissions compared to existing conditions
- Mitigation Measures
  - See AQ measures
- **Level of Significance: Significant and Unavoidable**
  - Mitigation measures will reduce impact, but the City will not be able to meet the State established 2050 goal without additional state/federal assistance

Noise

- Analyzed short- and long-term impacts from noise and vibration sources
- Potentially significant impacts related to noise associated with construction, along with vibration associated with construction and industrial uses
- Mitigation Measures
  - Implementation of BMPs, vibration impact study, compliance with FTA standards
- **Level of Significance: Significant and Unavoidable**
  - Unknown number of future projects that may happen at once
  - Possibility of special projects with higher intensity than a typical construction or proximity to sensitive uses

Transportation/Traffic

- Analyzed impact on transportation and traffic based on City's performance measures
- Existing conditions: Six intersections currently deficient
- Potentially significant impacts to 15 intersections during E+P and/or cumulative year, two freeway segments within SR-22, and two CMP intersections
- Mitigation Measures
  - Traffic studies, signal timing, transportation impact fee, intersection improvements, employer trip demand management and reductions through formation of a transportation management association (TMA)
- **Level of Significance: Significant and Unavoidable**
  - No feasible mitigation available to further reduce identified potential impacts due to related secondary impacts and jurisdictional issues

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Alternatives Analyzed

- No Project/Adopted PD-1 (SEADIP) Alternative
- No Project/No Development Alternative
- Reduced Intensity Alternative
- Reduced Building Height Alternative

Alternatives Buildout Statistical Summary

	Proposed Project	No Project/ Adopted PD-1 (SEADIP) Alternative	No Project/No Development Alternative	Reduced Intensity Alternative	Reduced Building Height Alternative
Dwelling Units	9,518	5,499	4,079	6,663	9,518
Population	15,134	8,743	6,486	10,594	15,134
Commercial/ Employment Square Feet	2,665,052	3,106,610	2,091,476	2,398,547	2,665,052
Hotel Rooms	425	375	375	375	425
Employment	4,115	5,280	3,555	3,704	4,115

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Public Comment

- Currently accepting written comments on the DEIR
  - Began on July 20, 2016 and **ends on September 19, 2016**
- Recording Planning Commission Study Session
- Written comments on the DEIR should be mailed, faxed, or hand delivered to:

  Craig Chalfant, Senior Planner
  Development Services Department
  City of Long Beach
  333 West Ocean Boulevard
  Long Beach, CA 90802
  Email: craig.chalfant@longbeach.gov
  Facsimile: (562) 570-6068

Next Steps

Response to comments

- 60-day public review period closes on September 19th
- Response to Comments

Future hearing dates

- November 3rd: Planning Commission
- December 6th: City Council

Additional approvals required

- 2017: Coastal Commission submittal, review and hearings

Mobility Improvements Not Considered

- Freeway Improvements to SR-91, I-405, I-710, and SR-22
  - Many of these freeways congested for extended periods of time during the day
  - More efficient for drivers to utilize Studebaker, Pacific Coast Highway, 7th Street, and/or 2nd Street to access areas surrounding the SEASP area (Belmont Shore, Downtown Long Beach, and Seal Beach)
  - Improvements to these facilities would reduce congestion and potentially reduce traffic burden in the SEASP area (thus improving the travel time)
- Grade Separation at 2nd Street and Pacific Coast Highway
  - Would dramatically improve travel time at this location
  - however, would severely impact the ability to create "place" in the SEASP area and negatively affect bicycle and pedestrian travel in this area

Mobility Improvements Not Considered

- Improved east-west connectivity
  - Any potential improvements to east-west connectivity or capacity in the City would improve operations and travel time in SEASP area (improvements to 7th Street, connecting Loynes to 3rd Street, improvements to Atherton Street, or any other improvements to reduce travel on 2nd Street)
  - Many of these corridors lack available right of way or would negatively impact adjacent development along the corridor
- Extension of Studebaker
  - Extension would significantly impact wetland areas (contrary to Vision)
  - However, connection would relieve more traffic at the 2nd Street/Pacific Coast Highway intersection and improve operations at that location
- Extension of Ocean Boulevard to Ocean Avenue in Seal Beach
  - New bridge to connect these two areas, likely significantly impacting residents in both areas and potential environmental impacts in the area.
  - However, connection would provide a parallel facility to Pacific Coast Highway and would improve travel time in the SEASP area

Intersections