



SOUTHEAST AREA SPECIFIC PLAN (SEASP)

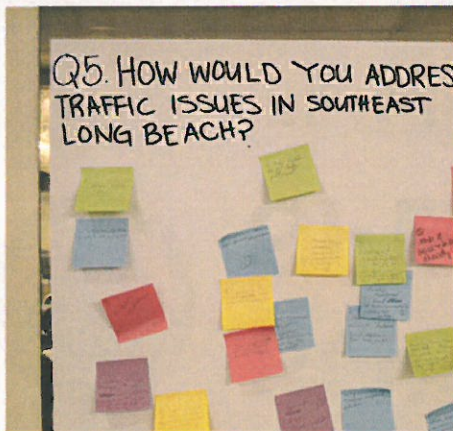
Planning Commission | May 4, 2017



Outreach



community workshops

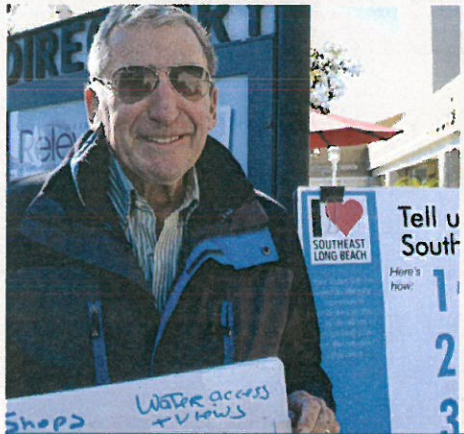


community workshops



Table 2

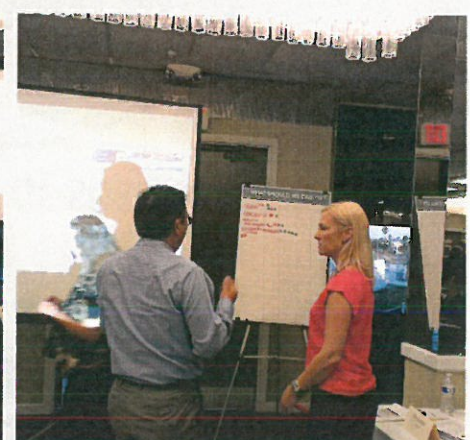
Outreach



pop-up workshops



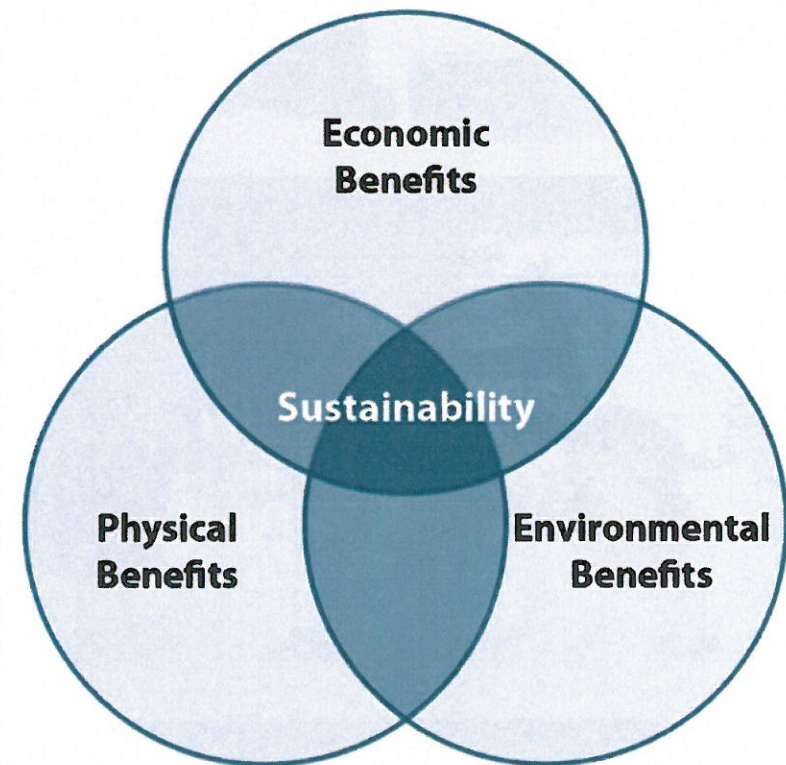
community advisory committee meetings



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 Vision, Priorities, Land Use Plan, Mobility Solutions, Development Standards & Design Guidelines

THE THREE PILLARS OF SUSTAINABILITY



SEASP: A Sustainable Community Vision

SOUTHEAST AREA SPECIFIC PLAN 2060

*The following is a vision of Southeast Long Beach
as described 40 years from now:*

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

Current Character: Neighborhoods



Current Character: Non-Residential



Wetlands



Existing Block Structure



SEASP: Land Use

- ❖ Priority: Greater Mix of Uses
 - Allows for new hospitality, residential, and job generating uses
 - Planned on sites with existing retail or office uses that could transition over time
 - Two new designations: Mixed Use Community Core, Mixed Use Marina
- ❖ Maintains existing established neighborhoods
- ❖ Delineates Industrial areas and refines permitted uses
- ❖ A comprehensive land use approach for the entire project area



SEASP: Land Use

❖ Priority: Wetlands Enhancement

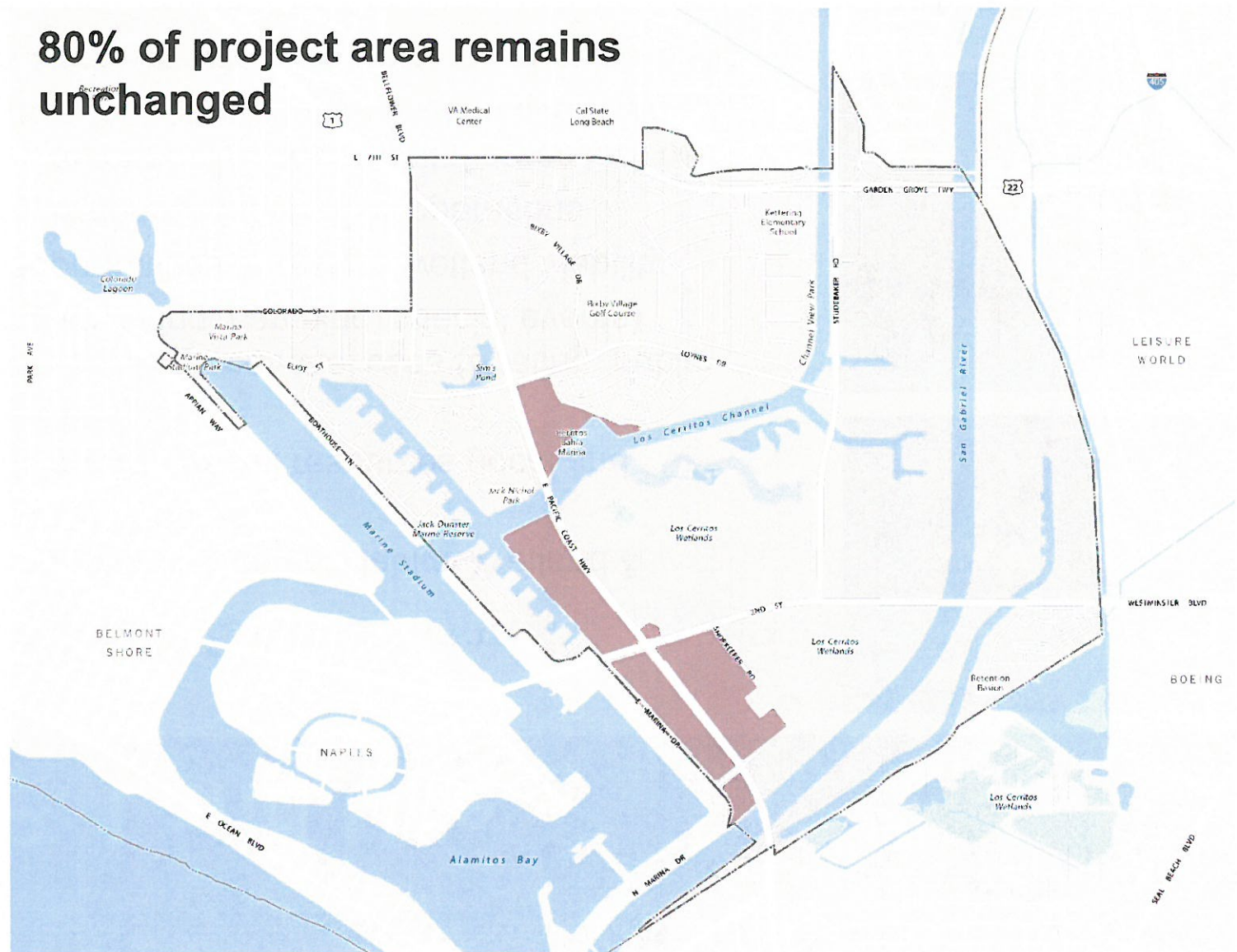
- New Designation – Coastal Habitat Wetland & Recreation (117 acres)
- Maintains area's coastal resources (local and Citywide asset)
- Visitor serving & recreational uses (boating, public launching, kayaking, camping, special events)
- Pursue opportunities to restore wetland viability
- Encourages consolidation of oil operations
- Increases amount of coastal habitat areas that can be available for permanent dedication over time
- Corrects environmental shortcomings of existing PD



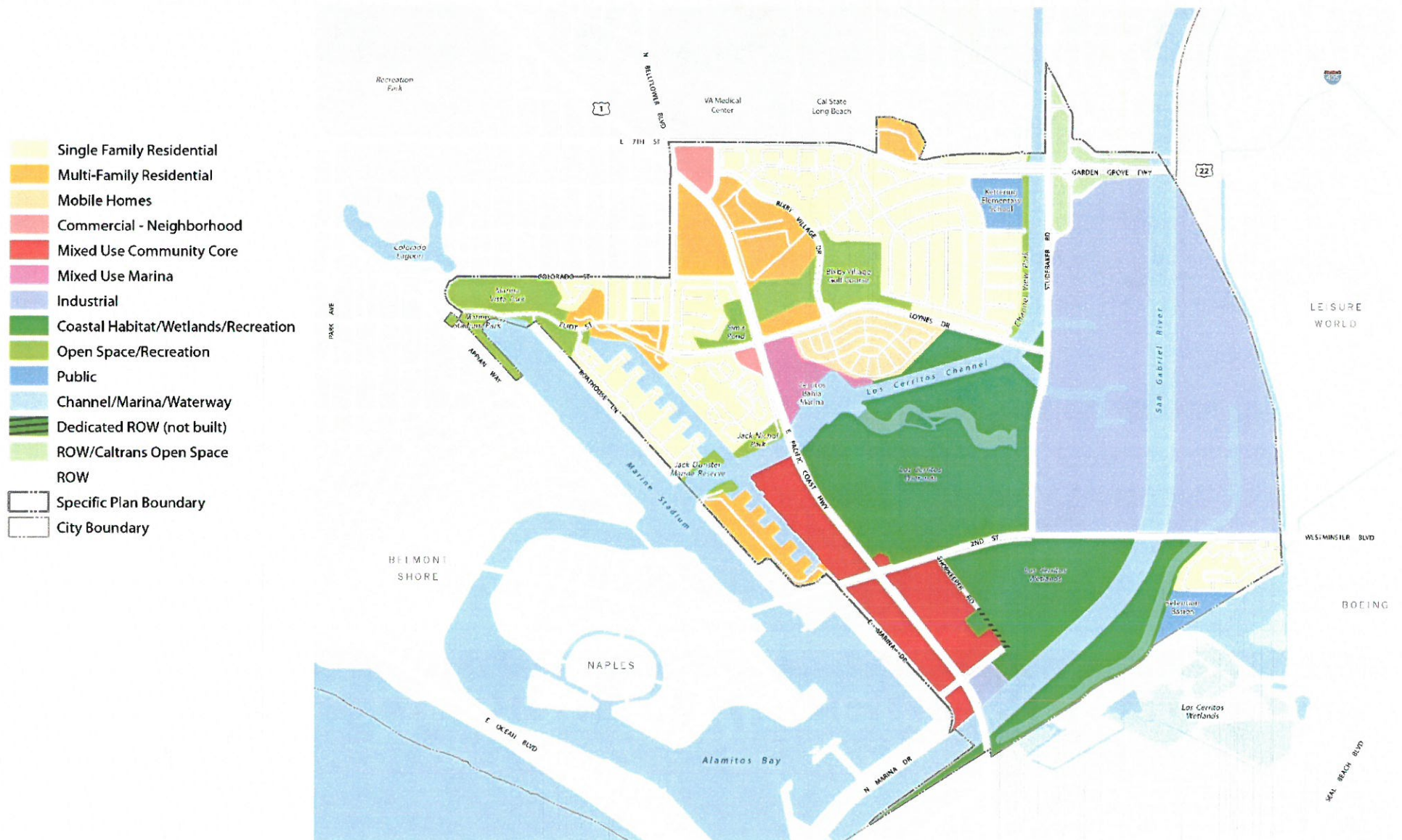
Areas of Land Use Change

80% of project area remains unchanged

- Areas of Change
- Specific Plan Boundary
- City Boundary



SEASP: Land Use Plan



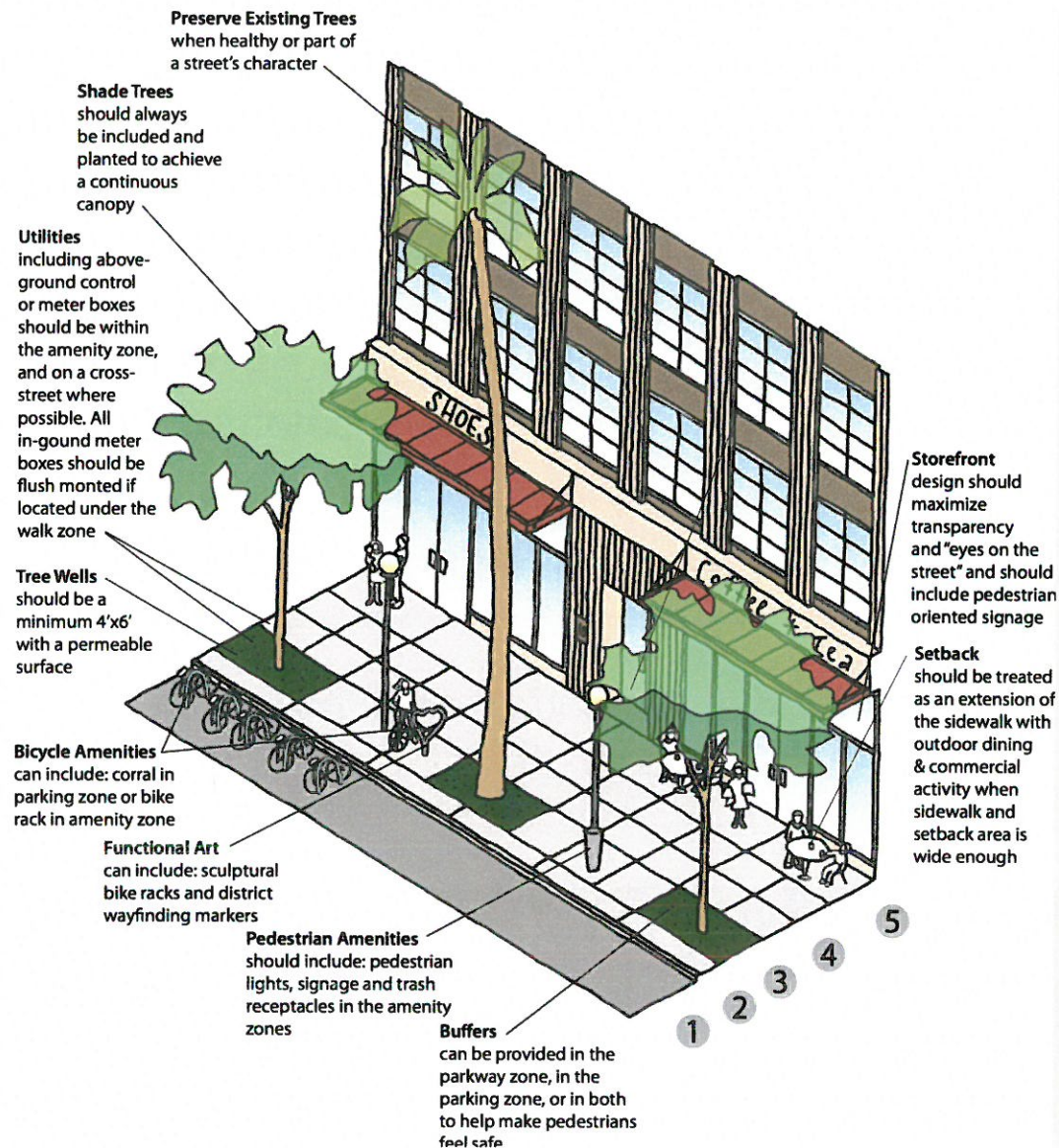
Priority: Design & Placemaking



Buildings should be designed at a scale and with a form that allows for variety in the appearance of the streetscape, encourages the pedestrian environment and creates central gathering areas to generate lively spaces.



Priority: Design & Placemaking

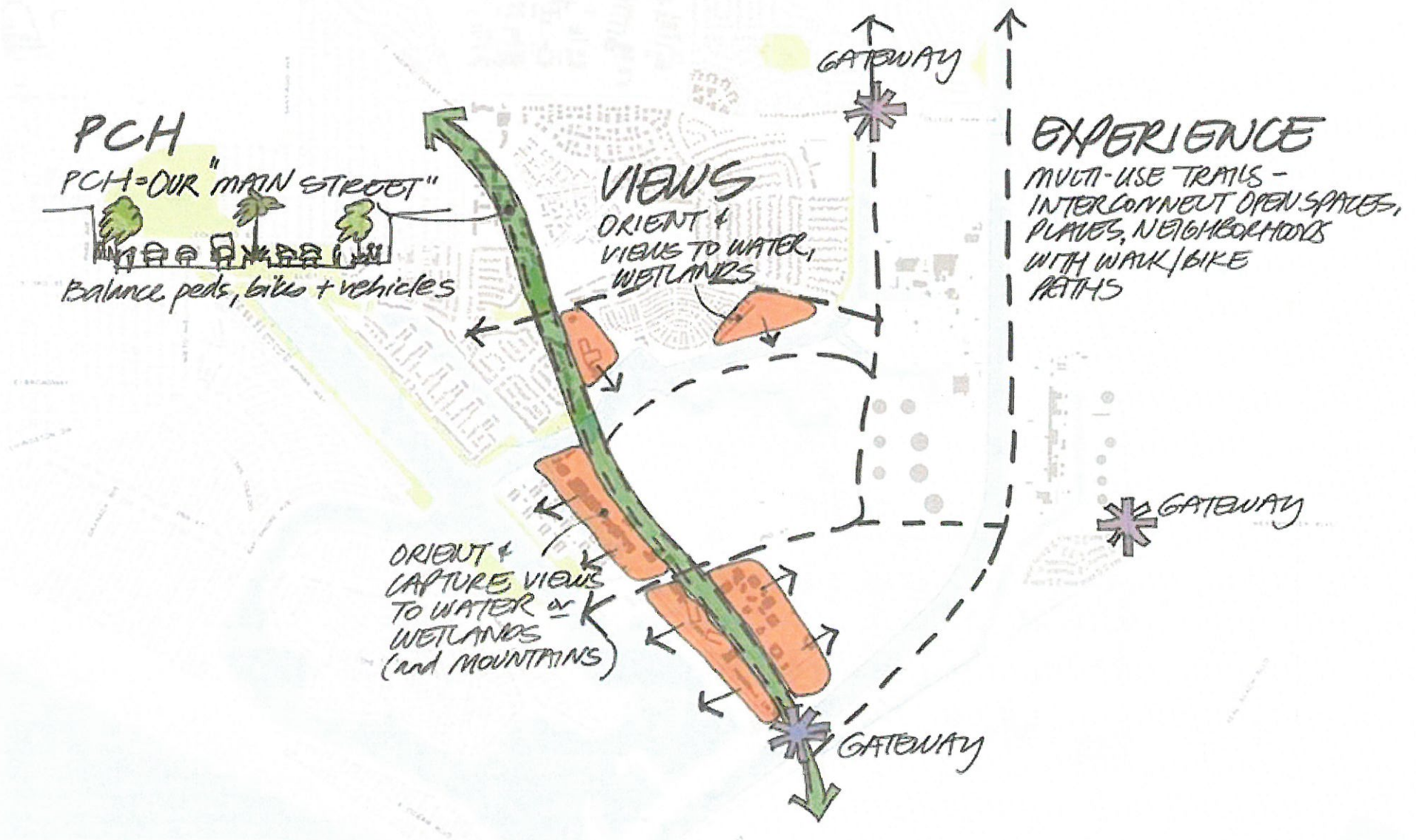


What the SP Does: Design & Placemaking

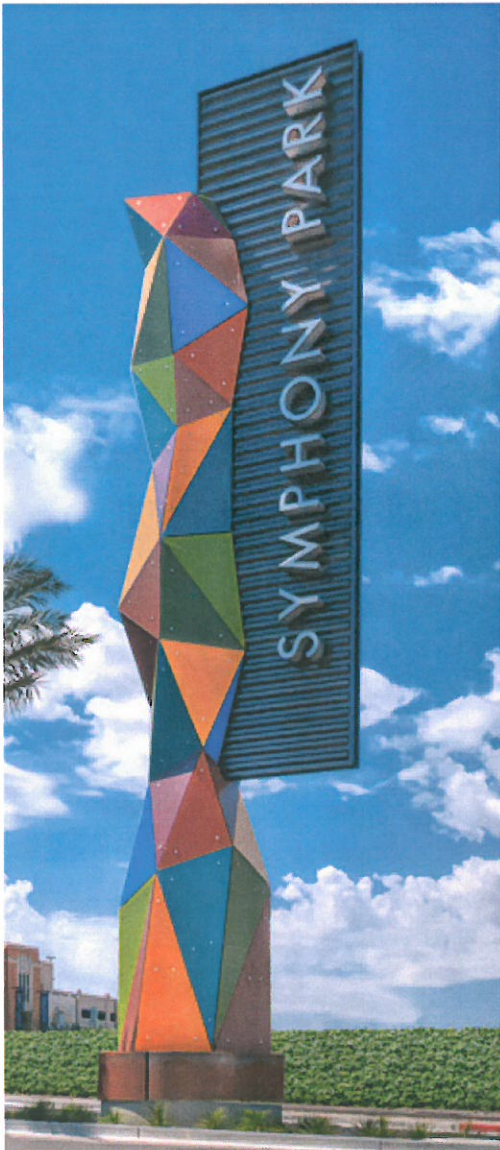
- ❖ Enhanced gateways and corridors creates improved appearance of major roadways and entries
- ❖ Restore and enhance water to wetlands views and access
- ❖ Promotes views, and shoreline/water/wetlands access
- ❖ Streetscapes: Number of new trees planted along streetscapes and within new mixed use projects will increase
- ❖ Block size
- ❖ Create new gathering spaces, plazas and activity centers
- ❖ Standards for bird-safe building treatments are sensitive to adjacent natural areas



Community Design Priorities



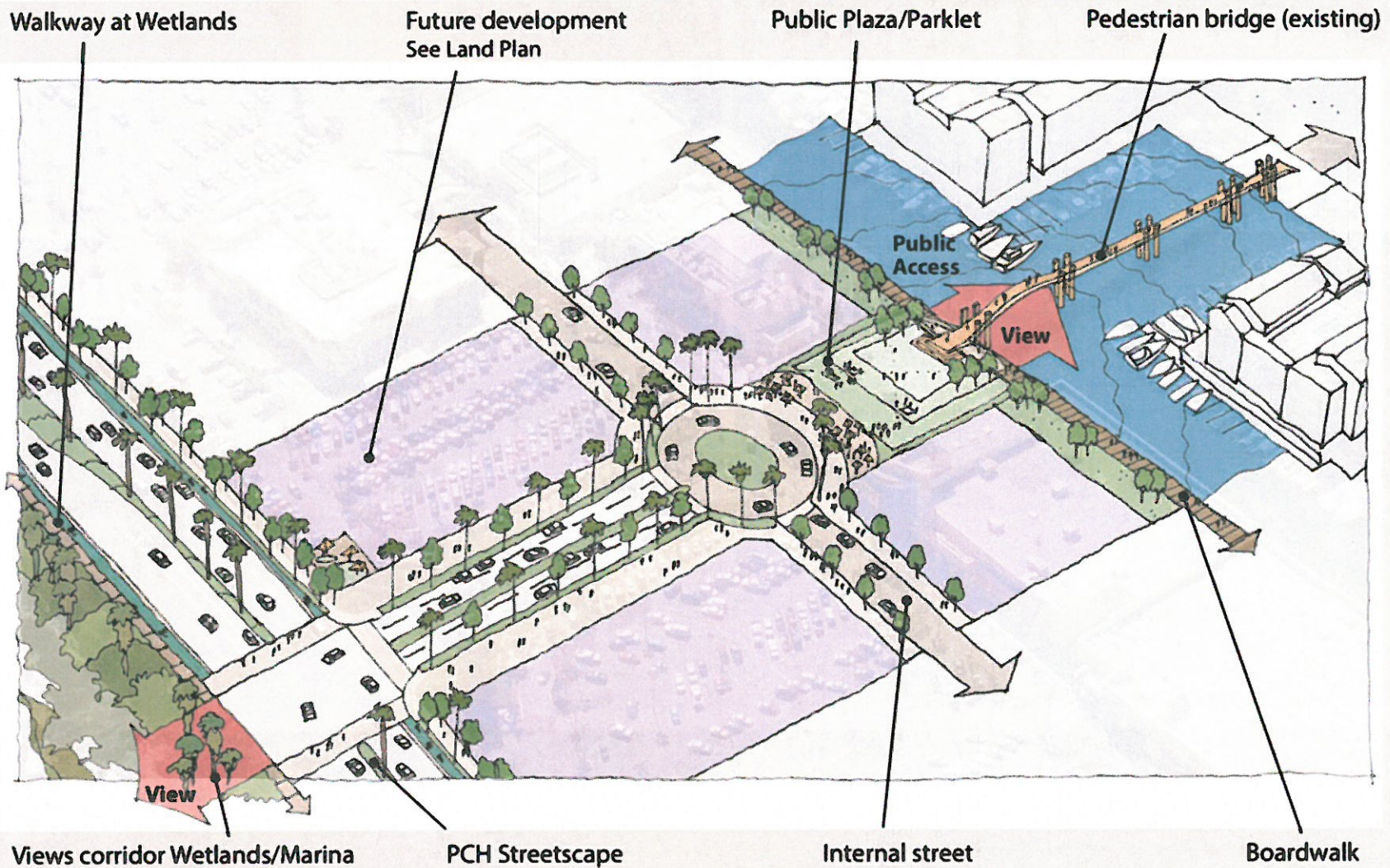
Priority: Gateways



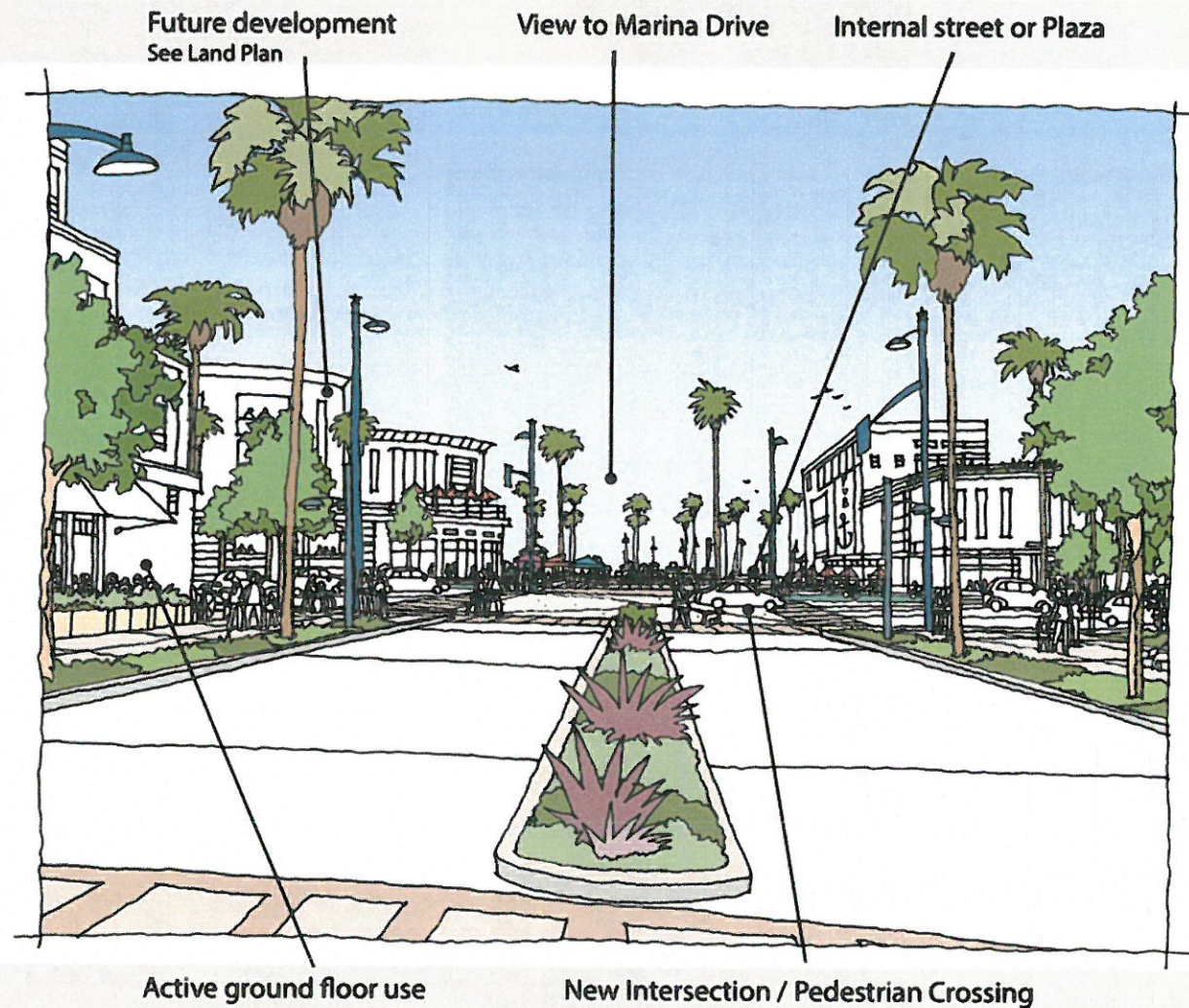
Priority: Views



SEASP: Connecting Wetlands to Water



SEASP: View Corridors

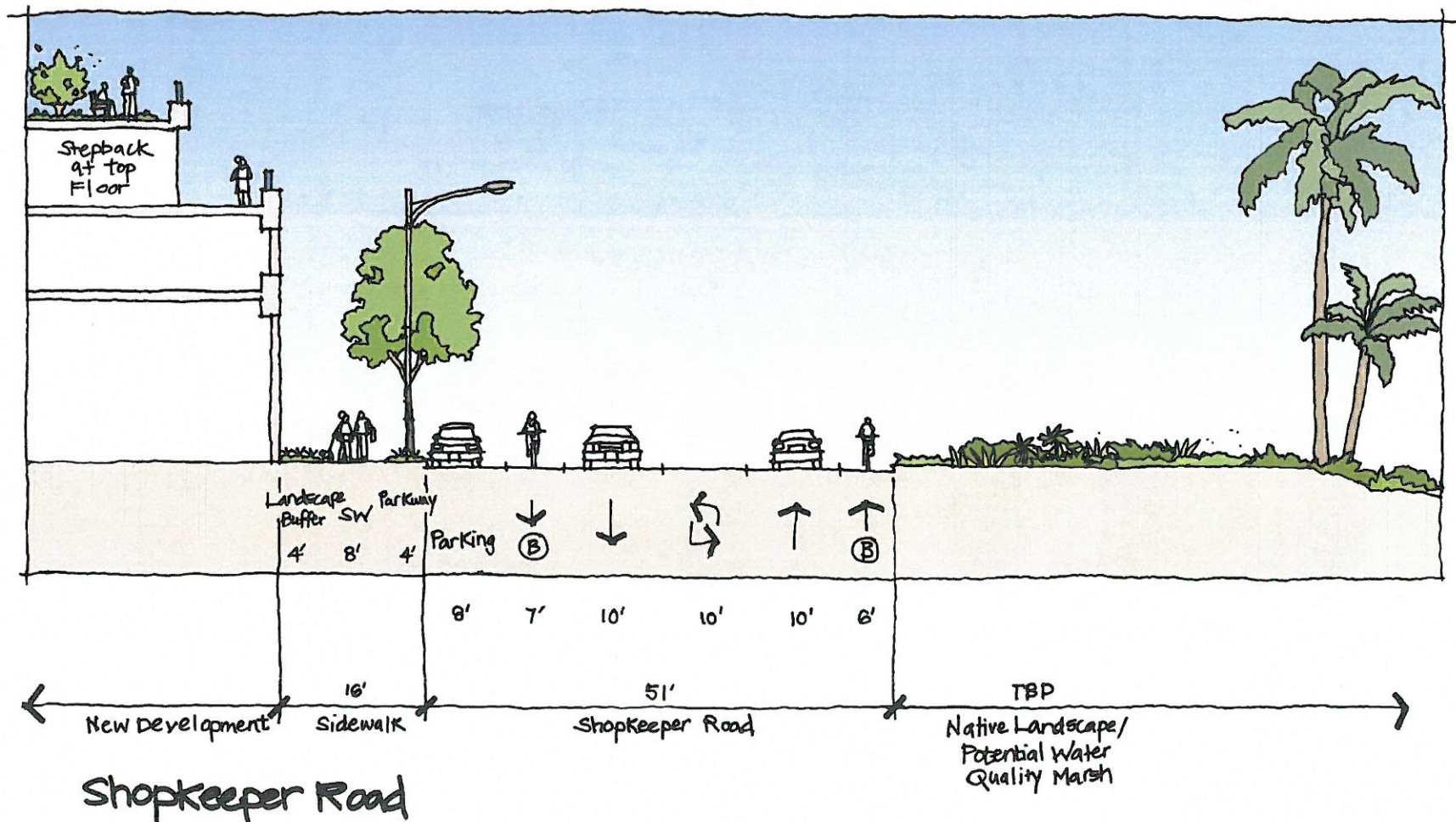


Marketplace Internal Street Specific Plan Concepts with views through to Marina Drive

Priority: Access to Open Space



SEASP: Transition Areas & Edges



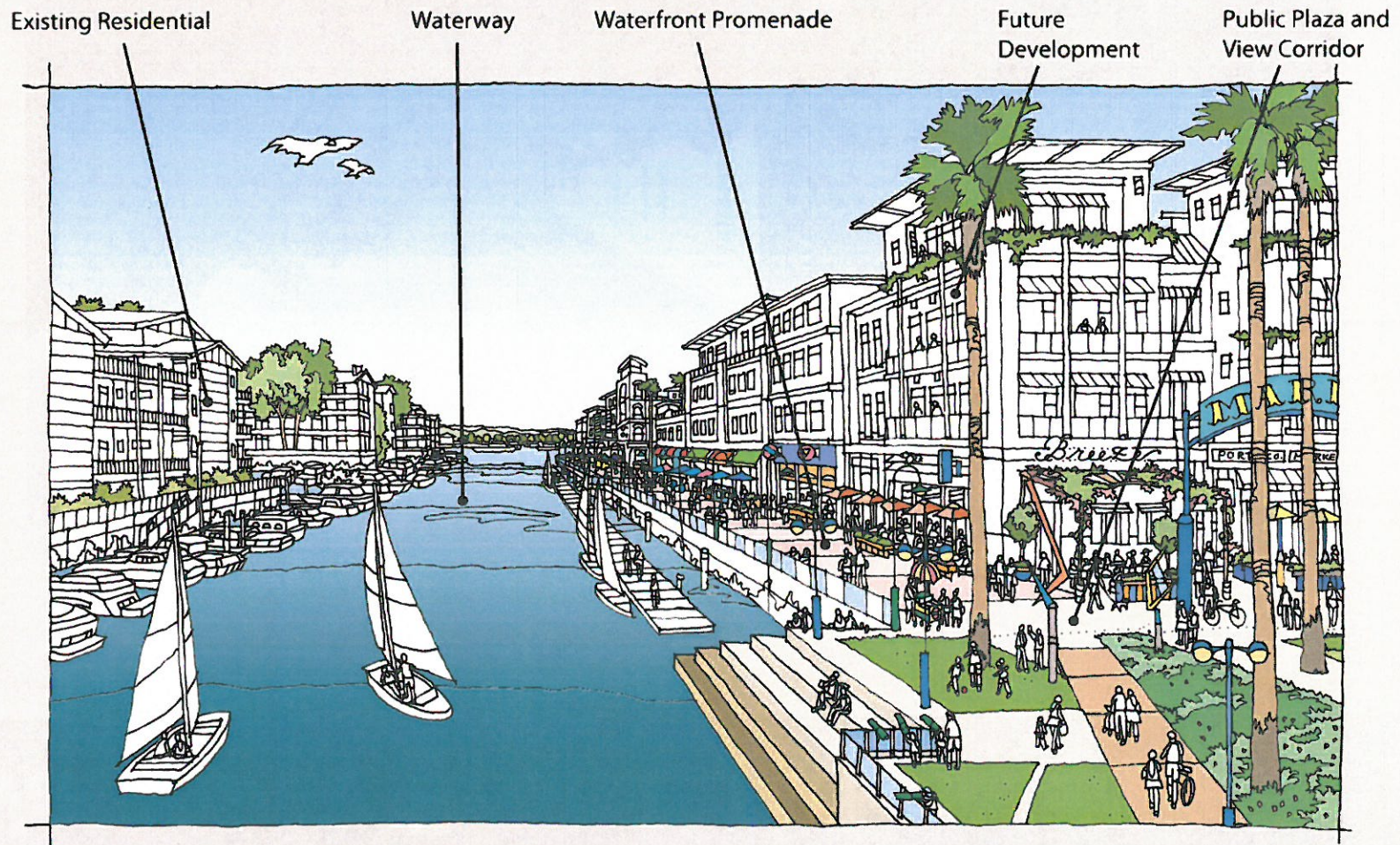
SEASP: Transition Areas & Edges



Waterway Promenade

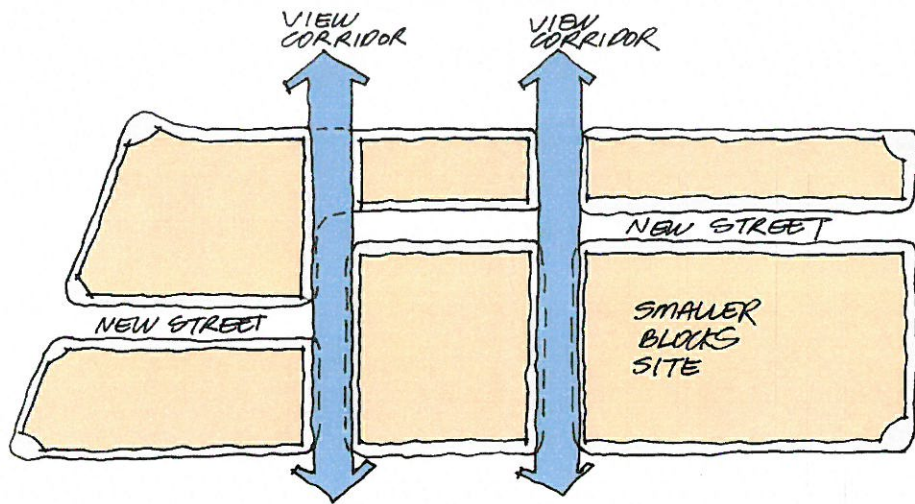


Waterway Promenade

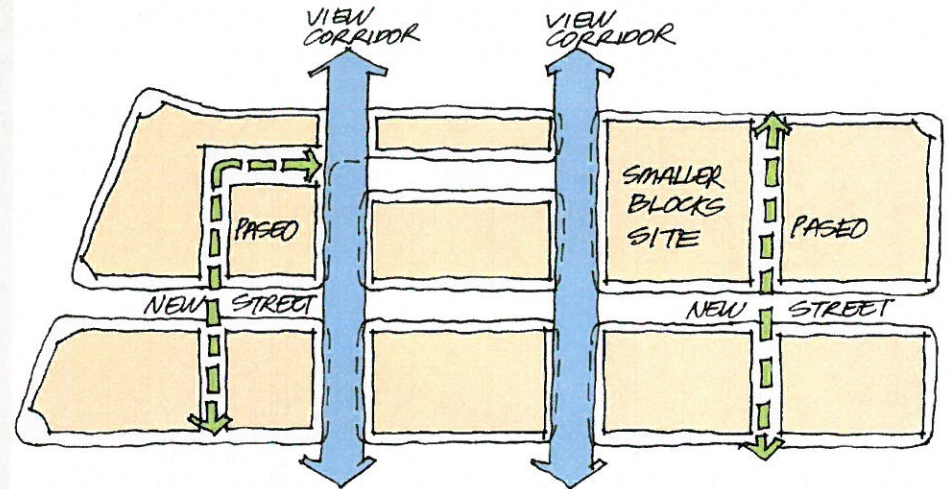


Waterway Promenade Specific Plan Concepts at Marina Pacifica

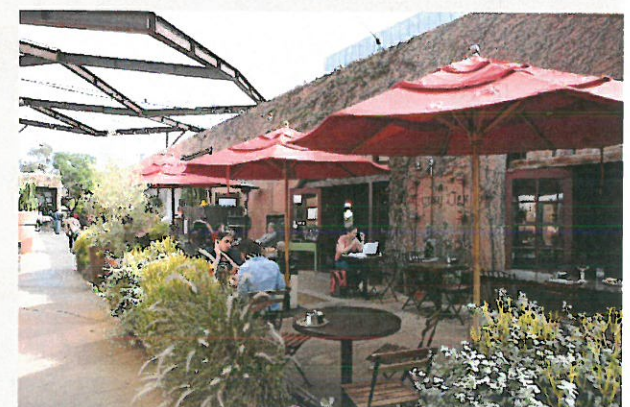
SEASP: Block Structure



Concept 1 – Internal Streets



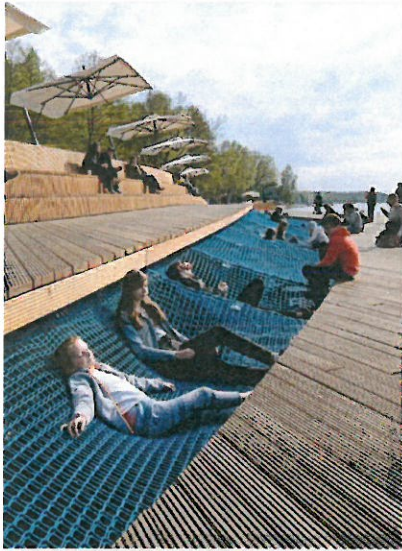
Concept 2 - Paseo



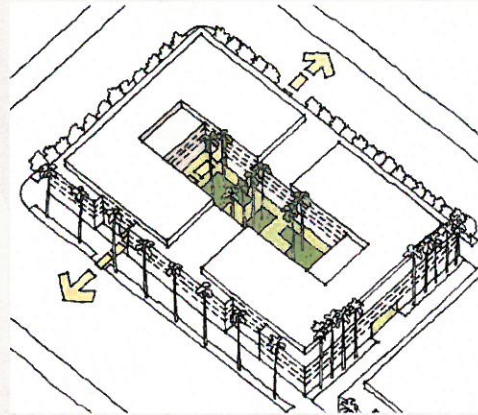
Placemaking: Gathering Spaces



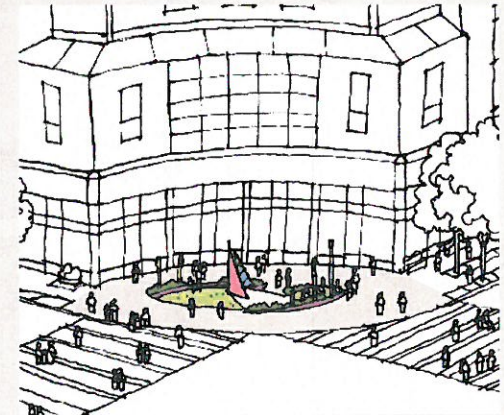
Priority: Open Space Amenities



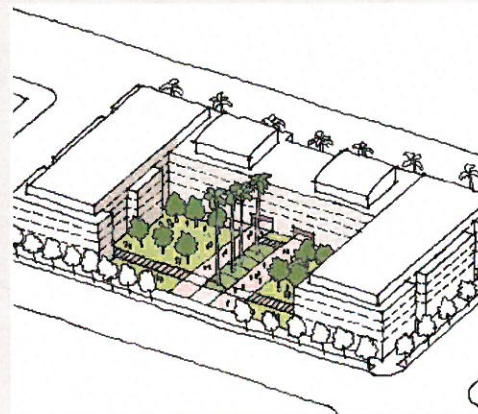
Creative Open Space Design



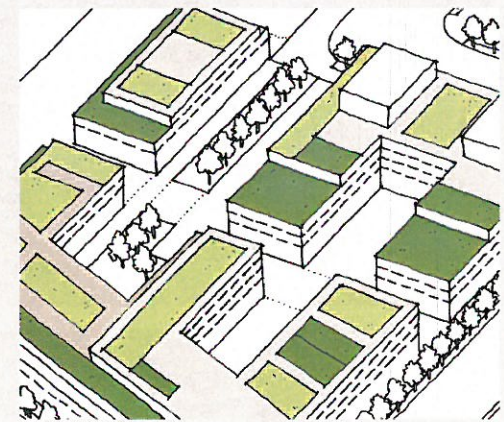
Courtyard



Corner



Forecourt



Rooftop

Building Form & Architecture



SEASP: Bird-Safe Treatments



Window Treatment



Materials



Building Design



Façade Treatment



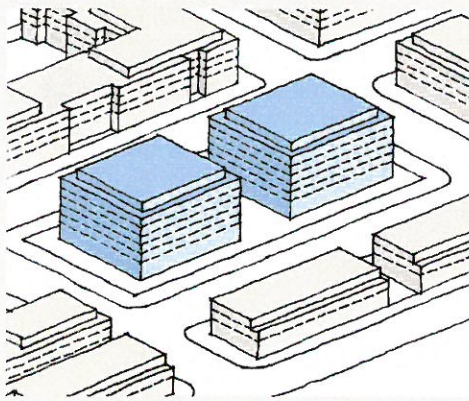
Landscaping



Shielded Lighting

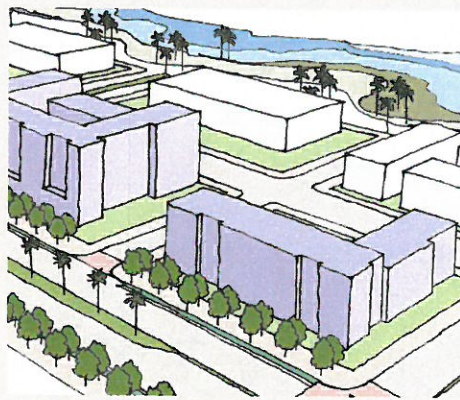
Placement of Height

PREFERRED

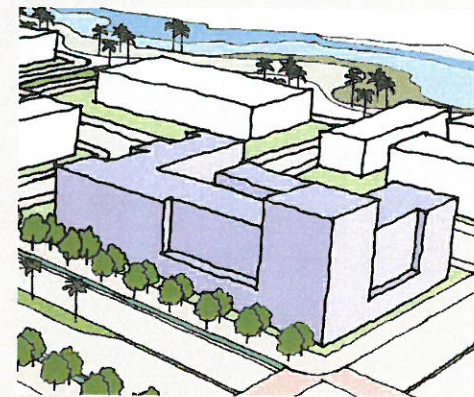


Height Nestled

OTHER OPTIONS



Height Along Street



Height at Gateway/Corner

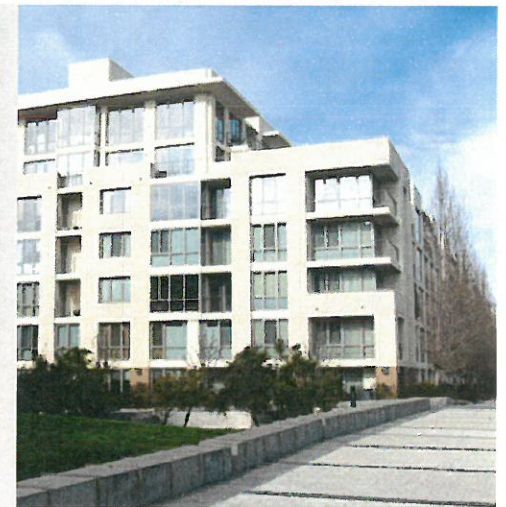
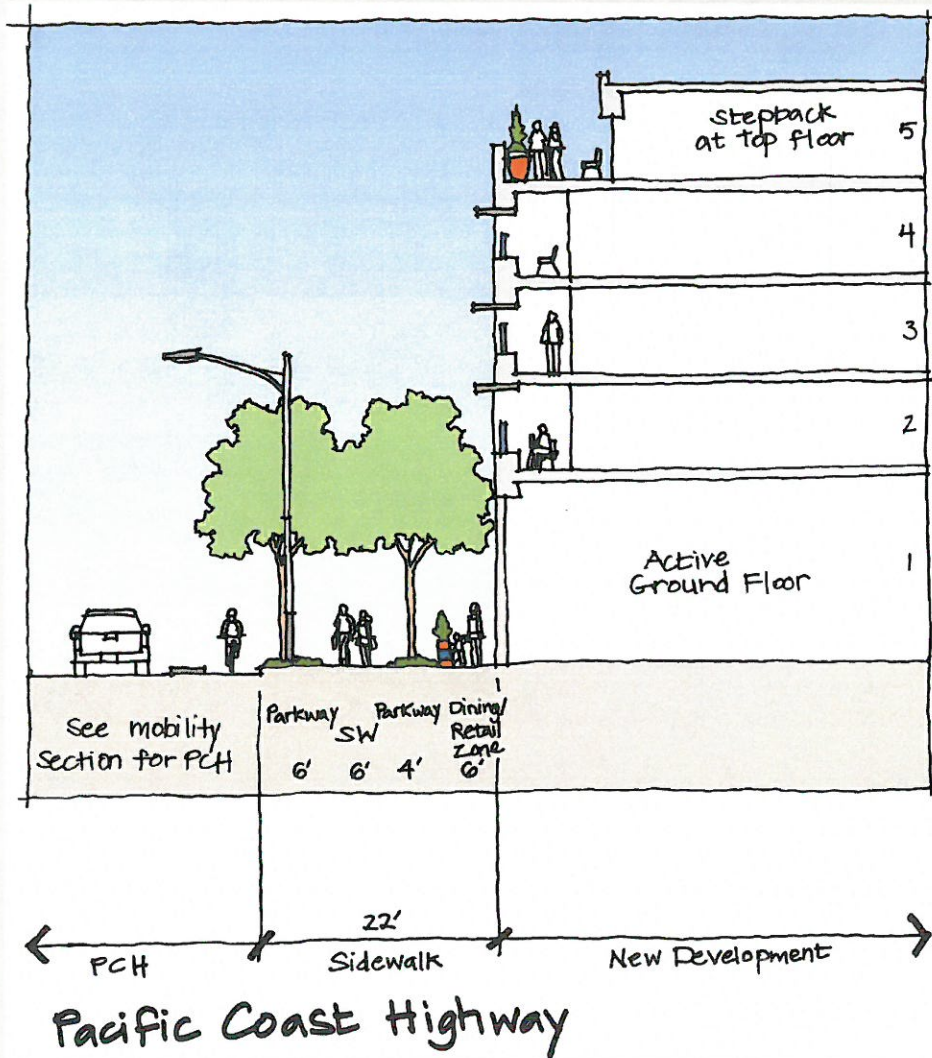
- ❖ Mixed Use projects wanting to build at maximum height must include hotel uses and provide community amenities
- ❖ Maximum height may only be applied on up to 20% of total block area

SEASP: Placement of Height

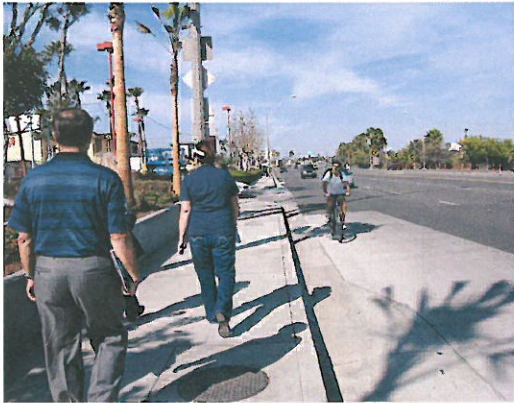
- 1 Story
- 2 Stories
- 3 Stories
- 4 and 5 Stories
- Up to 7 Stories



Streetscapes



Current PCH Experience



PCH Concept



PCH Concept

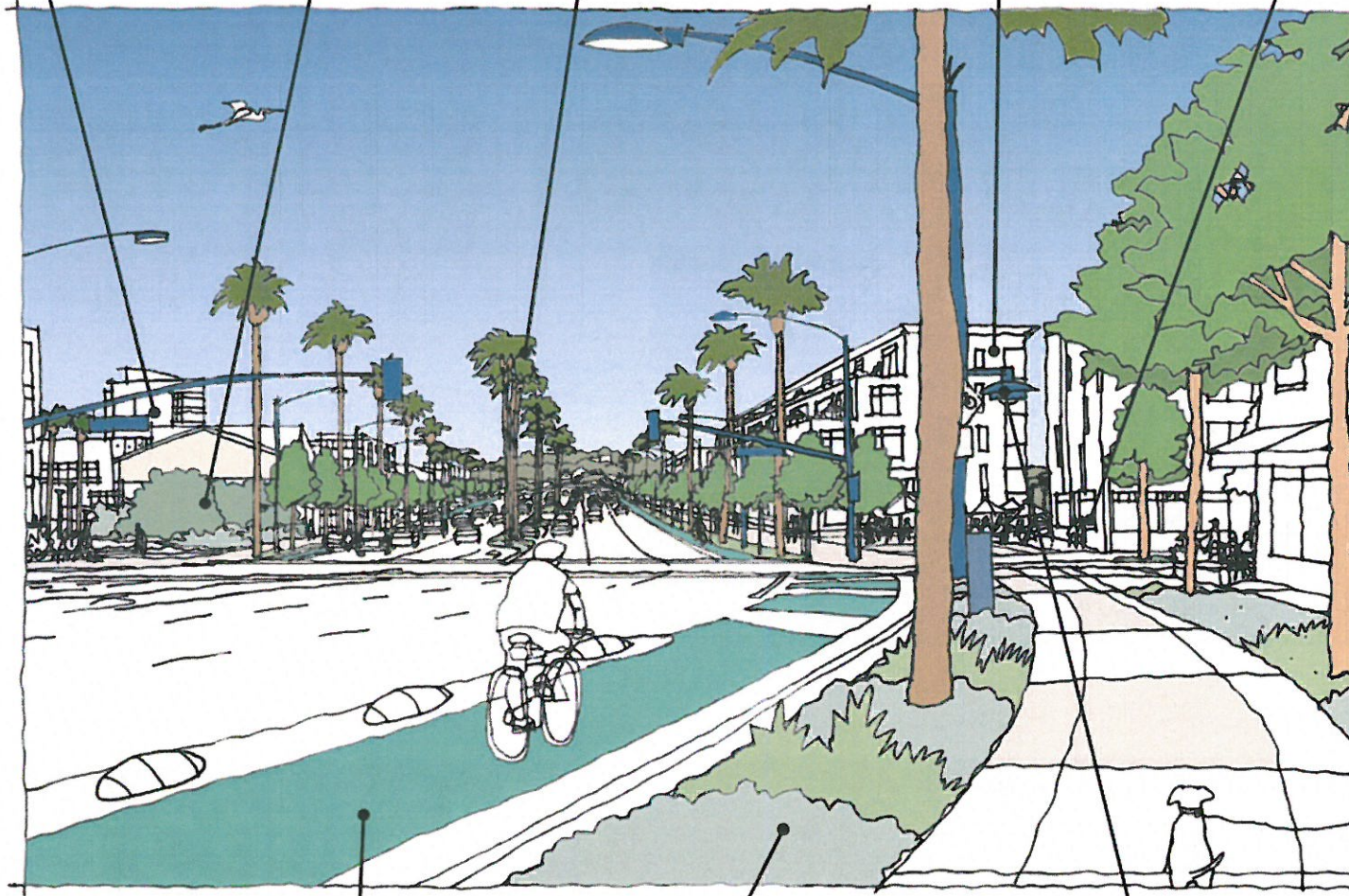
Future development
See Land Plan

Existing swale

PCH Streetscape

Future development

Gateway Feature/Architecture
Example: Corner plaza & framed view



Protected bike lane

Stormwater parkways

Decorative road & pedestrian lights

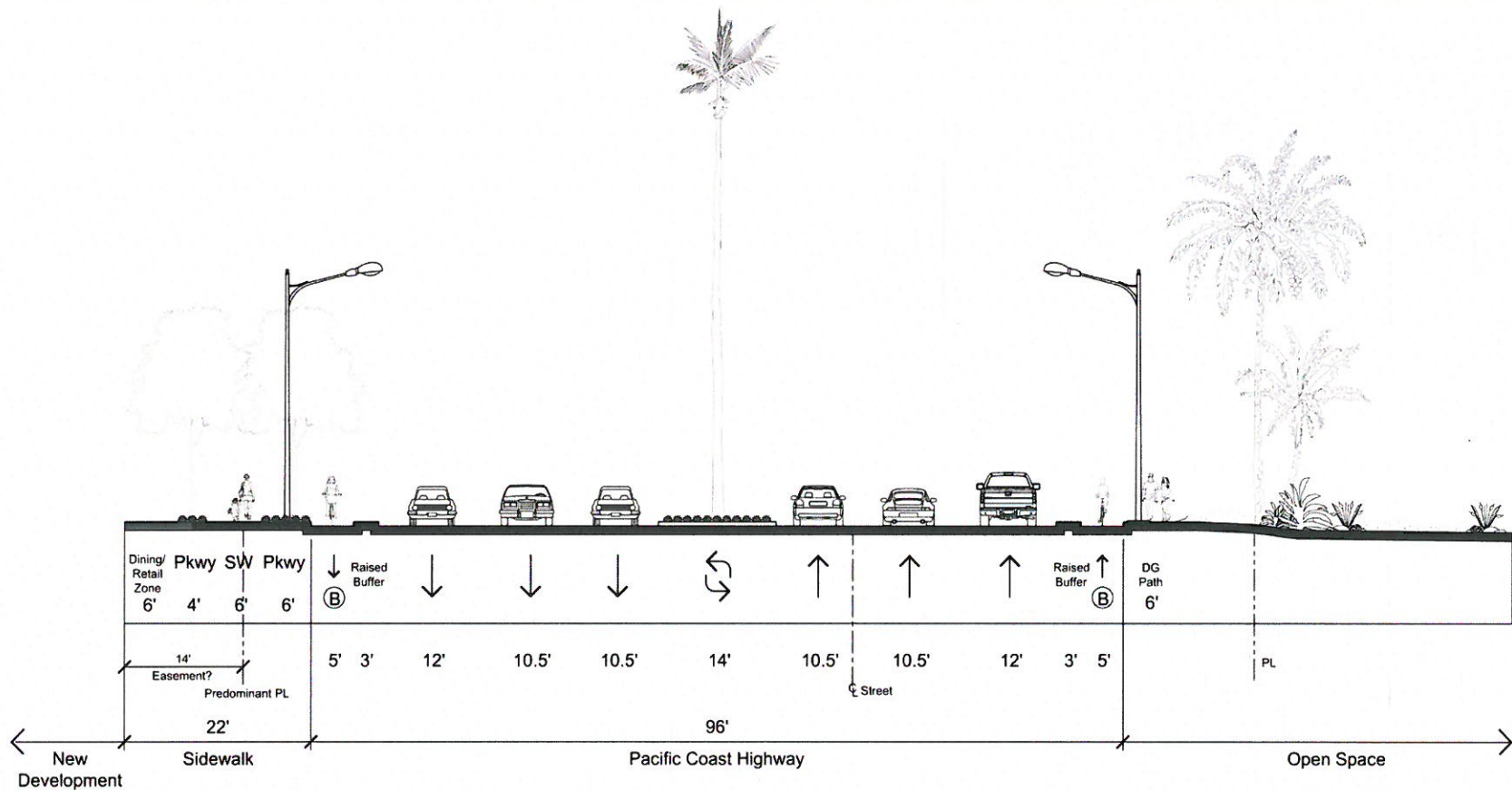
38

Mobility Considerations

- ❖ Priority: Improve circulation and providing attractive alternatives to the car in this active area of town
- ❖ Improvements proposed within existing right-of-way widths
- ❖ New bike lane miles and new mid-block crossing added to increase connectivity
- ❖ SP uses all of the tools available to mitigate impact and improve local circulation
- ❖ Plan cannot solve congestion caused by regional traffic issues (cut through traffic that avoids congested freeways)



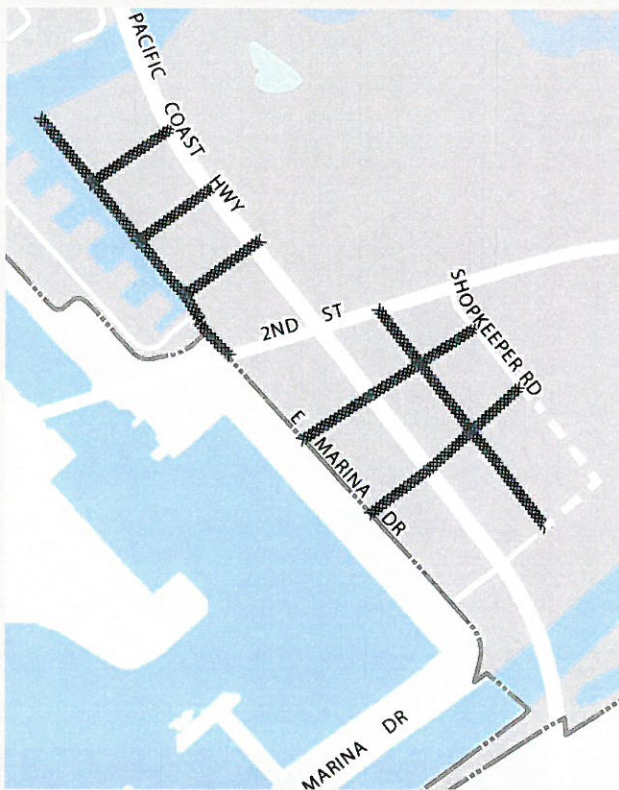
Custom Street Sections



PROPOSED Pacific Coast Highway - Development across from Wetlands
Between 2nd Street and Los Cerritos Channel Looking North

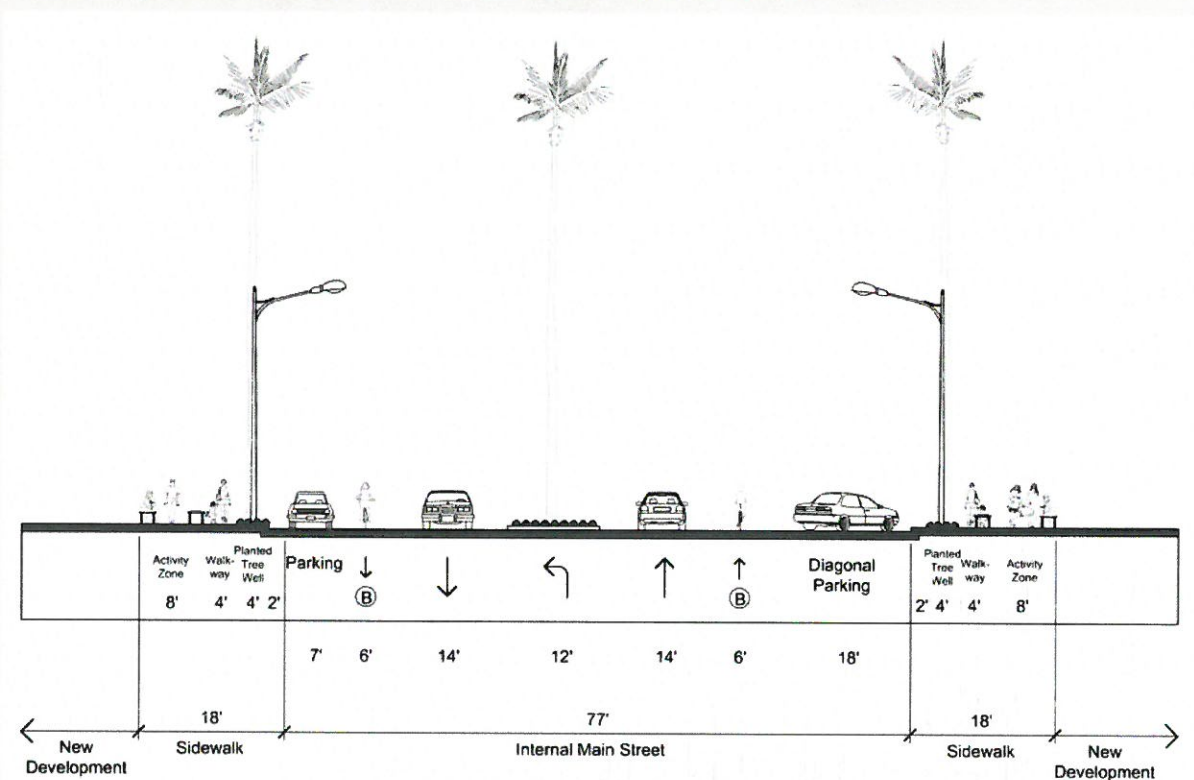
0' 20'

Increased 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.

Shopkeeper Extension



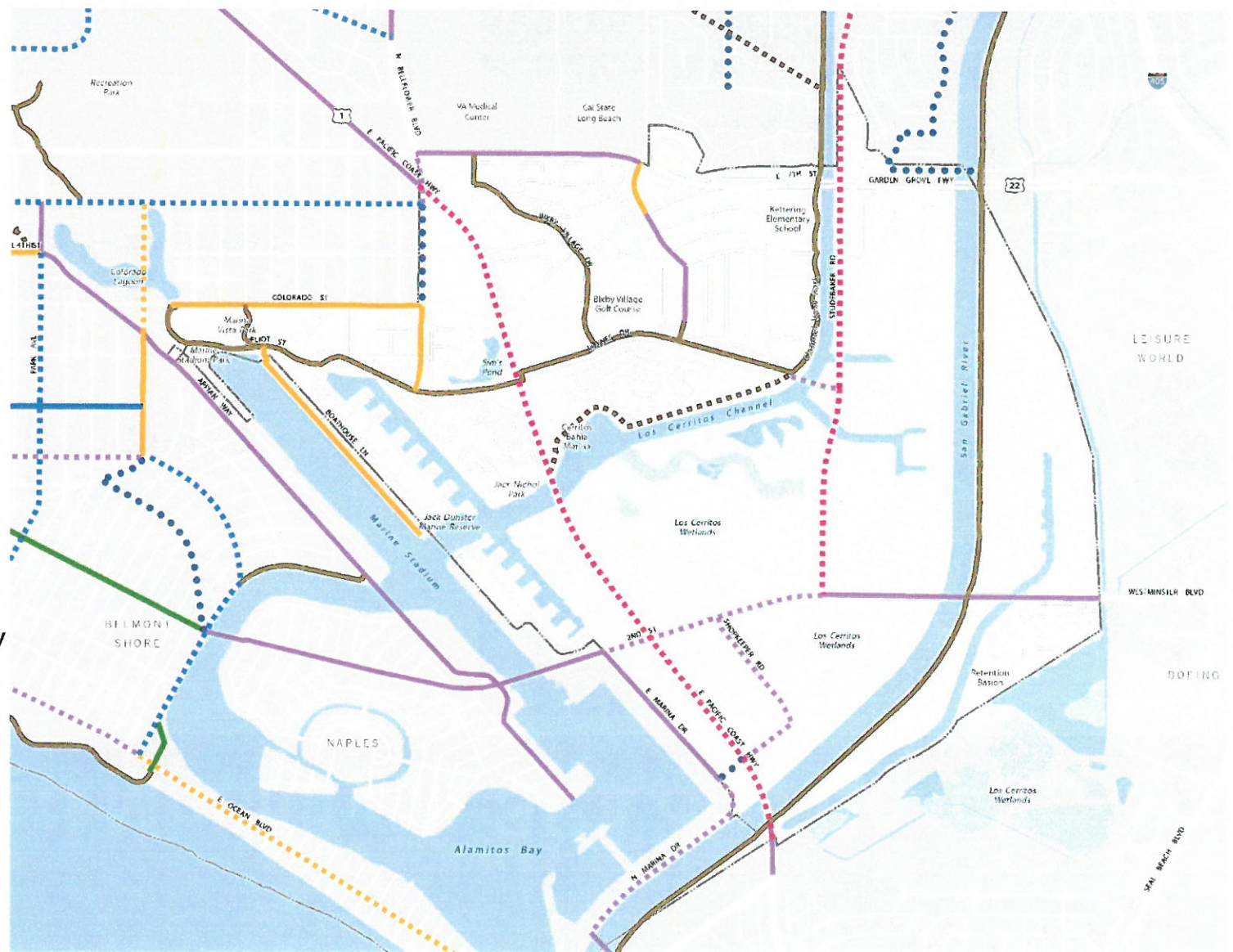
Bicycle Network

Proposed Bicycle Facilities

- ■ ■ ■ Class I Multi-Use Path
- ■ ■ ■ Class II Bike Lane
- ■ ■ ■ Class III Bike Route
- ■ ■ ■ Class IV Cycle Track
- ■ ■ ■ Bike Boulevard
- ■ ■ ■ Shared Green Lane
- ● ● To Be Determined

Existing Bicycle Facilities

- ■ ■ ■ Class I Bike Path
- ■ ■ ■ Class II Bike Lane
- ■ ■ ■ Class III Bike Route
- ■ ■ ■ Bike Boulevard
- ■ ■ ■ Shared Green Lane
- □ □ Specific Plan Boundary
- □ □ City Boundary



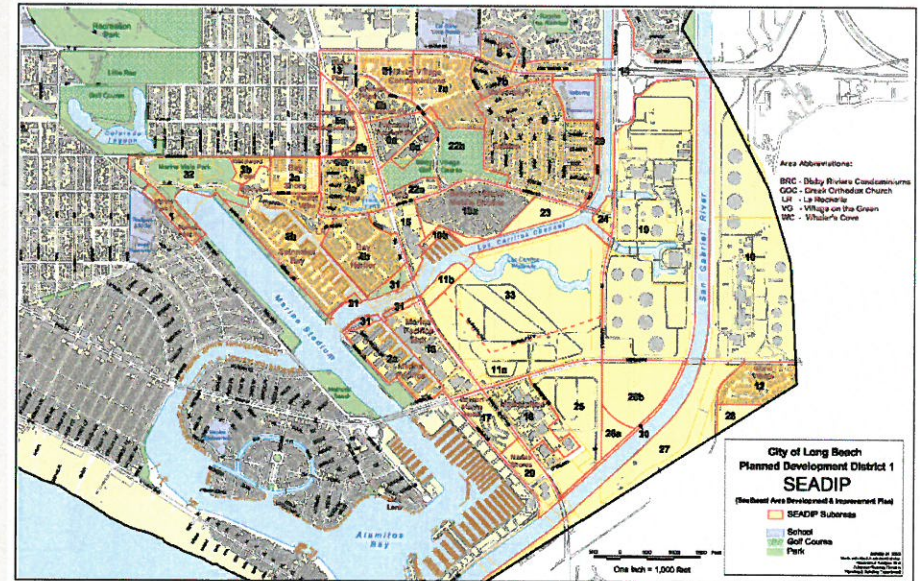
Improved Mobility in SE Long Beach

- ❖ 79% increase in bicycle lane miles
- ❖ 29% increase in pedestrian facilities (6.9 mi)
- ❖ 9% increase in Automotive Facilities (1.9 mi)



How the SP is Different than PD-1

- ❖ Comprehensive strategy (connectivity, placemaking, natural resources, new uses)
- ❖ Increase in residential units, coastal habitat recreation areas
- ❖ Decrease in total allowable commercial square footage (excluding hotels)
- ❖ Emphasis on walkability, complete streets, new enhancements for bikes and pedestrians
- ❖ New architectural, placemaking and design standards



How the SP is Different than PD-1

- ❖ New requirements for public space enhancements and community amenities
- ❖ Bird Friendly Design Standards
- ❖ Plant Palette (native and non-invasive)
- ❖ Custom Street Sections
- ❖ New TDM provisions (rideshare, employer provides transit passes, shared parking)



Next Steps

Environmental

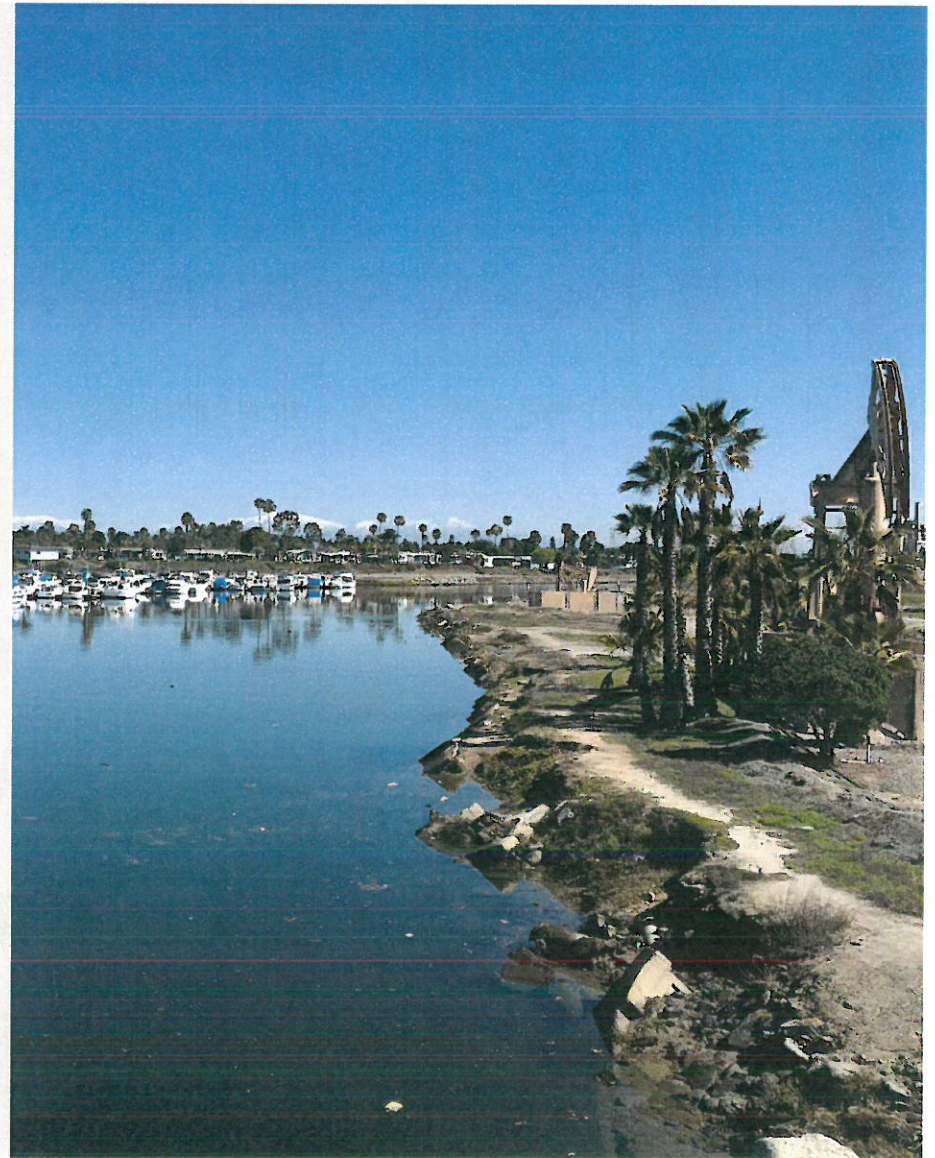
- ❖ Refinements to Response to Comments (if new info from PC)
- ❖ Prepare Findings and SOC (required for City Council action)

Next hearing date

- ❖ June 1st: Planning Commission
- ❖ Summer/Fall: City Council

Additional approvals

- ❖ 2018: Coastal Commission submittal, review and hearings



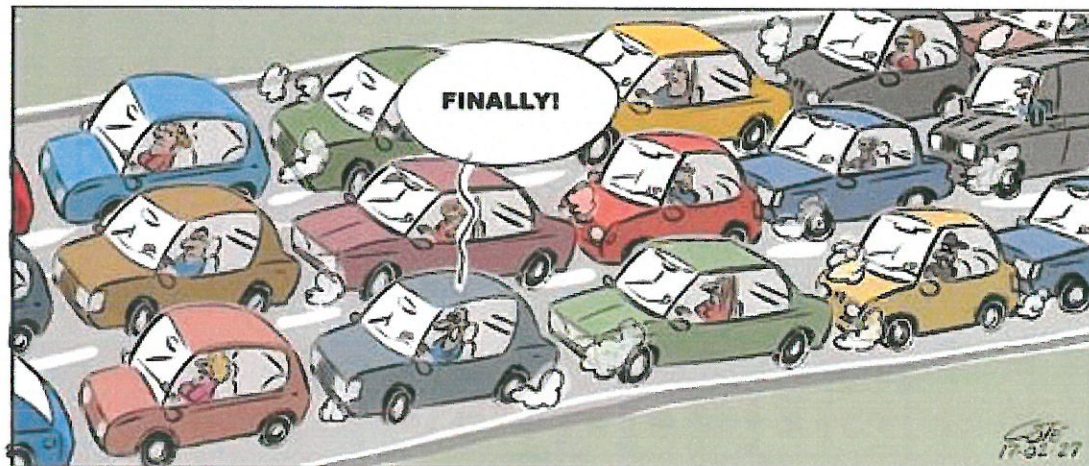
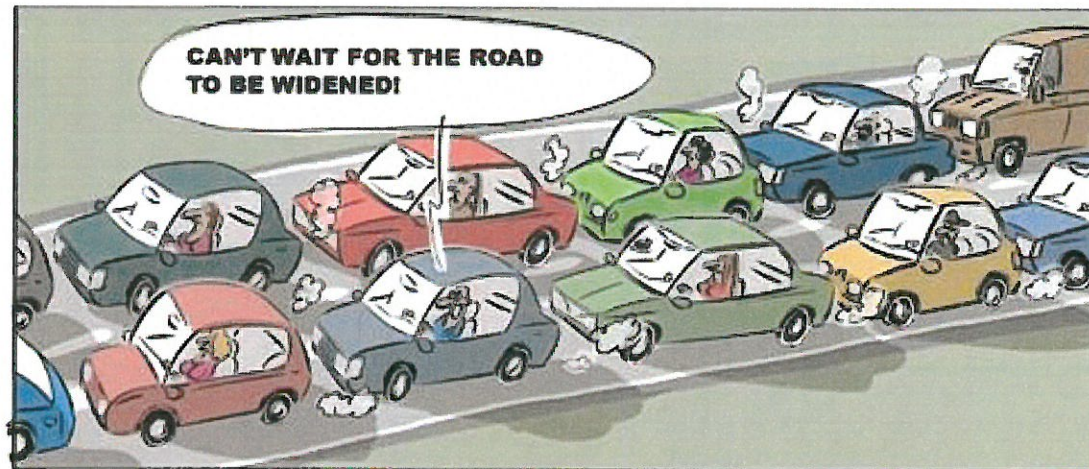


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Planning Commission | May 4, 2017



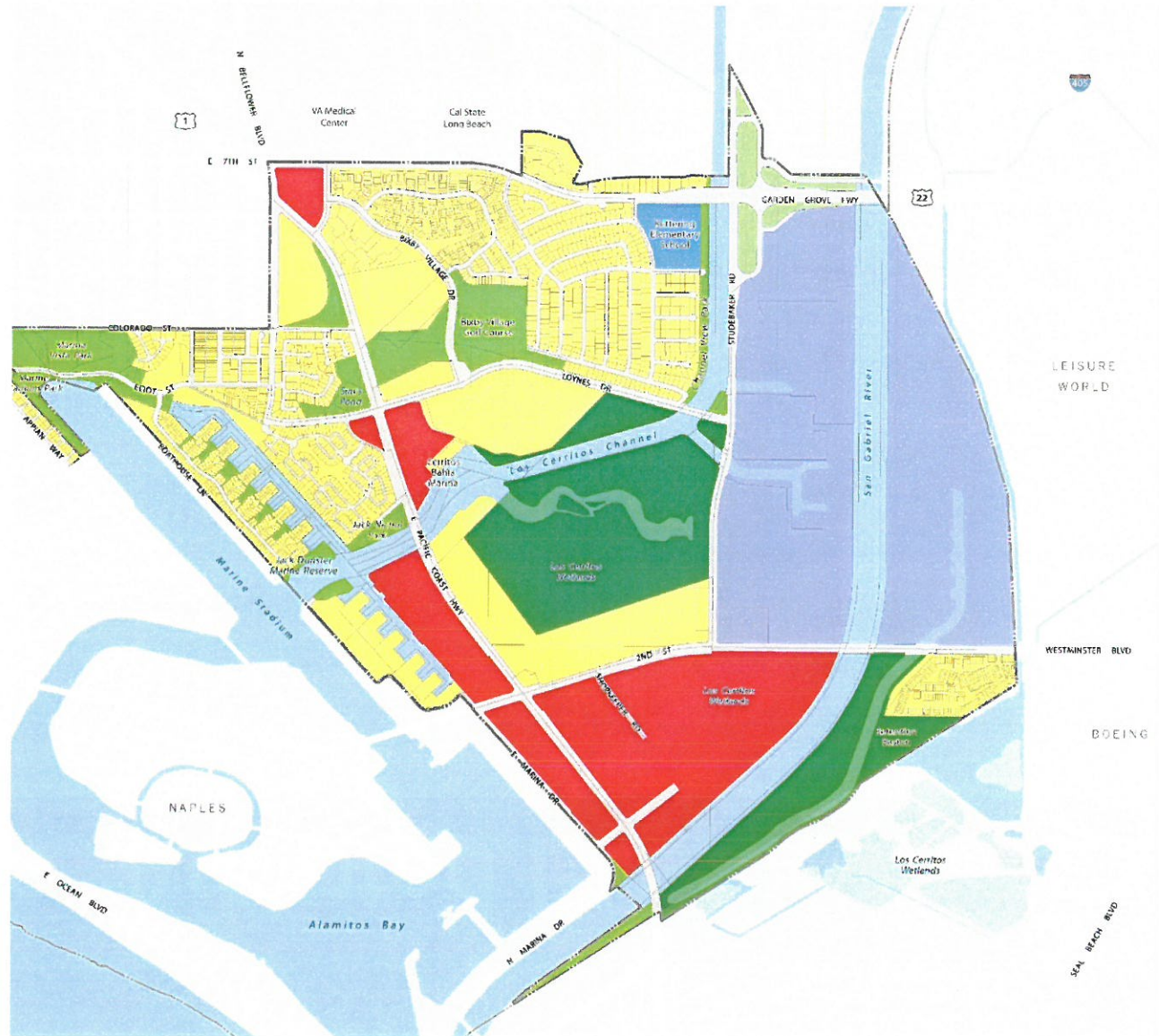
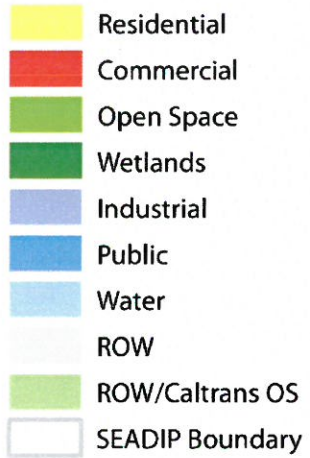
Law of Congestion



Project Area Boundaries



Planned Land Uses (1977 SEADIP)



Projections: Adopted PD-1

- ❖ Dwelling units: 5,499 units
- ❖ Population: 8,743 persons
- ❖ Non-residential sq. ft. : 3,106,610 sq. ft.
 - Commercial, office, industrial, public
- ❖ Hotel Rooms: 375
- ❖ Employees: 5,280

Projections: SEASP

- ❖ 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

Proposed Land Use Designation	Acres	Dwelling Units	Square Footage	Hotel Rooms
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	425
Mobile Homes	33	310	-	0
Multi-Family Residential	117	2,458	-	-
Single Family Residential	187	1,440	-	-
Open Space/Recreation	75	-	4,670	-
Public	20	-	51,301	-
ROW/Caltrans OS	197	-	-	-
Total	1,472	9,518	2,665,052	425
OTHER				
Existing Res and Non-Residential (Fire Station) Converting to Conventional Zoning	9	39	16,693	-

How the SP is Different than PD-1

- ❖ 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

Reduced Intensity Alternative

- ❖ Reduce residential development intensity by 30%
- ❖ Non-residential development intensity by 10%
- ❖ Reduce hotel rooms to 375

Projections: Reduced Intensity Alternative

- ❖ Dwelling units: 6,663 units
- ❖ Population: 10,594 persons
- ❖ Non-residential sq. ft. : 2,398,547 sq. ft.
 - Commercial, office, industrial, public
- ❖ Hotel Rooms: 375
- ❖ Employees: 3,704

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 (compared to existing development)

❖ Must analyze maximum buildout

- Projects could come in at less intensity but CEQA requires an analysis of full buildout (projections)

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

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

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

