

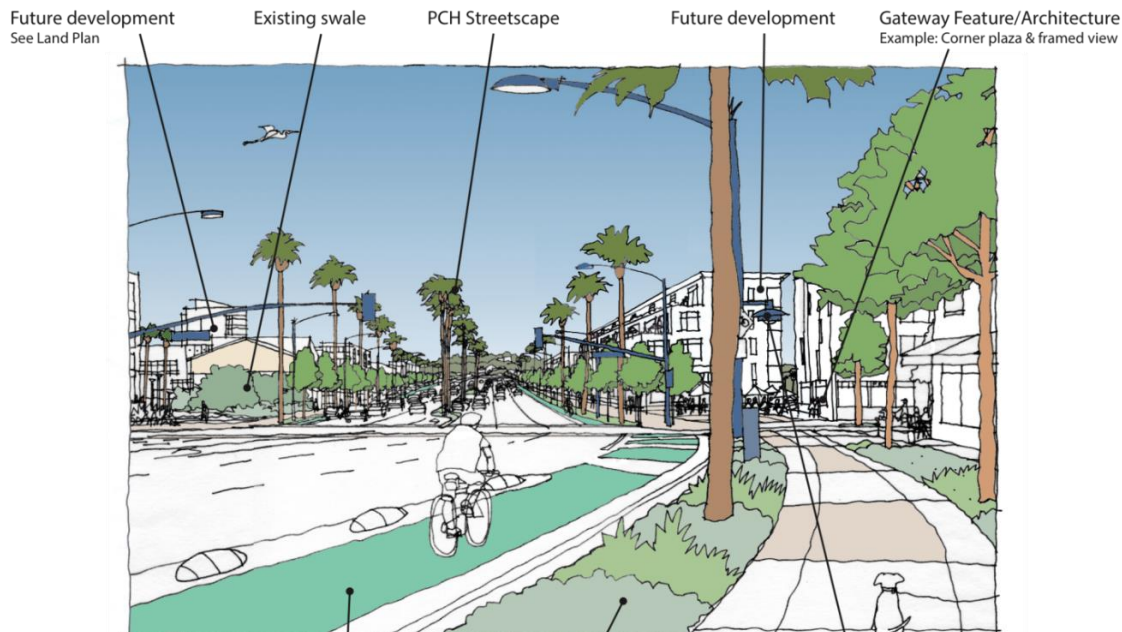
## Southeast Area Specific Plan

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

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

The Specific Plan, a mechanism to achieve a community vision established through a multi-year visioning process, allows for future development within limited areas of change parcels and preservation of existing conditions in all other areas within the Specific Plan boundaries. The Specific Plan will not negatively impact the character, livability or appropriate development of the surrounding area. Within the areas of change underutilized parcels may be redeveloped into dynamic mixed-use environments. This change is consistent with the community vision and conditioned upon strict design standards.

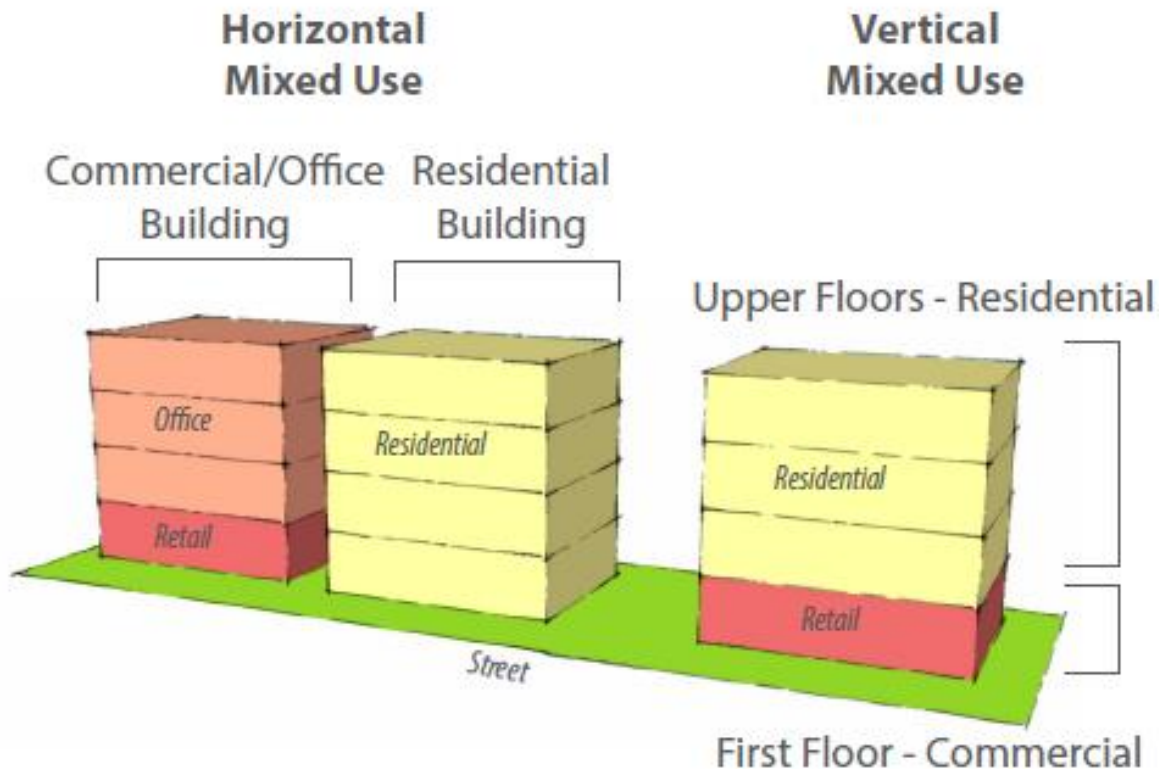
The proposed Specific Plan focuses on specific areas of change along Pacific Coast Highway for both mobility and land use changes. These changes can best be summarized as providing greater flexibility and choice in terms of housing and mobility. The existing PD-1 regulations are typical of 1970s vintage planning: it focuses exclusively on vehicle travel, contains long super blocks, large surface parking lots and segregated land-uses such as exclusively retail blocks and exclusively residential blocks. This land-use development type will still be available to current and future residents but the Specific Plan seeks to introduce additional choices on the areas of change parcels.



The Specific Plan includes truly complete streets where everyone can choose between walking, cycling, using transit, rideshare or private vehicles.

The Specific Plan begins with changes to mobility and the public right-of-way. These changes were a recurring theme in public engagement meetings and have a prominent role in the community vision. The Specific Plan includes a 79 percent increase in bicycle lane miles, a 29 percent increase in pedestrian facilities, the introduction of interior streets to break up long super blocks, as well as a 9 percent increase in automobile lane miles to facilitate improved local circulation. These mobility improvements including typical street cross-sections are included in Chapter 6 of the Specific Plan. All new projects will construct improvements adjacent to their property and pay transportation fees to pay for areawide mobility improvements. The mobility improvements are an important benefit connected to the redevelopment allowed under the Specific Plan.

With the backdrop of these improvements, the community vision becomes possible. The Specific Plan proposes a mix of retail, office, residential and hotel uses on these opportunity sites. This mixed-use development may occur within a single building (vertical mixed use) or within a grouping on buildings on the same site (horizontal mixed use). The result is a more urban mix of uses that allows residents to walk or bike to many destinations such as shopping, dining and recreation.

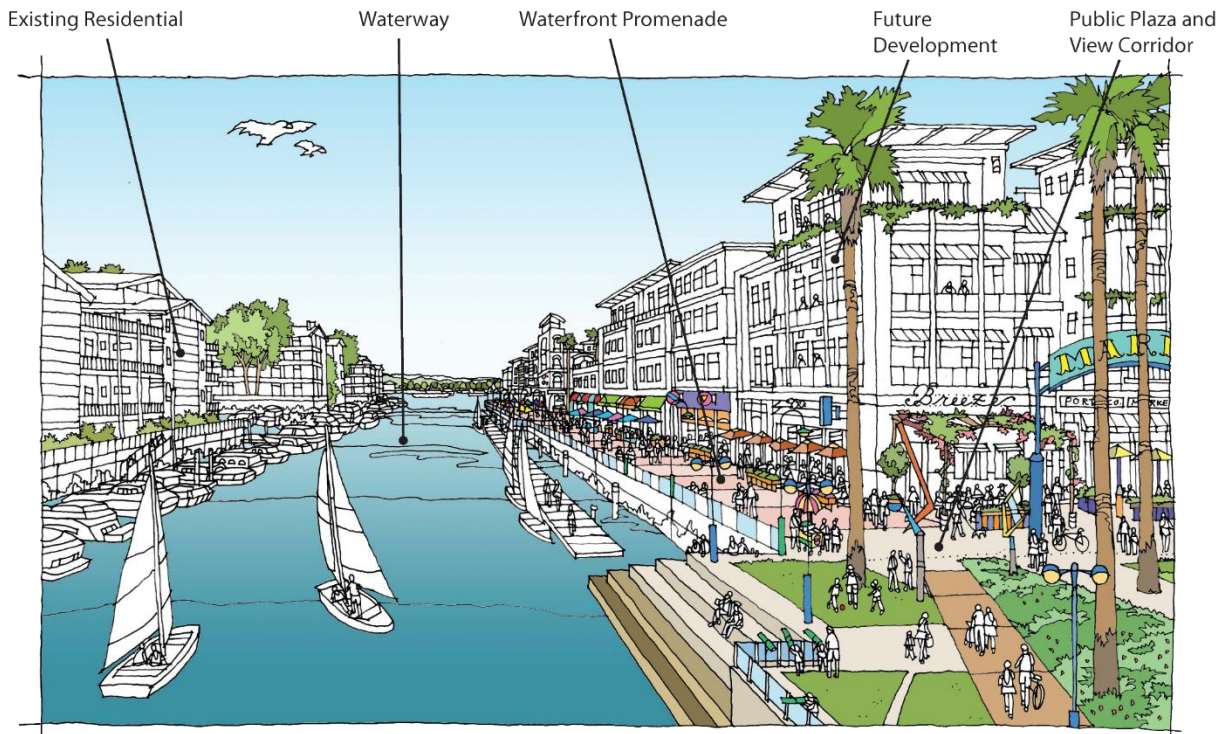


Mixed use comes in many forms but always allows for walkable connections between uses and compact efficient use of land.

The expanded choice in living style proposed in the Specific Plan allows the City to expand its housing supply and for those looking to live in a dynamic mixed-use waterfront environment it provides a great opportunity to call Long Beach home. For those who prefer a more traditional segregated land-use style of living, many such opportunities will remain both within the larger SEASP area and the City at large. All

residents, however, will be able to enjoy the upgraded retail opportunities, the public plazas, gathering spaces, and waterfront activation required on all new development in these areas of change.

The proposed mix of uses, the mobility enhancements and a design sensitivity to the wetland and waterfront context allows future development to create a unique and genuine sense of space and to provide the user, whether a resident, employee or visitor, with a fulfilling experience. This is essential not just to quality of life and sustainability but also to creating an environment where retail can flourish as consumers focus on the experiences of place as shown in the image below.



A mix of uses allow for an activation of waterfront space and enhanced experience for residents and visitors alike

These outcomes, creating a sense of space, public and private amenities and improved mobility are possible not just through changes in use and mobility but because of careful design standards. For example part of a sense of place is an experience of arrival, the Urban Design chapter of the Specific Plan identifies the five major gateways to the SEASP region and mandates consistent signage, gateway building placement, landscape signaling and bird-safe lighting to demarcate those entrances. View of open water and of wetlands are mandated under the Specific Plan's urban design provisions, as are the way grouping of smaller buildings or facades of buildings can help break up blocks and make them feel more pedestrian scale. The Specific Plan even reaches into benches, seating and other street furniture that enhance the pedestrian experience and change our perception of buildings.

It is important to remember that existing regulations, PD-1, do not contain design guidelines however the proposed Specific Plan is centered around high-quality design that meets functional, aesthetic and sustainability goals. These design standards are found within Chapter 7 of the Specific Plan.

The result of this Specific Plan is consistent with the community vision and result in positive change in character to the areas of change. The mobility and design improvements provide an overall improvement in livability and the total amount of development is suitable and proportionate to the Specific Plan area and its setting within the City of Long Beach. A Program Environmental Impact Report (EIR) was prepared to evaluate and address any environmental impacts from the development and buildout of the Specific Plan. All individual projects will be conditioned to comply with the Mitigation Monitoring and Reporting Program (MMRP) of that EIR.

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

SEASP is consistent with the general goals, policies and designations within the City's General Plan. The adopted General Plan Land Use Element identifies the Specific Plan area for mixed-use, residential, institutional, and open-space/recreation uses (LUE map grid 6, 7, 12, and 13). These uses are consistent with the development standards and allowed uses contained within Chapter 5 of the proposed Specific Plan. Land Use Element goals are also advanced by the proposed Specific Plan, including: economic development, new housing construction, and functional transportation (LUE p. 17-19).

SEASP protects natural areas through the Coastal Habitat, Wetlands and Recreation land use category. Stewardship of these areas is facilitated through impact fees on new development within the Specific Plan boundaries. Specific provisions within the plan and mitigation measures in the Program EIR all protect wildlife and enhance habitat. These provisions are consistent with the Open Space Element, including Goals 1.1, 1.2, 1.3, 1.4, 1.5, 2.1, and 4.6.

Implementation of SEASP will result in new housing opportunities for various types of families, consistent with Housing Element Goal 4 of providing increased opportunities for the construction of high-quality housing (HE p. 104). Likewise, SEASP focuses on facilitating live, work and play by foot, bicycle, and transit. These efforts will eliminate vehicle trips and reduce vehicle miles traveled consistent with the City's Air Quality Element (AQE p.7) and the Mobility Element goal of creating an efficient, balanced, multimodal mobility network (ME p. 72).

Within the Coastal Zone portion of SEASP, this action is also consistent with the adopted Local Coastal Program (LCP), as amended. This action concentrates development on existing paved and developed parcels while providing substantial protections to open space habitat and wetland areas. The plan also identifies coastally preferred land uses consistent with the LCP and Coastal Act emphasis on visitor-serving facilities. In addition to these findings, the City has made specific General Plan Consistency findings that are incorporated by reference.