

Appendix A

**Comments Received During the 2016 EIR
Process**

(Directly from the Final EIR Report)

- Appendix A.1 State Agencies Comments**
- Appendix A.2 Local Agencies & Organizations
Comments**
- Appendix A.3 Interested Parties Comments**
- Appendix A.4 Planning Commission Study Session
Comments**
- Appendix A.5 Additional Comments Received
Outside of Public Review Period**
- Appendix A.6 Community Meetings Comments**

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Appendix A

Appendix A.1 State Agencies Comments

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DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
 100 S. MAIN STREET, MS 16
 LOS ANGELES, CA 90012
 PHONE (213) 897-9140
 FAX (213) 897-1337
 www.dot.ca.gov

S-1



*Serious drought.
 Help save water!*

October 14, 2016

Mr. Craig Chalfant
 City of Long Beach
 Development Services/Planning Bureau
 333 West Ocean Blvd. 5th Floor
 Long Beach, CA 90802

RE: General Plan Land Use and Urban Design
 Elements
 Vic. LA-Citywide
 SCH # 2015051054
 GTS # LA-2016-00126AL-DEIR

Dear Mr. Chalfant:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is an update to the City's existing General Plan and is intended to guide growth and future development through the year 2040. The proposed project includes the approval of both the General Plan Land Use Element (LUE) an Urban Design Element (UDE), which would replace the existing LUE and Scenic Routes Element respectively. Although Caltrans did not receive the NOP document, we would like to provide you the following comment.

S-1-1

When the Level of Service (LOS) on the State facilities is "E" or "F" during the peak period, this is an indication that the system is operating at or near capacity. If the related projects are adding trips to an already deficient facility, the existing LOS or Measure of Effectiveness (MOE) should be maintained, per Caltrans' Guide for the Preparation of a Traffic Impact Study.

S-1-2

Before a project is deemed "significant and unavoidable", potential alternative improvements/mitigations should be explored and could include restriping, striping with additional lane, signal upgrade, signal timing adjustment, right-of-way acquisition, additional deceleration/acceleration lane, interchange improvements, off-ramp expansion, freeway widening, and etc. When an impact is identified, those improvements could be implemented through fair share contribution. We understand that funds for larger capital improvements may be difficult to obtain. It would be both agency's responsibility to plan and to seek funding for larger projects.

S-1-3

The proposed project generated traffic would have cumulative traffic impacts on the State Highway System (SHS). The City may want to consider a fair share contribution toward the future improvements at the following locations.

S-1-4



1. Widen the westbound State Route 22 (SR-22) off-ramp at College Park Drive from its current one lane configuration to two lane (approximately 300 feet) approaches to College Park Drive and approximately 150 feet departure at College Park Drive.
2. Maintain the mandatory exclusive right-turn lane for westbound and eastbound approach and install left turn phase signal at Pacific Coast highway (PCH) and 7th Street.
3. Add an exclusive right-turn lane to westbound SR-22 to northbound West Campus Drive by striping.
4. Add a 2nd eastbound left turn lane on SR-22 to northbound Bellflower Blvd. Add a 2nd left turn lane for westbound SR-22 to southbound Bellflower Blvd.
5. Add a westbound right-turn lane on Route 22 to northbound East Campus Drive.

S-1-4

Caltrans would like to collaborate with the City to develop policies that would help to identify improvements and feasible mitigation measures to alleviate traffic congestion on the State facilities as well as on local streets. Caltrans is willing to work with the City to evaluate access management needs and strategies to better manage traffic operations on arterial streets located within close proximity to freeway on/off-ramps, in an effort to reduce traffic backups and friction on the State transportation systems.

S-1-5

To address cumulative significant impacts, if the City does not already have a fee program, Caltrans suggests that the City give consideration to developing a fee program that could be funded by local development project fair share contributions, which would be used to fund improvements on local streets and State facilities. Caltrans is willing to work with the City to develop a list of implementable improvements that would help to alleviate cumulative significant traffic impacts. Caltrans encourages the City to work with neighboring developing cities such as, the City of Signal Hill, City of Seal Beach, City of Carson, etc. to resolve any cumulative significant traffic impacts on the State facilities from other cities' development.

S-1-6

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

S-1-7

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without a storm water management plan.

S-1-8

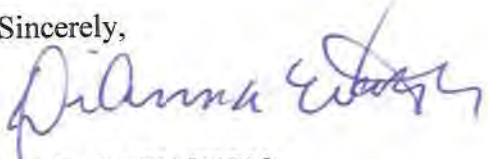
Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

S-1-9

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2016-00126AL.

S-1-10

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: email to Scott Morgan, State Clearinghouse

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CALIFORNIA DEPARTMENT OF TRANSPORTATION- DISTRICT 7

LETTER CODE: S-1

DATE: October 14, 2016

RESPONSE S-1-1

This comment thanks the City of Long Beach (City) for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed project and briefly summarizes the primary project components.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE S-1-2

This comment notes that when the Level of Service (LOS) on State facilities is “E” or “F” during the peak periods; this is an indication that the system is operating at or near capacity. The comment also notes that if the proposed project is adding trips to already deficient facilities, the existing LOS should be maintained per Caltrans’ *Guidance for the Preparation of a Traffic Impact Study*.

This comment does not contain any specific comments or questions about the Draft EIR or analysis therein, but reiterates a Caltrans policy. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE S-1-3

This comment recommends that before a project is deemed to result in “significant and unavoidable” impacts, potential alternative improvements/mitigations should be explored, including restriping, striping with additional lane, signal upgrade, signal timing adjustment, right-of-way acquisition, additional deceleration/acceleration lane, interchange improvements, off-ramp expansion, and freeway widening. The comment goes on to note that when an impact is identified, those improvements could be implemented through fair share contribution. The comment concludes by acknowledging that while it can be difficult to obtain funds for larger capital improvements, it would be the responsibility of both the City and Caltrans to plan and seek funding for larger projects.

The City’s Capital Improvement Program process explores the potential for improving mobility for all roadway users including bicyclists, pedestrians, transit vehicles, truckers, and motorists. This process is ongoing and seeks larger projects that have the potential to benefit many user groups. The City’s goal, as outlined in the General Plan Mobility Element, to reduce traffic impacts by affecting changes in mode choice rather than solely seeking fair share contributions for increasing traffic capacity. However, since future mode choice decisions are difficult to quantify, the City has determined that impacts to traffic may remain significant. The City’s goal,

as outlined in the General Plan Mobility Element, is to reduce traffic impacts by affecting changes in mode choice rather than solely seeking fair share contributions for increasing traffic capacity. However, since future mode choice decisions are difficult to quantify, the City has determined that impacts to traffic may remain significant. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE S-1-4

The comment states that because the proposed project would generate traffic that would result in cumulative impacts on the State Highway System (SHS), the City may want to consider a fair share contribution towards future improvements at the following intersections: (1) widen the westbound State Route 22 (SR-22) off-ramp at College Park Drive from its current one-lane configuration to two-lane (approximately 300 feet) approaches to College Park Drive and an approximately 150 foot departure at College Park Drive, (2) maintain the mandatory exclusive right-turn lane for the westbound and eastbound approaches and install a left-turn phase signal at Pacific Coast Highway (PCH) and 7th Street, (3) add an exclusive right-turn lane to westbound SR-22 to northbound West Campus Drive by striping, (4) add a second eastbound turn lane on SR-22 to northbound Bellflower Boulevard and add a second left-turn lane for westbound SR-22 to southbound Bellflower Boulevard, and (5) add a westbound right-turn lane on SR-22 to northbound East Campus Drive.

As part of the broader effort to address mobility, as described in Response S-1-3 the City will consider roadway improvements including those suggested in the comment. At this time, no established design or program is in place to accept fair-share improvements for the improvements listed in the comment, the implementation of those improvements would require approval from an outside agency, Caltrans, and the implementation of these improvements would be speculative as the exact location and timing of future development is not known. Therefore for CEQA purposes those improvements are not considered and impacts remain significant.

RESPONSE S-1-5

This comment indicates that Caltrans would like to work with the City to develop policies that would identify improvements and feasible mitigation measures to alleviate traffic congestion on the State facilities as well as on local streets. The comment also notes that Caltrans is willing to work with the City to evaluate access management needs and strategies to better manage traffic operations on arterial streets located within close proximity to freeway on/off-ramps, in an effort to reduce traffic backups and friction on State transportation systems.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE S-1-6

This comment indicates that if the City does not already have a fee program, the City should consider developing such a program to be funded by local development project fair share contributions, which would be used to fund improvements on local streets and State facilities. The comment goes on to note that Caltrans is willing to work with the City to develop a list of implementable improvements that would assist in alleviating cumulatively significant traffic impacts. The comment concludes by encouraging the City to work with neighboring cities to resolve cumulatively significant traffic impacts on the State facilities from other cities' development.

The City currently collects a Traffic Impact Fee pursuant to Municipal Code Section 18.17. The update of this fee ordinance and the underlying project list of transportation improvements is not a portion of the project evaluated in the Draft EIR. This comment does not contain any specific comments or questions about the Draft EIR or analysis therein, but offers interagency cooperation to resolve mobility issues. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE S-1-7

This comment is intended to serve as a reminder to the City that any work performed within the State right-of-way will require an Encroachment Permit from Caltrans, and that any modifications to State facilities must meet all mandatory design standards and specifications.

The proposed project is considered a planning/policy action and does not include any physical improvements or construction activities within State right-of-way that would require an Encroachment Permit and would not result in any modifications to State facilities. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through the future environmental review process, impacts with would be minimized and/or avoided, where possible.

RESPONSE S-1-8

This comment notes that stormwater runoff is a sensitive issue for Los Angeles and Ventura Counties, and as such, reminds the City to be mindful to discharge clean runoff. The comment also notes that discharging runoff from the site is not permitted onto State facilities.

As described in the Initial Study prepared for the proposed project (May 2015), although the proposed Land Use Element (LUE) would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, approval of the proposed LUE does not include any physical improvements that would result in impacts related to stormwater. The proposed Urban Design Element (UDE) contains specific goals, policies, and strategies guiding the visual quality and aesthetic character of new development proposed as part of the updated LUE. Similar to the LUE, the UDE does not include any physical improvements

that would result in impacts related to stormwater. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this future environmental review process, impacts with would be minimized and/or avoided, where possible. For these reasons, the proposed project was determined to result in less than significant impacts with respect to stormwater and this topic was not analyzed further in the EIR.

RESPONSE S-1-9

This comment notes that the transportation of heavy construction equipment and/or materials, which require the use of oversized-transport vehicles on State highways, would require a transportation permit from Caltrans. The comment notes that it is Caltrans' recommendation that large size truck trips be limited to off-peak commute periods.

The proposed project is considered a planning/policy action and does not include any physical improvements or construction activities that would require the use of oversized-transport vehicles on State highways. Future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this future project review process, compliance with Caltrans permits, if applicable, will be required.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE S-1-10

This comment provides contact information for the project coordinator at Caltrans should the City have any questions regarding this comment letter.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

November 2, 2016

Craig Chalfant
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Subject: General Plan Land Use and Urban Design Elements
SCH#: 2015051054

Dear Craig Chalfant:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 1, 2016, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

S-2

Attachment 1

SCH# 2015051054
Project Title General Plan Land Use and Urban Design Elements
Lead Agency Long Beach, City of

Type EIR Draft EIR
Description Note: Review Per Lead

The project proposes to update the City's General Plan Land Use Element (LUE) and to adopt a new General Plan Urban Design Element (UDE). The proposed LUE would replace the current 1989 General Plan LUE. Compared to the existing LUE, the proposed updated LUE would introduce the concept of "PlaceTypes," which would replace the current approach of segregating property within the City through traditional land uses designations and zoning classifications. The UDE would be an entirely new element of the City's General Plan. The UDE aims to improve the City's PlaceTypes by creating great places, improving the urban fabric, public spaces, and defining edges, thoroughfares, and corridors.

Lead Agency Contact

Name Craig Chalfant
Agency City of Long Beach
Phone 562 570 6368 **Fax**
email
Address 333 W. Ocean Boulevard, 5th Floor
City Long Beach **State** CA **Zip** 90802

Project Location

County Los Angeles
City Long Beach
Region
Lat / Long
Cross Streets The project includes all areas within the City limits
Parcel No. All areas within City limits
Township **Range** **Section** **Base**

Proximity to:

Highways SR-91, 103, 47, 1
Airports Long Beach Airport
Railways Metro
Waterways Pacific Ocean, POLB, LA River, Alamitos Bay
Schools Multiple
Land Use All areas within City limits and their current land use designations and zoning districts, as outlined in the GP and Zoning Code

Project Issues Air Quality; Coastal Zone; Noise; Population/Housing Balance; Public Services; Schools/Universities; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues; Aesthetic/Visual

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Cal Fire; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Department of Housing and Community Development; Public Utilities Commission

Date Received 09/01/2016 **Start of Review** 09/01/2016 **End of Review** 11/01/2016

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 Help save water!

October 14, 2016

Governor's Office of Planning & Research
 OCT 14 2016
 STATE CLEARINGHOUSE

Mr. Craig Chalfant
 City of Long Beach
 Development Services/Planning Bureau
 333 West Ocean Blvd. 5th Floor
 Long Beach, CA 90802

RE: General Plan Land Use and Urban Design
 Elements
 Vic. LA-Citywide
 SCH # 2015051054
 GTS # LA-2016-00126AL-DEIR

Dear Mr. Chalfant:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project is an update to the City's existing General Plan and is intended to guide growth and future development through the year 2040. The proposed project includes the approval of both the General Plan Land Use Element (LUE) and Urban Design Element (UDE), which would replace the existing LUE and Scenic Routes Element respectively. Although Caltrans did not receive the NOP document, we would like to provide you the following comment.

When the Level of Service (LOS) on the State facilities is "E" or "F" during the peak period, this is an indication that the system is operating at or near capacity. If the related projects are adding trips to an already deficient facility, the existing LOS or Measure of Effectiveness (MOE) should be maintained, per Caltrans' Guide for the Preparation of a Traffic Impact Study.

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The proposed project generated traffic would have cumulative traffic impacts on the State Highway System (SHS). The City may want to consider a fair share contribution toward the future improvements at the following locations.

*"Provide a safe, sustainable, integrated and efficient transportation system
 to enhance California's economy and livability"*

Attachment 2



Mr. Craig Chalfant
 October 14, 2016
 Page 2

1. Widen the westbound State Route 22 (SR-22) off-ramp at College Park Drive from its current one lane configuration to two lane (approximately 300 feet) approaches to College Park Drive and approximately 150 feet departure at College Park Drive.
2. Maintain the mandatory exclusive right-turn lane for westbound and eastbound approach and install left turn phase signal at Pacific Coast highway (PCH) and 7th Street.
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4. Add a 2nd eastbound left turn lane on SR-22 to northbound Bellflower Blvd. Add a 2nd left turn lane for westbound SR-22 to southbound Bellflower Blvd.
5. Add a westbound right-turn lane on Route 22 to northbound East Campus Drive.

Caltrans would like to collaborate with the City to develop policies that would help to identify improvements and feasible mitigation measures to alleviate traffic congestion on the State facilities as well as on local streets. Caltrans is willing to work with the City to evaluate access management needs and strategies to better manage traffic operations on arterial streets located within close proximity to freeway on/off-ramps, in an effort to reduce traffic backups and friction on the State transportation systems.

To address cumulative significant impacts, if the City does not already have a fee program, Caltrans suggests that the City give consideration to developing a fee program that could be funded by local development project fair share contributions, which would be used to fund improvements on local streets and State facilities. Caltrans is willing to work with the City to develop a list of implementable improvements that would help to alleviate cumulative significant traffic impacts. Caltrans encourages the City to work with neighboring developing cities such as, the City of Signal Hill, City of Seal Beach, City of Carson, etc. to resolve any cumulative significant traffic impacts on the State facilities from other cities' development.

Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

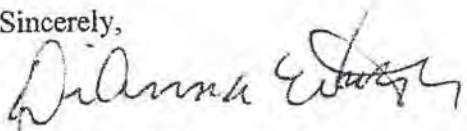
Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without a storm water management plan.

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

Mr. Craig Chalfant
October 14, 2016
Page 3

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to GTS # LA-2016-00126AL.

Sincerely,



DIANNA WATSON
IGR/CEQA Branch Chief

cc: email to Scott Morgan, State Clearinghouse

Attachment 2

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STATE CLEARINGHOUSE AND PLANNING UNIT

LETTER CODE: S-2

DATE: November 2, 2016

RESPONSE S-2-1

This comment indicates that the State Clearinghouse (SCH) has submitted the Draft Environmental Impact Report (EIR) to selected agencies for review. The comment quotes Section 21104(c) of the California Public Resources Code, which states that a responsible agency or another public agency may make substantive comments regarding activities involved on a project which are within an area of expertise of the agency or which are required to be carried out by the approved by the agency. The comment also notes that such comments must be supported by specific documentation. The comment concludes by indicating that these comments must be forwarded for use in the Final EIR and provides contact information should the City of Long Beach (City) have any questions regarding the environmental review process.

Attachment 1 to this letter includes information on the project and the comment letter on the Draft EIR from California Department of Transportation (Caltrans). This letter has been included and responded to within this Final EIR and is referenced as S-1 throughout the document.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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CALIFORNIA COASTAL COMMISSION

South Coast Area Office
 200 Oceangate, Suite 1000
 Long Beach, CA 90802-4302
 (562) 590-5071



November 18, 2016

Craig Chalfant, Senior Planner
 City of Long Beach
 Development Services/Planning Bureau
 333 W. Ocean Boulevard, 5th Floor
 Long Beach, CA 90802

**RE: General Plan Land Use and Urban Design Elements, City of Long Beach
 Comments on Draft Environmental Impact Report (SCH # 2015051054)**

Dear Mr. Chalfant:

In response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the General Plan Land Use and Urban Design Elements update project, Coastal Commission staff concurs that an EIR is necessary and requests that the Final EIR analyze potential impacts to visual resources and public access associated with the proposed changes in land use designations, and consider the potential impacts of sea level rise, especially in the Waterfront PlaceType areas.

Based on a review of the draft Land Use Element and Urban Design Element (Appendix F of the DEIR package), the City may propose major changes to land use designations, as well as zoning regulations that affect permitted height and density of structures within the coastal zone. Such changes will require a major amendment to the City's Local Coastal Program (certified in 1980). Any proposed changes to land use and associated regulations must be reviewed by the Coastal Commission for consistency with the Chapter 3 policies of the Coastal Act.

The Final EIR should analyze the draft Land Use Element and Urban Design Element for consistency with the policies of both the certified LCP and the Coastal Act (including Coastal Act Sections 30210, 30211, 30212, 30220, 30221, 30222, 30223, 30251, and 30253), and provide mitigation or alternatives for any identified impacts to visual resources, public access and recreation, and potential hazards. Specifically Commission staff recommends that the Final EIR analyze the following coastal issues:

- Visual resource and community character impacts associated with proposed height increases of residential structures from one to three stories in some PlaceTypes.
- Visual resource impacts that new development may have on scenic coastal roadways, including views from Ocean Boulevard looking seaward.
- Will changes in Land Use designations and associated requirements encourage or discourage visitor serving uses in the coastal zone? For example, will the updated Land Use Element and

General Plan Land Use and Urban Design Elements, City of Long Beach

Coastal Commission Staff Comments on DEIR

Page 2 of 2

Urban Design Element make it easier or more difficult to change the use of a visitor serving commercial facility such as a bike rental shop or motel to a non-visitor serving use such as an office or residential housing? Please note that the Coastal Act requires that visitor serving uses be given priority in areas popular with coastal visitors. Please note the development policies of the Coastal Act which recommend siting private and public development where it already exists and preserving open space.

S-3-5

- Coastal visitors' ability to access the coast is often dependent on the availability of public parking on public streets. When private development does not provide adequate parking to satisfy demand for a given land use, the effect is often reduced opportunities for public access. Will reduced parking requirements in the coastal zone adversely affect coastal visitors?

S-3-6

- Which hazards and added risk may be associated with zoning changes for specific PlaceTypes within the coastal zone, specifically the Belmont Pool and Pier Complex portion of the Waterfront PlaceType? Should high density, high value, new development be authorized or encouraged in areas likely to experience flooding associated with sea level rise, severe storms, and high tides in the near future?

S-3-7

- Vulnerability of existing and potential future private and public infrastructure to risks associated with sea level rise, severe storms, and high tides, as well as other hazards including earthquakes and liquefaction. Should areas which are identified as vulnerable be zoned to encourage more or less future development?

S-3-8

- Will changes to the Land Use Element and Urban Design Element encourage or discourage private and public development in the coastal zone, which may have the effect of restricting public access to and along the coast, especially if sea level rise, severe storms, and high tides, inundate more of the beach and more roadways more of the time?

S-3-9

Each of the issues identified in this letter, as well as other environmental impacts identified in the Draft EIR, should be analyzed in the context of potential alternative policies. Could adverse impacts to visual resources, potential beach erosion, loss of public access, and risk of damage to public and private infrastructure be reduced or eliminated if policies or land uses were changed?

S-3-10

Please note that the comments provided herein are preliminary in nature. More specific comments may be appropriate as the project develops. Coastal Commission staff requests notification of any future activity associated with this project or related projects. Additionally, the comments contained herein are those of Coastal Commission staff only and should not be construed as representing the opinion of the Coastal Commission itself. Thank you for the opportunity to comment on the Draft EIR.

S-3-11

Sincerely,

Zach Rehm
Coastal Program Analyst

CALIFORNIA COASTAL COMMISSION

LETTER CODE: S-3

DATE: November 18, 2016

RESPONSE S-3-1

This comment is introductory in nature and indicates that the California Coastal Commission (Coastal Commission) concurs that an Environmental Impact Report (EIR) is necessary for the proposed project and requests that the Final EIR analyze potential impacts to visual resources and public access associated with the proposed changes in land use designations, as well as consider the potential impacts of sea level rise, especially in the Waterfront PlaceType. This comment also indicates that based upon the major land use changes proposed by the project, the City of Long Beach (City) will require a major amendment to its Local Coastal Program (LCP) (1980). The comment concludes by asserting that such changes must be reviewed by the Coastal Commission for consistency with policies included in Chapter 3 of the California Coastal Act (Coastal Act).

Impacts of the proposed project with respect to visual resources are addressed in Section 4.1, Aesthetics, of the Draft EIR. As discussed in this section of the Draft EIR, new development envisioned as part of the proposed project would alter the existing visual character of the planning area and may impede existing scenic views; however, such impacts would be less than significant because new development would be consistent with goals, policies, strategies, and development standards in the Urban Design Element (UDE). Future projects would also undergo site plan and environmental review processes to ensure consistency with the City's design requirements and identify visual impacts and prescribe mitigation, where necessary.

Impacts with respect to public access are addressed in Section 4.4, Land Use and Planning. As described on Page 4.4-22 of this section, "the proposed project would maintain public access by promoting improvements to existing and new pedestrian and bicycle pathways leading to the coast." For example, the proposed UDE includes Policy UD 28-1, which aims to improve public access to the marinas and waterfront. The UDE also includes Policy UD 28-2, which encourages lower density development close to waterfront areas to minimize impacts associated with new development adjacent to the coastline.

Although the proposed project is a planning/policy action and does not include any physical developments that would be subject to potential impacts with respect to sea level rise, one of the primary goals of the project is to reduce vehicle miles traveled and associated greenhouse gas emissions by promoting compact development and sustainable development practices to reduce risks associated with climate change and rising sea levels. The proposed LUE also includes LU Policy 2-2, which is aimed at ensuring that long-range planning processes consider potential impacts of sea level rise and propose mitigation measures. Additionally, impacts with respect to climate change and sea level rise are addressed in Section 4.3, Global Climate Change, of the Draft EIR. Furthermore, future individual projects (including those within the Waterfront PlaceType) would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this environmental review

process, impacts with respect to sea level rise would be minimized and/or avoided, where possible.

The City acknowledges that future updates/amendments to the City's LCP would be required at the time individual applications for development within the City's Coastal Zone are proposed, if such projects were determined to be inconsistent with the adopted LCP. Future LCP amendments are discussed on Pages 4.4-29 and 4.4-30 of Section 4.4, Land Use and Planning, in the Draft EIR, which concludes that approval of future LCP updates and amendments would reduce potential inconsistencies with the City's LCP to a less than significant level.

In addition, as described in Common Response 1, the City will be embarking on a 5-year implementation program that includes updates to the zoning code (refer to Project Design Feature 4.4.1). Any zoning changes which impact properties or development standards within the Coastal Zone will be submitted to the Coastal Commission for review consistent with the Coastal Act and the certified City of Long Beach LCP.

RESPONSE S-3-2

This comment suggests that the Final EIR analyze the proposed project for consistency with the policies of the certified LCP and the Coastal Act and provide mitigation or alternatives for any identified impacts to visual resources, public access and recreation, and potential hazards.

The proposed project is General Plan Element Amendment and the EIR is a programmatic level document. It is intended that future projects could tier off of this document but that project-specific impacts, including impacts to visual resources, public access and recreation, and potential hazards, would be evaluated on a project-by-project basis as projects are proposed. Furthermore, development within the Coastal Zone requires specific entitlements, such as a Coastal Development Permit, which undergo an additional analysis for conformity with LCP and Coastal Act policies. Therefore, future projects within the Coastal Zone would be evaluated to ensure consistency with the City's LCP and the Coastal Act.

A policy consistency analysis outlining the proposed project's consistency with applicable policies of the Coastal Act is included in Table 4.4.A, Coastal Act Consistency Analysis, of Section 4.4, Land Use and Planning, of the Draft EIR. As detailed throughout Table 4.4.A, the proposed project was determined to be consistent with the Coastal Act because the project improve connectivity to enhance public accessibility to the coast, preserve existing and would promote new visitor-serving facilities, maintain recreational areas along the coastline, minimize impacts to marine species, preserve biological productivity within the Coastal Zone, would preserve existing environmentally sensitive habitats, minimize impacts to the scenic and visual qualities of the coastal areas, reduce adverse impacts on existing communities within the Coastal Zone, and would not result in hazardous development along the coast.

Section 4.4, Land Use and Planning, of the Draft EIR also includes an analysis of the project's consistency with the City's LCP. As previously stated in Response S-3-1, the City acknowledges that future updates/amendments to the City's LCP would be required at the time individual applications for development within the City's Coastal Zone are proposed, if such projects were determined to be inconsistent with the adopted LUE. Future LCP amendments are discussed on

Pages 4.4-29 and 4.4-30 of Section 4.4, Land Use and Planning, in the Draft EIR, which concludes that approval of future LCP updates and amendments would reduce potential inconsistencies with the City's LCP to a less than significant level.

Refer to Response S-3-2 for further discussion regarding impacts to visual resources, and public access. New development implemented under the proposed project would result in less than significant impacts with respect to visual resources and public accessibility to the coast, and no mitigation would be required.

Future individual projects would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this environmental review process, project-specific impacts with respect to potential hazards would be minimized and/or avoided, where possible.

RESPONSE S-3-3

This comment requests that the Final EIR analyze impacts with respect to visual resources and community character as a result of the proposed height increases of residential structures from one to three stories in some PlaceTypes.

Refer to Response S-3-1, above, for further discussion related to project impacts with respect to visual resources. Impacts of the proposed project with respect to community character as a result of the proposed height increases are addressed in Section 4.1, Aesthetics, of the Draft EIR. As discussed in this section of the Draft EIR, project impacts with respect to community character would be less than significant, and no mitigation would be required. The proposed project is considered a planning/policy action and does not include any physical improvements or construction activities that would result in impacts to visual resources or community character. Future individual projects resulting from the approval of the proposed project would be subject to separate site plan review and environmental review on a project-specific basis, in accordance with City policy and the provisions of CEQA and the *State CEQA Guidelines*. Through the site plan review and the local coastal development permit process, the City would ensure that all future development would be consistent with the City's design requirements, including those outlined in the proposed UDE, and would ensure consistency with the visual character of existing development within the City. Further, the LUE and UDE would incorporate goals, policies, strategies, and recommendations intended to avoid, reduce, offset, or otherwise minimize potential adverse impacts to the overall visual character associated with new development envisioned under the proposed project. Through the environmental review process, impacts with respect to visual resources and community character would be minimized and/or avoided, where possible. Additionally, the City is proposing a number of height changes in response to public comments on the project, which are summarized in Section 3.0, Errata, of this Final EIR.

RESPONSE S-3-4

This comment requests that the Final EIR analyze impacts with respect to visual resources that new development may have on scenic coastal roadways, including views from Ocean Boulevard looking seaward.

Impacts of the proposed project with respect to visual resources, including those associated with height increases proposed along Ocean Boulevard (see Page 4.1-32), are addressed in Section 4.1, Aesthetics, of the Draft EIR. As discussed on Page 4.1-31, the 240-foot-height limitation proposed along Ocean Boulevard in the Downtown area would result in development that would be of similar heights to existing buildings in this area. While the proposed project would also result in height increases along Ocean Boulevard in areas other than Downtown Long Beach, the project includes goals, policies, and implementation strategies aimed at improving the aesthetic character of new and existing development. Therefore, because existing buildings along Ocean Boulevard in the Downtown area are developed at greater heights than other areas of the City, and because the project includes aesthetic improvements (including but not limited to façade improvements, implementation of pedestrian lighting, ornamental landscaping, encouragement of mixed building forms, and the integration of public art to enhance streetscapes and building fronts) guiding new development facilitated by the project, the overall visual character of new development would be improved following project implementation.

In addition, future individual projects resulting from the approval of the proposed project would also be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Through this environmental review process, impacts with respect to visual resources along would be minimized and/or avoided, where possible. Furthermore, it should be noted that Ocean Boulevard is not an officially designated scenic roadway, and therefore, view protections along this roadway are not required or applicable to the project.

RESPONSE S-3-5

This comment requests that the Final EIR analyze impacts with respect to the proposed land use changes and their impacts on encouraging/discouraging visitor-serving uses in the coastal zone. This comment also notes that the Coastal Act requires that visitor-serving uses be given priority in coastal areas.

Impacts of the proposed project with respect to land use changes are addressed in Section 4.4, Land Use and Planning, of the Draft EIR. As described in this section, the proposed project includes LU Policy 7-1, which encourages the City to work with the community to reinvigorate the Belmont area, provide new connectivity to adjoining neighborhoods, and increase visitor-serving amenities. The proposed project would also encourage the preservation of existing and the creation of new, visitor-serving uses within the Coastal Zone (Page 4.4-25). Therefore, the proposed project would not discourage visitor-serving uses in the Coastal Zone, but rather, would promote visitor-serving facilities.

RESPONSE S-3-6

This comment requests that the Final EIR analyze impacts with respect to the proposed project's demand for parking and its effect on reduced opportunities for public access. The comment also questions if reduced parking access in the coastal zone would adversely affect coastal visitors.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the loss of parking is no longer considered an environmental impact under CEQA. However, the proposed LUE does outline parking guidelines for each of the proposed PlaceTypes to ensure that new development envisioned under the project would provide adequate parking. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE S-3-7

This comment requests that the Final EIR analyze impacts with respect to the proposed project's potential to increase hazards within the coastal zone, specifically near the Belmont Pool and Pier Complex area in the Waterfront PlaceType. The comment also asks if high-density, high value, new development areas were to be authorized in the Coastal Zone, and if these areas would be subject to increased flooding as a result of sea level rise, severe storms, and high tides in the near future.

The proposed project's impacts with respect to the introduction of new hazardous development within the Coastal Zone (CCA 30250([b])) are addressed in Section 4.4, Land Use and Planning, of the Draft EIR. As described on Page 4.4-25, the proposed project includes the proposed Neo-Industrial PlaceType that would allow for small-scale industrial and related commercial activities and would serve as a buffer between existing residential and industrial developments (refer to Policy LU 6-2 and Policies UD 24-3, 24-8, and 25-1). Therefore, the proposed project would locate industrial uses away from existing developed areas and would not result in hazardous industrial development in the Coastal Zone.

In addition, although the proposed project is a planning/policy action and does not include any physical developments that would be subject to potential impacts with respect to sea level rise, one of the primary goals of the project is to reduce vehicle miles traveled and associated greenhouse gas emissions by promoting compact development and sustainable development practices to reduce risks associated with climate change and rising sea levels. The proposed LUE also includes LU Policy 2-2, which is aimed at ensuring that long-range planning processes consider potential impacts of sea level rise and propose mitigation measures. Additionally, impacts with respect to climate change and sea level rise are addressed in Section 4.3, Global Climate Change, of the Draft EIR. Future individual projects (including those within the Waterfront PlaceType near the Belmont Pool and Pier area) would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this environmental review process, impacts with respect to increased flooding as a result of sea level rise, severe storms, and high tides, would be minimized and/or avoided, where possible.

RESPONSE S-3-8

This comment requests that the Final EIR analyze impacts with respect to the vulnerability of existing and future private and public infrastructure to risks associated with sea level rise, severe storms, and high tides, as well as other hazards including earthquakes and liquefactions. The

comment asks if areas identified as being vulnerable to liquefaction should be zoned to encourage more or less future development.

The proposed project is considered a planning/policy action and does not include any physical improvements or construction activities. Future individual projects would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified including any development within a liquefaction zone. Through this environmental review process, impacts with respect to increased flooding as a result of sea level rise, severe storms, and high tides and impacts with respect to earthquakes and liquefaction would be minimized and/or avoided, where possible.

RESPONSE S-3-9

This comment asks if the proposed project would encourage or discourage private and public development in the Coastal Zone, which could restrict public access to and along the coast, particularly if sea level rise, severe storms, and high tides inundate more of the beach and roadways.

Refer to Response S-3-5 regarding whether or not the proposed project would encourage or discourage development within the Coastal Zone and Response S-3-6 regarding public access to the Coastal Zone.

RESPONSE S-3-10

This comment opines that each of the issues identified in this letter be analyzed in the context of potential alternative policies and questions if adverse impacts to visual resources, potential beach erosion loss of public access, and risk of damage to public and private infrastructure be reduced or eliminated if policies or land uses were changed under the project.

Refer to Responses S-3-3 through S-3-9 above for further discussion related to the project's impacts with respect to impacts related to visual resources, beach erosion, and loss of public access. The proposed project is considered a planning/policy action and does not include any physical improvements or construction activities. Future individual projects would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this environmental review process, impacts with respect to damage to public and private infrastructure would be minimized and/or avoided, where possible.

RESPONSE S-3-11

This comment indicates that the comments outlined in this letter are preliminary in nature and that more specific comments may be identified as the project develops. The Coastal Commission requests notification of any activity associated with this project or related projects. The comment

concludes that the comments outlined in this letter are representative of the Coastal Commission staff and not the Coastal Commission itself.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Appendix A

Appendix A.2 Local Agencies & Organizations Comments

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Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

October 31, 2016

Craig Chalfant, Senior Planner
City of Long Beach
Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802

RE: Notice of Availability of a Draft Environmental Impact Report for the Long Beach General Plan Land Use and Urban Design Elements Project

Dear Mr. Chalfant,

Thank you for the opportunity to comment on the proposed Long Beach General Plan Land Use and Urban Design Elements Project (Plan). This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

L-1-1

Project Description

The proposed project is an update to the City's existing General Plan and is intended to guide growth and future development through the year 2040. The proposed project includes the approval of both the General Plan Land Use Element (LUE) and Urban Design Element (UDE), which would replace the existing LUE and Scenic Routes Element, respectively.

L-1-2

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. The proposed UDE would define the physical aspects of the urban environment and would enhance the PlaceTypes established in the proposed LUE by creating great places, improving the urban fabric and public spaces, and defining edges, thoroughfares, and corridors.

Metro Comments

Rail Operations

The Metro Blue Line light rail traverses the Plan area and currently operates weekday peak service as often as every five minutes in both directions; trains may operate, in and out of revenue service, 24 hours a day, seven days a week, in the right-of-way (ROW). Metro has an Adjacent Construction Design Manual (attached) that describes Metro's development project review process and considerations for project siting as it relates to Metro facilities. Metro suggests that the City of Long Beach include policy language or guidance in the Plan that clearly denotes development occurring within one hundred (100) feet of a Metro facility will require Metro review and approval, including

L-1-3



compliance with Metro's Development Guidelines. Metro also strongly recommends that the Plan include a minimum five (5) foot setback from the Metro ROW to assure that property owners can maintain their property without entering Metro property. Further, provisions for transit priority treatments should be considered to make future developments welcoming to transit access.

↑ L-1-3

L-1-4

It is noted that current Blue Line performance and operation in the street-run sections within the City of Long Beach is negatively impacted by the City's existing traffic control system, which Metro has provided capital call funding to upgrade. Anticipated to be implemented in 2017, the new traffic control system will include a transit priority feature that allows for significant travel time improvement to Metro light rail transit (LRT) operations. Metro would like to work with the City of Long Beach to establish a Light Rail Transit Service Standard for all street-run LRT operations within the City once the traffic controller upgrade is completed. Such a standard would ensure future development along the rail corridor would not compromise traffic control or create adverse operating conditions for the LRT. Metro recommends that the Plan include language amenable to creating a Transit Service Standard for all street-run operations of the Blue Line under the new traffic control system. Metro welcomes the opportunity to collaborate and meet with the City as necessary to ensure the development and implementation of an effective and efficient Light Rail Transit Service Standard.

L-1-5

Bus Operations

Metro bus lines 60 and 232 operate within the Plan area. Metro has standard language that relates to construction activity adjacent to bus transit facilities, which includes maintaining existing Metro bus stops and layover zones. Metro recommends that the Plan include language that informs future development activity within the Plan area of Metro's notification procedures and considerations for projects located in close proximity to a Metro facility that may impact Metro bus operations.

L-1-6

Active Transportation and Transit Orientation

The Plan has various policies in place that support active transportation and multi-modalism. Metro would like to be included in all planning and implementation matters regarding bike lane infrastructure in and around our LRT operations so as to optimize operation conditions for the Metro Blue Line as well as buses and cars, and safety for cyclists and pedestrians. Metro strongly advises that the City incorporate policies encouraging transit-supportive public realm improvements, such as wide sidewalks, bus shelters, comfortable seating, pedestrian-scaled lighting, landscaping (i.e., street trees that provide continuous shade along transit access routes); way-finding signage (directing pedestrians to transit stops and stations, and from transit facilities to points of interest in the surrounding neighborhood); and enhanced, ADA-compliant street crossing elements adjacent to transit stops and stations (i.e., enhanced crosswalks, crossing signals, and accessible ramps).

L-1-7

Metro looks forward to continuing to collaborate with the City to effectuate policies and implementation activities that promote transit supportive communities and reduce pedestrian/bike and bus conflicts.

L-1-8

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. Metro looks forward to reviewing the Final EIR. Please send it to the following address:

**Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952**

Sincerely,

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke extending to the right.

Elizabeth Carvajal
Sr. Manager, Transportation Planning

Attachments: Adjacent Construction Design Manual

ADJACENT CONSTRUCTION DESIGN MANUAL

1.0 INTRODUCTION

- 1.1 Parties planning construction over, under or adjacent to a Metropolitan Transportation Authority (MTA) facility or structure are advised to submit for review seven (7) copies of their drawings and four (4) copies of their calculations showing the relationship between their project and the MTA facilities, for MTA review. The purpose of the MTA review is to reduce the chance of conflict, damage, and unnecessary remedial measures for both MTA and the parties. Parties are defined as developers, agencies, municipalities, property owners or similar organizations proposing to perform or sponsor construction work near MTA facilities.
- 1.2 Sufficient drawings and details shall be submitted at each level of completion such as Preliminary, In-Progress, Pre-final and Final, etc. to facilitate the review of the effects that the proposed project may or may not have on the MTA facilities. An MTA review requires internal circulation of the construction drawings to concerned departments (usually includes Construction, Operations, Maintenance, and Real Estate). Parties shall be responsible for all costs related to drawing reviews by MTA. MTA costs shall be based upon the actual hours taken for review at the hourly rate of pay plus overhead charges. Drawings normally required for review are:
- A. Site Plan
 - B. Drainage Area Maps and Drainage Calculations
 - C. Architectural drawings
 - D. Structural drawings and calculations
 - E. Civil Drawings
 - F. Utility Drawings
 - G. Sections showing Foundations and MTA Structures
 - H. Column Load Tables
 - I. Pertinent Drawings and calculations detailing an impact on MTA facilities
 - J. A copy of the Geotechnical Report.
 - K. Construction zone traffic safety and detour plans: Provide and regulate positive traffic guidance and definition for vehicular and pedestrian traffic adjacent to the construction site to ensure traffic safety and reduce adverse traffic circulation impact.
 - L. Drawings and calculations should be sent to:

MTA Third Party Administration (Permits Administration)
Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Los Angeles, California 90012

Attach-
ment 1

- 1.3 If uncertainty exists on the possible impacts a project may have on the MTA facilities, and before submitting a formal letter requesting a review of a construction project adjacent to the Metro System, the party or his agent may contact the MTA Third Party Administrator (Permits). The Party shall review the complexity of the project, and receive an informal evaluation of the amount of detail required for the MTA review. In those cases, whereby it appears the project will present no risk to MTA, the Third Party Administrator (Permits) shall immediately route the design documents to Construction, Operations, Maintenance, and Real Estate departments for a preliminary evaluation. If it is then confirmed that MTA risk is not present, the Administrator shall process an approval letter to the party.
- 1.4 A period of 30 working days should be allowed for review of the drawings and calculations. Thirty (30) work days should be allowed for each successive review as required. It is noted that preliminary evaluations are usually produced within 5 working days.
- 1.5 The party shall reimburse the MTA for any technical review or support services costs incurred that are associated with his/her request for access to the Metro Rail System
- 1.6 The following items must be completed before starting any construction:
- A. Each part of the project's design may be reviewed and approved by the MTA. The prime concern of the MTA is to determine the effect of the project on the MTA structure and its transit operations. A few of the other parts of a project to be considered are overhead protection, dust protection, dewatering, and temporary use of public space for construction activities.
 - B. Once the Party has received written acceptance of the design of a given project then the Party must notify MTA prior to the start of construction, in accordance with the terms of acceptance.
- 1.7 Qualified Seismic, Structural and Geotechnical Oversight
- The design documents shall note the name of the responsible Structural Engineer and Geotechnical Engineer, licensed in the State of California.

Attach-
ment 1

2.0 REVIEW PROCEDURE

- 2.1 All portions of any proposed design that will have a direct impact on an MTA facility or structure will be reviewed to assure that the MTA facility or structure is not placed in risk at any time, and that the design meets all applicable codes and criteria. Any portion of the proposed design that is to form part of an MTA controlled area shall be designed to meet the MTA Design Criteria and Standards.
- 2.2 Permits, where required by the local jurisdiction, shall be the responsibility of the party. City of L.A. Dept. of Bldg. and Safety and the Bureau of Engineering permit review shall remain in effect. Party shall refer to MTA Third Party Administration policies and procedures, THD5 for additional information.
- 2.3 Monitoring of the temporary support of excavation structures for adjacent construction shall be required in all cases for excavations within the geotechnical zone of influence of MTA structures. The extent of the monitoring will vary from case to case.
- 2.4 Monitoring of the inside of MTA tunnels and structures shall be required when the adjacent

excavation will unload or load the MTA structure or tunnel. Monitoring of vertical and horizontal distortions will include use of extensometers, inclinometers, settlement reference points, tiltmeters, groundwater observation wells, tape extensometer anchor points and load cells, as appropriately required. Acceptable limits of movement will depend on groundwater conditions, soil types and also the length of service the stations and tunnels have gone through. Escorts will be required for the survey parties entering the Metro operating system in accordance with MTA Operating Rules and Procedures. An MTA account number will be established and the costs for the escort monitoring and surveying service will be billed directly to the party or his agent as in section 1.2.

2.5 The calculations submitted for review shall include the following:

- A. A concise statement of the problem and the purpose of the calculation.
- B. Input data, applicable criteria, clearly stated assumptions and justifying rationale.
- C. References to articles, manuals and source material shall be furnished with the calculations.
- D. Reference to pertinent codes and standards.
- E. Sufficient sketches or drawing references for the work to be easily understood by an independent reviewer. Diagrams indicating data (such as loads and dimensions) shall be included along with adequate sketches of all details not considered standard by MTA.
- F. The source or derivation of all equations shall be shown where they are introduced into the calculations.
- G. Numerical calculations shall clearly indicate type of measurement unit used.
- H. Identify results and conclusions.
- I. Calculations shall be neat, orderly, and legible.

2.6 When computer programs are used to perform calculations, the following information shall accompany the calculation, including the following:

- A. Program Name.
- B. Program Abstract.
- C. Program Purpose and Applications.
- D. Complete descriptions of assumptions, capabilities and limitations.
- E. Instructions for preparing problem data.
- F. Instructions for problem execution.
- G. List (and explanation) of program acronyms and error messages.
- H. Description of deficiencies or uncorrected errors.
- I. Description of output options and interpretations.

Attach-
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- J. Sample problem(s), illustrating all input and output options and hardware execution statements. Typically, these problems shall be verified problems.
 - K. Computer printout of all supporting calculations.
 - L. The "User's Manual" shall also include a certification section. The certification section shall describe the methods and how they cover the permitted options and uses of the program.
- 2.7 Drawings shall be drawn, to scale, showing the location and relationship of proposed adjacent construction to existing MTA structures at various stages of construction along the entire adjacent alignment. The stresses and deflections induced in the existing MTA structures should be provided.
- 2.8 The short-term and long-term effects of the new loading due to the adjacent construction on the MTA structures shall be provided. The soil parameters and other pertinent geotechnical criteria contained in existing contract documents for the affected structure, plus any additional conditions shall be used to analyze the existing MTA structures.
- 2.9 MTA structures shall be analyzed for differential pressure loadings transferred from the adjacent construction site.

3.0 MECHANICAL CRITERIA

- 3.1 Existing services to MTA facilities, including chilled water and condenser water piping, potable and fire water, storm and sanitary sewer, piping, are not to be used, interrupted nor disturbed without written approval of MTA.
- 3.2 Surface openings of ventilation shafts, emergency exits serving MTA underground facilities, and ventilation system openings of surface and elevated facilities are not to be blocked or restricted in any manner. Construction dust shall be prevented from entering MTA facilities.
- 3.3 Hot or foul air, fumes, smoke, steam, etc., from adjacent new or temporary facilities are not to be discharged within 40 feet of existing MTA ventilation system intake shafts, station entrances or portals. Tunnel ventilation shafts are both intake and discharge structures.
- 3.4 Clear access for the fire department to the MTA fire department connections shall be maintained at all times. Construction signs shall be provided to identify the location of MTA fire department connections. No interruption to fire protection water service will be permitted at any time.
- 3.5 Modifications to existing MTA mechanical systems and equipment, including ventilation shafts, required by new connections into the MTA System, shall only be permitted with prior review and approval by MTA. If changes are made to MTA property as built drawings shall be provided reflecting these changes.

At the option of MTA, the adjacent construction party shall be required to perform the field tests necessary to verify the adequacy of the modified system and the equipment performance. This verification shall be performed within an agreed time period jointly determined by MTA and the Party on a case by case basis. Where a modification is approved, the party shall be held responsible to maintain original operating capacity of the equipment and the system impacted by the modification.

4.0 OPERATIONAL REQUIREMENTS

4.1 GENERAL

- A. Normal construction practices must be augmented to insure adequate safety for the general public entering Metro Stations and riding on Metro Trains and Buses. Design of a building, structure, or facility shall take into account the special safety considerations required for the construction of the facility next to or around an operating transit system.
- B. Projects which require working over or adjacent to MTA station entrances shall develop their construction procedures and sequences of work to meet the following minimum requirements:
 - 1. Construction operations shall be planned, scheduled and carried out in a way that will afford the Metro patrons and the general public a clean, safe and orderly access and egress to the station entrance during revenue hours.
 - 2. Construction activities which involve swinging a crane and suspended loads over pedestrian areas, MTA station entrances and escalators, tracks or Metro bus passenger areas shall not be performed during revenue hours. Specific periods or hours shall be granted on a case-by-case basis.
 - 3. All cranes must be stored and secured facing away from energized tracks, when appropriate.
 - 4. All activity must be coordinated through the MTA Track Allocation process in advance of work activity.

4.2 OVERHEAD PROTECTION - Station Entrances

- A. Overhead protection from falling objects shall be provided over MTA facilities whenever there is possibility, due to the nature of a construction operation, that an object could fall in or around MTA station entrances, bus stops, elevators, or areas designed for public access to MTA facilities. Erection of the overhead protection for these areas shall be done during MTA non-revenue hours.
 - 1. The design live load for all overhead protection shall be 150 pounds per square foot minimum. The design wind load on the temporary structures shall be 20 pounds per square foot, on the windward and leeward sides of the structure.
 - 2. The overhead protection shall be constructed of fire rated materials. Materials and equipment shall not be stored on the completed shield. The roof of the shield shall be constructed and maintained watertight.
- B. Lighting in public areas and around affected MTA facilities shall be provided under the overhead protection to maintain a minimum level of twenty-five (25) footcandles at the escalator treads or at the walking surface. The temporary lighting shall be maintained by the Party.

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- C. Wooden construction fencing shall be installed at the boundary of the areas with public access. The fencing shall be at least eight-feet high, and shall meet all applicable code requirements.
- D. An unrestricted public access path shall be provided at the upper landing of the entrance escalator-way in accordance with the following:
 - 1. A vertical clearance between the walking surface and the lowest projection of the shield shall be 8'-0".
 - 2. A clear pedestrian runoff area extending beyond the escalator newel shall be provided, the least dimension of which shall be twenty (20) feet.
 - 3. A fifteen (15) foot wide strip (other than the sidewalk) shall be maintained on the side of the escalator for circulation when the escalator is pointed away from a street corner.
 - 4. A clear path from any MTA emergency exit to the public street shall be maintained at all times.
- E. Temporary sidewalks or pedestrian ways, which will be in use more than 10 days, shall be constructed of four (4") inch thick Portland cement concrete or four (4") inches of asphaltic concrete placed and finished by a machine.

4.3 OVERHEAD PROTECTION - Operating Right-of-Way Trackage

- A. MTA Rail Operations Control Center shall be informed of any intent to work above, on, or under the MTA right-of-way. Crews shall be trained and special flagging operations shall be directed by MTA Rail Operations Control Center. The party shall provide competent persons to serve as Flaggers. These Flaggers shall be trained and certified by MTA Rail Operations prior to any work commencing. All costs incurred by MTA shall be paid by the party.
- B. A construction project that will require work over, under or adjacent to the at grade and aerial MTA right-of-way should be aware that the operation of machinery, construction of scaffolding or any operation hazardous to the operation of the MTA facility shall require that the work be done during non-revenue hours and authorized through the MTA Track Allocation process.
- C. MTA flagmen or inspectors from MTA Operations shall observe all augering, pile driving or other work that is judged to be hazardous. Costs associated with the flagman or inspector shall be borne by the Party.
- D. The party shall request access rights or track rights to perform work during non-revenue hours. The request shall be made through the MTA Track Allocation process.-

4.4 OTHER METRO FACILITIES

- A. Access and egress from the public streets to fan shafts, vent shafts and emergency exits must be maintained at all times. The shafts shall be protected from dust and debris. See

Attach-
ment 1

Exhibit A for details.

- B. Any excavation in the vicinity of MTA power lines feeding the Metro System shall be through hand excavation and only after authorization has been obtained through the MTA Track Allocation process. MTA Rail Operations Control Center shall be informed before any operations commences near the MTA power system.
- C. Flammable liquids shall not to be stored over or within 25 feet horizontally of MTA underground facilities. If installed within 25 to 100 feet horizontally of the structure, protective encasement of the tanks shall be required in accordance with NFPA STD 130. Existing underground tanks located within 100 feet horizontally of MTA facilities and scheduled to be abandoned are to be disposed of in accordance with Appendix C of NFPA STD 130. NFPA STD 130 shall also be applied to the construction of new fuel tanks.
- D. Isolation of MTA Facilities from Blast

Subsurface areas of new adjacent private buildings where the public has access or that cannot be guaranteed as a secure area, such as parking garages and commercial storage and warehousing, will be treated as areas of potential explosion. NFPA 130, Standard for Fixed Guideway Transit Systems, life safety separation criteria will be applied that assumes such spaces contain Class I flammable, or Class II or Class III Combustible liquids. For structural and other considerations, isolation for blast will be treated the same as seismic separation, and the more restrictive shall be applied.

- E. **Any proposed facility that is located within 20 feet radius of an existing Metro facility will require a blast and explosion study and recommendations to be conducted by a specialist who is specialized in the area of blast force attenuation. This study must assess the effect that an explosion in the proposed non-Metro facility will have on the adjacent Metro facility and provide recommendations to prevent any catastrophic damage to the existing Metro facility. Metro must approve the qualifications of the proposed specialist prior to commencement of any work on this specialized study.**

4.5 SAFETY REGULATIONS

- A. Comply with Cal/OSHA Compressed Air Safety Orders Title 8, Division 1, Chapter 4, Subchapter 3. Comply with California Code of Regulations Title 8, Title 29 Code of Federal Regulations; and/or the Construction Safety and Health Manual (Part F) of the contract whichever is most stringent in regulating the safety conditions to be maintained in the work environment as determined by the Authority. The Party recognizes that government promulgated safety regulations are minimum standards and that additional safeguards may be required
- B. Comply with the requirements of Chemical Hazards Safety and Health Plan, (per 29 CFR 1910.120 entitled, (Hazardous Waste Operations and Emergency Response) with respect to the handling of hazardous or contaminated wastes and mandated specialty raining and health screening.
- C. Party and contractor personnel while within the operating MTA right-of-way shall

coordinate all safety rules and procedures with MTA Rail Operations Control Center.-

- D. When support functions and electrical power outages are required, the approval MUST be obtained through the MTA Track Allocation procedure. Approval of the support functions and power outages must be obtained in writing prior to shutdown.

5.0 CORROSION

5.1 STRAY CURRENT PROTECTION

- A. Because stray currents may be present in the area of the project, the Party shall investigate the site for stray currents and provide the means for mitigation when warranted.
- B. Installers of facilities that will require a Cathodic Protection (CP) system must coordinate their CP proposals with MTA. Inquiries shall be routed to the Manager, Third Party Administration.
- C. The Party is responsible for damage caused by its contractors to MTA corrosion test facilities in public right-of-way.

End of Section

Attach-
ment 1

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

LETTER CODE: L-1

DATE: October 31, 2016

RESPONSE L-1-1

This comment is introductory in nature and thanks the City of Long Beach (City) for the opportunity to comment on the proposed project. This comment also notes that this letter from the Los Angeles County Metropolitan Transportation Authority (Metro) outlines recommendations concerning issues that are germane to Metro's statutory responsibility in relation to their facilities and services that may be affected by the proposed project.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-1-2

This comment is a summary description of the proposed project.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-1-3

This indicates that Metro's Blue Line traverses the planning area and currently operates peak service as often as every five minutes in both directions. The commenter notes that trains may operate 24 hours per day, seven days per week, in the right-of-way. This comment also notes that Metro has an *Adjacent Construction Design Manual* (Attachment 1) that describes Metro's development project review process and considerations for a project siting as it relates to Metro facilities. This comment also suggests that the City include policy language or guidance in the proposed plan that clearly denotes that development occurring within 100 feet of a Metro facility would require Metro review and approval, including compliance with Metro's Development Guidelines. The comment concludes by suggesting that the proposed plan also include a minimum five-foot setback from the Metro right-of-way to assure that property owners can maintain their property without entering Metro property.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, but does make a request for a policy in the Land Use Element (LUE) regarding Metro's review of any development within 100 feet of a Metro facility, in compliance with Metro's Development Guidelines. The City intends to comply with the Metro policy regarding development within 100 feet of Metro facilities. Therefore, this comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-1-4

This suggests that the proposed project include provisions for transit priority treatments to make future developments more welcoming to transit access.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein; however, it should be noted that the proposed project aims to encourage the use of Metro's Blue Line by implementing the Transit-Oriented PlaceType, which would encourage mixed-use development within close proximity to transit stations along the Metro Blue Line. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-1-5

This comment notes that the current performance and operation of Metro's Blue Line in the street-run sections within the City is negatively impacted by the City's existing traffic control system, which Metro has provided capital call funding to upgrade. This new traffic control system is anticipated to be implemented in 2017 and will include a transit priority feature that would allow for significant travel time improvements to Metro light rail operations. This comment also expresses Metro's interest in working with the City to establish a Light Rail Transit Service Standard for all street-run light rail transit operations within the City once the traffic controller upgrade is completed. Metro opines that such a standard would ensure that future development along the rail corridor would not compromise traffic control or create adverse operating conditions for light rail transit. The comment concludes by indicating that Metro would like to work with the City to develop and implement a Light Rail Transit Service Standard.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-1-6

This comment indicates that Metro operates Bus Lines 60 and 232 within the planning area. The comment also indicates that Metro has standard language relating to construction activities adjacent to bus transit facilities, which includes language encouraging the maintenance of existing Metro bus stops and layover zones. The comment concludes by recommending that the proposed project include language that informs future development within the planning area of Metro's notification procedures and considerations for projects located in close proximity to a Metro facility.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-1-7

This comment notes that the proposed project includes various policies that support active transportation and multi-modalism. This comment requests that the City include Metro in all planning and implementation matters regarding bike lane infrastructure in and around Metro's light rail transit operations in order to optimize operation conditions for the Metro Blue Line, as well as for buses, cars, cyclists, and pedestrians. The comment also advises the City to incorporate policies encouraging transit-supportive public realm improvements, such as wide sidewalks, bus shelters, comfortable seating, pedestrian-scaled lighting, landscaping, way-finding signage, and Americans with Disabilities Act (ADA)-compliant street crossing elements adjacent to transit stops.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein; however, it should be noted that the proposed Urban Design Element (UDE) encourages widening sidewalks, pedestrian furniture (including bus shelters), streetscape improvements (e.g., landscaping, lighting, and pedestrian amenities), and way-finding signage. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-1-8

This comment notes that Metro looks forward to collaborating with the City to effectuate policies and implementation activities that promote transit supportive communities and reduce pedestrian/bike and bus conflicts. The comment concludes with the commenter's contact information should the City have any questions regarding this comment letter.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Tuesday, November 01, 2016 1:53 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Comment Letter - General Plan Use and Urban Design Elements Project
Attachments: DEIR GP & UDE_Draft Comment Letter.pdf

From: Dori Arbour [<mailto:DArbour@lbschools.net>]
Sent: Tuesday, November 01, 2016 11:18 AM
To: Craig Chalfant
Cc: ALAN REISING; Lettie Boggs; Karl Rodenbaugh; Dwayne Mears
Subject: Comment Letter - General Plan Use and Urban Design Elements Project

Dear Craig,
Please see attached comment letter on behalf of the Long Beach Unified School District for the General Plan Use and Urban Design Elements Project. The District appreciates the opportunity to participate in the review process. We look forward to working with the City in a continuing review and assessment of impacts from buildout of the Project (Plan), and the development and implementation of the effective mitigation measures.

L-2-1

Thank you,
Dori

Facilities Consultant - Environmental Manager

Long Beach Unified School District
Facilities Development and Planning Branch
2425 Webster Avenue
Long Beach, California 90810
(562) 997-7550 ext. 1414 office
(714) 598-5456 cell
darbour@lbschools.net



BUSINESS DEPARTMENT – Facilities Development & Planning
 2425 Webster Avenue, Long Beach, CA 90810
 (562) 997-7550 Fax (562) 595-8644

October 31, 2016

Mr. Craig Chalfant
 Senior Planner, Development Services
 City of Long Beach Development Services
 333 West Ocean Boulevard, 5th Floor
 Long Beach, California 90802

Transmitted via email: craig.chalfant@longbeach.gov

Re: Comments on the Draft Environmental Impact Report for the General Plan Land Use and Urban Design Elements Project, Long Beach, California

Dear Mr. Chalfant:

The Long Beach Unified School District (LBUSD) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the General Plan (Plan) Land Use Element (LUE) and Urban Design Elements (UDE) Project (proposed Project). We understand the City of Long Beach is the lead agency for the Project under the California Environmental Quality Act (CEQA).

L-2-2

GENERAL COMMENTS

In addition to establishing high standards of academic excellence for its students, LBUSD is committed to providing a safe environment and school facilities for its students and employees. Thus, our primary concern in reviewing the DEIR is to ensure that potential environmental impacts to schools are appropriately identified, evaluated and mitigated.

L-2-3

The Project proposes to eliminate the current General Plan land use designations, which are based on the traditional zoning approach of segregating land uses, and rely instead on an innovative approach to land use designations called "PlaceTypes." This approach would differ from the existing land use designations in that it would deemphasize specific land use designations in favor of PlaceType districts, which would allow for greater land use flexibility focused on mixed-use development.

L-2-4

As the largest employer in the City of Long Beach, LBUSD (the District) appreciates the potential benefits of a plan to develop comprehensive "PlaceTypes" leading to an "active" environment with the "proper balance, relationship, and distribution" of the various types of land uses. We also agree with the sentiment expressed in the DEIR that in interpreting goals, policies, and implementation strategies in the General Plan, care must be given to determine the "best fit" for the actions to be taken, aimed towards achieving the City's short-term and long-term priorities.

We also note that the proposed flexible and "innovative land use practices" are intended to encourage development of more mixed uses and greater building intensity within focused locations (areas of change and target areas). As a result, the District is concerned that the increase in density and intensity of development allowed under the proposed plan in certain areas - including mixed uses with industrial and neo-industrial components – may have the potential to

L-2-5



cause significant adverse environmental impacts (air pollution, noise, traffic, shade/shadow, building height, etc.) to LBUSD schools that are within or adjacent to those plan areas. ↑ L-2-5

The District's Facility Master Plan has identified the need for additional school development, including expansion and modernization of existing schools, within the City. We are particularly concerned about potential impacts to schools from pollution generating sources (e.g., container trans-loading warehouses), increased building height limits and reduced building setback requirements, associated shade and shadow effects, traffic, noise, construction activity, and incompatible land uses such as alcohol sales and other adult-oriented activities proximate to schools. L-2-6

General Comment: The District requests that the EIR (and proposed project) include – and provide additional clarification regarding – protections, policies and programs to preserve an environment conducive to safety and learning at our neighborhood schools. In particular, the District requests that the EIR and the Mitigation Monitoring and Reporting Program (MMRP) accompanying the EIR include mitigation measures that protect schools from industrial and neo-industrial land uses, air pollution, shade/shadow impacts, noise, traffic and construction impacts that would result from new development encouraged by the Plan. Further, we request that the MMRP include provisions to require these protections be incorporated in future development project documents. The District is concerned that such impacts from future projects will not be fully evaluated and mitigated if the programmatic DEIR for the Plan results in attempts to streamline the CEQA process for individual projects. It is vitally important to the existing and planned schools in the City that the schools are included in the impacts analyses and that any impacts to schools are avoided, and alternatives or mitigation measures are identified and included in the MMRP. See our specific comments for further detail. L-2-7

SPECIFIC COMMENTS

Toxic Air Contaminants

The DEIR (p. 4.2-30) notes that “[V]arious industrial and commercial processes (e.g., manufacturing and dry cleaning) allowed under the proposed LUE/UDE would be expected to release TACs” (toxic air contaminants). The DEIR further notes (p. 1-18) that “...since it is not possible to determine the amount of TAC concentrations at the time of this analysis, it is not possible to calculate the risks for a particular health effect within the proposed Areas of Change” allowed and encouraged by the proposed Plan.

Health Risk Assessment of Development Project Impacts on Sensitive Receptors

Mitigation Measure AQ-3 has been identified in the DEIR to ensure that mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Mitigation Measure AQ-3 requires the preparation of project-specific technical health risk assessments (HRAs) evaluating operational-related health risk impacts to further ensure that operational-related emissions are reduced to the maximum extent feasible for projects that require environmental evaluation under CEQA. For example, MM AQ-3 requires that, prior to future discretionary project approval, applicants for new industrial or warehousing land uses that (1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel powered transport refrigeration units, and (2) are within **1,000** L-2-8

feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit an HRA to the City's Department of Development Services.

L-2-8

Comment: The District agrees with the intent of the above portion of mitigation measure AQ-3 but recommends that the mitigation measure be modified to require HRAs within 1,320 feet (1/4 mile), rather than 1,000 feet, of warehouse-type land uses, to be consistent with the State's school safety criteria as established in Education Code 17213(b) and California Code of Regulations, Title 5, 14010(q).

Health Risk Assessment of Environment *on* and *by* Proposed Schools (Sensitive Receptors)

Mitigation Measure AQ-3 also states that "the City of Long Beach would evaluate new development proposals for sensitive land uses (e.g., residences, schools, and daycare centers) within the City for potential incompatibilities with regard to the ARB's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005)". In addition, applicants for siting or expanding sensitive land uses (i.e., including schools) that are within the recommended buffer distances listed in Table 1-1 of the CARB Handbook would submit a Health Risk Assessment (HRA) to the City of Long Beach.

Comment: LBUSD would be the Lead Agency under CEQA for any project to develop new or expand existing school sites within its jurisdiction. Therefore, LBUSD shall not be compelled to provide an HRA to the City of Long Beach on a project for which LBUSD is Lead Agency.

L-2-9

A range of environmental clearance documents and assessment procedures, including HRAs, are prepared by the District -- and required pursuant to the Education Code at Sections 17210 -- 17224 -- for new school sites. An HRA typically would be prepared in accordance with Education Code Section 17213(b), which states, in part, *The school district, as the lead agency, as defined in Section 21067 of the Public Resources Code, in preparing the environmental impact report or negative declaration has consulted with the administering agency in which the proposed school site is located, pursuant to Section 2735.3 of Title 19 of the California Code of Regulations, and with any air pollution control district or air quality management district having jurisdiction in the area, to identify both permitted and non-permitted facilities within that district's authority, including, but not limited to, freeways and other busy traffic corridors, large agricultural operations, and railyards, within **one-fourth of a mile** of the proposed school site, that might reasonably be anticipated to emit hazardous air emissions, or to handle hazardous or extremely hazardous materials, substances, or waste. The school district, as the lead agency, shall include a list of the locations for which information is sought.*

Therefore, please delete the portion of Mitigation Measure AQ-3 that calls for the District to submit an HRA to the City of Long Beach.

Maximum Building Heights

L-2-10

The District is concerned that the proposed Project may increase the height limits for buildings on property adjacent to schools compared with existing height limits. Does this potential building height impact to schools exist under the proposed Plan?

Comment: The District requests that the EIR (and Plan) address and analyze potential impacts of the Project's maximum building height limits on potentially affected school properties. Where increased height limits are potentially allowed near schools, the EIR should take into account the sensitive nature of these critical public facilities and all efforts should be made to avoid impacts to schools and mitigation measures identified if needed; including Project alternatives, Plan policies and programs, zoning, and alternative development standards and design guidelines.

L-2-10

Building Setback Limits

Would the proposed Project potentially reduce the currently required setback for buildings on property adjacent to schools compared with existing setback requirements? Does this building setback impact to schools exist under the proposed Plan?

L-2-11

Comment: The District requests that the EIR (and Plan) address and analyze potential impacts of the Project's building setback requirements on potentially affected school property. We also request that mitigation be identified that would lessen any such impacts. Where decreased setbacks are potentially allowed near schools, the EIR should take into account the sensitive nature of these critical public facilities and all efforts should be made to avoid impacts to schools and mitigation measures identified if needed; including Project alternatives, Plan policies and programs, zoning, and alternative development standards and design guidelines.

Shade and Shadow Impacts

Shade and shadow effects caused by increased height limits and reduced setbacks proposed for buildings adjacent to schools have the potential to cause significant adverse impacts to District schools.

Daylighting

Schools and associated grass fields and play areas are light-sensitive land uses. Outside play areas and play time with daylight are a critical component to a child's learning. The shadows that would be cast across school property from adjacent tall buildings will saddle a school with significant shadow impacts. This would have a negative impact to our students and our schools. The District has expended funds to design and construct energy-efficient schools that maximize passive solar features and the benefits of daylighting. Several of the schools have been specifically designed to make use of natural light to minimize energy use. Research has consistently shown that there is a valid and predictable positive effect of daylighting in schools on student performance as referenced in the following study; "Daylighting in Schools – an Investigation into the Relationship Between Daylighting and Human Performance," California Board for Energy Efficiency, August 20, 1999. Any new shade/shadow effects would interfere with the District's mandate under State law relative to the learning environment. Such effects would also interfere with the District's efforts to utilize natural light and minimize energy use.

L-2-12

Significance Threshold

The DEIR does not appear to address shade and shadow impacts directly, and no significance threshold is established for shade and shadow impacts. By way of example, the District is aware that the CEQA analysis completed for the new courthouse in downtown Long Beach used a threshold whereby a less than significant determination was based on less than one hour of

L-2-13

shade impacts to any part of the adjacent school (Long Beach Superior Courthouse MND/Initial Study, August 6, 2009).

In accordance with CEQA, all feasible mitigation measures must be considered and implemented to reduce or avoid such impacts. Examples of feasible mitigation measures include Project alternatives, Plan policies and programs, zoning, and alternative development standards and design guidelines. Again, the DEIR should treat area schools as the critical public facilities that they are. As the City builds up, it will be increasingly important for schools to maintain access to sunlight.

L-2-13

Comment: The District requests that the DEIR (and Plan) address and analyze the potential shade and shadow impacts of the Project on affected school property. Even though no specific buildings are proposed at this time, the District requests that the EIR include a shade/shadow analysis based on the building massing and height limits proposed in the Plan.

Comment: The EIR should also evaluate the long-term implications of failing to adopt an appropriate shade and shadow significance threshold for school impacts, especially regarding whether it would increase energy consumption, air pollution and GHG emissions for the schools in the area and potentially have negative impacts on student performance.

L-2-14

Future Land Use Development Intensity

The District understands the exact type, pace, and intensity of new development cannot be assured through the adoption of the Plan, as the level of activity will be determined largely by private investment and the state of the local economy

L-2-15

Comment: The EIR (and proposed Plan) should include provisions to ensure that the type, pace and intensity of any future development activity does not increase or cause new impacts to schools.

Noise

According to the DEIR, construction noise could range up to 96 dBA at 50 feet from the noise source. Construction vibration impacts also could be significant. The City's Noise Ordinance establishes interior noise limits of 45 dBA and an exterior limit of 50 dBA, respectively, at schools. Excessive construction noise and vibration, although short-term in nature, could be a nuisance as well as a distraction to effective outdoor and indoor instruction.

The DEIR states that implementation of the LUE/UDE would include policies and strategies that protect sensitive receptors from stationary noise sources in excess of acceptable levels. The DEIR further states *[I]n the absence of a significant impact, no mitigation measures have been identified for noise.*

L-2-16

We respectfully disagree that all noise impacts would be reduced to a level of insignificance by the policies in the proposed Plan. For example, it is possible that construction-related noise may not meet the City's Municipal Code Section 8.80.160 thresholds established for interior and for exterior noise levels. The determination of the significance level associated with construction noise could be significant, and will need to be based on a project-specific noise study.

Comment: The District requests that the City and/or applicants for specific projects mitigate excessive operational and construction noise to levels below significance at both project-level and cumulative bases. In addition, the District requests that if project-generated vibration levels exceed established thresholds on school properties, that these types of construction activities occur during hours when school is not in session.

L-2-16

School Impact

The proposed project would generate approximately 3,977 school-aged children, which would lead to an increased demand on existing educational school facilities (DEIR, p. 4.7-28). The DEIR states that mitigation is not required because developer fees paid under SB 50 is deemed to be full and complete mitigation. In particular, the EIR (p.4.7-28) states "...while the City acknowledges that new development would increase demand for school facilities, the City is precluded by Senate Bill 50 from considering this a significant CEQA impact where the collection of school impacts fees occurs. Therefore, the proposed project would not contribute to any cumulative school impacts, and no mitigation is required."

We note that mitigating school impacts is not simply a matter of constructing just classrooms. It also requires space for physical education, and appurtenant structures and space. It has been difficult for the District to identify suitable school sites to accommodate new growth.

The developer fees created by SB 50 were never intended to prohibit other mitigation, nor will they adequately mitigate all impacts of this Project. The EIR fails to explore other measures that would alleviate the impact of the increases in student enrollment.

L-2-17

A fairly recent court case addresses the extent to which a city or county must consider school related impacts in an environmental impact report for new development. The case determined that SB 50 does not excuse a lead agency from conducting environmental review of school impacts other than an impact "on school facilities." (Chawanakee Unified School District v. County of Madera, et al. (2011) 196 Cal.App.4th 1016.) The case indicated that SB 50 does not cover all possible environmental impacts that have any type of connection or relationship to schools.

Further, Government Code sections 65352 and 65352.2 require local cities to coordinate planning of school facilities with school districts. The Legislature confirmed in this statutory scheme that the parties are meant to coordinate options "for the siting of new schools and whether or not the local city or counties existing land use element appropriately reflects the demand for public school facilities, and ensures that new planned development reserves location for public schools in the most appropriate locations." (Gov. Code 65352.2(d)(2).)

Comment: With the projection of 3,977 students from the proposed Plan area, the District respectfully requests that the City assist the District in identifying appropriate land for the development of future new schools and/or expansion of existing schools within the planning area.

We look forward to working with the City on more specific estimates of where this growth would be anticipated and when. Planning to accommodate growth can require as much as 8 to 10 years for schools.

CONCLUSION

The District appreciates the opportunity to participate in the environmental review process. We look forward to working with the City in a continuing review and assessment of impacts from buildout of the Project (Plan), and the development and implementation of effective mitigation measures.

L-2-18

If you have any questions please contact Dori Arbour at LBUSD at (714) 598-5456.

Sincerely,



Alan Reising
Executive Director, Facilities Development & Planning
Long Beach Unified School District
areising@lbschools.net

cc: Dori Arbour, Facilities Consultant
Lettie Boggs, Interim Administrator of Planning
PlaceWorks

LONG BEACH UNIFIED SCHOOL DISTRICT

LETTER CODE: L-2

DATE: November 1, 2016

RESPONSE L-2-1

This comment is an introductory email thanking the City of Long Beach (City) for the opportunity to comment on the proposed project and indicating that a comment letter is attached. This comment also indicates that the Long Beach Unified School District (District) looks forward to working with the City to review and assess project impacts on schools and to develop and implement effective mitigation measures.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-2-2

This comment thanks the City for the opportunity to comment on the Draft EIR and acknowledges that the City is the Lead Agency for the project.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-2-3

This comment indicates that the District is committed to providing a safe environment and school facilities for its students and employees. Therefore, this comment indicates that the District's primary concern in reviewing the Draft EIR is to ensure that potential environmental impacts to schools are properly identified.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the City has added LU Policy 15-8 to the Land Use Element (LUE), which requires that schools and other sensitive receptors be located at least 500 feet from freeways to avoid potential environmental impacts on schools and other sensitive receptors in the City. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-2-4

This comment summarizes the proposed project and indicates that the District, as the largest employer in the City, appreciates the potential benefits of the project. This comment also expresses agreeance with the statement in the Draft EIR that care must be given to determine the

“best fit” for the actions taken when reviewing the goals, policies, and implementations strategies of the project, so as to achieve the City’s short- and long-term priorities.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-2-5

This comment notes that the proposed PlaceTypes are intended to encourage mixed-use development, but expresses concern that increased density and intensity under the proposed project (including intensity increases in the Industrial and Neo-Industrial PlaceTypes) may cause significant adverse environmental impacts (e.g., air pollution, noise, traffic, shade/shadow, building height, etc.) to District schools.

Refer to Responses L-2-7 through L-2-17, below, for further discussion of project-related impacts to District schools and facilities. It should also be noted that while residential uses are permitted as a component of employment-generating, adaptive reuse projects in the Neo-Industrial PlaceType, stand-alone residential uses and/or residential uses associated with new construction are not permitted. This comment is general in nature and will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-2-6

This comment indicates that the District’s Facility Master Plan has identified the need for additional school development, including expansion and modernization of existing schools, within the City. This comment also notes that the District is particularly concerned about potential impacts to schools from pollution-generating sources (e.g., container trans-loading warehouses), increased building height limits and reduced building setback requirements, associated shade/shadow effects, traffic, noise, construction activities, and incompatible land uses (e.g., alcohol sales and other adult-oriented uses adjacent to schools).

Refer to Responses L-2-7 through L-2-17, below, for further discussion of project-related impacts to District schools and facilities. It should be noted that the proposed project includes the Neo-Industrial PlaceType, which aims to promote low-intensity uses adjacent to low-density residential uses and medium-intensity uses adjacent to industrial uses. One of the primary goals of the Neo-Industrial PlaceType is to provide a buffer between existing industrial uses and nearby sensitive receptors (e.g., residential and educational land uses types). Through the establishment of the Neo-Industrial PlaceType, the proposed project aims to minimize potential impacts to schools from pollution-generating sources. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-2-7

This comment requests that the Draft EIR and the proposed project include, and provide additional clarification regarding, protections, policies, and programs to preserve an environment

conducive to safety, and learning at neighborhood schools. The District requests that the Draft EIR and the Mitigation, Monitoring, and Reporting Program (MMRP) include mitigation measures that protect schools from industrial and neo-industrial uses, air pollution, shade/shadow impacts, noise, traffic, and construction impacts. The District also requests that the MMRP include provisions to require these protections to be incorporated in future development project documents because the District is concerned that such impacts from future projects will not be fully evaluated and mitigated if they tier off of the analyses in this programmatic Draft EIR. The comment concludes by asserting that is important that impacts to existing and planned schools are avoided, and that alternatives and/or mitigation measures are identified in the MMRP.

Mitigation Measures with respect to air quality and greenhouse gas (GHG) emissions are included in the MMRP (Chapter 7.0 of the Draft EIR). These measures include AQ-1 through AQ-3 and GHG-1 through GHG-4, which are intended to minimize project impacts with respect to air pollution and GHG emissions. Mitigation Measures AQ-1 and AQ-2 require the preparation of project-specific technical assessments to evaluate construction-related and operational air quality impacts to reduce construction and operational emissions to the maximum extent feasible for future projects facilitated by project approval. Similarly, Mitigation Measure AQ-3 requires the preparation of project-specific technical health risk assessments to evaluate operational-related health risks to further ensure that operational emissions associated with mobile sources of toxic air contaminants (TACs) not covered under the South Coast Air Quality Management District (SCAQMD) are considered during subsequent project-level environmental review. Mitigation Measures GHG-1 through GHG-4 require the preparation of a GHG Reduction Plan or Climate Action Plan, the preparation of a vehicle miles traveled (VMT) reduction plan, and adoption of mechanisms to ensure that specific GHG reduction features are incorporated into the design of future development projects to meet or exceed the statewide goals aimed at the reduction of GHG emissions. Because operational characteristics of potential future projects cannot be determined at this time, in an abundance of caution, the potential emissions impacts associated with the operation of the proposed project, including the potential health risks to sensitive receptors, would remain significant and unavoidable despite implementation of these mitigation measures.

Mitigation measures with respect to shade/shadow, noise, traffic, and construction impacts are not included in the MMRP because the Draft EIR either did not identify adverse impacts with respect to these topics. Specifically, Section 4.1, Aesthetics, of the Draft EIR determined that project-related impacts with respect to shade/shadow would be less than significant because future projects would be required to comply with goals, policies, strategies, and standards outlined in the Urban Design Element (UDE), which are intended to avoid, reduce, offset, or otherwise minimize potential adverse impacts of the proposed project. This section of the Draft EIR also determined that because future projects would be required to go through the environmental, architectural, and site plan review and approval process, future projects envisioned under the proposed project would result in less than significant shade/shadow impacts. Shade/shadow impacts with respect to schools would therefore also be less than significant.

Project-related impacts with respect to noise are addressed in Section 4.5, Noise, of the Draft EIR. As described throughout this section, project-related impacts with respect to construction and operational noise would be less than significant with compliance to the City's Noise Ordinance and the proposed LUE and UDE policies requiring new development projects to incorporate site planning and project design strategies to separate or buffer sensitive residential

uses from incompatible activities or land uses. Project-related groundborne noise impacts were determined to be less than significant with compliance with LU Policy 15-7, which requires new development within 200 feet of the Los Angeles County Metropolitan Transportation Authority rail line to conduct a vibration assessment demonstrating that Federal Transit Administration (FTA) Ground-borne Vibration Criteria for the proposed land uses are not exceeded and that project modification would ensure criteria compliance. Therefore, the proposed project would result in less than significant noise impacts, and no mitigation is required. Noise impacts with respect to schools would, therefore, also be less than significant.

Traffic-related impacts are identified in Section 4.8, Transportation/Traffic, of the Draft EIR. As described throughout this section, the proposed project could result in significant adverse impacts to 44 intersections within the planning area in the buildout year of 2040. Mitigation in the form of vehicle and non-vehicle capacity enhancements for each impacted intersection was reviewed for feasibility; however, it was determined that vehicle enhancements would be infeasible at all impacted intersections. The execution of Implementation Measures from the City's recently adopted Mobility Element was determined to have a positive effect on managing travel demand, reducing the volume of traffic, decreasing the volume-to-capacity (v/c) ratio at City intersections and improving levels of service. However, the effectiveness of these measures cannot be quantified, and therefore, were not considered mitigation for the 44 impacted intersections for purposes of this CEQA analysis. Consequently, traffic impacts were determined to be significant and adverse.

While future projects occurring as a result of project approval could tier off of this programmatic Draft EIR for the proposed project, future individual projects would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this environmental review process, impacts to existing and planned schools would be avoided, where possible.

RESPONSE L-2-8

This comment references a line in the Draft EIR which states that industrial and commercial processes under the proposed project would be expected to release TAC (Page 4.2-30 of the Draft EIR). The comment also notes that Page 1-18 of the Draft EIR indicates that, "since it is not possible to determine the amount of TAC concentrations at the time of this analysis, it is not possible to calculate the risks for a particular health effect within the proposed Areas of Change" allowed and encouraged by the proposed project.

The comment also summarizes Mitigation Measure AQ-3 and notes that Mitigation Measure AQ-3 requires that, prior to future discretionary project approval, applicants for new industrial or warehousing land uses that (1) have the potential to generate 100 or more diesel trucks per day or have 40 or more trucks with operating diesel powered transport refrigeration units, and (2) are within 1,000 feet of any sensitive land use, shall submit a Health Risk Assessment (HRA) to the City's Department of Development Services. The comment concludes by expressing agreement with the intent of Mitigation Measure AQ-3, but recommends that this measure be modified to require HRAs to be prepared within 1,320 feet (0.25 mile) rather than 1,000 feet, of warehouse-

type land uses, consistent with the State's school safety criteria established in Education Code 17213(b) and California Code of Regulations, Title 5, 14010(q).

Mitigation Measure AQ-3 has been revised as follows to reflect the commenter's suggestion of including a 1,320 foot radius rather than a 1,000 foot radius of warehouse-type land uses:

Mitigation Measure AQ-3: Prior to future discretionary approval for projects that require environmental evaluation under the California Environmental Quality Act (CEQA), the City of Long Beach would evaluate new development proposals for sensitive land uses (e.g., residences, schools, and daycare centers) within the City for potential incompatibilities with regard to the ARB's Air Quality and Land Use Handbook: A Community Health Perspective (April 2005). In addition, applicants for siting or expanding sensitive land uses that are within the recommended buffer distances listed in Table 1-1 of the ARB Handbook would submit a Health Risk Assessment (HRA) to the City of Long Beach. The HRA shall be prepared in accordance with the policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District (SCAQMD). The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children. If the HRA shows that the incremental cancer risk and/or non-cancer hazard index exceeds the respective thresholds, as established by the SCAQMD at the time a project is considered, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below the aforementioned thresholds as established by the SCAQMD), including appropriate enforcement mechanisms. Measures to reduce risk may include, but are not limited to, the following:

- Air intakes oriented away from high-volume roadways and/or truck loading zones; and,
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value filters.

Prior to future discretionary project approval, applicants for new industrial or warehousing land uses that (1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and (2) are within ~~1,000~~ 1,320 feet (or the equivalent of 0.25 mile) of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest

sensitive use, shall submit an HRA to the Department of Development Services. Where the applicant is a school district, the applicant shall not be required to submit an HRA to the City. The HRAs to be prepared by all other applicants shall be prepared in accordance with policies and procedures of the State OEHHA and the SCAQMD. If the HRA shows that the incremental cancer risk and/or non-cancer hazard index exceeds the respective thresholds, as established by the SCAQMD at the time a project is considered, the applicant will be required to identify and demonstrate whether best available control technologies for toxics (T-BACTs), including appropriate enforcement mechanisms, are capable of reducing potential cancer and non-cancer risks to an acceptable level. T-BACTs may include, but are not limited to, restricting idling on site or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

This correction has been noted in the Errata and does not change the conclusions or analysis in the Draft EIR. In addition to this measure, it should also be noted that the proposed LUE requires that new industrial developments be setback from sensitive receptors (including schools) using surface parking lots, open space buffers, and buildings, so as to avoid impacts to nearby sensitive receptors.

RESPONSE L-2-9

This comment notes that Mitigation Measure AQ-3 requires that applicants for siting or expanding sensitive land uses (i.e., including schools) that are within the recommended buffer distances listed in Table 1-1 of the California Air Resources Board (ARB) Handbook submit an HRA to the City of Long Beach. The comment notes that the District would be the Lead Agency under CEQA for any project intended to develop new or expanded school sites within its jurisdiction and, therefore, should not be compelled to submit an HRA to the City on a project for which the District is the Lead Agency. The comment concludes by providing language pertaining to the Education Code regarding the District's role as the Lead Agency for projects within its jurisdiction, and recommends that the portion of Mitigation Measure AQ-3 that calls for the District to submit an HRA to the City.

Mitigation Measure AQ-3 has been revised, as included in Response L-2-8, for clarification purposes. While the District would be the Lead Agency for the development of public schools and charter schools under the umbrella of the District, the City would be the Lead Agency for the development of private schools and charter schools with permits issued by the State. This correction has been noted in the Errata and does not change the conclusions or analysis in the Draft EIR.

RESPONSE L-2-10

This comment expresses concern related to the proposed height increases for buildings on property adjacent to schools and asks if these height increases would impact schools under the proposed project. This comment requests that the Draft EIR and the proposed project address and analyze potential impacts related to the proposed height increases on potentially affected school properties. This comment notes that where increases are allowed near schools, the Draft EIR should account for the sensitive nature of these public facilities and all efforts should be made to avoid impacts to schools and mitigation measures should be identified, where needed. The comment concludes by recommending that the Draft EIR also consider project alternatives, plan policies and programs, zoning, and alternative development standards and design guidelines.

Impacts to existing development and sensitive receptors as a result of new development occurring under the proposed project (including development constructed at the proposed height limitations) are addressed and identified throughout the Draft EIR. Due to the programmatic nature of the Draft EIR and because the proposed project is a long-range planning document, specific impacts to existing and planned facilities were not identified as part of the Draft EIR, but will be required to be evaluated as future development projects occurring under the proposed project. Where impacts are identified, including impacts to schools, mitigation measures will be prescribed in an effort to minimize such impacts to the extent feasible.

Alternatives to the proposed project were evaluated as part of the Draft EIR and are included in Chapter 5.0, Alternatives.

RESPONSE L-2-11

This comment asks if the proposed project would reduce the current setback requirement for buildings on property adjacent to schools and asks if this setback requirement would remain a requirement under the proposed project. The comment goes on to request that the Draft EIR and proposed project address and analyze impacts regarding the project's building setback requirements on potentially affected school property and request that mitigation be identified to minimize any such impacts. The comment also suggests that the Draft EIR account for the sensitive nature of schools where building setbacks are allowed near schools and should make all efforts to avoid impacts; identify mitigation where impacts would occur; and identify project alternatives, plan policies and programs, zoning, and alternative development standards and design guidelines.

The proposed project is a policy/planning action aimed at guiding land use and future development in the City through the year 2040. The proposed LUE establishes allowable land uses within the proposed PlaceTypes and specifies the density, intensity, and height of development within each PlaceType, but does not include any specific development standards, (including setback requirements) for each PlaceType. Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the proposed project's relationship to setback requirements.

RESPONSE L-2-12

This comment notes that shade and shadow effects caused by increased height limitations and reduced setbacks proposed for buildings adjacent to schools have the potential to cause significant adverse impacts to District schools. The comment notes that schools and associated play areas are light-sensitive land uses and opines that any increased shadow impacts would have a negative impact on students and schools. The comment indicates that the District has expended funds to design and construct energy-efficient schools that maximize solar features and the benefits of day lighting, and also indicates that several of the schools have been designed to make use of natural light to minimize energy usage. The comment goes on to note that there are positive impacts to student performance due to increased daylight, and as such, states that any new shade/shadow effects would interfere with the District's mandate under State law relative to the learning environment. The comment concludes that shade/shadow effects would also interfere with the District's efforts to utilize the natural light and minimize energy use.

While there is no established threshold for determining shade/shadow impacts in the City of Long Beach, general guidelines for the Los Angeles County region identify shade/shadow impacts when sensitive uses are shaded by project-related structures for more than three hours between the hours of 9:00 a.m. and 3:00 p.m. between October and early April or more than four hours between the hours of 9:00 a.m. and 5:00 p.m. between early April and late October.

The proposed project does not specify specific land use designations on a parcel-by-parcel basis, but instead allows for several land uses within large areas designated with the proposed PlaceTypes. Consequently, it is impossible to determine the exact land use type and building height of future development occurring on parcels adjacent to existing or planned schools in the City. Because the proposed project is a long-range policy/planning action and does not include the physical development of any structures at this time, shade/shadow impacts resulting from new development envisioned under the project were not analyzed as part of the Draft EIR. However, future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. Where impacts are identified, including shade/shadow impacts, mitigation measures would be prescribed to reduce such impacts to the maximum extent feasible.

Refer to Common Response Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the proposed project's relationship to setback requirements.

RESPONSE L-2-13

This comment indicates that the Draft EIR does not address shade and shadow impacts directly and that no significance threshold is established for shade/shadow impacts. The comment also indicates that the District is aware that the CEQA analysis completed for the new courthouse in downtown Long Beach used a threshold whereby a less than significant determination was based on less than one hour of shade impacts to any part of the adjacent school. The comment goes on to note that in accordance with CEQA, feasible mitigation measures must be considered and implemented to reduce or avoid such impacts. The comment concludes by asserting that the Draft

EIR should analyze shade/shadow impacts based on building massing and height limits because schools are critical public facilities and because it is increasingly important for schools to maintain access to sunlight.

Refer to Response L-2-13 for further discussion related to shade/shadow impacts.

RESPONSE L-2-14

This comment indicates that the Draft EIR should evaluate the long-term implications of failing to adopt an appropriate shade and shadow significance threshold for school impacts, especially regarding whether it would increase energy consumption, air pollution, and GHG emissions for the schools in the area and negatively impact school performance.

Refer to Response L-2-13 for further discussion related to shade/shadow impacts and Response L-2-7 for further discussion related to air quality and GHG impacts.

Project-related impacts with respect to energy consumption are addressed in Section 4.7, Public Services, of the Draft EIR. As described in this section, the proposed project's 2040 high electricity demand would be within the forecasted demand for 2040 buildout for the Southern California Edison service area. This estimated peak demand account for projected increases in energy efficiency in accordance with State law and improved technology. New facilities to support the project-related demand for electricity would be constructed in accordance with the demand for new service and all current facilities would be able to serve the project's demand for electricity. Additionally, the project-related demand for natural gas also does not account for increases in energy efficiency. This increase in demand for natural gas would be accommodated by the City's Long Beach Gas and Oil Department and necessary improvements to existing natural gas facilities that would be required to meet this demand would be conducted on a project-by project basis. For these reasons, impacts with respect to energy consumption were determined to be less than significant.

RESPONSE L-2-15

This comment indicates that the District understands that the exact type, pace, and intensity of new development cannot be assured through adoption of the proposed project, as the level of activities will be determined largely by private investment and the state of the local economy. The comment suggests that the Draft EIR and the proposed project include provisions to ensure that the type, pace, and intensity of any future development activity does not increase or cause new impacts to schools.

Future projects occurring as a result of project approval would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this environmental review process, the District will be informed of proposed projects and impacts to planned schools would be avoided, where possible.

RESPONSE L-2-16

This comment indicates that according to the Draft EIR, construction noise could range up to 96 A-weighted decibels (dBA) at 50 feet from a noise source and that construction vibration impacts could be significant. The comment also indicates that the City's Noise Ordinance establishes interior noise limits of 45 dBA and an exterior limit of 50 dBA, respectively, at schools. The commenter opines that excessive construction noise and vibration could be a nuisance to schools despite the short-term nature of construction. The commenter goes on to express disagreement with the statement in the Draft EIR that implementation of LUE/UDE policies would reduce noise impacts and that no mitigation is required. Specifically, the commenter opines that construction activity may not meet the City's thresholds for interior and exterior noise levels, and that project-specific noise studies would be required. The comment concludes with two requests: (1) the City and/or applicants for specific projects mitigate excessive operational and construction noise to less than significant levels, and (2) project-specific vibration be reduced to less than significant levels or occur when school is not in session.

Construction noise impacts are addressed in Section 4.5, Noise, of the Draft EIR. While the commenter expresses disagreement with the conclusion in the Draft EIR that construction noise impacts would be less than significant and no mitigation would be required, it is important to note that construction noise occurring within the hours permitted in the City's Municipal Code is exempt from further mitigation. However, where excessive construction noise levels are identified for future projects occurring as a result of project approval, the City may condition such projects to include special revisions to further reduce construction noise impacts, particularly on school facilities. Through future environmental review processes and the City's development review process, impacts to planned schools (including those resulting from construction noise) would be reduced, or avoided, where possible.

RESPONSE L-2-17

This comment notes that the Draft EIR indicates that the proposed project would generate 3,977 school-aged children, which would lead to an increased demand on school facilities. The comment takes issue with the statement in the Draft EIR that impacts to existing facilities resulting from the project-related increase in school-aged children would not result in significant impacts with payment of fees in accordance with Senate Bill 50 (SB 50). The comment asserts that recent case law has indicated that payment of fees in accordance with SB 50 does not cover all of the possible environmental impacts to schools. Furthermore, the comment indicates that Government Code Sections 65352 and 65352.2 require that local cities coordinate planning of school facilities with school districts. The comment also requests that the City assist the District in identifying appropriate land for the development of future schools and/or expansion of existing schools within the planning area. The comment concludes by indicating that the District looks forward to working with the City on more specific estimates of project-related growth, as planning to accommodate such growth typically takes eight to ten years for schools.

Currently, payment of fees in accordance with SB 50 is considered mitigation to school facilities. However, as suggested in the comment, the City wishes to coordinate directly with the District regarding future schools or expansion of existing schools within the planning area. Therefore, the

City intends to meet with the District prior to adoption of the Draft EIR or project approval. The City fully intends to comply with the District's request to identify appropriate land for the development of future schools and/or the expansion of existing schools as well as collaborate on future planning initiatives and individual projects.

RESPONSE L-2-18

This comment expresses appreciation for the District to participate in the environmental review process and notes that the District looks forward to working with the City in reviewing and assessing impacts of the project.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

November 1, 2016

Ref. Doc. No.: 3862814

Mr. Craig Chalfant, Senior Planner
Development Services Department
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Chalfant:

Response to the DEIR for the General Plan Land Use and Urban Design

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the subject project on September 1, 2016. The City of Long Beach (City) is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. **4.9.3 Existing Environmental Setting**, *page 4.9-3*, paragraph titled Wastewater – The Joint Water Pollution Control Plant (JWPCP) currently processes an average flow of 256.8 million gallons per day (mgd), and the Long Beach Water Reclamation Plant (LBWRP) currently processes an average flow of 13.9 mgd. L-3-1
2. **4.9.8 Project Impacts**, *page 4.9-14*, first paragraph – The Districts facilities serving the project site have a remaining combined capacity of slightly over 154 mgd. Although the project related increase in wastewater would represent a minimal percentage of the remaining capacity of these facilities, the Districts should review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project. L-3-2
3. **4.9.8 Project Impacts**, *page 4.9-17*, first paragraph – It is stated “no new major sewer upgrades are anticipated or recommended for the proposed project”, however the Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts’ Sewerage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. In determining the impact to the Sewerage System and applicable connection fees, the Districts’ Chief Engineer will determine the user category (e.g. Condominium, Single Family home, etc.) that best represents the actual or anticipated use of the L-3-3

Mr. Craig Chalfant

-2-

November 1, 2016

parcel or facilities on the parcel. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727.

↑
L-3-4

4. **4.9.8 Project Impacts**, page 4.9-17, second paragraph – Refer to item no. 1 for current JWPCP and LBWRP average flows and adjust figures accordingly.

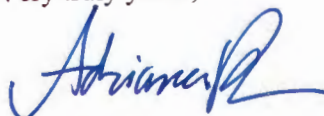
L-3-5

5. All other information concerning Districts' facilities and sewerage service contained in the document is current.

L-3-6

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

LETTER CODE: L-3

DATE: November 1, 2016

RESPONSE L-3-1

This comment is introductory in nature and indicates that the County Sanitation Districts of Los Angeles County (LACSD) received the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) on September 1, 2016. This comment also indicates that the City of Long Beach (City) is located within the jurisdictional boundaries of District No. 3.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-3-2

This comment indicates the text on Page 4.9-3 of the Section 4.9, Utilities, of the Draft EIR, should reflect the fact that the Joint Water Pollution Control Plant (JWPCP) processes an average flow of 256.8 million gallons per day (mgd) and the Long Beach Water Reclamation Plant (LBWRP) currently processes an average flow of 13.9 mgd.

The text on Page 4.9-3 of the Section 4.9, Utilities, of the Draft EIR, has been revised as follows:

Currently, the JWPCP treats approximately 256.8 ~~263~~ mgd and has a total design capacity of 400 mgd, whereas the Long Beach WRP treats approximately 13.9 ~~15.4~~ mgd and has a total permitted capacity of 25 mgd.

This change will be incorporated in the Errata to the Final EIR and does not change the analysis or conclusions contained in the Draft EIR. Therefore, no further response is necessary.

RESPONSE L-3-3

This comment indicates the text on Page 4.9-14 of the Section 4.9, Utilities, of the Draft EIR, should reflect the fact that the LACSD facilities serving the planning area have a combined remaining capacity of over 154 mgd. The comment also notes that although the project-related increase in wastewater would represent a minimal percentage of the remaining capacity of these facilities, the LACSD should review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project.

The text on Page 4.9-14 of the Section 4.9, Utilities, of the Draft EIR, has been revised as follows:

The LACSD facilities serving the project site have a remaining capacity of 154.3 ~~146.9~~ mgd. The project-related increase in wastewater would represent approximately 2 percent of the remaining capacity of these facilities. As such, there is sufficient wastewater treatment capacity within the LACSD facilities to accommodate the increase in wastewater demand citywide, and no major improvements are required.

This change will be incorporated in the Errata to the Final EIR and does not change the analysis or conclusions contained in the Draft EIR. In addition, future projects occurring as a result of project approval would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this environmental review process, impacts to LACSD facilities would be avoided, where possible. Therefore, no further response is necessary.

RESPONSE L-3-4

This comment references a statement on Page 4.9-14 of Section 4.9, Utilities, of the Draft EIR, which indicates that no new major sewer upgrades are anticipated or recommended for the proposed project. The comment notes that the LACSD is empowered by the California Health and Safety Code to charge a fee for connecting to the LACSD's Sewage System or for increasing the strength or quantity of wastewater discharged from connected facilities. This comment also provides a hyperlink to a webpage where more information on connection fees can be referenced and a phone number for the Connection Fee Counter.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-3-5

This comment indicates the text on Page 4.9-17 of the Section 4.9, Utilities, of the Draft EIR, should reflect the fact that the Joint Water Pollution Control Plant (JWPCP) processes an average flow of 256.8 million gallons per day (mgd) and the Long Beach Water Reclamation Plant (LBWRP) currently processes an average flow of 13.9 mgd.

Page 4.9-17 of Section 4.9, Utilities, of the Draft EIR, has been revised as follows:

Wastewater treatment for the proposed project would be provided by LACSD. Wastewater from the planning area would be delivered to the JWPCP and the Long Beach WRP, which have remaining permitted capacities of 143.2 ~~137~~ mgd and 11.1 ~~9.9~~ mgd, respectively. When combined, the JWPCP and Long Beach WRPs have a combined remaining capacity of 154.3 ~~146.9~~ mgd. Build out of the proposed project (2040) would result in approximately 2.8 mgd in wastewater. This forecasted wastewater generation represents approximately 2 percent of the residual design capacity of the JWPCP and the Long Beach WRP.

This change will be incorporated in the Errata to the Final EIR and does not change the analysis or conclusions contained in the Draft EIR. Therefore, no further response is necessary.

RESPONSE L-3-6

This comment indicates the all other information concerning the LACSD's facilities and sewerage service contained in the Draft EIR is current. The comment concludes by providing a phone number at which an LACSD representative can be reached should the City have any comments or questions on the contents of this comment letter.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Friday, November 18, 2016 11:29 AM
To: Alyssa Helper; Ashley Davis; Fern Nueno; Alison Spindler
Subject: FW: BHCA Sends Formal Comments on Land Use to City
Attachments: BHCA LUE 2035 Comments.pdf

From: Amy Bodek [<mailto:ajbodek@aol.com>]
Sent: Friday, November 18, 2016 11:01 AM
To: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Subject: Fwd: BHCA Sends Formal Comments on Land Use to City

Begin forwarded message:

From: Belmont Heights Community Association <no-reply@mybelmontheights.org>
Date: November 18, 2016 at 8:26:42 AM PST
To: ajbodek@aol.com
Subject: BHCA Sends Formal Comments on Land Use to City
Reply-To: no-reply@mybelmontheights.org

BELMONT HEIGHTS COMMUNITY ASSOCIATION
www.MyBelmontHeights.org | [562-285-3860](tel:562-285-3860)



Dear Belmont Heights Community Association members,

Thank you for supporting the BHCA with your annual membership. Part of our Association's mission is to address quality of life issues in the neighborhood, so our Board has made efforts to share the proposed changes to the City's 2035 General Plan with our residents. A summary of how these elements may affect Belmont Heights was in our recent [newsletter](#), page 12-13.

L-4-1

Because areas of this plan directly affect the future growth of Belmont Heights, the BHCA Board has formulated a response to the [Land Use Element \(LUE\) and Urban Design Element \(UDE\)](#) portions of the draft General Plan.

We have drilled down into the maps and relevant sections, looking at how changes in heights and density on our borders may adversely affect the neighborhood's character, culture, air and light in specific areas.

That being said, our analysis is sensitive to the City's future needs for housing and economic growth. The Plan's efforts to consider our current transit corridors to absorb new density seems logical and pragmatic.

Please see the [BHCA Board's Comments on the Land Use Element](#). And, we encourage all of our members to review and comment on the City documents individually. You can do so by sending an email to: Craig.Chalfant@LongBeach.gov by tomorrow, November 18th, 5 p.m.

L-4-1

Please "cc" President@MyBelmontHeights.org, so we can keep each other apprised of concerns.

Maureen

Maureen Neeley

President

email: President@mybelmonthheights.org

[Belmont Heights Community Association](#)

facebook.com/mybelmonthheights/

5/285-3860

<

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Belmont Heights Community Association
 375 Redondo Avenue, #332
 Long Beach, CA 90814
 562-285-3860
www.MyBelmontHeights.org

Comments on the EIR for the 2030 General Plan:
 Land Use Element | Urban Design Element

Craig Chalfant
 Senior Planner
 Long Beach Development Services
 333 W. Ocean Blvd, 5th Floor,
 Long Beach CA 90802

November 14, 2016

Dear Mr. Chalfant,

The following comments are representative of the Board of the Belmont Heights Community Association (BHCA). The comments seek to address those areas of the Land Use Element and the Urban Design Element that affect the residential and commercial areas within the boundaries of our neighborhood (7th to Livingston and Ocean, Redondo to Nieto).

L-4-2

Belmont Heights Neighborhood

Over 10,000 residents live in this neighborhood with structures dating from the early 1900s through the current period, with architectural styles representative of various eras. Founding commercial strips border and weave through the residential core, serving residents and visitors alike with shops, services and restaurants. Portions of the neighborhood are identified as parking-impacted. Two historic districts are located within these boundaries. At least one public school is wholly within these boundaries, and several border the neighborhood. Private preschools are also located here.

Belmont Heights Community Association

The BHCA is a non-profit organization made up residents who volunteer their time and energy to improve the quality of life in the neighborhood. The Association works closely with residents, historic districts, local businesses, schools, community organizations within Belmont Heights, the 3rd District Council office, City staff, and other neighborhood organizations.

L-4-3

Comments from the BHCA Board

The BHCA Board understands that the General Plan is a high-level overview – a guiding philosophy – for the City's future growth. The use of PlaceTypes in the Land Use Element (LUE) attempts to provide useful tools in analyzing the current status of our neighborhood and where there might be room for manageable growth. The Urban Design Element (UDE) attempts to create a road map to how development might occur in our commercial areas with the least impact to the current built-environment. These are admirable goals and we commend City staff for the obvious care taken to seek a holistic and futuristic vision.



That being said, staff and elected officials have sought our input on specifics within the LUE and DE. This letter outlines our concerns, and where, appropriate, our suggestions.

L-4-3

Addressing Sec 4 - City Wide Goals, Strategies and Policies

Promote Appropriate Infill Development

Map LUE 19 identifies the Redondo Corridor from 2nd Street to 7th Street as an area that will be used to promote infill development and support transit. As a Neighborhood Serving Corridor – Moderate (NSC-M), and its southern companion as a Multi-Family Residential – Moderate (MFR-M), this could translate into bundling contiguous parcels that currently have smaller, single story structures, into parcels that could then be developed into three or four stories of either housing, commercial or a mixture of both.

L-4-4

In theory, the BHCA Board agrees that this corridor is appropriate for this type of future development. However, the BHCA Board is also cognizant of the historic character, massing, sightlines, and scale that draw people and merchants to invest in our area. With that in mind, and not wanting to create a plan that reduces the desirability of our neighborhood, here are our comments and suggestions:

A. Remove from the NSC-M and MFR-M the following areas:

a. 214-220 Newport Avenue, south of Broadway

Rationale – a pristine row of single family bungalows are located on the east side of the street (214-220 Newport). These are some of the oldest and most authentic reminders of the traditional development pattern of Belmont Heights near the area's commercial 'downtown.'

b. The intersection of Broadway and Redondo

Rationale – Belmont Heights was incorporated as its own town for 13 months between 1908 and 1909. At that time, the emergence of this area between Long Beach and the Orange County border was experiencing a growth in housing and commerce aided greatly by the Red Car's expansion. The historic architecture (now in its post 1933 earthquake renovated state) located at the intersection of Broadway and Redondo is important to the cultural landscape of Belmont Heights. Several buildings should be surveyed for landmark eligibility, especially those found on the SW, SE, and NW corners

L-4-5

c. The Intersection of 4th and Redondo

Rationale - The BHCA recognizes that 3400 E. 4th Street (the SE corner of 4th and Redondo) has an especially important building that may be eligible for landmark status. The former Hunter Drug Store has only recently been adaptively reused as a barber shop. Its brick and tile exterior is intact along with much of its original design. The building extends east along 4th Street and it would be inappropriate – as well as a loss to the unique character of the neighborhood – to redevelop this into a 3 story structure.

B. Addressing Sec 5 - Implementation

a. Remove the last four residences on the north side of Broadway between Mira Mar and Grand (3843, 3841, 3819 Broadway and 228 Grand) from the 3-story development recommendation.

L-4-6

Remove one home on the south side of Broadway at Mira Mar (227 Mira Mar) from the 3-story development recommendation

Rationale - These are the last remaining examples showing the development of Broadway as a residential street. The neighborhood-defining Pacific Electric Red Car tracks did not reach this far, so residential structures tended to dominate the landscape, keeping the commercial buildings farther west toward Redondo.

- b. *Exempt the last two residences on the north side of 4th Street at Newport (3431 E. Fourth Street, and its companion home that faces Newport – 401 Newport) from the 3-story development recommendation*

Rationale - These are the last remaining examples showing the development of 4th Street as a residential street close to Redondo. A major (3-story) development at this location would adversely affect the character and value of the historic district homes adjacent and across the street. Any development should be done sensitively, acting as a buffer to the nearby Belmont Heights Historic District (BHHD). Keeping 3431 E. Fourth and 401 Newport as residences is a perfect way to transition from commercial to the abutting Historic District.

L-4-6

- c. *Exempt two residences at the corner of 4th Street and Grand (3731 and 3741 E 4th Street) from the 3-story development recommendation*

Rationale – These homes abut the BHHD and serve as an effective buffer to that district.

- d. *Exempt two residences on the north side of 4th Street at Tremont (4505 and 4515 E 4th St) from the 3-story development recommendation*

Rationale – These homes act as a buffer to the residential neighborhoods on both the north and south side of 4th Street at Tremont. The conversion of these lots into a 3-story parcel would overshadow the abutting residences, especially since these lots sit atop a rise, making any increased heights appear even taller and cast longer shadows.

- e. *Ensure that the BHHD map along both 4th St and 7th St correlates with the City's proposed heights as outlined on Map LU-7. For example, 404 Newport Avenue is in the BHHD district: Therefore, the northeast corner of 4th St and Newport should be excluded from the proposed 3-story development recommendation. Along 7th St, the BHHD extends to 7th St at Loma, Euclid, and Mira Mar. Those intersections should be excluded from the proposed 3-story development recommendation.*

Rationale – Contributing single family homes in the BHHD should be excluded from the proposed 3-story development recommendation and protected from inappropriate adjacent development.

C. Broader recommendations

- a. *Please clarify the **discrepancies** between maps LU7 and LU11.*

Namely, LU7 (height designations) shows the 4th Street corridor height changes as extending only to the alley between 4th and 5th. LU11, on the other hand, assigns the PlaceType "Neighborhood Serving Corridor Low/Moderate" along 4th all the way north to 5th Street, encroaching into the BH Historic District.

L-4-7

We are not in favor of height changes extending beyond the alleys or to the northernmost property line of 4th Street lots which do not have an alley on the north side. Maps LU7 and LU11 should reflect the same boundaries for the increased 3 story building height.”

L-4-7

- b. *The BHCA requests that the City identify (survey) important structures along Broadway, 4th Street, Redondo and 7th Street as **cultural resources** prior to finalizing the LUE and UDE of the General Plan*

Rationale – The architectural history of most of the commercial and mixed used buildings along Broadway, Redondo, 4th Street and parts of 7th Street is a major attraction for our City’s small, local-serving business owners, as well as an attraction for customers. Allowing wholesale redevelopment of most of these blocks would detract from the intrinsic property value (i.e., the reason people live and visit here in the first place). Adaptive reuse, and sensitive additions may be appropriate, but each project would best be served individually and with an eye for design.

L-4-8

- c. *Reach out to the fledgling **East Fourth Street Business Association** and the more established **On Broadway Business Association** for input on the design and development standards for the commercial strips in these areas*

Rationale – Most of the businesses are owned and operated by local residents who have chosen to locate their shops and restaurants on this street in large part because of the unusual and eclectic architecture, walkability, and location near a fairly dense population. The BHCA has advertised the EIR and encouraged residents to read it and comment, but as far as we know, the City has not conducted a business district presentation.

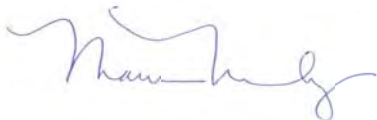
L-4-9

- d. *What can our residents expect in assistance (mitigation) for the loss of available breezes, sightlines (light) and warmth if a 3 to 4 story development affects their family home?*

Rationale – Traditionally, Belmont Heights homes and businesses do not have air conditioning, relying instead on the mild weather and evening breezes to regulate temperature. Promoting development that, in effect, encircles the neighborhood with 3-to-4 story structures can change that dynamic. Similarly, taller buildings affect the light and warmth available to single family residences located in the interior, founding neighborhood. Appropriate and relevant mitigation from developers might include funding for public open space in any new developments; funding for plantings or a multi-purpose community space on the Pacific Electric Rights of Way Park and Ximeno/Roswell node; Escrow account for future additional and appropriate needs.

L-4-10

Thank you for your consideration of these comments.



Maureen Neeley, President
Belmont Heights Community Association

BELMONT HEIGHTS COMMUNITY Association

LETTER CODE: L-4

DATE: November 14, 2016

RESPONSE L-4-1

This comment is a message to members of the Belmont Heights Community Association (BHCA), which indicates that the BHCA has submitted a letter on the project and urges members to also review and comment on the project individually.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-4-2

This comment indicates that the statements in this letter are representative of the BHCA and that these comments pertain specifically to project impacts occurring within the Belmont Heights area.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-4-3

This comment provides background information on the Belmont Heights Neighborhood and the BHCA, as well as an overview of the proposed project. The comment concludes by commending the City for developing the project with the admirable goal of managing growth in the City.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-4-4

This comment indicates that per Map LU-18 in the proposed Land Use Element (LUE), the Redondo Corridor from 2nd Street to 7th Street is targeted for infill development consistent with land uses allowed within the Neighborhood Serving Corridor and Multi-Family Residential PlaceTypes. The commenter opines that infill development in this area could result in the bundling of contiguous low-density parcels into higher density parcels. The commenter indicates that the BHCA agrees that this area is appropriate for future higher density development, but cautions against impacts of future development on the historic character, massing, views, and scale of this area.

The proposed project is a long-range planning document aimed at guiding future development through the year 2040. Approval of the proposed project is considered a policy/planning action and does not include any physical improvements that would result in direct impacts to existing development. However, the commenter is correct in asserting that the Redondo Corridor is targeted for infill development, as allowed under the Multi-Family Residential-Moderate PlaceType. While new development proposed along this corridor would be developed at a higher density than surrounding residential uses, the proposed new developments would be required to transition to existing lower-density developments, as outlined in the proposed LUE. As described on Page 78 of the proposed LUE, new development within the Multi-Family Residential PlaceType would be required to be integrated with existing surrounding uses to encourage appropriate transitions in height and massing. Additionally, new buildings would be required to be designed to be consistent with the surrounding context whether it is historic or associated with a recognizable design era.

As described in the Initial Study for the proposed project (May 2015), impacts to historic resources resulting from the proposed project were determined to be less than significant because the proposed project would encourage new development while preserving the character of existing historic buildings and neighborhoods, and because future individual projects would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. Furthermore, the proposed Urban Design Element (UDE) includes the following policies and implementation strategy aimed at preserving existing historic structures in the City:

- **Policy UD 9-1:** Identify and preserve historic buildings that enhance a historic district or are classified as a contributing structure.
- **Policy UD 10-1:** Embrace the cultural diversity and heritage prevalent within Long Beach through public art, signage, and preservation of historic structures.
- **Policy UD 10-3:** Provide incentives and encourage the renewal of historic buildings so they can continue to remain an asset to strengthen a neighborhood's individual character in the future.
- **Policy UD 14-8:** Avoid street walls where it will adversely affect the existing character (i.e., scale, dominant style, historic features) of a neighborhood or street face.
- **Policy UD 19-4:** Promote the uniqueness of each neighborhood through preservation of mature trees, historic structures, fine-grained architectural detail, appropriate building scale, and cultural amenities that are key to the neighborhood's identity and help create a uniform streetscape.
- **Policy UD 20-5:** Preserve the existing urban fabric through preservation of mature trees, historic structures, and cultural amenities.
- **STRATEGY No. 45:** Finalize Designated Historic Districts Guidelines document.

The City has also added Land Use Strategy No. 3 under the Southeast area (which includes Belmont Shores and Belmont Heights), which aims to continue implementation of the Historic Preservation Element and conduct focused surveys to identify and create incentives to preserve potential landmark historic properties. Therefore, with these Policies and Strategy incorporated into the Project, impacts to historic resources would be less than significant.

Refer to Response L-4-8 for further discussion related to project impacts on scenic views.

RESPONSE L-4-5

This comment requests that the City remove the Neighborhood Serving Corridor-Moderate and Multi-Family Residential-Moderate PlaceTypes from the following areas: 214–220 Newport Avenue, south of Broadway; the intersection of Broadway and Redondo; and the intersection of 4th and Redondo. The commenter opines that these areas are examples of the community's historic character and as such, should remain in their current condition.

This comment requests the removal of several PlaceTypes within the Belmont Heights area but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-4-6

This comment is in reference to Section 5, Implementation, of the LUE, and requests that the City change the project in the following ways:

- (1) Remove the last four residences on the north side of Broadway and Mira Mar and Grand, as well as one home on the south side of Broadway at Mira Mar, from the three-story development recommendation. The commenter opines that these are the last remaining residences in this area, and as such, should be preserved in place;
- (2) Exempt the last two residences on the north side of 4th Street at Newport from the three-story development recommendation. The commenter opines that these are the last remaining residences in this area and their removal would adversely affect the character and value of this historic district;
- (3) Exempt two residences at the corner of 4th Street and Grand from the three-story development recommendation. The commenter opines that these homes abut the historic district and are an effective buffer to the historic district;
- (4) Exempt two residences on the north side of 4th Street at Tremont from the three-story development recommendation. The commenter opines that high-density development in this area would overshadow abutting residences;
- (5) Ensure that the Belmont Heights Historic District (BHHD) map along both 4th Street and 7th Street correlates with the proposed heights. The commenter opines that properties within the BHHD should be exempt from the proposed three-story development recommendation. The commenter opines that single-family homes in this area should be protected from inappropriately scaled adjacent development.

This comment requests exemptions from the PlaceTypes to specific residences out of concern to the character of the neighborhood. However, the adoption of citywide PlaceTypes does not change the development (zoning) regulations specific to any individual parcel, nor does it guarantee that any specific parcel would be developed to the full extent allowed or that any existing residence would be removed. The comment does not contain any substantive comments

or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-4-7

This comment asks the City to clarify the discrepancies between Map LU-7 and LU-11. Specifically, the commenter asks for clarification because Map LU-7 shows the 4th Street corridor height changes as extending only to the alley between 4th and 5th Streets, whereas Map LU-11 assigns the Neighborhood Serving Corridor PlaceType along 4th Street to 5th Street, thereby encroaching into the BHHD.

The proposed height corridor changes in the area along 4th Street are intended to extend generally to the alley between 4th and 5th Streets. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-4-8

This comment asks the City to identify important structures along Broadway, 4th Street, Redondo, and 7th Street as cultural resources prior to finalizing the project. The commenter opines that because of the architectural history of the buildings in this area, the City should not allow wholesale redevelopment, as this would reduce property values. The commenter opines that while adaptive reuse and improvements to historic properties within this area may be appropriate, these should be made on an individual project basis.

The proposed project is a long-term planning/policy action and does not include the physical development of any structures that could adversely impact architecturally or culturally significant resources in the City. Future projects would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this environmental review process, impacts to architectural and cultural resources would be avoided, where possible.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-4-9

This comment asks the City to reach out to the East Fourth Street Business Association and the On Broadway Business Association for input on the design and development standards for commercial uses in these areas.

This comment makes a request for input on the design and redevelopment standards but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This

comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-4-10

This comment asks what mitigations measures will be applied within the Belmont Heights area to reduce impacts related to available breezes, sightlines, and warmth if new three- and four-story developments were to be implemented. The commenter suggests that appropriate and relevant mitigation may include funding for public open space in any new developments, funding for plantings or a multi-purpose community pace on the Pacific Electric Rights of Way Park and Ximeno/Roswell node, and an escrow account for future additional needs.

Visual impacts, including impacts with respect to the obstruction of scenic vistas, are addressed in Section 4.1, Aesthetics, of the Draft EIR. This section of the Draft EIR concluded that an impact with respect to the proposed project's potential to obstruct scenic views and vistas would be less than significant and not require mitigation. In addition, the proposed project is a long-term planning/policy action and does not include the physical development of any structures that could adversely impact available breezes or warmth. However, future development envisioned under the proposed project could result in the obstruction of scenic vistas. To reduce impacts related to the potential obstruction of scenic vistas, new development projects facilitated by project approval would be required to comply with strategies and policies in both the LUE and UDE, which aim to enhance the quality of new and existing development within scenic areas (Policy UD 2-6, Policy UD 9-3, Policy UD 18-3, Policy UD 18-4). Future projects occurring as a result of project approval would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of CEQA and the *State CEQA Guidelines*. As part of this separate environmental review process, project-specific impacts and mitigation measures would be identified. Through this environmental review process, impacts to sightlines and shade/shadow would be avoided, where possible.

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November 18, 2016

Christopher Koontz, AICP,
Advanced Planning Officer
City of Long Beach Development Services
333 West Ocean Blvd.
4th Floor, City Hall
Long Beach, CA 90802

Dear Mr. Koontz,

On behalf of East Yard Communities for Environmental Justice (EYCEJ) and the undersigned organizations and allies, we wish to submit this comment letter on the City of Long Beach's Draft General Plan Land Use Element (LUE)/ Urban Design Element (UDE) Update Environmental Impact Report (EIR). As the General Plan serves as the roadmap for development in the City, we want to ensure that development is planned in such a way that the quality of life of residents and workers are improved in an equitable manner. As people that live, work, and recreate in Long Beach, we welcome opportunities to partake in these planning processes. We would like to recommend the following areas be looked at and addressed:

L-5-1

Air Quality

While the EIR attempts to account for the various impacts development will have on air quality locally, it does not include any mention of the Air Quality Element, which has not been updated since 1996. As we know, air quality in the South Coast Air Basin, especially in the Long Beach - Los Angeles metropolitan region - is of some of the poorest in the nation. We have several factors contributing to this - the I-710 freeway, the Ports of Long Beach and Los Angeles, the THUMS Islands, auto industry in Cambodia Town, refineries adjacent to West Long Beach, and a host of other sources.

L-5-2

Given that residents in Long Beach experience disparate life expectancy rates based on one's zip code (attached map), the cumulative health impacts induced from pollution exposure, and the multiple polluting sources within and adjacent to the City, it is imperative that the City of Long Beach adopt concrete planning strategies regarding our City's air quality goals. We suggest that the City's Air Quality Element be updated as soon as possible, with inclusion of



robust public participation. There have been many changes in legislation, policy, landscape, and technology since 1996, and it is important to incorporate these into future planning efforts, including:

- Governor Brown's Executive Order B-32-15 on Zero-Emissions and Freight¹,
- Senate Bill 350 - The Clean Energy and Pollution Reduction Act²,
- Senate Bill 1000 - Land Use: General Plans: Environmental Justice³
- Senate Bill 535 and Assembly Bill 32 - California Global Warming Solutions Act⁴
- The San Pedro Bay Ports are currently in the process of updating their Clean Air Action Plan, of which they just released a draft discussion document⁵

L-5-2

The State is moving towards a zero-emission, fossil-fuel free, sustainable future, and the City of Long Beach must, at the very least, be aligned with these priorities.

Funding Opportunities

There are also several funding opportunities that exist and will be coming online to resource projects that will reduce and mitigate air pollution and GHG emissions, including State of California Greenhouse Gases Reduction Fund (GGRF), and the POLB Community Mitigation Funding Program. Long Beach is particularly poised to apply for and receive GGRF monies given its ranking in the top 5% of most Disadvantaged Communities (DACs) for pollution burden combined with socio-economic vulnerabilities, according to the State's Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 2.0 tool. In order to be competitive in the funding process, and to most effectively utilize these funds, Long Beach must have plans in place that reflect the current metrics and needs of our City, especially as it pertains to the areas that are most vulnerable and impacted by poor air quality. Again, we recommend that the City commit to updating the Air Quality Element within the General Plan, paying particular attention to robust public participation, and addressing health inequities.

L-5-3

Mixed-use Land Use Place Types

We support including mixed use land use place types and complete streets/neighborhoods in the Land Use element draft. Mixed-use land use and complete streets and neighborhoods are proven strategies to reduce vehicle miles traveled (VMT) and emissions that will improve air quality and combat climate change. However, we also emphatically support inclusion of multiple strategies that will support, develop and preserve quality, affordable housing for low-income Long Beach residents. We cannot support strategies that improve the living conditions for some in our City, but which also displace and harm others, especially those who are low-income or who reside in under-resourced neighborhoods.

L-5-4

Green Zones

L-5-5

¹ <https://www.gov.ca.gov/news.php?id=19046>

² https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB350

³ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1000

⁴ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120SB535

⁵ <http://www.polb.com/civica/filebank/blobdload.asp?BlobID=13654>

We ask that the concept and intent of Green Zones⁶ is incorporated into the Land Use element. Green Zones is a community led strategy to transform an area that is overburdened by pollution into a healthy, thriving neighborhood. As discussed earlier, Long Beach has many neighborhoods that are disproportionately impacted and burdened by pollution, whether from large scale industrial sources or smaller, but cumulatively burdensome pollution sources. These disproportionate impacts felt by our City's environmental justice neighborhoods can be lessened by Green Zones strategies which include health-protective land use planning. Green Zones land use planning can require safer distances from toxic pollution, deliver new economic community investment, and create health-centered policies for how land can and cannot be used. We applaud the inclusion of an Environmental Justice section of the Land Use element draft plan, and strongly encourage the inclusion of land-use planning strategies like Green Zones, to ensure that EJ neighborhoods are directly benefitting from strategies to improve their health.

L-5-5

Conclusion

We appreciate the opportunity to provide comments that will help shape the future of the City. We are committed to seeing a robust and equitable plan take shape, and look forward to engaging in this process moving forward. If there are any questions or concerns, please contact Taylor Thomas at tbthomas@eycej.org or (323) 263-2113.

L-5-6

Sincerely,

Taylor Thomas, Research and Policy Analyst
East Yard Communities for Environmental Justice

Gisele L. Fong, PhD, Executive Director, EndOil / Communities for Clean Ports
Chair, Building Healthy Communities Long Beach, Environmental Health Work Group

Danny Gamboa, Project Director
Healthy Active Streets

Steve Gerhardt,
Walk Long Beach

Stella Ursua, President, Green Education Inc.; Chair, Building Healthy Communities,
Neighborhoods Work Group

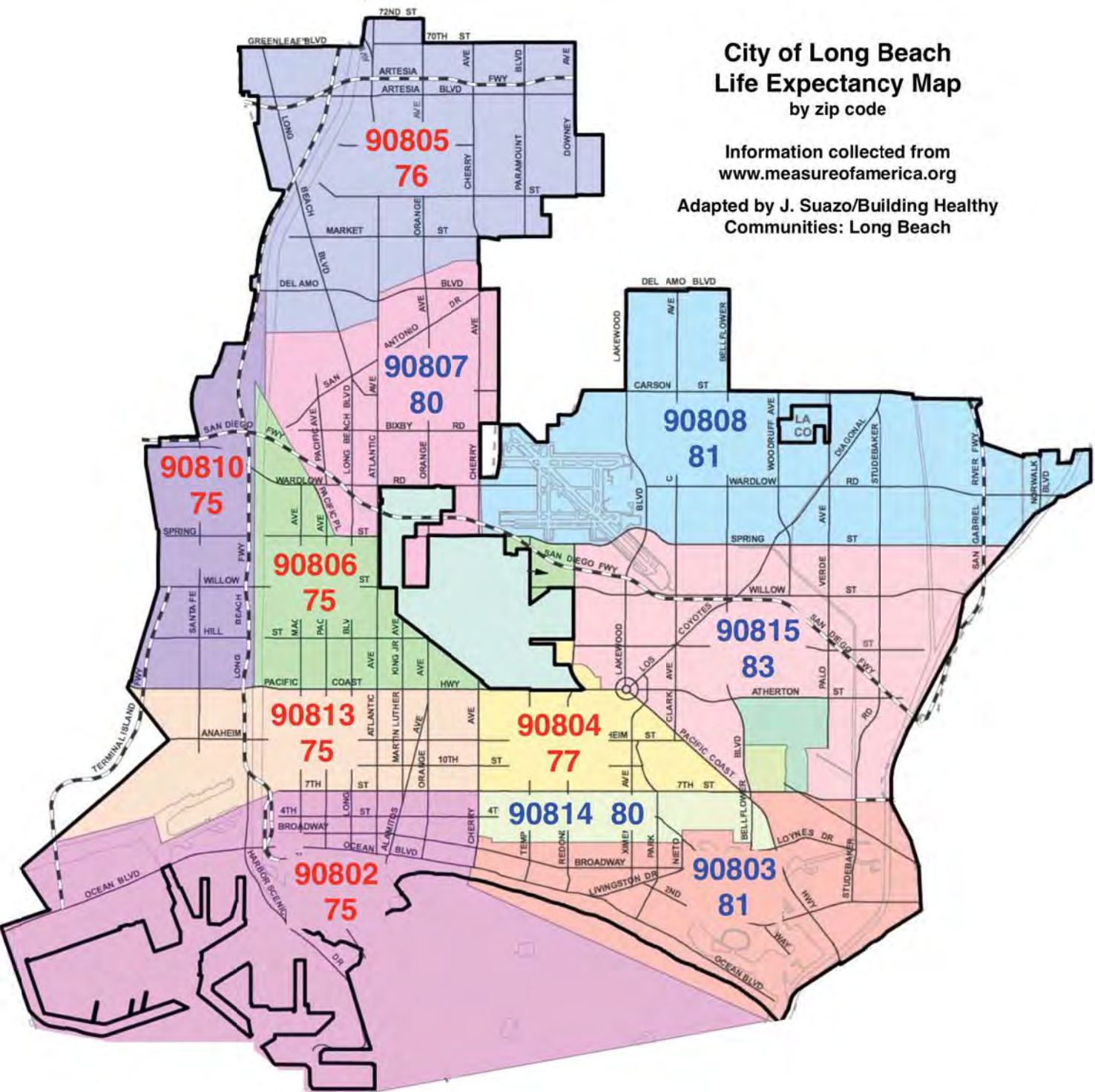
Sylvia Betancourt, Project Manager
Long Beach Alliance for Children with Asthma

⁶ <http://caleja.org/2015/09/new-report-green-zones-across-california/>

**City of Long Beach
Life Expectancy Map
by zip code**

Information collected from
www.measureofamerica.org

Adapted by J. Suazo/Building Healthy
Communities: Long Beach



EAST YARD COMMUNITIES FOR ENVIRONMENTAL JUSTICE

LETTER CODE: L-5

DATE: November 18, 2016

RESPONSE L-5-1

This comment indicates that this letter is being submitted on behalf of the East Yard Communities for Environmental Justice (EYCEJ). The comment also indicates that the primary intention of the EYCEJ is to ensure that development is planned in a way that improves the quality of life of residents and workers in the City of Long Beach (City) in an equitable manner.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-5-2

This comment notes that the Draft EIR does not mention the City's General Plan Air Quality Element, which has not been updated since 1996 despite the fact that air quality in the South Coast Air Basin is some of the poorest in the nation. The commenters opine that it is imperative that the City adopt concrete planning strategies establishing air qualities given the fact that Long Beach residents experience disparate life expectancy rates. The comment concludes by noting several pieces of legislation aimed at improving air quality and notes that the State is moving towards a zero-emission, fossil fuel-free, sustainable future.

The City's General Plan Air Quality Element (1996) is referred to throughout Section 4.2, Air Quality, of the Draft EIR. References to the project's consistency with the Air Quality Element are also included in Section 4.3, Global Climate Change, of the EIR and the *Air Quality Impact Analysis* (Appendix B). Additional sources used to conduct the air quality and greenhouse gas analysis are cited throughout the Draft EIR and the *Air Quality Impact Analysis* for the project.

Additionally, mobile sources (i.e., automobiles, trucks, marine vessels, aircraft, etc.) are the largest source of air pollution and greenhouse gases in the Long Beach area. Reducing emissions from mobile sources even as population and motor vehicle use continue to increase, is a key challenge for the South Coast region. The City does not have the authority to regulate mobile source emissions. Under the Clean Air Act, the United States Environmental Protection Agency and the California Air Resources Board (ARB) are authorized to regulate emissions from mobile sources. To help offset the additional emissions due to increased vehicle use, ARB has adopted several transportation and mobile control measures to reduce motor vehicle travel and promote the use of clean vehicles. As indicated in the Draft EIR, Policy 2.6.2 of the Air Quality Element encourages the installation of alternative fueling facilities such as electric chargers for vehicles, and Policy Mobility of People (MOP) 5-2 of the Mobility Element calls for the continued active enforcement of the City's trip reduction through the use of alternative modes of transportation and Transportation Demand Management. Despite the improved traffic flows and planned infrastructure for electric conduits for charging vehicles in various land uses under the

implementation of the proposed GP Land Use Element (LUE) and Urban Design Element (UDE) project, emissions will continue to decrease because of more availability of vehicle charging infrastructures, improvements in vehicle fuel consumption technology, and new federal and State regulations aimed at reducing mobile source emissions.

RESPONSE L-5-3

This comment suggests that the City pursue grant funding opportunities, such as those provided by the State of California Greenhouse Gases Reduction Fund (GGRF) and the Port of Long Beach (POLB) Community Mitigation Funding Program. The commenters opine that additional funds could benefit the City, particularly because the City is ranked in the top five percent of the most Disadvantaged Communities for pollution burden in the State. The commenters also suggest that in order to be competitive in the funding process and the effectively utilize these funds, the City must develop plans that reflect the current metrics and needs of the City. The comment concludes with the assertion that the City must commit to updating the General Plan Air Quality Element, with a particular emphasis on robust public participation and health inequities. Attachment 1 to this comment includes a Life Expectancy Map for different districts in the City.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the City has committed to preparing a Climate Action and Adaptation Plan pursuant to Mitigation Measure GHG-1, which will serve to decrease emissions of criteria pollutants as a co-benefit of reducing GHG emissions. The City also pursues all available grant funding for air quality improvement programs and projects, including the GGRF Affordable Housing and Sustainable Communities (AHSC) program, of which the City is a recipient. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-5-4

This comment expresses support for the proposed mixed-use PlaceTypes and complete streets/neighborhoods in the proposed LUE, and also notes that these land use strategies have been proven to reduce vehicle miles traveled and emissions, improve air quality, and combat climate change. The comment notes that the commenters do not support strategies that improve living conditions for some in the community while displacing and harming other residents, particularly those who are low-income or who reside in under-resourced neighborhoods.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-5-5

This comment introduces the concept of “green zones,” which aim to transform an area that is overburdened by pollution into a healthy, thriving neighborhood through the implementation of specific strategies. Examples of these strategies include requiring safer distances from toxic pollution, delivering new economic community investments, and the creation of health-centered

policies regulating land use. The commenters opine that the City could largely benefit from the implementation of Green Zones and applaud the City for including an Environmental Justice section in the proposed LUE. The commenters conclude by suggesting that the City include a similar section related to Green Zones in the LUE.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-5-6

This comment thanks the City for the opportunity to provide comments that will shape the future of the City and indicates that the commenters are committed to seeing a robust, equitable plan take shape.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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*ALSO Admitted in Colorado
**ALSO Admitted in Texas

November 18, 2016

VIA ELECTRONIC MAIL

Craig Chalfant, Senior Planner
City of Long Beach
Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
craig.chalfant@longbeach.gov

Re: LB General Plan LUE and UDE Project

Dear Mr. Chalfant:

I am writing on behalf of Long Beach Transportation and Parking Solutions, Inc. ("TAPS") in regards to the Final Draft EIR SCH No. 2015051054 (the "DEIR"). As you already know, TAPS was founded in 2014 to promote the social welfare of the residents of the City of Long Beach ("City") by working to rectify the transportation and parking problems that exist in the City. While we laud your plan for the development of Long Beach to accommodate its continuing growth and promote a better community, we are concerned about the EIR's failure to analyze the adequacy of parking in the General Plan LUE and UDE as proposed. We are particularly concerned because several objectives of the circulated DEIR and some of the data revealed by the DEIR suggest the project may have significant adverse effects in the City of Long Beach (the "City").

L-6-1

For example, the Land Use Element encourages "Public Rooms" adjacent to ground floor cafés and retail uses, space for which is likely to come out of our parking resources. See Section 3.5.2 of DEIR. Indeed the DEIR contains a picture of a sidewalk café where you can see cars parked in that part of the street just one building down. While we appreciate the plan's intent to "improve the interface between buildings and streets; develop areas along public sidewalks... design parking lots and access points to be pedestrian-friendly, provide buffers around streetscapes to buffer parking areas and promote walkability; provide bicycle infrastructure;

L-6-2



establish safe transit infrastructure; and design streetscapes utilizing sustainable streetscape strategies,” we are worried that the space for these amenities may come from the City’s parking stock. See Section 3.8 of DEIR. In a provided rendering for an example of a residential street, there is no parking pictured.

↑
L-6-2

Additionally, the DEIR anticipates increases in traffic so severe that forty-four intersections, half of all intersections analyzed, will be significantly and unavoidably impacted. The single plan proposed to mitigate the traffic impact for a single intersection involve removing parking spaces on Alamitos Avenue, and do not even decrease the intersection’ traffic load classification. See Section 14.8.4 of DEIR. If the impacts on traffic are so severe, the impacts on parking are likely to be similarly severe. However, the adequacy of the parking stock was not analyzed in the DEIR. The DEIR anticipates an increase of population by 51,000, employment by 28,500, and total units by 11,744, which would significantly increase parking demands.

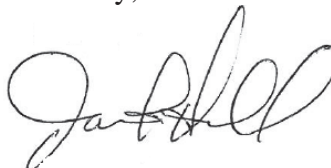
The DEIR did not ever seriously analyze the adequacy of parking, and this needs to be revisited. If the analysis is revisited, the City may adopt a plan that explicitly provides for meeting the increased parking demand rather than quietly condemning parking in favor of sidewalks and cafes. Had the DEIR considered parking, Alternative Three, Reduced VMT Alternative / Transit-Oriented Alternative may have been a much more attractive option, since it would result in reduced vehicle usage and parking demand.

L-6-3

The reasonably foreseeable environmental impacts that flow from the lack of parking must be analyzed under CEQA, and the DEIR as it has been circulated unfortunately does not address these impacts. We request that you consider meeting the parking demands for a growing city as an integral part of your plan for the City of Long Beach’s growth.

I may be contacted at 310-982-1760 or at jamie.hall@channellawgroup.com if you have any questions, comments or concerns.

Sincerely,



Jamie T. Hall

LONG BEACH TRANSPORTATION AND PARKING SOLUTIONS

LETTER CODE: L-6

DATE: November 18, 2016

RESPONSE L-6-1

This comment indicates that the commenter is submitting this comment letter on behalf of Long Beach Transportation and Parking Solutions (TAPS). The commenter provides background information on TAPS and indicates that this organization formed with the purpose of rectifying transportation and parking solutions in the City of Long Beach (City). With regards to the project, the commenter commends the City on its efforts to accommodate growth and promote a better community, but expresses concern related to the Draft EIR's failure to analyze the adequacy of parking.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the loss of parking is no longer considered an environmental impact under the California Environmental Quality Act (CEQA). The General Plan, including this proposed General Plan Land Use Element (LUE) update, does not establish parking regulations. The parking regulations are found in the individual, more-detailed zoning district ordinances. However, the proposed LUE does outline parking guidelines for each of the proposed PlaceTypes to ensure that new development envisioned under the project would provide adequate parking. As stated in the LUE, most PlaceTypes would apply standard parking requirements to new development, but the City may reduce parking, where appropriate, to encourage retention of historic and cultural resources and to promote transit usage. The City will also explore various opportunities for shared or district parking to help ameliorate parking shortages in parking-impacted areas of the City. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-6-2

This comment notes that the LUE encourages "public rooms" adjacent to ground floor retail and restaurant uses, which will take away from existing parking spaces. The commenter opines that the Draft EIR includes a picture of an example public room where a parking space was converted to create this space. The commenter expresses appreciation for the plan's intent in improving the interface between buildings and streets through the creation of public rooms, but notes concern that the creation of public rooms will result in a reduction in parking spaces.

Refer to Response L-6-1 for further discussion related to project impacts regarding the loss of parking. The example figure referred to in the comment was illustrative in nature and was not intended to imply that all on-street parking would be replaced by public rooms. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-6-3

This comment notes that the Draft EIR anticipates an increase in traffic that would result in significant adverse impacts to 44 intersections, and yet the plan to mitigate such impacts involves removing parking spaces on Alamitos Avenue. The commenter opines that if traffic impacts are anticipated to be so severe, parking impacts must also be severe. The comment notes that the Draft EIR does not analyze project impacts with respect to parking and notes that the increased population envisioned under the project would serve to further increase the parking demand. As such, the commenter opines that the Draft EIR should analyze parking impacts, and if such impacts were analyzed, Alternative 3-Reduce Vehicle Miles Traveled (VMT) Alternative/Transit-Oriented Alternative would have been a more attractive option because it would result in reduced vehicular trips and parking demand. The comment concludes by requesting that the City meet parking demands as the City continues to grow.

Refer to Response L-6-1 for further discussion related to project impacts regarding the loss of parking. The removal of parking on a portion of Alamitos Avenue was a mitigation measure proposed for the Long Beach Downtown Community Plan, and not mitigation for the proposed project. Additionally, mitigation proposed in the *Traffic Impact Analysis* for the proposed project (refer to Appendix E of the Draft EIR) includes a number of Implementation Measures designed to promote mobility of supporting all travel modes, including walking, bicycling, and use of transit to reduce automobile trips. Mitigation is not, as stated, limited to the removal of parking on Alamitos Avenue.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 8:48 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Comments for the Draft EIR on Land Use and Urban Design Elements of the General Plan

From: Adam Wolven [<mailto:adamwolven@hotmail.com>]
Sent: Thursday, November 17, 2016 10:45 PM
To: Craig Chalfant; abel.arvea@longbeach.gov; Celina Luna; Council District 6; Council District 7
Subject: Comments for the Draft EIR on Land Use and Urban Design Elements of the General Plan

Dear Mr. Chalfant,

After attending open house for the new plan as well as the town hall meeting hosted by Councilmember Urunga last Monday, I would like voice my concerns regarding the new plan.

I understand that a goal of the plan is to increase population density near the light rail. But the reality is that I don't know a single person who has given up their car to use public transportation as their main source of transportation. Nor do I know anyone planning to do this in the future. On the contrary, I do know several single individuals who own multiple vehicles. Frankly, I don't think it's realistic or sensible to bank on the assumption that people will give up their vehicle for bus and train by 2040. Dense housing will create parking issues. It doesn't matter if it's near a transit station.

L-7-1

I purchased a home in this area partially because it isn't overcrowded, like my last place near the shore. Not having enough parking makes life miserable for home owners, tenants, and guests. Depending on where you live in Wrigley, it is either "just right" or already over crowded in regards to parking density. Wrigley does not have the capacity to absorb parking from 3-5 story mixed use structures along Willow and Pacific. These should remain limited to 2-story. Also, the plan should eliminate all of the 240 foot plus unlimited building heights at the following Blue Line Metro stations: Willow street, PCH, and Anaheim. and have a maximum of 5 stories. Also the increased 5 story heights outside of the quarter mile Transit nodes should follow the Midtown plan and be reduced to 3 story maximum height.

L-7-2

My biggest concern with the plan is that it would take densely populated areas of the city and further increase their density (<http://www.longbeach.gov/ti/media-library/documents/gis/map-catalog/popdensity2014/>). In addition, it would place this burden onto lower income neighborhoods with larger minority populations (<http://www.longbeach.gov/ti/media-library/documents/gis/map-catalog/racetotalpop2014/>). This doesn't benefit my neighbors; this doesn't benefit our city as a whole. Poor zoning creates slums.

L-7-3

If this isn't the case, then why aren't the same zoning changes proposed for 2nd street in belmont. The plan suggests it's fine to put three story buildings along the lower income, diverse corridor along Pacific, but 2nd street, located in the predominantly white, high-income neighborhood of Belmont shore, remains two-story. Unless, I'm misreading the plan, it's hard not perceive that the less-resourced neighborhoods, as my neighbors have

stated, "are getting dumped on." As it exists now, the new heights and proposed density in our community are unacceptable, when other areas in the city only have an increase of 1 additional story (from 2 to 3 stories). Our

neighbors are concerned that this plan reflects another Social and Economic Injustice to Wrigley, Central and Willmore neighborhoods.

↑
L-7-3

Please amend the General Land Use Plan as it stands, and make the changes necessary for increased growth to be more equitable in all areas of Long Beach.

|
L-7-4

Thank you.

Sincerely,
Adam Wolven
7th District Resident
Wrigley Association - Vice President

WRIGLEY ASSOCIATION

LETTER CODE: L-7

DATE: November 17, 2016

RESPONSE L-7-1

This comment expresses concern related to the proposed project, specifically related to the Transit-Oriented Development PlaceType. The commenter opines that people will not give up their individual vehicles for transit and as such, increased density will result in congestion and a lack of parking.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-7-2

This comment speaks from personal familiarity with the Wrigley neighborhood when indicating that there is a lack of parking in this area. The commenter asserts that the increased density proposed as part of the project would further the lack of parking in the Wrigley area. As such, the commenter suggests that the area maintain a two-story height limitation. The comment also requests that the 240 foot height limitations and the unlimited building heights be removed and replaced with a five-story height limitation. The comment concludes by suggesting that the height limitations within the Transit-Oriented Development (TOD) PlaceType be consistent with the Midtown Plan and be reduced to a three-story height limitation.

Refer to Response L-6-1 for further discussion related to project impacts regarding the loss of parking. In addition, in a letter dated November 30, 2016, and included as Attachment B to the Final EIR, the City is adjusting the PlaceType table and height map to reflect a ten-story maximum height within the TOD Moderate PlaceType, consistent with the Midtown Specific Plan. The City has also reduced height and intensity around the Wardlow Metro Blue Line station as well as along Pacific Avenue within the Wrigley community. The reduced heights have been made to reflect corrections made to the PlaceTypes Map, which previously designated existing residential neighborhoods near the Wardlow Station as the Transit Oriented Development PlaceType. The redesignation of these areas to reflect the Founding and Contemporary Neighborhood PlaceType resulted in a corresponding three-story height decrease (from five to two stories) height limitation of two stories in residential neighborhoods surrounding the station. These changes have been incorporated into the Errata and are reflected in the updated LUE included as Attachment B. This change does not affect the analysis or conclusions contained in the Draft EIR. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-7-3

This comment expresses concern related to increased density associated with the project and its impact on lower income neighborhoods with larger minority populations. The commenter also asks why the project does not propose height increases on 2nd Street in Belmont Shores. The comment concludes by suggesting that new heights and proposed density increases in the Wrigley community are unacceptable when other areas of the City are only subjected to a one-story height increase.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that in a letter dated November 30, 2016, and included as Attachment B to the Final EIR, the City has indicated that the heights on Pacific Avenue between 25th and 20th Streets will be reduced from four to two stories and that on Pacific Avenue from 28th to Spring Streets, the PlaceType will be Transit-Oriented Development-Low rather than Moderate, with a corresponding three-story height limitation. The City has incorporated these reduced height limitations within the Wrigley area in an effort to respond to community requests. These changes have been incorporated into the Errata and area reflected in the updated LUE included as Attachment C. These changes do not affect the analysis or conclusions contained in the Draft EIR. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE L-7-4

This comment requests that the City amend the General Plan and make the changes necessary for growth to be more equitable in all areas of the City.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 9:01 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: General Plan Update

From: Alan Burks [mailto:alan@environarch.com]
Sent: Thursday, November 17, 2016 9:19 PM
To: Craig Chalfant
Cc: Isabel Arvea; Celina Luna; Council District 6; Council District 7; Al Smigielski; Colleen McDonald
Subject: General Plan Update

Craig,

I am writing as president of the Wrigley Association to inform you that the Association agrees with the comments of Mauna Eichner & Lee Fukui which I have restated below. We fully understand the temptation to place increased density near the Blue Line but you are missing the fact that increased density really wants to be closer to CSULB, Downtown, Douglas Park and LBCC north Long Beach Campus. These are the areas where the job growth will occur and where people want to live. Coupling population growth to a fixed transit line such as the Blue Line is an archaic concept. New systems such as Bussways and sustainable transit vehicles can bring transit to the communities that need it. Additionally as Mauna and Lee stated, Central Long Beach and Wrigley are already lacking adequate parks, schools and other public amenities. Some of the densest communities in Long Beach are in south Wrigley. Adding to an already dense population will only serve to diminish our quality of life.

L-8-1

Re: Comments for the Draft EIR on Land Use and Urban Design Elements of the General Plan

Dear Mr. Chalfant,

We are writing to urge you to correct or eliminate many of the egregious elements regarding new building heights and density in the General Land Use Plan, which we see negatively impacts the neighborhoods of Wrigley, Central and Willmore districts. The western side of Long Beach currently suffers from direct impacts of pollution from the port, refineries, diesel truck traffic of the 710 and 405 freeways, and railroads. The proposed new heights, unlimited height, and density along the Metro Blue Line only compounds the severity of these problems. We also object to the inadequate noticing of presentations to the public. Many of my neighbors as well as our representative Councilmembers were unaware of these drastic changes until a week or two before this was due.

Attachment 1

This document is 500 pages long and within this time our community members have found not only errors in the numbers, but also the flawed methodology behind the increases for density in our districts.

Please make necessary changes to the following (refer to map1 attached, zones indicated in red & white):



1. An error to Table 3.B: Project Buildout Summary: The population total number of 51,230 should be 21,930. The number in Population delta column should be 10,563 not 39,863. Density is overstated by 29,300.
2. Eliminate all of the 240 foot plus unlimited building heights at the following Blue Line Metro stations: Willow street, PCH, and Anaheim. Maintain existing Midtown plan heights 10 stories/100 feet maximum. Also the increased 5 story heights outside of the quarter mile Transit nodes should follow the Midtown plan and be reduced to 3 story maximum height.
3. Pacific Avenue is a minor avenue as classified in the Mobility Element. Eliminate increased proposed 4 & 5 stories from Willow to PCH and maintain existing height of 2 story/28' maximum.
4. Pacific Avenue west side of street from Willow to [28th street](#). Eliminate proposed 5 story and maintain existing height of 2 story/28' adjacent to single family dwellings.
5. Pacific Avenue east side of street from 28th to Spring street. Eliminate 5 story and maintain 2 story/25' or new height for founding neighborhood. This is currently a R-2-N zone.
6. Willow Street both sides from [710 to Pacific Ave.](#) Eliminate 3 story and maintain 2 story/28' adjacent to single family homes.
7. Spring Street between Blue Line and Long Beach [blvd. Reduce proposed 5](#) story to 4 story similar to Long Beach blvd. heights.
8. East Wardlow Road between Long Beach blvd and Atlantic existing two story, 5 are proposed. 3 stories are more appropriate and matches adjoining heights on Wardlow Rd.
9. West Wardlow Road at Wardlow transit station northwest corner encroaches on single family residences and should not be increased to 4 stories high. In contrast the Bixby Knolls area was not increased in the quarter mile transit radius.

Attach-
ment 1

Where do we suggest more density should be built? (see map2 attached, zones indicated in red)

The Land Use Element (on page 16) calls for growth along 405 fwy, Downtown, North of the Airport, around medical and secondary education campuses and transit stops. However, the Land Use Plan (on page 64) concentrates most of the proposed growth/density around one quarter mile radius on each of the Metro Blue Line stations. Yet very little new housing opportunities near CSULB with 35,000 plus students and only 2,700 living on campus or near the VA Hospital. Increases of only 1 additional story (from 2-story to 3-story) on PCH, near City College, on major streets like Spring, Bellflower/Stearns, Los Coyotes Diagonal, Lakewood, Palo Verde, and Studebaker. These are larger boulevards that have buffers from single family homes, and offers more opportunities for growth higher than 3 stories. Therefore, we suggest changing these PlaceTypes to accommodate residential mixed-uses.

The intent to curb CO₂ emissions by placing more housing by the Metro Blue Line is understandable to encourage mass transit use, but again, no consideration was given to place additional density and encourage ridership on bus routes in other areas of our city. In the past, we have witnessed the negative impacts of allowing cracker box apartments into single family neighborhoods. Concentrating towers and multi-story buildings next to single family homes with little buffering, will create more of the same: overcrowding, more crime, traffic congestion, less privacy, more noise and light pollution, loss of natural light, lack of parking, street trees and green space. (see photo attached)

Our area has a severe shortage of parks/green space to accommodate our current residents, therefore, new developments will only compound this shortfall. Inserting small pocket or side street green spaces between large developments (such as shown in the Midtown Plan) are a small relief, but don't address the larger environmental concerns in a meaningful way.

The community wants more green space and there are opportunities at the proposed [Willow Springs Park](#), Oil Operators property on Wardlow, and along the LA River (Riverlink plan). Unfortunately, millions of dollars in clean-up of toxic waste and pollution are required before anything can even be started. Would the necessary funds to establish these parks come from new development? If our area is forced to take on these new height impacts more than any other area in Long Beach, then our districts should get a majority of the new development tax funds for the parks we desperately need.

Attach-
ment 1

Not all areas of a city should be exposed to more density. This mantra to intensify and modernize large communities deemed "old" or "unattractive", encourages negative growth on a massive scale. Large scale, new mixed-use developments are costly with higher rents, driving out local businesses in exchange for national chains. We believe the best growth occurs organically. Many factors have to be considered, such as: Responsible ownership (and turnover) to improve properties; Policies (PBID/BID outreach) to help small local businesses improve our business corridors; Encouraging and providing opportunities for private home ownership (condo conversions)—all these take time to implement.

As it exists now, the new heights and proposed density in our community are unacceptable, when other areas in the city only have an increase of 1 additional story (from 2 to 3 stories). Our neighbors are concerned that this plan reflects another Social and Economic Injustice to Wrigley, Central and Willmore neighborhoods.

Please reject the General Land Use Plan as it stands, and make the changes necessary for increased growth to be more equitable in all areas of Long Beach.

Sent from mobile:
Alan Burks, AIA, LEED® BD+C
President, Wrigley Association

[100 Oceangate, Suite P200 | Long Beach, CA 90802](#)
Tel: [562-495-7110 x 229](#) | Direct: [562-264-0429](#)
alan@environarch.com

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WRIGLEY ASSOCIATION

LETTER CODE: L-8

DATE: November 17, 2016

RESPONSE L-8-1

This comment indicates that the commenter is the president of the Wrigley Association and that the Wrigley Association concurs with the comments of Mauna and Lee Fukui (included as Attachment 1). The comment suggests that increased density should not be located near the Blue Line, but should be placed closer to California State University, Long Beach, Downtown, Douglas Park, and Long Beach City College's North Long Beach Campus. The commenter opines that rather than concentrating growth around existing transit stations, the City of Long Beach (City) should provide new transit systems within communities that are currently lacking transit options. The comment concludes that increasing density in the Wrigley community will diminish the residents' quality of life.

Refer to Responses I-42-1 through I-42-9, below, for further discussion related to responses to comments received from Mauna and Lee Fukui. This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Appendix A

Appendix A.3 Interested Parties Comments

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Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Thursday, September 22, 2016 3:47 PM
To: Ira Brown; Alyssa Helper; Craig Chalfant
Cc: Fern Nueno
Subject: Fwd: Long Beach Master Plan Input

I'm not sure if these are lue or bike plan comments so we will consider it a comment letter to both

Sent from my iPhone

Begin forwarded message:

From: Annika Nordlund-Swenson <widget043@gmail.com>
Date: September 21, 2016 at 7:20:59 AM MST
To: christopher.koontz@longbeach.gov
Subject: Long Beach Master Plan Input

Hello Chris,

I saw in the latest Beachcomber that you are welcoming suggestions regarding the Master Plan that is being finalized, and I have a suggestion that I hope you will take into consideration.

My husband and I are relatively young (mid-to-late twenties) and just moved into a house south of Heartwell Park in northeast Long Beach. We specifically chose the location because of its walkability to local shops and restaurants, and regularly walk or bike to Sprouts, Ruth Bach Library, the YMCA, Home Goods, etc.

I-1-1

It's easy enough for us to get through Heartwell Park and across Carson to the shopping areas, but once we get there we are faced by large expanses of parking lots, through which people are rocketing around like it's a go-kart track. While we really enjoy walking and biking to the shops because we can avoid the hassle of parking/traffic (plus we're pretty sure it's actually faster), facing the parking lots isn't exactly fun or safe. We would really appreciate it if future developments take pedestrians and cyclists into greater account, and provide much improved accessibility.

For example, separated sidewalks and bike paths to the entrances of shops would drastically improve safety and likely aesthetic appeal as well. We've also noticed that it's a bit easier to access the older development on the northwest corner of Bellflower and Carson, because parking lots are accessed through the side/back of shops, which are right up against the sidewalk.

I-1-2

We believe these sort of improvements would lead to a safer, more welcoming city that is more attractive to younger generations of people who are seeking more walkable neighborhoods -- a form of future-proofing, if you will.

Please feel free to email me if you have any questions.

Thanks,

ANNIKA SWENSON

LETTER CODE: I-1

DATE: September 21, 2016

RESPONSE I-1-1

This comment expresses the commenter's preference to live in a walkable neighborhood. The commenter states that while portions of the northeastern area of the City of Long Beach (City) are walkable, expansive surface parking lots present safety hazards that discourage community members in the area from walking to nearby amenities. Consequently, the commenter is requesting that the City consider pedestrians and cyclists when approving future development projects. This comment goes on to provide suggestions of how the City can increase walkability in northeastern Long Beach. Specifically, the commenter suggests separating sidewalks and bike paths near the entrances of shops to improve safety and the visual appeal of the area, as well as placing parking lots behind buildings rather than along the street frontage. The comment concludes with the assertion that these improvements will lead to a safer, more welcoming City that is more attractive to younger generations seeking more walkable neighborhoods.

The proposed Land Use Element (LUE) recognizes the opportunity to redefine existing auto-dominated areas in more pedestrian-oriented areas through the implementation of pedestrian-oriented development strategies. This is outlined in one of several "bold moves" established in the LUE, which set forth the overarching goals for the proposed LUE. One such "bold move" targets growth and mobility in the City by creating "compact, mixed-use development [that] will create walkable, pedestrian-friendly environments within targeted areas, including transit-rich areas, along corridors and appropriate infill sites" (Page 16). The LUE also establishes several strategies aimed at promoting walkability within specific areas within the City. For example, the LUE encourages streetscape improvements and pedestrian-oriented design strategies of commercial sites in the Eastside area of the City to promote greater walkability on commercial centers and shopping nodes adjacent to residential neighborhoods (Land Use Strategy 5). The proposed LUE also encourages mixed-use development within all proposed PlaceTypes, particularly within areas targeted for major changes (i.e., Major Areas of Change). Mixed-use development is encouraged to meet the community's daily needs for goods and services through the creation of land use development patterns that encourage agglomerate land uses and are pedestrian-friendly (e.g., varied building facades, wide sidewalks, appropriate scale and massing, edge transitions, and promote active streetscapes). By implementing these land use strategies, the proposed LUE aims to create walkable neighborhoods throughout the City, including the Eastside area.

In addition to strategies from the LUE listed above, the Urban Design Element (UDE) also aims to promote walkable neighborhoods through the implementation of the following policies and strategies encouraging walkable environments (Policy UD 8-3); traffic-calming measures (Policy UD 19-6); bikeways and pedestrian paths (Policy UD 19-8), sidewalk and streetscape landscaping, signage, and other enhancements (Policy UD-25). The proposed UDE also aims to encourage walkability by designing parking lots, driveways, and access points to minimize the presence of automobiles in the City (Strategy No. 40), encouraging pedestrian-friendly uses (e.g., restaurant, commercial, and retail uses) on the first floor and landscaping along street frontages (Policy UD 40-1); and implementing wayfinding signs, pedestrian lighting, benches, and public

art throughout the City (Policy UD 41-7). Through the implementation of these policies and strategy, the proposed UDE aims to create a more pedestrian-friendly environment, as requested by the commenter.

Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Thursday, September 22, 2016 6:55 PM
To: Alyssa Helper; Ira Brown; Fern Nueno
Subject: Fwd: Long Beach Master Plan input
Attachments: Gary.docx; ATT00001.htm

For bike plan and lue eir

Sent from my iPhone

Begin forwarded message:

From: <prof.perkins@gte.net>
Date: September 22, 2016 at 3:49:20 PM MST
To: <christopher.koontz@longbeach.gov>
Cc: <district5@longbeach.gov>, <gjohnson@skylinksgc.com>
Subject: Long Beach Master Plan input

Good Afternoon, Mr. Koontz,

After reading the recent Beachcomber, I was pleased to hear that you wanted our input.

We have been residents for 49 years in East Long Beach on Wardlow Road. We love Long Beach and we want to improve our image.

As you are making your finishing touches to the Long Beach Master Plan, we hope that you will give careful consideration to the small section of Wardlow Road between Lakewood Blvd and Clark. The bike lane that runs along Wardlow Road stops abruptly within that section. An undesirable element of RVers have taken up residence along both sides of the street. We feel that if the bike lanes were completed and an ordinance for no oversized vehicle parking were in place the safety of our neighborhood would be improved and the image that incoming airport passengers have would give a much better impression of our City. This particular exit from the airport flows right into our neighborhood. From comments that I have had from my airport guests, it is clear that our neighborhood image is sorely compromised. I have discussed this issue of RVs parked along both sides of the street with the Skylinks Golf Course, Gary Johnson. I have composed a memo summarizing his comments, and I have attached it to this email.

I hope that you can incorporate my suggestion into your plan as it would be an excellent improvement to not only our City and our neighborhood, but also the image that potential customers of the Skylink golf Course would have at an overall low cost.

Thank you very much for the opportunity to give my input.

Sincerely,

Sherry Perkins,
 Professor Emeritus

prof.perkins@gte.net

I-2-1

I-2-2

I-2-3

Gary, would you please review the follow DRAFT and give me your input before I forward it to Council members.

Re: Oversized RVs and trailers parked on Wardlow Road between Lakewood Blvd and Clark

Dear Council members,

I spoke to Gary Johnson, the Regional Manager of Skylinks Golf Course regarding the oversized RVs and trailers parked along Wardlow Road between Clark and Lakewood Blvd. He expressed a definite concern for the safety of the golfers while crossing the street on Wardlow Road as the visibility of the oncoming traffic is obscured by these oversized vehicles. An installation of an "on-demand-flashing lights for both of the pedestrian crossings" would certainly help improve pedestrian, bicycle and motorist safety at Wardlow Road. Another viable option would be the completion of the bike lanes that abruptly stop between Clark and Lakewood and the installation of "no oversized vehicle parking" signs such as displayed at Long Beach Recreational Park.

Attachment 1

In addition to his concern for his golfers' safety, their presence has caused an adverse affect on their golf course events. Their ideal spot for the formal weddings, meetings and events at the Golf Course has been critically lowered by the visibility of these RVs parked along Wardlow. The lush setting of the golf course coupled with the enchanting gazebo has been completely downplayed. Not only the visibility of these RVs parked directly in the line of vision, but also the total disrespect for his customers and the law is quite apparent for the following reasons:

1. their RV generators are out on the street or lawn running day and night,
2. their dogs run free with totally no responsibility for their waste,
3. they strew their debris all over the golf course grounds, and
4. they even use the Skylinks dumpster sorting for recycles and leaving trash all over.

In conclusion, these RVers have critically lowered the expected standards of most of Skylinks' potential customers. This problem has been identified over a year now, and it needs to be resolved as soon as possible.

SHERRY PERKINS

LETTER CODE: I-2

DATE: September 22, 2016

RESPONSE I-2-1

This commenter expresses gratitude to the City of Long Beach (City) for soliciting public input regarding the proposed project and provides background information on the commenter's history as a resident in the City.

This comment is introductory and does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. Therefore, no additional response is necessary.

RESPONSE I-2-2

This comment asks that the City consider the small section of Wardlow Road between Lakewood Boulevard and Clark Avenue in their planning efforts. The commenter notes that this area currently has a bike lane that runs along Wardlow Road, which ends abruptly within this section of the street. As a result, Recreational Vehicles (RVs) have taken up residence on both sides of the street. The commenter opines that if bike lanes were completed within this area and an ordinance prohibiting oversized vehicles were in place, the safety and visual character of this area would be improved for residents of and visitors to the neighborhood. The comment concludes by asserting that the commenter has outlined similar comments regarding this issue with a representative at Skylinks Golf Course (Attachment 1), which is located at the end of Wardlow Road where it terminates at the Long Beach Airport.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-2-3

This comment asks that the City incorporate the commenter's suggestions into the proposed project and thanks the City for the opportunity to provide input on the project.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

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Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Friday, September 23, 2016 2:56 PM
To: Fern Nueno; Alyssa Helper; Craig Chalfant
Subject: Fwd: Land Use question and comments.

Lue comment treating it as an eir comment due to the timing

Sent from my iPhone

Begin forwarded message:

From: Laura L Greco <lgreco@earthlink.net>
Date: September 23, 2016 at 9:09:39 AM PDT
To: <christopher.koontz@longbeach.gov>
Subject: Land Use question and comments.

Christopher,

A question that was not answered. To clarify my question, hopscotch or total wipe-out??

Will the area see a gradual change as people sell there properties to developers? or will the city be declaring blocks obsolete and tearing down/building at one time?

I-3-1

I must comment on your statement that "Alamitos Beach is not an area of major change". If passed this plan calls for a lot more density and destruction of character homes and four flats. 16 stories along Alamitos St.

I-3-2

6 stories where there are single family homes. That's 5 more stories.

6 stories where there are two story apt bldgs. That's 4 more stories.

When I think of great cities, most have kept their historic homes. More than just keeping a few areas like Bluff Hts and Cal Hts.

I-3-3

I am not in favor of wiping out interesting architecture for boxes with no character and no light. How marginal and boring, a vertical suburbia.

Begin forwarded message:

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Date: August 17, 2016 at 6:43:47 PM PDT
To: Laura L Greco <lgreco@earthlink.net>
Subject: RE: Gen Land Use Plan questions for Alamitos Beach area

Attachment 1

Laura,

Thank you for the email and interest in the General Plan update. All of the documents can be found at http://www.lbds.info/planning/advance_planning/lb_2030/default.asp and it sounds like you have reviewed at least the height map.

Alamitos Beach is not an area of major change in the plan. You are correct that the multifamily areas roughly bound by Broadway, Ocean, Cherry and Bonito is proposed at 6-stories. The height south of Ocean Boulevard continues the current restrictions which are 16 stories east of 10th place and 45 feet to the west.

The General Plan, including this proposed General Plan Land Use Element update, does not establish parking regulations. The parking regulations are found in the individual more-detailed zoning district ordinances. You are correct that PD-5 requires 2 spaces per unit plus 0.25 guest spaces per unit. Different parking requirements existing in different parts of the City, such as Downtown (PD-30) or Midtown (Midtown Specific Plan). PD-5 is not being updated at this time. The General Plan document and update does not establish parking regulations.

Thank you,

Christopher Koontz, AICP
Advance Planning Officer

Long Beach Development Services I Planning Bureau
T 562.570.6288 F 562.570.6068
333 West Ocean Blvd., 5th Floor I Long Beach, CA 90802
christopher.koontz@longbeach.gov I www.lbds.info

Attachment 1

-----Original Message-----

From: Laura L Greco [<mailto:lgreco@earthlink.net>]

Sent: Monday, August 15, 2016 4:09 PM

To: Christopher Koontz <Christopher.Koontz@longbeach.gov>

Subject: Gen Land Use Plan questions for Alamitos Beach area

Hello Christopher,

Couldn't make it to the presentation on 8/11 but was filled in on some of the details. A few questions:

I heard that the six stories in Alamitos Beach is now going to be only 4 stories. True or False. Because on the website link it still shows in two places, 6 stories in the most parts and 16 stories along some of Ocean Blvd.

How was the 1.25 parking arrived at? An average guess or is there any backup data, study for this number?

the number 1.75 was discussed as the old parking requirement per unit. Is there a study session to discuss this more.

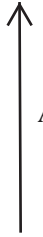
I live in PD-5 is that still 2.25 per unit? or was that adjusted also?

Will the area see a gradual change as people sell there properties to developers? or will the city be declaring blocks obsolete and tearing

down/building at one time?

Many thanks,
Laura Greco
818-486-5991

I-3



Attachment 1

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LAURA GRECO

LETTER CODE: I-3

DATE: September 23, 2016

RESPONSE I-3-1

This comment questions whether or not the proposed project will gradually implement improvements in the Alamitos Beach area and also asks if the project will be declaring blocks obsolete and tearing down one building at a time.

The proposed project is a long-range planning document aimed at guiding future development through the year 2040. Approval of the proposed project is considered a policy/planning action and does not include any physical improvements that would result in impacts to existing development. New development envisioned under the Land Use Element (LUE), including Alamitos Beach, would occur gradually over time as individual property owners bring forward development applications, and would be subject to the City of Long Beach (City)'s discretion as new development proposals are submitted. The proposed project does not declare any areas in the City as obsolete and does not propose the demolition of any existing buildings.

RESPONSE I-3-2

This comment takes issue with a previous statement from the City (included as Attachment 1) indicating that Alamitos Beach is not a "Major Area of Change" because the proposed LUE calls for an increased density in this area that would destroy the character of the community.

"Major Areas of Change" are defined in the proposed LUE and are depicted on Map LU-20 (and Figure 3.5 of the Draft Environmental Impact Report [EIR]). The commenter is correct that the proposed project would result in land use changes citywide, including in the Alamitos Beach Area. Specifically, the proposed project would allow for heights up to 16 stories in the Alamitos Beach area. However, higher-density uses would be concentrated along the Ocean Avenue and areas south of Broadway, and would step down to two-, three-, and four-story height limitations in most other areas of Alamitos Beach. While the proposed project would result in increased densities within the Alamitos Beach area and other areas throughout the City, the primary areas targeted for significant land use changes under the proposed project are defined as the "Major Areas of Change." Alamitos Beach is not included within the Major Areas of Change because substantial land use changes, such as from one land use category to a new one, are not proposed within this area. Furthermore, the proposed project is a long-range planning document aimed at guiding future development through the year 2040. Approval of the proposed project is considered a policy/planning action and does not include any physical improvements that would result in impacts to existing development. Future development occurring within the Alamitos Beach area would be required to comply with design standards established in the LUE, including those aimed at integrating new development with existing surrounding uses (Policies UD 20-1 and 20-2), encouraging new development to exhibit a high standard of design (Policy UD 20-4), and preserving the existing urban fabric (UD 20-5). Implementation of these policies would ensure that new development occurring as a result of project approval would be cohesive with the character of the existing community and surrounding development.

RESPONSE I-3-3

This comment expresses disfavor for the proposed project because the project would destroy historic homes and would implement new development with no character or light.

The proposed project does not include the removal of any existing development and would encourage new development while preserving the character of existing historic buildings and neighborhoods. Future individual projects would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. Refer to Response L-4-4 for further discussion for project impacts with respect to historic resources.

Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Tuesday, September 27, 2016 10:59 AM
To: Alyssa Helper; Ashley Davis; Craig Chalfant
Subject: FW: General Plan Update

LUE comment

From: Dianne Sundstrom [<mailto:dianne.sundstrom@verizon.net>]
Sent: Tuesday, September 27, 2016 10:54 AM
To: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Cc: Fern Nueno <Fern.Nueno@longbeach.gov>; Alison Spindler <Alison.Spindler@longbeach.gov>; bhcaneley@att.net
Subject: General Plan Update

Hi Christopher,

I spoke with you previously about my concern regarding the proposed increase in height to 3 stories along 4th St, specifically between Tremont and Lucille.

Current zoning on the south side of 4th, between Tremont and Lucille, extending south and including Barker Way, is R-1-S. I believe the proposed height increase is an oversight that should be corrected and that this small R-1-S zoning parcel should be carved out of the proposed 3 story allowance along 4th St.

I-4-1

My understanding of the land use plan is that it is intended to preserve the single family residential areas of Belmont Heights. The homes on 4th and Barker Way were built in the early 1900's and are, for the most part, in their original form.

I-4-2

I look forward to hearing from you and appreciate your consideration of this matter.

Regards,
Dianne Sundstrom
4507 E Barker Way
562-221-5518

From: Christopher Koontz [<mailto:Christopher.Koontz@longbeach.gov>]
Sent: Friday, September 02, 2016 3:47 PM
To: Christopher Koontz
Cc: Fern Nueno; Alison Spindler
Subject: Proposed City of Long Beach General Plan Land Use Element

Good afternoon community members,

Thank you for your participating and interest in the City's General Plan Update. This is a monumental process that began back in 2006. We are excited to announce that the draft Environmental Impact Report (Draft EIR) was released earlier today. The General Plan has not been updated since 1989 and this update is essential to improving urban design,

Attach-
ment 1

housing availability, mobility, economic vitality and quality of life in our great city. A copy of the plan as well as supporting materials can be found at: http://www.lbds.info/planning/advance_planning/lb_2030/documents.asp

The full Draft EIR can be downloaded at: <http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=6050> or can be viewed in sections at http://www.lbds.info/planning/environmental_planning/environmental_reports.asp (be sure to scroll down to the Land Use Element, it's the sixth environmental document down on the screen). Comments should be made in writing and are due November 1, 2016. There will also be a planning commission study session on October 6, 2016 at 5:00 PM in the City Council Chamber at 333 W. Ocean Boulevard. I hope you will be able to attend that session and learn more about this plan as well as give your comments to the Planning Commission. Positive, negative, concern or opportunity, it is very important that the City receives your comments. All the comments contribute to staff and the City leadership producing the best plan possible.

↑
Attachment 1

We appreciate your interest and participation,

Christopher Koontz, AICP
Advance Planning Officer

Long Beach Development Services | Planning Bureau
T 562.570.6288 **F** 562.570.6068
333 West Ocean Blvd., 5th Floor | Long Beach, CA 90802
christopher.koontz@longbeach.gov | www.lbds.info

DIANNE SUNSTROM

LETTER CODE: I-4

DATE: September 27, 2016

RESPONSE I-4-1

This comment begins by expressing concern for the proposed height increase to three stories along 4th Street between Tremont and Lucille Avenues. The commenter asserts that current zoning on the south side of 4th Street between Tremont and Lucille Avenues, extending south and including Barker Way is R-1-S. The commenter indicates that the proposed height increase is an oversight and should be corrected and excluded from the proposed height allowance along 4th Street. The comment concludes by stating that the proposed Land Use Element (LUE) is intended to preserve the existing single-family residential areas of Belmont Heights, including the homes on 4th Street and Barker Way. Attachment 1 to this letter is correspondence from the City of Long Beach (City) regarding the General Plan Update.

Please refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to the project's impacts related to zoning.

The proposed height increase is not an oversight and is proposed so as to allow for increased heights and densities along 4th Street, including the area between Tremont and Lucille Avenues. The proposed height increase is also consistent with the proposed PlaceType designation for this area. Specifically, the proposed LUE would designate the area south of 4th Street between Tremont and Lucille Avenues as Founding and Contemporary Neighborhood, with small portions of the Multi-Family Residential-Low and Neighborhood-Serving Center and Corridor-Low allowed along 4th Street. The Founding and Contemporary Neighborhood PlaceType would allow for single-family and low-density housing and neighborhood-serving, low-intensity commercial uses up to two stories in height. The Multi-Family Residential-Low PlaceType would allow for duplex, triplex, and garden apartment housing and neighborhood-serving, low-intensity commercial uses up to three stories in height.

The Neighborhood-Serving Center and Corridor-Low PlaceType would allow for neighborhood-serving, low-intensity commercial uses and low-density apartment and condominium uses up to three stories in height.

While the aforementioned height increases are allowed within a small portion of the area south of 4th Street between Tremont and Lucille Avenues, the proposed project is a long-range planning document aimed at guiding future development through the year 2040 and does not include any physical improvements that would result in impacts to existing development. Future development occurring within this area would be required to comply with design standards established in the LUE, including those aimed at integrating new development with existing surrounding uses (Policies UD 20-1 and 20-2), encouraging new development to exhibit a high standard of design (Policy UD 20-4), and preserving the existing urban fabric (UD 20-5). Future individual projects would also be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. Implementation of these policies would ensure that new

development would be cohesive with the character of the existing community and surrounding development.

RESPONSE I-4-2

This comment indicates that the commenter understands that the proposed LUE intends to preserve the existing single-family areas of Belmont Heights. The commenter notes that the homes on 4th Street and Barker Way were built in the early 1900s and are mostly in their original form. The commenter concludes by expressing appreciation for the City's consideration on this matter.

Refer to Response L-4-4 for further discussion related to project impacts on historic resources. While the proposed project would encourage new development in areas adjacent to historic structures, the proposed project would encourage the preservation of existing historic buildings and neighborhoods. Furthermore, future individual projects occurring under the proposed project would be subject to separate environmental review on a project-specific basis to further reduce potential impacts to existing historic resources, including those within the Belmont Heights area.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, October 10, 2016 9:39 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Draft Land Use Element General Plan - Omission of Equestrian zoning protections in 7 horse-overlay districts

From: Renee Lawler [mailto:Renee_Matt@live.com]
Sent: Friday, October 07, 2016 10:11 AM
To: Craig Chalfant
Cc: anngadfly@aol.com; Renee Lawler; sunkistpete@yahoo.com; Mikekowal4you@aol.com; lcangel2012@gmail.com; mbcotton@hotmail.com; rwgutmann@gmail.com; KKayse@gekkoeng.com; Hoorae1@aol.com; mpshogrl@msn.com; kenkern@charter.net; jweins123@hotmail.com; tami_bennett@hotmail.com; tom48coupe@gmail.com; deatsjanet@yahoo.com; altonbr@gmail.com; daleydf@gmail.com; lmiller853@aol.com; kathy@pro-placements.com; PaulCDJ@aol.com; president315@gmail.com; marshallblesofsky@yahoo.com; sernali@post.harvard.edu; kzion@earthlink.net; regina17@verizon.net; janenadeau@ymail.com; Dennism88@charter.net; patriciabls@gmail.com; homes@joesopo.com; Cole Morgan (colemorgan@maddenjones.com)
Subject: Draft Land Use Element General Plan - Omission of Equestrian zoning protections in 7 horse-overlay districts

Dear Mr. Chalfant:

The draft land use element of the general plan proposed fails to include the historic equestrian communities zoning, including their associated/adjacent open spaces and scenic trail network that have been present in the region for several hundred years. In 1947 the trail system was dedicated by City and County officials to preserve and protect this historic network of trails and open spaces for that group in the region. In 1977 the City of Long Beach produced an EIR document and subsequently established 7 equestrian zones with the intent to preserve and protect the equestrian lifestyle in the region and established those zones and larger lot sizes and adjacent open spaces along the LA River and mobility corridors in order to provide the necessary space for those established historic equestrian communities. Where does this plan include, protect and preserve that specific user group that is historic to Long Beach, California and US history; a user group that contributed to the economic growth and development of Long Beach, the region and the State of CA? The equestrian community critical needs have continued to experience disregard from planners and elected officials for pre-existing zoning, master planning documents and legislative decisions make prior which have resulted in cumulative adverse impacts to the equestrian communities in Long Beach and the region. Down-sizing of the equestrians zones due to high density PUD developments, bike path emphasis, general park planning, industrial, commercial and other uses not compatible with the larger open spaces and lot sizes needed for the survival of the lifestyle of the horse/equestrian communities has methodically occurred.

I-5-1

How will the City of Long Beach correct this omission in editing this the draft land use element and the general plan before it is finalized to ensure the intent in prior years dating back to 1947 incorporates specific protection for this prior zoning to emphasize preservation measures for this group that has become more of a minority due to lack of consideration with each consecutive chapter of planning. When will the City of Long Beach produce a supplemental EIR that accurately reflects the impacts any plans will have on the established equestrian zones and communities? When will there be a supplement to the EIR that was produced in 1977? Please advise when the City of Long Beach will take the appropriate steps to correct this omission. I look forward to your response.

I-5-2

Respectfully,

Renee Lawler
Equestrian Association of Wrigley Heights
A CA non-profit
562-900-9416 cell
e-mail: renee_matt@live.com

RENEE LAWLER (1 of 4)

LETTER CODE: I-5

DATE: October 7, 2016

RESPONSE I-5-1

This comment asserts that the proposed LUE does not include historic equestrian communities in the City, along with their associated/adjacent open spaces and scenic trail network, in its land use plan. The comment provides background information on the equestrian center and trail network and questions where the proposed Land Use Element (LUE) includes and preserves equestrian uses in the City of Long Beach (City). The comment goes on to state the equestrian community has not been included in other land use efforts, which has resulted in adverse impacts to equestrian communities in the City and region. The comment concludes by asserting that emphasizing bike paths, park planning, and other land uses, as proposed under the project, would result in continued impacts to the equestrian community.

The current Zoning Code includes a Horse Overlay District that allows for equestrian uses within Residential zoning districts. The proposed LUE would allow for horse trails within the Open Space PlaceType, particularly in areas along the Los Angeles River (LUE, Page 70). The City is also adding Land Use Strategy No. 11 for the Wrigley area in the proposed LUE, which aims to Respect and maintain equestrian uses within the Wrigley Heights area and promote shared use and maintenance of the area trail system. The addition of this strategy has been incorporated in the Errata and is reflected in the updated LUE included as Attachment C. The addition of this strategy does not affect the analysis contained in the Draft EIR. Furthermore, the proposed project is a long-range planning document aimed at guiding future development through the year 2040 and does not include any physical improvements that would result in impacts to existing equestrian facilities. Future development occurring within this area would be required to comply with design standards established in the LUE, including those aimed at integrating new development with existing surrounding uses (Policies UD 20-1 and 20-2). Future individual projects would also be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. Therefore, project approval would not result in significant adverse impacts to existing equestrian facilities in the City.

RESPONSE I-5-2

This comment questions how the City will correct the proposed LUE to include the equestrian community, and also questions when the City will produce a Supplemental EIR to the 1997 EIR that was previously prepared as part of the City's effort to establish seven equestrian zones.

Refer to Response I-5-1 for further discussion related to the proposed project's impacts with respect to equestrian uses.

A Supplemental EIR to the above-referenced 1997 EIR has not been prepared and is not required to be prepared for this project. In accordance with the *State CEQA Guidelines*, a Supplemental EIR would be prepared if a future project related to the previously approved EIR was proposed

for City approval. Because the proposed project is an entirely new project and because the proposed project encompasses a significantly larger planning area (the entire City) than any previously approved environmental document for existing equestrian facilities in the City, a Supplemental EIR would not be the appropriate level of environmental documentation for the proposed project. As such, a Program EIR has been prepared to evaluate project-related environmental impacts resulting from implementation of the LUE and Urban Design Element (UDE).

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Tuesday, October 11, 2016 4:05 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Comments for DEIR for the General Plan Land Use and Urban Design Elements Project

From: Seiff, Kenneth [mailto:kseiff@uci.edu]
Sent: Tuesday, October 11, 2016 3:40 PM
To: Craig Chalfant
Subject: Comments for DEIR for the General Plan Land Use and Urban Design Elements Project

Dear Sirs--Having submitted comments multiple times previously regarding SEASP specifically related to the SR-22 Freeway/7thStreet/Studebaker Road Interchange, I believe these also have bearing here. Although General Plan LUE and UDE Projects and DEIR relate to "SEADIP" the current project for the Southeast area is known as SEASP. My comments relate to the necessity of improvements for that area related to the SEASP proposed project. The current General Plan Land Use Element August 2016 and DEIR in the implementation section for Southeast area under Land Use Strategies, #9 on Page 159 states, "Implement the Mobility Element capital improvements for the Southeast area including:

(among others) "-Improvements in SR-22 freeway ramps at Studebaker Road".

My comments below related just that in the context of the SEASP. I truly hope that the City and Caltrans can work together to accomplish this. Thank you for your attention to this important matter. Sincerely--K. Seiff

4/28/16 (revised 8/11/16)

Kenneth H. Seiff

SEASP Comments: SR-22 Freeway/7th Street/Studebaker Road Interchange

Thank you for this opportunity to submit comments regarding the SEASP (Southeast Area Specific Plan for City of Long Beach. There are a great many important aspects of this plan that deserve very careful consideration especially traffic, environmental, and quality of life—many of these are closely related of course. However, for this submission I am going to limit my comments only to this topic: **The area and roadways at the greater SR-22 Freeway/7th Street/Studebaker Road Interchange.** (This area includes the east and west on- and off- ramp roadway areas and related property, both north and south, by the AES generating facility, of the Studebaker Road bridge over 7th Street/SR-22 Fwy).

There are a great many important issues regarding this area in relationship to the SEASP but in fact these issues have been present going back many years; I submitted multiple comments in these regards with respect to other plans impacting the area (such as SEADIP, previous WCC-West County Connectors Project, 405 Widening Project, etc.) as well as in general regarding the long term need for improvements to the area dating back years to City of Long Beach, City of Seal Beach, and CalTRANS. In the SEASP Conceptual Draft, it is indicated that this area is included and labeled as "ROW/CalTRANS Open Space" (Fig. 4-4). Also, it is noted that the Plan identifies this roadway area as a "Gateway" (pg. 39, Fig. 4-2), "Public View Shed" (pg. 43, Fig. 4-3), and a "Corridor View" (pg. 40, 43, Fig.4-2). A "Gateway" is an arrival point "defined as serving a visual clue that one has entered a special community." "Corridors" are defined as serving purposes for mobility (traffic) and significant view opportunities for community enhancement. "Corridor Views" are defined as roadway areas providing special distinguishing features for the area. "Public View Sheds" are described as "a significant factor defining the community character of the area." On pg. 55, 4.3.13, it is stated, "CalTRANS also oversees the

functionality and improvements made to rights-of-way at the SR-22 interchange. As modifications are made to the interchange over time, specialized landscape treatments will be required to create an identifiable and attractive entry into the city.”

I-6-3

I am appreciative of and agree with the above and would emphasize that implementation of the SEASP planning MUST include efforts to improve this interchange area which has been basically ignored for many, many years. The area is degraded, with deteriorating infrastructure, unsightly, and the roadways are unsafe. We in that part of directly adjacent Seal Beach and the Long Beach communities and business and residential areas, although dependent upon the area and infrastructure for our daily travel and living needs as well as access to freeways and main streets, have been dealing with the hazardous and deteriorating conditions there for years. Although gateway, view, and landscaping improvements are very important, I wish to stress that this roadway and related infrastructure in this area are extremely degraded and impacted, add to traffic congestion (refer to CalTRANS own data) and mobility problems, and in fact is are unsafe in my estimation (inquiry to the AES plan administration could confirm this related to the accidents that occur around the generating plant on the freeway access on- and off-ramps and the poorly designed signals). The roadway pavement decks, the roadway shoulders (totally missing in many areas there), the lighting (essentially absent at the east bound on- and off-ramp area south of the bridge), the drainage, the pavement striping, the signals, and pedestrian features are poorly designed, extremely worn and/or even non-existent in some cases. The bridge is antiquated and completely lacking even basic safety railings and features compared to any other major freeway bridge I have seen on the 405 or 22 in Long Beach or Orange County. (I would be happy to offer to walk the area with anyone who is not familiar with what I am discussing here but just about anyone who drives through the area notices this.) The point I wish to stress here is that although focus on views and landscaping is very important, the actual state of the infrastructure and unsafe traffic situation there seem to make it imperative that the improvements should begin in that direction and should start ASAP. (Even incremental improvements can make a big difference; I would cite the cooperation between Cities of Long Beach and Seal Beach, CalTRANS, and OCTA regarding the project, related to the West County Connectors larger project back some years ago, that did make some much needed improvements in this area north of the bridge at the west bound on- and off-ramps at College Park Drive). Although much could still be done, much was in fact accomplished with that incremental, fairly uncomplicated, and fairly inexpensive by comparison cooperative project—I would be happy to offer further information/discussion on that for anyone interested. This perhaps could serve as a model for cooperation among multiple civic and public entities for possible future improvements, perhaps related to the now planned 405 Widening Project, perhaps serving even as “bridge” to a more expansive rehab approach to the area at yet some future date. For that upcoming project (405 Widening) City of Long Beach has already made known (including via a lawsuit to my understanding) that CalTRANS and OCTA should offer much more support to enhance and improve freeway interchanges that will be impacted by the project; the SR-22 Fwy/7th Street/Studebaker Road interchange should not be forgotten in this regard!

I-6-4

I-6-5

I am not certain as to just why this area has been basically neglected by for so long as far as any even minimal substantive improvements, despite attempts especially from Long Beach city residents over many years in the more distant past. From what I can gather, it seems the civic and governmental entities and agencies have been waiting to see what the City of Long Beach ultimately plans regarding a longer term approach to “the Studebaker Corridor” and of course this has been a lengthy and controversial process. However, the planning has been proceeding again now with SEASP and I note that a CalTRANS representative is a member of the SEASP Community Advisory Committee; I would request that this agency representative be made aware in particular of the concerns and hoped for improvements regarding this specific area in general and in the context specifically of the SEASP process. It is clear that other CalTRANS right of way and responsibility aspects (for example, Pacific Coast Highway through the project area) will likely take center stage and perhaps rightly so, but I believe we locally must not allow this opportunity to once again slip by to finally address the crumbling and deteriorating infrastructure, traffic problems, unsightly appearance, poor design, and safety issues of this intersection and surrounding area. I would welcome the opportunity to offer what I could to assist with anything that might help in that regard from a local resident (for many years) point of view.

I-6-6

I will end these remarks by noting that I am a resident of the College Park West neighborhood of Seal Beach, literally just over the line from Long Beach in Orange County. However, many know that our ONLY access, in and out, for our neighborhood is on College Park Drive through that part of City of Long Beach and directly connecting to that part of the greater intersection. Further, our sphere of influence and our greater accessibility are dependent upon that intersection and this is exactly similar for the other business and residential areas actually in Long Beach around that area. This IS “the gateway” to our area and that part of Long Beach and is a very important feature of the traffic accessibility from the freeways to the Long Beach VA Hospital, Cal State Long Beach, Belmont Shore areas including the boat launch facilities, 7th Street shopping areas and the other neighborhood and commercial areas close by; hundreds if not thousands of commuters and students pass through the area every day. We (my family) own property in Long Beach and as well I have many neighbors at the AES facility and in the local Long Beach neighborhoods (University Park Estates, College Estates, Bixby Hill, Los Altos, Island Village, and etc.) that feel similar and would support these comments. We don’t just “pass through”; our families are dependent upon those roads and adjacent areas multiple times per day and it is our “lifeline”, literally and especially for those of us who can only get in and out directly through it as I mentioned. It truly would be a shame if the opportunity is missed to finally make some decent and meaningful improvement to this greater intersection and its infrastructure as part of the larger SEASP. I write this to bring this to your attention and plead that, even in the larger and very complex planning with multiple very serious issues related to the SEASP, this area will not even once again be forgotten and/or ignored.

I-6-7

Thank you again for the opportunity to offer these comments. I am available for further discussions on any of this for anyone who might wish to contact me. I would appreciate hearing anyone else’s thoughts on all this and would offer to try to offer whatever I can to assist with any efforts for attention to this issue.

Sincerely—Ken Seiff

Kenneth H. Seiff
121 Yale Lane
Seal Beach, CA 90740
Cellular: 714-813-8267

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KENNETH H. SEIFF

LETTER CODE: I-6

DATE: October 11, 2016

RESPONSE I-6-1

This comment expresses concern regarding how the proposed Southeast Area Specific Plan (SEASP) project would impact the State Route 22 (SR-22) Freeway/7th Street Studebaker Road Interchange. The commenter notes that Land Use Strategy (No. 9) included in the proposed Land Use Element (LUE), is aimed at implementing the Mobility Element capital improvements for the Southeast area, including improvements to the SR-22 freeway ramps at Studebaker Road. The comment also notes that the commenter previously submitted comments on the SEASP project that are applicable to the proposed project.

Refer to Response I-6-2 for a response to the commenter's comments on the SEASP project. This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-6-2

This comment begins by asserting that the commenter is concerned with the area and roadways at the SR-22 Freeway/7th Street/Studebaker Road Interchange. The commenter notes that gateway, view, and landscaping improvements (as outlined in the Mobility Element of the General Plan) are important at this interchange and that infrastructure at this intersection is degraded. The commenter also notes that mobility in this area is poor and conditions are unsafe. As such, the commenter opines that the City needs to cooperate with the California Department of Transportation (Caltrans), the City of Seal Beach, and the Orange County Transportation Authority (OCTA) to implement improvements at this intersection.

The *Traffic Impact Analysis* (Appendix E) prepared for the proposed project did not identify any impacted intersections within the vicinity of this intersection. Therefore, the proposed project is not anticipated to exacerbate existing conditions at this intersection. Additionally, the proposed LUE aims to implement the goals of the Mobility Element, including those targeted for the SR-22 Freeway/7th Street/Studebaker Road Interchange. As discussed further in responses to the California Department of Transportation (Caltrans) letter (S-1) submitted to the City in regard to the proposed project, the City will continue to coordinate with Caltrans to implement necessary improvements to Caltrans facilities throughout the City. The City will also continuously work with other local agencies and nearby jurisdictions to improve mobility throughout the City.

RESPONSE I-6-3

This comment opines that there are several important issues regarding the SEASP area and indicates that the commenter has submitted previous comments on other plans impacting the SEASP area. The commenter notes that the SEASP plan labels the SR-22 Freeway/7th

Street/Studebaker Road Interchange as right-of-way/CALTRANS/Open Space” and identifies this roadway as a Gateway, Public Viewshed, and a Corridor View. The commenter provides definitions for a Gateway, Public Viewshed, and a Corridor View and concludes by asserting that as modifications to the interchange are made over time, specialized landscape treatments will be required to make this area an attractive entry to the City.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the proposed Urban Design Element (UDE) aims to improve gateways in the City. Specifically, Policy UD 12-1 aims to invest and improve the appearance of entrances to the City on major boulevards so that wayfinding, landscape, and lighting are integrated into a cohesive design and Policy UD 12-4 aims to emphasize gateways into the City at freeways and important transportation designs through landscaping, architecture, street furniture, and appropriate signage. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-6-4

This comment emphasizes that implementation of the SEASP plan must include efforts to improve the SR-22 Freeway/7th Street/Studebaker Road Interchange. The commenter opines that the area is degraded, unsightly, with deteriorating infrastructure, and the roads are unsafe. The commenter also stresses that this roadway and related infrastructure are degraded and impacted, which leads to traffic congestion, mobility problems, and safety issues. The commenter also summarizes the degradation of the roadway and bridge in this area and indicates that while it is important to improve views and landscaping in this area, it is imperative that the infrastructure and traffic improvements be implemented first.

Refer to Response I-6-2 and I-6-3 for further discussion related to project impacts with respect to traffic conditions and planned improvements within the vicinity of this area. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-6-5

This comment opines that improvements to the SR-22 Freeway/7th Street/Studebaker Road Interchange area could be implemented in an incremental, uncomplicated, and fairly inexpensive manner. The commenter offers to provide the City with further information regarding this issue and stresses the importance of civic engagement and interagency coordination when drafting solutions to improve mobility and implementing transportation improvements. The commenter cites the Interstate 405 widening project as an example that the City, Caltrans, and OCTA could offer more support to enhance and improve freeway interchange improvements.

Refer to Response I-6-2 for further discussion related to interagency coordination regarding traffic improvements in the City. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-6-6

This comment questions why the area near the SR-22 Freeway/7th Street/Studebaker Road Interchange has been neglected for so long and indicates that other civic and governmental agencies have been waiting to see what the City determines regarding plans to implement long-term solutions within this area and along the Studebaker Corridor. The commenter suggests that because Caltrans is a representative member of the SEASP Community Advisory Committee, Caltrans should be apprised of the commenters concerns regarding this interchange. The comment concludes by offering the commenter's assistance with anything that might help regarding improvements to this area.

Refer to Response I-6-2 for further discussion related to interagency coordination between Caltrans and the City. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-6-7

This comment provides background information on the commenter and goes on to assert that the City should improve the SR-22 Freeway/7th Street/Studebaker Road Interchange because this area is a significant access point into the City. The commenter opines that this area is the primary gateway to the City and as such, is an extremely important area in the City. The comment concludes with the assertion that it would be a missed opportunity if the City does not implement improvements to this area and thanks to the City for the opportunity to provide comments on the project.

Refer to Response I-6-3 regarding the proposed project's goals with respect to defining gateways and major access points into the City. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

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cj@farleys-law.com

October 11, 2016

VIA U.S. Mail

Christopher Koontz
Advance Planning Officer
City of Long Beach
333 West Ocean Boulevard
5th Floor
Long Beach, CA 90802

**Re: Proposed Update of General Plan Land Use Element
3701 Pacific Place, Long Beach, California**

Dear Mr. Koontz:

My client in this matter is Sukut Development, Inc. ("SDI"), the owner of an approximately 13 acre property commonly referred to as 3701 Pacific Place, Long Beach, California, APN 7140-14-19 ("Site"). Although my client received no written notice as a property owner, it has come to our attention that the proposed revision of the Land Use Element of the General Plan contemplates changing the designation and zoning of the Property from its current "IL" zoning designation to "Open Space". The economic ramifications of the proposed change are substantial and severe and SDI hereby advises you that the proposed change is unacceptable and, if not changed before adoption of the proposed Land Use Element, they will be forced to seek compensation for the City's actions in effectively eliminating any economically viable use of the Site.

I-7-1

The Land Use Element Joint Presentation indicates that it discusses areas of change but there is no discussion applicable to the Site nor any explanation as to why it was singled out for this extremely restrictive change. The Site was once operated as a golf practice facility, a use which proved many times to be not economically feasible. But even a minimal investigation would have revealed that there is no longer any golf activity at the Site nor has there been for the past several years and its location, bounded by the 405 Freeway, the Los Angeles River flood control channel and the Pacific Electric Railway Company right of way would seem to make it an unlikely location to be designated or used for "open space". Development plans for a use consistent with the existing zoning are currently in the design stage by potential purchasers of the Site and even the publication of the Joint Presentation showing the Site as Open Space has caused my client economic hardship that jeopardizes that transaction. The change to open space would deny my client any economically viable use of its property and would require compensation by the City.


I-7-2

Christopher Koontz
Advance Planning Officer
October 11, 2016
Page 2

Please consider this letter my client's formal objection to the proposed designation as open space in the Land Use Element amendment under consideration. If there is any further information about the Site you need in order to revise the proposed designation, please contact me.

I-7-3

Very truly yours,



Christopher J. Farley

CJF/gb

cc: Sean P. McCoy, Sukut Development, Inc.

CHRISTOPHER FARLEY

LETTER CODE: I-7

DATE: October 11, 2016

RESPONSE I-7-1

This comment is written on behalf of the commenter's client, Sukut Development, Incorporated (SDI). SDI is the owner of a 13-acre property at 3701 Pacific Place. The comment expresses concern that the proposed project would amend the current Light Industrial (IL) zoning designation on the site to Open Space, which the commenter opines could have substantial economic ramifications. The commenter notes that if such a change occurs, the commenter will have to seek compensation for the City of Long Beach (City)'s actions in eliminating any economically viable use of the property.

In a letter from the City dated November 30, 2016 (included as Attachment B to this Final Environmental Impact Report (EIR)), the City indicates that the request to keep the existing IL designation on the site has been carefully considered. The City notes that the site has problematic access as an industrial location with a single point of entry; contains the potential for routing truck traffic through the single-family neighborhoods off of Pacific Place directly to the site; and is sandwiched between the Metro Blue Line, the Los Angeles River, the Dominguez Gap Wetlands, the Los Cerritos School, the Los Cerritos neighborhood, and is across the freeway from Wrigley Heights. Therefore, the site's best use would be a future river-related open space use. The City also notes that interim uses, such as parking, storage or resumption of the previous golf course, would provide economically viable returns to the property owner until such time as the parcel can be purchased or developed for recreation and open space.

This comment will be forwarded to City decision-makers for their review and consideration.

RESPONSE I-7-2

This comment expresses concern that the subject property has not been included as an area of change and that no explanation has been provided as to why the site has been singled out for a restrictive land use change. The commenter provides background on prior uses of the site and expresses that there are current development plans for the site that are consistent with the site's existing zoning classification. The commenter opines that the change to open space would deny the client any economically viable use of its property and would require compensation by the City.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site.

RESPONSE I-7-3

This comment asks that the City consider this letter as a formal objection to the proposed designation of the subject property as open space.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site.



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Daryl G. Parker

October 13, 2016

dparker@pszjlaw.com

VIA EMAIL, CERTIFIED MAIL & FEDEX

Mr. Craig Chalfant, Senior Planner
City of Long Beach
Development Services/Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, California 90802
craig.chalfant@longbeach.gov

RE: **Draft Environmental Impact Report for the General Plan Land Use and Urban Design Elements Project negatively impacting 4.332 acres located at 3701 Pacific Place, Long Beach APNs: 7140-014-021, 22, 23 & 27**

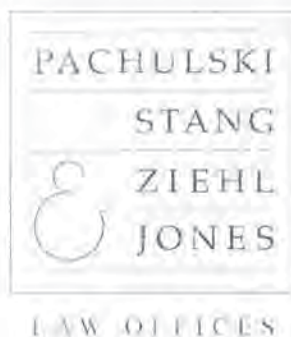
**(WRITTEN COMMENTS REQUIRED BY
NOVEMBER 1, 2016)**

Dear Mr. Chalfant:

It has recently come to the attention of my client (the Jeanne Eve McDonald Revocable Trust) by accident, and not from notice from the City, written or otherwise, that the above-mentioned Draft Environmental Impact Report for the General Plan Land Use and Urban Design Elements Project ("DEIR") proposes to rezone her captioned property ("Property") from Light Industrial (IL) to Open Space. This rezoning would severely negatively impact the Property and **my client strongly objects thereto and maintains that it should remain with its current IL designation, which it has held for a number of decades.** The proposed rezoning would deprive my client of any economically viable use of the Property and cause her irreparable harm, thereby forcing her to take legal action to protect the value of her Property. We sincerely hope that this matter can be amicably resolved without the need for such action.

For reasons explained below, **my client believes that the proposed rezoning would not only cause her substantial damage but would not be in the City's own best interests. She strongly urges you not to rezone her Property.**

I-8-1



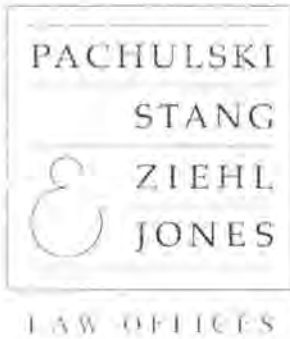
Craig Chalfant
October 13, 2016
Page 2

In the first place, we believe the rezoning proposal was made inadvertently based on the following information gleaned from conversations with City Staff.

1. The proposed plan is approximately 10 years old, has some errors to be fixed and will be undergoing further revisions.
2. The proposed new open space areas in the plan were not all originally intended as public open spaces, but have been used for purposes consistent with IL, such as a golf driving range.
3. At the time the plan was created, the City's consulting firm may have taken a broad brush approach rather than focusing specifically on the particular lots and their potential uses.

Below are the facts regarding the Property which strongly militate towards leaving its zoning unchanged:

1. The Property is no longer used as a golf driving range and is in escrow with an international commercial development company to construct a state of the art industrial building.
2. The proposed development fits within the Property's current Light Industrial (IL) zoning.
3. My client and the developer (an entity controlled by Panattoni) are preparing documentation to submit for a Site Plan Review Application to the Planning Department for a state of the art industrial building. In that regard, please note that the Los Angeles County Economic Development Corporation has endorsed other Panattoni projects, such as its Federal Express project in Santa Fe Springs.
4. The Property consists of geotechnically stable and buildable ground.
5. The site has public road access via Pacific Place.
6. The developer has conducted a Phase I on the site and reviewed this information with the Long Beach Certified Unified Program Agency (CUPA). Based on the information, the CUPA encouraged the developer to start the process to obtain a No Further Action Letter ("NFA") from the CUPA. The developer and ownership are in the



Craig Chalfant
October 13, 2016
Page 3

process of preparing the NFA documentation for the CUPA. I-8-10

7. With an IL zoning designation, the Property will generate substantial tax benefits to the City as compared to the essentially non-existent benefits from an open space designation. I-8-11

8. With an Open Space designation, since there will be no viable economic development possible, the Property will essentially be a vacant lot with dead grass and weeds and a standing invitation to unauthorized activities such as dumping, gang graffiti, homeless encampments and the like. In short, it will be an eyesore and adversely impact the property values of surrounding properties. In that regard, please note that the proposed developer is offering improvement such as a sound wall which would lower highway noise for adjacent properties. I-8-12

9. Panattoni is a well-respected company that specializes in redeveloping challenging brownfield sites. We believe that with the City's help, Panattoni could make a real and positive contribution by integrating the proposed project into the existing community. I-8-13

In light of the above, we hope that my client's Property will not be rezoned as Open Space and ask that you confirm this in writing as soon as possible. If you wish to discuss this further or to review any information related to the proposed development, we will be happy to meet with you. I-8-14

Very truly yours,

PACHULSKI STANG ZIEHL & JONES LLP

Daryl G. Parker

cc: Christopher Koontz, AICP, Advance Planning Officer,
City of Long Beach, Development Services/Planning Bureau

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DARYL G. PARKER

LETTER CODE: I-8

DATE: October 13, 2016

RESPONSE I-8-1

This letter is written by an attorney on behalf of their client, who owns a property currently designated as Light Industrial (IL) in the City of Long Beach (City). This comment begins with the assertion that the client was not informed that the proposed project intends to rezone their property from IL to Open Space. The client asserts that the zoning district on the property should remain IL because the proposed rezoning would deprive the client of any economically viable use of the property and cause irreparable harm, thereby requiring the client to potentially take legal action to protect the value of their property. The comment goes on to note that the rezoning would cause the property owner substantial damage, but that it would also be in the City's best interest to maintain the current zoning on the property.

The City has carefully considered the request to keep the existing IL designation on the site but for the reasons outlined above in Response I-7-1 believes that a future river-related open space use would be the best use for the site. Refer to Response I-7-1 for further discussion regarding the proposed land use change on the subject site. This comment will be forwarded to City decision-makers for their review and consideration.

RESPONSE I-8-2

This comment asserts that the proposal to rezone the property was made inadvertently based on the fact that the proposed plan is 10 years old, has some errors, and will be undergoing further revisions.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. The proposed Land Use Element (LUE) plan addressed in the Draft Environmental Impact Report (EIR) was prepared in 2016 and is not 10 years old. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-3

This comment asserts that the proposal to rezone the property was made inadvertently based on the fact that the proposed open space areas in the plan were not all intended to be public open spaces, but have been used for purposes consistent with IL, such as a golf course driving range.

The City has carefully considered the request to keep the existing IL designation on the site but for the reasons outlined above in Response I-7-1 believes that a future river-related open space use would be the best use for the site. Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive

comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-4

This comment asserts that the proposal to rezone the property was made inadvertently based on the fact that at the time the plan was created, the City's consulting firm may have taken a broad-brush approach rather than focusing on specific parcels and their potential uses.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. The purpose of PlaceTypes is to create distinct neighborhoods throughout the City, thus allowing for greater flexibility and a mix of compatible land uses within these areas. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-5

This comment indicates that it would be beneficial to maintain the existing zoning of IL on the subject property because the property is no longer used as a golf driving range and is in escrow with an international commercial development company (Panattoni) to construct a state-of-the-art industrial building.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-6

This comment indicates that it would be beneficial to maintain the existing zoning of IL on the subject property because the proposed development would be within the property's IL zoning.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-7

This comment indicates that it would be beneficial to maintain the existing zoning of IL on the subject property because the property owner and developer are preparing documentation to submit for a Site Plan Review Application to the City's Planning Department for the state-of-the-art industrial building. The comment also notes that the Los Angeles County Economic Development Corporation has endorsed other Panattoni projects.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-8

This comment indicates that it would be beneficial to maintain the existing zoning of IL on the subject property because the property consists of geotechnically stable and buildable ground.

The geotechnical stability and buildability of the site would not prevent an open space use. Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-9

This comment indicates that it would be beneficial to maintain the existing zoning of IL on the subject property because the site has a public access road via Pacific Place.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-10

This comment indicates that it would be beneficial to maintain the existing zoning of IL on the subject property because the developer has conducted a Phase I on the site and reviewed this information with the Long Beach Certified Unified Program Agency (CUPA). Based on the information, the CUPA encouraged the developer to start the process to obtain a No Further Action letter from CUPA. The developer and ownership are currently preparing this documentation for CUPA.

The CUPA documentation would not prevent an open space use on the site. Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-11

This comment indicates that it would be beneficial to maintain the existing zoning of IL on the subject property because the property will generate tax benefits to the City with the existing IL zoning designation, as compared to the non-existent benefits from an open space designation.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-12

This comment indicates that it would be beneficial to maintain the existing zoning of IL on the subject property because since there will be no economic development possible under the proposed Open Space designation, the property will be a vacant lot, which would cause unauthorized activities on the site (e.g., graffiti, and dumping). Consequently, the property would become an eyesore and adversely impact the value of neighboring properties. The comment also notes that the proposed project would include a sound wall, which would lower highway noise for adjacent properties.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-13

This comment indicates that it would be beneficial to maintain the existing zoning of IL on the subject property because Panattoni is a well-respected company that specializes in redeveloping brownfield sites and would develop a project on the site that would be a positive contribution to the existing community.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

RESPONSE I-8-14

This comment urges the City to maintain the existing IL zoning designation on the site and asks the City to confirm this in writing as soon as possible. The comment concludes by noting that the commenter and the property owner would be happy to meet with the City to discuss this issue further.

The City has carefully considered the request to keep the existing IL designation on the site but for the reasons outlined above in Response I-7-1 believes that a future river-related open space use would be the best use for the site. Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

PENDER

PROPERTIES

VIA FEDEX

October 11, 2016

Mr. Christopher Koontz

Planning Officer

City of Long Beach

333 W. Ocean Blvd., 5th Floor

Long Beach, CA 90802

Re: 3701 Pacific Place, Long Beach CA 90806

Approximately 13.09 acres of Industrial Zone land

Dear Mr. Koontz:

My partners and I were informed last week by our broker Tres Reid with CBRE that the City of Long Beach didn't like the two proposed users that he met with you to discuss their uses. In fact, one of the users is the largest employer in the City, Molina Healthcare, Inc. History would show that over the past 20 years all users that we have brought to your planning department, including FedEx and Los Angeles World Airport have been turned down as unacceptable uses for our industrial zoned property. Tres shared with us the fact that the City is in fact desirous of changing the current General Plan Land Use by having our site converted to an "Open Space" zone and the City was going to put forth an initiative the first of the 2017 year to make that happen.

I-9-1

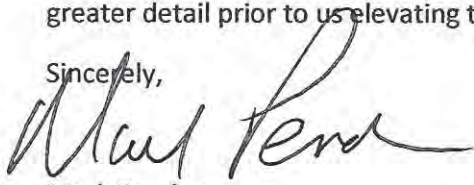
The purpose of this letter is to express our displeasure to the City for the propose change of zoning and for the lack of cooperation regarding the development of our site. We are now viewing the City's action in the proposed rezoning would deprive us and all other contiguous land owners of any economically viable use of the Property and will cause us irreparable harm, thereby forcing us to take legal action to protect the value of the Property. We sincerely hope that this matter can be amicably resolved without the need for such compensation for the difference in value due to the proposed down zoning. For the record, in the City of Long Beach, industrial zoned property has been selling for \$40-50.00 per square foot, which is a lot higher than the value of "open space" land.

I-9-2

We have engage council to advise us on how best to proceed. If you would like to discuss this matter in greater detail prior to us elevating this matter any further, please give me a call at 818 519 6248.

I-9-3

Sincerely,



Mark Pender

President, Pender Properties Inc.

Pender Properties, Inc.

Cc: Craig Chalfant, Senior Planner

149 South Barrington Avenue #804

Los Angeles, CA 90049

Tel ~~310 / 808-9071~~ 818 519 6248

fax ~~310 / 808-9072~~

Hot fax ~~310 / 889-1136~~

e-mail markpender@msn.com

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MARK PENDER

LETTER CODE: I-9

DATE: October 11, 2016

RESPONSE I-9-1

This comment notes that the City of Long Beach (City) has previously rejected several previous development proposal for the property referenced in Comment Letters I-7 and I-8 because the proposed development proposals were “unacceptable uses” for the industrial property. The comment also notes that City is intending on changing the zoning designation of the subject property from Light Industrial (IL) to Open Space.

The City has carefully considered the request to keep the existing IL designation on the site but for the reasons outlined above in Response I-7-1 believes that a future river-related open space use would be the best use for the site. Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the project’s impacts with respect to zoning.

RESPONSE I-9-2

This comment expresses the commenter’s displeasure that the City is proposing to change the zoning on the subject property and for the lack of cooperation regarding development proposed for the site. The commenter notes that the City’s actions are viewed as a taking in the viable use of the property that will cause irreparable harm, thereby forcing the land owners to take legal action to protect the value of the property. The commenter concludes by expressing a wish to collaborate with the City on this issue, as any downzoning of the property would result in a loss of property value.

Refer to Response I-7-1 for further discussion regarding the proposed land use change on the site. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the project’s impacts with respect to zoning.

RESPONSE I-9-3

This comment notes that the commenter has engaged legal counsel regarding this issue and provides contact information where the representative for the property can be reached should the City like to discuss this matter further.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

THE EVELYN TOOKEY REVOCABLE TRUST
 C/O MARK R. TOOKEY, TRUSTEE
 856 KLIEN STREET
 DAYTON, NV 89403
 775-721-2689

October 13, 2016

VIA EMAIL, CERTIFIED MAIL & FEDEX

Mr. Craig Chalfant, Senior Planner
 City of Long Beach
 Development Services/Planning Bureau
 333 West Ocean Boulevard, 5th Floor
 Long Beach, California 90802
craig.chalfant@longbeach.gov

RE: Draft Environmental Impact Report for the General Plan Land Use and Urban Design Elements Project negatively impacting .26 acres located at 3701 Pacific Place, Long Beach APNs: 7140-014-025

**(WRITTEN COMMENTS REQUIRED BY
 NOVEMBER 1, 2016)**

Dear Mr. Chalfant:

It has recently come to my attention by accident, and not from notice from the City, written or otherwise, that the above-mentioned Draft Environmental Impact Report for the General Plan Land Use and Urban Design Elements Project ("DEIR") proposes to rezone the captioned property ("Property") from Light Industrial (IL) to Open Space. This rezoning would severely negatively impact the Property and **The Evelyn Tookey Revocable Trust ("Trust") strongly objects thereto and maintains that it should remain with its current IL designation, which it has held for a number of decades.** The proposed rezoning would deprive the Trust of any economically viable use of the Property and cause the Trust irreparable harm, thereby forcing the Trust to take legal action to protect the value of the Property. We sincerely hope that this matter can be amicably resolved without the need for such action.

I-10-1

For reasons explained below, **the Trust believes that the proposed rezoning would not only cause it substantial damage but would not be in the City's own best interests. The Trust strongly urges you not to rezone the Property.**

In the first place, we believe the rezoning proposal was made inadvertently based on the following information gleaned from conversations with City Staff.

I-10-2



- | | | |
|----|---|--------|
| 1. | The proposed plan is approximately 10 years old, has some errors to be fixed and will be undergoing further revisions. | I-10-2 |
| 2. | The proposed new open space areas in the plan were not all originally intended as public open spaces, but have been used for purposes consistent with IL, such as a golf driving range. | I-10-3 |
| 3. | At the time the plan was created, the City's consulting firm may have taken a broad brush approach rather than focusing specifically on the particular lots and their potential uses. | I-10-4 |

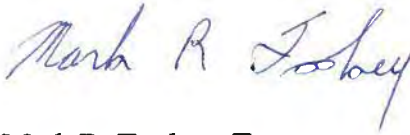
Below are the facts regarding the Property which strongly militate towards leaving its zoning unchanged:

- | | | |
|----|---|---------|
| 1. | The Property is no longer used as a golf driving range and is in escrow with an international commercial development company to construct a state of the art industrial building. | I-10-5 |
| 2. | The proposed development fits within the Property's current Light Industrial (IL) zoning. | I-10-6 |
| 3. | My client and the developer (an international developer specializing in commercial developments with global, name brand companies) are preparing documentation to submit for a Site Plan Review Application to the Planning Department for a state of the art industrial building. In that regard, please note that the Los Angeles County Economic Development Corporation has endorsed other projects by this developer, such as its Federal Express project in Santa Fe Springs. | I-10-7 |
| 4. | The Property consists of geotechnically stable and buildable ground. | I-10-8 |
| 5. | The site has public road access via Pacific Place. | I-10-9 |
| 6. | The developer has conducted a Phase I on the site and reviewed this information with the Long Beach Certified Unified Program Agency (CUPA). Based on the information, the CUPA encouraged the developer to start the process to obtain a No Further Action Letter ("NFA") from the CUPA. The developer and ownership are in the process of preparing the NFA documentation for the CUPA. | I-10-10 |
| 7. | With an IL zoning designation, the Property will generate substantial tax benefits to the City as compared to the essentially non-existent benefits from an open space designation. | I-10-11 |
| 8. | With an Open Space designation, since there will be no viable economic development possible, the Property will essentially be a vacant lot with dead grass and weeds and a standing invitation to unauthorized activities such as dumping, gang graffiti, homeless encampments and the like. In short, it will be an eyesore and adversely impact the property values of surrounding properties. | I-10-12 |
| 9. | The developer is a well-respected company that specializes in redeveloping challenging brownfield sites. We believe that with the City's help, this developer could make a real and positive contribution by integrating the proposed project into the existing community. | I-10-13 |

In light of the above, we hope that my client's Property will not be rezoned as Open Space and ask that you confirm this in writing as soon as possible. If you wish to discuss this further or to review any information related to the proposed development, we will be happy to meet with you.

Very truly yours,

THE EVELYN TOOKEY REVOCABLE TRUST

A handwritten signature in blue ink that reads "Mark R. Tookey". The signature is written in a cursive, flowing style.

Mark R. Tookey, Trustee

cc: Christopher Koontz, AICP, Advance Planning Officer, City of Long Beach, Development Services/Planning Bureau

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MARK R. TOOKEY

LETTER CODE: I-10

DATE: October 13, 2016

RESPONSE I-10-1

This comment reiterates the comments expressed in Comment I-8-1. Refer to the Response to Comment I-8-1.

RESPONSE I-10-2

This comment reiterates the comments expressed in Comment I-8-2. Refer to the Response to Comment I-8-2.

RESPONSE I-10-3

This comment reiterates the comments expressed in Comment I-8-3. Refer to the Response to Comment I-8-3.

RESPONSE I-10-4

This comment reiterates the comments expressed in Comment I-8-4. Refer to the Response to Comment I-8-4.

RESPONSE I-10-5

This comment reiterates the comments expressed in Comment I-8-5. Refer to the Response to Comment I-8-5.

RESPONSE I-10-6

This comment reiterates the comments expressed in Comment I-8-6. Refer to the Response to Comment I-8-6.

RESPONSE I-10-7

This comment reiterates the comments expressed in Comment I-8-1. Refer to the Response to Comment I-8-7.

RESPONSE I-10-8

This comment reiterates the comments expressed in Comment I-8-2. Refer to the Response to Comment I-8-8.

RESPONSE I-10-9

This comment reiterates the comments expressed in Comment I-8-3. Refer to the Response to Comment I-8-9.

RESPONSE I-10-10

This comment reiterates the comments expressed in Comment I-8-4. Refer to the Response to Comment I-8-10.

RESPONSE I-10-11

This comment reiterates the comments expressed in Comment I-8-5. Refer to the Response to Comment I-8-11.

RESPONSE I-10-12

This comment reiterates the comments expressed in Comment I-8-6. Refer to the Response to Comment I-8-12.

RESPONSE I-10-13

This comment reiterates the comments expressed in Comment I-8-5. Refer to the Response to Comment I-8-13.

RESPONSE I-10-14

This comment reiterates the comments expressed in Comment I-8-6. Refer to the Response to Comment I-8-14.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, October 17, 2016 9:21 AM
To: Amy Bodek; Linda Tatum; Christopher Koontz; Ashley Davis; Alyssa Helper
Subject: FW: "The Toledo" Building Height Limit Increased from 28 feet to 38 feet (from 2 Stories to 3 Stories), according to Land Use Element Draft Environmental Impact Report
Attachments: Proposed LUE DEIR Height Limits 10-16.jpg; LUE Height & Legend Map LBDS Powerpoint.pdf; Shore Current Zoning Map Oct 2016.pdf

From: mpumphr@aol.com [mailto:mpumphr@aol.com]
Sent: Sunday, October 16, 2016 9:52 PM
To: Craig Chalfant
Subject: Fwd: "The Toledo" Building Height Limit Increased from 28 feet to 38 feet (from 2 Stories to 3 Stories), according to Land Use Element Draft Environmental Impact Report

We want you to know that we Absolutely ARE AGAINST any increases in height or other zoning changes which create all the problems mentioned below. We had this same fight 20 or 30 yrs ago also! Thank you, M & R Pumphrey, La Verne Ave.

Subject: "The Toledo" Building Height Limit Increased from 28 feet to 38 feet (from 2 Stories to 3 Stories), according to Land Use Element Draft Environmental Impact Report

I thought your should know that there is a Building Height Increase of 10 feet planned for the North Side of The Toledo (and several buildings northward) from Livingston to Claremont. This Building Height increase from the current 2 stories (28 feet) to 3 Stories (38 feet) is shown in the Land Use Element of the General Plan which is soon heading to Planning Commission and City Council action. This would be 10 feet and an additional Story taller than the Current City Zoning Ordinance allows.

There is a November 1st deadline for Comments and Responses to the Draft Environmental Impact Report. They need to be sent to Senior Planner Craig Chalfant [-Craig.Chalfant@longbeach.gov](mailto:Craig.Chalfant@longbeach.gov)

Increased Building Heights in Belmont Shore and nearby have long been a sensitive and worrisome topic, as we deal with density, parking and traffic impacts, taller buildings blocking views, sunlight, airflow, loss of privacy, etc.

Ocean Blvd. and Belmont Pier area Building Height Increases are also planned, as I noted in my e-mail below to Councilmember Suzie Price. (Also note Maps, etc. above)

I hope this information is useful to you.

Sincerely, Melinda Cotton

From: Melinda Cotton <mbcotton@hotmail.com<a="">>/mbcotton@hotmail.com<>
Sent: Wednesday, October 12, 2016 4:02 PM
To: Suzie Price (suzie@suzieAprice.com)
Subject: Serious concerns about Increased Building Height Limits in Belmont Shore and Nearby

I-11-1

Attach-
ment 1

Dear Suzie,

I am concerned that the residents of Belmont Shore, Belmont Park and nearby residential communities are unaware that the proposed Land Use Element of the General Plan shows increased Building Height Limits along The Toledo (from 2 to 3 Stories), Ocean Boulevard (from 2 to 3 Stories) and near the Belmont Pier (from 25'-30' to 50 feet). As we know increased building heights allow for more density, more traffic and more parking impacts, and taller buildings block sunlight, views and airflow.

We're told changes approved for the Land Use Element will be used as the basis for Zoning Changes.

I've been studying the Building Height Map in the Draft EIR and comparing it to our current Zoning, and the building height increases below are examples of what I have found.

***The Toledo between Livingston & Claremont - a wide swath of land all along the Toledo between Livingston & Claremont and inland nearly to Broadway would go from its current 28 ft. 2 Story zoning to 38 ft. 3 Stories.

This area is currently zoned "R-4-R" (See attached 'Shore current Zoning' map). The current Zoning Table for the "R-4-R" Zone "Table 31-2A -Residential Development Standards" shows a Building Height Limit of **"28 ft. 2 St.(f)"**

Attach-
ment 2

The Building Height Map in the Draft EIR shows an increase to **3 Stories [38 feet]** (see attached 'Proposed Land Use Element Draft EIR Height Map and attached Land Use Height and Legend Map showing proposed correlation between Stories & Height).



***Ocean Blvd. from Livingston to 54th Place and inland) is mainly zoned currently "R-4-R" (again see above 'Shore Current Zoning' map) allowing heights of **"28 ft. 2 St.(f)"**

Again, an increase to **"3 Stories [38 feet]"** is proposed in the Draft EIR (again see Proposed LUE DEIR Height Map and Height and Legend Map).



***Belmont Pier and Park - this area is marked as **PD-2** currently (it's the bright Coral/Pink area shown on the attached "Shore Current Zoning' map) and currently this has a height limit of **"25'-30' "**.

This entire area shows an allowed height increase to **"4 Stories"** -and **50 feet** in height ((again see attached "Proposed LUE DEIR Height Map" and "Height and Legend Map").

Unfortunately the Land Use Element Study Sessions at the Planning Commission and various community meetings have not shown Current Zoning and explained the Building Height Increases being proposed.

Hopefully these details will be shared with Belmont Shore, Belmont Park and Belmont Heights residents soon - as responses to the Land Use Element Draft EIR are due November 1st. Building Heights are a sensitive issue, especially in Belmont Shore - and I hope all residents will be alerted before these changes go forward.

Thank you.

Melinda Cotton
Belmont Shore



Legend

Building Heights (Stories)*

2 Stories
3 Stories
4 Stories
5 Stories
6 Stories
7 Stories
8 - 10 Stories
11 - 15 Stories
16 Stories and Over

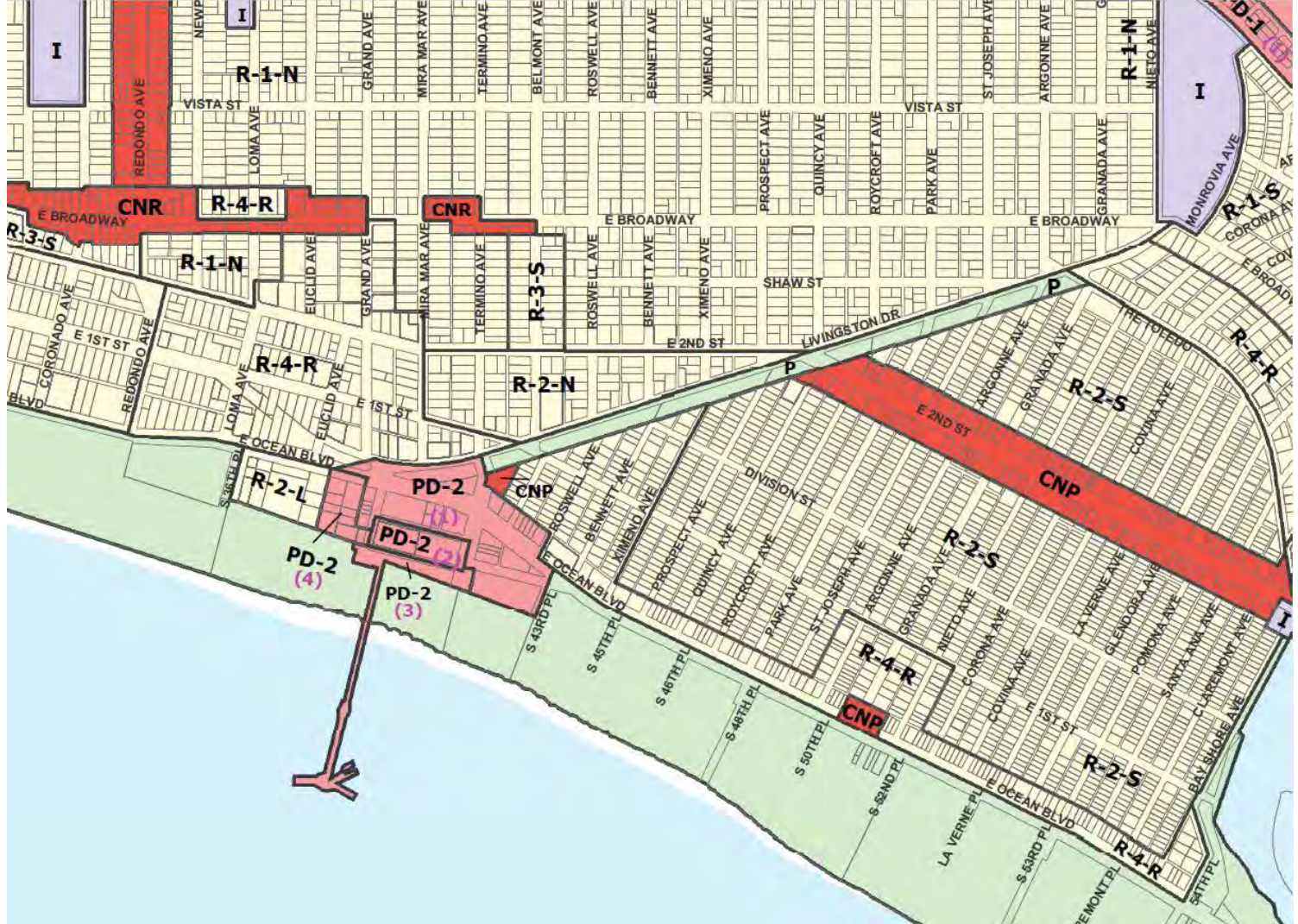
Building Heights (Feet)*

24 - 28 Feet
38 - 45 Feet
50 Feet
60 Feet
65 Feet
75 Feet
80 - 100 Feet
135 - 150 Feet
240 Feet and Over

Light Rail Transit



Metro Blue Line Station
and 1/4 Mile Radius



I-11

Attachment 4

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M & R PUMPHREY

LETTER CODE: I-11

DATE: October 16, 2016

RESPONSE I-11-1

This comment expresses disfavor for the proposed project and any associated height and/or zoning changes. The comment concludes that the City of Long Beach (City) had a similar issue 20 to 30 years ago. Included as an attachment to this comment letter are comments from another resident of the Belmont Shore area regarding height increases and a similar email to Councilmember Suzie Price. The comments in this attachment are echoed in Comment I-17, included below.

Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to the project's impacts with respect to zoning. This comment expresses opposition to the project but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. Therefore, no additional response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, October 17, 2016 11:11 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Draft EIR for Land Use Element Affecting 7th and 8th Council Districts

-----Original Message-----

From: Stacy McDaniel [<mailto:smcdaniel@risk2reward.com>]
 Sent: Monday, October 17, 2016 10:32 AM
 To: Craig Chalfant
 Subject: Draft EIR for Land Use Element Affecting 7th and 8th Council Districts

Dear Craig:

I am a resident of the R-1-L zoning area. I have also been a commissioner on both the LBHDC and LBCIC boards for almost 10 years, so I am very familiar with the tasteful, sustainable affordable housing projects the City has accomplished such as the Burnett apartments, and the Meta and Menora senior projects. I-12-1

I am writing to express my and my husband's concerns about the proposed changes to the land use plan for the TOD node around the Wardlow Blue Line station. While we generally agree that transit-oriented multi-family residential use is warranted around the Blue Line station, the proposed boundary areas for this zone go too far to the west and to the southeast, into established single family residential neighborhoods. Also, we are concerned that the density of the proposed use (with 5 stories or 65 feet) in height permitted is not consistent with the existing land use in the area. Perhaps the TOD zone should have a tapered height allowance with the highest densities and heights right to the east and south of the Blue Line station, with decreasing heights as the zone neared existing single family neighborhoods. We believe that the highest density multi-family residential could best be accommodated on the sites which currently house the two nursing homes and the church. I-12-2
I-12-3

Just a suggestion; however, if the City were to erect story poles for the neighborhood so they could better visualize the minimal impact of the proposed changes, you might have a more fruitful public discussion of these changes. I-12-4

Best regards,

Stacy McDaniel
smcdaniel@risk2reward.com

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STACEY McDANIEL

LETTER CODE: I-12

DATE: October 17, 2016

RESPONSE I-12-1

This comment indicates that the commenter is a resident of an area currently zoned as R-1-L. The comment goes on to provide background information on the commenter's previous roles on commissions for the City of Long Beach (City) and expresses familiarity with "tasteful and sustainable" affordable housing projects in the City.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forward to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-12-2

This comment expresses concern related to land use changes proposed under the Land Use Element (LUE) around the Transit-Oriented Development PlaceType near the Wardlow Blue Line Station. The commenter agrees that while multifamily residential uses are warranted around the Blue Line Station, the boundary areas for this zone extend too far west and to the southeast into established single-family residential neighborhoods.

While this comment does not contain any substantive comments or questions about the EIR or analysis therein, it should be noted that in a letter dated November 30, 2016, the City agreed to remove the Transit-Oriented Development or Multifamily Residential PlaceTypes in existing single-family areas near the Wardlow station and replace these designations with the Founding and Contemporary Neighborhood PlaceType, which would allow for development up to two stories, or 28 feet, in height. This change has been incorporated into the Errata and is reflected in the updated LUE included as Attachment B. This change does not alter the analysis or conclusions contained in the Draft EIR. This comment will be forward to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-12-3

This comment expresses concern related to the density of the proposed uses in the Transit-Oriented PlaceType with allowable heights of five stories, or up to 65 feet. The commenter asserts that this height would be inconsistent with existing land uses in the area. The commenter suggests that the Transit-Oriented PlaceType should have a tapered height with decreasing heights as the zone approaches existing single-family neighborhoods. The comment concludes by stating that the proposed multi-family residential uses within the Transit-Oriented PlaceType would be best accommodated on sites that currently house the two nursing homes and the church.

While this comment does not contain any substantive comments or questions about the EIR or analysis therein, it should be noted that larger-scale development envisioned within the Transit-

Oriented Development PlaceType would be required to transition to existing smaller-scale development. New development of greater massing must also be sensitive to smaller buildings in this area. The Transit-Oriented Development (Low and Moderate) would be required to restrict the height and guide the massing of buildings and setbacks when proposing transit-oriented development in existing neighborhoods in an effort to create smooth transitions from more intense to less intense developments (LUE, page 86). While the maximum height in this PlaceType is five stories (or 65 feet), the UDE also requires that new multi-family residential uses be developed at a density that is compatible with adjacent single-family residential uses (Policy UD 22-1).

Refer to Response S-3-3 for further discussion related the visual impact of new development envisioned under the proposed project on the character of existing communities.

RESPONSE I-12-4

This comment suggests that the City erect story poles for the neighborhood to provide a better understanding of the visual impacts that would occur if the proposed changes are adopted.

Refer to Response S-3-1 and S-3-3 regarding the proposed project's visual impacts. It should be noted that as part of the separate environmental and plan review processes for future individual projects, the City would determine whether or not to erect story poles for future projects. This comment does not contain any substantive comments or questions about the EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Tuesday, October 18, 2016 1:11 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Land Use and Urban Design Elements Project

From: Merrilie Killian [<mailto:merrkillian@gmail.com>]
Sent: Tuesday, October 18, 2016 12:56 PM
To: Craig Chalfant
Subject: Land Use and Urban Design Elements Project

Dear Mr. Chalfant,

I am a home owner in Long Beach and I wanted to let you know that I am totally against the Land Use and Urban Design Elements Project. I value the neighborhood in which I live and do not want to see any more multi-units in my residential area.

I-13-1

Thank you,
Merrilie Killian

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MERRILIE KILLIAN

LETTER CODE: I-13

DATE: October 18, 2016

RESPONSE I-13-1

This comment indicates that the commenter is a homeowner in the City of Long Beach (City) and is opposed to the proposed project. The commenter also expresses disfavor for multi-family residential uses to be developed in the commenter's neighborhood following project approval.

This comment expresses opposition to the project but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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From: Bob Gill <bob.gill@loscerritosna.org>

Sent: Monday, October 17, 2016 5:08 PM

To: Celina Luna; Al Austin; Jonathan.Kraus@longbeach.gov; Roberto Uranga; Council District 7; district8@longbeach.gov

Cc: lowenthal@mail.house.gov

Subject: The City Staff Wants to Destroy Long Beach?

Hi Guys,

Per WANA: "City's proposal to replace long-time Zoning and the LUE (Land Use Element) of its General Plan with what it calls Place Types. This change would allow developers to build 5-story apartments, 65-feet high, where single-family homes currently exist in the northern part of the Wrigley area."

Building the crackerbox apartments years ago destroyed the fabric of parts of Long Beach. Now City staff wants to destroy more of the city fabric by allowing the tear out of more single family homes for more crackerbox apartments?

Old Article: http://articles.latimes.com/1995-10-13/local/me-56483_1_downtown-long-beach



CITY SMART / How to thrive in the urban environment of ...

articles.latimes.com

URBAN NOTEBOOK: Reports from the metropolitan front CITY SMART / How to thrive in the urban environment of Southern

California : Crackerjack Idea, Disastrous Results ...

I-14-1

Why is city staff being directed to destroy more of the city fabric? Stuffing more people into the city does not make a great city.

Very concerned,

Bob

Bob Gill

President

Los Cerritos Neighborhood Association

www.LosCerritosNA.org

Los Cerritos Neighborhood Association - Long Beach, CA 90807

www.loscerritosna.org

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URBAN NOTEBOOK: Reports from the metropolitan front



CITY SMART / How to thrive in the urban environment of Southern California : Crackerjack Idea, Disastrous Results : Once touted as the answer to affordable housing, 'crackerbox' apartment buildings have become a blight in Long Beach.

October 13, 1995 | J. MICHAEL KENNEDY | TIMES STAFF WRITER

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In this once-tranquil, blue-collar neighborhood near downtown Long Beach, the residents call them the "crackerboxes."

And when they utter the word, there is a note of disdain in their voices.

They are talking about the apartment buildings that were hastily put up a decade ago when the city's economy was booming and developers were hammering together buildings as fast as they could buy the land.

Now, many of these apartment complexes have become a blight on the city, particularly in this neighborhood just blocks from the beach where more than 300 Southern California bungalows were razed to make way for new construction. Crackerboxes went up elsewhere in the city, but the major concentration was in this neighborhood bounded by 4th and Anaheim streets to the north and south, and Alamitos and Redondo avenues to the east and west.

There is at least one crackerbox in almost every block, sometimes two or three. They have become a breeding ground for crime, though in the beginning they were seen as the city's answer to the need for affordable housing. A decade has made all the difference.

FROM THE ARCHIVES

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August 24, 1986

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Crime

Long Beach City Councilman Alan Lowenthal pulled his car over to the curb in front of one particularly egregious example of disrepair.

"It's like a cancer," he said. "Unless you watch it all the time, one building can ruin a block."

Lowenthal, whose district encompasses most of this neighborhood, is incensed about these apartment buildings, most of them built on narrow lots that used to contain a single home. In the decade since they have gone up, drug activity and crime have increased as the apartments have gone steadily downhill.

And many residents now feel hostage in their own neighborhood, where sundown means it's time to go inside.

"I won't even let my wife water the lawn after it gets dark," said Art Borges, a retired Sears & Roebuck employee who moved here in 1956. "The thing that gets me is that here we are, private citizens who pay our taxes, and after 6 o'clock I can't go out."

Down the way from Borges is Mike Kuhn, who bought a house with his then-wife in 1985, only to find a crackerbox going up next door six months later. It was not long afterward that drug dealers moved in.

Attachment 1

"It's not a very nice place to live anymore," he said.

The story of how this all happened is somewhat complex, but it is mostly a product of the times in which development--any kind of development--was king, not only in Long Beach but the rest of Southern California.

Bob Paternoster, who was then the city's planning director, remembers the early '80s as a time when real estate prices were skyrocketing, interest rates were out of sight and the lack of affordable housing was a very serious problem.

As a remedy, zoning laws were changed to make room for affordable apartment complexes. Unfortunately, said Paternoster, developers found a loophole in the zoning ordinances and devised a way to put eight- and 10-unit complexes on a single lot--legally.

Soon, that kind of apartment was going up all over the area. Developers were paying top dollar for bungalows, tearing them down and putting up apartment buildings that were being sold to investors for \$800,000 to \$1 million.

"They were paying \$20,000 more than the house was worth and it didn't matter because they were going to put up a building with eight units," he said. "It's been disastrous."

At City Hall, there was talk of a moratorium on the apartment construction. Developers and builders raced to get their building permits before one was imposed.

Attachment 1

"That week, we got more [building-permit] applications than I've ever seen in my life," said Paternoster, who is heading the multimillion dollar Queensway Bay project to develop the city's waterfront.

A decade later, the subject of the crackerbox development is still a major topic of discussion and recrimination. Lowenthal, for one, believes their construction may have been the single worst decision ever made by the city.

"It destroyed the whole fabric of the community," he said.

While fingers are pointed in various directions when blame is being discussed--including some at Paternoster--no one is arguing about the sequence of events after the apartments were built.

What at the time seemed like a very good investment turned into a very bad one as property values began to drop. The rental market became extremely competitive and a \$750-a-month apartment was soon going for \$500. Many landlords, desperate to keep afloat, stopped screening new tenants and slashed maintenance costs, Lowenthal said.

When property values sank so low that the crackerboxes were worth as little as one-third of their top value, many owners simply abandoned them and banks foreclosed on the property, he added.

At the same time, crime was mounting, the alleys were filling with trash and the streets were crowded with cars because the population in this area increased by an estimated 60%. Drug dealers and gang activity became a part of the landscape to a point where parents kept their children indoors.

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Brutal Murder by Teen-Age Girls Adds to Britons' Shock

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Attachment 1

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BOB GILL

LETTER CODE: I-14

DATE: October 18, 2016

RESPONSE I-14-1

This comment begins with a quote indicating that the City of Long Beach (City) intends to replace existing zoning and land use designations with PlaceTypes under the proposed project, thereby allowing developers to develop five-story apartments, 65-feet in height, where single-family homes currently exist in the Wrigley area of the City. The commenter goes on to assert that building “crackerbox” apartments years ago destroyed the fabric in parts of the City and that the proposed project would have similar effects.

This comment also includes a link to an online article published online by the Los Angeles Times. This article is included as Attachment 1. The article details the transition of north Long Beach from an area characterized by single-family homes to one characterized by large “crackerbox” apartment buildings, which has led to increased crime within the area.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to project impacts with respect to zoning.

The commenter is correct in asserting that the proposed project intends to replace traditional zoning and land use designations with PlaceTypes. The commenter is also correct that the proposed project would allow for new developments up to five stories (or 65 feet) along Long Beach Boulevard within the Transit-Oriented Development PlaceType in the Wrigley area. It is important to note that while the proposed project would allow for height and density increases within this area, the proposed project is a long-range planning document intended to guide future development through the year 2040 and would not result in immediate changes to the Wrigley community. Additionally, as described in the proposed Land Use Element (LUE), larger-scale development envisioned within the Transit-Oriented Development PlaceType would be required to transition to existing smaller-scale development. New development of greater massing must also be sensitive to smaller buildings in this area. The Transit-Oriented Development guidelines (Low and Moderate) restrict the height and guide the massing of buildings and setbacks in an effort to create smooth transitions from more intense to less intense developments (LUE, Page 86). Furthermore, while the maximum height in this PlaceType is five stories (or 65 feet), the Urban Design Element (UDE) requires that new multi-family residential uses be developed at a density that is compatible with adjacent single-family residential uses (Policy UD 22-1). Therefore, the proposed project would aim to improve the urban fabric of the City, including the Wrigley area, by establishing goals, policies, and strategies that would allow for future higher-density development that would be compatible with and would transition to existing surrounding lower-density development.

Attachment 1, included as part of this comment, does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Tuesday, October 18, 2016 1:12 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: General Plan Land Use and Urban Design Elements Project: PlaceTypes

From: Karen C [<mailto:twixem@gmail.com>]
Sent: Tuesday, October 18, 2016 12:04 PM
To: Craig Chalfant; Council District 7; Celina Luna; Sandra Zetti
Cc: wrigleyalliance@gmail.com; jhill2075@verizon.net; nrisch51@yahoo.com
Subject: General Plan Land Use and Urban Design Elements Project: PlaceTypes

My name is Karen Choi and I live in the Wrigley Heights area. I attended the WANA meeting last night at Veterans Park. My main purpose for attending the meeting was for the topic on Place Type Land Use and Zoning. First of all, I OPPOSE this proposal. Our neighborhood and surrounding neighborhoods are getting over crowded due to the increased developments of high density homes. We already have areas in our neighborhood that are zoned for multi-family units; we do not need anymore. I do not want to see developers coming into our neighborhood and constructing "crackerbox" homes/ apartments. I was informed that there was an open discussion for the public on this proposal in May 2016, but I was not aware of it. I would like the City of Long Beach to hold additional discussions for the public on this proposal. I am not too educated on this proposal, but just knowing that our zoning can be changed to have more homes developed per acre is enough for me to oppose it.

I-15-1

I-15-2

Thank you,

Karen Choi

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KAREN CHOI

LETTER CODE: I-15

DATE: October 18, 2016

RESPONSE I-15-1

This comment indicates that the commenter lives in the Wrigley Heights area and is opposed to the proposed project. The commenter notes that their existing neighborhood and surrounding neighborhoods are already overcrowded due to increased density. The comment also notes that there are already areas within the Wrigley Heights area that are zoned for multi-family residential uses, and as such, the commenter is opposed to any and use changes that would allow for more high-density development. The comment concludes by asserting that the commenter is against future developers from coming into the Wrigley Heights neighborhood and constructing “crackerbox” homes/apartments.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to project impacts with respect to zoning. Refer to Response I-13-1 for further discussion related to the construction of “crackerbox” residential buildings.

This comment expresses opposition to the proposed project but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-15-2

The comment notes that the commenter was informed that there was a discussion regarding the project in May 2016, but was not aware of this meeting. The commenter requests that the City hold additional discussions for the project that are open to the public in order to ensure that the community is educated on the implications of the proposed project.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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From: Jeff Kellogg <jeffkellogg@msn.com>

Date: October 18, 2016 at 11:39:46 AM PDT

To: Bob Gill <bob.gill@loscerritosna.org>, Celina Luna <Celina.Luna@longbeach.gov>, Al Austin <Al.Austin@longbeach.gov>, "Jonathan.Kraus@longbeach.gov"

<Jonathan.Kraus@longbeach.gov>, Roberto Uranga <robertouranga.lbc@gmail.com>, Council District 7 <district7@longbeach.gov>, "district8@longbeach.gov" <district8@longbeach.gov>

Cc: "lowenthal@mail.house.gov" <lowenthal@mail.house.gov>

Subject: Re: The City Staff Wants to Destroy Long Beach?

I don't understand why the City would want to do something like this OR why any Council members would even let this discussion to begin that represent bedroom communities. In the past (1980s), this issue was wrapped around the effort of providing more affordable housing for people who were priced out of the local housing market. Sounds OK?! Zoning along LB Blvd and other major corridors was high density residential, which was removed right after I joined the City Council in the late 80s but there remains an effort to go back to those types of solutions. These type of zoning and land use issues dictate what your city and community will look like in the future and set a precedent with each and every project.

I-16-1

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JEFF KELLOGG

LETTER CODE: I-16

DATE: October 18, 2016

RESPONSE I-16-1

This comment speaks from personal familiarity with the Wrigley area in the City of Long Beach (City) and notes that past planning decisions that allowed for increased density in the area led to more affordable housing in the area, which disrupts the character of the current bedroom community. The comment expresses overall disfavor for the proposed project and is against the zoning and land use changes associated with the project.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to project impacts with respect to zoning. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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From: Lori Hermann [mailto:lorherm@gmail.com]
Sent: Wednesday, October 19, 2016 3:26 PM
To: Craig Chalfant
Subject: From Wrigley Heights

Hello,

When I graduated from CSULB in 1979 I was very aware of the travesty that destroyed so many beautiful old neighborhoods in Long Beach (building high rise apartments among older established homes). Every KNEW the city had learned never to do that again.

I do not understand why this is being considered. Please do not approve these plans!

Thank you,

I-17-1

Mrs. Lorelei Hermann

3721 Magnolia Ave.

Long Beach, CA

90806

LORELEI HERMANN

LETTER CODE: I-17

DATE: October 19, 2016

RESPONSE I-17-1

This comment is introductory in nature and states that the commenter was witness to the negative impacts new high-rise apartments had on older established neighborhoods when implemented in the 1970s. As a result of these negative impacts, the comment suggests that the City of Long Beach (City) has learned not to allow for older neighborhoods to be negatively impacted in this way again. For these reasons, the commenter implores the City to not consider approval of the proposed project.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report or analysis therein. This comment will be forwarded to City decision-makers for review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, October 21, 2016 2:35 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Response to DEIR General Plan Land Use Element
Attachments: DEIR Response Land Use Element.doc; Shore Current Zoning Map Oct 2016.pdf; Proposed LUE DEIR Height Limits 10-16.jpg; LUE Height & Legend Map LBDS Powerpoint.pdf; LB LCP PD-1 Belmont Pier 1993.pdf; LB LCP PD-2 Belmont Pier 2016.pdf; Crackerboxes - LA Times article.doc

From: Melinda Cotton [<mailto:mbcotton@hotmail.com>]
Sent: Friday, October 21, 2016 2:32 PM
To: Craig Chalfant
Subject: Response to DEIR General Plan Land Use Element

Dear Craig,

Attached is a Word Document which is my response to the DEIR General Plan Land Use Element.

I've also attached Maps and Documents which are referenced in my DEIR Response - please include them with my written response as they are noted as "attached" and are explanatory to my response.

I'd appreciate your letting me know you have received this.

Have a good weekend!

Thank you.

Melinda Cotton

I-18-1

Melinda Cotton
 PO Box 3310
 Long Beach, CA 90803
 October 21, 2016

Mr. Craig Chalfant, Senior Planner
 Long Beach Development Services
 333 W. Ocean Blvd., 5th Floor
 Long Beach, CA 90802,

Re: Response to DEIR General Plan Land Use Element & Urban Design Element

I am most concerned that residents, business owners and property owners Citywide have not been provided sufficient information in the Draft EIR for the Land Use Element of the General Plan (LUE) to properly understand the **changes** that will be coming to their neighborhoods

I-18-2

The "...land use goals" listed on Page 13 of the Introduction state the goal of the LUE is to "Preserve and enhance neighborhoods and local retail hubs." And Page 14 states: "Stable residential neighborhoods will experience little change, with the focus instead on preservation and enhancement."

But the examples of Building Height Changes I've noted below on The Toledo, on Ocean Blvd. and near the Belmont Pier are significant changes affecting "residential neighborhoods" - with Building Height increases one-third (1/3) taller to double the existing Building Heights shown in the examples. These are significant. And I understand similar Building Height increases are called for Citywide in the LUE, without residents being provided comparisons to Current Zoning Code.

I-18-3

The LUE states that the City "...is moving away from the old zoning approach of segregating land uses..." But what's called the "...old zoning approach.." was something that property owners and lay persons could understand - one could go to the Municipal Code and find Zoning Codes and Maps and know how their neighborhood and street was designated. The LUE states that the City is going to "...an innovative approach called PlaceTypes," which emphasizes flexibility and allows for a mix of compatible uses." But this very "flexibility" means the lay person does not know what the bottom line is for their neighborhood -- what are they allowed to do in the way of building height, setback, usage, etc.? What are their immediate neighbors and those living across the street and behind them going to be allowed to do? How will one's residence be affected, how close can a remodel or new construction come to one's home? What will change in the way of privacy, views, sun exposure, noise, etc.? What will the impacts be of remodels and new construction in the way of parking impacts, traffic impacts, etc. What kind of businesses and commercial usage will turn up on nearby streets -- and what might the impacts be on their quality of life?.

I-18-4

Missing completely in the DEIR is information on the current Zoning Code designations (height, land usage, etc.) and how does Current Zoning compare to the Proposed Height Map. (Page 3.4 [see attached]). Missing from the DEIR is a table or Legend showing the building height in feet attached to the "Story" designations. Only very general information is available in the more than 500 page Draft EIR, and Planning Commission Study Sessions and the one community meeting I am aware of (held by the Belmont Heights Community Association) was equally lacking in detail about how the LUE would specifically affect Building Heights and neighboring commercial streets and areas.

I-18-5

I-18-6

I-18-7

Craig Chalfant

2

Response to DEIR Land Use Element

As a 33 year resident of Belmont Shore, former President of the Belmont Shore Residents Association, and longtime BSRA member and community activist in this area, I am deeply concerned that the residents of Belmont Shore, Belmont Heights, Belmont Park and nearby residential communities are largely unaware that the proposed Land Use Element of the General Plan shows increased Building Height Limits along The Toledo (from 2 to 3 Stories), Ocean Boulevard (from 2 to 3 Stories) and near the Belmont Pier (from 25' feet' to 50 feet). As we know increased building heights allow for more density, more traffic and more parking impacts, and taller buildings mean a loss of privacy, block sunlight, views and airflow.

I-18-8

(Also - the Land Use Element fails to address the Planned Development District (PD-1 & PD-2) that regulate the Belmont Pier area. I've attached both of the Planned Development District (i.e. 'Specific Plan') documents which are in effect in this Coastal area. Since other 'Specific Plans' are directly addressed in the LUE, the PD-1 & PD-2 documents should also be addressed, especially since they are largely under Coastal Commission jurisdiction).

I-18-9

Many of us Citywide, in conjunction with our resident and community associations and Council members, worked diligently on the existing Zoning Ordinances, Specific Plans, etc. And now we're told "PlaceType" changes approved for the Land Use Element will be used as the basis for upcoming Zoning Changes. This is being done without proper community consultation, and without transparent documents, DEIR and information so that we know the changes we need to look out for.

I-18-10

It was only with days of researching current City Zoning Codes, PowerPoint presentations to the Planning Commission, and searching through the 500 page DEIR was I able to correlate Current Zoning to the LUE DEIR.

I-18-11

In studying the Building Height Map in the Draft EIR (see attached), the "height/story" Legends in PowerPoint's (see attached) and comparing it to our current Zoning Map (see attached) and Zoning Code was I able to come up with the building height increases below, which are examples of what I have found for our area.

***The Toledo between Livingston & Claremont - a wide swath of land all along the Toledo between Livingston & Claremont and inland nearly to Broadway would go from its current 28 ft. 2 Story zoning to 38 ft. 3 Stories.

This area is currently zoned "R-4-R" (See attached 'Shore current Zoning' map). The current Zoning Table for the "R-4-R" Zone "Table 31-2A -Residential Development Standards" shows a Building Height Limit of "**28 ft. 2 St.(f)**"

I-18-12

The Building Height Map in the Draft EIR shows an increase to **3 Stories [38 feet]** (see attached 'Proposed Land Use Element Draft EIR Height Map and attached Land Use Height and Legend Map showing proposed correlation between Stories & Height).

***Ocean Blvd. from Livingston to 54th Place and inland) is mainly zoned currently "R-4-R" (again see above 'Shore Current Zoning' map) limiting heights to "**28 ft. 2 St. (f)**"

Again, an increase to "**3 Stories [38 feet]**" is proposed in the Draft EIR (again see Proposed LUE DEIR Height Map and Height and Legend Map).



***Belmont Pier and Park - this area is marked as **PD-2** currently (it's the bright Coral/Pink area shown on the attached "Shore Current Zoning" map) and currently this has a height limit of "**25**" (per the attached Planned Development (**PD2**) document).

This entire area shows an allowed height increase to "**4 Stories**" -and **48-50 feet** in height ((again see attached "Proposed LUE DEIR Height Map" and "Height and Legend Map").

I-18-12

Unfortunately these comparisons have not been brought to public attention in the Land Use Element Study Sessions at the Planning Commission (or in the DEIR). And I'm not aware of any community meetings which have shown Current Zoning and explained the Building Height Increases being proposed. I don't believe this information has been relayed to the public.

Long Beach residents, I fear, will find themselves blindsided by unexpected changes in their neighborhoods, as occurred in the past with the "Crackerboxes", described in the attached LA Times Article. These several story apartments were stuck hit and miss into established single family neighborhoods and created chaos and anger that is remembered to this day. The City of Long Beach should do everything it can to avoid similar reactions.

I-18-13

The only Alternative I can support is Alternative 1 - No Project. Our Current Zoning ordinances should NOT be replaced with the "PlaceType" approach. The residents of Long Beach deserve to know what is happening and what is allowed in their neighborhoods. The fuzzy "flexibility" allowed by "PlaceTypes" is unacceptable.

I-18-14

Thank you for your attention to my concerns.

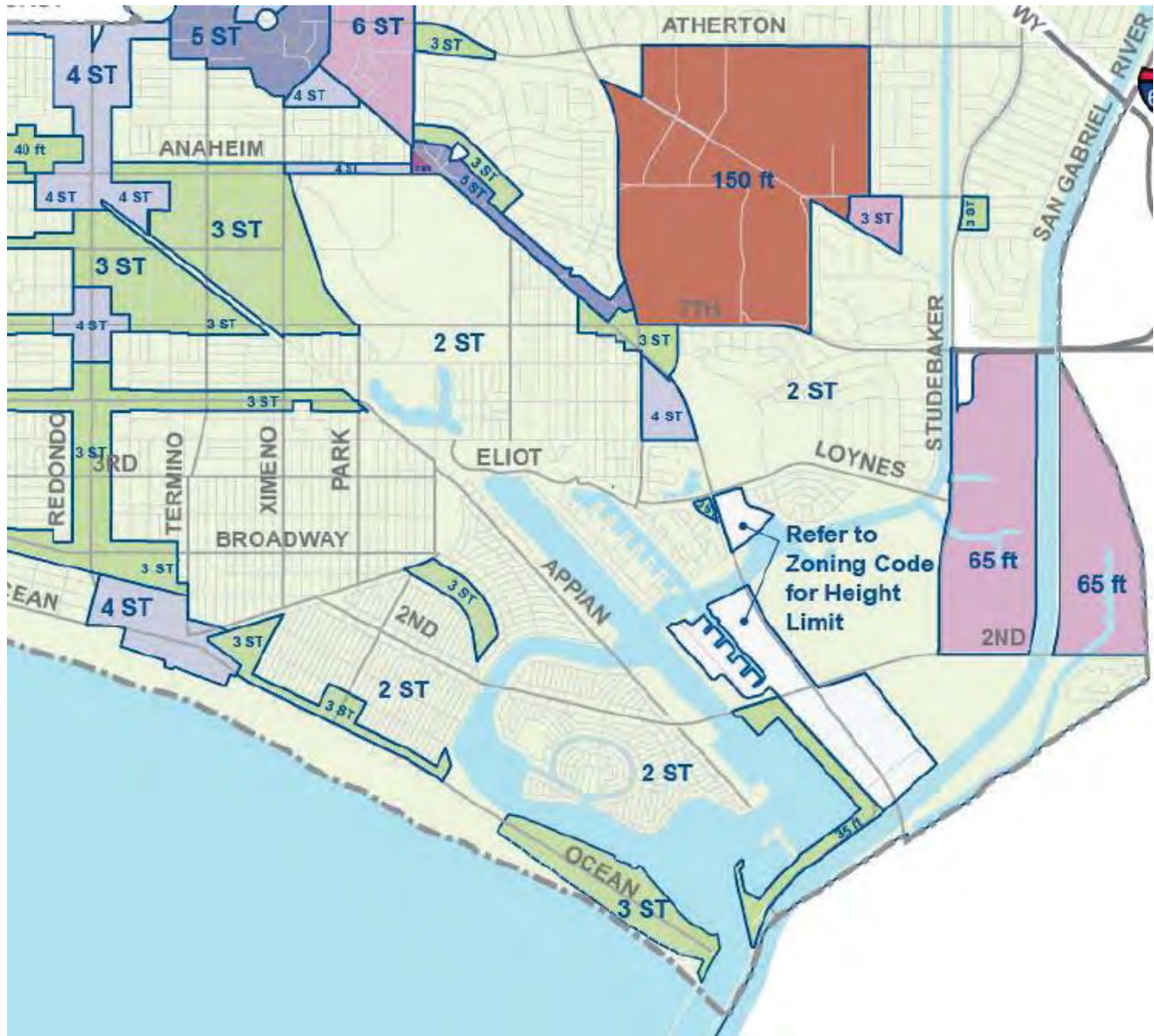
Melinda Cotton

Belmont Shore resident of 33 years

Attached: Shore Current Zoning Map Oct 2016.pdf
 Proposed LUE DEIR Height Limits 10-16.jpg
 LUE Height & Legend Map LBDS PowerPoint. PDF
 Belmont Pier Planned Development District 1
 Belmont Pier Planned Development District 2
 Los Angeles Times article "Crackerboxes" 10/13/95



I-18
Attachment 1





Legend

Building Heights (Stories)*

2 Stories
3 Stories
4 Stories
5 Stories
6 Stories
7 Stories
8 - 10 Stories
11 - 15 Stories
16 Stories and Over

Building Heights (Feet)*

24 - 28 Feet
38 - 45 Feet
50 Feet
60 Feet
65 Feet
75 Feet
80 - 100 Feet
135 - 150 Feet
240 Feet and Over

Light Rail Transit



Metro Blue Line Station
and 1/4 Mile Radius

I-18

Attachment 3

BELMONT PIER PLANNED DEVELOPMENT DISTRICT (PD-1)

The intent of this Planned Development is to encourage a joint public and private effort to revitalize this underutilized area containing the significant public resources of the Belmont Pier and the Olympic Plaza Pool. The Planned Development District is to be utilized in this effort because of its ability to combine flexibility of regulation while specifying detailed development requirements within a framework of maximum public review and involvement. The spirit of future development within the area shall conform to the Belmont Pier Concept Plan by CHMB Associates of August, 1979.

In reviewing and approving site plans and tract maps for the development of the area, the City Planning Commission shall be guided by the goals and policies of the General Plan and the General Development and Use Standards specified herein. The Commission shall not permit variance from those standards unless it finds that such variance meets the intent of the original standards and is consistent with the overall goals and objectives of the adopted Specific Plan. Any variance from those standards shall only be allowed if the following finding of fact is made: The variation will have no adverse affect on access along the shoreline including physical, visual or psychological characteristics of access.

General Development and Use Standards*

(a) Uses. Recreation, commercial recreation and retail, residential and office commercial.

(b) Access.

1. Vehicular. Primary vehicular access to the area shall be from Ocean Boulevard and Livingston Drive. Vehicular circulation within the area shall be from Termino Avenue. Parts or all of 39th Place, Midway, Olympic Plaza and Ocean Boulevard may be vacated within the subarea as depicted in the Belmont Pier Concept Plan.

2. Bicycle. A continuous bicycle path, as part of the beach bicycle path linking the Los Angeles and San Gabriel Rivers, shall run through the area as shown on the Planned Development Plan map.

3. Pedestrian. Pedestrian walkways shall flow throughout the area as shown on the Planned Development Plan map. All walkways shall be improved to the satisfaction of the City Engineer.

(c) Building Design.

1. Style. All buildings shall be designed in appropriate coastally oriented design styles in harmony with other existing styles in the area.

2. Height. No building shall exceed two stories in height or twenty-five feet above grade if located on-shore or two stories or twenty-five feet above the pier if located over the water.

3. Lot Coverage. No building shall cover more than fifty percent of its site nor shall it occupy more than fifty percent of its site parallel to Ocean Boulevard. Commercial uses on the west side of 39th Place shall be excepted from this and may occupy one hundred percent of their sites.

4. Special Design Standards. All buildings shall be located and designed to provide a maximum feasible amount of unobstructed views through their sites toward the beach and recreational facilities.

5. Open Areas. Open areas shall be landscaped and shall contain pedestrian pathways accessible to the public. Such access shall be guaranteed through deed restrictions. Open areas may also be utilized as areas for outdoor dining.

(d) Parking.

1. Public. The existing number of public parking spaces shall be retained. Public parking may be relocated from the Granada Avenue parking lot to under and west of Belmont Pier, but not to extend westward of 38th Place, provided an equal number of spaces in the Granada Avenue parking lot be converted to beach, bicycle path or landscaped uses. No parking structures shall be allowed.

2. Private. Expansions or changes in use of private developments shall be required to provide additional parking for the expansion or change of use as required in the Zoning Regulations.

(e) Landscaping. Landscaping shall be lush and shall create a park-like setting.

1. Materials. Landscape materials shall be predominately those used in the area north of the Belmont Plaza Pool and in the Granada Avenue parking lot.

2. Maintenance. All landscaped areas on private property shall be maintained by the property owner.

3. Quantity. Not less than five percent of each site shall be landscaped. One street tree shall be planted for each ten feet of street or pathway frontage.

(f) Developer On and Off-Site Improvements and Maintenance.

1. All walkways on private property or vacated streets.

2. All landscaping on private property or vacated streets.

Specific Development and Use Plans

Subarea 1.

(a) Uses.

1. Retail sales of clothing, jewelry, gifts, cards, novelties, sporting goods, fishing bait, art, groceries, durgs, sundries, and tobacco products.

2. Sporting goods rental.

3. Residential uses on second story only.

4. Motel.

5. Professional and Personal Services.

A. Professional and Personal Services shall be allowed in buildings which were originally occupied prior to July 22, 1980.

B. Professional and Personal Services shall not be allowed on the street level of any building originally occupied on or after July 22, 1980.

C. Additions, alterations and repairs amounting to more than fifty percent (50%) of the replacement value or of the area of the existing building, excluding improvements required to meet minimum health and safety code standards, shall require issuance of a new Certificate of Occupancy, and hence no building so expanded, altered or repaired on or after July 22, 1980 shall be allowed to be used for professional and personal services on the street level.

6. Restaurants, taverns, delicatessens, snack bar.

7. Entertainment uses, subject to the conditional use provisions of the Zoning Regulations. (C 5562 JUNE, 1984)

(b) Access.

1. Vehicular. Ocean Boulevard, Livingston Drive, and Termino Avenue.
2. Vehicular access to be abandoned, and streets to be vacated, as feasible with new development.

A. Ocean Boulevard south of Livingston Drive from 39th Place to Termino Avenue.

B. 39th Place.

C. Olympic Plaza.

D. Termino Avenue from Ocean Boulevard to Olympic Plaza may be narrowed to the satisfaction of the City Engineer.

3. Pedestrian.

A. Along Ocean Boulevard, south curb.

B. Along Livingston Drive, south curb.

C. 39th Place.

D. Along Termino Avenue east and west curbs.

E. Mid-block between Termino Avenue and 43rd Place

F. Parallel to the Olympic Plaza Pool.

(c) Building Design.

1. Style. The buildings should be as open, airy and colorful as possible within a coastal oriented style. Balconies, decks and terraces are encouraged.

2. Site Locations.

A. As Ocean Boulevard is vacated, this area may be used as landscaped parking area to serve adjacent developments. Parking lot landscaping for any new parking spaces shall be provided at one fifteen gallon tree for each two parking spaces. The landscaping may be placed in or along the existing lot.

B. As the block from Termino Avenue to 43rd Place is redeveloped, that site may expand one lane into Termino and Olympic Plaza provided a mid-block walkway area not less than twenty feet in width with unobstructed views through to the Olympic Plaza Pool shall be provided.

C. Special Design Features. Portions of vacated Ocean Boulevard shall be utilized for landscape treatment to create an entrance and image for the area.

(d) Parking.

1. Commercial. Parking shall be provided at the rate of four spaces per one thousand square feet of floor area beyond the existing floor area.

2. Residential. Parking shall be provided at a rate of one space per zero bedroom unit and two spaces per one bedroom or more units.

(e) Landscaping. As noted above.

(f) Off-Site and Public Use Improvements by Developers. The pedestrian walkways as previously noted.

Subarea 2.

This subarea is currently in high density residential use. It shall remain in such use unless redeveloped. If redeveloped by removing the existing buildings, the provisions of Subarea 1 for use and building design shall apply. Additionally, a mid-block walkway shall be provided.

Subarea 3.

This is the Belmont Pier and public trust tidelands area.

(a) Use.

1. Fishing pier, parking plaza over portion of the parking area and accessory uses.

2. Restaurants serving various types and prices of food and other commercial facilities in keeping with the coastal theme of the area.

(b) Access.

1. Vehicular. From Termino Avenue and through existing parking lot.

2. Bikeway. Along south beach edge of parking lot.

3. Pedestrian:

A. Along Allin Street;

B. Along Termino Avenue;

C. Along the south edge of parking lot;

D. On pier; and

E. Around the Plaza on the south and west perimeter of the Plaza and including a viewing platform at the foot of 39th Place extending from the south end of the Plaza, a sufficient distance to provide panoramic views.

(c) Building Design.

1. Site locations.

A. Restaurants at southern ends of pier, mid-pier, and at northern end of the pier or on plaza.

B. Restrooms at mid-pier should be moved to outside edge to provide clear view to the end of the pier.

2. Style. The restaurant at the center of the south end of the Pier should be built above and below pier level, as feasible, according to the Belmont Pier Concept Plan to provide views underneath it.

3. Special Design Features. The pier may be expanded to provide additional fishing platforms at various locations along the pier, but no major expansions of the pier shall be permitted.

4. Open Space. All portions of the subarea shall be open except parts of the plaza, the plaza covering parts of the parking, and the restaurants and restrooms on the pier. An open public area shall be provided on the plaza at least as large as existing plaza.

(d) Parking.

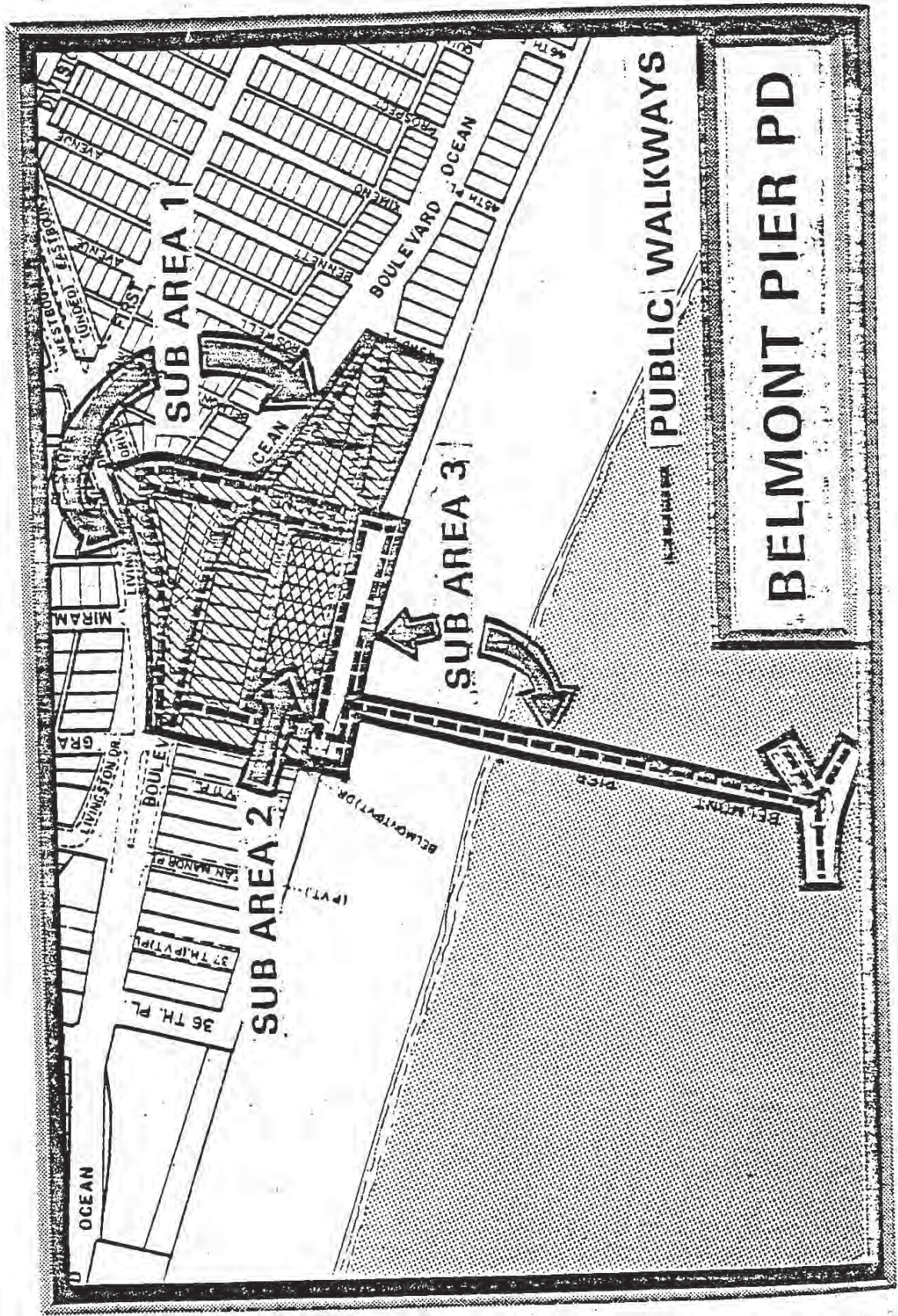
1. The existing parking lot shall remain.

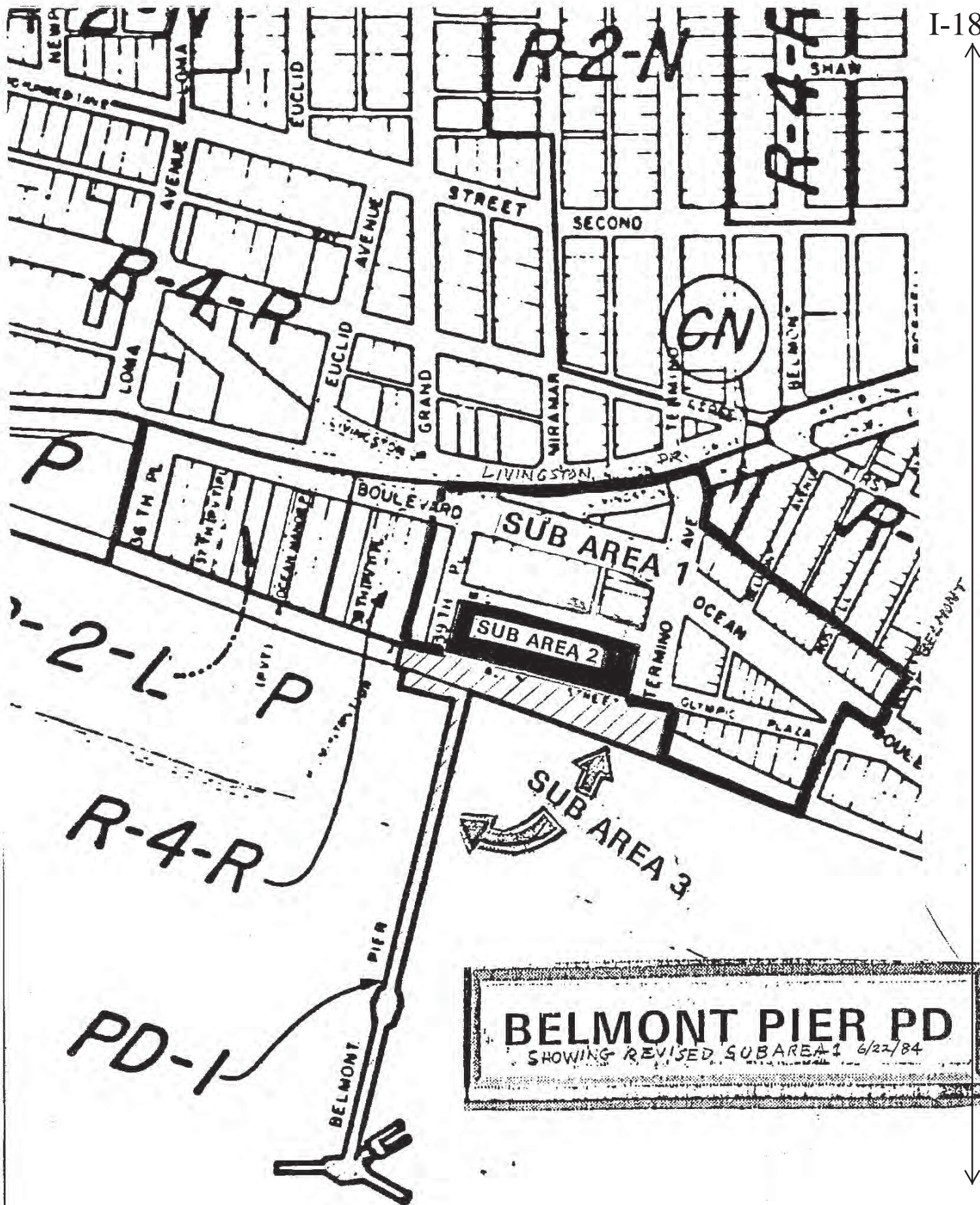
2. A new parking lot of up to three hundred cars may be provided.

Such parking shall be located under an enclosed 39th Place Plaza, and westerly of the pier to the western edge of 38th Place. Such parking lot may be built provided an equal number of spaces are eliminated in the Granada Avenue parking lot and the area obtained converted to beach, bikeway, walkways or landscaping. The 39th Place Plaza shall be expanded as shown in Belmont Pier Concept Plan so that no parking area is exposed along the southern edge of the plaza. This plaza should be appropriately designed along the eastern edge to direct view of pedestrians over the parking lot rather than directly down upon it.

(e) Landscaping. One fifteen-gallon tree shall be provided in and surrounding the new parking lot for each five open parking spaces.

(f) Off-Site and Public Use Improvements Developer Requirements. New parking lot with landscaping.





ORDINANCE NO. C-6377

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING ORDINANCE NO.
C-5563, AS AMENDED, ADDING DEVELOPMENT AND
USE STANDARDS FOR SUBAREA 4 TO THE BELMONT
PIER PLANNED DEVELOPMENT DISTRICT ORDINANCE

The City Council of the City of Long Beach ordains as
follows:

Section 1. That Ordinance No. C-5563, as amended, is
amended by amending Section 2 of said Ordinance No. C-5563 to
add Specific Development and Use Standards for Subarea 4 under
Specific Development and Use Plans, following provisions relating
to Subarea 3, to read as follows:

Subarea 4.

- (a) Uses. Residential Uses
- (b) Density. 514 square feet of land per unit
(81 DU/AC)
- (c) Access.
 - 1. Vehicular - Ocean Boulevard, 38th Place
and Belmont Drive (a private alley)
 - 2. Pedestrian.
 - A. Along Ocean Boulevard, south curb.
 - B. Along 38th Place.
 - C. Along Belmont Drive (a private alley).
 - D. Along beach frontage.

(d) Building Design.

1. Style. The buildings should be as open, airy, and colorful as possible within a coastal-oriented style. Balconies, decks and terraces are encouraged.

2. Height. No building shall exceed thirty-five feet above grade.

3. Standard Site Development. No building shall exceed in gross floor area more than two and one-half times the area of the site. (Subterranean and semi-subterranean structures and areas are exempt from consideration and/or computation).

4. Setbacks.

A. Ocean Boulevard frontage - ten feet from property line.

B. 38th Street - eight feet from side property line.

C. Interior property lines - ten percent of the lot width.

D. One zero side yard provided that:

i. The side yard opposite the zero side yard shall not be less than the total required side width if the zero side yard where not used (double the width of an individual side yard);

ii. Any structure on the property adjoining the zero side yard shall be not less than six feet from the structure

John J. Thoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802
Telephone (213) 590-6061

proposed to be located on the property line, except that another principal use may be constructed abutting the same zero side yard.

(e) Setbacks described in Subsection (d)4.A-D shall not apply to subterranean and semi-subterranean structures or areas.

(f) No building shall extend toward the beach further than the toe of the bluff, or where existing development has removed the toe of the bluff, no building shall extend toward the beach further than the existing foundations of development on the site.

1. Special Design Standards. All buildings shall be located and designed to provide a maximum feasible amount of unobstructed views through their site toward the beach and maintain an unobstructed view corridor towards the Ocean a minimum of forty-two feet and centered on the prolongation of the centerline of 38th Place.

2. Landscaping. As noted in the General Development and Use Standards.

Sec. 3. All ordinances and parts of ordinances in conflict herewith are hereby repealed.

Sec. 4. The City Clerk shall certify to the passage of this ordinance by the City Council of the City of Long Beach and cause the same to be posted in three (3) conspicuous places

1 in the City of Long Beach, and it shall take effect on the
2 thirty-first day after its final passage.

3 I hereby certify that the foregoing ordinance was
4 adopted by the City Council of the City of Long Beach at its
5 meeting of May 26, 1987, by the following vote:

6 Ayes: Councilmembers: Braude, Edgerton, Hall, Clark,
7 Smith, Grabinski, Tuttle,
8 Harwood.

9 Noes: Councilmembers: Kell.

10 Absent: Councilmembers: None.

11
12 Shelba Powell
13 City Clerk
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27 WHK/am-r
28 05/04/87
D-285(#7)

cause the same to be posted in three (3) conspicuous places in the City of Long Beach, and it shall take effect on the 31st day after its final passage.

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of _____, 1980, by the following vote:

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

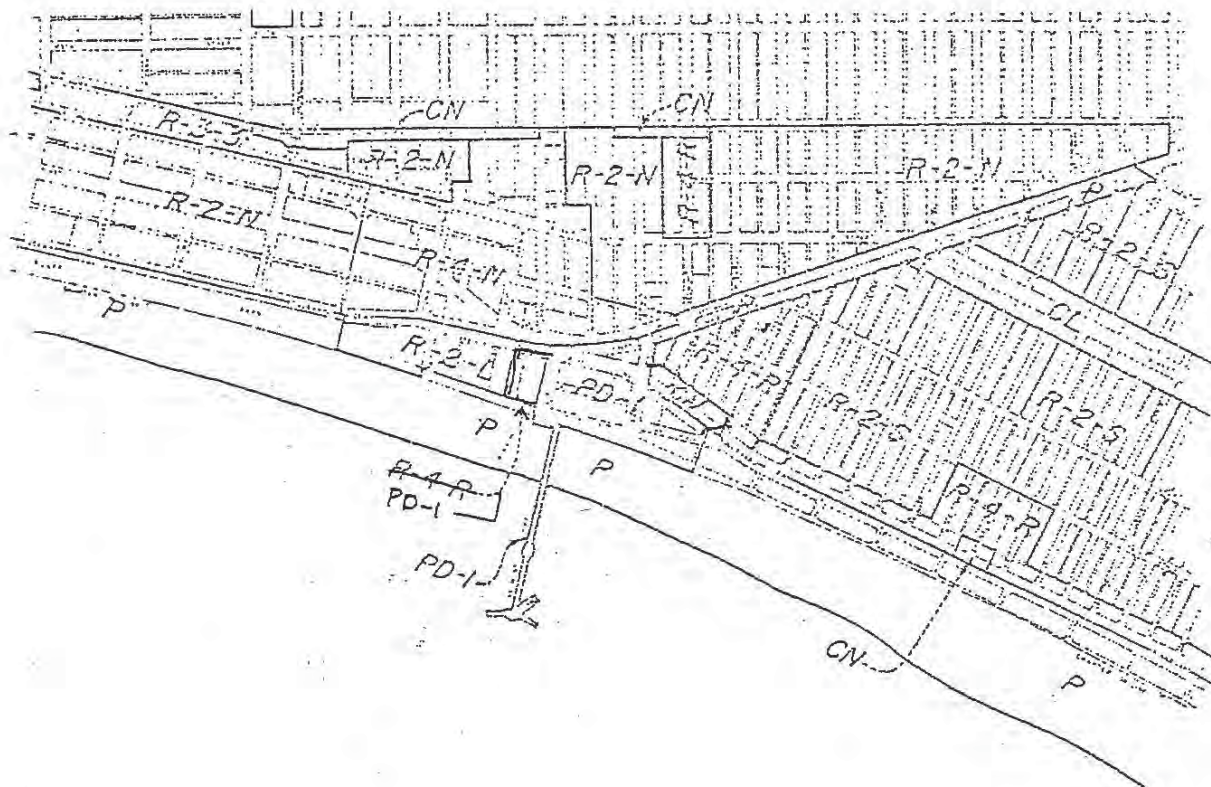
Absent: Councilmembers: _____

City Clerk

Robert W. Parkin
City Attorney of Long Beach
583 West Ocean Boulevard
Long Beach, California 90802
Telephone 590-8061

AYH/kb
02/11/80
24





DATE: 1-3-80, P.J.

PROPOSED AMENDMENT TO A PORTION OF PART 5 OF THE USE DISTRICT MAP

REZONING	CASE
RZ-30-79	(SHEET 2 OF 3)

BELMONT PIER PLANNED DEVELOPMENT DISTRICT (PD-2)

I. PURPOSE AND INTENT

The intent of the Planned Development is to encourage a joint public and private effort to revitalize this underutilized area containing the significant public resources of the Belmont Pier and the Olympic Plaza Pool. The Planned Development District is to be utilized in this effort because of its ability to combine flexibility of regulation while specifying detailed development requirements within a framework of maximum public review and involvement. The spirit of future development within the area shall conform to the Belmont Pier Concept Plan by CHNMB Associates of August, 1979.

In reviewing and approving site plans and tract maps for the development of the area, the City Planning Commission shall be guided by the goals and policies of the General Plan and the General Development and Use Standards specified herein. The Commission shall not permit variance from those standards unless it finds that such variance meets the intent of the original standards and is consistent with the overall goals and objectives of the adopted Specific Plan. Any variance from those standards shall only be allowed if the following finding of fact is made: The variation will have no adverse affect on access along the shoreline including physical, visual or psychological characteristics of access.

II. General Development and Use Standards

- a. Uses. Recreation, commercial recreation and retail, residential and office commercial.
- b. Access.
 - (1) Vehicle. Primary vehicular access to the area shall be from Ocean Boulevard and Livingston Drive. Vehicular circulation within the area shall be from Termino Avenue. Parts or all of 39th Place, Midway, Olympic Plaza and Ocean Boulevard may be vacated within the subarea as depicted in the Belmont Pier Concept Plan.
 - (2) Bicycle. A continuous bicycle path, as part of the beach bicycle path linking the Los Angeles and San Gabriel Rivers, shall run through the area as shown on the Planned Development Plan map.
 - (3) Pedestrian. Pedestrian walkways shall flow throughout the area as shown on the Planned Development Plan map. All walkways shall be improved to the satisfaction of the City Engineer.

Attachment 5

c. Building Design.

- (1) Style. All buildings shall be designed in appropriate coastally oriented design styles in harmony with other existing styles in the area.
- (2) Height. No building shall exceed two stories in height or twenty-five feet above grade if located on-shore or two stories or twenty-five feet above the pier if located over the water.
- (3) Lot Coverage. No building shall cover more than fifty percent of its site nor shall it occupy more than fifty percent of its site parallel to Ocean Boulevard. Commercial uses on the west site of 39th Place shall be excepted from this and may occupy one hundred percent of their sites.
- (4) Special Design Standards. All buildings shall be located and designed to provide a maximum feasible amount of the unobstructed views through their sites toward the beach and recreational facilities.
- (5) Open Areas. Open areas shall be landscaped and shall contain pedestrian pathways accessible to the public. Such access shall be guaranteed through deed restrictions. Open areas may also be utilized as areas for outdoor dining.

d. Parking.

- (1) Public. The existing number of public parking spaces shall be retained. Public parking may be relocated from the Granada Avenue parking lot to under and west of Belmont Pier, but not to extend westward of 38th Place, provided an equal number of spaces in the Granada Avenue parking lot be converted to beach, bicycle path or landscaped uses. No parking structures shall be allowed.
- (2) Private. Expansions or changes in use of private developments shall be required to provide additional parking for the expansion or change of use as required in the Zoning Regulations.

e. Landscaping. Landscaping shall be lush and shall create a park-like setting.

- (1) Materials. Landscape materials shall be predominately those used in the area north of the Belmont Plaza Pool and in the Granada Avenue parking lot.

Attachment 5

- (2) Maintenance. All landscaped areas on private property shall be maintained by the property owner.
- (3) Quantity. Not less than five percent of each site shall be landscaped. One street tree shall be planted for each ten feet of street or pathway frontage.

f. Developer On and Off-Site Improvements and Maintenance.

- (1) All walkways on private property or vacated streets.
- (2) All landscaping on private property or vacated streets.

III. Specific Development and Use Plans

Subarea 1.

a. Uses.

- (1) Retail sales of clothing, jewelry, gifts, cards, novelties, sporting goods, fishing bait, art, groceries, drugs, sundries, and tobacco products.
- (2) Sporting goods rental.
- (3) Residential uses on second story only.
- (4) Motel.
- (5) Professional and Personal Services.
 - (a) Professional and Personal Services shall be allowed in buildings which were originally occupied prior to July 22, 1980.
 - (b) Professional and Personal Services shall not be allowed on the street level of any building originally occupied on or after July 22, 1980.
 - (c) Additions, alterations and repairs amounting to more than fifty percent (50%) of the replacement value or of the area of the existing building, excluding improvements required to meet minimum health and safety code standards, shall require issuance of a new Certificate of Occupancy, and hence no building so expanded, altered or repaired on or after July 22, 1980 shall be allowed to be used for professional and personal services on the street level.
- (6) Restaurants, taverns, delicatessens, snack bar.

Attachment 5

- (7) Entertainment uses, subject to the conditional use provisions of the Zoning Regulations.
- b. Access.
 - (1) Vehicular. Ocean Boulevard, Livingston Drive, and Termino Avenue.
 - (2) Vehicular access to be abandoned, and streets to be vacated, as feasible with new development.
 - (a) Ocean Boulevard south of Livingston Drive from 39th Place to Termino Avenue.
 - (b) 39th Place.
 - (c) Olympic Plaza.
 - (d) Termino Avenue from Ocean Boulevard to Olympic.
 - (e) Plaza may be narrowed to the satisfaction of the City Engineer.
 - (3) Pedestrian.
 - (a) Along Ocean Boulevard, south curb.
 - (b) Along Livingston Drive, south curb.
 - (c) 39th Place.
 - (d) Along Termino Avenue east and west curbs.
 - (e) Mid-block between Termino Avenue and 43rd Place.
 - (f) Parallel to the Olympic Plaza Pool.
- c. Building Design.
 - (1) Style. The buildings should be as open, airy and colorful as possible within a coastal oriented style. Balconies, decks and terraces are encouraged.
 - (2) Site Locations.
 - (a) As Ocean Boulevard is vacated, this area may be used as landscaped parking area to serve adjacent developments. Parking lot landscaping for any new parking spaces shall be provided at one fifteen gallon tree for each two parking

Attachment 5

Belmont Pier Planned Development District (PD-2)

spaces. The landscaping may be placed in or along the existing lot.

- (b) As the block from Termino Avenue to 43rd Place is redeveloped, that site may expand one lane into Termino and Olympic Plaza provided a mid-block walkway area not less than twenty feet in width with unobstructed views through to the Olympic Plaza Pool shall be provided.
- (c) Special Design Features. Portions of vacated Ocean Boulevard shall be utilized for landscape treatment to create an entrance an image for the area.
- (d) Parking.
 - 1) Commercial. Parking shall be provided at the rate of four spaces per one thousand square feet of floor area beyond the existing floor area.
 - 2) Residential. Parking shall be provided at a rate of one space per zero bedroom unit and two spaces per one bedroom or more unites.
- (e) Landscaping. As noted above.
- (f) Off-site and Public Use Improvements by Developers. The pedestrian walkways as previously noted.

Attachment 5

Subarea 2.

This subarea is currently in high density residential use. It shall remain in such use unless redeveloped. If redeveloped by removing the existing buildings, the provisions of Subarea 1 for use and building design shall apply. Additionally, a mid-block walkway shall be provided.

Subarea 3.

This is the Belmont Pier and public trust tidelands area.

a. Use.

- (1) Fishing pier, parking plaza over portion of the parking area and accessory uses.
- (2) Restaurants serving various types and prices of food and other commercial facilities in keeping with the coastal theme of the area.

b. Access.

Belmont Pier Planned Development District (PD-2)

- (1) Vehicular. From Termino Avenue and through existing parking lot.
 - (2) Bikeway. Along south beach edge of parking lot.
 - (3) Pedestrian:
 - (a) Along Allin Street;
 - (b) Along Termino Avenue;
 - (c) Along the south edge of parking lot;
 - (d) On pier; and
 - (e) Around the Plaza on the south and west perimeter of the Plaza and including a viewing platform at the foot of 39th Place extending from the south end of the Plaza, a sufficient distance to provide panoramic views.
- c. Building Design.
- (1) Site locations.
 - (a) Restaurants at southern ends of pier, mid-pier, and at northern end of the pier or on plaza.
 - (b) Restrooms at mid-pier should be moved to outside edge to provide clear view to the end of the pier.
 - (2) Style. The restaurant at the center of the south end of the Pier should be built above and below pier level, as feasible, according to the Belmont Pier Concept Plan to provide views underneath it.
 - (3) Special Design Features. The pier may be expanded to provide additional fishing platforms at various locations along the pier, but no major expansions of the pier shall be permitted.
 - (4) Open Space. All portions of the subarea shall be open except parts of the plaza, the plaza covering parts of the parking, and the restaurants and restrooms on the pier. An open public area shall be provided on the plaza at least as large as existing plaza.
- d. Parking.
- (1) The existing parking lot shall remain.
 - (2) A new parking lot of up to three hundred cars may be provided. Such parking shall be located under an enclosed 39th Place Plaza, and westerly of the pier to the western edge of 38th Place. Such

Attachment 5

parking lot may be built provided an equal number of spaces are eliminated in the Granada Avenue parking lot and the area obtained converted to beach, bikeway, walkways or landscaping. The 39th Place Plaza shall be expanded as shown in Belmont Pier Concept Plan so that no parking area is exposed along the southern edge of the plaza. This plaza should be appropriately designed along the eastern edge to direct view of pedestrians over the parking lot rather than directly down upon it.

- e. Landscaping. One fifteen-gallon tree shall be provided in and surrounding the new parking lot for each five open parking spaces.
- f. Off-site and Public Use Improvements Developer Requirements. New parking lot with landscaping.

Subarea 4.

- a. Uses. Residential Uses.
- b. Density. 514 square feet of land per unit (81 DU/AC).
- c. Access.
 - (1) Vehicular – Ocean Boulevard, 38th Place and Belmont Drive (a private alley).
 - (2) Pedestrian.
 - (a) Along Ocean Boulevard, south curb.
 - (b) Along 38th Place.
 - (c) Along Belmont Drive (a private alley).
 - (d) Along beach frontage.
- d. Building Design.
 - (1) Style. The buildings should be as open, airy, and colorful as possible within a coastal-oriented style. Balconies, decks, and terraces are encouraged.
 - (2) Height. No building shall exceed thirty-five feet above grade.
 - (3) Standard Site Development. No building shall exceed in gross floor area more than two and one-half times the area of the site. (Subterranean and semi-subterranean structures and areas are exempt from consideration and/or computation).

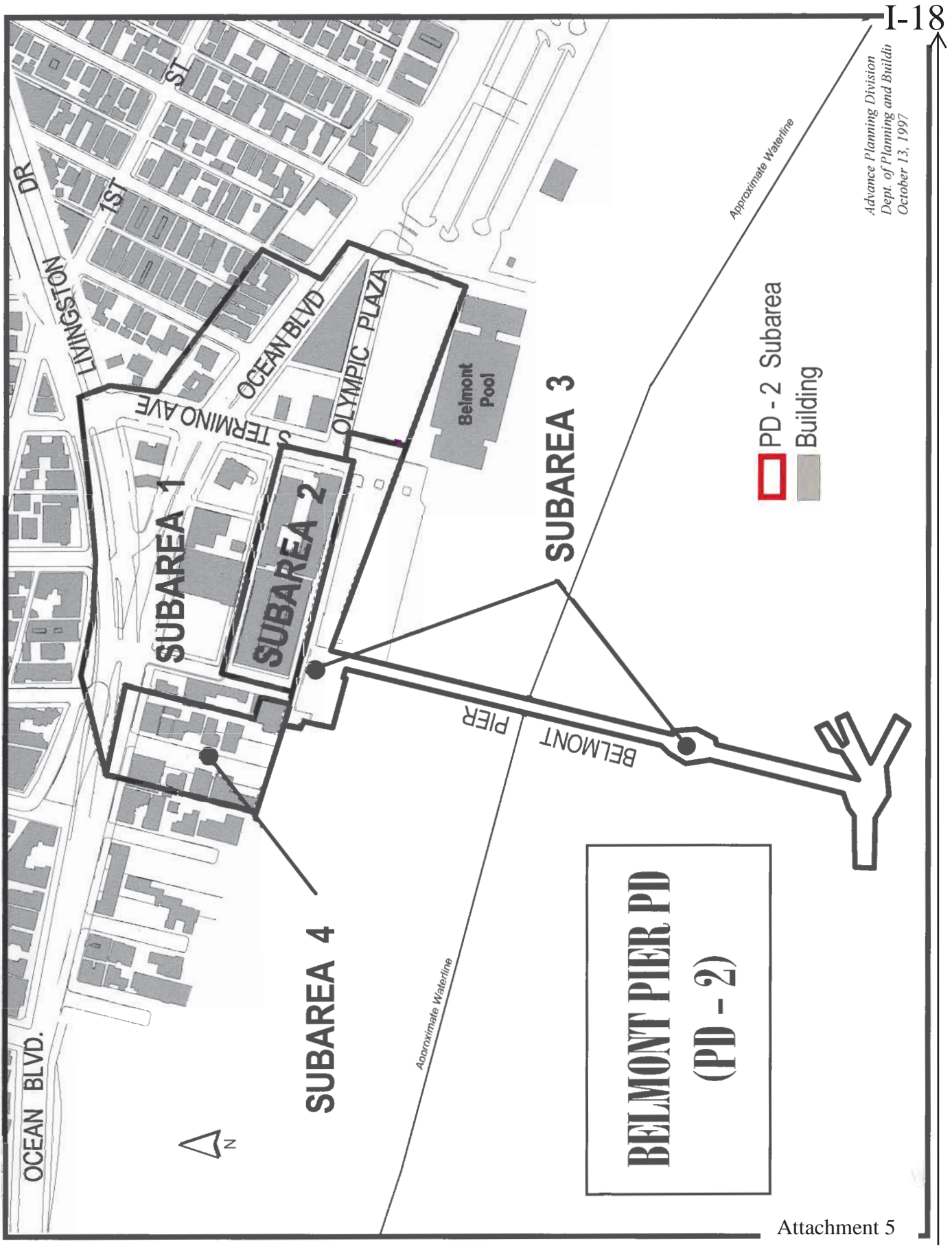
Attachment 5

(4) Setbacks.

- (a) Ocean Boulevard frontage – ten feet from property line.
- (b) 38th Street – eight feet from side property line.
- (c) Interior property lines – ten percent of the lot width.
- (d) One zero side yard provided that:
 - (i) The side yard opposite the zero side yard shall not be less than the total required side width if the zero side yard were not used (double the width of an individual side yard);
 - (ii) Any structure on the property adjoining the zero side yard shall be not less than six feet from the structure proposed to be located on the property line, except that another principal use may be constructed abutting the same zero side yard.
- (e) Setbacks described in Subsection (d)4.A-D shall not apply to subterranean and semi-subterranean structures or areas.
- (f) No building shall extend toward the beach further than the toe of the bluff, or where existing development has removed the toe of the bluff, no building shall extend toward the beach further than the existing foundations of development on the site.
 - 1) Special Design Standards. All buildings shall be located and designed to provide a maximum feasible amount of unobstructed views through their site toward the beach and maintain an unobstructed view corridor towards the ocean a minimum of forty-two feet and centered on the prolongation of the centerline of 38th Place.
 - 2) Landscaping. As noted in the General Development and Use Standards.

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The Planning Bureau provides this information for reference and the convenience to the public. The adopted ordinance, together with any amendment thereto, is in the possession of the City Clerk and should be reviewed and considered prior to making any land use decision. Information contained herein is subject to change without notice as a result of updates, corrections or amendments.



Los Angeles Times

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http://articles.latimes.com/1995-10-13/local/me-56483_1_downtown-long-beach.

URBAN NOTEBOOK: Reports from the metropolitan front

CITY SMART / How to thrive in the urban environment of Southern California : Crackerjack Idea, Disastrous Results : Once touted as the answer to affordable housing, 'crackerbox' apartment buildings have become a blight in Long Beach.

October 13, 1995 | J. MICHAEL KENNEDY | TIMES STAFF WRITER

In this once-tranquil, blue-collar neighborhood near downtown Long Beach, the residents call them the "crackerboxes."

And when they utter the word, there is a note of disdain in their voices.

They are talking about the apartment buildings that were hastily put up a decade ago when the city's economy was booming and developers were hammering together buildings as fast as they could buy the land.

Now, many of these apartment complexes have become a blight on the city, particularly in this neighborhood just blocks from the beach where more than 300 Southern California bungalows were razed to make way for new construction. Crackerboxes went up elsewhere in the city, but the major concentration was in this neighborhood bounded by 4th and Anaheim streets to the north and south, and Alamitos and Redondo avenues to the east and west.

There is at least one crackerbox in almost every block, sometimes two or three. They have become a breeding ground for crime, though in the beginning they were seen as the city's answer to the need for affordable housing. A decade has made all the difference.

Long Beach City Councilman Alan Lowenthal pulled his car over to the curb in front of one particularly egregious example of disrepair.

"It's like a cancer," he said. "Unless you watch it all the time, one building can ruin a block."

Lowenthal, whose district encompasses most of this neighborhood, is incensed about these apartment buildings, most of them built on narrow lots that used to contain a single home. In the decade since they have gone up, drug activity and crime have increased as the apartments have gone steadily downhill.

And many residents now feel hostage in their own neighborhood, where sundown means it's time to go inside.



"I won't even let my wife water the lawn after it gets dark," said Art Borges, a retired Sears & Roebuck employee who moved here in 1956. "The thing that gets me is that here we are, private citizens who pay our taxes, and after 6 o'clock I can't go out."

Down the way from Borges is Mike Kuhn, who bought a house with his then-wife in 1985, only to find a crackerbox going up next door six months later. It was not long afterward that drug dealers moved in.

"It's not a very nice place to live anymore," he said.

The story of how this all happened is somewhat complex, but it is mostly a product of the times in which development--any kind of development--was king, not only in Long Beach but the rest of Southern California.

Bob Paternoster, who was then the city's planning director, remembers the early '80s as a time when real estate prices were skyrocketing, interest rates were out of sight and the lack of affordable housing was a very serious problem.

As a remedy, zoning laws were changed to make room for affordable apartment complexes. Unfortunately, said Paternoster, developers found a loophole in the zoning ordinances and devised a way to put eight- and 10-unit complexes on a single lot--legally.

Soon, that kind of apartment was going up all over the area. Developers were paying top dollar for bungalows, tearing them down and putting up apartment buildings that were being sold to investors for \$800,000 to \$1 million.

"They were paying \$20,000 more than the house was worth and it didn't matter because they were going to put up a building with eight units," he said. "It's been disastrous."

At City Hall, there was talk of a moratorium on the apartment construction. Developers and builders raced to get their building permits before one was imposed.

"That week, we got more [building-permit] applications than I've ever seen in my life," said Paternoster, who is heading the multimillion dollar Queensway Bay project to develop the city's waterfront.

A decade later, the subject of the crackerbox development is still a major topic of discussion and recrimination. Lowenthal, for one, believes their construction may have been the single worst decision ever made by the city.

"It destroyed the whole fabric of the community," he said.

While fingers are pointed in various directions when blame is being discussed--including some at Paternoster--no one is arguing about the sequence of events after the apartments were built.

What at the time seemed like a very good investment turned into a very bad one as property values began to drop. The rental market became extremely competitive and a \$750-a-month apartment was soon going for \$500. Many landlords, desperate to keep afloat, stopped screening new tenants and slashed maintenance costs, Lowenthal said.

When property values sank so low that the crackerboxes were worth as little as one-third of their top value, many owners simply abandoned them and banks foreclosed on the property, he added. ↑

At the same time, crime was mounting, the alleys were filling with trash and the streets were crowded with cars because the population in this area increased by an estimated 60%. Drug dealers and gang activity became a part of the landscape to a point where parents kept their children indoors.

"We're literally in a war zone," said Borges. "But it's not really a war here because a war has two sides. Here, there is only one side."

What will happen to the neighborhood remains in doubt. But there are several programs designed to reduce crime.

A storefront police office has been set up and volunteers clean up alleys each week, picking up old appliances and furniture that have been discarded. At the same time, they paint over graffiti.

An organization known as Safe Streets Now has a policy of taking landlords to small claims court when laws are being broken on their property. In two other programs, Apartment Watch and Business Watch, property owners give police permission to question anyone loitering on their premises.

A city advisory committee is looking into alternative uses for the crackerboxes, such as housing for senior citizens. But so far, no real suitable use has been found.

"You can't reverse this kind of thing overnight," said City Councilman Tom Clark, who has a number of the unwanted apartments in his district as well.

MELINDA COTTON

LETTER CODE: I-18

DATE: October 21, 2016

RESPONSE I-18-1

This comment is introductory in nature and notes the commenter has attached maps and documents to the comment letter.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-18-2

This comment indicates that the commenter is concerned that residents, business owners, and property owners in the City have not been provided sufficient information in the Draft EIR on how the changes proposed in the Land Use Element (LUE) will be resulting in changes to their neighborhoods.

The Draft EIR includes an analysis of how implementation of the proposed LUE would result in environmental impacts, which could in turn result in changes to existing neighborhoods. For example, Section 4.1, Aesthetics, of the Draft EIR includes an overview of how future projects occurring as a result of project approval would result in changes to the existing visual character within the proposed Major Areas of Change. This section of the Draft EIR also includes an analysis with respect to how the proposed height and density increases allowed under the proposed project (particularly within the Major Areas of Change) would result in changes to existing views in the City. Furthermore, the City has held several community meetings and one Planning Commission Study Session to apprise the community of the planned changes and solicit community input. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration.

RESPONSE I-18-3

This comment references two of the goals listed on Page 13 of the proposed LUE, which are aimed at preserving and enhancing existing neighborhoods and local retail hubs and focusing on the preservation and enhancement of existing neighborhoods. The commenter opines that these two goals are inconsistent with the building height increases in the Belmont area, as the proposed LUE would increase building height limitations by one-third to two times the existing building heights in this area. The comment asserts that these height increases are significant and notes that similar height increases proposed for the remaining areas in the City would also be significant. This comment concludes with the assertion that residents have not been provided comparisons of the proposed height increases to the current City Zoning Code.

According to the Proposed PlaceTypes Map (Figure 3.3 of Chapter 3.0, Project Description), the Belmont area would primarily be designated as Founding and Contemporary Neighborhood and Multi-Family Residential (low and high-density), with the exception of the area along 2nd Street, which would be designated as Neighborhood-Serving Center or Corridor-Low. The commenter is correct that the proposed project would increase the maximum height limitations within the Belmont area; however, these changes would be limited to areas along Ocean Boulevard and near the Belmont Pier, as illustrated by the Table B, Existing versus Proposed Height Limitations for the Belmont Neighborhood, below.

Table B: Existing versus Proposed Height Limitations for the Belmont Neighborhood

Existing Zone ¹	Existing Height Limitation ²	Proposed Height Limitation ³
R-2-S (Single-Family Residential)	28 feet/2 stories	2 stories
R-4-R (Multi-Family Residential)	28 feet/2 stories	3 stories
CNP (Neighborhood Pedestrian-Oriented Commercial)	28 feet/2 stories	2 stories
PD-2 (Planned Development 2)	25 feet/2 stories	4 stories
P (Park)	30 feet	28 feet/2 stories

¹ City of Long Beach Zoning Map

² City of Long Beach Municipal Code, as amended.

³ Figure 3.4, PlaceType Height Limitations, of the Draft EIR and Map LU-7, PlaceType Height Limits of the LUE.

EIR = Environmental Impact Report

LUE = Land Use Element

While the proposed project would allow for height increases within some areas of the Belmont neighborhood, preserving the existing housing stock is a primary goal of the LUE. Under the proposed LUE, new larger-scale development with increased building heights may be developed where existing housing has deteriorated to a point where reconditioning is neither feasible nor desirable. New development would also be required to transition to existing smaller-scale development and would be integrated with surrounding uses so as to fit into the surrounding context. All new development would also be required to respect the height, massing, and open space characteristics of existing neighborhoods.

RESPONSE I-18-4

This comment indicates that the commenter is concerned that the Long Beach community does not understand the new land use development standards allowed under the proposed project, whereas the community was able to easily understand the old zoning and land use approach. Because of the complexity associated with new development standards under the proposed project, the commenter questions whether the community will understand what they can do in terms of developing their property; how their own residence will be affected by surrounding development; how privacy, views, sun exposure, and noise will change; how new construction will impact parking and traffic; and what kinds of uses will be allowed within their own neighborhoods as a result of project approval. The comment also references the existing zoning districts for the Belmont area, which are depicted on Attachment 1 to this comment letter.

The commenter is correct that the proposed project would introduce new land use standards that are different than the City's existing approach to land use. Under the proposed LUE, land uses would be categorized by PlaceTypes, which differ from traditional land uses in that PlaceTypes de-emphasize specific uses and focus on form and character. While each parcel within the City will be designated with an allowable PlaceType, this PlaceTypes will focus on permitted land uses within districts and neighborhoods as a whole.

PlaceTypes would be similar to the existing approach in that the proposed LUE would identify permitted land uses, preferred development patterns, and streetscape and urban form features for each PlaceType. The proposed project also includes Project Design Feature 4.4.1 that requires a comprehensive zoning code update, which would establish specific development standards for each PlaceType. All future individual projects resulting from the approval of the proposed project would be required to comply with allowable uses and development standards outlined for each PlaceType in the LUE and Zoning Code. Furthermore, future individual projects resulting from the approval of the proposed project would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*.

It should be noted that the loss of parking is no longer considered an environmental impact under CEQA. However, the proposed project does establish guidelines for parking within each PlaceType. Refer to Response L-6-1 for further discussion related to the parking guidelines included as part of the project.

Impacts with respect to privacy are not required to be analyzed under CEQA; however, the proposed Urban Design Element (UDE) does address privacy and includes the policies listed below to reduce such impacts.

- **Policy UD 14-6:** Ensure new development respects the privacy concerns of adjoining properties and buildings. Building, window, and balcony orientation should maximize views while preserving the privacy of surrounding neighbors.
- **Policy UD 20-4:** Encourage all development to exhibit a high standard of design and materials, to maintain privacy standards, and to provide public frontages that contribute to the larger street and block character.

RESPONSE I-18-5

This comment indicates that the Draft EIR does not include information on the current zoning designations (with respect to height and allowable land use) compared to the proposed Height Map, which is included as Attachments 2 and 3 to this commenter letter.

The proposed project's impacts with respect to compliance with the Zoning Code are addressed in Section 4.4, Land Use and Planning, of the Draft EIR. While the Draft EIR does not include a side-by-side comparison of current versus proposed height limitations, Page 4.4-29 of the Draft EIR does specify that the proposed project would allow for increased densities, intensities, and heights as compared to the current General Plan. Please also refer to Common Response 1 in

Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to project impacts with respect to zoning.

RESPONSE I-18-6

This comment asserts that the Draft EIR does not provide the maximum height limitation for each PlaceType in terms of feet and opines that the Draft EIR only includes the maximum height limitations in terms of the number of stories.

The commenter is correct in asserting that the Draft EIR includes the maximum height limitations for each PlaceType, as illustrated by Figure 3.4, PlaceType Height Limitations; however, the Draft EIR also includes the maximum height limitations in terms of feet. Specifically, Table 3.A in Chapter 3.0, Project Description, of the Draft EIR provides a breakdown of the maximum allowable height in terms of the number of stories and feet new development can reach under each of the proposed PlaceType. This information is also provided in Subsection 3.5.1, Land Use Element, of Chapter 3.0, Project Description. It is important to note that the proposed PlaceType Map and PlaceType Heights Map have been updated and are incorporated in the Errata to this Final EIR. Updates made to these two figures do not change the analysis or conclusions made in the Draft EIR.

RESPONSE I-18-7

This comment opines that the Planning Commission Study Sessions and community meeting that were held for this project were lacking in detail about how the proposed project would affect building heights and neighboring commercial streets and areas.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-18-8

This comment expresses concern that the residents of Belmont Shore, Belmont Heights, Belmont Park, and other nearby residential areas are unaware of the proposed project and its associated impacts on height increases within these areas. The comment notes that the proposed project would increase heights along The Toledo and Ocean Boulevard from two to three stories, and would increase heights from 25 to 50 feet near Belmont Pier. The commenter asserts that these height increases would result in more traffic and parking impacts; a loss of privacy; and impacts to sunlight, views, and airflow.

The commenter is correct in asserting that the proposed project would increase height limitations along The Toledo and Ocean Boulevard from two to three stories, and would also increase heights in the Belmont Pier area from two stories to four stories.

In a letter dated November 30, 2016, from the City, the City indicates that the request to reduce heights from three to two stories in The Toledo would result in a strong disincentive to housing

production. Because housing demand is high and supply is extremely limited in the City, City staff has concluded that a three-story height limitation would best meet the housing needs in this area.

Refer to Response L-2-7 for further discussion related to the proposed project's impacts with respect to traffic and shade/shadow, Response L-6-1 for further discussion related to the proposed project's impacts with respect to parking, Responses L-4-10 for further discussion related to impacts on scenic vistas and breezes (air flow), and Response I-18-4 for further discussion regarding the proposed project's impacts with respect to privacy.

RESPONSE I-18-9

This comment opines that the proposed LUE fails to address the existing Planned Development Districts 1 and 2 (PD-1 and PD-2) for the Belmont Pier area. The commenter asserts that regulations for both areas are included as an attachment to this comment. This comment concludes by stating that because other specific plans are addressed in the LUE, PD-1 and PD-2 should also be addressed, particularly because both areas are in the California Coastal Commission jurisdiction. Regulations for PD-1 and PD-2 are included as Attachments 4 and 5 to this comment letter.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to project impacts with respect to zoning. The commenter is correct in asserting that PD-2 is the presiding zoning document for the Belmont Pier area; however, PD-2 regulates development for the Southeast Area Specific Plan area and is not applicable to the Belmont area. PD-1 is a zoning district regulating land use on the project site and is not considered a specific plan. Following project approval, the proposed PlaceTypes for the Belmont area would be the guiding land use documents for this area. Implementation of PDF 4.4.1, which requires a comprehensive update to the City's Zoning Code and Zoning Map within 5 years of project approval, would also ensure that the proposed PlaceTypes Map would be consistent with the City's Zoning Map and Zoning Code.

RESPONSE I-18-10

This comment indicates that the community worked with previous resident and community associations and City Council members to adopt the current Zoning Ordinance, specific plans, and other land use documents. The commenter asserts that the proposed project would be adopted without proper community consultation and without transparent documents, a Draft EIR, or information so that the community is aware of all of the project changes.

Although this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the City has held numerous community meetings and a Planning Commission Study Session to apprise the community of the proposed changes and to solicit public input on the project. A Draft EIR with technical appendices was prepared for the project and was made available for an extended public review period. All related LUE and UDE documents were also made available. This comment will be to City decision-makers for their review and consideration.

RESPONSE I-18-11

This comment indicates it took the commenter days of researching the City Zoning Code, PowerPoint presentations to the Planning Commission, and review of the Draft EIR to correlate the current zoning to the proposed LUE.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-18-12

This comment lists the following building height increases for the Belmont neighborhood, as proposed under the LUE:

- *The Toledo between Livingston & Claremont*-increase from 28 feet/two stories to 38 feet/three stories;
- *Area currently designated as R-4-R*-increase from 28 feet/two stories to 38 feet/three stories;
- *Ocean Boulevard from Livingston Drive to 64th Place and inland*- increase from 28 feet/two stories to 38 feet/three stories; and
- *Belmont Pier and Park*-increase from 25 feet/two stories to four stories.

The commenter concludes by stating that these height increases have not been brought to the public's attention at any of the study sessions or in the Draft EIR and is not aware of any meetings explaining the proposed height increases.

Refer to Response I-18-3 for further discussion related to the proposed height increases in the Belmont area. Additionally, building height increases are noted throughout the Draft EIR and are described in detail in Chapter 3.0, Project Description, and Section 4.1, Aesthetics.

RESPONSE I-18-13

This comment asserts that Long Beach residents will be blindsided by the changes to their neighborhoods, as proposed under the project, which is similar to what happened in the past with the "crackerbox" development described in the attached article from the Los Angeles Times (Attachment 6). The commenter asserts the City should do everything it can to avoid similar reactions to the crackerbox development.

Refer to Response I-14-1 for further discussion related to the "crackerbox" development described in the attached article, which is also attached to Comment Letter I-14. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-18-14

This comment indicates that the commenter is in favor of Alternative 1, No Project, and asserts that the current Zoning Ordinance should not be replaced with the PlaceType approach. The comment concludes by stating that the residents of the City deserve to know what is happening in their own neighborhoods and that the PlaceTypes are unacceptable.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to project impacts with respect to zoning. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, October 24, 2016 9:15 AM
To: Carrie Tai; Ashley Davis; Alyssa Helper
Subject: FW: Opposed to changing Wrigley from R-1 to multi-use zoning

FYI

From: Joyce Klenner [mailto:j_a_klenner@yahoo.com]
Sent: Saturday, October 22, 2016 5:34 PM
To: Craig Chalfant
Subject: Opposed to changing Wrigley from R-1 to multi-use zoning

I am a long-time resident of the Wrigley area. At the Wrigley homeowners' meeting this month, the proposed Rezoning Amendment was discussed.

I AM OPPOSED TO REZONING the Wrigley area from R-1 to multi-use zoning. The Wrigley area is a lovely area filled with mainly single family residences. We want to keep it that way. Having a multi-unit building built potentially next door to me would be extremely disruptive -- more people, more traffic, more cars. It would ruin the pleasant residential area I have loved for more than 25 years.

Please do not continue with the proposed plan to rezone our area.

Thank you for your consideration of my request.

Joyce Klenner
 2980 Cedar Ave
 Long Beach, CA 90806

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JOYCE KLENNER

LETTER CODE: I-19

DATE: October 22, 2016

RESPONSE I-19-1

This comment expresses opposition to the proposed project, as the commenter opines that the project would rezone the Wrigley area from R-1 to multiuse housing. The commenter indicates that the Wrigley area is characterized by single-family residences and the addition of multiunit housing would disrupt the current community by allowing for more people, traffic, and cars. For these reasons the commenter requests that the City of Long Beach (City) discontinue efforts to adopt the proposed project.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to project impacts with respect to zoning. This comment expresses opposition but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Craig Chalfant

From: Lori A <lorisbsfgroup@yahoo.com>
Sent: Sunday, October 23, 2016 6:56 PM
To: Craig Chalfant
Subject: Possibility of re-zone in the Wrigley area

Hello Craig,

It has been brought to our attention that the city of Long Beach is planning on possibly re-zoning the Wrigley area to allow building for multi-units. The parking situation is presently a problem already. If you know the area, the streets are lined and congested with parked cars. Of coarse, the street sweeping days compound this parking problem.

Also, when we purchased our home in the Wrigley area, we appreciated the fact that it was mainly a single-family neighborhood which offered a warmth and charm to the community we live in. We feel that the dynamic of the Wrigley area would be negatively impacted with additional multi-unit properties.

We truly hope that the city of Long Beach will reconsider, and leave the currant zoning in the Wrigley area as it now stands.

Thank you for your time and consideration.

Carl and Lori

I-20-1

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CARL AND LORI

LETTER CODE: I-20

DATE: October 23, 2016

RESPONSE I-20-1

This comment expresses concern that the proposed project would rezone the Wrigley area to allow for more multifamily units, which would exacerbate parking demands and traffic congestion and would change the character of the existing single-family residence area. The comment concludes by urging the City of Long Beach (City) to reconsider the project and leave the zoning in this area as it currently stands.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to project impacts with respect to zoning. Please also refer to Response L-6-1 for further discussion related to the project's impacts with respect to parking requirements. This comment expresses opposition but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, October 24, 2016 1:18 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Important- Big Picture Issues-EIR Draft Land Use Plan

From: Christopher Koontz
Sent: Monday, October 24, 2016 1:12 PM
To: Craig Chalfant; Fern Nueno; Alyssa Helper
Subject: Fwd: Important- Big Picture Issues-EIR Draft Land Use Plan

Lue eir comments

Sent from my iPhone

Begin forwarded message:

From: Kerrie Aley <6102ka@gmail.com>
Date: October 24, 2016 at 2:27:54 PM EDT
To: jack.cunningham@longbeach.gov, district3@longbeach.gov, Amy Bodek
 <amy.bodek@longbeach.gov>, christopher.koontz@longbeach.gov
Subject: Important- Big Picture Issues-EIR Draft Land Use Plan

Jack Cunningham/ Councilperson Price,
 I've only began looking at the EIR for Draft Land Use Plan but I've found big picture issues that should be discussed and answered at Thursday's meeting-

Scenic View Impacts, LCP amendments, the proposed Zoning Change Program and maximum allowable heights/dwellings/open space/setbacks/parking impacts.

I-21-1

Unfortunately the city has not done a very good job answering/explaining our questions about the implementation of the proposed land use plan and the resulting zoning changes. Here is a list of my current concerns about the Draft Land Use Element update.

Regards, Kerrie Aley

1. Scenic Views

Page 1-8 Claims the plan would have no substantial adverse effect on a scenic vista, yet the height increases proposed on Ocean and Pier area would entirely block ocean views from Belmont Shore, Belmont Heights, Alamitos Heights and Naples homes and neighborhoods. I have provided both the Council office and Planning Commission photos of the potential ocean view impact on our neighborhoods. I do not understand how the city can make this claim.

I-21-2

2. LCP update and the Zone Change Program plans below. See page 1-26 Draft Land Use Plan.

I-21-3



a. LCP Update

It appears that the city plans to piecemeal updates of the LCP at the time individual applications for development within the City's Coastal Zone. Given the existing high density of properties in the City's Coastal Zone and the significant impact of the proposed land use changes on Ocean, Toledo, Pier area and Broadway I do not understand why the LCP will not be wholly updated.

Here is the exact text, draft Environmental Impact Report Land Use Element page I-26

Local Coastal Program: Because the proposed project would result in updates to the City's General Plan that would be inconsistent with portions of the City's existing Local Coastal Program (LCP), project implementation could result in potential land use conflicts with the LCP. **Therefore, updates/amendments to the City's LCP could be required at the time individual applications for development within the City's Coastal Zone are proposed, if they were determined by the City to be inconsistent with the adopted General Plan LUE. Approval of these future LCP amendments would reduce potential inconsistencies with the City's LCP to a less than significant level.**

I-21-3

It is my understanding that the state's laws require concurrent vertical conformance of the General Plan-SEASP/LCP and this type of single application piecemeal amendments defeats the intent of the law and the city's Local Coastal Program. Is it the city's intention as stated (page 1-25 Draft EIR Land Use Element Mitigation) to allow a developer to propose a coastal project and then the LCP will then be revised accordantly ?

3. Draft Land Use Plan and Municipal Code Zoning

On page 1-26 is the proposed Zone Change Program (See Below)

A few months ago I got into a discussion with C. Koontz regarding the Draft Land Use Plan and Municipal Zoning. Here is Mr. Koontz's response in its entirety;

Thank you for the questions and your interest in the plan. What is proposed is an update to the general plan not a change to the zoning. A copy of the current general plan can be seen here: http://www.lbds.info/planning/advance_planning/general_plan.asp . The general plan is more broad whereas the zoning flows from that and is more specific.

I-21-4

*The multifamily residential – low corresponds to several zones (see p. 164) in many areas of the City. This is within a range of densities up to 29 units per acre. **No zoning changes including to the R-3-S zone are proposed at this time.** The general plan is general in nature and does not establish minimum or maximum lot sizes or setbacks. Those details are found within individual zoning ordinances. We are only updating the General Plan at this time, no zoning code changes are proposed. The maximum height varies from two to three stories as this placetype is applied in various areas of the City. Some locations are appropriate for two stories whereas others are a good setting for three. The height map is found on page 66 of the plan. The plan proposes tools to regulate the look, height and fit of residential uses. The use of FAR is not necessarily the best tool available to do this. The proposed plan regulates based on the policies and goals, design, height, and use mix. Nonresidential intensity (FAR) refers to nonresidential uses within a neighborhood. For example there are a limited number of corner stores, light retail uses or restaurants, etc. in certain neighborhoods. The land use element seeks to accommodate but not expand this condition.*

As mentioned, this is not a change to the zoning code. Balconies, parking spaces and other such regulations are specific to the zoning code and do not appear in the broader general plan.

While an update to the zoning code is not proposed at this time, a primary focus of the general plan is to better regulate building form, look, relationship among buildings and urban design. This includes preserving communities and neighborhoods as well as raising the standard of design in future development. We do not have site plan illustrations as the general plan is broader and is not a change to the zoning ordinance. No specific change to R-3 or any other zone is proposed at this time.

Proposed Land Use Plan- Zone Change Program Page 1-26 draft Environmental Impact Report (EIR)- Draft Land Use Element

Code. The Zone Change Program shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

I-21-4

The Zone Change Program shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

- *Year 1: Within the first 12 months following project approval, all Land Use Element/Zoning Code inconsistencies shall be identified and mapped. The City shall evaluate these inconsistencies and prioritize areas needing intervention.*
- *Year 2: Following the identification and mapping of any zoning inconsistencies, the City shall, within 24 months following project approval, begin **processing zone changes and zone text amendments in batches**, as required to ensure that the Zoning Code is consistent with the adopted LUE.*
- *Year 3: The City shall, within 36 months following project approval, begin drafting new zones, or begin preparation of a comprehensive Zoning Code update, to better reflect the PlaceTypes identified in the adopted LUE.*
- *Year 5: All zoning inconsistencies shall be resolved through mapping and zone text amendments by the end of the fifth year following project approval.*

Clearly the city is proposing batch processing a large number of zoning changes on properties which will result in much much higher heights/densities and will have significant impact on Long Beach homeowners. The city should identify all Land Use Zoning inconsistencies (between the existing and proposed) prior to approval of the draft Land Use Element so that the impacts can be evaluated.

A number of people including myself have asked how exactly the city plans to preserve existing neighborhood characteristics and mitigate the interface between low density homes/historic neighborhoods and future higher height/density properties. We have asked for examples of the zoning (maximum allowable height/number of dwellings/set-back/open space/parking requirements/type of use) that will be allowed under this proposed Land Use Plan.

I-21-5

Perhaps this Thursday Development Services can provide can specific examples for properties on the Toledo, Ocean Blvd, Pier area, Rec Park/Wilson area, Broadway and historic neighborhood adjacent properties? What will be the most development (height, number of dwellings, parking required, setback, open space) that will be allowed under the draft Land Use Element? If a specific parameter is not in the Draft Land Use Plan then the city should use the existing zoning and state what the assumption was.

I-21-6

Given that the city has recently prepared an Environmental Impact Report this type of information should readily available. If not how was the EIR able to project the population increase, air quality and traffic impacts? Without this information how can anyone in the community or the City Council support this document?

I-21-7

Regards, Kerrie Aley

KERRI ALEY

LETTER CODE: I-21

DATE: October 24, 2016

RESPONSE I-21-1

This comment is introductory in nature and notes that the commenter takes issue with conclusions in the Draft Environmental Impact Report (EIR) with respect to scenic views; amendments to the Local Coastal Program (LCP); maximum allowable heights, swellings, open space, and setbacks; and parking impacts. The comment concludes by asserting that the City of Long Beach (City) has failed to answer/explain the community's question about how the proposed project would result in zoning changes.

Refer to Responses I-21-2 through I-21-7, below. This comment expresses opposition and will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-21-2

The commenter disagrees with the conclusion in the Draft EIR that the proposed project would result in no substantial effect on a scenic vista because the height increases proposed on Ocean Boulevard and by the Belmont Pier would entirely block ocean views from Belmont Shore, Belmont Heights, Alamitos Heights, and Naples. The comment includes photos illustrating the impacts of new development on existing neighborhoods that have been provided to the Planning Commission and City Council.

The commenter is correct in asserting that the proposed project would increase building heights in the Belmont neighborhood and surrounding areas. Under the proposed project, heights are proposed to increase by one story in the areas along Ocean Boulevard, The Toledo, and near Belmont Pier. However, in regard to scenic vistas, the Draft EIR concluded that impacts related to the obstruction of a scenic vista would be less than significant because the proposed project would not include the physical development of any buildings or structure and would adhere to goals and strategies aimed at preserving existing scenic vistas. Refer to Response L-4-10 for further discussion related to the proposed project's impacts on scenic vistas. It should also be noted that Section 4.1, Aesthetics of the Draft EIR, analyzes aesthetic impacts with respect to the potential of the project to result in the partial or complete obstruction of scenic vistas visible from public vantage points. Views from private properties were not analyzed because views from private property are not considered protected visual resources under the California Environmental Quality Act (CEQA).

RESPONSE I-21-3

The commenter indicates that the City plans to piecemeal updates to the Local Coastal Program (LCP) by updating the LCP at the time individual applications for developers within the City's Coastal Zone are proposed. The commenter questions why the City would not update the entire LCP given the existing high-density properties in the City's Coastal Zone and the significant

impact of the proposed project on land uses along Ocean Boulevard, The Toledo, the Belmont Pier area, and Broadway. The commenter provides text from the Draft EIR regarding the project's consistency with the LCP and goes on to indicate that State law requires concurrent vertical conformance of the General Plan, applicable specific plans, the LCP, and single-application amendments to the LCP. The comment concludes by questioning the City's intention to allow a developer to propose a coastal project and then subsequently adopt an LCP amendment.

The proposed project is a long-range planning document intended to guide new development within the City through the year 2040. At this time, it is impossible to determine when future development proposals will be submitted. All future projects envisioned under the proposed project would be required to comply with all applicable land use documents regulating development within the City and will undergo a complete review process by City staff to ensure consistency with applicable land use documents. For future projects located within the Coastal Zone, the review process may be conducted by City staff and/or California Coastal Commission staff. Future LCP amendments will be processed by the City for each project requiring an LCP amendment on an as-need basis and at the time such an amendment is proposed and determined to be necessary. Additionally, changes to the zoning code that relate to the Coastal Zone will be reviewed by the Coastal Commission for conformity with the LCP and Coastal Act Policies. While the City may embark on a comprehensive LCP update at some point in the future, dependent on funding, development and economic activity, and completion of other items on the planning work program, the exact timing and nature of any future update is speculative and thus is not assumed in this EIR.

In addition, as described in Common Response 1, the City will be embarking on a 5-year implementation program that includes updates to the zoning code (refer to Project Design Feature 4.4.1). Any zoning changes which impact properties or development standards within the Coastal Zone will be submitted to the Coastal Commission for review consistent with the Coastal Act and the certified City of Long Beach LCP. Refer to Responses S-3-1 and S-3-2 for further discussion related to the project's consistency with the City's LCP.

RESPONSE I-21-4

This comment indicates that the commenter previously discussed the proposed project and its impact on zoning with City staff and includes a portion of this discussion, which was conducted via email, within the comment. The commenter goes on to assert that the City's plan to "batch process" zoning changes on properties, as proposed by Project Design Feature 4.4.1 in the Draft EIR, will result in increased heights and densities that will significantly impact Long Beach homeowners. The commenter recommends that the City identify all zoning conflicts resulting from the proposed project prior to approval of the Land Use Element (LUE) so that impacts can be fully evaluated.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to project impacts with respect to zoning. As stated in the communication from the City and included in the comment letter, the proposed project is an update to the General Plan and not a zone change. Project Design Feature 4.4.1 is proposed to ensure that the zoning code is updated to be consistent with the proposed General Plan changes.

RESPONSE I-21-5

This comment indicates that the commenter and other members in the community are unsure of how the proposed project would preserve existing neighborhood characteristics and mitigate the interface between low-density homes/historic neighborhoods and future higher density properties. The commenter also indicates that the community has asked for examples of the zoning allowed under the proposed project, including the maximum allowable height, number of dwelling units, setbacks, open space, parking requirements, and types of uses allowing within each PlaceType.

The proposed LUE and Urban Design Element (UDE) each contain several policies aimed at ensuring that new development is designed to transition to existing development within established neighborhoods. Specifically, the proposed project requires that new development be designed to respect the height, massing, and open space characteristic of existing neighborhoods to allow for better integration of new and older developments. Compliance with these policies will be evaluated at the time future development is proposed and applications are submitted for review at the City.

While the proposed project would allow for increased building intensity/density within some areas of the City, the majority of the existing residential neighborhoods would largely remain in their current condition under the proposed project. Rather than promote increased intensity and density within existing neighborhoods, the proposed project aims to enhance the existing visual character of the City's residential areas through the preservation of mature trees, historic structures, fine-grained architectural detail, appropriate building scale, and the provision of cultural amenities that help shape the neighborhood's identity.

The proposed project also aims to enhance connections and accessibility, preserve and enhance streetscape, and provide neighborhood amenities within a walkable proximity in existing neighborhoods. Improvements to existing neighborhoods, which are largely designated as the Founding and Contemporary Neighborhood PlaceType, would be focused on transition areas along neighborhood edges and key intersections. Where new development would occur, the proposed project requires new development to transition to existing development through height, scale, and intensity that is respectful of existing development patterns (Policy UD 14-2). New development within the Founding and Contemporary Neighborhood PlaceType would also be required to be consistent with the current building typology within existing neighborhoods (UDE, pages 42 and 43). Examples of how new development would transition to existing development and examples of building types are provided in Figures UD-2 and UD-3 of the UDE.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to project impacts with respect to zoning.

Please refer to Table 3.A of the Project Description and LU-3 of the LUE for the types of land uses and maximum allowable residential density, non-residential intensity, and heights allowed within each of the proposed PlaceTypes.

Refer to Response L-6-1 for further discussion related to the project's impacts with respect to parking requirements for each PlaceType are also discussed throughout the LUE.

RESPONSE I-21-6

This comment suggests that the City provide specific examples of how areas near The Toledo, Ocean Boulevard, Belmont Pier, Recreational Park/Wilson area, Broadway, and other adjacent historical areas will be impacted by new development envisioned under the proposed project. The comment also suggests that the City use the existing zoning code if no specific updates/parameters are included as part of the project.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-21-7

This comment questions how the EIR was able to project the population increase and air quality and transportation impacts without the zoning information for the project. The comment also questions how the community or City Council can support the project and EIR without the updated zoning information.

As discussed further in Section 4.6, Population and Housing, of the Draft EIR, the City coordinated with the Southern California Association of Governments (SCAG) to develop the 2040 population, housing, and employment estimates for the City, which are consistent with growth estimates presented in SCAG's 2016-2040 Regional Transportation Plan (RTP).¹ The project proposes to guide future development patterns in the City to accommodate the population growth that has already been projected for the City rather allowing for population increases to occur and retroactively accommodating such increases through the approval of new, higher-density development on a parcel-by-parcel basis.

The methodology employed in analyzing project-related traffic impacts is described in both the *Traffic Impact Analysis* ([TIA] May 2016) (Appendix E) and Section 4.8, Transportation and Traffic, of the Draft EIR. As discussed in the TIA and the Traffic section, traffic volume projections for the project were based on traffic volume projections established in the Mobility Element, which were based on future 2035 conditions established by SCAG's traffic model. Comparisons were made between the socioeconomic data for future 2035 conditions and socioeconomic data for the proposed project (2040). Therefore, traffic impacts were analyzed using the same socioeconomic data provided by SCAG.

The methodology employed in analyzing project-related air quality impacts is described in both the *Air Quality Impact Analysis* (June 2016) (Appendix B) and Section 4.8, Transportation and Traffic, of the Draft EIR. For example, energy emissions were determined based on the annual gas supply for the City and area sources of area sources were determined based on NONROAD and OFFROAD emissions factors. Transportation emissions were modeled based on the number of vehicle trips from the proposed Major Areas of Change, as analyzed in the TIA. Therefore, air quality emissions were based, in part, on traffic data outlined in the project's TIA, which itself

¹ These 2040 estimates are concurrent with the planning period for the proposed LUE and UDE, which are intended to guide pattern and visual character of development in the City through the year 2040.

used socioeconomic data that are consistent with the socioeconomic data from the Population and Housing section of the Draft EIR.

Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to project impacts with respect to zoning.

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DIANA BUDD

2495 CEDAR AVENUE LONG BEACH, CA 90806 dianabudd@verizon.net

October 24, 2016

TO: Mr. Craig Chalfant

RE: Protest to Your Unjust 2040 Plan

Dear Mr. Chalfant,

Your 2040 Plan to rezone areas adjacent to transportation hubs and elsewhere in Long Beach is short-sighted and unfair. It perpetuates the traditional district segregation instituted by municipal policies through the decades. For years municipal policies have concentrated social services, transportation corridors, and congested housing in Central and West Long Beach to protect the wealthy East-Side interests from "undesirable" populations, pollution, and population density. By so doing, two distinct Long Beach's have developed—the East side for the affluent and the Central and West Sides for the mostly poor and underprivileged. Your plan merely piles more people into the already over-populated Central and West Sides, destroys property rights of struggling homeowners there, increases auto congestion and pollution, while also subjecting the Central and West areas to land grabs by big commercial developers.

I-22-1

Have you studied the map of Long Beach, at all, Mr. Chalfant, and noticed the abundance of unoccupied green acres on the East Side of the city? As a planner, how can you be unaware of five- yes FIVE- PUBLIC GOLF COURSES for the rich and idle on the East Side? Golf courses occupy 60 to 150 acres of land each, while hundreds of Long Beach residents go homeless for supposed lack of building space for affordable housing. Using the myth of no building space, you have proceeded to develop your 2040 Plan which only increases density in the already congested areas. If you can turn zoning laws upside down in your 2040 Plan, certainly you can repurpose the golf courses for affordable and homeless housing on the underdeveloped East Side!

I-22-2

Since the Long Beach Council has been urging "Think outside the box", it is time that you did so, Mr. Chalfant, by developing the East Side golf courses instead of destroying Central and West Side neighborhoods, property rights, and overpopulating already overcrowded areas. Furthermore, "thinking outside the box" and following modern building practices, the East Side residential developments should incorporate satellite social services offices and other necessary amenities so that residents do not have to travel to the other side of town for services. I am also told that you have transportation planning knowledge, Mr. Chalfant. Therefore, it should not be difficult for you to develop East Side fast transit, and transportation hubs near the housing developments, and , perhaps, even extend a leg of the Blue Line in that direction.

I-22-3

Your 2040 Plan has been devised under the guise of increasing affordable housing, but all it does is increase density and damage the areas it affects. Due to the myriad transgressions to local property owners contained in your plan, I urge you to scrap your unjust 2040 Plan and begin again. In this letter you have been advised how to effectively and judiciously increase affordable and homeless housing in Long Beach by repurposing public golf courses on the East Side of town. It is time that City Planning becomes visionary, and no longer perpetuates a segregated city—one desirable side for the rich, and one overcrowded side for the poor—but promotes one unified, equitable city for all.

I-22-4

Yours truly,



562-424-6870

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DIANA BUDD

LETTER CODE: I-22

DATE: October 24, 2016

RESPONSE I-22-1

This comment opines that proposed project would rezone areas adjacent to transportation hubs and elsewhere in the City of Long Beach (City), which would perpetuate traditional district segregation in the City. The commenter also notes that the City has adopted policies over the years that have concentrated social services, transportation corridors, and congested housing in the central and western areas of the City, which have protected the wealthy areas on the east side of the City, and which are separated from “undesirable” populations, pollution, and population density. As such, the commenter opines that the proposed project would overpopulate the central and western areas of the City, which will destroy property values in these areas, increase auto congestion and pollution, while also subjecting the central and western areas to land grabs by big commercial developers.

This comment expresses concern and opposition but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-22-2

This comment asks if the City has studied a map of the City and noticed the abundance of unoccupied green areas on the east side of the City, which the commenter indicates has five golf courses. The commenter goes on to opine that while the City develops golf courses on the eastern side of the City, Long Beach residents go homeless because of a lack of affordable housing. The commenter opines that the City should repurpose the golf courses for affordable and homeless housing on the east side of the City.

This comment makes a suggestion regarding housing for the homeless population but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-22-3

This comment asks that the City consider developing the existing golf courses on the east side of the City and incorporate satellite social service offices and other amenities into existing residential developments on the east side of the City so that residents do not have to travel to the other side of the City for services. The commenter also indicates that the City should consider developing a fast-transit system with transit hubs near housing development on the east side of the City, and also consider extending a leg of the Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line in that direction.

This comment makes several suggestions regarding the location of uses throughout the City but does not contain any substantive comments or questions about the Draft EIR or analysis therein. However, it should be noted that the proposed Land Use Element (LUE) includes the establishment of the Transit-Oriented Development PlaceType along Long Beach Boulevard in the eastern area of the City, which would promote higher-density, mixed-use development along existing transit stations for the Metro Blue Line. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-22-4

This comment indicates that the proposed project was created under the guise of increasing affordable housing. The comment urges the City to scrap the proposed project and begin again in a manner that promotes a unified, equitable City.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

From: anngadfly@aol.com [<mailto:anngadfly@aol.com>]

Sent: Tuesday, October 25, 2016 3:59 PM

To: Council District 7 <District7@longbeach.gov>

Cc: Council District 4 <District4@longbeach.gov>; Council District 1 <District1@longbeach.gov>; Council District 2 <District2@longbeach.gov>; Council District 3 <District3@longbeach.gov>; Council District 5 <District5@longbeach.gov>; Council District 9 <District9@longbeach.gov>; Mayor <Mayor@longbeach.gov>; Council District 8 <District8@longbeach.gov>; Council District 6 <District6@longbeach.gov>; Craig Chalfant <Craig.Chalfant@longbeach.gov>

Subject: General Plan comment time

My apologies for omitting the subject in my prior e-mail.

Dear Councilmember Uranga,

Thank you for holding last night's meeting on the Oil Operator's Property on Wardlow and Baker St. It was an informative meeting, especially by the neighbors who have been dealing with this issue for many years. I thought there were a number of good suggestions for finding funds for staff to explore. I hope that the Trust for Public Lands, Rivers and Mts. Conservancy and the \$100 million of state funds can be possible sources for this area to become public open space.

I-23-1

During the discussion of the General Plan and the possibility of increased height, density and traffic in the areas surrounding the Blue Line Stations, I was encouraged to hear you say that you had asked Development Services for an extension in the time to respond to the DEIR. As it was pointed out, the comments are due November 1, 2016, however a public meeting is being held November 2 at the Congregational Church. I understood you to say that the comment time would extended to come after the Nov. 2 meeting, however, today I have received 4 notices from the city stating the Nov. 1 comment time remains in effect.

The City of Long Beach invites you to attend a **Land Use Element and Urban Design Element Open House on Wednesday, November 2, 2016, 5pm - 7pm** at the First Congregational Church of Long Beach, 241 Cedar Ave. Free validated parking will be available in the [Broadway Parking Structure](http://longbeach.parkingguide.com/downtown-parking-garages-and-lots/civic-parking-garage-parking/); <http://longbeach.parkingguide.com/downtown-parking-garages-and-lots/civic-parking-garage-parking/>.

I-23-2

The City is in the final stages of developing these plans, and this open house is an opportunity to learn more about what has been proposed, provide feedback on the draft plans, and learn how to get involved. This important process has been underway for nearly 10 years, and is the first update to the Land Use Element since 1989. The update is essential to improving urban design, housing availability, mobility, economic vitality and quality of life in our great City. For more information, go to http://www.lbds.info/land_use_and_urban_design_element/default.asp.

Note: **The Draft Environmental Impact Report (DEIR) Open for Public Comment until November 1, 2016** - The full EIR can be downloaded at: <http://www.lbds.info/civica/filebank/blobload.asp?BlobID=6050> or can also be viewed in sections at: http://www.lbds.info/planning/environmental_planning/environmental_reports.asp.

Comments on the EIR should be made in writing and are due by November 1, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-

mail craig.chalfant@longbeach.gov, or at 562-570-6368. Comments on the draft plans can still be made following the DEIR comment period, and will be received through December 30, 2016.

I am confused by the statement that comments on the draft plans can be received through Dec. 30. Would you please clarify?

Thank you,

Ann Cantrell

↑
I-23-2

ANN CANTRELL

LETTER CODE: I-23

DATE: October 25, 2016

RESPONSE I-23-1

This comment is introductory in nature and thanks the City of Long Beach (City) for holding a community meeting regarding state funds and open space.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-23-2

This comment expresses gratitude for the City for extending the public review period to comment on the Draft EIR, but indicates that they have received several emails with conflicting end dates for the public review period. As such, the comment asks that the City clarify the end date for the public review period on the Draft EIR.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the review period for the Draft EIR began on September 1 and concluded on November, 18, 2016. This review period reflects a 33-day extension to the California Environmental Quality Act (CEQA)-required 45-day review period in an effort to allow the public additional time to comment on the Draft EIR. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Wednesday, October 26, 2016 12:59 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Comments on the EIR for the Westside of Long Beach

From: BriskWalkLady BriskWalkLady [<mailto:briskwalklady@gmail.com>]
Sent: Wednesday, October 26, 2016 10:24 AM
To: Craig Chalfant
Subject: Comments on the EIR for the Westside of Long Beach

Hello Mr. Craig Chalfant, (Senior Planner, Long Beach Development Services)

Can you please include my comment for the EIR meeting on 11/02 for the Westside Of Long Beach?

I-24-1

Is there anything that can be done to put a Bank, Real Grocery store (Healthier food store) or at the very least a Red Box (video vending machine) on the West Side of Long Beach?

American Gold Star Manor (senior citizens & Vets) has 348 apartments & Springdale West apt. (section 8 & Low income) has 410 apartments both are in 90810. Which means there are a few thousand people whom live just in this small area. Most do Not own vehicles so getting necessary items is not convenient. And the few stores that are there charge much higher prices than regular stores as well as don't have Fresh produce.

Obesity is a Huge a problem in our community. The West Side of Long Beach has Every fast-food place you can think of however there are NO healthy alternatives. The nearest bank is 2.4 miles away from 90810. And the nearest Real Grocery store (Alberstons) is 2.9 miles away.

I-24-2

We don't even have the pleasure of simply renting video's. The nearest Red Box vending machine is 2.7 miles away (Inside Walgreens on Willow).

Hopefully something can be done to help the people in my community. I wish I could attend the meeting myself however it starts at 5pm and that is when I, as well as many others get off work. I will however, try to make it.

Thank you for taking time to read my email.

Kind Regards,

Chanel McNair
 Resident of Springdale West Apartments

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CHANEL McNAIR

LETTER CODE: I-24

DATE: October 26, 2016

RESPONSE I-24-1

This comment requests that this comment be included for reference at a scheduled public meeting on the project.

This comment letter is hereby included in the administrative record for the Final Environmental Impact Report (EIR). This comment does not contain any substantive comments or questions about the EIR or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-24-2

This comment asks if the City can put a bank, a grocery store with healthy foods, and/or a Red Box video rental on the west side of Long Beach. The commenter opines that many residents living in west Long Beach do not have vehicles and do not have access to fresh produce and healthy food, thereby resulting in an obesity problem in the community. The commenter asserts that there are no healthy alternatives for these residents. The commenter also notes that there are no banks or video rental stores in west Long Beach.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that Santa Fe Avenue within west Long Beach is proposed to be designated with the Neighborhood Serving Corridor- Low PlaceType, which would allow for the uses requested in the comment dependent on future development decisions by individual property owners. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Craig Chalfant

From: LTinSoCal@gmail.com
Sent: Wednesday, October 26, 2016 9:47 AM
To: Craig Chalfant
Subject: Land Use and Urban Design Element

Importance: High

The refineries nearby, for Tesoro and possibly the one on Anaheim near Harbor College also, makes the air in downtown LB (near 8th & LB Blvd) stink to high heaven in the middle of the night. The obnoxious smell of diesel or petroleum is overwhelming and makes me keep my windows closed. The nights there is some flare up makes me nauseous. Do you have an EIR report addresses that issue and what is being done in support of LB citizens and property owners in general west of Atlantic Ave to stop the plainly evident pollution occurring?

Laura in Southern California

I-25-1

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LAURA IN SOUTHERN CALIFORNIA
LETTER CODE: I-25

DATE: October 26, 2016

RESPONSE I-25-1

This comment indicates that the oil refineries in the City of Long Beach (City) west of Atlantic Avenue contribute to the poor air quality and petroleum odors in the City's downtown. The commenter asks if the City has an Environmental Impact Report (EIR) addressing these issues and what is being done in support of citizens and property owners in west Long Beach to stop pollution from occurring.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that a comprehensive air quality study is included in as Appendix B and is summarized in Section 4.2, Air Quality, of the Draft EIR. This study does account for existing point-source emissions including oil refineries. Mitigation Measures AQ-1 through AQ-3 have been included to reduce air quality impacts to the maximum degree feasible. Additionally, LUE Strategy 15 specifically seeks to reduce air quality impacts on residents. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Friday, October 28, 2016 7:28 AM
To: Fern Nueno; Alyssa Helper; Ashley Davis; Craig Chalfant; Alison Spindler
Subject: FW: Land use plan for the city

EIR "comment"

From: Suzie Price
Sent: Friday, October 28, 2016 7:22 AM
To: Susan Phillips <Susanhealthnut@aol.com>
Cc: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Subject: Re: Land use plan for the city

Hi Susan. Thank you so much for your email. I appreciate you sharing these thoughts with me. I think that it would be worthwhile for you to have a longer conversation with Christopher to see if he can shed some light on the city's plans in this regard. I have copied him on this email and I'm hopeful that he will connect with you to set up a meeting. If, after you have met with him you continue to have questions regarding this or want to share any concerns, please let me know and we can discuss these issues with the city manager so that we can make sure we are prepared for the future. I appreciate you encouraging everyone to get on my email list and giving them a preview of some of the issues that might be discussed in regards to parking.

Suzie

Sincerely,
Suzie Price
 Councilwoman
 3rd District
 Office: 562.570-6300 | Field: 562.570-8756 | Fax: 562.570-6186
 Email: suzie@suzieAprice.com

On Oct 28, 2016, at 6:51 AM, Susan Phillips <Susanhealthnut@aol.com> wrote:

Hi Suzie

Thank you so much for all that you do. We are so lucky to have you as our council person during the times of great change . I hope you got to go to your book club. Last night.

I did not put this together last night. But I did want to share with you and the city ,y concerns about the water and clean air ,

The trees in the parks are stressed to the max and many have died from our water situation. I use a bucket in my sink and in my shower. We no longer wash down the outside walkway of our condo. Our water situation in california is tenuous at best . So when he said that we have saved so much water, that they can pile on the density without finding another water source, this is a problem a real problem that all of Southern California has to deal with . We have so many competing demands for the water. It is a finite resource.

And the last thing I want to note, is the green house gassing .

He has said what they are going to do, is encourage us to not drive. That is almost laughable.

We are a suburb. Are you going to walk to the market place for coffee?who does that? How are they going to regulate that?

I-26-1

I-26-2

I-26-3

I am sorry to be a pest. I feel that change will come no matter what and trying to make a clear plan to deal with the change is important. I got that loud and clear last night, I hope we las a city will address these resource problems (before they become dire problems)to keep the softness in our area as we undergo growth. Thank you so much for all that you do. Kindly Susan phillips

I-26-4

Ps. I did tell people about the parking meter plan. I called the Grunion, I emailed both community groups and told our garden club of the plan. I made it clear that you were not particularly in favor of this idea and that it came from downtown.i told everyone to get on your email and become informed (I said it twice) Thank you so much. We are so lucky.

I-26-5

SUSAN PHILLIPS

LETTER CODE: I-26

DATE: October 28, 2016

RESPONSE I-26-1

This comment thanks Councilwoman Price for her service to the community and also notes that the commenter has project-related concerns with respect to water and air quality.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-26-2

This comment expresses concerns with respect to water supply in the City. The commenter notes that trees in City parks are dying or have died from a lack of water. The commenter also notes that residents are trying to conserve water, but increased density associated with the proposed project would result in a further demand for this finite resource. The commenter notes that there are too many competing demands for water in the City.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the project-related demand for water is addressed in Section 4.9, Utilities, of the Draft EIR. As discussed further in this Draft EIR section, the project-related increase for water would be approximately 7 percent of the Long Beach Water District's (LBWD)'s projected water supply for the year 2040, and as such, would be within the LBWD's projected water supply for its service area the year 2040 (Page 4.9-15 of the Draft EIR). Furthermore, all new development would be required to comply with State law regarding water conservation measures, including applicable provisions of Title 24 of the California Government code. New residential developments meeting specific requirements would also be required to prepare a project-specific Water Supply Assessment (WSA) to further analyze impacts with respect to water demand. For these reasons, implementation of new development under the proposed project would result in less than significant impacts with respect to water supply. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-26-3

This comment expresses concern related to greenhouse gas emissions (GHGs) and indicates that the City has expressed that one of the primary intentions of the proposed project is that it will discourage people from driving. The commenter opines that because of the suburban nature of the City, people do not wish to walk to places for goods and services. The commenter also questions how the City will regulate whether or not people will walk to these goods and services.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that GHG emissions and their respective impact on global climate change are addressed in Section 4.3 of the Draft EIR. The commenter is correct in asserting that one of the primary goals of the project is to reduce GHG emissions associated with mobile sources (i.e., vehicles), as stated in Project Objective 3 of the Draft EIR. While it is not the City's intention to regulate whether people walk to goods and services rather than drive, the City hopes to encourage development patterns that promote walkability. By encouraging more compact neighborhoods with goods and services in close proximity to residential uses, the City would reduce traffic congestion and associated GHG and air quality emissions, promote healthy and active neighborhoods, and encourage environmental health. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-26-4

This comment indicates that a plan for growth and change in the City is important, but that such a plan needs to address resource issues related to air quality and water. The comment concludes by thanking Councilwoman Price for all of her efforts.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-26-5

This comment indicates that the commenter has told people in the community about the City's parking meter plan and has also made it known that Councilwoman Price is not in favor of the idea, which was originally implemented in the Downtown area.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

From: Nick Brown [<mailto:nick@buildsmartgroup.com>]

Sent: Friday, October 28, 2016 2:06 PM

To: Christopher Koontz <Christopher.Koontz@longbeach.gov>; Council District 3 <District3@longbeach.gov>

Subject: Land Use Element meeting last night

I-27

I was glad for the brave woman who praised your presentation last night, Chris. You did a masterful job of managing the confrontational questions. Long Beach is lucky to have a diplomatic and bright public servant like you leading this effort and running these meetings. I read the plan yesterday, and it's clear it was done by Long Beach insiders, who understand our unique neighborhoods and can anticipate the objections likely to surface from each change. To the naysayers, I reference the mayor of Porpoise Spit in "Muriels Wedding," who says, "You can't stop progress." Maybe a few quick stats could add power to your vision -- homeless populations, kids living with parents after graduation from college, average age in Long Beach, and some photos of compelling dense cities that also started out single family (Brooklyn, San Francisco) ... the moral imperative Long Beach feels to welcome in new citizens with new ideas and energy.

I-27-1

With the aggressive questions around reducing density, I was afraid to speak out in favor of it, but I will do it here. I look at the sea of yellow on the map and think that the single family homeowners of Long Beach can do more to welcome others into our city. Young families, hospitality workers, students, and port workers are priced out of Long Beach today, with our median income of \$53K and median home price of \$525K and median rent of about \$2,300 for a 1 bedroom. I suggest reopening the question of single family zoning to allow carriage houses on lots that back to an alley that are large enough and within walking distance of CSULB, LBCC, and the blue line. I've followed the success of this program in Vancouver and Denver, and would like to think that Long Beach is progressive enough to approve it as well. I looked for a "two on a lot" before buying my current house, as the rental income, alley security, and room for future family members was appealing to us. We found a few in Belmont Heights/Belmont Park, but lost out on them due to high demand for those properties. These could be tastefully done without intruding on neighbors with proper zoning regulations.

I-27-2

But the politics! I presume you took single family zone off the table because it would not get approved by the Council (and the voters). If that's the case, maybe you can use this as a bargaining chip to reduce density elsewhere. But adding only 18,000 people in 25 years seems like it deprives too many people who'd love to live here of that chance. Giving more thought to the transitions between density and single family, such as the questioner raised around 4th and Broadway, would be helpful to deflecting those concerns. It's been done in parts of the City already, with parking lots and alleys as buffers, so maybe more information there could help. I understand the residents' wanting more details that will only come at the zoning stage, because it's hard to support a conceptual plan when you don't know how it's going to affect your personal situation until later.

I-27-3

My other comment is on parking and transit. I am not young, but young people I know can see a future for themselves without a car. Between Lyft, Uber, and Zipcar, they can get a car whenever they need it and save a lot of money. The plan assumes normal parking multipliers, despite the realistic scenario that in the next 20 years, personal transportation is far less dependent on a personal car in the garage. My suggestion is that Zipcar type installments get City subsidies in key areas to make living without an owned car a plausible reality for all Long Beach students and anyone living in the densest regions -- downtown and the blue line especially. In this way, we can counter NIMBY arguments about traffic and free up valuable land for other uses. Attached is an inspiration picture I took in Paris this year -- a rental EV station that would be even better than Zipcar!

I-27-4

Thanks again you two for having the courage to put on that meeting last night; I am resolved to speaking up next time. I would have loved to hear more details on the neo-industrial zone and how we can attract the young companies to Long Beach, too.

I-27-5

Nick Brown

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NICK BROWN

LETTER CODE: I-27

DATE: October 28, 2016

RESPONSE I-27-1

This comment expresses support for the proposed project and praises the City of Long Beach (City) for drafting a plan that reflects an inside knowledge of Long Beach's unique neighborhoods. The commenter also offers a response to negative comments on the project by asserting that this plan aims to promote progress in the City. This comment concludes by stating that the plan will allow for existing and new citizens to feel welcome in the City and asserts that many other urban cities also originated as single-family suburban cities.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-27-2

This comment expresses favor for the increased density proposed as part of Land Use Element (LUE). The commenter goes on to assert that current single-family homeowners in the City can do more to welcome new residents, particularly those who are currently priced out of the City. The commenter suggests that the City allow for carriage houses on properties currently designated as Single-Family Residential because of the high demand for such properties. The commenter notes the success of carriage houses in cities like Vancouver and Denver and asserts that these could be tastefully implemented without intruding on neighbors through proper zoning regulations.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that secondary dwelling units would be allowable in the Founding and Contemporary PlaceType (Page 43 of the Urban Design Element [UDE]). This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-27-3

This comment agrees with the increased density proposed under the project and asserts that maintaining existing single-family residential zones would not accommodate growth projected for the City over the next 25 years. The comment also asserts that the City should address the community's concerns over increased density by giving more thought to transitions between higher-density areas and single-family uses and argues that such transitions already exist in the City today (e.g., parking lots and alleys used as buffers). The comment concludes by expressing understanding for concerns related to increased densities and notes that conceptual land use planning efforts can be difficult for people to comprehend.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein; however, it should be noted that each PlaceType described in the proposed LUE is accompanied by a “Transitions” subsection describing how the proposed uses allowed within each PlaceType would transition to existing development. Further details related to these transitions are also described throughout the proposed UDE. Please also refer to Response I-13-1 and I-21-5 for further discussion related to proposed transitions included as part of the project. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-27-4

This comment asserts that the proposed project assumes normal parking multipliers for the proposed land uses, but opines that personal transportation is becoming less common and vehicle-sharing programs, such as Lyft, Uber, and Zipcar are becoming more popular. The commenter suggests that the City implement Zipcar-like installments throughout the City to make living without an owned vehicle more plausible for residents in Long Beach, which would in turn reduce traffic congestion and free up valuable land for other uses. The commenter notes an attachment, which is a photo of a rental electric vehicle (EV) station in Paris.

Although this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the proposed LUE and UDE do include the following policies related to EVs:

- **LU Policy 1-4:** Require electric vehicle charging stations to be installed in new commercial, industrial, institutional, and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment.
- **Policy UD 5-6:** Encourage the establishment of electric vehicle charge points and other alternative fuel accommodations at new public and private projects and suitable locations throughout the City.

Additionally, the Transit-Oriented Development PlaceType encourages car sharing to reduce parking congestion potentially resulting from increased density under this alternative. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-27-5

This comment thanks the City for putting on a public meeting about the project and expresses interest in hearing more details about the Neo-Industrial PlaceType and how the City can attract more young companies to the City.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

From: [Alyssa Helper](#)
To: [Shelby Cramton](#)
Subject: Fwd: Place type Zoning report/Mobility locations
Date: Wednesday, November 02, 2016 3:20:17 PM

Sent from my iPhone

Begin forwarded message:

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Date: November 1, 2016 at 8:30:13 AM PDT
To: "ashley.davis@lsa-assoc.com" <ashley.davis@lsa-assoc.com>, Alyssa Helper
 <Alyssa.Helper@lsa.net>
Subject: FW: Place type Zoning report/Mobility locations

From: Belinda Watson [<mailto:belindaw53@hotmail.com>]
Sent: Monday, October 31, 2016 9:14 PM
To: Craig Chalfant
Subject: Place type Zoning report/Mobility locations

I live in the Wrigley Heights area on Chestnut Avenue in 7th district. I was told comments are due by November 1 regarding place types in the Wrigley/West Long Beach area. Here are my comments/reasons against this plan for Wrigley.

I-28-1

1. In the current planning along 33rd Street and Pacific, there are currently 1 story residential homes that should not have their property reclassified/rezoned. These are either single family and/or multi-family single story homes and should remain as such. They should be considered MFR or FN.

I-28-2

2. New structures higher than two stories next to current single family or multifamily homes will change the look and feel of our neighborhood, creating crowding and parking congestion.

I-28-3

3. New structures were already built on 33rd street to include multi-family low income housing. And, Pacific Baptist Church has already used the property to build a school.

I-28-4

4. Homes (Single family, duplexes and multi unit homes on Pacific should not exceed two stories. The planned 5 story or higher will add to the congestion or both people and automobiles and lower property values of nearby homes.

I-28-5

5. There is already enough of a balance of multifamily, religious, low

↓ I-28-6

income, senior living and senior care at and near the Wardlow Station.

↑ I-28-6

6. Our local community is already negatively impacted with sounds, odors, fumes from nearby 710 and 405 freeways. Property values will be negatively impacted if multi-level homes (exceeding two stories) are routinely added to the neighborhoods. These factors should be remedied for existing residents before adding more residents to the area.

I-28-7

7. The assumption in this study is that more residential homes are needed close to metro rail stations. The study does not take into affect the Long Beach transit system which a great number of people take to travel around and out of Long Beach. The truth is that all residents need access to metro and transit. Targeting only neighborhoods close to metro rail to increase #of homes, is pushing growth in small area and changes the characterization of homes in those areas. An increase of residential homes should be shared across all Long Beach districts make adjustments to current Long Beach bus transit to accommodate the new housing.

I-28-8

8. Any Multi-family unit exceeding two stories should be looked at on a case by case basis with community review and input.

I-28-9

9. Changes to zoning should be looked at on a case by cases basis with community review and input.

I-28-10

Thanks,

Belinda Watson

BELINDA WATSON

LETTER CODE: I-28

DATE: October 31, 2016

RESPONSE I-28-1

This comment is introductory in nature and indicates that the commenter is against the proposed project because of its negative impacts in the Wrigley area. The comment also notes that commenter was told that comments on the project and Draft EIR were due on November 1st.

While this comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or the analysis therein, it should be noted that the Draft EIR was distributed for public review from September 1 to November 18, 2016. The Draft EIR public review period included a 33-day extension beyond the mandated review period to allow the public additional time to comment on the project. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-28-2

This comment indicates that current zoning along 33rd Street and Pacific Avenue allows for one-story residential homes that should not be rezoned as part of the project. The comment asserts that these properties are single- and multifamily residential uses and should remain as such following project implementation.

Please refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the project's impacts related to zoning. The commenter is correct in asserting that the area along 33rd Street and Pacific Avenue is proposed to be designated as Transit-Oriented Development-Low, which is proposed to increase densities and intensities. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-28-3

This comment indicates that new structures greater than two stories in height next to single-family or multifamily homes will change the look and feel of the Wrigley neighborhood and will result in crowding and parking congestion.

The commenter is correct in that portions of the Wrigley neighborhood are proposed for increased height and densities. Specifically, areas along Wardlow Road and the Metro Blue Line are proposed to be designated as Transit-Oriented Development-Low and would have buildings a maximum of four stories in height. While the proposed increases in height and density in this area would affect the existing visual character of the area, the proposed Land Use Element (LUE) and Urban Design Element UDE policies require that new development "step down and respect smaller-scale developments" (Page 86, LUE). Additionally, new development would

adhere to setback requirements that would further aid in the transition from more intense to less intense developments. The proposed UDE also requires transitions from moderate- to low-density uses (Policy UD 22-1). Therefore, while the proposed project would allow for increased density in portions of the Wrigley area, the project also includes policies and strategies aimed at ensuring new development is respectful to existing smaller-scale development. Please also refer to Response S-3-3 for further discussion related to the project's impacts on the existing community character.

Furthermore, in a letter dated November 30, 2016, the City indicated that the heights on Pacific Avenue between 25th and 20th Streets will be reduced from four stories to two stories and that on Pacific Avenue from 28th to Spring Streets, the PlaceType will be Transit-Oriented Development-Low rather than Moderate with a corresponding three-story height limitation. The City has also indicated that existing single-family areas near the Wardlow Station would be redesignated Founding and Contemporary Neighborhood PlaceType. The City has incorporated these reduced height limitations within the Wrigley area in an effort to respond to community requests.

Please refer to Response L-6-1 for further discussion related to project impacts with respect to parking.

RESPONSE I-28-4

This comment indicates that new structures on 33rd Street include multifamily low-income housing and that the Pacific Baptist Church has already used its property to build a school.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-28-5

This comment suggests that residential uses on Pacific Avenue should not exceed two stories and that the planned five-story development for this area will add to the congestion of both people and automobiles and result in lower property values.

Refer to Response I-28-4 regarding proposed heights along Pacific Avenue. The commenter is correct in asserting that the increase in density and intensity associated with the proposed project would result in increased traffic. As discussed further in the *Traffic Impact Analysis* (TIA) (May 2016) prepared for the Draft EIR, the proposed project would result in impacts to two intersections within the Wrigley area: (1) Long Beach Boulevard/Willow Street and (2) Atlantic Avenue/Willow Street. While the proposed project would result in increased traffic congestion at these two intersections within the Wrigley area, the proposed project aims to guide land use patterns that would reduce vehicular congestion. For example, each PlaceType allows for a variety of uses that are intended to locate new and existing development adjacent to goods and services, employment centers, transit stations, and recreational amenities to reduce vehicular dependence in the City. Furthermore, the City's General Plan Mobility Element presents a number of Implementation Measures designed to promote mobility by supporting all travel

modes to further reduce traffic congestion. Examples of these implementation measures are listed in the TIA, and include, but are not limited to the following:

- **Mobility of People (MOP) IM-4:** Develop a Citywide Pedestrian Master Plan that establishes a basic inventory of pedestrian infrastructure, comprehensively prioritizes pedestrian improvements, furthers the intent of the place-type designations, makes connections to other modes of travel, promotes public health, and connects with open space features.
- **MOP IM-6:** Continue to implement programs to promote pedestrian safety through outreach to both pedestrians and motorists.
- **MOP IM-7:** Create separated lanes for pedestrians and cyclists for the entire length of the beach path.
- **MOP IM-30:** Ensure that all planning processes, such as neighborhood and specific plans, identify areas where pedestrian, bike, and transit improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, improved lighting, and new street furniture.
- **MOP IM-33:** Continue to implement pedestrian streetscape designs, especially on streets with projected excess vehicle capacity, to reduce either the number of travel lanes or the roadway width, and use the available public rights-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.

Please also refer to Response L-2-7 for further discussion related to the project's impacts with respect to traffic.

RESPONSE I-28-6

This comment asserts that there is already enough of a balance of multifamily, religious, low-income housing, and senior housing near the Wardlow Station.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-28-7

This comment asserts that the Wrigley community is already negatively impacted with sounds, odors, and fumes from the nearby Interstates 710 (I-710) and 405 (I-405). The comment also asserts that property values will be negatively impacted if multilevel homes are added to the neighborhood, and concludes by stating that the aforementioned factors should be remedied before adding more residents to the neighborhood.

While this comment raises concerns about existing conditions, it does not contain any substantive comments or questions about the Draft EIR or analysis therein. However, it should be noted that the Draft EIR for the proposed project addresses noise in Section 4.5 of the Draft EIR and the *Noise Impact Analysis* (March 2016) and odors and emissions in Sections 4.2, Air

Quality, and 4.3, Global Climate Change, and the *Air Quality Impact Analysis* (June 2016). This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-28-8

This comment indicates that while the project aims to develop more residential homes close to rail stations, the project fails to account for the effect of the Long Beach Transit system. The comment also asserts that by targeting those areas close to Metro rail stations, the plan is pushing growth in a small area and would change the character of existing neighborhoods. The comment concludes by asserting that an increase of residential homes should be shared across all Long Beach districts to accommodate new housing.

This comment takes issue with the proposed plan but does not contain any substantive comments or questions about the Draft EIR or analysis therein. The project does include land use changes citywide, including the provision of mixed-use housing within the Neighborhood Serving Corridors PlaceType along major Long Beach Transit bus routes. The Draft EIR analyzes project impacts resulting from the proposed land use changes, including impacts with respect to aesthetics and visual character in Section 4.1, Aesthetics. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-28-9

This comment opines that any multifamily residential uses exceeding two stories should be looked at on a case-by-case basis.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein; however, allowable heights for each PlaceType are established in the LUE. Future development occurring under the proposed project would be required to comply with permitted heights established for new development within each PlaceType. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-28-10

This comment opines that any zoning changes should be looked at on a case-by-case basis.

Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to zoning. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

From: [Alyssa Helper](#)
To: [Shelby Cramton](#)
Subject: Fwd: Land Use and Urban Design Elements Project
Date: Wednesday, November 02, 2016 3:20:27 PM

Sent from my iPhone

Begin forwarded message:

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Date: November 1, 2016 at 9:17:06 AM PDT
To: "ashley.davis@lsa-assoc.com" <ashley.davis@lsa-assoc.com>, Alyssa Helper <Alyssa.Helper@lsa.net>
Subject: FW: Land Use and Urban Design Elements Project

From: Carol Petrillo [<mailto:cjpetrillo@verizon.net>]
Sent: Tuesday, November 01, 2016 9:16 AM
To: Craig Chalfant
Subject: Land Use and Urban Design Elements Project

Dear Mr. Chalfant,

We are property owners in Long Beach. We want to advise you that we are against the Land Use and Urban Design Elements Project. We value the neighborhoods in which we live and own property. We do not want to see any more multi-units in our residential areas.

I-29-1

Sincerely,

Robert & Carol Petrillo

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ROBERT & CAROL PETRILLO

LETTER CODE: I-29

DATE: November 1, 2016

RESPONSE I-29-1

This comment expresses opposition to the proposed project and indicates that the commenters do not want to see any more multifamily units in existing residential areas.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Alison Spindler <Alison.Spindler@longbeach.gov>
Sent: Wednesday, November 02, 2016 4:01 PM
To: Alyssa Helper; Ashley Davis
Cc: Fern Nueno; Christopher Koontz; Craig Chalfant
Subject: FW: Reminder-- TOMORROW: Join us on 11/2 for Land Use and Urban Design Element Open House

[See below for EIR comment. Thanks!](#)

From: Susan Phillips [mailto:Susanhealthnut@aol.com]
Sent: Wednesday, November 02, 2016 1:18 PM
To: Alison Spindler <Alison.Spindler@longbeach.gov>
Subject: Re: Reminder-- TOMORROW: Join us on 11/2 for Land Use and Urban Design Element Open House

Hi Alison. I cannot be there. I was there at the one with Suzie price. I sent a letter to Suzie regarding my concerns for water.

When I asked about water the reply was we have saved so much it will be fine. I did not say anything st that time. However I sent Suzie a letter stating my concerns. I use a bucket in my shower, i use a bucket in my kitchen sink. We dint was the outside walkway of our condo. We only wash our cars once a month. I got rid of any plants that need more water. I-30-1

It only that the trees in the parks are dying from lack of water. And you are saying there is plenty of water for more density. That is incredible to me. I thought that you were going to contact me directly as Suzie has told me she hoped that you would. Thank. You I will let her know your response. Susan Phillips

Sent from my iPhone

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SUSAN PHILLIPS

LETTER CODE: I-30

DATE: November 2, 2016

RESPONSE I-30-1

This comment expresses concern related to the project's water demand and indicates that residents are trying to conserve water, yet trees in the parks are dying of due to a lack of water.

The project-related demand for water is addressed in Section 4.9, Utilities, of the Draft EIR. the project-related increase for water would be within the Long Beach Water District's projected water supply for its service area in the year 2040 (Page 4.9-15 of the Draft EIR). Refer to Response I-26-2 for further discussion related to project impacts with respect to water supply.

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DIANA BUDD
2495 CEDAR AVENUE LONG BEACH, CA 90806 dianabudd@verizon.net

November 2, 2016

Dear Mr. Koontz,

I would like to take this opportunity to voice my objections to 10-story buildings at Blue Line stations on Long Beach Blvd., as proposed in your 2040 Plan. When looking south on Long Beach Blvd, the tall hotel at the end on Ocean Blvd. sticks up like a sore thumb. Construction of 5-story buildings between 10-story buildings along the Blue Line as allowed in your Plan, would result in a roller-coaster effect—up-down-up-down. This is not aesthetic or wise, from my point of view.

I-31-1

It cannot be assumed that persons in the high-rises at the station stops will only walk, bicycle, or ride public transportation. They may work or play in Orange County, Anaheim, or a myriad other places that require cars. Their many cars exiting from garages onto Long Beach Blvd. and onto the east-west main arteries of the city will cause gridlock, especially, during the peak traffic hours. If the garages empty onto adjacent side streets, neighborhoods will be negatively impacted by congestion caused by the extra traffic. And there must be adequate garages in the high rises! To not provide garages, as some affordable housing contractors suggest, (See Long Beach Business Journal, Oct. 20-Nov. 7, 2016; Downtown Gazette, Oct. 21, 2016, and I am also told that city code allows 1 garage for 4 units.), will also negatively impact surrounding neighborhoods as high rise drivers appropriate parking places from neighbors. Congestion, pollution, frayed tempers, and traffic jams disrupting traffic flow through the city, will be the logical outcome of concentrating populations in 10-story high rises at Blue Line stations.

I-31-2

There is another consideration to be made. I do not believe that the aesthetic of a beach city is being properly considered in the Blue Line specifications of the 2040 Plan. Visitors use the Blue Line to escape the pollution and congestion of their areas to enjoy a leisurely day or weekend of fun and relaxation by the beach. To be greeted by high rises, excessive traffic, and congestion, just like their home environment, will discourage visitors and negatively impact the tourism economic engine of the city.

I-31-3

I believe that a consistent, 5-story height limit for buildings all along the Blue Line corridor, including the station areas, would promote the feeling of a slower-paced, less dense and polluted, beach life-style that visitors—and prospective residents—are seeking. The up-down, roller coaster construction concept destroys this. Please consider making 5 stories the consistent height along the Blue Line corridor on Long Beach Blvd.

I-31-4

Thank you,

Diana Budd
562-424-6870

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DIANA BUDD (2 OF 2)

LETTER CODE: I-31

DATE: November 2, 2016

RESPONSE I-31-1

This comment states an objection to the ten-story building height limit proposed for areas along the Blue Line, as proposed under the project. The commenter opines that existing high-rise development along Ocean Boulevard sticks out like a sore thumb and that buildings proposed to be up to 10 stories along the Blue Line will result in a rollercoaster (up, down) effect on the visual character of the downtown.

This comment is an opinion and does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein; however, it should be noted that project-related impacts with respect to aesthetics are addressed in Section 4.1, Aesthetics, of the Draft EIR. This comment will be forward to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-31-2

This comment takes issue with the assumption that Transit-Oriented Development under the proposed project would result in people walking, biking, or riding public transit, when in fact, the commenter opines that many of the people residing or working near transit stations will still travel by cars. As a result, the commenter indicates that the proposed project would result in a lack of parking garages required for new development, significant traffic congestion impacts, and increased pollution.

Refer to Response L-6-1 for further discussion related to impacts of the project with respect to parking, as well as Response L-2-7 for further discussion related to impacts of the project with respect to air pollution and traffic congestion.

RESPONSE I-31-3

This comment opines that the aesthetic character of the City is not being considered in the proposed project, given the fact that visitors use the Blue Line to escape the pollution and congestion of their areas to visit the beach. The commenter also asserts that new development along the Blue Line will result in high-rises, excessive traffic, and congestion, which will discourage visitors from visiting the beach.

Refer to Responses S-3-1, S-3-3, and L-4-10 for further discussion related to the proposed project impacts with respect to visual resources, scenic vistas, and community character. Please also refer to Response L-2-7 for further discussion related to impacts of the project with respect to air pollution and traffic congestion.

Impacts with respect to project impacts related to public access to the coast are addressed in Section 4.4, Land Use and Planning. While the proposed project would result in significant and

unavoidable traffic impacts, the proposed project aims to promote alternative forms of transportation and encourage walking and bicycling throughout the City, which would provide additional transportation options for people to navigate throughout the City and to access coastal resources.

RESPONSE I-31-4

This comment suggests that the City erect story poles for the neighborhood to provide a better understanding of the visual impacts that would occur if the proposed changes are adopted.

This comment reiterates a preference to maintain a five-story height limit for buildings all along the Blue Line corridor to promote the feeling of a slower-paced, less dense and polluted, beach life-style that visitors and prospective residents are seeking.

Refer to I-12-4 for further discussion related to the potential to erect story poles for future projects facilitated by project approval. This comment is an opinion and does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forward to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Thursday, November 03, 2016 3:44 PM
To: Craig Chalfant; Alyssa Helper; Alison Spindler; Fern Nueno; Ashley Davis
Subject: FW: General Plan Land Use Element and EIR Discrepancies
Attachments: General Plan Notes Discrepancies Christopher.pdf

For use as EIR comments and to make plan corrections

From: Linda Pemberton [<mailto:lindajpemberton@yahoo.com>]
Sent: Thursday, November 03, 2016 3:32 PM
To: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Cc: Maureen Neeley <bhcaneley@att.net>
Subject: Fw: General Plan Land Use Element and EIR Discrepancies

Thanks Christopher.

----- Forwarded Message -----

From: Linda Pemberton <lindajpemberton@yahoo.com>
To: Christopher Koontz <christopher.koontz@longbeach.gov>
Sent: Thursday, November 3, 2016 3:21 PM
Subject: General Plan Land Use Element and EIR Discrepancies

Hi Christopher,

Thanks for coming to Rogers last week to talk about the General Plan. Your information was very helpful. Two follow-up items:

I-32-1

One: You mentioned that you had a spreadsheet that you used to calculate the Build-Out rates and that the higher the change in height, the higher percentage of Build-out. (If I understood you correctly.) **Can you share the spreadsheet?** It makes perfect sense to me that about 10% of the properties in the one-story height change areas will take advantage of it. That helps people in our neighborhood get a more accurate idea of what the density and traffic changes will be in a real general sense.

I-32-2

Two: In reviewing the Land Use and EIR documents I found a lot of discrepancies in the information that related to SEASP. I've put them together in a pdf so you can see them. Please let me know what is the correct information. I'm almost sure you don't want to have the information be finalized as is. I know SEASP is going to be defined by it's own Specific Plan, but it shouldn't conflict with info in these documents. You can tell me what the story is. I'm really very confused by the discrepancies, but I'm chalking up to editing errors. Is this the case?

I-32-3

Thanking you in advance for your time and responses.

Linda Pemberton
 VP, Belmont Heights Community Association
 562 439-6042

November 3, 2016

To: Christopher Koontz

From: Linda Pemberton lindaipemberton@yahoo.com

Your documents for the General Plan have discrepancies. See items 1-4. Please correct and notify. Thanks.

See document graphics that follow:

1. Please clarify which is the correct Placetype category for:
SEASP Core Community Mixed Use and Marina Mixed Use
2. Of the 14 Placetypes, please clarify which ones are mixed-use.
3. The Map and Map Legend on page 67 of the Land Use Element has conflicting information. Which set of info is correct?
4. Table 3.A in the EIR document doesn't match up with the Map and Legend on page 67.

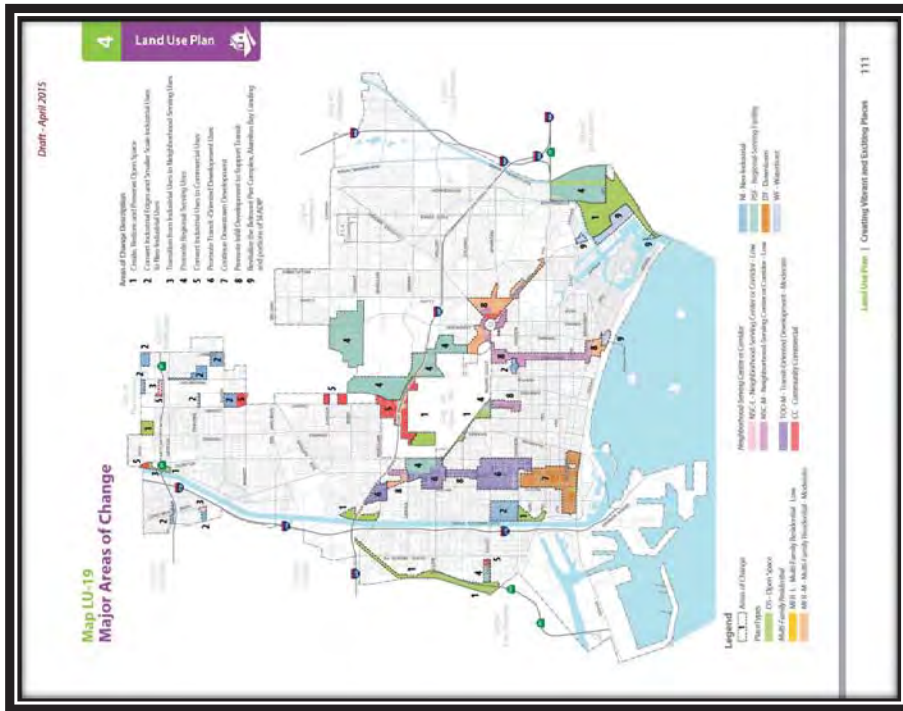
General Plan Documents

<http://www.lbds.info/civica/filebank/blobdload.asp?BlobID=6050>

http://mybelmonthheights.org/bhca/assets/File/GP_LUE.pdf

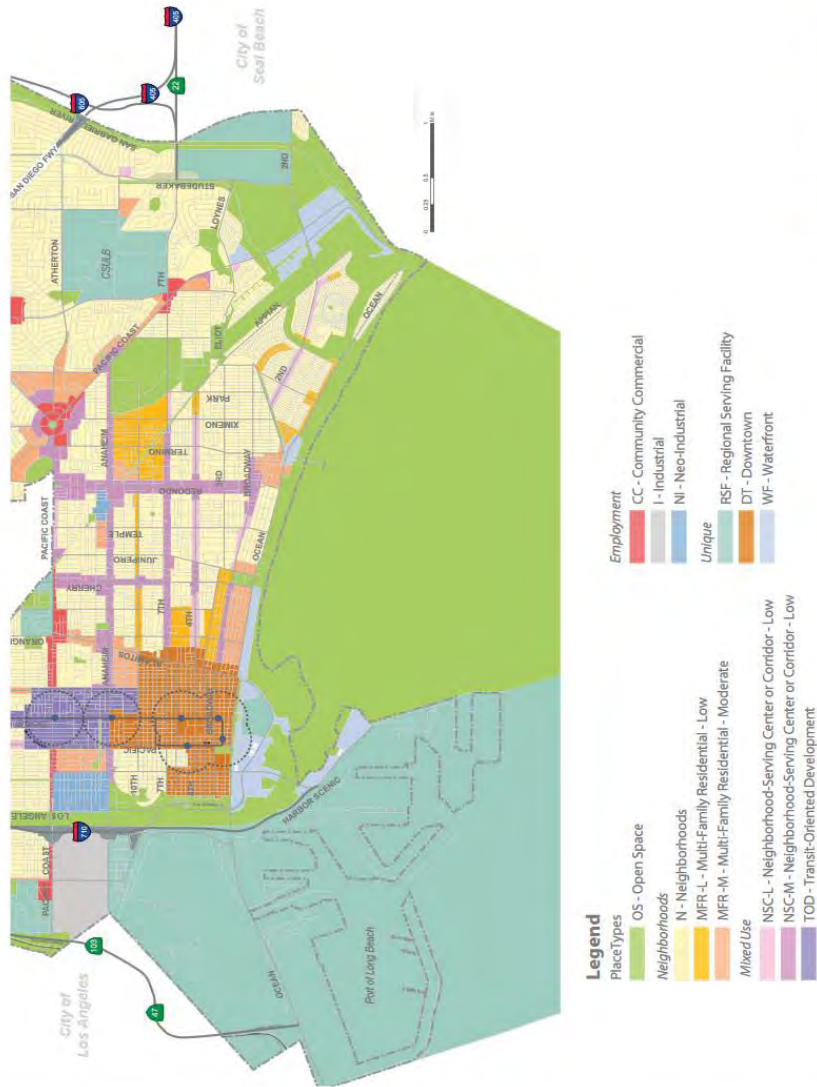
The General Plan Documents – Land Use Element

Some pages Define the SEASP Mixed Use area a Waterfront Placetype



Land Use Element Documents

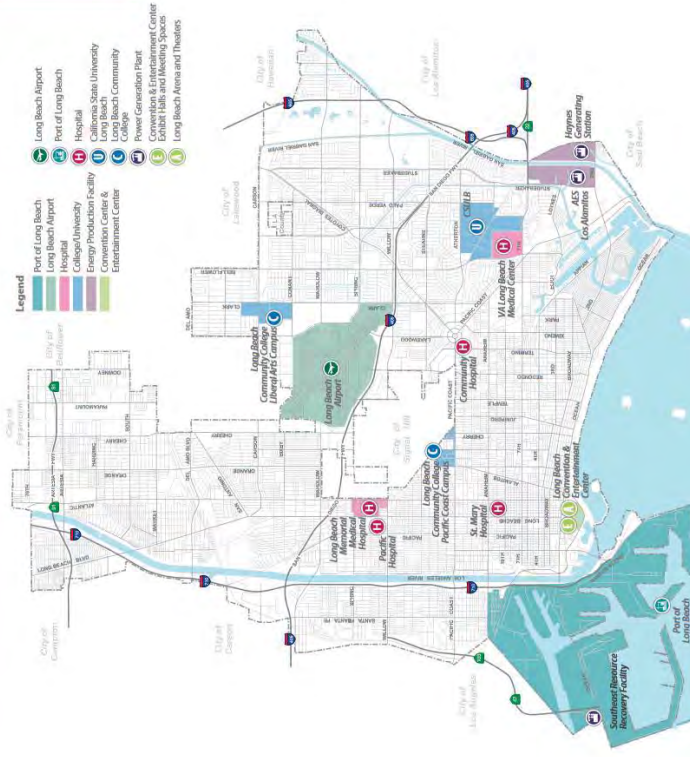
SEASP Mixed-Use is also shown here as Waterfront.



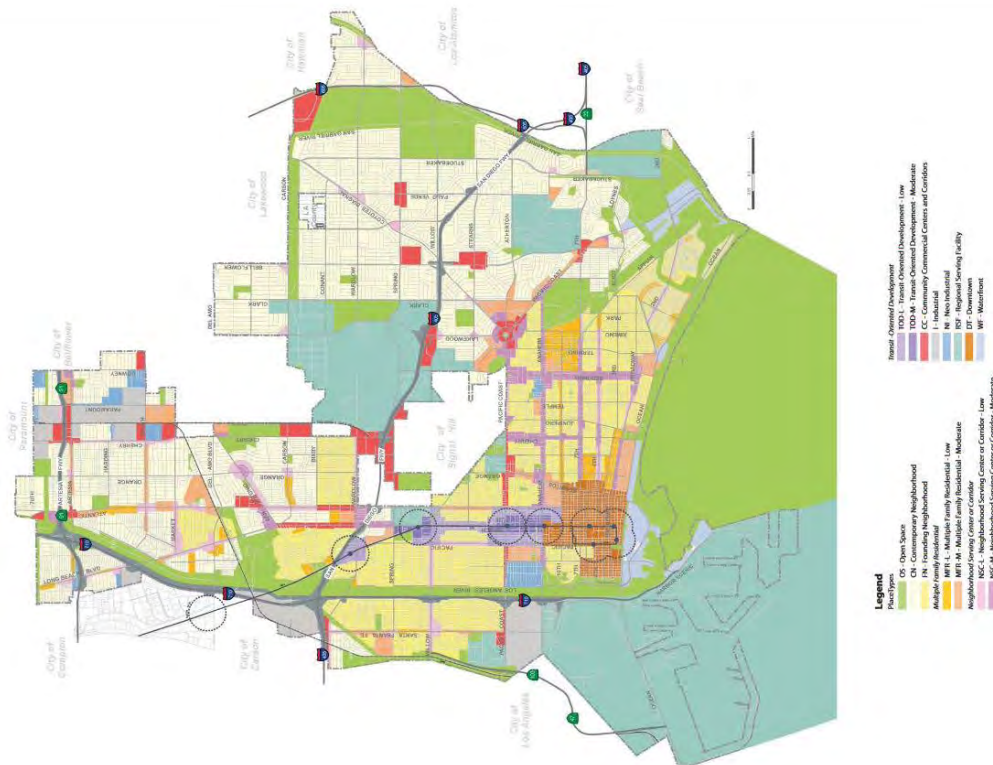
I-32
Attachment 1

It is Not shown as
Regional Serving Facility on this map.

Map LU-3
Regional-Serving Facilities



EIR Documents

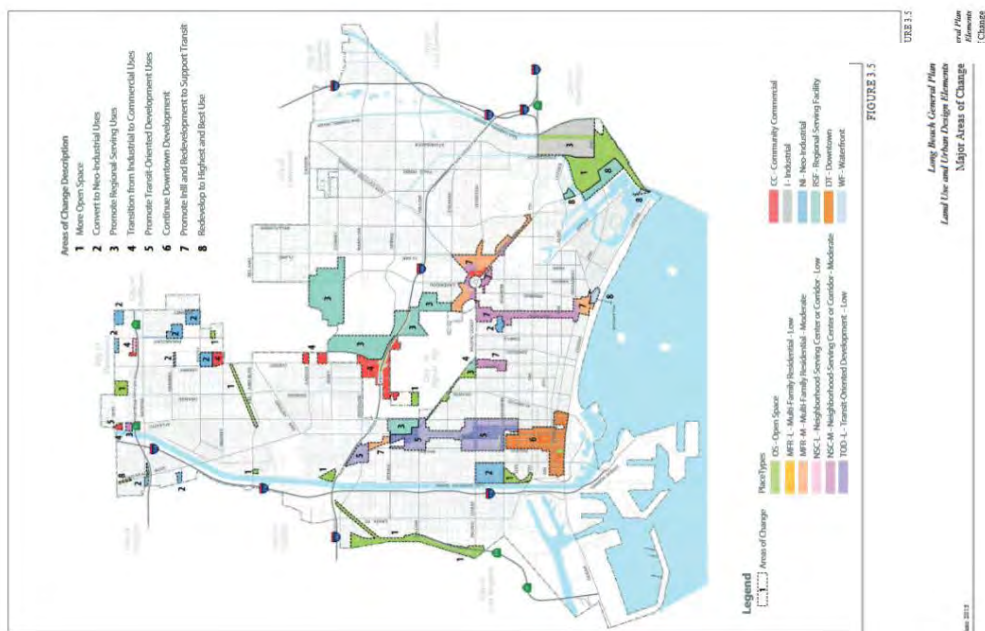
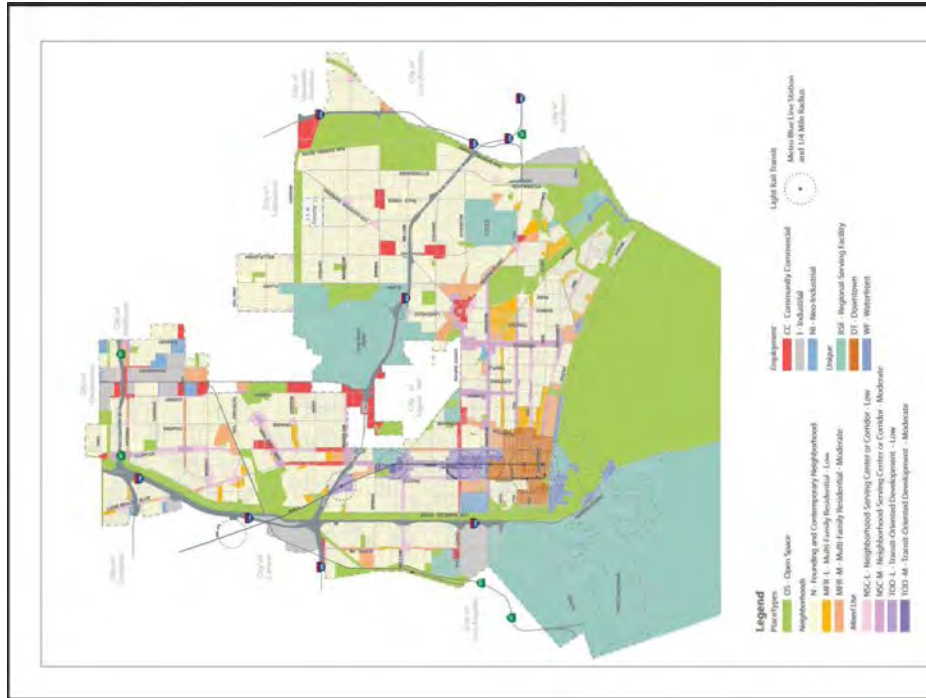


On this map in the EIR Document the SEASP Change Area is given a placetype of Waterfront

9. **Regional-Serving Facility.** Due to its size and location between the City of Los Angeles and the County of Orange, the City of Long Beach is home to a variety of regional-serving facilities that serve the sub-region and region. Primary examples of these facilities include, but are not limited to, the following: medical centers; the Port of Long Beach; Long Beach City College; the Long Beach Airport; California State University Long Beach; the Department of Motor Vehicles; the City's Health Department; and Ability First (provides programs for children and adults with disabilities or special needs). These facilities generally consist of large properties within the City and are generally disjointed from other regional-serving facilities within the City. As such, the Regional-Serving Facility PlaceType would increase connectivity between these facilities to foster their growth and economic vitality. The height limitations vary by the facility proposed for this PlaceType designation. For example, within the area designated with California State University Long Beach facilities, the height limitation is 150 ft (15 to 18 stories) and in areas near the Long Beach Airport, height limitations are set at 100 ft (10 stories).
10. **Downtown.** The Downtown PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area; therefore, the establishment of the Downtown PlaceType in the updated LUE would serve to support the current Downtown Plan to ensure high-quality development in this area. Specifically, the Downtown Plan, as well as the updated LUE, call for a mix of land uses and housing types and emphasize the placement of shops, restaurants, and cafes on the ground floor of these uses in the Downtown area. The height limitations proposed for this PlaceType designation are set forth in the existing 2012 Downtown Plan.
11. **Waterfront.** The Waterfront PlaceType includes three primary areas along the City's shoreline, including the Downtown Shoreline waterfront, the Belmont Pier and Pool Complex area, and the Southeast Area Development Improvement Plan (SEADIP) area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area, such as the Queen Mary and the

EIR documents

Other Maps Labels SEASP Mixed-Use as Regional Serving



So Which is it?

Does it Matter?

Yes!

PLACETYPES

This Land Use Element introduces "PlaceTypes," a new, more flexible and comprehensive approach to land use planning. The approach differs from traditional land use planning in that it de-emphasizes specific uses and focuses on the form and character of Long Beach's unique neighborhoods and districts. A number of PlaceType categories, or "districts," tailored to Long Beach define not only the permitted land uses for specific areas in the City, but also preferred development patterns, streetscapes and urban form features that make urban environments visually interesting and functional places for people.

PlaceTypes allow for a wide variety of compatible and complementary uses to create distinct and "complete" residential neighborhoods, employment centers, open spaces and other areas. By providing greater flexibility in development types and mixed uses, PlaceTypes can also contribute to a livelier urban environment and allow for long-established integrated districts like the downtown to evolve and improve. Through the use of this Land Use Plan's PlaceTypes, the City aims to achieve Long Beach's vision for a healthy, equitable and sustainable city

Placetype Discrepancies

GENERAL PLAN – LAND USE ELEMENT Document

**Lists 11 PlaceTypes as Mixed-Use,
3 as not Mixed Use**

Long Beach PlaceTypes

Eleven PlaceTypes provide a comprehensive and more flexible way of planning for the future of Long Beach. All but three PlaceTypes (Open Space, Industrial and Community Commercial) allow for a mix of uses.

- 1 » Open Space **NO MIXED USE**
- 2 » Neighborhood
- 3,4 » Multi-Family – Low and Moderate
- 5,6 » Centers and Corridors – Low and Moderate
- 7,8 » Transit-Oriented Development
- 9 » Community Commercial Centers and Corridors **NO MIXED USE**
- 10 » Industrial **NO MIXED USE**
- 11 » Neo-Industrial
- 12 » Regional-Serving Facility
- 13 » Downtown
- 14 » Waterfront

**This chart only shows 4
PlaceTypes as Mixed-Use.**

Placetype
Open Space
Neighborhoods
Multi-Family
Low
Moderate
Mixed-Use
Neighborhood-Serving Centers and Corridors
Low
Moderate
Transit- Oriented Development
Community Commercial Centers and Corridors
Industrial
Employment
Neo-Industrial
Unique
Regional- Serving Facility
Downtown
Waterfront

Mixed use

2 - Neighborhood Serving Centers and Corridors
2 - Transit-Oriented

Draft - April 2015

Table LU-3: Placetype Uses, and Density and Intensity Levels

4 Land Use Plan

Placetype	Uses	Mix of Uses	Density/Intensity/Height	Maximum Height, ^A
Open Space	Parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine habitats, estuaries, wetlands, lagoons; limited commercial recreation uses that supplement recreation services and complement existing programming and facilities	No	See Open Space and Recreation Element	2 stories, 28 ft.
	Single-family and low-density housing; Neighborhood-serving low-intensity commercial uses	Yes	7-18	2 stories, 28 ft.; Varies by District
Neighborhoods	Duplex, triplex and garden apartment housing; Neighborhood-serving, low-intensity commercial uses	Yes	3 du/lot; Lots => 120 ft. wide: 29 du/ac	3 stories, 38 ft.
	Moderate-density apartment and condominium buildings on larger parcels of land; Neighborhood-serving, low-intensity commercial uses	Yes	3 du/lot; Lots => 120 ft. wide: 48 du/ac; Lots => 180 ft. wide: 62 du/ac	6 stories, 58 ft.
Mixed-Use	Neighborhood-serving, low-intensity commercial uses; Low-density apartment and condominium buildings	Yes	6 du/lot, 44 du/ac	3 stories, 38 ft.
	Neighborhood-serving, moderate-intensity commercial uses; Moderate-density apartment and condominium buildings on larger parcels of land	Yes	9 du/lot, 54 du/ac	5 stories, 58 ft. (A)
Transit-Oriented Development	Moderate urban density apartment and condominium buildings; Moderate-intensity commercial uses	Yes	7 du/lot, 62 du/ac	7 stories, 80 ft.
	Commercial uses that serve community-based needs for goods and services	No	N/A	2 stories, 40 ft.
Employment	Research and development activities, storage, industrial and manufacturing endeavors, tank farms, oil drilling and the like; Limited commercial uses accessory to the industrial business	No	N/A	2 stories, 40 ft.
	Light industrial, clean manufacturing and offices; Commercial uses accessory to creative business endeavors; Repurposed buildings with live/work artist studios	Yes	6 du/lot, 36 du/ac	3 stories, 45 ft.
Unique	Medical centers, higher education campuses, Port of Long Beach, Long Beach Airport and surrounding areas, public utility facilities (e.g., water, energy) and similar uses	Yes	See Map LU-6 (Height Limits)	
	See Downtown Plan	Yes	See Downtown Plan	
Waterfront	Varies by Area; See descriptions	Yes	Varies by Area; See descriptions	

Note: A) Maximum height can be exceeded in these four areas: 1) Northport area between San Antonio Drive and Long Beach Boulevard (Bday Knolls, high rise zoning overlays); 2) South side of Westlow Road, above the I-405 San Diego Freeway, between Long Beach Boulevard and Atlantic Avenue; 3) Northport area of the Traffic Circle at Ximeno Avenue and Alvarado Street and 4) At the intersections of Alvarado Street, Clark Avenue and Pacific Coast Highway. See Map LU-6 (Placetype Height Limits) for maximum height.

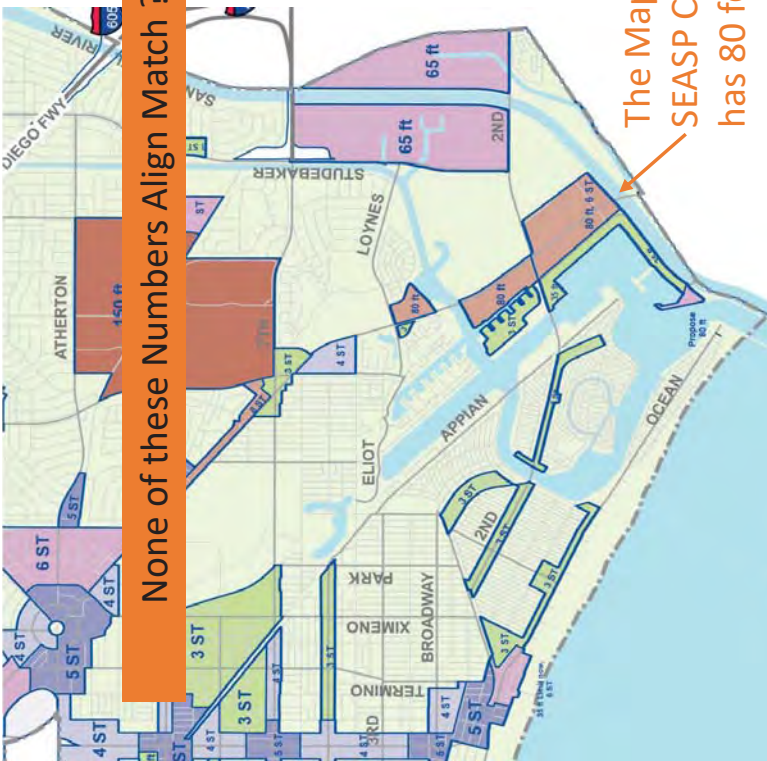
DOES IT MATTER?

YES!

The Placetype Defines:

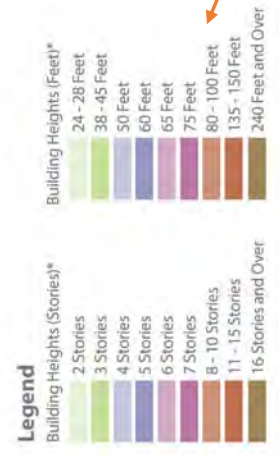
Uses, Density and Intensity Levels

And are different for each placetype



None of these Numbers Align Match?

The Map shows
SEASP Change Area
has 80 feet -6 Stories



The Legend Shows SEASP Change Area
has 8-10 Stories and 80-100 Feet

Table 3.A: Place Type Densities, Intensities, and Heights

Place Type	Residential Density (du/acre)	Non-Residential Intensity (FAR)	Height
Open Space	N/A	See Open Space and Recreational Element of the General Plan	2 stories, 28 ft
Existing and Contemporary Neighborhoods	3-18	0.25 to 0.50	2 stories, 28 ft, varies by area
Multi-Family Residential:			
Low	3 du/lot, lots >= 120 ft wide, 29 du/acre	0.25 to 0.50	3 stories, 38 ft
Moderate	3 du/lot, lots >= 120 ft wide, 48 du/acre	0.50 to 0.75	6 stories, 65 ft
Neighborhood-Serving Centers and Corridors:	1 lot >= 180 ft wide, 62 du/acre		3 stories, 38 ft
Low	6 du/lot, 44 du/acre	0.50 to 1.00	7 stories, 65 ft
Moderate	9 du/lot, 54 du/acre	1.00 to 1.50	3 stories, 65 ft (consistent with Midtown Heights Plan)
Transit-Oriented Development	N/A	1.50 to 3.00	No height limit
Low	N/A	2.00 to 4.00	2 to 6 stories (65 ft)
Community Commercial	N/A	2.00 to 4.00	3 stories, 65 ft
Industrial	N/A	N/A	3 stories, 65 ft
Neighborhood-Serving Facility	6 du/lot, 36 du/acre	0.50 to 1.00	Approx. 28 to 150 feet. See Figure 3.4, Place Type
Downtown (See Downtown Plan)	Regulated through FAR and height	Regulated through FAR and height	Approx. 38 to 240 ft. See Downtown Plan.
Waterfront	Varies by area; see descriptions.	Varies by area; see descriptions.	Approx. 35 to 600 feet. Varies by area

Source: Proposed Long Beach General Plan Land Use Element (August 2016) (Appendix F).
1. FAR refers to the floor area of all principal and accessory buildings on a site to the total size of the land on which it is developed.
2. Height may be increased to 3 stories consistent with the existing land use pattern. See Figure 3.4 (Place Type Height Limitations) for maximum height.
du/acre = dwelling unit per acre
du/lot = dwelling unit per lot
FAR = floor-to-area ratio
ft = foot feet
N/A = not applicable

This Chart in the DEIR shows
28 to 100 feet for Regional Servicing
and 35 to 600 feet for Waterfront.

LINDA PEMBERTON

LETTER CODE: I-32

DATE: November 3, 2016

RESPONSE I-32-1

This comment is introductory in nature and thanks the City of Long Beach (City) for providing information on the proposed Project.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-32-2

This comment indicates that the City mentioned a spreadsheet was used to calculate the buildout rates and that the higher the change in heights, the higher the percentage of buildout. The commenter requests that the City share the spreadsheet. The commenter also notes that it makes sense that about 10 percent of the properties in the one-story height change areas will take advantage of the height increases. The commenter also indicates that the buildout spreadsheet will help the Belmont Neighborhood understand the density and traffic changes resulting from the Project.

Traffic volumes are anticipated to increase in areas where housing, population, or employment increases, as these socioeconomic factors are generators of travel demand. Economic analysis of the land use plan identified increases in these socioeconomic factors for each of the land use types of the Major Areas of Change. The TIA for the proposed project allocated the socioeconomic factor increases to each Major Area of Change based on the size of individual areas and then compared the future socioeconomic factors within City neighborhoods to the existing socioeconomic factors. The TIA then estimated that the percent increase in socioeconomic factors generating travel demand would result in an approximately equivalent increase in traffic within City neighborhoods. Please refer to both the TIA and Section 4.8. Transportation/Traffic, of the Draft EIR for further detail related to the methodology employed in analyzing project-related traffic impacts.

RESPONSE I-32-3

This comment indicates that in reviewing the Land Use Element (LUE) and EIR documents, there were several discrepancies in the information related to Southeast Area Development and Improvement Plan (SEADIP). These discrepancies are provided in Attachment 1 and are outlined below:

- (a) Clarify which is the correct PlaceType category for Southeast Area Specific Plan (SEASP) Core Community Mixed Use and Marina Mixed Use.

Response: PlaceTypes within the SEASP area include Founding and Contemporary Neighborhood, Open Space, Multi-Family Residential (Low and Moderate), Neighborhood-Serving Center-Low, Regional-Serving Facility, Industrial, and Waterfront. While the PlaceTypes Map includes several PlaceType designations for the SEASP area, if adopted, the SEASP Plan would be the presiding document guiding and regulating land uses within the SEASP area.

- (b) Of the 14 PlaceTypes, please clarify which ones are mixed use.

Response: As described further in Table LU-3 of the LUE, all PlaceTypes would allow for mixed uses; however, the level of mixed-use development and the number of allowable uses vary by each PlaceType.

- (c) The PlaceType Heights Map and the Map Legend on Page 67 of the LUE have conflicting information, and as such, the commenter asks for clarification as to which one has the correct information.

Response: In a letter dated November 30, 2016 (Attachment B), the City indicates that technical, typographical, and minor adjustments will be made throughout the LUE to remedy inconsistencies. A change to Map LU-7 of the LUE has been incorporated into the Errata and is reflected in the updated LUE included as Attachment B. This change does not affect the analysis or conclusions contained in the Draft EIR.

- (d) Table 3.A in the EIR document doesn't match with the Map and Legend on Page 67 of the LUE.

Response: In a letter dated November 30, 2016, the City indicates that technical, typographical, and minor adjustments will be made throughout the LUE to remedy inconsistencies. Changes to the LUE (including the PlaceTypes Height Limits Figure) have been incorporated in the Errata and are illustrated in the updated LUE included as Attachment C. Correspondingly, Table 3.A, PlaceType Densities, Intensities, and Heights, has been revised to reflect the updated incorporated in the Errata to the Final EIR and does not change the analysis or conclusions contained in the Draft EIR. Please refer to Attachment C for the updated LUE. Therefore, no further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Thursday, November 10, 2016 9:52 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Zoning Change

Include with LUE DEIR comments.

From: John Kaiser [<mailto:Johnin.lngbch@outlook.com>]
Sent: Thursday, November 10, 2016 9:15 AM
To: Craig Chalfant
Subject: Zoning Change

Dear Mr. Chalfant,

I am writing you today with concerns I have just heard about with at zoning change to my neighborhood. My understanding is that the changes would allow six story apartment complexes to be built on my street and in the surrounding neighborhood. This neighborhood is a historical neighborhood with an already good mix of single family houses and multiple family buildings. Allowing six story behemoth apartment buildings to be built would only destroy the character of the neighborhood and its historical heritage. The current mix of housing and commercial buildings a great place for people to live and visit. Allowing these huge buildings to be built in this neighborhood would only create more parking, traffic, noise and general congestion issues.

I-33-1

My wife Mei and myself live at 221 Newport Ave. We moved here in 2004 and plan on staying in this house after our retirements. Thank you for taking the time to listen to our comments. Please feel free to contact us if you need any other information.

I-33-2

Regards,

Mei Cameron
 John Kaiser

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MEI CAMERON & JOHN KAISER

LETTER CODE: I-33

DATE: November 10, 2016

RESPONSE I-33-1

This comment expresses concern related to a zoning change in the commenters' neighborhood. Specifically, the commenters indicate that the proposed project would allow for six-story apartment complexes to be built in their historical neighborhood. The commenters opine that allowing for six-story developments within this area would destroy the character of the neighborhood and its historical heritage, as well as generate more parking, traffic, noise, and congestion issues.

Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to the project's impacts with respect to zoning, including setbacks. Refer to Response L-6-1 for further discussion related to project impacts with respect to the loss of parking; Response S-3-1 for further discussion related to project impacts on community character; Response L-4-4 for further discussion related to project impacts on historic resources; and Response L-2-7 for further discussion related to project impacts with respect to traffic congestion, noise, and air pollution.

RESPONSE I-33-2

This comment indicates that the commenters live in the Belmont Neighborhood and concludes by thanking the City of Long Beach (City) for the opportunity to consider their comments on the project.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, November 14, 2016 1:01 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Housing zoning changes in Wrigley District

From: halndogs3 [<mailto:halndogs3@yahoo.com>]
Sent: Friday, November 11, 2016 6:55 PM
To: Council District 7 <District7@longbeach.gov>
Subject: Housing zoning changes in Wrigley District

Hello Councilman Uranga

I have read that there is a push to have more apartments next to SFH in the area. I strongly oppose this as we do not need more density or the distasteful apts that dot other areas of Long Beach that have ruined the character of those areas. We do not need more people...vehicles...crime...to impact this area.

Please look at this carefully.

Regards

Sherrie Dunn

District 7 homeowner

Sent from my Verizon, Samsung Galaxy smartphone

I-34-1

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SHERRIE DUNN

LETTER CODE: I-34

DATE: November 11, 2016

RESPONSE I-34-1

This comment indicates that the proposed project intends to allow for more apartments in Council District 7 and expresses opposition to the proposed project because increased density proposed under the project will result in more people, congestion, and crime in this area.

The commenter is correct in asserting that the proposed project would allow for increased density in Council District 7. The intent of the proposed project is to allow for a greater mix of land uses throughout the City of Long Beach (City) to accommodate projected population growth through the year 2040 and to allow for development patterns that would minimize traffic congestion. One of the primary ways in which the project would achieve these goals would be by encouraging multi-family housing in areas served by public transit, which includes areas of Council District 7 that are served by the Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line.

Impacts with respect to increased population generated by the proposed project are addressed in Section 4.6, Population and Housing, of the Draft Environmental Impact Report (EIR). As described in this section, project-related impacts on population would be less than significant because project growth would be consistent with regional population projections for the City through the year 2040.

Project-related impacts with respect to traffic and congestion are addressed in Section 4.8, Transportation/Traffic, of the Draft EIR. Please also refer to Response L-2-7 for further discussion related to traffic impacts and Response I-37-1 for further discussion with respect to project-related impacts on traffic congestion.

Impacts with respect to crime rates are not considered an environmental impact under California Environmental Quality Act (CEQA) and were therefore not analyzed in the Draft EIR. However, impacts with respect to police facilities and the ability of existing staffing levels and facilities to serve the project-related increase in population growth are addressed in Section 4.7, Public Services, of the Draft EIR. As discussed in this section, new and/or additional police resources would be needed in order to maintain target service ratios and additional costs to maintain existing facilities would be required. Future projects, which would be reviewed on a project-by-project basis, would be required to pay adopted police facilities impact fees that would fund the costs of providing additional police services attributed to new development. Therefore, impacts to existing police facilities would be less than significant.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Tuesday, November 15, 2016 10:20 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Proposed General Plan Changes

From: Jayme Mekis [<mailto:jayme.mekis@gmail.com>]
Sent: Monday, November 14, 2016 7:05 PM
To: Craig Chalfant
Cc: Stacy McDaniel
Subject: Proposed General Plan Changes

Hi Craig Chalfant

I have recently had an opportunity to review some of the proposed changes for the new General Plan. I live in the Los Cerritos area where we (approximately 250 signatures) are currently working with City officials to enact changes to the zoning code to restrict further (then present restrictions allow) building size and mass. To allow additional height (from 24' to 28') and thus mass flies against all the work we are doing in this neighborhood to PRESERVE LOS CERRITOS. I-35-1

Please comment.

Respectfully submitted,

Jayme Mekis

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JAYME MEKIS

LETTER CODE: I-35

DATE: November 14, 2016

RESPONSE I-35-1

This comment indicates the commenter lives in the Los Cerritos area and is currently working with the City of Long Beach (City) to enact zoning changes to restrict building size and mass in this area. As such, the comment expresses opposition to increased density in Los Cerritos as proposed in the project.

This comment expresses opposition but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Tuesday, November 15, 2016 11:43 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Draft Land Use Element General Plan - Omission of Equestrian zoning protections in 6 horse-overlay districts

From: Renee Lawler [mailto:Renee_Matt@live.com]
Sent: Tuesday, November 15, 2016 11:36 AM
To: Craig Chalfant
Cc: Regina Taylor (regina17@verizon.net); Richard Gutmann (rwgutmann@gmail.com); zenonk1@verizon.net; Susan Miller (mpshogrl@msn.com); Ann Cantrell (anngadfly@aol.com); Davide Zanella (davidezanella@yahoo.com); Kevin S. Kayse (KKayse@gekkoeng.com); Joe Weinstein (jweins123@hotmail.com); joaniweir@aol.com; Joan Greenwood; Tom Swanner (tomswanner@gmail.com); Tom Stout (tom48coupe@gmail.com); Tom Hamilton (theservices@gmail.com); lavillita3045@yahoo.com; Richard (richriv27@verizon.net); Tami Bennett (tami_bennett@hotmail.com)
Subject: FW: Draft Land Use Element General Plan - Omission of Equestrian zoning protections in 6 horse-overlay districts

I have attended multiple meetings regarding the DEIR, 10/27 and 11/14 for instance, and have not yet had my concerns sufficiently addressed despite direct questioning.

Since the deadline to provide input to you is 11/18, I wanted to re-address my/our concerns for the equestrians in Long Beach.

I-36-1

Mr. Koontz has indicated that the equestrian homes will be a part of the single family yellow zone, but there is no specific reference to our H overlay at all in the DEIR, an additional protective zoning that was established in 1977, an "overlay" to residential.

Where and when will that overlay language be included in the DEIR?

From an environmental perspective, if that overlay is not specifically included, should place types be approved, the removal of the horse overlay will allow for more cumulative negative environmental impacts to our historic lifestyle and further the demise of our dwindling community. The H overlay provides for the protection of the larger lots, acknowledges the relationship of the public land adjacent to our homes and it's equestrian designated uses and the necessity of preserving our large lots next to the public lands that support the animals, health and function of the properties and the direct safe unimpeded mobility, ingress and egress and access regional trail system from our large lots over the public lands to the trails.

I-36-2

Reverting back to single family without the horse overlay in the 6 equestrian zones established in 1977 will be a step backward in terms of the intent to protect and preserve the equestrian lifestyle. The horse overlay zoning protection includes, but is not limited to large lots, setbacks and the intent to preserve the size, integrity, use and consistency of the lands in the zone(s). Changing to straight single family will open the area up for zoning variances and changes that are in conflict with the land use preservation needs of the horse communities that need to be grouped in a consistent pattern of large lots, dedicated public land use without conflicts of multi-use and without variances from parcel to parcel that will disrupt the community environment necessary to support our functionality.

Please respond with how you plan to correct the omission in the DEIR for this zoning group so the place types proposed do not add further negative impacts that have occurred in any prior LUE and/or development decisions to the detriment of the equestrians.



High density projects approved after the 1977 zoning on San Francisco Avenue and Golden Ave, for instance, in the 1980's and 1990's, disregarded the intent of the horse overlay to protect and preserve this historic community and those developments further reduced our numbers.

What steps will you be taking to edit the DEIR so you do not add more negative impacts to our community and reduce our group to extinction?

Renee Lawler

RENEE LAWLER (2 OF 4)

LETTER CODE: I-36

DATE: November 14, 2016

RESPONSE I-36-1

This comment indicates that the commenter has attended several meetings regarding the proposed project and its associated Draft Environmental Impact Report (EIR) and does not feel as though their comments have been properly addressed.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-36-2

This comment indicates that the City has indicated that equestrian homes will be allowed within the Founding and Contemporary Neighborhood PlaceType, but expresses concern related to the fact that the proposed Land Use Element (LUE) does not include a specific reference to the current H overlay zone that allows for such uses. The commenter also asks where the overall language will be included in the Draft EIR. The comment goes on to suggest that an overlay zone allowing for equestrian homes is necessary to negate cumulative environmental impacts to the historic equestrian lifestyle. The comment concludes by requesting that the Draft EIR include the H overlay zone to minimize impacts to equestrian homes resulting from the proposed project.

The proposed project is a General Plan Update and is not a zoning update. The current H overlay zone that allows for equestrian uses is a part of the City's zoning code and is not being removed or replaced under the proposed LUE/Urban Design Element (UDE) project. Furthermore, the City is adding Land Use Strategy No. 11 for the Wrigley area, which will read as follows: "Respect and maintain the equestrian uses within Wrigley Heights and promote shared use and maintenance of the area trail system." Therefore, project-related impacts would aim to preserve existing equestrian uses and maintain the area's trail system. This change has been incorporated into the Errata and is reflected in the updated LUE included as Attachment B. This change does not change the analysis or conclusions contained in the Draft EIR.

Refer to Responses I-5-1 for further discussion related to project impacts with respect to equestrian uses and an equestrian overlay zone.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Tuesday, November 15, 2016 4:17 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: LUE proposed place types

From: Renee Lawler [mailto:Renee_Matt@live.com]
Sent: Tuesday, November 15, 2016 12:57 PM
To: Craig Chalfant
Subject: LUE proposed place types

What are the names of the 44 intersections that will have permanent un-avoidable negative impacts?	I-37-1
What are the names of all the existing mobility corridors considered in the DEIR?	
What are the names of the prospective future mobility corridors that have been discussed to date or targeted for the future?	I-37-2
How will this change the approval process in development services?	
Will it speed up the process for permits/CUP/variance?	
What will the planning dept steps be with place types, how will they be different than with current zoning?	
Will there be a change City wide submitted to the County Recorder adding and amending what is listed in the tax assessor information?	
Will that zoning amendment info be submitted to tile companies as well so when prelim title report is done there is transparent and full disclosure defining place types vs traditional zoning and that the real estate industry is educated on how to disclose such information to buyers and sellers?	I-37-3
Has the DRE been contacted in order to create a new disclosure to tie with that new information, if place types are approved, and to advise those licensed in the State of CA of the change and legal disclosure wording in case some buyers opt not to buy in areas subject to place type density changes.	
Why has there not been notice be sent to every property owner city-wide defining the proposal to change to place types BEFORE the DEIR deadline? It is a change to their current property zoning status, and whether more dense development is actually targeted for their property or area or not, every property owner should be noticed with opportunity to weigh in.	I-37-4
Can they send notice to all property owners and when will they do so?	
Since they have not done so, why won't they extend the deadline to respond to after they have noticed all property owners and given them reasonable response time? If they've been working on it for years, what's a few more months?	
Why haven't they worked with the tax assessor and sent this proposed change I the form of a notice with the tax bill, especially since bills went out for the 11/1 due date, seems it would have been the perfect time to do so with maximum exposure to provide open info to the public.	I-37-5
Has the DRE (Dept of Real Estate) been contacted about the possible conflicts place type zoning may have with regard to the definition of "redlining" discrimination in real estate law?	
Respectfully,	

Renee Lawler
562-900-9416 cell
e-mail: renee_matt@live.com

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RENEE LAWLER (3 OF 4)

LETTER CODE: I-37

DATE: November 15, 2016

RESPONSE I-37-1

This comment inquires as to the names of the 44 intersections that will have permanent unavoidable negative impacts.

Impacts with respect to traffic and congestion are addressed in Section 4.8, Transportation/Traffic, of the Draft Environmental Impact Report (EIR). Please also refer to Response L-2-7 for further discussion related to traffic impacts. The names of the 44 impacted intersections are listed on Page 4.8-34 of Section 4.8, and Page 14 of the *Traffic Impact Analysis* (Appendix E of the Draft EIR), and are listed below.

- Magnolia Avenue/Ocean Boulevard
- Pacific Avenue/Ocean Boulevard
- Atlantic Avenue/7th Street
- Alamitos Avenue/7th Street
- Alamitos Avenue/3rd Street
- Alamitos Avenue/Broadway
- Alamitos Avenue/Shoreline Avenue, Ocean Boulevard
- Long Beach Boulevard/Pacific Coast Highway
- Long Beach Boulevard/Willow Street
- Long Beach Boulevard/Wardlow Road
- Long Beach Boulevard/Market Street
- Long Beach Boulevard/Artesia Boulevard
- Santa Fe Avenue/Pacific Coast Highway
- Santa Fe Avenue/Wardlow Road
- Atlantic Avenue/Anaheim Street
- Atlantic Avenue/Pacific Coast Highway
- Atlantic Avenue/Willow Street
- Atlantic Avenue/Del Amo Boulevard
- Atlantic Avenue/Artesia Boulevard
- Alamitos Avenue/Anaheim Street
- Orange Avenue/Wardlow Road
- Cherry Avenue/Pacific Coast Highway
- Cherry Avenue/Wardlow Road
- Cherry Avenue/Del Amo Boulevard
- Cherry Avenue/Artesia Boulevard
- Paramount Boulevard/Artesia Boulevard
- Paramount Boulevard/South Street
- Redondo Avenue/Ocean Boulevard
- Redondo Avenue/7th Street
- Redondo Avenue/Anaheim Street
- Redondo Avenue/Pacific Coast Highway
- Redondo Avenue/Willow Street
- Lakewood Boulevard/Del Amo Boulevard
- Lakewood Boulevard/Spring Street
- Livingston Drive/2nd Street
- Park Avenue/7th Street
- Pacific Coast Highway/7th Street
- Pacific Coast Highway/Anaheim Street

- Bellflower Boulevard/Carson Street
- Bellflower Boulevard/Spring Street
- Bellflower Boulevard/7th Street
- Los Coyotes Diagonal/Carson Street
- Studebaker Road/2nd Street
- Pacific Coast Highway/2nd Street

RESPONSE I-37-2

This comment asks for the names of all of the existing mobility corridors considered in the Draft EIR and the names of the prospective mobility corridors that have been discussed to date or targeted for the future.

The City of Long Beach (City) General Plan Mobility Element (October 2013) describes Pacific Coast Highway and Lakewood Boulevard as regional corridors for moving cars between cities and within Long Beach. Pedestrian corridors around several key areas are identified on Map 13 of the Mobility Element including: the Pike at Rainbow Harbor, Shoreline Village, the Long Beach Transit Gallery, Naples, Belmont Shore, California State University Long Beach, The Blue Line Transit Corridor, and Bixby Knolls. Bicycle priority corridors are identified in several areas of the City on Map 14 of the Mobility Element. Primary transit corridors are identified along Long Beach Boulevard, Atlantic Avenue, Lakewood Boulevard, Bellflower Boulevard, Willow Street, Pacific Coast Highway, Anaheim Street, 7th Street, Ocean Boulevard, Livingston Drive, and 2nd Street. Map 15 of the Mobility Element indicates additional transit supported corridors. The following are identified as Intelligent Transportation System (ITS) corridors:

- San Francisco Avenue from 17th Street to Anaheim Street (existing)
- Long Beach Boulevard from Del Amo Boulevard to Carson Street (existing)
- Long Beach Boulevard from Anaheim Street to Ocean Boulevard (existing)
- Atlantic Avenue from (SR-91) to Spring Street (existing)
- Atlantic Avenue from Columbia Street to Willow Street (existing)
- Atlantic Avenue from Willow Street to Ocean Boulevard (proposed)
- Alamitos Avenue from 6th Street to Ocean Boulevard (proposed)
- Walnut Avenue from Wardlow Road to south of Wardlow Road (existing)
- Cherry Avenue from 68th Street to Anaheim Street (existing)
- Lakewood Boulevard from SR-91 to Stearns Street (existing)
- Clark Avenue from Arbor Road to Lew Davis Street (existing)
- Clark Avenue from Conant Street to Wardlow Road (existing)
- Bellflower Boulevard from SR-91 to 29th Street (existing)
- Bellflower Boulevard from 27th Street to Los Coyotes Diagonal (existing)
- 68th Street from Cherry Avenue to Union Pacific Railroad (UPRR) (existing)
- Del Amo Boulevard from Pacific Avenue to Long Beach Boulevard (existing)

- Del Amo Boulevard from Atlantic Avenue to Interstate 605 (I-605) (existing)
- Carson Street from Long Beach Boulevard to I-605 (existing)
- Wardlow Road from Walnut Avenue to Cherry Avenue (existing)
- Wardlow Road from Clark Avenue to Bellflower Boulevard (existing)
- Spring Street from Atlantic Avenue to Temple Avenue (existing)
- Spring Street from Cherry Avenue to Redondo Avenue (proposed)
- Spring Street from Redondo Avenue to I-605 (existing)
- Willow Street from Atlantic Avenue to I-605 (existing)
- Anaheim Street from San Francisco Avenue to Cherry Avenue (existing)
- Ocean Boulevard from Biona Court to Livingston Drive (proposed)
- Livingston Drive from Ocean Boulevard to 2nd Street (proposed)
- Shoreline Drive from Golden Shore to Alamitos Avenue (proposed)

RESPONSE I-37-3

This comment asks how the proposed project will change the approval process in development services. Specifically, the commenter asks if the project will: (1) speed up the process for permits, Conditional Use Permits (CUPs), and variances; (2) be different with PlaceTypes rather than current zoning; (3) include a change to be submitted to the County Recorder regarding tax assessor information; (4) include a zoning amendment to be submitted to title companies; (5) include legal disclosures of the proposed changes to the Department of Real Estate (DRE).

Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to zoning changes associated with the proposed project.

While this comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein, it should be noted that there would be no changes in the review process conducted by Development Services and that every project will be subject to the adopted regulating land use documents applicable to the subject property. Variances, General Plan Amendments, LCP Amendments, and other exceptions or changes to regulating land use documents would be processed in the same manner current variances and amendments are processed. However, because the proposed project would allow for greater flexibility in land use types within the City (e.g., permitting additional mixed uses within most PlaceTypes), and the implementation program includes a 5-year program of City-initiated zone changes, the project may over time result in the need for fewer amendments for future development projects.

This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-37-4

This comment asks why the City has not noticed every property owner in the City of the proposed land use changes and asks when such noticing will occur. The comment also requests the City to extend the public review period to a date after the City has noticed all property owners.

Notices for all public hearings were made in accordance with City policy Long Beach Municipal Code Sections 21.21.302.B.4.b and 21.21.302.B.5. In addition, a Notice of Preparation and Notice of Availability for the Draft EIR were prepared and posted on the City's website as well as being published in the Long Beach Press Enterprise pursuant to the requirements of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-37-5

This comment asks why the City has not worked with the tax assessor regarding the project and also inquires as to whether the DRE has been contacted about the possible conflicts the project may have in regard to "redlining" discrimination in real estate law.

The proposed General Plan update has not yet been approved and adopted and it would not be appropriate or relevant to include in tax assessor invoices. Further, as stated in Response I-37-4, noticing was completed as required by the CEQA Guidelines. Implementation of the plan is intended to promote housing opportunities throughout the City. The comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Wednesday, November 16, 2016 1:25 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: LUE, prospect of adding a 15th place type

From: Renee Lawler [mailto:Renee_Matt@live.com]
Sent: Tuesday, November 15, 2016 5:54 PM
To: Craig Chalfant
Subject: LUE, prospect of adding a 15th place type

Dear Mr. Chalfant:

If we no longer have equestrian zoning horse overlay in the future and it is not to be included in the LUE, it will affect our property value. There economic and environmental negative impacts.

Equestrian lifestyle means a lot of time and money and decades of commitment invested in property, animals, equipment, training, education, etc. to support horses in our zone and at our individual properties and as part of our historic lifestyle.

How can the proposed LUE change and the omission of the equestrian horse overlay zoning in the proposed place types be beneficial with the prospect of all the cumulative negative environmental and economic impacts to our specific unique group of property owners and zones?

Are you aware of the 6 horse overlay zones? If not do you need me to provide them?

Can you please include them in the LUE?

Do you realize they were mapped out in 1977?

If you must continue with the place type concept in the LUE then will you add a 15th place type for the horse overlay zones that require large lots and large open space?

If no, why not?

Renee Lawler
 562-900-9416 cell
 e-mail: renee_matt@live.com

I-38-1

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RENEE LAWLER (4 OF 4)

LETTER CODE: I-38

DATE: November 16, 2016

RESPONSE I-38-1

This comment indicates that if no horse overlay is included as part of the project, there will be negative economic and environmental impacts. The comment questions how the proposed project could omit the horse overlay zone and asks the City of Long Beach (City) if it is aware of the current horse overlay zones and if they need additional information on the overlay zone, which the commenter indicates they are willing to provide. The comment concludes by requesting that the City include a 15th PlaceType for the horse overlay zones.

Refer to Response I-5-1 for further discussion related to project impacts with respect to equestrian uses and an equestrian overlay zone, which is a part of the City's zoning code and not the General Plan. Furthermore, the proposed project includes Land Use Strategy No. 11, which is aimed at preserving and maintaining existing equestrian uses and the associated trail system in the Wrigley area. This comment makes a request but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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From: Kurt Schneiter <Kurt@maverickinvestments.com>

Date: November 16, 2016 at 7:20:11 AM PST

To: "christopher.koontz@longbeach.gov" <christopher.koontz@longbeach.gov>

Subject: Land use Element - Urban design element

Christopher:

Thank you for your presentation at Rogers, you conducted yourself well especially with a few rude individuals. I see one area that I believe the height should be increased from 4 stories to 6 stories. The Waterfront area at the corner of Termino and Ocean Blvd (East of Termino and West of Termino). I am currently developing the old Yankee doodles and am in discussions for a future hotel in this immediate area and 4 stories will not work due to the height of the buildings in front and the enormous size of the proposed aquatic center. This will not block any views as they are already blocked by existing structures. I am confident you will find that this area is severely underserved by hotels and is desired by many in the immediate area. In addition, Olympix Fitness being next door will be a great draw for the more athletic traveler. I look forward to your response and if this is a possibility.

I-39-1

Thank you for your time,

Kurt Schneiter
Maverick Investments

3633 E Broadway
Suite 100
Long Beach, CA 90803

562-856-9300 x 25
kurt@maverickinvestments.com

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KURT SCHNEITER

LETTER CODE: I-39

DATE: November 16, 2016

RESPONSE I-39-1

This comment requests that the City of Long Beach (City) increase the allowable height from four to six stories in the Waterfront PlaceType at the corner of Termino and Ocean Boulevard. The commenter indicates that they are currently in discussions regarding a future hotel in this area and that a four-story height limit will not be sufficient due to the height of existing buildings in front of this property and the height of the proposed Belmont Pool project. The commenter indicates that the proposed height increase up to six stories will not block any views, as views are already blocked by existing structures. The comment concludes by indicating that the Belmont area is underserved by hotels and that such a project would benefit the City.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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From: Terrybette [<mailto:terrybette@aol.com>]
Sent: Wednesday, November 16, 2016 12:46 PM
To: Craig Chalfant
Subject: Neighborhood_Serving Corridor

Senior Planner
Craig Chalfant,

I am concerned with development encroaching into neighborhoods with the "Neighborhood-Serving Corridor" plan. If development is allowed to extend from a corridor street to the next street some mighty fine neighborhoods will be decimated-mine included. Please restrict development to an alley. All neighborhoods parallel to a corridor street should be protected.

I-40-1

Bette McKinney
Belmont Heights Historic District

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BETTE McKINNEY

LETTER CODE: I-40

DATE: November 16, 2016

RESPONSE I-40-1

This comment expresses concern related to the fact that new development under the proposed project would encroach into neighborhoods designated as Neighborhood-Serving Corridor. The commenter opines that if development is allowed to extend from a corridor street into adjacent streets, some existing neighborhoods may significantly be impacted. As such, the commenter requests that the City of Long Beach (City) restrict development to an alley to protect existing neighborhoods.

This comment expresses an opinion but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Wednesday, November 16, 2016 3:56 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Comments on Draft Environmental Report for the Land Use Element of the City's General Plan.

From: Maria Santos [<mailto:mariasantosgotanda@gmail.com>]
Sent: Wednesday, November 16, 2016 3:54 PM
To: Craig Chalfant
Cc: Christopher Koontz; John Edmond; Dee Andrews; Isabel Arvea; Celina Luna; Council District 7; Sandra Zetti
Subject: Comments on Draft Environmental Report for the Land Use Element of the City's General Plan.

November 16, 2016

Dear Mr. Chalfant,

On November 14, I attended the informational meeting at the Veterans Center on the proposed changes to the General Plan for land use in Long Beach and have several observations.

Apparently informational meetings have been conducted across the city on this issue. Judging from the maps provided, Wrigley and Central Long Beach are clearly the areas most impacted by this proposal, yet apparently we are the last group to ask for input since, as I understand it, input is due this Friday, November 18. Clearly other less impacted areas were given the courtesy of more time to absorb the proposed changes. This fits with the historical general disregard for the integrity and character of our neighborhood by the city of Long Beach.

I-41-1

As I understand it, this draft General Plan purports to impact only those areas that are currently designated as multi-family, and/or commercial or industrial and that are near mass transit. It was clear from the maps and the presentation that “mass transit” was in reality only the Blue Line; The presenters admitted that bus transit was not considered mass transit for the purpose of this plan. Hence, since the Blue Line is in and near our neighborhood, it is by design, most impacted. Indeed, one need only glance at the map to see the multiple red lines drawn throughout our neighborhood. It was clear from this presentation that Wrigley and Central Long Beach are proposed to bear the brunt of state mandates for high-density housing.

I-41-2

As a homeowner in this impacted area, I believe this is not only unfair, but also flawed and dishonest urban planning. I did hear the presenter’s attempt to dismiss the neighborhood’s concern that east Long Beach and other less diverse and more wealthy neighborhoods are exempted from any share of this state mandate. The pathetic attempt to “prove” this by pointing to the tiny, tiny dot of red at the traffic circle was insulting and condescending. We prefer to believe our own eyes and the map that was presented for our consideration. And, the dismissive and condescending response to several questions about the similar (bus) transit lines and commercial corridors in the east side, only increases the distrust of this plan. Clearly, Lazy Acres, Target, the multitude of fast food restaurants, Trader Joes, etc., are commercial enterprises throughout Bellflower Avenue, not dissimilar to those along the corridors in Wrigley that have been designated for high

I-41-3

density development. Despite these areas ostensibly meeting the specifications for action, nothing is proposed for those areas. ↑ I-41-3

Hence, it became clear to us, once again, that Wrigley and Central Long Beach will continue to bear the onus of city problems, while other wealthier and less diverse neighborhoods are absolved. The presenter admitted that the entire premise of the proposed General Plan was “hands off” of single-family residences. In Wrigley that, apparently, has a very restrictive definition, whereas east Long Beach benefits from a very expansive definition that encompasses their commercial districts and shields their neighborhoods from the increased density proposed in this plan. I-41-4

Additionally, the presenters in what was perceived to be a shameless admission of bias against Wrigley and Central Long Beach, declared they had been instructed to “keep their hands off” east Long Beach. Disgraceful. I certainly hope that our representatives can at least be invited to the table to defend our interests with similar, but hopefully more above board, influence.

Finally, we were assured that the “entitlement” portion of the plan would be the mechanism by which we may be able to continue to maintain some semblance of our neighborhood character. I’m not sure this will mollify me or my neighbors, since the granting of conditional permits has promoted a disproportionate number of bars, liquor stores, storefront churches, sober-living facilities, social services, medical research facilities and other facilities to serve populations that are apparently not welcome in other less diverse and wealthier communities. I am not opposed to our neighborhood doing it’s share “for our grandchildren”, but am insulted by this transparent attempt to con us into bearing the entire burden. We’re not stupid. I-41-5

Maria Santos

MARIA SANTOS

LETTER CODE: I-41

DATE: November 16, 2016

RESPONSE I-41-1

This comment indicates that the commenter has attended an informational meeting on the proposed project. This comment also opines that although there have been informational meetings on the project, the Wrigley and Central areas of the City of Long Beach (City) were not informed of the proposed project until the end of the comment review period. As such, the commenter expresses concern that community members in these areas have been left out of the planning process with regards to this project.

While this comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein, it should be noted that the proposed project was initiated in May 2015, at which time an Initial Study/Notice of Preparation were publically distributed for review and comments. The Draft EIR was subsequently prepared and distributed for public review from September 1 to November 18, 2016. The Draft EIR public review period included a 33-day extension beyond the mandated review period to allow the public additional time to comment on the project. The City will also be holding an additional Planning Commission meeting to hear the project, at which time the public can attend to gather additional information on the project and make comments on the project. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-41-2

This comment states that the proposed project indicates that it will only impact areas currently designated as multi-family, commercial, or industrial that are adjacent to mass transit. However, the commenter indicates that because of the Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line's location in the Wrigley Central areas of the City, these areas of the City will be most impacted.

Environmental impacts with respect to new development, including new development proposed along the Metro Blue Line, are analyzed throughout the Draft EIR prepared for the proposed project. Where potentially significant impacts were identified, applicable mitigation measures were described to further reduce impacts resulting from project implementation. Where such impacts were determined to be significant despite the implementation of mitigation measures and adherence with standard rules and regulations, impacts were identified as significant and adverse. Please refer to Chapter 1.0, Executive Summary, of the Draft EIR for a summary of project-related impacts.

RESPONSE I-41-3

The commenter asserts that development patterns proposed as part of the project and the proposed increase in intensity/density along the Blue Line, as allowed under the project, is unfair and dishonest urban planning.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the City has held a Scoping Meeting, community meetings, and Planning Commission Study Session to engage civic participation in the planning process. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-41-4

The commenter asserts that the project would disproportionately impact the Wrigley and Central Long Beach areas and opines that the City is biased against the Wrigley and Central Long Beach areas.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the proposed project also includes several policies aimed at supporting development patterns that promote environmental justice (refer to the Land Use Element (LUE) included as Attachment C). For example, the project aims to promote public infrastructure improvements in disadvantaged communities that specifically address health risks by limiting air pollutant exposure, providing health care infrastructure, improve active living and transportation options, and promote access to healthy food and recreation options (LU Policy 15-5 and Policy 13-8). The proposed LUE also includes LU Policy 13-7, which aims to address environmental justice by evaluating land uses in a manner that is conscious of the cumulative impacts of pollutants and the history of pollutant-burden and public underinvestment in disadvantaged communities. Additionally LU Policy 15-9 aims to identify opportunities to clean up neighborhoods that are already overburdened by adverse environmental conditions. The City has also added LU Policy 15-5 to the LUE, which aims to address environmental justice through public infrastructure investments in disadvantaged communities, and LU Policy 15-9, which aims to implement strategies to clean up and protect existing neighborhoods overburdened by adverse environmental conditions. These changes have been incorporated into the Errata and are reflected in the updated LUE included as Attachment B. These change do not change the analysis or conclusions contained in the Draft EIR.

RESPONSE I-41-5

The comment concludes by arguing that the entitlement process portion of the project is the main mechanism on which the community can rely upon to convince the City to maintain the existing neighborhood character. The comment concludes by expressing opposition to the proposed project and indicates that the City has deceived the Wrigley area into bearing the burden of the project.

This comment is an opinion and does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Thursday, November 17, 2016 8:27 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Comments for the Draft EIR on Land Use and Urban Design Elements of the General Plan
Attachments: Map 1.pdf; Map 2.pdf

From: Mauna & Lee [mailto:mauna.lee@eichnerfukui.com]
Sent: Wednesday, November 16, 2016 7:55 PM
To: Craig Chalfant
Cc: Isabel Arvea; Celina Luna; Council District 6; Council District 7
Subject: Comments for the Draft EIR on Land Use and Urban Design Elements of the General Plan

Re: Comments for the Draft EIR on Land Use and Urban Design Elements of the General Plan

Dear Mr. Chalfant,

We are writing to urge you to correct or eliminate many of the egregious elements regarding new building heights and density in the General Land Use Plan, which we see negatively impacts the neighborhoods of Wrigley, Central and Willmore districts. The western side of Long Beach currently suffers from direct impacts of pollution from the port, refineries, diesel truck traffic of the 710 and 405 freeways, and railroads. The proposed new heights, unlimited height, and density along the Metro Blue Line only compounds the severity of these problems. We also object to the inadequate noticing of presentations to the public. Many of my neighbors as well as our representative Councilmembers were unaware of these drastic changes until a week or two before this was due.

I-42-1

This document is 500 pages long and within this time our community members have found not only errors in the numbers, but also the flawed methodology behind the increases for density in our districts.

Please make necessary changes to the following (refer to map1 attached, zones indicated in red & white):

I-42-2

1. An error to Table 3.B: Project Buildout Summary: The population total number of 51,230 should be 21,930. The number in Population delta column should be 10,563 not 39,863. Density is overstated by 29,300.

2. Eliminate all of the 240 foot plus unlimited building heights at the following Blue Line Metro stations: Willow street, PCH, and Anaheim. Maintain existing Midtown plan heights 10 stories/100 feet maximum. Also the increased 5 story heights outside of the quarter mile Transit nodes should follow the Midtown plan and be reduced to 3 story maximum height.

I-42-3

3. Pacific Avenue is a minor avenue as classified in the Mobility Element. Eliminate increased proposed 4 & 5 stories from Willow to PCH and maintain existing height of 2 story/28' maximum.

I-42-4

4. Pacific Avenue west side of street from Willow to 28th street. Eliminate proposed 5 story and maintain existing height of 2 story/28' adjacent to single family dwellings.

I-42-5



5. Pacific Avenue east side of street from 28th to Spring street. Eliminate 5 story and maintain 2 story/25' or new height for founding neighborhood. This is currently a R-2-N zone.

6. Willow Street both sides from 710 to Pacific Ave. Eliminate 3 story and maintain 2 story/28' adjacent to single family homes.

7. Spring Street between Blue Line and Long Beach blvd. Reduce proposed 5 story to 4 story similar to Long Beach blvd. heights.

8. East Wardlow Road between Long Beach blvd and Atlantic existing two story, 5 are proposed. 3 stories are more appropriate and matches adjoining heights on Wardlow Rd.

9. West Wardlow Road at Wardlow transit station northwest corner encroaches on single family residences and should not be increased to 4 stories high. In contrast the Bixby Knolls area was not increased in the quarter mile transit radius.

Where do we suggest more density should be built? (see map2 attached, zones indicated in red)

The Land Use Element (on page 16) calls for growth along 405 fwy, Downtown, North of the Airport, around medical and secondary education campuses and transit stops. However, the Land Use Plan (on page 64) concentrates most of the proposed growth/density around one quarter mile radius on each of the Metro Blue Line stations. Yet very little new housing opportunities near CSULB with 35,000 plus students and only 2,700 living on campus or near the VA Hospital. Increases of only 1 additional story (from 2-story to 3-story) on PCH, near City College, on major streets like Spring, Bellflower/Stearns, Los Coyotes Diagonal, Lakewood, Palo Verde, and Studebaker. These are larger boulevards that have buffers from single family homes, and offers more opportunities for growth higher than 3 stories. Therefore, we suggest changing these PlaceTypes to accommodate residential mixed-uses.

The intent to curb CO₂ emissions by placing more housing by the Metro Blue Line is understandable to encourage mass transit use, but again, no consideration was given to place additional density and encourage ridership on bus routes in other areas of our city. In the past, we have witnessed the negative impacts of allowing cracker box apartments into single family neighborhoods. Concentrating towers and multi-story buildings next to single family homes with little buffering, will create more of the same: overcrowding, more crime, traffic congestion, less privacy, more noise and light pollution, loss of natural light, lack of parking, street trees and green space. (see photos attached)

Our area has a severe shortage of parks/green space to accommodate our current residents, therefore, new developments will only compound this shortfall. Inserting small pocket or side street green spaces between large developments (such as shown in the Midtown Plan) are a small relief, but don't address the larger environmental concerns in a meaningful way.

The community wants more green space and there are opportunities at the proposed Willow Springs Park, Oil Operators property on Wardlow, and along the LA River (Riverlink plan). Unfortunately, millions of dollars in clean-up of toxic waste and pollution are required before anything can even be started. Would the necessary funds to establish these parks come from new development? If our area is forced to take on these new height impacts more than any other area in Long Beach, then our districts should get a majority of the new development tax funds for the parks we desperately need.

Not all areas of a city should be exposed to more density. This mantra to intensify and modernize large communities deemed "old" or "unattractive", encourages negative growth on a massive scale. Large scale, new mixed-use developments are costly with higher rents, driving out local businesses in exchange for national

chains. We believe the best growth occurs organically. Many factors have to be considered, such as: Responsible ownership (and turnover) to improve properties; Policies (PBID/BID outreach) to help small local businesses improve our business corridors; Encouraging and providing opportunities for private home ownership (condo conversions)—all these take time to implement.

As it exists now, the new heights and proposed density in our community are unacceptable, when other areas in the city only have an increase of 1 additional story (from 2 to 3 stories). Our neighbors are concerned that this plan reflects another Social and Economic Injustice to Wrigley, Central and Willmore neighborhoods.

Please reject the General Land Use Plan as it stands, and make the changes necessary for increased growth to be more equitable in all areas of Long Beach.

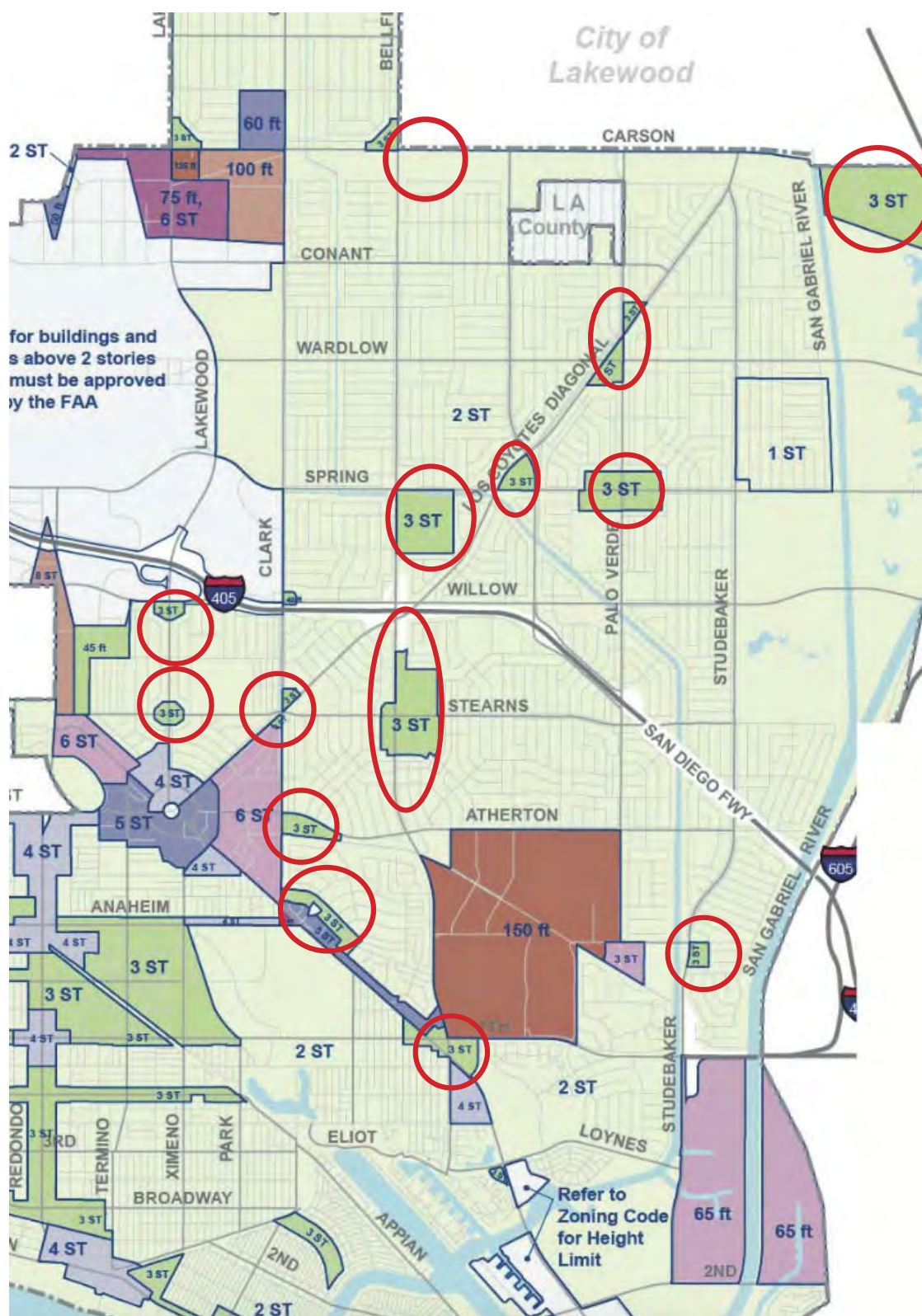
Thank you.

Sincerely,
Mauna Eichner and Lee Fukui
founding members of Wrigley is Going Green, Wrigley Clean Team
6th District residents
562-595-7205





Attachment 1



MAUNA EICHNER AND LEE FUKUI

LETTER CODE: I-42

DATE: November 16, 2016

RESPONSE I-42-1

This comment is introductory in nature and indicates that the commenters are concerned about the new building heights and density proposed as part of the project, which the commenters feel negatively impacts the neighborhoods of Wrigley, Central, and Willmore districts. The commenters state that west Long Beach suffers from impacts associated with pollution from the port, refineries, diesel truck traffic on nearby freeways, and railroads. The commenters assert that increased density along the Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line would serve to compound these problems. The comment concludes by asserting that there was inadequate noticing of the project.

This comment is introductory and does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-42-2

This comment indicates that the community has found several errors in the Draft EIR. The first error the commenters note is in Table 3.B, which indicates that the population total of 51,230 should be 21,930 and the population delta should be 10,563 not 39,863. The commenter also indicates that the methodology for determining density increases for each City district is flawed.

The commenter is correct in asserting that the population delta between 2012 and 2040 for the project is incorrect. The revisions to Table 3.B, Project Buildout Summary, are illustrated in Section 3.0, Errata, of this Final EIR.

Correspondingly, the total population increase associated with the proposed project as described throughout Chapter 1.0, Executive Summary; Section 4.7, Public Services; Section 4.9, Utilities and Service Systems; and Chapter 5.0, Alternatives, of the Draft EIR has been revised from 51,320 persons to 18,320 persons. These corrections have been included in the Errata and do not change the conclusions or analysis in the Draft EIR as they represent analysis of a larger population change and overestimate of impacts. Therefore, the project-related increase in population would be consistent with Southern California Association of Governments (SCAG) population projections for the area.

The mechanism for establishing the intensity levels (LUE Table LU-3) and heights for each PlaceType involved reviewing the existing development pattern, reviewing the typical range of economically viable and productive development scenarios, balancing the goals of the LUE and accommodating sufficient density to comply with the SGAC population and employment projections. The LUE recognizes that many properties will not be redeveloped and that future development will occur over time. As such, the proposed density levels are appropriate for a

Table 3.B: Project Buildout Summary

PlaceTypes	Housing Units			Population			Employment		
	2012	2040	Δ	2012	2040	Δ	2012	2040	Δ
Open Space	0	0	0	0	0	0	11,993	14,454	2,461
Founding and Contemporary Neighborhood	104,019	110,834	6,815	302,902	313,465	39,863 10,563	39,075	47,460	8,385
Multi-Family – Low	7,326	7,818	492	17,734	18,487	753	288	433	145
Multi-Family – Moderate	12,124	13,305	1,181	32,132	33,966	4,924 1,834	0	0	0
Neighborhood Serving Centers and Corridors – Low	5,216	5,572	356	14,956	15,493	537	5,433	6,956	1,523
Neighborhood Serving Centers and Corridors – Moderate	9,538	10,251	713	25,711	26,832	1,121	6,149	7,297	1,148
Community Commercial	2,922	3,132	210	8,970	9,319	349	12,670	16,477	3,807
Transit-Oriented Development-Low	2,741	3,121	380	10,255	10,854	599	3,459	4,392	933
Transit-Oriented Development-Moderate	1,955	2,226	271	7,347	7,741	394	2,467	3,133	666
Neo-Industrial	1,384	1,460	76	5,060	5,198	138	2,580	2,848	268
Industrial	958	991	33	3,496	3,571	75	7,193	7,733	540
Downtown	11,768	12,585	817	27,112	28,363	1,334 1,251	16,660	19,971	3,311
Waterfront	2,843	3,133	290	4,821	5,288	467	8,390	9,109	719
Regional Serving Facility	1,000	1,110	110	5,759	5,908	699 149	36,797	41,402	4,605
TOTAL	163,794	175,538	11,744	466,255	484,485	18,230	153,154	181,665	28,511
SCAG Totals	163,800	175,500	11,700	466,300	484,500	18,200	153,200	181,700	28,500

Source: MIG (March 2016).

SCAG = Southern California Association of Governments

reasonable scenario of future development. Additionally, the level of housing production is reported annually to the public, the Planning Commission and the City Council. If at any future date the level of new housing production is insufficient or over-productive, the City Council may direct future adjustments to the General Plan or Zoning Ordinance, as necessary.

RESPONSE I-42-3

This comment suggests eliminating all of the 240 feet heights at the following Blue Line Stations: Willow Street, Pacific Coast Highway (PCH), and Anaheim. The comment also requests that the City maintain existing Midtown plan heights of ten stories/100-foot maximum, and reduce the heights from five to three stories in the areas outside of the quarter mile transit nodes.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that in a letter dated November 30, the City is adjusting the PlaceType table and height map to reflect a 10-story maximum height within the transit-oriented development (TOD) Moderate PlaceType, consistent with the Midtown Specific Plan. This change has been incorporated into the Errata and is reflected in the updated Land Use Element (LUE) included as Attachment B. This change does not change the analysis or conclusions contained in the Draft EIR. This comment will be forwarded to the City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-42-4

This comment asserts that Pacific Avenue is a minor avenue as classified in the Mobility Element, and as such, the City should eliminate the proposed four to five story height limitation and maintain the existing two-story/28 foot maximum.

The commenter is correct in stating the Pacific Avenue is classified as a Minor Avenue on Map 12, Context-Sensitive Street Classification System, in the City's General Plan Mobility Element; however, this comment states an opinion but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-42-5

This comment suggests the following revisions:

- Eliminate the proposed five-story height limitation and maintain the existing height limitation of two stories/28 feet on Pacific Avenue on the west side of the street from Willow to 28th.
- Eliminate the proposed five-story height limitation and maintain the two-story/25 feet height limitation on Pacific Avenue on the east side of the Street from 28th to Spring Street, as this area is currently zoned R-2-N.
- Eliminate the three-story limitation and maintain the two-story/28 feet limitation adjacent to single-family homes on Willow Street between the Blue Line and Long Beach Boulevard.

- Reduce the proposed five-story height limitation to 4 stories on Spring Street between the Blue Line and Long Beach Boulevard.
- Amend the proposed five-story limitation on East Wardlow Road between Long Beach Boulevard and Atlantic to three stories.
- Refrain from any height increases on West Wardlow Road at the Wardlow transit station and consider including the Bixby Knolls area in the 0.25-mile transit radius.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that in a letter dated November 30, 2016, the City indicated that the project would change the east side of the street on Pacific Avenue between 28th and Spring from Transit-Oriented Development-Low to Multi-Family Residential-Low with a three-story height limitation. The City also indicated that existing single-family residential neighborhoods near the Wardlow Station that are currently designated as Transit-Oriented Development would be redesignated Founding and Contemporary Neighborhood. These changes have been incorporated into the Errata and are reflected in the updated Land Use Element (LUE) included as Attachment B. These changes do not change the analysis or conclusions contained in the Draft EIR. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-42-6

This comment indicates that the proposed LUE calls for growth along the Interstate 405 (I-405), Downtown, north of the Long Beach Airport, around medical and secondary education campuses, and transit stops; however, the LUE concentrates most of the growth along the Metro Blue Line. The commenter asserts that there is little opportunity for increased growth near California State University Long Beach (CSULB) or the Veterans Affairs Hospital and as such, suggests a one-story height increase on PCH, near City College, and on major streets would be more appropriate because these areas can accommodate more growth and additional mixed-use development.

This comment makes suggestions but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-42-7

This comment agrees with the City's intent to reduce greenhouse gas (GHG) emissions by placing more housing near the Metro Blue Line, but opines that no consideration was given to placing additional density and ridership on bus routes in other areas of the City. The commenters indicate that community members have been negatively impacted by past planning practices that allowed for crackerbox apartments to be developed within existing single-family neighborhoods, which the commenter believes will happen again under the proposed project if new development fails to provide buffering between existing and proposed developments. Examples of such negative impacts include increased crime and overcrowding, increased traffic congestion, less privacy, more noise, loss of natural light, a lack of parking, and a lack of green open space and recreational areas.

This comment makes suggestions but does not contain any substantive comments or questions about the Draft EIR or analysis therein. However, please refer to Response I-34-1 for further discussion related to project impacts with respect to crime; Response L-2-7 for further discussion related to project-related impacts related to traffic, shade/shadow, and noise; Response I-18-4 for further discussion related to privacy impacts; and Response L-6-1 for further discussion related to parking impacts. Additionally, as described throughout the LUE, the proposed project aims to promote and encourage additional open space and recreational opportunities throughout the City through the establishment of the Open Space PlaceType and by permitting recreational opportunities within the proposed PlaceTypes. The City has also added an implementation strategy to the LUE (LU-M-51), which encourages the use of Joint Use Committees between the City and the Long Beach Unified School District to identify opportunities for joint use agreements to provide additional recreational spaces in the City. This change has been incorporated into the Errata and is reflected in the updated LUE included as Attachment B. This change does not change the analysis or conclusions contained in the Draft EIR.

RESPONSE I-42-8

This comment indicates that the community wants more green space and suggests that there are opportunities to implement green space at the proposed Willow Springs Park, the Oil Operators property on Wardlow, and along the Los Angeles River. The commenters also suggest that millions of dollars will be required before these areas can be converted to public open space and asks if the funds to remediate these areas would come from new development. The commenter asserts that if the Wrigley area is forced to take on new height increases, then this area should get the majority of the new development tax funds for parks in this area.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the City has added LU Policies 17-6 through 17-11 that aim to increase green space in the City and improve access to existing and proposed green space areas. This change has been incorporated into the Errata and is reflected in the updated LUE included as Attachment B. This change does not change the analysis or conclusions contained in the Draft EIR.

RESPONSE I-42-9

This comment opines that not all areas of the City should be exposed to more density because large-scale, new mixed-use developments drive out local businesses. The commenters suggest that growth should occur organically with consideration of responsible ownership to improve properties, outreach to help local businesses improve business corridors, and encouraging home ownership. The commenters indicate that new heights and densities proposed under the project are unacceptable and conclude by encouraging the City to reject the project and make necessary changes for growth to be more equitable in all areas of the City.

This comment expresses an opinion but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Wednesday, November 30, 2016 9:11 AM
To: Alyssa Helper
Subject: FW: Land Use Element/ Urban Design Element

From: louie baur [<mailto:louiebaur@gmail.com>]
Sent: Wednesday, November 16, 2016 9:26 AM
To: Craig Chalfant
Subject: Land Use Element/ Urban Design Element

Hi Craig,

I was not able to attend the meeting at Veterans park on Monday but my neighbor did update me. I was told that if I wanted to oppose this plan I would have to do it in writing to you. This will be a topic of discussion at our Community Watch Group meeting tomorrow night and I wanted to make sure I give out the correct info. Do I just give them your email or mailing address and tell them to write a note that approves or opposes the plan?

I-43-1

Also for me personally I would like to oppose this plan.

Thanks
Louie Baur
3350 Pine Ave LB, Ca 90807

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LOUIE BAUR

LETTER CODE: I-43

DATE: November 17, 2016

RESPONSE I-43-1

This comment expresses opposition to the proposed project.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Thursday, November 17, 2016 1:31 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: DEIR Comments re Land Use--LBC 2040 General Plan; submission of ...
Attachments: DEIR Comments LBC 2040 GP.PDF; WALKING BIKING COMMENTS.PDF

From: David W. Betterton [<mailto:dwwb@yahoo.com>]
Sent: Thursday, November 17, 2016 1:27 PM
To: Craig Chalfant
Cc: Robert Garcia; Mayor; Council District 6; Council District 7; Isabel Arvea; Celina Luna; Christine Ladewig
Subject: DEIR Comments re Land Use--LBC 2040 General Plan; submission of ...

Mr. Chalfant:

Attached are our comments re your
 Land Use 2040 General Plan project.
 Also attached is a form from your
 office asking about walking and
 biking habits in our neighborhood.

I-44-1

Thank you and all the best . . .

David W. Betterton
 Christine R. Ladewig
 213.399.0488

David W. Betterton
Christine R. Ladewig
2768 Cedar Avenue
Long Beach, CA 90806

November 16, 2016

Craig Chalfant, Senior Planner
LONG BEACH DEVELOPMENT SERVICES
333 W. Ocean Blvd., 5th Flr.
Long Beach, CA 90802

Re: DEIR—2040 General Plan; planned rezoning and increase of building heights in the 2600 and 2700 blocks of Pacific Avenue; concerns with

Dear Mr. Chalfant:

My wife and I have long histories with Long Beach. Her family settled in the area in the early 1960s and I came out here in the Navy in 1965. We have watched the LBC grow and go through many changes: most good; some not so—particularly the 1980s thoughtless cracker box phase and the destruction of some of the most enduringly beautiful architecture on the planet along downtown Ocean Avenue and the Bluff. Shortsighted development plans that painfully linger on. We are not anti-growth, but we support conscientious ecology and healthy urban living.

When we purchased our home back in 2009, we were looking for a place to retire. A place to stay. The home we bought is directly behind a two-story medical building at 2777 Pacific. We seriously considered the pros and cons before we made the commitment. The pros can be encompassed in two words: the Wrigley. A historic, peaceful, uncongested, ethnically diverse neighborhood with wide streets, plenty of trees, and plenty of parking. The con (singular) was that we would be behind a two-story medical building. But we considered the zoning and decided that at least we knew what we would be living with and wouldn't have to worry about a monster building being erected in the future. And now we find out that the City has plans to do just that. Actually, we found out a week ago from a concerned neighbor and we went to a meeting just this past Monday, the 14th, where we found out from Christopher Koontz and Carrie Tai that we have to have all comments in by the 18th. Not much time for understanding or research or organization or planning on our part. That said, I'll cut to the chase:

I-44-2

Not to mention the mess and disturbance of destruction and construction, but if the City allows for five-story (or higher) mixed-use buildings to be placed on Pacific north of Willow, it will destroy the character of our neighborhood. The nursing homes on Pacific are very compatible with our community and we have excellent relations with their many residents and their families who stroll our streets taking their wheelchair bound loved ones out for fresh air and sun. So much so that we even have a wheelchair rest stop bench in front of our home that gets used with high frequency. The Wrigley is a low-key, quiet, uncongested, peaceful neighborhood.

I-44-3

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 Betterton/Ladewig-2040 General Plan
 November 16, 2016

While it is manageable because we are pleasantly NOT congested, we are already impacted by Pacific Avenue employees and customers seeking overflow parking. The mushrooming of multi-story multi-use “low-rise” buildings would exacerbate the parking situation significantly. Right now, we and our neighbors can go in our backyards and see sky and the trees on Pacific and beyond. Not only will our privacy be completely infringed upon by people looking down into our yards and windows, but the higher buildings, in addition to obstructing our view, will put our homes and gardens in the shade for an extended portion of the morning and we’ll be subjected to noise pollution from general conversation on balconies and open windows, as well as the inevitable loud music wafting over our homes. Oh, and did I mention the devaluation of property values?

I-44-4

I-44-5

I-44-6

Except for one apartment building and a few medical facilities on the west side of Pacific north of Willow, this is a homey, quiet, peaceful, single-family neighborhood. South of Willow begins the business district. All the way to downtown it is business after business. And as the economy has improved, we have been seeing more and more businesses set up shop along this corridor. And it is on that side of Willow where all the apartment complexes are. Instead of changing the zoning north of Willow and destroying one of Long Beach’s last neighborhood neighborhoods that is not a business neighborhood, it would be wise to focus on the existing business district.

I-44-7

Again, we understand that some growth needs to take place. But the plan as we understand it is a plan not to accommodate natural growth, but a plan to fast track the development of unnecessary rental units that will cause more people to move here and the destruction of much needed single-family units. And when the new tenants get here, once again, there will still be a shortage. All one hears these days is that there is “no inventory.” Instead of planning for affordable single-family homes and a low impact human footprint, the City is eyeing the never-ending process of vertical sprawl, joining the ranks of Los Angeles and Glendale in the race for who can build the most. And the rent is not cheap by any means. So the argument that more units will mean lower rent doesn’t wash.

I-44-8

We understand. This is a tax hungry plan to warehouse as many people as possible. Long Beach talks a good talk about being green, but our air is already among the most polluted. More people and more cars and more trucks to service more businesses will mean more pollution. Police and fire services are already stretched. Where are the parks and green spaces all these people will need to keep from going bonkers? Long Beach talks about bikes but where are the “safe” bike routes? A couple dedicated ones downtown but that’s it. Why up? Why not try incentivizing the existing business properties. Things seem to be doing fine on 4th Street and Broadway and Bixby Knolls. And there are other cities that have opted not to go *up*. Sure, the city will reap larger revenues from fewer developers, but what about many smaller revenues spread out over

I-44-9

I-44-10

I-44-11



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many small businesses? Why not give that a try? Wouldn't it be nice to have a vision for our city of what it *won't be* right along with what we would like it to be?

↑ I-44-11

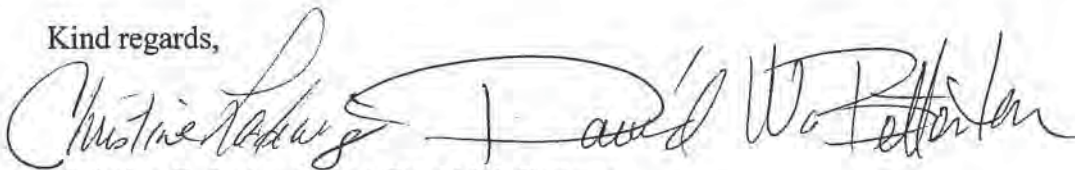
Mr. Chalfant, Jane Jacob, who I think knew a thing or two about urban planning, said, "Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody." We went to the meeting at Veterans Park Community Center thinking that we were going to be heard but were told time after time to write it down, send it in. To the folks we have talked with since, the "meeting" came off as a thinly veiled weak attempt to make this top-down development plan seem democratic. It appears to be a fait accompli. Of course there was opposition, but Mr. Koontz's snooty and at times condescending demeanor did not help. Whatever you folks did since 2006 to promote this plan, the information certainly didn't filter down to the people who need to know. Most of us were complaining that (A) we found out too late; (B) that there seemed to be very little utility to the meeting except to tell us what will be done; and, (C) I personally found it interesting that while there was an audio-visual tech person on site, the meeting was not recorded.

I-44-12

So, to sum it up, fait accompli or not, we hope you will consider:

1. Not ruining the character of the Wrigley (preserving it seems more in line).
2. Developing with a minimum of a hundred years in mind. Just look at the few remaining structures for a clue in taste and style, the classics along Ocean. No more cracker boxes, please.
3. Collaborate with LBC and LAC Departments of Public Health to make sure we have ample green space, proper crosswalks, reflective rooftops; walkable schools; walkable shopping, etc. Please do not trust developers to know what makes a healthy community.
4. And most important, moving the proposed new height boundary away from the north side of Pacific all the way up to Wardlow.

Kind regards,



Christine R. Ladewig and David W. Betterton

cc: Mayor Robert García
 Councilmember Dee Andrews, 6th District
 Councilmember Roberto Uranga, 7th District
 Et al.

DAVID W. BETTERTON & CHRISTINE LADEWIG

LETTER CODE: I-44

DATE: November 17, 2016

RESPONSE I-44-1

This comment is introductory in nature and indicates that the commenter has attached comments on the proposed project.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-44-2

This comment provides background information on the commenter's history related to living in the City of Long Beach (City). The comment also indicates that the proposed project would change the character of the existing City and opines that there has not been enough time to review the project.

Refer to Response S-3-3 for further discussion related to project impacts on the existing community's character.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the City extended the comment period from the required 45 days to 78 days in an effort for the public to have sufficient time to review the project and the associated Draft EIR. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-44-3

This comment indicates that if the City allows for five-story or greater mixed-use buildings on Pacific north of Willow, the character of the Wrigley neighborhood will be destroyed.

Refer to Response S-3-3 for further discussion related to project impacts on the existing community's character.

RESPONSE I-44-4

This comment asserts that the current Wrigley neighborhood is not congested, but is impacted by an overflow of parking. As such, the commenter suggests that increased development under the project would exacerbate the parking demand in this area.

Refer to Response L-6-1 for further discussion related to project impacts with respect to parking.

RESPONSE I-44-5

This comment opines that the proposed project will impact privacy and will result in increased shade/shadow impacts.

Refer to Response I-18-4 for further discussion related to project impacts with respect to privacy and Response L-2-12 for further discussion related to shade/shadow impacts.

RESPONSE I-44-6

This comment indicates that the proposed project would result in increased noise pollution and a devaluation of property values.

Refer to Response L-2-7 for further discussion related to project impacts with respect to noise.

RESPONSE I-44-7

This comment requests that the City focus on land use improvements in the existing business district south of Willow in the Wrigley area rather than focusing on land use changes and improvements north of Willow in an area currently developed with residential uses.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-44-8

This comment acknowledges that growth needs to occur, but at a natural pace. The commenter's asserting that the proposed project would not accommodate natural growth, but would fast-track development, causing the destruction of single-family units and a reduction in housing supply. The commenter also indicates that the proposed project does not include affordable housing and will result in development that will cause increased rents in the area.

The proposed project does not include any proposed construction or development at this time but is a long-range planning document. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-44-9

This comment asserts that the project is a tax-hungry plan to warehouse as many people as possible and that the proposed project would result in increased air pollution.

Refer to Response L-2-7 for further discussion related to project impacts with respect to air pollution.

RESPONSE I-44-10

This comment asserts that police and fire services are already stretched and inquires as to where parks and green spaces will go under the project.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that project-related impacts with respect to police and fire facilities are addressed in Section 4.7, Public Services, of the Draft EIR. As concluded in this section, project impacts with respect to police and fire facilities would be less than significant because future development would be required to pay applicable development impact fees in place at the time future projects are proposed. Payment of these fees would be used towards increased staffing, expanding and improving existing facilities, the development of additional facilities, and purchasing of new equipment. Therefore, payment of these fees would reduce impacts to a less than significant level with no mitigation required.

Parks proposed as part of the project are encouraged within the majority of the PlaceTypes and are illustrated on Map LU-9, Open Space PlaceTypes, of the proposed Land Use Element (LUE). The proposed project also aims to encourage green space through the establishment of the Open Space PlaceType and would encourage the creation of green spaces in areas along the coast, as well as in established urban areas (Strategy No. 17). It is also a primary goal of the project to increase access to, the amount of, and distribution to green and open space in the City (Goal No. 8). The City has also added LU Policies 17-6 through 17-11 that aim to increase green space in the City and improve access to existing and proposed green space areas. These changes have been incorporated into the Errata and are reflected in the updated LUE included as Attachment B. These changes do not change the analysis or conclusions contained in the Draft EIR.

RESPONSE I-44-11

The comment also indicates that the City should incentivize business properties to create dedicated bike lanes. The comment also asserts that the City should encourage new development, but not prioritize high-density development.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-44-12

The comment expresses frustration regarding the project, specifically noting that the community was not informed of the project with sufficient time to comment on the project, that there was little purpose for the community meetings other than to explain to the community what will be implemented under the project, and that the meetings were not recorded. The commenter also asks the City to consider the fact that (1) the proposed project would ruin the character of the Wrigley neighborhood, (2) the proposed project should be designed with a minimum of 100-years in mind, (3) the Long Beach and Los Angeles Departments of Public Health should be collaborated with to ensure the project provides ample green space, and (4) consider moving the proposed new height boundary away from the north side of Pacific up to Wardlow.

Refer to Response S-3-3 for further discussion related to project impacts on the existing community's character.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Thursday, November 17, 2016 4:22 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Land Use Element for 11/18/16 deadline

-----Original Message-----

From: Karen C [<mailto:twixem@gmail.com>]
Sent: Thursday, November 17, 2016 2:37 PM
To: Craig Chalfant
Cc: Council District 7
Subject: Land Use Element for 11/18/16 deadline

Hi my name is Karen Choi. I live in the Wrigley Heights area. I sent an email last month opposing the proposed zoning to increase the housing density per acre. I am voicing my opinion again...I OPPOSE this zoning proposal. Our neighborhoods are too populated as it is and the traffic seems to get worse every single day. Especially with the new traffic light on Pacific Avenue and Wardlow Road. The Wrigley Area and its surrounding neighborhoods are homes to many long time residents that enjoy the serene environment. Please do not change the zoning to increase more homes to be built and ruin our community.

I-45-1

Thank you,

Karen Choi
3095 Maine Avenue

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KAREN CHOI (2 OF 2)

LETTER CODE: I-45

DATE: November 17, 2016

RESPONSE I-45-1

This comment indicates the commenter lives in the Wrigley neighborhood and is against the proposed project because of the zoning increases proposed under the project. The commenter also expresses opposition to the project because existing neighborhoods are too crowded in their current condition traffic congestion continues to worsen every day.

Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the project's impacts with respect to zoning. This comment expresses opposition but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Thursday, November 17, 2016 4:24 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Land use/Urban element

-----Original Message-----

From: Albert [<mailto:albertjmz@yahoo.com>]
Sent: Thursday, November 17, 2016 2:19 PM
To: Craig Chalfant
Cc: louie baur
Subject: Land use/Urban element

Craig

I do not support the land use/Element urban design plan that is proposed for my neighborhood

I-46-1

Thank you
Albert Jimenez
3291 Pine Avenue
LB 90807

Sent from my iPhone

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ALBERT JIMENEZ

LETTER CODE: I-46

DATE: November 17, 2016

RESPONSE I-46-1

This comment expresses opposition to the proposed project.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Thursday, November 17, 2016 4:37 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Land Use Element

From: Glennis Dolce [<mailto:glennisd@me.com>]
Sent: Thursday, November 17, 2016 3:00 PM
To: Craig Chalfant
Subject: Land Use Element

Dear Council Members and Mayor,

I have grave concerns regarding the changes in the LUE regarding “place types”.

I do not want to see this used in favor of developers who want to add 5 story buildings in residential areas. Residents oppose this. I lived here in the late 70’s and early 80’s as neighborhoods were virtually wiped out and replaced with developers money dreams. Now, these neighborhoods suffer greatly- from lack of parking, disrepair, density, poverty and more.

I-47-1

I also think that some of environmental impacts are not worth making these changes. Air quality and water issues continue to be of great concern in this area and creating more density is not the answer. You cannot mitigate your way out of these problems as proposed.

I-47-2

Please listen to your constituents instead of developers.

I-47-3

Thank you.

Sincerely,

Glennis Dolce
 7th District Resident

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GLENNIS DOLCE

LETTER CODE: I-47

DATE: November 17, 2016

RESPONSE I-47-1

This comment expresses concern related to the proposed PlaceTypes and indicates that increased density as allowed under the PlaceTypes would result in a lack of parking, disrepair of neighborhoods, poverty, and other negative impacts.

Refer to Response L-6-1 for further discussion related to project impacts with respect to parking.

This comment expresses opposition but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary

RESPONSE I-47-2

This comment expresses concern related to air quality and water supply and indicates that the City cannot mitigate these problems, as proposed.

Refer to Response L-6-1 for further discussion related to project impacts with respect to air pollution, and Response I-26-1 for further discussion related to project impacts with respect to water supply.

RESPONSE I-47-3

This comment requests that the City listen to the community rather than developers.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Thursday, November 17, 2016 4:54 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: "ditto"

From: Diane Paull [<mailto:dianepaull@gmail.com>]
Sent: Thursday, November 17, 2016 4:51 PM
To: Craig Chalfant
Subject: "ditto"

Dear Craig,

I have just read the suggestions from the board of BHCA concerning the Land Use Element and Urban Design.

I am so proud of BHCA addressing the various concerns in an amazing professional way. It is specific, well thought through and is cognizant of the various needs of our city.

While we all are aware of change and growth BHCA has respectfully noted with amazing detail the neighborhood fact that honor growth and respect for the jewels of our city.

"ditto" vote here-

Thanks,
Diane Paull
dianepaull@gmail.com

I-48-1

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DIANE PAULL

LETTER CODE: I-48

DATE: November 17, 2016

RESPONSE I-48-1

This comment expresses praise for how the Belmont Heights Community Association (BHCA) expressed concern related to the proposed project. The comment echoes these concerns and notes that the proposed project should honor growth and respect the Belmont area as a jewel of the City of Long Beach (City).

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 8:37 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: A resident's response to the Draft EIR on Land Use and Urban Design Elements of the General Plan

From: WILLIAM TEAL [<mailto:BILLTEAL8@msn.com>]
Sent: Thursday, November 17, 2016 11:10 PM
To: Craig Chalfant
Cc: Isabel Arvea; Celina Luna; Council District 7
Subject: A resident's response to the Draft EIR on Land Use and Urban Design Elements of the General Plan

Craig Chalfant, Senior Planner
 Long Beach Development Services

Mr. Chalfant,

This is in regards to the Draft EIR on Land Use and Urban Design Elements of the General Plan and the serious impacts such a plan would have on the people in the Wrigley, Central and Willmore Districts.

There are problems with the proposed plan on many fronts that we have yet to hear the City address to my satisfaction. To identify only a few of the negative consequences: congestion, poor air quality, lack of parking, strain on resources and services, loss of neighborhood charm, lack of green space, and potential increase in crime being among them.

I-49-1

First, this is a suburban environment that people who live here chose to live in, just as people who chose to live in an urban, high-rise environment enjoy theirs. For Wrigley to remain the suburban neighborhood it was meant to be, the plan must be amended to eliminate the increased height of proposed four and five story buildings from Willow to PCH, and allow the existing height of two story maximum to be maintained.

I-49-2

Also, the west side of Pacific Avenue from Willow to 28th street should be free of proposed five story height and should maintain existing height of two stories adjacent to single family dwellings. The same is true of the east side of Pacific Avenue from 28th to Spring Street.

There is an area on Wardlow Road west of the Wardlow transit station that encroaches on single-family residences and should not be increased to four stories high as recommended in your plan.

Increased population density in Wrigley would bring traffic growth along Pacific Ave that would be greater than residents should have to endure, particularly if shopping venues are to be included on the lower floors. Spring Street between Pacific and Long Beach Blvd. is already clogged with cars, and at certain peak hours it slows to a crawl. This condition is further exacerbated by the Blue Line crossing just east of Veteran's Park. Increased congestion at this intersection is not a reasonable imposition on the residents by the City of Long Beach.

I-49-3

Parking is already a problem here, and most of us know that most households no longer have only one car; everyone of driving age has a car. Any apartment complex would have to provide parking for each car in a residence, and this is unlikely.

I-49-4

Finally, our homes are our investments. We are encouraged to hold that belief by the City, and we felt secure with it. Until now. A high-rise apartment building across the alley from established single-family residences would lower property values that people here have spent hundreds of thousands of dollars and years of their lives to develop. Even if a wall of windows in the eastern sky looking down on a family's privacy and blocking the light does not exist now, passage of this plan would require sellers to notify buyers of such a future possibly befalling the home they are thinking of buying, and nobody wants to buy into that specter.

I-49-5

If the intent is to provide multiple housing units within a quarter mile of the Metro stations, Long Beach Blvd near the Wrigley Station is a more appropriate area, or on land near the Wardlow Station where new neighborhoods can grow organically. There are other locations on the east side identified on maps that I will not copy here, but that have been presented to your office by other residents.

I-49-6

This current plan should be more equitable to all of Long Beach without dumping the burden for growth on the residents of Wrigley, Central and Willmore Districts.

I-49-7

WILLIAM TEAL

LETTER CODE: I-49

DATE: November 17, 2016

RESPONSE I-49-1

This comment expresses concern related to the proposed project and its respective impacts on the Wrigley, Central, and Willmore Districts. The comment also indicates that the proposed project would result in negative impacts related to air quality, a lack of parking, a strain on resources, a loss of neighborhood charm, a loss of green space, and a potential increase in crime.

The proposed project would aim to encourage green space through the establishment of the Open Space PlaceType and would encourage the creation of green spaces in areas along the coast, as well as in established urban areas (Strategy No. 17). It is also a primary goal of the project to increase access to, the amount of, and distribution to green and open space in the City of Long Beach (City) (Goal No. 8). The City has also added LU Policies 17-6 through 17-11 that aim to increase green space in the City and improve access to existing and proposed green space areas. These changes have been incorporated into the Errata and are reflected in the updated LUE included as Attachment B. These changes do not change the analysis or conclusions contained in the Draft EIR.

Refer to Response S-3-3 for further discussion related to project impacts with respect to community character (i.e., neighborhood charm), Response L-2-7 for further discussion related to project impacts with respect to air pollution, Response L-6-1 for further discussion related to parking impacts, and Response I-34-1 for further discussion related to project impacts on crime.

RESPONSE I-49-2

This comment expresses opposition to the proposed project because new development under the project would result in a change to the suburban environment of the Wrigley area, and opines that the project should maintain the existing two-story height limitation on the west side of Pacific Avenue from Willow Street to 28th Street. The comment concludes by suggesting that there is an area on Wardlow west of the Wardlow station that should not be increased to four stories, as recommended by the project.

This comment expresses opposition but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-49-3

This comment opines that the proposed project would result in increased population and traffic congestion in the Wrigley area along Pacific Avenue, which would negatively impact existing residents. The comment goes on to state that Spring Street between Pacific and Long Beach Boulevard is already congested at peak hours, which is further exacerbated by the Blue Line

crossing just east of Veteran's Park. The comment concludes by indicating that increased congestion at this intersection is not a reasonable imposition on residents by the proposed project.

The commenter is correct in asserting that the proposed project would result in additional traffic trips that would increase congestion within the Wrigley area. However, this project-related increase in trips would not result in dissatisfactory levels of service at study areas intersections within the Wrigley area. Furthermore, the project would be consistent with the City's Mobility Element and would implement policies contained therein aimed at reducing congestion and improving mobility, which would further serve to reduce project-related traffic impacts. Refer to Response L-2-7 for further discussion related to project impacts with respect to traffic congestion.

RESPONSE I-49-4

This comment indicates that parking is a problem in the Wrigley area and that any new development proposed as part of the project would be required to provide parking.

Refer to Response L-6-1 for further discussion related to project impacts with respect to parking.

RESPONSE I-49-5

This comment begins by asserting that homes are a resident's investment and that the increased density allowed under the project would lower property values.

This comment expresses concern over property values but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-49-6

This comment indicates that if it is the intent of the project to provide multi-family housing units within a quarter of a mile of Metro stations, then the areas near Long Beach Boulevard and the Wrigley Station and the Wardlow station would be more appropriate. The comment also indicates that there are several other areas on the east side of the City that would be more appropriate for increased density.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-49-7

This comment opines that the proposed project should be more equitable to the entire City without dumping the burden of growth on the residents of Wrigley, Central, and Willmore Districts.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 9:06 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: 6 Story Multi-Resident Buildings

From: Kara [<mailto:kara@3ob.com>]
Sent: Thursday, November 17, 2016 6:14 PM
To: Craig Chalfant
Subject: 6 Story Multi-Resident Buildings

Hello Craig,

I received a letter on my door regarding the recommendation to change the zoning on the block of Newport (between Broadway and 2nd street) to allow for 6 story multi-resident buildings. Living here for the past 8 years, I have come to know many of the residents who have also lived here for 10 years and longer.

If this block was rezoned, I'm worried that my home (and many of the homes on this block) will be sold and I will be forced to move from the neighborhood I love. In addition, Belmont Shore is already dealing with the growing problem of homelessness and crime. I believe adding more apartment buildings with high turnover residents will make that situation worse, not better.

In closing, I would ask that you please turn down the recommendation for the re-zoning of this area so that the families who live here and love it here can stay.

Thank you,
Kara Lacey

I-50-1

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KARA LACEY

LETTER CODE: I-50

DATE: November 17, 2016

RESPONSE I-50-1

This comment expresses concern that the block of Newport Avenue between Broadway and 2nd Street would be allowed to increase heights up to six stories under the proposed project. The commenter indicates that if this block was to be rezoned, they would be forced to move from this neighborhood. As such, the commenter asks that the City of Long Beach (City) deny the proposed rezone.

See Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to the project's impacts with respect to zoning. This comment expresses opposition but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 10:10 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: EIR

From: Marcos Chavira [<mailto:marcos@taxdude.net>]
Sent: Friday, November 18, 2016 10:06 AM
To: Craig Chalfant
Subject: EIR

Hello Mr Chalfant,

I am writing you to oppose the proposed the new regulations being put forth regarding the EIR and the land use element in District 7. Please consider my wishes and oppose this regulation.

Marcos Chavira

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Marcos Chavira

Financial Advisor

Securities offered through H.D. Vest Investment Services SM, Member SIPC, Advisory services offered through H.D. Vest Advisory Services SM, 6333 N. State Highway 161, Fourth Floor, Irving, TX 75038, [972-870-6000](tel:972-870-6000).

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MARCOS CHAVIRA

LETTER CODE: I-51

DATE: November 18, 2016

RESPONSE I-51-1

This comment expresses opposition to the proposed project.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 10:17 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: DEIR Land Use Element and Urban Design Element -- Comments

From: Regina Taylor [<mailto:regina17@verizon.net>]
Sent: Friday, November 18, 2016 9:47 AM
To: Craig Chalfant
Subject: DEIR Land Use Element and Urban Design Element -- Comments

Following are my objections and comments re the current DEIR:

After reviewing the use of Place Types as applied, specifically to the "West" side (east border Long Beach Blvd), I am strongly opposed to the use of these designations. Place types can be helpful in formulating possibilities for growth absorpton but should not be used when they are to the detriment of the residents and neighborhoods. The following (partial) quote by Edward To McMahon, The Conservation Fund, appears in the LUE, "**Growth is inevitable** & desirable, but **destruction of community character is not**"

The Place Type of Transit Oriented development (designated for the Blue Line) allows for low density (5 stories 65 feet structures) to moderate density (NO HEIGHT LIMIT). This corridor overlaps many existing single family residences which would all be open to at least 5 story building development (i.e. right next to an existing single family residence) **and immediate to the Hubs around at Wardlow and Willow, no height limit would apply.** The replacement of single family residences with NO HEIGHT LIMIT (or 5 story buildings)would extend to 33rd & Magnolia off the Wardlow hub. This puts these buildings practically in my backyard at 32nd & Oregon. Talk about **destruction of community character! AND destruction of home values** (i.e. reduced property taxes).

I-52-1

The additional congestion resulting from increased density will further impact my ability to navigate out of my home to Atlantic or Long Beach Blvd (even now quite frequently I'm blocked at Maine and/or Magnolia and Wardlow due to cross town traffic and the trains). How will police and fire be able to respond? I also understand there are 44 intersections that have **permanent unavoidable negative impacts** (I read "can't be corrected") I can only assume that one of these will be at the **Wardlow/Pacific station!**

I-52-2

In various presentations of the plan we were assured that the load (distribution) of increased density (increased growth) which must be absorbed by the City (per SCAG projections) was being shared with the East side. Unfortunately, based on a review of the maps in the DEIR, the growth/development is **not equitably shared..** In my opinion the LUE as designed, hard wiring growth/development to Place Types with their defined density allowances, appears to be obvious discrimination against the West side.

I-52-3

Regina Taylor
 3206 Oregon Ave
 Long Beach, CA 90806

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REGINA TAYLOR

LETTER CODE: I-52

DATE: November 18, 2016

RESPONSE I-52-1

This comment expresses opposition to the proposed project, specifically related to the height limitations (or lack thereof) for new development along the Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line. The commenter opines that increased height, intensity, and density proposed as part of the project would result in the destruction of community character and home values.

While this comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein, it should be noted that in a letter from the City of Long Beach (City) dated November 30, the City indicated that the height limitation within the Transit-Oriented Development PlaceType, which is situated along the Blue Line, will be 10 stories to ensure consistency with the Midtown Specific Plan. This change has been incorporated into the Errata and is reflected in the updated Land Use Element (LUE) included as Attachment B. This change does not change the analysis or conclusions contained in the Draft EIR. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-52-2

This comment opines that additional congestion resulting from increased density under the proposed project would reduce navigability in the City and would result in impacts related to police and fire response times. The commenter also indicates that 44 intersections will have permanent negative impacts, including one at the Wardlow/Pacific stations.

The proposed project's impacts on response times for emergency vehicles are addressed in Section 4.7, Public Services, of the Draft EIR. As described in this section, future projects would be reviewed by the City on a project-by-project basis and would comply with requirements in effect when the review is conducted. As part of this review process, the Long Beach Fire Department and the Long Beach Police Department would determine whether or not additional resources would be necessary to ensure compliance with adopted standards for response times and coverage.

The commenter is correct in asserting that the proposed project would result in significant adverse impacts to 44 intersections in the City; however, no such impact would occur near the Wardlow Station or the Pacific Stations. Please also refer to Response L-2-7 for further discussion related to project impacts with respect to traffic congestion. Therefore, no further response is necessary.

RESPONSE I-52-3

This comment opines that the increased density and intensity envisioned under the proposed project would be inequitably distributed, with the majority of growth envisioned on the west side.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Thursday, November 17, 2016 1:10 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Comments SCH#2015051054 - General Plan Land Use & Urban Design Elements Update
Attachments: Ltr LB Gen Plan Comments (Wrigley) 16Nov16 CP.pdf

From: oposner@netzero.net [<mailto:oposner@netzero.net>]
Sent: Thursday, November 17, 2016 12:38 PM
To: Craig Chalfant
Cc: oposner@netzero.net
Subject: Comments SCH#2015051054 - General Plan Land Use & Urban Design Element s Update

Hi Craig - Please see the attached letter commenting of the LB General Plan Update. Please see what can be done to lessen the adverse impacts to the Wrigley area that would result from more intense commercial development along Willow Street (between Santa Fe Avenue and Pacific Avenue). The hardcopy in is the mail.

Regards,
Chuck Posner

I-53-1

November 16, 2016

City of Long Beach Department of Development Services
Attn: Craig Chalfant
333 W. Ocean Boulevard – 5th Floor
Long Beach, CA 90802

Comments SCH#2015051054 - General Plan Land Use & Urban Design Elements Update

Comments specific to the Wrigley Neighborhood on the north and south sides of Willow Street:

DO NOT increase intensity of Land Uses in Wrigley along Willow Street between Santa Fe Avenue and Pacific Boulevard. The proposed General Plan includes a direct threat to the historic character of the Wrigley neighborhood. The “place” that is Wrigley is now awesome. Policy 12 (below) is a recipe for destruction of a special and stable neighborhood. We vigorously object to the proposal to convert Willow Street into a high density commercial/mixed-use corridor. It provides no beneficial impact. The policy below should be modified as follows:

I-53-2

Corridors – Willow Street.

12. Willow Street – Seek opportunities to ~~create deeper commercial lots~~ for new or desired shopping opportunities between Santa Fe Avenue and Pacific Boulevard. Desirable uses include banks, libraries, grocery stores, post office and sit-down restaurants. Limit height to two ~~three~~ stories when adjacent to single-family homes.

RATIONALE: DO NOT Deepen Commercial lots along Willow Street, i.e., demolish single family residences and push commercial uses into the established stable historic residential neighborhood, the heart of Wrigley. The pedestrian-friendly street is currently lined with desirable uses including banks, libraries, grocery stores, and sit-down restaurants. Three-story buildings are too large for the Willow Street corridor between Santa Fe Avenue and Pacific Boulevard. All existing development along the Willow Street corridor in Wrigley is one- and two-story commercial buildings; not a single three-story building exists. The existing two-story limit allows for the appropriate scale of buildings adjacent to single-family homes. Three-story buildings provide no beneficial impact. No change to the plan is necessary, and the changes under consideration would jeopardize the historic character of this street and its existing neighborhood serving uses. The corridor currently has a pedestrian scale and already is part of the region’s established public transportation network.

I-53-3

Preservation of the special and stable Wrigley residential neighborhood (and others) is, and should continue to be, the highest priority for the City. DO NOT adopt any new General Plan policy that would allow any commercial intrusion into the residentially-zoned properties. Large scale, three-story buildings would adversely affect the character of the neighborhood and intrude into the abutting residential areas. Retain the current building scale and character – retain a two-story limit.

Sincerely,



Charles & Diane Posner

CHUCK POSNER

LETTER CODE: I-53

DATE: November 17, 2016

RESPONSE I-53-1

This comment asks the City of Long Beach (City) to reduce adverse impacts to the Wrigley area that would result from more intense commercial area along Willow Street (between Santa Fe Avenue and Pacific Avenue).

While this comment expresses an opinion and does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein, it should be noted that the Draft EIR analyzed project-related impacts with respect to new development envisioned under the proposed project, including new development proposed within the Wrigley Area. Where potentially significant impacts were identified and where mitigation was determined to be feasible, mitigation measures were prescribed to further reduce impacts. Furthermore, one of the primary objectives of the proposed Land Use Element (LUE) is to intensify land uses along transit corridors to reduce vehicle trips and promote alternative modes of transit in the City. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-53-2

This comment urges the City to not increase the intensity of land uses in the Wrigley area along Willow Street between Santa Fe Avenue and Pacific Boulevard. The commenter indicates that the proposed project is a direct threat to the historic character of the Wrigley neighborhood and suggests that Policy 12 included in the LUE, which aims to seek opportunities to create deeper commercial lots between Santa Fe Avenue and Pacific Boulevard, would destroy the neighborhood. As such, the commenter suggests revising Policy 12 as follows:

“Willow Street-Seek opportunities to create deeper commercial lots for new or desired shopping opportunities between Santa Fe Avenue and Pacific Boulevard. Desirable uses include banks, libraries, grocery stores, post office and sit-down restaurants. Limit height to two ~~three~~ stories when adjacent to single-family homes.”

The commenter indicates that the community strongly objects the proposal to convert Willow Street into a high-density commercial/mixed use corridor. As such, the commenter requests that building heights be reduced along Willow Street.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. The commenter is correct in asserting that the proposed project aims to increase the intensity of commercial uses between Santa Fe Avenue and Pacific Boulevard and along Willow Street; however, City does not consider the increase in buildings heights proposed along Willow Street as high-density. It should be noted that the City will retain a three-story height limitation along Willow Street, but has adjusted the exact boundaries of commercial areas along

this roadway to limit impacts to nearby single-family homes. This change is reflected in the updated PlaceType Map, which is included in the Errata and the updated LUE (Attachment C). The City aims to intensify uses along transit corridors (including Willow Street) to promote growth and mobility, build up local businesses, prioritize alternate modes of transportation, and address and adapt to climate change. Please refer to Response S-3-3 for further discussion related to impacts with respect to community character as a result of new development proposed under the project. Please also refer to Response L-4-4 for further discussion related to project impacts on existing historic homes. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-53-3

This comment urges the City to not deepen commercial lots along Willow Street because this would require the demolition of existing homes and would destroy the neighborhood's historic character. The commenter indicates that Willow Street is currently pedestrian-friendly and is lined with desirable uses and does not need the three-story buildings proposed under the project. The commenter suggests that three-story buildings would adversely impact the character of the neighborhood and would intrude into the abutting residential neighborhood.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, the commenter is correct in asserting that the proposed project would increase heights along Willow Street. As previously stated, the project aims to increase heights and intensify land uses along transit corridors in the City in an effort to promote growth and mobility, build up local businesses, prioritize alternate modes of transportation, and address and adapt to climate change. Please refer to Response S-3-3 for further discussion related to impacts with respect to community character as a result of new development proposed under the project. Please also refer to Response L-4-4 for further discussion related to project impacts on existing historic homes. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 2:26 PM
To: Ashley Rogers; Alyssa Helper
Subject: FW: EIR Comment Letter

This is the same text that was emailed yesterday.

From: Mike Laquatra [mailto:mjllmf@verizon.net]
Sent: Friday, November 18, 2016 2:20 PM
To: Craig Chalfant
Subject: EIR Comment Letter

November 17, 2016

Craig Chalfant

Comments on the EIR for the Land Use Element and Urban Design Plan Update

On Monday 11/14/16 I attended an informational meeting concerning the Land Use Element and Urban Design Plan update. The meeting left me with multiple concerns in regard to the proposed changes in and direction of development in the City of Long Beach. While I acknowledge the need for increased density of development in designated areas of the City, I do not feel that the proposed growth pattern is being distributed equitably throughout Long Beach. Page 16 of the Land Use Element of the General Plan states that growth will be targeted along the 405 corridor, downtown, north of the Long Beach airport, around medical and secondary education campuses, and near transit routes and stops. This would seem to indicate that development will be implemented in multiple regions of the City.

I-54-1

What seems at first reading to be a proposal to increase density in a logical and equitable manner does not hold up upon examination of the mapped proposals. The areas surrounding the VA Hospital, Long Beach City College, and CSULB would seem to be fertile ground for the construction of additional housing. Per the CSULB web site statistics from the fall of 2015 enrollment was 37,340 of which only 2,704 students lived on campus. Since this time CSULB has continued to attract more students from out of the area and out of state through aggressive marketing and an admirable increase in academic ratings. LBCC continues to maintain or increase enrollment, and demographics alone point to continued growth in demand for services through the VA Hospital. Not only are PCH, Bellflower and Lakewood Boulevards in close proximity to CSULB and the VA but these three major thoroughfares boast extensive transit services through City and regional bus lines. However, with the exception of a limited area surrounding the traffic circle, there does not seem to be much in the way of proposed increases in density and development in this area. There also do not seem to be many changes proposed north of the airport, as well as a paucity of potential changes in the Belmont Shore and Heights regions despite their transit services and already existing commercial infrastructure. When this issue was raised at Monday's meeting staff indicated that they had been instructed to "keep their hands off" the East side, leading to questions concerning the origins of this instruction. It seems that only the Blue Line is considered transit for the purposes of the General Plan. The United States White House website has a link to a Housing Development Toolkit of 9/16. Included in this information is the following bullet point: "When new housing development is limited region-wide, and PARTICULARLY PRECLUDED IN NEIGHBORHOODS WITH POLITICAL CAPITAL TO IMPLEMENT EVEN STRICTER LOCAL BARRIERS (emphasis is mine), the new housing that does get built tends to be disproportionately concentrated in low-income communities of color...." While Wrigley is diverse and income levels vary, we certainly do not have the political clout of the East side and seem to have more than our share of less than desirable development and uses. We also are burdened with some of the worst air quality in the nation due to our proximity to two major freeways, the largest container shipping ports in the Country, numerous petrochemical facilities, and the BNSF intermodal rail yard. An increase in density on the proposed scale can only serve to further degrade our already substandard air quality.

I-54-2

Finally, as currently proposed Pacific Ave (classified as a minor avenue) is in line for a more liberal height restriction than Atlantic (a major avenue), Long Beach Blvd (a boulevard), and Lakewood Boulevard (a regional corridor). This seems to be both counter intuitive and unfair. While I agree that Pacific Avenue is overdue for revitalization, and I understand that the permitting of third stories might be a prerequisite to render new development profitable, I see no legitimate rational for

I-54-3

a 4 or 5 story height limit. I also have an issue with the fact that since public comments are due by 11/18/16 it seems to me that the meeting of 11/14/16 should have been scheduled at an earlier date to allow for more community education and response. It sounds as if other areas of the City were afforded the courtesy of significantly more notice of these proposed changes and therefore had a more appropriate time period in which to ask questions, contact their council representatives, and respond with comments.

In summation, I am in accord with many members of my community who feel that once again, the Wrigley area is being asked to bear the brunt of less than desirable changes while the more influential areas to the East are to be minimally impacted. This raises serious issues of social and economic justice which cry out for redress.

Sincerely,
Mike Laquatra
2926 Eucalyptus Ave
Long Beach, Ca 90806

mjllmf@verizon.net

↑ I-54-3

I-54-4

I-54-5

MIKE LAQUATRA

LETTER CODE: I-54

DATE: November 18, 2016

RESPONSE I-54-1

This comment expresses concern related to the growth patterns under the proposed project and opines that growth is being distributed inequitably throughout the City of Long Beach (City). The commenter notes that the Land Use Element (LUE) states that growth will be targeted along the Interstate 405 (I-405) corridor, downtown, north of the airport, around medical and secondary education campuses, and near transit routes and stops. As such, the commenter suggests that growth patterns under the proposed project would be implemented in multiple regions of the City.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-54-2

This comment notes that the areas surrounding the Veterans Affairs Hospital, Long Beach City College, and California State University, Long Beach, should be targeted for growth due to increased student enrollments and surrounding major arterials and transit routes that could accommodate increased growth. The commenter also notes that there are not many changes targeted in the area surrounding the Traffic Circle, north of the airport, and in the Belmont Shore and Heights area despite their existing transit services and commercial infrastructure. The commenter calls into question the direction in drafting the proposed project, as there are no significant density/intensity increases proposed for the east side of the City and that only areas along the Blue Line are targeted for growth along transit stations. The commenter indicates that by targeting growth along the Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line, the City is disproportionately impacting the Wrigley area, which is ethnically and socioeconomically diverse and is already impacted from air quality due to proximity to two major freeways, the Port of Long Beach, numerous petrochemical facilities, and an intermodal rail yard.

This comment expresses concern with the plan but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-54-3

This comment notes Pacific Avenue is currently categorized as a minor avenue, and yet is targeted for more density and intensity than Atlantic (a major avenue), Long Beach Boulevard (a boulevard) and Lakewood Boulevard (a regional corridor). The commenter agrees that Pacific Avenue is in need of revitalization, but the height increase up to five stories would be too liberal.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that in a letter dated November 30, 2016, the City committed to reducing heights from four to two stories on Pacific Avenue between 25th and 20th and changing the PlaceType designation from Transit-Oriented Development-Moderate to Transit-Oriented Development-Low on Pacific Avenue from 28th to Spring. The City has incorporated these reduced height limitations within the Wrigley area in an effort to respond to community requests. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-54-4

This comment expresses concern that the public review period ended on November 18th when many community members learned about the project and its details at a community meeting on November 14th. The commenter suggests that other areas of the City were afforded more time to comment on the project, ask questions, and contact their council representatives.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the City has held numerous community meetings and a Planning Commission Study Session to apprise the community of the proposed changes and to solicit public input on the project. In addition, a Notice of Preparation and Notice of Availability for the Draft EIR were prepared and posted on the City's website as well as being published in the Long Beach Press Telegram newspaper pursuant to the requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-54-5

This comment opines that members of the Wrigley community are being asked to bear the brunt of the project's impacts than other more influential areas on the east side of the City. As such, the commenter indicates that the project raises serious issues of social and economic justice.

This comment expresses concern but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.



S2
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Date: November 17, 2016

To: Long Beach Development Services, Planning Bureau
333 West Ocean Blvd., 5th Floor
Long Beach, CA 90802

Attention: Fern Nueno, AICP
Linda Tatum, AICP, Planning Manager
Carrie Tai, AICP, Planner V

Project: 2035 Land Use Element

Re: 38' Height Limit: Suggested change to 45' at Parkview Village specifically and
Neighborhood Service Center-Corridors – Low in General

On February 17, 2016, our office submitted a formal request for zone change for the Parkview Village ("Village") area located in the East Side on the corner of Carson Street and Bellflower Boulevard on behalf of BEP-Parkview Village LLC, ("BEP-PV"). BEP-PV is unique in that owns a majority of the property in the Village. To revitalize the Village, BEP-PV desires to introduce mixed-use development in an innovative manner to provide a quality development with campus like amenities with a mindset on sustainable/green building.

The contiguous parcels are currently zoned CCP, CCA and R-1-N. The request was to change zoning to CCN which allows for mixed-use development. We were informed that since the current General Plan did not support mixed-use development in the Village, our choices were to either submit for a General Plan amendment or wait for the City to complete its 2035 General Plan Update which will support mixed-use development in the Village. We were also informed that if we waited for the 2035 Update, we could comment on proposed drafts and participate in public forums shaping the update.

I am pleased that the update will support mixed-use development in the Village. However, I believe that in a 3-story environment, 38' height limit is too restrictive. Potential inhabitants, tenants and the City itself expect superior projects that achieve a genius loci that reflects positively, not only on the individual project, but on Long Beach as a whole. An increase of the 3-story height limit to 45' would improve interior spaces, construction quality, the streetwall environment, and available amenities.

The City recently implemented development guidelines for other districts within the city encouraging an interesting streetwall on walkable streets as well as project amenities such as roof decks. These elements are limited to impossible with a 38' limit. We believe it is in the public interest to allow for increased ceilings heights and not squelch the potential for roof top amenities by restricting access.

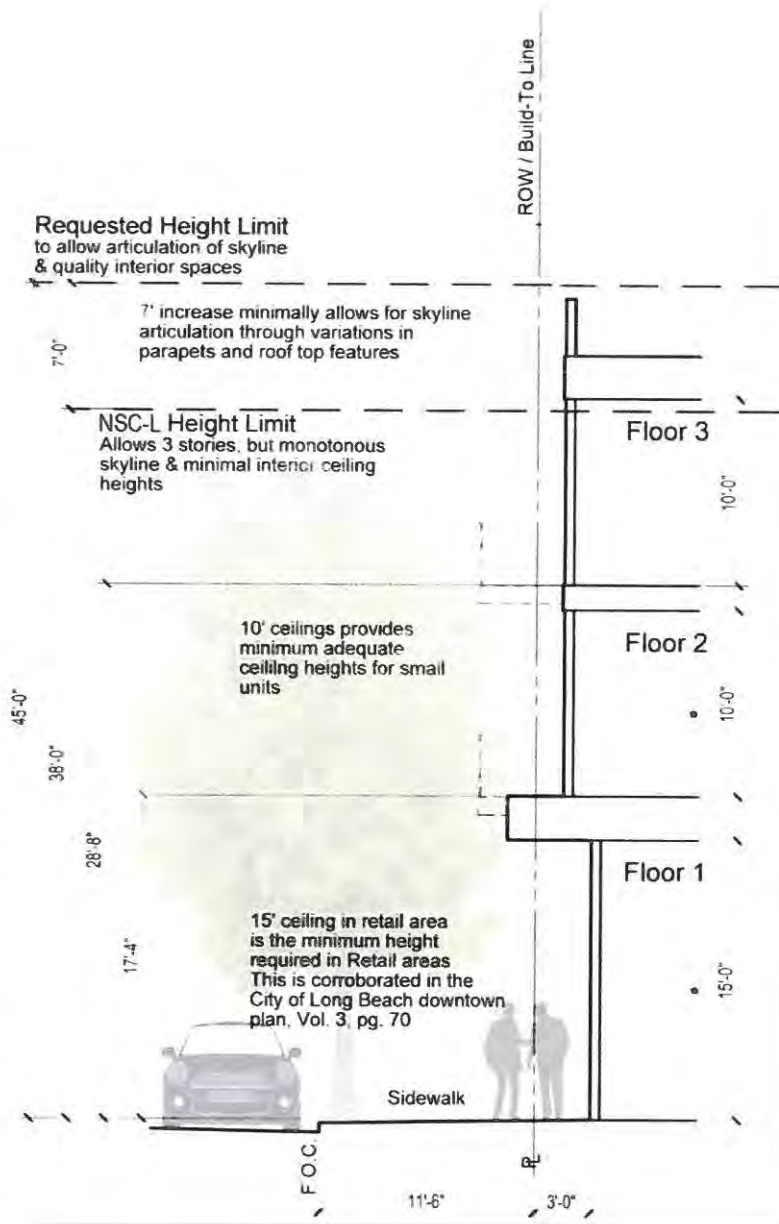
I-55-1

Figure 1: An increase of 7' from 38' to 45' allows for 15' ceilings in the Retail, 10' ceilings in upper floor spaces, and allows for articulation in the building's skyline. The 3' +/-setback at the ground floor is at entry ways and to allow for façade articulation. Canopies and balconies extend over sidewalk as indicated

Interior Spaces – Ceiling Height

For over 60 years, the Village has been a neighborhood servicing center filled with retail spaces and offices alike. The existing structures at the end of their useful life were constructed with ground level ceiling heights averaging 15', and as high as 18'. Typically, in commercial spaces, low ceilings are uninviting, feel cramped and limit street visibility. Retailers find 16' to 24' ceilings are essential and new malls and shopping centers are constructed to these minimums.¹ With a height limit of 45' we would be able to retain 15' ceiling heights on ground floor spaces allowing new structures to flow with existing buildings that can be retained and transitionally with those that will be replaced through revitalization.

The Romans believed that a properly proportioned room should have a ceiling height of the average of the width to length, or as a percentage of the diagonal of the room. The result were rooms with high ceilings and proportions people find pleasing and still emulate today.² The reason for this is founded in science. A study at the University of Minnesota found that increased ceiling heights improve the brain's ability to solve problems. Researcher Joan Meyers-Levy states, "When people are in a room with a high ceiling, they



I-55-2

¹ Interestingly, The Long Beach Mid-Town Specific Plan requires 18' ground floor height to embellish commercial uses and relation to the street which benefits the Mid-Town area. Tragically, with the Mid-Town 36' height limit, building two floors above the ground floor allowed by the standards is virtually impossible to achieve considering code minimums between floors and roof construction. City of Long Beach, "Midtown Specific Plan" Adopted June 2016, Table 3-3, Page 60. See also discussion in *Construction Quality and Code Minimums*.

² Vitruvius, *Ten Books on Architecture*, Book VI, Chapter III

activate the idea of freedom. In a low-ceilinged room, they activate more constrained, confined concepts.”³ High ceilings have even been shown to improve memory.⁴ These released processes in the brain can enhance the genius loci of a place tapping into the portion of the brain which can affect the religious experience. Similarly, open rooms with higher ceilings were more likely to be judged as beautiful than rooms with lower ceilings. Rooms with higher ceilings activate structures in the brain underlying perceived visual motion. On the contrary, short ceilings and enclosed rooms elicited exit decisions motivating the feeling of necessity to exit.⁵ Increasing the height limit to 45’ will allow for spacious and open rooms on all floor including a ground floor ceiling height of 15’.

Prior to World War 2, ceilings in homes were commonly 10’ and Victorian houses often measured 14’. Even the 5’-5” architect Frank Lloyd Wright is famed with lower prairie style house included lower rooms but they still overlooked 2 story high living rooms.⁶ The rooms of congregation and living life still maintained high ceilings. In Apartments, the plan usually consists of a contiguous kitchen, dining and living rooms with bedrooms and baths to the sides. The living and congregation functions of life occur in the great room creating the necessity for a high ceiling. Often, as both Le Corbusier and Frank Lloyd Wright did in their designs, auxiliary rooms are placed in or below loft spaces creating 2 story high rooms in houses and apartments such as Le Corbusier’s *unité d’habitation*.

Following World War 2, housing was developed for returning soldiers on a practical assembly line basis and the 8’ ceiling in housing. As architect Le Corbusier saw it, “a machine for living.” Unfortunately, for uniformity of construction, the 8’ ceiling remained for decades. But at the end of the 20th century, a historic preservation movement started that re-discovered the spaces of the past and new construction followed by recreating spaces with high ceilings. It was noted that the renovated houses became desirable for their sense of openness. Converted industrial lofts with high ceilings outsold new units with standard ceilings. The term “Lofts” is now used to denote a unit with a high ceiling. In the 1990’s, 9’ ceilings became the common minimum with 10’ ceilings being average. For apartments that we design, including those in Long Beach, we strive to maintain a minimum of 10’ as a rule being more desirable to tenants for quality of life.

The problem here is that when optimum ceilings heights are used at each level, the structure becomes unbuildable as a function of Planning restrictions. As discussed below, floor structures require minimum depths and a roof must be tall enough to support drainage as well as minimums for parapets.

Construction Quality and Code Minimums

Presently, the 2013 California Building Code adopted by the City of Long Beach in Title 18 of the Municipal Code, allows for Type V-B Construction, 3 story buildings including commercial or residential occupancies to be 60’ high when equipped with fire sprinklers. At the same time, the code mandates that buildings are: structurally adequate; sound resistant from space to space; and fire resistant in relation to property lines and other buildings. Each of these requirements adds to the necessary height of a structure. These requirements limit usable ceiling heights.

The floor space between stories must support the weight of the floor above and provide space for mechanical elements to be dispersed. As a rule, the deeper a beam or joist is, the farther it can span without failing. But a beam or joist must do more than just support weight, it must also not bounce. A floor joist or beam system supporting both dead loads of the building, and live loads of the occupants and finishes may deflect 1/240 of the span. (2013 CBC § 1604.3.1). In 3 story commercial/apartment buildings, spans of 20’ are not uncommon. This means that per code, a floor system spanning 20’ can bounce 1”. This is the sort of deflection commonly felt in buildings such as department stores where the floors span much

³ <http://www.livescience.com/4451-ceiling-height-alters.html>

⁴ Meyers-Levy, Joan & Zhu, Rui (Juliet), “The Influence of Ceiling Height: The Effect of Priming on the Type of Processing That People Use.” *Journal of Consumer Research*, Vol. 34, August 2007, Pages 174-186

⁵ Vartanian, Oshin, et. al., “Architectural design and the brain: Effects of ceiling height and perceived enclosure on beauty judgments and approach-avoidance decisions.” *Journal of Environmental Psychology*, Vol. 41, March 2015, Pages 10–18

⁶ Rybcynski, Witold, “Ceiling Heights in Homes and Offices.” *Zell/Lurie Real Estate Center*, The Wharton School, University of Pennsylvania, Paper #678.

farther than 20.' In a residential occupancy, people find this intolerable, so floors must have increased stiffness. The most economical and sustainable method to resolve this issue is to increase the depth of the joist or beam. To span 20' with a fabricated trust joist requires a joist depth of 14" spaced at 16" apart. To use a 12" joist, the spacing must be decreased to 12" apart. This requires 25% more joists and drastically cuts down on space available for mechanical elements.

In addition to structural adequacy, sound must be attenuated from floor to floor. (2013 CBC § 1207). This is usually accomplished with a combination of concrete poured over the top of the wood sub-floor and resilient channels supporting sheetrock on the lower unit ceiling. These elements also add to the weight of a floor/ceiling assembly, which often requires an additional incremental increase in thickness. Considering the depth of the joist, sub-sheathing, sound slab assembly, and sheet rock assembly, a floor depth can easily be 18" using a typical 14" floor joist system.

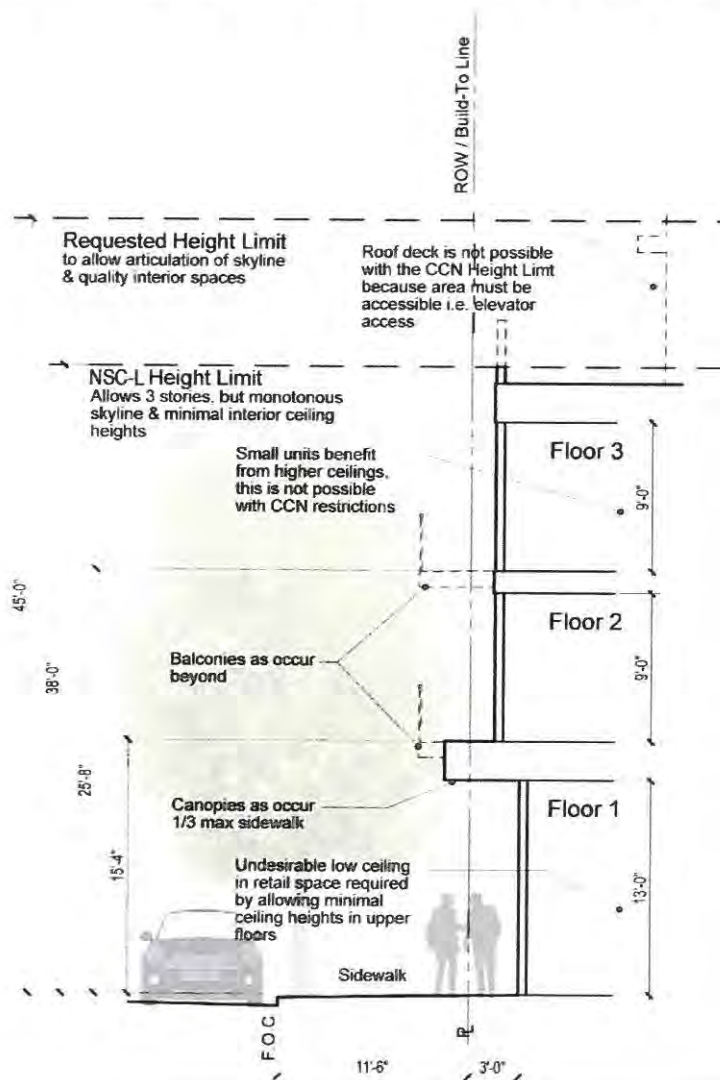
Moreover, the HVAC and other mechanical requirements for commercial spaces usually require more than 14". Typically, 2' minimum is required between the ceiling of a commercial space and the floor above.

The roof structure must be designed to drain. Even a "flat" roof still slopes at least 2%. Therefore, with a building depth of 40', a structure must be increased at least 1' just for drainage. If the structure is comprised of trusses, to span 40', the overall roof depth must be 3'.

Finally, roofs are typically places where mechanical units are placed, or fire parapets are required. To accomplish either of these, parapets would be 30" high. (LBMC § 21.32.225, 2013 CBC § 705.11).

Based on code minimums, the 38' height limit would allow for a 13' ground floor and two, 9' floors above leaving no space for mechanical equipment or required parapets.

Figure 2: The 38' NSC-L height Limit restricts ceiling heights and eliminates the possibility of providing Roof Decks into any new projects with 3 stories.



Improved Streetwall

The draft land use element as well as the implemented Downtown Plan and Midtown Specific Plan discuss the importance of well-designed street wall. With the height limit at 38', no tower or accent elements will be able to be introduced without affecting the balance of the streetwall. If an accent element in the design is to be used, the only contrast method available would be changes in color. An offset in height would not be allowed, and setting back portions of the unaccentuated elements of the building would destroy the streetwall effect.

Increasing the height limit would reduce a monotonous skyline by allowing the introduction of tower elements or other upper floor spaces with expanded ceilings and openness.

I-55-3

Improved Amenities

No Rooftop Gardens and Decks Possible in 38'

The draft land use element LI-M-72 as well as the implemented Downtown Plan and Midtown Specific Plan discuss the importance of rooftop gardens and open space as a positive environment and amenity for residents. Additionally, rooftop gardens are considered an attractive solution for environmental sustainability as a reduction of heat in the environment and offered as a voluntary measure. (2013 CBBSC § A4.106.6).

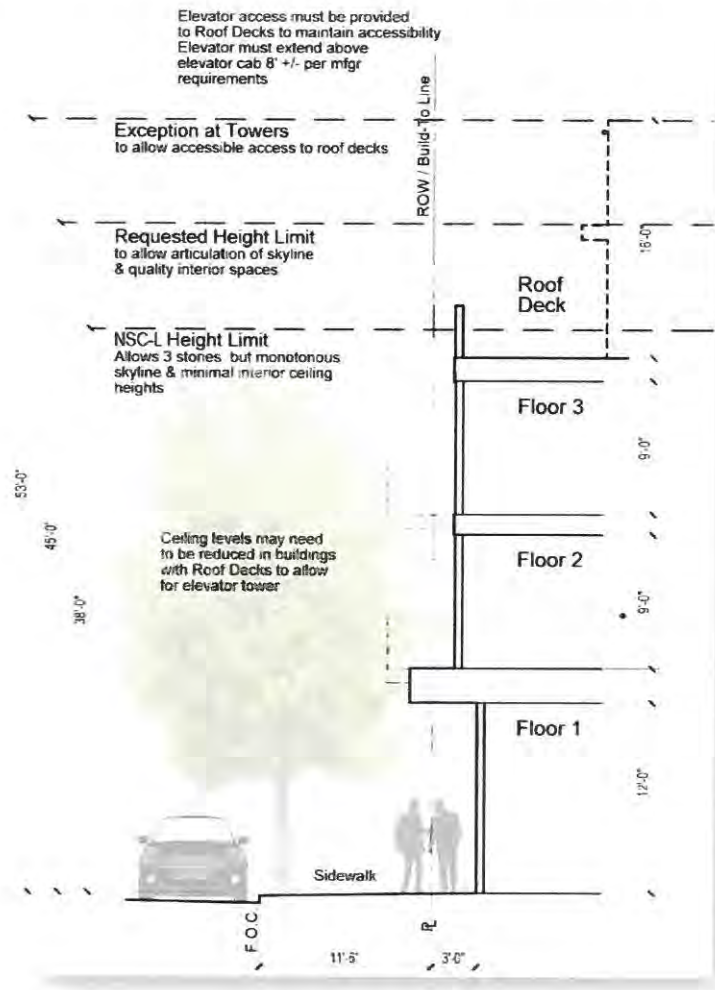
Similarly, rooftop gardens can aid in Low Impact Development to promote the goal of environmental sustainability by helping improve the quality of receiving waters which are required by the City. (LBMC § 18.74).

The 38' height limits eliminates the possibility of this in any Neighborhood Service Center – Corridor. It is a fact that any community space for the benefit of the tenants of a building must be accessible to all residents in an apartment or commercial space. (2013 CBC §§ 1127A & 11B-206). In the case of rooftop gardens or decks, this is accomplished by extending the run of the elevator up an extra level to the roof.

The ability to offer several types and sizes of community open space, including rooftop decks and gardens, enhances the overall campus feel and usability of an area so residents and tenants do not need to necessarily travel off-site to seek outdoor spaces of refuge. Courtyards are common in apartment projects and are beneficial particularly to engaging in group activities. Rooftop decks allow for an outdoor experience that is larger than a private balcony, but not in are of focused viewing.

From the Village, for instance, views of Heartwell Park could be easily achieved if the Height Limit allowed for roof decks.

Figure 3: Even with a 12' ground floor ceiling height, an exception for the elevator tower would be required to allow a rooftop garden or terrace to fit into height limit restrictions.



I-55-4

Innovative Parking

The City of Long Beach has already allowed project(s) to utilize creative parking solutions such as automatic parking lifts. Utilization of parking lifts allows parking requirements to be maintained while preserving space

I-55-5

requirements. Where parking lifts are permitted, the City requires the ground floor ceiling height to be approximately 15'.

This means to reduce the impact of cars in the environment, ceilings would have to be restrictively short offsetting the benefit gained by reducing parking lot footprint.

I-55-5

Additional quality of life improvements

Various state and city codes enacted in recent years have (rightly) emphasized the benefits of healthy living spaces for occupants as well as conservation of available resources. By allowing for additional structure height it becomes possible to utilize time proven techniques to achieve these goals. For example, taller windows allow for much greater penetration of natural light into structures built in zero-clearance urban neighborhoods, which has numerous benefits by itself, but also reduces the need for artificial lighting during daylight hours. Also, taller spaces allow for improved indoor air quality, both by allowing increased dilution of pollutants in the larger volume, but also by allowing increase airflow to remove these from the occupied areas.

I-55-6

Conclusion

The intent of allowing for a higher height limit is not to increase the floor area of a building, but to provide quality spaces that benefit from increased ceiling height. Since the Village is firstly a commercial district, attention should be given to the ground floor. These commercial spaces should have a ceiling height of 15'.

Moreover, leasable spaces on upper floors tend to be smaller in area. This is also in keeping in providing living units for young professionals/students are smaller to keep them affordable. Taller ceilings are beneficial to making these spaces more comfortable, especially in ability to use larger windows and/or clerestories for a well natural lit environment with an improved height to width ratio of an 9' minimal ceiling.

I-55-7

Thank you for taking the time to review my comments and share this with the General Plan Update committee. I believe that the increased height limit in the Village and Neighborhood Service Center-Corridors would be in the public interest. I request that the City consider this request and support increasing the height limit to 45'.

Sincerely,



Jeff Schneidereit
Architect

JEF SCHNEIDEREIT

LETTER CODE: I-55

DATE: November 17, 2016

RESPONSE I-55-1

This comment indicates that the commenter previously submitted a request for a zone change for the Parkview Village (Village) area located in the East Side on the corner of Carson Street and Bellflower Boulevard on behalf of BEP-Parkview Village LLC. The commenter indicates that this request was made so the owner could introduce mixed-use development on the property. The specific zoning request was made to change the zoning of the property to CCN, which allows for mixed-use development. The commenter indicates that they were informed that since the General Plan did not support mixed-use development in this area, the applicant must either request a General Plan Amendment or wait until the proposed project was completed. As such, the commenter indicates support that the project would allow for mixed-use development on this property, but requests that the height limit be increased from 36 feet to 45 feet to allow for improved interior spaces, construction quality, the wall along the street environment, and amenities.

The commenter is correct in asserting that the Parkview Village property is designated as Neighborhood-Serving Center or Corridor-Low under the proposed project, which would allow for development up to 38 feet in height. The City of Long Beach (City) has indicated in a letter dated November 30, 2016, that this parcel will be redesignated Neighborhood-Serving Low to Moderate to allow for the redevelopment of the existing retail center with a mixed-use development with attractive ground-floor ceiling heights.

RESPONSE I-55-2

This comment provides background information as to why increased ceiling heights, improved construction quality and proper Building Code minimums can be beneficial to the health, safety, and enjoyment of visitors and inhabitants of new and old developments. The commenter opines that with a 45-foot-height limit on the property, the property owner would be able to develop buildings with sufficient ceiling heights on each level. The commenter also opines that based on current Building Code requirements related to construction, mechanical equipment, roof structures, and structural adequacy, the 38-foot-height limitation would limit ceiling heights to 13 foot on the ground floor and 9 foot floors above the ground floor.

Refer to Response I-55-1. This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-55-3

This comment asserts that a 38 feet height limitation would restrict tower and/or accent elements from being introduced without affecting the balance of the wall along the street.

Refer to Response I-55-1. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-55-4

This comment asserts that a 38 foot height limitation would eliminate the possibility of a rooftop garden on the subject property, as encouraged by LU-M-72. The commenter indicates that rooftop decks and garden would enhance the feel and usability of the property and would reduce the need for residents to travel offsite to seek outdoor spaces of refuge.

Refer to Response I-55-1. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-55-5

This comment indicates that the City has already allowed for projects that utilize creative parking solutions, such as parking lifts. The commenter asserts that in order to incorporate parking lifts, the City requires the ground floor ceiling height to be approximately 15 feet. As such, the commenter indicates that given the proposed 38-foot-height limitation, the ceilings would have to be restrictively short which would offset the benefit gained by reducing the parking lot footprint.

Refer to Response I-55-1. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-55-6

This comment indicates that by increasing the height from 38 to 45 feet on the subject property, the property owner will be able to utilize several architectural design techniques to improve the quality of life for tenants on the property. Specifically, the commenter notes that taller windows would allow for more natural light and that taller spaces would allow for improved indoor air quality.

Refer to Response I-55-1. This comment makes a request regarding heights but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-55-6

This comment indicates that the intent of the height increase request is not to increase the floor area of the building, but to provide quality spaces that benefit from increased ceiling height. The commenter suggests that commercial spaces on the ground level of the property should have a

ceiling height of 15 feet, and also suggests that leasable spaces on the upper floors should have taller ceilings to make these spaces more comfortable. The commenter concludes by thanking the City for reviewing their comments and request that the City consider increasing the height limit on the subject property to 45 feet.

Refer to Response I-55-1. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 10:44 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Comments to draft General Plan for Long Beach
Attachments: Long Beach General Plan comments - Neil Gotanda - 18 Nov 2016.docx

From: Neil Gotanda [<mailto:ngotanda@earthlink.net>]

Sent: Friday, November 18, 2016 10:40 AM

To: Craig Chalfant

Cc: Isabel Arvea; Celina Luna; Council District 6; Council District 7; Council District 1; Council District 2; Council District 3; Council District 4; Council District 5; Council District 8; Council District 9; Mayor

Subject: Comments to draft General Plan for Long Beach

SUMMARY

1. Does the City of Long Beach reject the use of "Environmental Justice" as a standard in its General Plan?
2. Does the City of Long Beach reject the state statutory requirement to consider "housing needs for all income levels?"
3. In its Land Use proposal, does the City of Long Beach intend to ignore the other six required elements and three optional elements in its Land Use component?
- 4.a. Does the City have a policy of NO CHANGE in single family housing?
- 4.b. Why are there discrepancies in the time frame for the elements of the General Plan?
- 4.c. Why is there an apparent favoring of a particular housing developer or housing developers?
- 4.d. I request an accounting of meetings between the Development Services office and housing developers in preparation of the General Plan.

I-56-1

Neil Gotanda

Neil Gotanda
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 Irvine CA 92618-3601
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MEMORANDUM

TO: Craig.Chalfant@longbeach.gov

CC: Isabel.Arvea@longbeach.gov, Celina.Luna@longbeach.gov, district6@longbeach.gov,
district7@longbeach.gov; district1@longbeach.gov; district2@longbeach.gov; district3@longbeach.gov;
district4@longbeach.gov; district5@longbeach.gov; district8@longbeach.gov; district9@longbeach.gov;
mayor@longbeach.gov

FROM: Neil Gotanda, homeowner, Eucalyptus Avenue, District 6
ngotanda@earthlink.net

DATE: November 18, 2016

RE: Comments to draft General Plan for Long Beach

SUMMARY

1. **Does the City of Long Beach reject the use of “Environmental Justice” as a standard in its General Plan?**
2. **Does the City of Long Beach reject the state statutory requirement to consider “housing needs for all income levels?”**
3. **In its Land Use proposal, does the City of Long Beach intend to ignore the other six required elements and three optional elements in its Land Use component?**
- 4.a. Does the City have a policy of NO CHANGE in single family housing?
- 4.b. Why are there discrepancies in the time frame for the elements of the General Plan?
- 4.c. Why is there an apparent favoring of a particular housing developer or housing developers?
- 4.d. I request an accounting of meetings between the Development Services office and housing developers in preparation of the General Plan.

1. **Does the City of Long Beach reject the use of “Environmental Justice” as a standard in its General Plan?**

If not, why is there no mention of Environmental Justice in its general plan? In the **State of California 2003 General Plan Guidelines**, Environmental Justice, though not statutorily required, is discussed as part of Chapter 2: Sustainable Development and Environmental Justice. Environmental Justice is defined in Chapter 2 as the “fair treatment of people of all **rac**es, **c**ultures and **i**ncomes.”

I-56-2

I-56-3



(emphasis added). In the material presented at the November 14 Wrigley meeting, and in elements of the proposed General Plan on the website, there is no explicit or implicit consideration of these factors. (Diversity is not the same as environmental justice). Nor are aspects of environmental justice used to maintain consistency in the various required and optional elements of the General Plan. That internal consistency is required in a General Plan (Chapter 1).

I-56-3

2. Does the City of Long Beach reject the state statutory requirement to consider “housing needs for all income levels?” If not, why is there an almost exclusive focus upon the *number* of housing units as a response to population in the General Plan and the material presented at the Wrigley meeting?

In the material presented at the November 14 Wrigley meeting, there are at least eight references to housing and height requirements. In the summary of the General Plan, there is only ONE listed requirement under state law: accommodation of population growth. Presumably that is the population element of the Regional Housing Needs Assessment (RHNA). At the State of California Department of Housing and Community Development website discussing the RHNA, the first paragraph states that this element [of the General Plan] “shall contain an analysis of population and employment trends and . . . quantification of the locality’s existing and projected housing needs for **all income levels.**” (emphasis added). In the Land Use Element and Urban Design Element, there is only the assertion of the need to meet “population growth” ignoring all of the other requirements of the RHNA. Omitted are objectives to “increase the housing supply and the **mix of housing types, tenure and affordability.**” (emphasis added) Also omitted was the objective to “**promote infill development and socioeconomic equity.**” (emphasis added) As presented, the sole consideration was the number of units, ignoring all of the other statutory considerations. Their omission suggests that Long Beach intends to ignore those requirements. Their omission also fails to meet the requirement of internal consistency.

I-56-4

3. In its Land Use proposal, does the City of Long Beach intend to ignore the other six required elements and three optional elements in its Land Use component? If not, why is there no mention of these elements as part of the requirement for internal consistency?

As presented, the Land Use Element and Urban Design Element were notable for omission of any consideration of elements other than numbers of population for housing. The almost exclusive focus of the ten pages of materials was an explanation of the numerical requirement and raising height limits. Pages 4 and 5, for example, mapped out proposed Place Types and the Proposed Height Limits. There was no discussion of the types of housing with regard to income. The discussion on the need for more housing excluded any discussion of the cost or types of housing. Further, the height requirement was again emphasized again on page 6. Thus, there was an exclusive focus upon numbers and a total disregard for any consideration of cost, income level or citywide distribution

I-56-5

Within the Land Use Element and Urban Design Element, there was also NO discussion of the types of businesses and commercial development sought within the Land Use Plan. Similarly, the required General Plan elements of circulation, conservation, open-space and safety were omitted. The only discussion of Circulation was limited to the two Blue Line stations. Audience questions about other

transit corridors were summarily dismissed by the Development Services representatives. Even when questions were raised about existing Metro Bus corridors, there was a quick reference to the very limited proposed changes. These transit corridors have been a part of Long Beach planning for many years. On the Long Beach website, there is a 2008 map titled Framework element Planning Tiers with a listing “community connectors” along Los Coyotes Diagonal, Carson, PCH, Lakewood, and Bellflower. When audience asked questions about these specific streets, the response was that there were to be no changes in “single family zoning.” The number of “community connectors” on the 2008 map was already very limited and clearly directed any commercial or housing development away from the city east of Signal Hill and the Airport. But even those limited Circulation and Open Space considerations are omitted from the General Plan.

I-56-5

The proposed increases in housing in the Wrigley area also raise questions of Public Safety and the optional elements of Scenic Routes and Housing Preservation. Higher population density will necessarily mean changes in all of these Elements. There is, however, no discussion of these in the Land Use Element and Urban Design Element. Their omission also means there is no effort to meet the requirement of internal consistency.

4. There are several additional, specific questions about the existing Land Use Element and Urban Design Element as presented.

a. NO CHANGE ZONING RULE. At several points in the Wrigley meeting discussion, the Development Services representative stated that zoning for single family units was NOT to be modified as part of the general plan. This was in response to general objections to a lack of development plans for the eastside and specific questions about bus corridors. The answer was framed in the passive: “we were told” or “our instructions were.” Does the City of Long Beach have such a policy for its General Plan? If so, what is its origin? Further, such a Rule would seem to violate the general forward looking perspective of a General Plan, as well as requirements to look at environmental justice and housing needs for all income groups. The use of the rule also seems to be selective in its application in Wrigley and central Long Beach. The existence of such a rule would mandate a complete reexamination of every element of the General Plan since single family zoning is an integral part of the entire Plan.

I-56-6

b. TIME FRAME DISCREPANCY. On page one of the materials distributed and during the presentation, there was reference to planning through 2040. However, much of the written material referenced on the website refers to 2030 or 2035. There is a major difference between projections from 2016 to 2030 (14 years) versus 2016 to 2040 (24 years). The increase from 14 years to 24 years is a 70% error factor. That difference (as presented) is either a significant negligent omission, or an intentional blurring of the time for projects and a major “fudge-factor.” The time frame is significant since as discussed below, the Development Services representatives claimed that an “unlimited height” allowance was needed to accommodate the 2040 projection. There was no projection to 2040 offered, only a vague suggestion that it was needed. This use of a fudge-factor for open ended projections cannot be a part of the General Plan, especially when used to justify unusual development plans.

I-56-7

c. HOUSING DEVELOPER SPECIAL INTERESTS. In the course of the meeting, Lee Fukui raised a specific question as to the unique “unlimited height” provision as part of the Wrigley area Transit Corridor development. He pointed out that there were height limitations in another area downtown. Given the response of the Development Services representative, it appears there are NO other developments with an “unlimited height” provision. The Development Services representative claimed that this height requirement was need to be available for 2040. He provided NO projections, and since it is a unique requirement in the Land Use plan, it is unlikely there is such a projection. It is ridiculous that ANY urban planner could concoct a scenario that the Pacific Avenue/Wrigley Blue Line station will have commercial developments TALLER than those downtown or anywhere else in Long Beach.

This unusual requirement should be read alongside the rest of the presentation of the Land Use Element and Urban Design Element at the Wrigley Meeting. As noted above, there was a complete omission of discussion of other required elements of a General Plan. There was the systematic omission of income or cost considerations for the housing elements. There was the complete omission of the type of commercial development for the area.

Finally, there was the recurrent emphasis upon “height” requirements in these materials. Taken together, they suggest that there is in place a developer or group of developers with specific plans and specific requirements for the Wrigley area locations. The sustained narrative of housing numbers, raised height requirements (up to unlimited height), omission of income considerations, and omission of any discussion of commercial elements cannot be accidental. This appears to be a General Plan in which particular special developer interests have already crafted key elements to be included in the General Plan.

I find this use of the General Plan to serve particular developer interests at the expense of the Wrigley neighborhood and community – both residential and commercial – to be unacceptable. I find the presentation of these special interests under the guise of the “population” needs of Long Beach to be particularly offensive.

I would like an accounting of all meetings by members of the Development Services with housing developer interests. I am aware that meetings with business and developers are an important part of this process, but the general public in the Wrigley area has been limited to one evening meeting with a FOUR DAY deadline for comments. A requirement that Development Department personnel account for their official contacts with housing developers is hardly excessive under these circumstances.

Neil Gotanda
ngotanda@earthlink.net

I-56-8

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NEIL GOTANDA

LETTER CODE: I-56

DATE: November 18, 2016

RESPONSE I-56-1

This comment expresses concern related to the following issues areas: the proposed project's impacts with respect to environmental justice, housing needs for all income levels, consistency with other General Plan elements, a policy of "no change" for single-family housing, discrepancies in the time frame for the elements of the General Plan, and favoring of specific developers. The comment concludes with a request for an account of all meetings between the Development Services Department and housing developers in preparation of the General Plan.

Refer to Responses I-56-3 through I-56-8, below, for further responses related to these concerns. This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-56-2

This comment repeats the concerns outlined in Response I-55-1.

Refer to Responses I-56-3 through I-56-8, below, for further responses related to these concerns. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-56-3

This comment asks if the City rejects the use of environmental justice in its General Plan. The commenter asks why there is no mention of environmental justice in its General Plan and goes on to indicate that this topic is discussed in the California 2003 General Plan Guidelines. The comment also notes that environmental justice is not used to maintain consistency in the required optional and required elements of the General Plan, despite the fact that General Plan consistency is required by State law.

While it should be noted that this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, environmental justice is discussed in the proposed Land Use Element (LUE). Specifically, environmental justice is defined on Page 23 and is described in detail on Page 53 of the proposed LUE. The proposed LUE also includes LU Policy 13-7, which aims to address environmental justice by evaluating land uses in a manner that is conscious of the cumulative impacts of pollutants and the history of pollutant-burden and public under-investment in disadvantaged communities. Additionally LU Policy 15-9 aims to identify opportunities to clean up neighborhoods that are already over-burdened by adverse environmental conditions. The City has also added LU Policy 15-5 to the LUE, which aims to

address environmental justice through public infrastructure investments in disadvantaged communities. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-56-4

This comment asks if the City rejects the State requirement to consider housing needs for all income levels. The comment also asks why there is an exclusive focus on the number of housing units in the community meeting materials presented to the commenter, and indicates that the proposed LUE ignores the State Regional Housing Needs Assessment (RHNA) requirements. The comment also opines that the omission of the RHNA requirements ignores the requirement for internal consistency.

While it should be noted that this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, RHNA requirements are discussed in Section 4.6, Population and Housing, of the Draft EIR. Specifically, RHNA stipulations and the City's RHNA requirements are discussed on Pages 4.6-6 through 4.6-8. Additionally, as described on Page 4.6-13, implementation of the proposed LUE could result in an increase of 11,700 dwelling units. An additional 7,048 units are required to meet the City's 2014-2021 RHNA requirements. While it is impossible to determine the percentage of affordable housing units of the total increase because the proposed project is a planning action and does not propose the physical development of any development of any housing, future housing projects facilitated project approval may include affordable housing units that would further the City's RHNA goals. Furthermore, the proposed LUE would be internally consistent with the City's Housing Element, as exemplified by Goal No. 5 of the LUE, which aims to diversify housing opportunities and expand affordable housing options. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-56-5

This comment asks why there is no mention of the City's other General Plan elements in the proposed project and opines that the City is ignoring the State's requirement for internal consistency. The comment also indicates that the proposed LUE and Urban Design Element (UDE) do not discuss the types of businesses sought under the LUE and raises concern related to the fact that the proposed project will result in impacts with respect to circulation and open space, which the commenter opines are omitted from the City's General Plan.

While it should be noted that this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, general plan element consistency is discussed in the proposed LUE. The proposed project involves the replacement of the existing LUE with a new LUE and adoption of an entirely new UDE. These elements would be internally consistent with all existing General Plan elements, including the newly adopted Mobility Element. Additionally, the Planning Commission and subsequently the City Council will make specific findings regarding consistency across existing General Plan elements and the proposed LUE and UDE. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-56-6

This comment expresses concern related to the fact that the proposed project would not result in modifications to zoning districts for single-family uses. The commenter indicates that adopting a policy against changing zoning districts for single-family residential uses would violate the forward thinking of a General Plan and the requirements to consider environmental justice and housing needs for all income groups.

Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the project's impacts with respect to zoning. Please also refer to Response I-56-3 for further discussion related to environmental justice. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-56-7

This comment asks what the planning time frame is for the proposed project and notes inconsistencies in the time frame (e.g., 2020, 2035, and 2040) on materials handed out at a community meeting. The commenter indicates that there is a significant difference between growth projections for each horizon date and as such, opines that these projections should not be included in the General Plan and should not be used to justify unusual development patterns.

The proposed project is intended to guide growth and future development through the year 2040. Revisions to the cover pages of both General Plan Elements will be revised to reflect the 2040 end date. The 2040 date matches the horizon year in the adopted SCAG RTP/SCS. This correction and has been included in the Errata and does not change the conclusions or analysis in the Draft EIR.

RESPONSE I-56-8

This comment expresses concern related to the unlimited height standard in the Transit-Oriented Development-Moderate PlaceType. The commenter also takes issue with the fact that the lack of a height limitation in this PlaceType is needed to accommodate growth, because no such projections through the year 2040 have been provided. The comment also suggests there was an omission of a discussion of other required elements of a General Plan, thereby suggesting that this omission was intentional and did not consider income or cost consideration for the Housing Element. The comment concludes by asserting that increased heights proposed as part of the project suggests that the City is favoring a special developer, and as such, the commenter requests an accounting of all meetings by members in the Development Services Department. The commenter also takes issue to a four day deadline to provide public comment on the project.

Refer Response I-56-7 for further discussion related to projections through the year 2040. Furthermore, the City has indicated in a letter dated November 30, 2016, that the height limitation within the Transit-Oriented Development PlaceType will be ten stories, consistent with the Midtown Specific Plan. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 12:02 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Proposed Changes to Land Use Element for Wrigley

From: Steven Sneary [<mailto:sneary1@verizon.net>]
Sent: Friday, November 18, 2016 11:43 AM
To: Craig Chalfant
Subject: Proposed Changes to Land Use Element for Wrigley

Mr. Craig Chalfant,

We strongly oppose the Land Use Element/Urban Development Plan rezoning our Wrigley neighborhood near the Wardlow Station. Bringing in lower income renters that don't own is just bad for our neighborhood. We don't need more traffic, our privacy compromised and dense packed neighbors spilling into our R-1 comfort zone. In every demographic there is a criminal element and by bringing that many more people closer to our homes, brings us more criminals closer to our families and lowering our standard of living that we are ever trying to improve. We aren't asking for favors. We are asking you to not treat us like second hand citizens of Long Beach by changing the rules to destroy the values we hold. There are other options you are not considering and there should be consideration for the committed taxpaying citizens that make up this proud neighborhood of Long Beach. I-57-1

Seven years ago my wife and I escaped from a street lined with large apartment buildings to purchase a home in Long Beach on Pine Ave near Wardlow. We couldn't wait to get away from parking problems like walking two blocks to our car and others bumping our car because they would try to park where their car wouldn't fit. The neighbor kids had no place to play, so they played on the streets with balls hitting our vehicles and doing vandalism when they got bored. There are lots of parks, but they would have to walk 15 minutes away to get to one. We replaced two antennas, a mirror, and had mud smeared into every vent and crevice on our SUV. People with dogs would intentionally take their dogs to defecate on the couple of single family home yards. There was always at least one shopping cart left on the street. Our budget was tight but we managed to buy into a neighborhood in Long Beach that is quiet with a private back yard, mostly single family homes and a handful of duplexes. We like that most our neighbors own and care for the properties. The nearby duplexes are mostly owner occupied and the only one we have had trouble with terrible tenants is not owner occupied. A down side we did not recognize until after moving in is that we are close to the Wardlow Station and the afternoon traffic is terrible on Wardlow. What you plan to do will make traffic worse. I-57-2

It is very disheartening that the City wishes to destroy the very things we bought into this neighborhood for. It wasn't by chance the we looked for single level neighboring properties with detached rear garages providing long driveways that spread the homes apart to give us privacy in and a sense of space. There was always the chance someone might add a second story, but never a FIVE STORY BUILDING that could be six properties away and we wouldn't have privacy. We aren't wealthy, so we can't just leave when we don't like what's going on. We are counting on our home to appreciate, so in 25 years or so we can retire and make choices with our home equity. These large complexes are springing up all over the place including Carson where I grew up and my Mom still lives. These new residents are taking all the street parking. If I visit her, I have to park across her driveway as most of the single family home residents have to do. The Carson Sheriff used to cite people for parking like that, but there is no choice now. At least in Carson, most the places they are developing were trailer parks, but Long Beach is ready to let developers take out single family homes. There are opportunities for these large developments that won't affect existing neighborhoods like the fields North of Long Beach Memorial Hospital. I-57-3

Steve & Ali Sneary
sneary1@verizon.net

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STEVE & ALI SNEARY

LETTER CODE: I-57

DATE: November 18, 2016

RESPONSE I-57-1

This expresses opposition to the proposed project, as the commenters assert that the rezoning of the Wrigley area would bring in lower income renters and would increase traffic, compromise privacy, and increase crime. The commenters ask that the City of Long Beach (City) consider other options for improving the City without treating the Wrigley area like secondhand citizens.

Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to the project's impacts with respect to zoning.

Please also refer to Response L-2-7 for further discussion related to project impacts with respect to traffic congestion, Response I-18-4 for further discussion related to project impacts on privacy, and Response I-34-1 for further discussion related to project impacts related to crime.

RESPONSE I-57-2

This provides background information on the commenters and indicates that the proposed project will make traffic worse on Wardlow Road.

Refer to Response L-2-7 for further discussion related to project impacts with respect to traffic and congestion.

RESPONSE I-57-3

This comment expresses opposition to the proposed height increase from two to five stories in the Wrigley area and asserts that such an increase would result in decreased property values. The commenters also speak from personal familiarity with a neighborhood in Carson where height increases have allowed for new development when they opine that such increases would result in reduced street parking.

This comment expresses opposition but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 1:22 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: General Plan DEIR comments

From: anngadfly@aol.com [<mailto:anngadfly@aol.com>]

Sent: Friday, November 18, 2016 12:45 PM

To: Craig Chalfant

Subject: General Plan DEIR comments

GENERAL PLAN LAND USE AND URBAN DESIGN ELEMENTS PROJECT CITY OF LONG BEACH

I oppose the entire concept of PlaceTypes, increased density and heights as proposed in this General Plan.

I-58-1

The Draft EIR states:

“As determined in the contents of this Draft EIR, implementation of the proposed project would result in significant and unavoidable adverse impacts related to air quality, global climate change, and traffic/transportation.”

In addition, I would add this Project will also add unmitigatable parking impacts. I am aware that CEQA does not require parking to be evaluated in an EIR; however, having available parking should be included in every development plan.

I-58-2

Because of the stated significant and unavoidable adverse impacts, I find that the only Alternative acceptable to me is:

“Alternative 1: No Project. This alternative would involve no amendments to the City’s General Plan, no adoption of PlaceTypes, and no changes to the existing land use designations in the City. The existing General Plan Land Use Element (LUE) and the Scenic Routes Element (SRE) would continue to determine land uses and design principles that guide future development in the City.

The No Project Alternative would be environmentally superior to the proposed project on the basis of the reduced impacts that would occur with this alternative. The No Project Alternative would have the least impact on the environment because it would not update the General Plan to facilitate new PlaceTypes and urban design guidelines and policies for 2040 build out. While the No Project Alternative would lessen or avoid impacts of the proposed project, the beneficial impacts of the proposed project— including the provision of a mix of land uses and policies for better placemaking not currently provided in the City’s General Plan —would not occur, and none of the project objectives would be met. “

I-58-3

I would argue that the project objectives to add more height and density throughout the city, are not desirable. The existing General Plan places most of the city’s density and tall buildings in the downtown area. Now that downtown is almost at capacity--and there is nowhere for residents and visitors to park--this plan will take all the problems of downtown into the neighborhoods.

I-58-4

I do not believe that this General Plan adequately addresses the need for more low cost housing, which is so desperately needed in this city. Instead it appears to be emphasizing skyscrapers and MacMansions.

I-58-5

If I want height and density, I can move to downtown Long Beach or Los Angeles. I believe this plan will completely destroy the Long Beach I have known and loved for 83 years.

I-58-6

In conclusion, I find the only acceptable Alternative is Alternative 1, No Project.

Sincerely,

Ann Cantrell

3106 Claremore

Long Beach, CA 90808

ANN CANTRELL

LETTER CODE: I-58

DATE: November 18, 2016

RESPONSE I-58-1

This comment expresses opposition to the proposed project, including increasing heights and density proposed as part of the project.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-58-2

This comment restates the conclusion in the Draft EIR that the proposed project would result in significant and unavoidable adverse impacts related to air quality, global climate change, and traffic/transportation. The commenter opines that the project would also add unmitigable parking impacts and notes that while CEQA does not require parking to be evaluated in an EIR, available parking should be included in every development plan.

This comment restates conclusions in the Draft EIR but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-58-3

This comment suggests that because of the stated significant and unavoidable impacts of the project, the only acceptable alternative is Alternative 1, No Project, as this alternative would be the environmentally superior alternative.

This comment expresses an opinion but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-58-4

This commenter argues that the project objectives aimed at increasing height and density throughout the City are not desirable. The commenter also indicates that the current General Plan allows for increased height and density within the Downtown area, which has resulted in several problems which would only spread to surrounding neighborhoods if the project is approved.

This comment expresses an opinion but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-58-5

The commenter suggests that the proposed project does not adequately address the need for more low cost housing, which is needed in the City, but instead emphasizes skyscrapers and McMansions.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the proposed project would serve to further the City in meeting their respective Regional Housing Needs Assessment (RHNA). As discussed in Section 4.6, Population and Housing, of the Draft EIR, the City's RHNA requirement is set by the State Department of Housing and Community Development and is allocated to the City through regional agencies, such as the Southern California Association of Governments (SCAG). The RHNA is not a mandate to construct the full number of housing units for the region, but establishes the fair distribution of housing needs among varying income groups. RHNA requirements are divided into four income group categories: extremely/very low, low, moderate, and above moderate income. The proposed project would allow for the future development of 11,700 dwelling units through the year 2040, which would further the City's goal of meeting its current RHNA requirements to provide 7,048 housing units by the year 2021. Therefore, the proposed project addresses the City's anticipated need to provide additional low-cost housing. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-58-6

The commenter suggests in this comment that if they wanted increased height and density, the commenter would have moved to downtown Long Beach or Los Angeles. The commenter also opines that the project will destroy the City and urges the City to adopt Alternative 1.

This comment expresses an opinion but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 1:26 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: My concerns

From: Tonette Kadrmas [<mailto:baritonette@charter.net>]
Sent: Friday, November 18, 2016 12:26 PM
To: Craig Chalfant
Cc: Celina Luna; Councilmember Roberto Uranga
Subject: My concerns

Mr. Chalfant,

I am responding to the Land Use Element/Urban Design Element.

I live on the 2500 block of Maine ave right in the vicinity of the 700 block of W. Willow st.
 I am firmly against the proposed changes regarding height allowances (up to 3 stories high) that can
 be built on W. Willow St., right around the corner of where I live.

The negative impact to my neighborhood environmentally and otherwise would be unacceptable.
 The parking in this community is already compromised and would be stressed incredibly should
 this proposal go forward.

One story buildings are more reasonable and parking should always be a consideration for any
 changes in a neighborhood community.

Thank you,

Tonette Kadrmas

2545 Maine Ave.

Long Beach CA 90806

I-59-1

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TONETTE KADRMAS

LETTER CODE: I-59

DATE: November 18, 2016

RESPONSE I-59-1

The commenter expresses opposition to the proposed project in this comment, specifically because the proposed project would allow for height increases on Willow Street. The commenter goes on to suggest that parking would be worsened under the proposed project and that the project would have a negative environmental impact. As such, the commenter requests that the project allow for one-story buildings in this area and should consider parking impacts in neighborhood communities.

Refer to Response L-6-1 for further discussion related to project impacts with respect to parking. This comment expresses opposition but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 1:39 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: DRAFT EIR Land Use and Urban Design Elements of the General Plan

From: Colleen McDonald [mailto:colleenmcdnld03@gmail.com]
Sent: Friday, November 18, 2016 1:38 PM
To: Craig Chalfant
Cc: Isabel Arvea; Council District 6; Celina Luna; Council District 7; Mayor; Robert Garcia
Subject: DRAFT EIR Land Use and Urban Design Elements of the General Plan

Dear Craig,

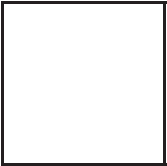
Thank you for bringing this document to our attention. I would like to concur with the statements sent to you by the Wrigley Association, including those statements included by Mauna Eichner and Lee Fukui. Planning thoughtfully for future population growth is a serious business. I thank you for your consideration of the doubts which I quote below:

"

Alan Burks

9:19 PM (16 hours ago)

to Craig.Chalfant, isabel.arvea, celina.luna, district6, district7, Al, me



Craig,

I am writing as president of the Wrigley Association to inform you that the Association agrees with the comments of Mauna Eichner & Lee Fukui which I have restated below. We fully understand the temptation to place increased density near the Blue Line but you are missing the fact that increased density really wants to be closer to CSULB, Downtown, Douglas Park and LBCC north Long Beach Campus. These are the areas where the job growth will occur and where people want to live. Coupling population growth to a fixed transit line such as the Blue Line is an archaic concept. New systems such as Bussways and sustainable transit vehicles can bring transit to the communities that need it. Additionally as Mauna and Lee stated, Central Long Beach and Wrigley are already lacking adequate parks, schools and other public amenities. Some of the densest communities in Long Beach are in south Wrigley. Adding to an already dense population will only serve to diminish our quality of life.

Re: Comments for the Draft EIR on Land Use and Urban Design Elements of the General Plan

Dear Mr. Chalfant,

We are writing to urge you to correct or eliminate many of the egregious elements regarding new building heights and density in the General Land Use Plan, which we see negatively impacts the neighborhoods of Wrigley, Central and Willmore districts. The western side of Long Beach currently suffers from direct impacts of pollution from the port, refineries, diesel truck traffic of the 710 and 405 freeways, and railroads. The proposed new heights, unlimited height, and density along the Metro Blue Line only compounds the severity of these problems. We also object to the inadequate noticing of presentations to the public. Many of my neighbors as well as our representative Councilmembers were unaware of these drastic changes until a week or two before this was due.

I-60-1

Attachment 1

This document is 500 pages long and within this time our community members have found not only errors in the numbers, but also the flawed methodology behind the increases for density in our districts.

Please make necessary changes to the following (refer to map1 attached, zones indicated in red & white):

1. An error to Table 3.B: Project Buildout Summary: The population total number of 51,230 should be 21,930. The number in Population delta column should be 10,563 not 39,863. Density is overstated by 29,300.
2. Eliminate all of the 240 foot plus unlimited building heights at the following Blue Line Metro stations: Willow street, PCH, and Anaheim. Maintain existing Midtown plan heights 10 stories/100 feet maximum. Also the increased 5 story heights outside of the quarter mile Transit nodes should follow the Midtown plan and be reduced to 3 story maximum height.
3. Pacific Avenue is a minor avenue as classified in the Mobility Element. Eliminate increased proposed 4 & 5 stories from Willow to PCH and maintain existing height of 2 story/28' maximum.
4. Pacific Avenue west side of street from Willow to 28th street. Eliminate proposed 5 story and maintain existing height of 2 story/28' adjacent to single family dwellings.
5. Pacific Avenue east side of street from 28th to Spring street. Eliminate 5 story and maintain 2 story/25' or new height for founding neighborhood. This is currently a R-2-N zone.
6. Willow Street both sides from 710 to Pacific Ave. Eliminate 3 story and maintain 2 story/28' adjacent to single family homes.
7. Spring Street between Blue Line and Long Beach blvd. Reduce proposed 5 story to 4 story similar to Long Beach blvd. heights.
8. East Wardlow Road between Long Beach blvd and Atlantic existing two story, 5 are proposed. 3 stories are more appropriate and matches adjoining heights on Wardlow Rd.
9. West Wardlow Road at Wardlow transit station northwest corner encroaches on single family residences and should not be increased to 4 stories high. In contrast the Bixby Knolls area was not increased in the quarter mile transit radius.

Attach-
ment 1

Where do we suggest more density should be built? (see map2 attached, zones indicated in red)

The Land Use Element (on page 16) calls for growth along 405 fwy, Downtown, North of the Airport, around medical and secondary education campuses and transit stops. However, the Land Use Plan (on page 64) concentrates most of the proposed growth/density around one quarter mile radius on each of the Metro Blue Line stations. Yet very little new housing opportunities near CSULB with 35,000 plus students and only 2,700 living on campus or near the VA Hospital. Increases of only 1 additional story (from 2-story to 3-story) on PCH, near City College, on major streets like Spring, Bellflower/Stearns, Los Coyotes Diagonal, Lakewood, Palo Verde, and Studebaker. These are larger boulevards that have buffers from single family homes, and offers more opportunities for growth higher than 3 stories. Therefore, we suggest changing these PlaceTypes to accommodate residential mixed-uses.

The intent to curb CO₂ emissions by placing more housing by the Metro Blue Line is understandable to encourage mass transit use, but again, no consideration was given to place additional density and encourage ridership on bus routes in other areas of our city. In the past, we have witnessed the negative impacts of allowing cracker box apartments into single family neighborhoods. Concentrating towers and multi-story buildings next to single family homes with little buffering, will create more of the same: overcrowding, more crime, traffic congestion, less privacy, more noise and light pollution, loss of natural light, lack of parking, street trees and green space. (see photo attached)

Our area has a severe shortage of parks/green space to accommodate our current residents, therefore, new developments will only compound this shortfall. Inserting small pocket or side street green spaces between large developments (such as shown in the Midtown Plan) are a small relief, but don't address the larger environmental concerns in a meaningful way.

The community wants more green space and there are opportunities at the proposed Willow Springs Park, Oil Operators property on Wardlow, and along the LA River (Riverlink plan). Unfortunately, millions of dollars in clean-up of toxic waste and pollution are required before anything can even be started. Would the necessary funds to establish these parks come from new development? If our area is forced to take on these new height impacts more than any other area in Long Beach, then our districts should get a majority of the new development tax funds for the parks we desperately need.

Not all areas of a city should be exposed to more density. This mantra to intensify and modernize large communities deemed "old" or "unattractive", encourages negative growth on a massive scale. Large scale, new mixed-use developments are costly with higher rents, driving out local businesses in exchange for national chains. We believe the best growth occurs organically. Many factors have to be considered, such as: Responsible ownership (and turnover) to improve properties; Policies (PBID/BID outreach) to help small local businesses improve our business corridors; Encouraging and providing opportunities for private home ownership (condo conversions)—all these take time to implement.

As it exists now, the new heights and proposed density in our community are unacceptable, when other areas in the city only have an increase of 1 additional story (from 2 to 3 stories). Our neighbors are concerned that this plan reflects another Social and Economic Injustice to Wrigley, Central and Willmore neighborhoods.

Please reject the General Land Use Plan as it stands, and make the changes necessary for increased growth to be more equitable in all areas of Long Beach."

Sincerely,

Colleen McDonald

562-6767480

Attach-
ment 1

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COLLEEN MCDONALD

LETTER CODE: I-60

DATE: November 18, 2016

RESPONSE I-60-1

The commenter indicates agreement with the comments provided by the Wrigley Association, including comments made by Mauna Eichner and Lee Fukui. The commenter indicates that the planning thoughtfully for future population growth is a serious business and thanks the City of Long Beach (City) for considering comments on the project. Attachment 1 to this commenter letter is the comment letter submitted by Mauna Eichner and Lee Fukui.

Refer to Responses to L-7, L-8, and I-42 of this Final Environmental Impact Report (EIR).

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Alyssa**Helper****From****Sent****To****Subject****:**

Craig Chalfant

<Craig.Chalfant@longbeach.gov> Friday,

November 18, 2016 2:09 PM

Ashley Davis; Alyssa Helper

FW: EIR comment letter

From: Lynette Ferenczy[mailto:lferenczy62@verizon.net] **Sent:** Friday,

November 18, 2016 2:07 PM

To: Craig Chalfant**Subject:** EIR comment letter

November 18,

2016

Craig

Chalfant

Comments on the draft EIR (CLB 15-05, Sch No. 2015051054), Land Use Element and Urban Design Element
2035 for the City of Long Beach General Plan Update

I-61-1

Aesthetics 4.1 -The visual character and quality of the Wrigley area would be greatly impacted due to the allowance of high rise, high density buildings along Long Beach Blvd. from Anaheim St. to slightly north of Pacific Coast Highway and along Long Beach Blvd. from Willow to Spring Street. The proposed high rise buildings with unlimited height are across the street from single family homes and low density one and two story structures. This completely destroys the character of the neighborhood and is inconsistent with the scale and mass of surrounding buildings. At 240 feet and above these buildings would be visible from a great distance and would be similar in height to the downtown skyline. This type of development would be in stark contrast to the existing low rise older neighborhoods and block scenic views of the mountains. The existing improvements in Wrigley consist of mostly one and two story single family homes north of Willow St. and single family homes and one, two and a rare three story apartment building south of Willow St. There is also a two block long historic district on Eucalyptus Ave. in south Wrigley and many of the homes in the area are Spanish style architecture with ornate detail, character, and curb appeal. There are no large office buildings or employment centers in this area other than Long Beach Memorial hospital east of Long Beach Blvd and north of Willow Street. The high rise building scale and mass will completely change the character of the neighborhood from a low scale residential area to a high rise, high density area resulting in the loss of privacy in our back yards for hundreds of feet. Additionally, nighttime light pollution will be a significant factor. This appears to be a significant and avoidable impact. If building heights are maintained at the current level of 10 stories and 100 feet as listed in the Midtown Plan approved by City Council two month ago, these impacts can be avoided. The proposed land use element is not consistent with the existing improvements in Wrigley. Having single family homes across the street from unlimited height high rise buildings with unlimited density is not visually compatible. Also, where the greatest impact in height occurs at Long Beach and Willow St. there is no key view from this intersection in the EIR.

I-61-2

In no other part of the City other than downtown is unlimited height permitted, the Queen Mary, and a small area of Ocean Blvd, which already has a high rise skyline and is the appropriate location for high rise development. This plan places unlimited height in low height areas and does not allow for a transition between the uses due to their close proximity. This plan diminishes the aesthetic character of the Wrigley neighborhood and leads to a loss of privacy in adjoining/nearby homes. Policy UD 14-6 page 34 of the urban design element states that new development respects the privacy concerns of adjoining properties and buildings. How is this possible with unlimited height so close to low density homes? The height should remain as approved in the Midtown Plan by City Council only two months ago with a maximum of ten stories and 100 feet in the Transit Node High based on the lot depth.

I-61-3

Air Quality 4.2 -significant unavoidable impacts related to air quality are identified in the EIR and the west side, particularly near the 710. This area already suffers from significant air quality issues. To place the vast majority of new development

I-61-4



near this area where the ICTF rail yard transfer facility and possible 710 expansion are proposed is unacceptable. Were these projects considered in the air quality analysis? This can be mitigated by relocating some of the density to other parts of the City, especially the northeast section of Long Beach which has almost no proposed density increases and much better air quality. Wrigley is already hugely impacted by the port truck traffic on the 710. Traffic 4.8-Additional development at the proposed densities can only negatively impact traffic.

I-61-4

Land Use Element - page 16 calls for growth targeted along the 405, downtown, north of the airport, around medical and secondary education campuses, and transit stops. However, the land use plan page 64 places most of the proposed growth/density along the blue line stops in central Long Beach in the Wrigley area with very little additional housing in other areas of the City. There is almost no change or new housing opportunities near CSULB with 35,000 plus students with only 2,700 students living on campus, near the VA hospital, which is surrounded by mostly single family homes, and no increase in density near Long Beach City College Carson campus with 24,700 students between the two campus locations. There are no proposed residential zones around the airport or Boeing research and development park or along the 405 except in Wrigley.

Although the Land Use Element states growth should be targeted along transit stations, Long Beach bus lines have been mostly ignored on the east side of town east of Clark and north of Atherton St. The Long Beach Town Center was completely ignored and all shopping centers on the east side are classified as Community Commercial, which prohibits any residential uses. Almost all growth is proposed along the Blue Line. Please see goal No. 6 of the LUE to ensure a fair and equitable land use plan, more specifically LU policy 13-3 and 13-4 to avoid concentrating undesirable uses that result in inequitable environmental burdens on low income and minority neighborhoods, and LU policy 14-1 to inform and involve residents and facilitate participation in the planning process. Most residents of Wrigley were not even aware of this effort. Please provide information showing how many new dwelling units will be accommodated in each council district. This is environmental injustice at work (see page 53 of the land use element). 11,744 new units are proposed for an anticipated 18,200 new residents. How many residents are anticipated for each unit?

I-61-5

The LUE also speaks of fragile neighborhoods and the effect of cracker boxes in the central area. These have been allowed again in the downtown with no setbacks required and the parking currently is even less than the 1980's crackerbox. Today only one parking space per unit is required with guest parking of one space for every four units in the downtown plan. The same planning mistakes are being repeated and allowed once again in even denser neighborhoods. The Midtown Specific Plan allows three to four stories in height/36 to 50 feet high depending on the subarea, a zero to a ten foot front setback, side setbacks of zero to five, parking of one space for one bedrooms, 1.25 for two bedrooms and less for other special residences plus one guest space for every four units, no common on site open space or alternative off-site common open space and the proposed land use plans allows for even more density than the existing midtown plan and includes a larger area stretching from Pacific Ave to Atlantic Avenue near the Blue Line stations.

I-61-6

Place type Height Map LU-7 has many inconsistencies within the same zone. For example Pacific Ave south of Willow St. north of PCH is being changed from CNP Neighborhood Pedestrian (Residential prohibited) and 2 story/28 foot height limited to neighborhood serving center low center allowing residential four stories and approx 48 feet in the center area and five stories and 65 in the first two blocks north of Pacific Coast Highway and south of Willow Street. Portions of this area in the City are in the parking impacted area and more than 1/4 mile from a Blue Line station. In Belmont Shore the same zone, Neighborhood Serving Center or Corridor low, has a height limit of two stories and 28 feet. In addition, this portion of Pacific Avenue is classified as a minor street whereas Belmont Shore is classified as a Boulevard. The same zone in Belmont Shore is two stores and 28 feet so why is Pacific Ave four stories? Long Beach Blvd is classified as a boulevard, a much larger street, and has a height of three stores and Atlantic Ave is also classified as a major avenue and only has a height of three stories. Why is Pacific Ave height higher than the same zone than on much larger streets such as Long Beach Blvd and Atlantic Ave? South of Hill St is in the parking impacted area of the City and the new parking requirements in the Midtown Plan are less than the current zoning code and extremely low making the parking situation worse. In addition, this same zone is used on Wardlow Road east of the 405 freeway with a height of five stories. It currently has a two story limit, leading to the same zone having three different heights. The smaller classified streets should have the lower building heights and larger streets higher heights consistent with the mobility plan.

I-61-7

Additionally, five stories are proposed in south Wrigley near 19th street and Pacific Ave that are outside of the 1/4 mile Blue Line station radius. This area is currently R-2-N; therefore, this is a significant change in density and height. Pacific Ave north of Willow and south of 28th Street on the west side of the street is being changed from a CCA zone two stories and 28 feet to transit oriented zone five stories and 65 feet adjacent to one story single family homes. This is not a transit area and once again will result in a total loss of privacy, light and air for adjacent single family homes. The height on Pacific Ave north of 28th Street on the east side of the street and up to Spring is also proposed at a five story height. This portion of Pacific Avenue is classified as a minor street and across the street from predominantly one story single family homes.

I-61-8

<p>The Wardlow Rd Blue Line station has transit oriented development at four stories proposed within a single family development which would have a severe impact on this neighborhood. An area also within the 1/4 mile radius of the rail station in Bixby Knolls has no change and is being left at two stories/founding neighborhood. Please provide the same height and zoning designation for Wrigley as the Bixby Knolls/Los Cerritos area.</p>	I-61-9
<p>Willow St was CCA zone with a two story/28 foot height limit. The proposed neighborhood serving center low with heights of three stories and 38 feet is adjacent to single family homes. Some of the sites do not have east/west alley separation from the commercial district. How does this protect and preserve the adjacent single family homes? These lots have insufficient lot depth for three stories and parking.</p>	I-61-10
<p>Changes to the R-1-N district density and height: Normally a General Plan is general in nature and the specific height in feet is provided in the update to the Zoning Code and not in the General Plan; however, if the City desires to list specific heights in the General Plan the current R-1-N zone allows 2 stories and 25 feet in height R-1-N, R-1-M, R-1-L, R-1-T, R-2-N, R-2-A. The other low density zones have a lower midpoint height of 24 feet including the R-1-S and R-2-S zone. The proposed height is 2 stories and 28 feet. The 25 foot limit works even with nine foot ceilings so why should there be an increase to 28 feet to the midpoint for a two story building? This is not necessary and will increase the scale and mass of buildings, which is in conflict with the land use element page 13. The LUE proposes to preserve and enhance neighborhoods and additional height is not consistent with this policy. The code has been in effect for at least 25 years. The Urban Design Element page 40 Strategy 19 UD 19-1 encourages new construction, additions, renovations and infill development to be sensitive to established neighborhood context, historic development pattern, building form and scale. Please support new development that is designed to respect the height, mass and open space characteristic of the existing neighborhoods. Additionally, increasing the height in the founding neighborhoods which include many of the City's historic districts would not be consistent with the low scale and mass of historic homes.</p>	I-61-11
<p>Footnote B - Varies by area on page 63 of the Land Use Element allows for heights to be increased to three stories as shown on LU-7 consistent with the existing land use pattern. Please explain if the height is noted on the map and per footnote A, which basically says the same thing. This footnote should be eliminated. Why is it listed for founding neighborhoods/contemporary areas only? Consistent with the existing land use pattern this sounds like it allows three story high buildings if the surrounding area is developed with that pattern.</p>	I-61-12
<p>Open Space Place types Map page LU-8 Oil Operators Site east of LA River south of the 405: The LA River link plan calls for open space in this location and strategy 29 policy 29-1 page 62 of the urban design plan UD29-1 encourages restoration of the LA River and Land Use Strategy 7 page 140 of the LUE for Wrigley calls for implementation of the Riverlink plan for the LA River to create opportunities for recreation and green areas in each neighborhood; however, the map does not reflect this strategy or show any open space adjacent to the river in this area. There is a shortage of open space on the west side and this is an opportunity to create open space next to the river. Please revise the map to be consistent with the land use plan, Riverlink plan, and with the City's strategies (open space map page 63 UD-12) for this area.</p>	I-61-13
<p>Previous Gen Plan LUD 1 allows 7 units per acre = 6,222 sq ft lots will be increased to 7-18 units per acre which is very dense with a lot size of 2,420 and height of up to three stories. The single family homes area (R-1-N) should be maintained with a two story/25 foot height limit.</p>	I-61-14
<p>Added density far exceeds what is necessary according to SCAG. Page 3-14 of the EIR plan accommodates 51,230 persons and the projected growth is for 18,200 people. That is 18,200 people over 23 or 18 years depending on a 2035 or 2040 plan. It seems that the plan accommodates more units than are needed based on the correct population growth numbers. Also, it is important to verify the number of people per household. See page 1-33 of the EIR contains the same error.</p>	I-61-15
<p>Error in EIR - there is a math error in Table 3.B Project Build out Summary in the 2012 and 2040 population and in the corresponding text page 3-14. The 2012 population is listed as 302,902 and 2040 as 313,465 an increase of 10,563. The increase is listed as 39,863 for an error of 29,300. The total needs to be corrected. In addition the mobility element page 27 shows a 2035 population of 534,100 which is inconsistent with the EIR population projections. The SCAG total in table 3B for 2040 is 484,500.</p>	I-61-16
<p>If the midtown specific plan was approved two months ago why is the city completely changing direction in a plan that was just adopted?</p>	I-61-17
<p>The Land Use Element is identified as 2035 although the majority of the data is listed for 2040. A five year difference is substantial. Please clarify if the plan is for 2035₃ or 2040 throughout documents and the EIR.</p>	I-61-18

An unlimited density and height of over 240 feet is not moderate development, but high density development. A density of 29 units an acre or more is not low density, but considered moderate density. It is deceptive to identify a place type with 44 to 54 units as low density when this is considered high density development by the planning community. Please correctly identify the place type densities.

I-61-19

Map UD-1 historic sites page 31 and the numbers do not correspond to the district name.

I-61-20

If the zoning/density is not changing in the founding and contemporary neighborhoods, how can 664 new units be accommodated? Please explain how multifamily structures are permitted in this place type.

I-61-21

Lynette Ferenczy
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LYNETTE FERENCZY

LETTER CODE: I-61

DATE: November 18, 2016

RESPONSE I-61-1

This comment is introductory in nature and indicates that the commenter has comments on the proposed project, as outlined in I-61-2 through I-61-21.

This comment is introductory in nature and does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-61-2

This comment expresses concern related to the height increases in the Wrigley area and opines that the unlimited height increases are in an area near single-family homes and low-density development. The commenter opines that the proposed height increases would destroy the character of the neighborhood. The commenter also opines that increased development within this area would result in significant nighttime pollution, which the commenter opines would be a significant unavoidable impact. The commenter also urges the City to adopt heights listed in the Midtown Plan. The comment concludes by asserting that the proposed Land Use Element (LUE) is inconsistent with the existing improvements in the Wrigley area and expresses frustration that there is no key view from the intersections in Wrigley where the unlimited height increases are proposed.

Refer to Response S-3-3 for further discussion related to the project's impacts with respect to visual character. In addition, in a letter dated November 30, 2016, the City is adjusting the PlaceType table and height map to reflect a 10-story maximum height within the Transit-oriented development (TOD) Moderate PlaceType, consistent with the Midtown Specific Plan.

RESPONSE I-61-3

This comment suggests that there are no other areas in the City where building heights are unlimited and as such, indicates that the project would develop high-density development near low-density communities with no transition between the uses. The commenter also opines that the project would diminish the visual character of the Wrigley neighborhood and would result in a loss of privacy. The commenter questions how privacy would maintained with the proposed height and density increases, despite the fact that Policy UD 14-6 aims to protect privacy concerns of adjoining/nearby homes. The commenter concludes that the City should retain heights allowed by the Midtown Specific Plan, which would maintain a maximum height of ten stories/100 feet in the TOD PlaceType area.

Refer to Response I-61-2 for a response related to height limitations in this area and impacts with respect to visual character. Please also refer to Response S-3-3 for further discussion related to the project's impacts with respect to visual character.

Refer to Response I-18-4 for further discussion related to project impacts with respect to privacy.

RESPONSE I-61-4

The commenter expresses concern related to the conclusions in the Draft EIR with respect to air quality. The commenter notes that air quality impacts were deemed to be significant and unavoidable and identified impacts on the western portion of the City near Interstate 710 (I-710). The commenter questions whether the trail transfer facility and the possible I-710 expansion projects were considered in the air quality analysis. The commenter also opines that air quality impacts can be mitigated by relocating density to other areas of the City, particularly in the northeastern section of the City. The comment concludes that the proposed project would only negatively impact traffic as well.

Air quality impacts associated with the proposed project are identified in Section 4.1, Air Quality, and the *Air Quality Impact Analysis* (Appendix B) of the Draft EIR. The commenter is correct in asserting that impacts with respect to air quality pollution affecting sensitive receptors near the I-710 were identified in the Draft EIR. However, it should be noted that the proposed land uses located west of State Route 103 and adjacent to the Intermodal Container Transfer Facility (ICTF) would be designated as open space as described in the Areas of Change. Other proposed land uses adjacent to Interstate 710 would convert the current land uses to Neo-Industrial uses only. No sensitive receptor developments are proposed for these land use areas adjacent to ICTF and 710.

Additionally, the commenter is correct in asserting that traffic impacts would worsen under the project. Traffic impacts were addressed and identified in Section 4.8, Transportation/Traffic, and the *Traffic Impact Analysis* (Appendix E) of the Draft EIR. As concluded in the Draft EIR section and the Traffic Impact Analysis, the project would result in significant and unavoidable impacts to 44 intersections in the City following project implementation. While the project would result in increased traffic congestion, it is the priority of the City to promote alternative modes of transportation to reduce greenhouse gas (GHG) emissions associated with vehicular traffic, in accordance with State mandates to reduce GHG emissions.

RESPONSE I-61-5

The commenter expresses disagreement with the statement in the proposed LUE that the area near California State University Long Beach (CSULB) would accommodate growth under the project due to the lack of space to develop new residential uses in this area. The commenter also takes issue with the statement in the proposed LUE that aims to target growth near transit areas because the project does not target growth along transit stations on the east side of the City. As such, the commenter opines that the project would result in inequitable environmental impacts on neighborhoods on the east side of the City. The commenter concludes by requesting information illustrating how many new dwelling units will be within each council district and asks how many residents are proposed for each unit.

The LUE includes the Neighborhood Serving Corridor PlaceType along major bus corridors, including Redondo Avenue in the east section of the City. The same mixed-use PlaceType is also applied to parcels along Los Coyotes Diagonal and Bellflower Boulevard in the eastern section of the City. Additionally, the area surrounding the Lakewood Boulevard and PCH traffic circle, proximate to CSULB is proposed for the Neighborhood Serving Corridor and Multifamily-Moderate PlaceTypes at 4-6 stories of height, in contrast to the current 2-story height limit. The LUE and UDE are citywide plans and include changes in all areas of the City. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-61-6

The commenter opines that the crackerboxes of Central Long Beach would occur under the project because the project allows for development in the Downtown area at no height limit. The commenter also opines that the increased development in the Downtown area would result in parking deficiencies in this area. The comment concludes by outlining development standards established in the Midtown Specific Plan.

Refer to Response L-6-1 for further discussion with project impacts with respect to parking. In a letter dated November 30, the City is adjusting the PlaceType table and height map to reflect a 10-story maximum height within the TOD Moderate PlaceType, consistent with the Midtown Specific Plan.

RESPONSE I-61-7

The commenter opines that the PlaceType Map LU-7 has inconsistencies within the area along Pacific Avenue, south of Willow Street and north of Pacific Coast Highway (PCH) and in the Belmont Shore area. The commenter inquires as to why the heights on Pacific Avenue are greater than areas designated with the same PlaceType along Long Beach Boulevard and Atlantic Avenue, as Long Beach Boulevard and Pacific Avenue are major arterials that would be better equipped to handle growth. The comment also suggests that increased density would serve to exacerbate the parking demand within these areas.

Refer to Response L-6-1 for further discussion with project impacts with respect to parking. Furthermore, as noted in a letter from the City dated November 30, 2016 (refer to Attachment B), the proposed LUE has been revised and updated to ensure consistency between the text and figures, including the PlaceType s Map (which has been renumbered as Map LU-8). This change has been incorporated into the Errata and is reflected in the updated LUE included as Attachment B. This change does not change the analysis or conclusions contained in the Draft EIR. No further response is necessary.

RESPONSE I-61-8

The commenter opines that the five-story height limitation in south Wrigley near 19th Street and Pacific Avenue are outside of the 0.25-mile transit station radius. The commenter suggests that

the height increase from two to five stories in this area would be significant and will result in a loss of privacy, light, and air in existing low-density neighborhoods. The commenter also opines that similar impacts would occur on Pacific Avenue.

Refer to Response L-6-1 for further discussion with project impacts with respect to parking, and please also refer to Response I-18-4 for further discussion related to project impacts with respect to privacy.

The proposed project is considered a planning/policy action and does not include any physical improvements or construction activities that would result in impacts related to excessive light generation (refer to the Initial Study for the Project, May 2015). Future individual projects resulting from the approval of the proposed project would be required to comply with allowable uses and development standards outlined for each PlaceType in the proposed LUE and Urban Design Element (UDE) and would be subject to separate environmental review on a project-specific basis, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. Where impacts with respect to light are identified, mitigation measures will be prescribed to the extent feasible. This comment will be forwarded to City decision-makers for their review and consideration.

RESPONSE I-61-9

The commenter indicates that the proposed project includes four-story transit-oriented development near the Wardlow Blue Line station, which itself is located within an existing single-family residential neighborhood. The commenter opines that new development proposed up to four stories in eight would negatively impact the existing neighborhood. The commenter suggests that the City consider no changes to this area, as is proposed for the Bixby Knolls station.

While this comment does not contain substantive comments about the Draft EIR or the analysis contained therein, it should be noted that the proposed project has been revised to eliminate some areas abutting the Wardlow Station from the TOD PlaceType. In a letter dated November 30, 2016 (included as Attachment B), the City has indicated that some residential neighborhoods erroneously labeled TOD or Multi-Family Residential will be restored to the Founding and Contemporary Neighborhood PlaceType. This change has been included in the Errata and is reflected in the updated LUE included as Attachment C. This change does not affect the analysis or conclusions contained in the Draft EIR. Therefore, no further response is necessary.

RESPONSE I-61-10

The commenter indicates that an area on Willow Street that currently allows for buildings up to two stories/28 feet in height would increase up to three stories/38 feet, which would result in impacts to existing single-family homes adjacent to Willow Street. The commenter inquires as to how the project would protect and preserve adjacent single-family homes and suggests that the lots in this area have an insufficient lot depth for three stories and parking.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that larger-scale development envisioned within the TOD

PlaceType would be required to transition to existing smaller-scale development. New development of greater massing must also be sensitive to smaller buildings in this area. The Transit-Oriented Development (Low and Moderate) would be required to restrict the height and guide the massing of buildings and setbacks when proposing transit-oriented development in existing neighborhoods in an effort to create smooth transitions from more intense to less intense developments (Page 86 of the LUE). While the maximum height in this PlaceType is five stories (or 65 feet), the UDE also requires that new multi-family residential uses be developed at a density that is compatible with adjacent single-family residential uses (Policy UD 22-1). Refer to Response I-21-5 for further discussion related to how new development proposed under the project would transition to existing single-family neighborhoods. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-61-11

The commenter indicates that a General Plan is more general in nature and that height regulations are normally established in a City's Zoning Code. The commenter also suggests that in the residential zones, the General Plan should allow for a 25-foot-height limitation, rather than a 28-foot limitation, so as to minimize the scale and massing of new buildings. By reducing the height limitation from 28 feet to 25 feet in the residential zones, the commenter opines that the City will better be able to preserve and enhance neighborhoods (including historic neighborhoods), consistent with goals and strategies in the proposed LUE and UDE.

This comment is a suggestion and does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-61-12

The commenter indicates that Footnote B on Page 66 of the LUE allows for heights to be increased to three stories, consistent with the existing land use pattern. The commenter asks for an explanation as to whether the height is noted on the map per Footnote A, or Footnote B. The commenter also questions why the height is listed for the founding/contemporary areas only and notes that it appears that the LUE allows for three story buildings if the surrounding areas are developed at a similar height.

Footnote B on Table LU-3 corresponds to the height limitation for the Founding and Contemporary Neighborhood PlaceType, which allows for structures at a maximum height of two stories/28 feet or three stories in areas with similar existing land use patterns. The two- and three-story height limitations allowed within this PlaceType are depicted on Map LU-7 and are representative of Table LU-3, including Table Footnote B. The only area of three-stories is the Peninsula neighborhood in southeast Long Beach.

RESPONSE I-61-13

The commenter indicates that the Los Angeles River Plan calls for open space on the Oil Operators site, east of the Los Angeles River and south of the Interstate 405 (I-405). The commenter also notes that the proposed project establishes several strategies encouraging the restoration of the Los Angeles River and implementation of the Los Angeles River Plan to create recreation and open space areas. However, the commenter opines that the PlaceTypes Map does not reflect these goals and asks that the map be amended to be consistent with the Los Angeles River Plan to ensure that the west side of Long Beach has increased opportunities for recreation and open space.

The LUE designates the Los Angeles River within the Open Space PlaceType. The LUE includes Goals 8 and 9 and associated policies related to increase Open Space. The LUE implementation program includes Measure 70 specifically related to the Los Angeles River Plan. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-61-14

The commenter indicates that the previous General Plan allowed for 7 dwelling units per acre (6,222 square feet [sf]) in the LUD-1 planning area, which would be increased to 7 to 18 dwelling units per acre under the project. The commenter opines that this increase in density would be very dense with a lot size of 2,420 sf and a height of up to three stories. As such, the commenter opines that the single-family zone (R-1-N) should be maintained at a two story/28-foot-height limit.

The intensity levels established in Table LU-3 are maximum levels, not averages. The table establishes the maximum level of intensity for future development within this PlaceType, and subsequent zoning actions will implement that guidance. Particularly within the Founding and Contemporary Neighborhood PlaceType, most structures will not change and new development will be limited to infill of vacant parcels and limited redevelopment of dilapidated or substandard structures. The PlaceType is citywide in nature, ranging from the Peninsula neighborhood, which has character reflective of three-story duplexes on small lots, to the Los Cerritos neighborhood, which contains large estate homes on large lots. Zoning ordinances, not the General Plan, provide the more specific regulations, tailored to specific neighborhoods, as requested in the comment. This comment makes a request but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-61-15

The commenter opines that the project-related increase in density would far exceed what is necessary according to Southern California Association of Governments (SCAG). The commenter cites pages 1-33 and 3-14 of the Draft EIR, which indicate that the project would accommodate 51,230 persons but the projected SCAG growth for the area is 18,200. As such, the

commenter opines that the project accommodates more units than are needed and notes that it is important to verify the number of people per household.

The commenter is correct and the growth number has been corrected to 18,200 in the attached Errata. Refer to Response I-42-1 for further discussion related to the noted error in the population projections.

RESPONSE I-61-16

The commenter notes that there is a mathematical error in Table 3.B of the Draft EIR. The commenter notes that the 2012 population is listed as 302,902 and the 2040 population is listed as 313,495, which correlates to an increase of 10,563 persons. The commenter notes that the increase is listed as 39,863 and opines that the total needs to be corrected. The commenter also notes that the Mobility Element shows a 2035 population of 534,100, which is inconsistent with the EIR population projections.

The commenter is correct and the population increase has been corrected to 10,563 in the attached Errata. Refer to Response I-42-1 for further discussion related to the noted error in the population projections.

The Mobility Element was adopted in 2013 based upon the information available at that time. Table 1 of the Mobility Element is based upon the 2012 RTP/SCS, which contained a 2035 horizon year. Subsequent to the adoption of the Mobility Element, SCAG updated its population and employment projects and incorporated those updates into the 2016 RTP/SCS with a 2040 horizon year as well as intermediate year estimates. The LUE is based on those latest available, projections. The policies within the Mobility Element remain valid and the proposed LUE and UDE is consistent with those policies. The population figures found within the Mobility Element will be updated during the next timely update of that element.

RESPONSE I-61-17

The commenter inquires as to why the City is changing direction from the Midtown Specific Plan (which was adopted a few months ago), under the proposed project.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that in a letter dated November 30, 2016, the City committed to adjusting the PlaceType Table and Height Map to reflect a 10-story maximum within the Transit-Oriented Development PlaceType consistent with the Midtown Specific Plan.

RESPONSE I-61-18

The commenter indicates that the LUE is identified as having a planning period through 2035, yet the projections are through 2040. As such, the commenter asks for clarification on the end date for the project's planning period.

Refer to Response I-55-7 for further discussion related to the dates on the cover pages of both the LUE and UDE. The correct planning period as analyzed in the Draft EIR is through 2040 and

this correction and has been included in the Errata and does not change the conclusions or analysis in the Draft EIR.

RESPONSE I-61-19

The commenter opines that an unlimited density and height of over 240 feet is not moderate development, but high-density development. Similarly, the commenter indicates that a development of 29 units per acre is not low-density, but is considered moderate density. The commenter opines that it is deceptive to identify a PlaceType with 44 to 54 units as low-density when this is considered high-density development by the planning community. As such, the commenter requests that the City correctly identify the PlaceType densities.

The intensities within the LUE are based on existing land-use patterns, economically viable development scenarios and sufficient density to accommodate required employment and population growth. The multifamily-low density of 29 units per acre for new construction is in line with the adopted and HCD certified housing element (Pages 56-57 of the LUE) multifamily densities of 30 to 44 units per acre across all multifamily areas (low and moderate). This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-61-20

The commenter suggests that Map UD-1 lists historic sites in the City but the numbers on the map do not correctly correspond to the District name.

Map UD-1 has been updated to remove the numbers and the legend of the new map correctly labels historic districts by color. The revised map is included in the updated LUE, which is included as Attachment C to this Final EIR. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-61-21

The commenter inquires as to how 664 new units can be developed if the zoning/density is not changing in the Founding and Contemporary Neighborhood PlaceType. The commenter also asks how multi-family structures are permitted in this PlaceType.

New construction within the Founding and Contemporary Neighborhood PlaceType is anticipated to consist of construction on vacant lots, redevelopment of lots that contain structures that are no longer habitable, construction of second units within duplex zones where only one unit currently exists on the lot, as well as a limited number of accessory dwelling units constructed behind existing single-family homes. This comment raises questions about the definition of the Founding and Contemporary Neighborhood PlaceType but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 2:28 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Comments for the Draft EIR on Land Use & Urban Design Elements of the Grand Plan

From: Giuseppe De Piero [<mailto:gdep29@yahoo.com>]
Sent: Friday, November 18, 2016 2:23 PM
To: Craig Chalfant
Cc: Isabel Arvea; Celina Luna; Council District 6; Council District 7
Subject: Comments for the Draft EIR on Land Use & Urban Design Elements of the Grand Plan

By now you must have received a fair number of emails highlighting specific points of the proposed changes.

I am extremely concerned that your proposals are far too open-ended in their scope whilst not actually taking into account the real people on the ground who will be damaged by these 'unspecified' changes.

From what I heard at the recent meeting in Wrigley it seems to me that you are asking for one or two areas to give up far too much with little in return that actually profits the local populace. Ribbon development around the metro line is an obvious choice for many reasons but it should never be 'Development for the sake of Development'.

It seems to me that a number of recent changes in and around the Down Town area did not fully take into account changes that were actually needed by people who wished to live there and it looks like the City would be following on in this unwarranted tradition should the desired changes be given the status you are seeking.

We now have a Down Town that is extremely appealing when driving through it but is, in truth, pretty stagnant when you actually walk along its avenues...

Proposing & allowing absurd height change ordinances in and around the Wrigley area will only serve to isolate us more rather than unite us...

Sincerely,
 Giuseppe de Piero

I-62-1

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GIUSEPPE DE P IERO

LETTER CODE: I-62

DATE: November 18, 2016

RESPONSE I-62-1

This comment expresses concern related to the proposed project and the impact it would have on the Wrigley area and the community members who reside in this area, and also expresses concern that the Wrigley community has not been included adequately in the planning process. The commenter opines that the proposed height increases in the Wrigley area will serve to isolate this neighborhood from the rest of the City of Long Beach (City).

This comment expresses concern but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Friday, November 18, 2016 3:30 PM
To: Ashley Davis; Alyssa Helper; Fern Nueno; Alison Spindler
Subject: FW: Comments for The Draft EIR on Land Use and Urban Design Elements of the General Plan

-----Original Message-----

From: Lisa [<mailto:vkngvixen@gmail.com>]
 Sent: Friday, November 18, 2016 3:29 PM
 To: Council District 7 <District7@longbeach.gov>; Christopher Koontz <Christopher.Koontz@longbeach.gov>;
 Craig Chalfant <Craig.Chalfant@longbeach.gov>; Council District 6 <District6@longbeach.gov>
 Subject: Fwd: Comments for The Draft EIR on Land Use and Urban Design Elements of the General Plan

> Comments for the Draft EIR on Land Use and Urban Design Elements of the General Plan:

>

> Throughout the years, we have attended several meetings for proposed design plans, none of which have yet to come to fruition. For example, the plan for upgrading Pacific Avenue between Willow and PCH for which final plans had been agreed upon. The only part of the plan that actually occurred was the landscaping of the median. Also, we have a large book outlining the River Links project which still seems to be a pipe dream after many years.

I-63-1

> Currently, we are very opposed to the unlimited height proposal at Willow and PCH presented on 11/14 at Veterans' Park. Allowing high rise development would completely change the character of this community. We believe the Wrigley community has already made clear that they do not favor buildings over 2 stories at previous meetings outlining similar proposals in the past. This opposition has not wavered. Thus, the proposal of changing height restrictions on Pacific Avenue between PCH and Willow is also largely rejected by Wrigley residents as it would change its character which has the same zoning designation of CNP as Belmont Shore's Second Street. Even though Second Street offers plenty of public transport with a busy bus schedule, there are no proposals for changing that height restriction. The Pacific Ave. business corridor is a minor street more than 1/4 mile from the Metro line. Such obvious inequity smacks of social and environmental injustice, asking the western section of Long Beach to bear the brunt of urban expansion.

I-63-2

> During the meeting, the issue of environmental injustice was brought up several times. The city staff response always centered on the traffic circle on PCH stating that it was considered East LB and would be developed to accommodate future housing needs. The Traffic Circle is largely commercial and the housing that exists there now is already largely multi-family dwellings. The proposal in that area would be more of a continuum, thereby not drastically changing the character of that community. Wrigley is a quaint residential neighborhood with much potential for a village type of business corridor on both Pacific and Willow. City staff also pointed out that there would be no urban development along Bellflower Blvd. because residential neighborhoods were to be preserved. Bellflower Blvd. has a large mall and major university with in its midst surrounded by residential areas. The Wrigley area is far less commercial; however, it is not given the same protected residential designation as Bellflower Blvd? Awkward, at best!

I-63-3

> As a side note, the community members at the 11/14 meeting all heard the staff state that allowing for more urban development would keep rents down. This was not something property owners in the area were particularly excited about hearing and spoke volumes as to the attitude of the City when it comes to the perceived value of the western part of the city.

I-63-4

> In closing, many Wrigley residents feel like we have been inundated with "plans from the City" that, when favorable, rarely come to fruition, and when unfavorable, reek of social and environmental injustice.

I-63-5
↓

> Please keep the height restrictions as they are now, and spread the burden of future urban planning more equitably throughout the City.

>

> Thank you for this opportunity to express our opinions.

> Respectfully submitted,

> Lisa Wibroe

> 465 W 25th Street

> and

> Robert Benson

> 467 W 25th Street

LISA WIBROE AND ROBERT BENSON

LETTER CODE: I-63

DATE: November 18, 2016

RESPONSE I-63-1

This comment indicates that the commenter has attended several meetings for similar projects that have not yet come to fruition, with the exception of the plan for upgrading Pacific Avenue between Willow Street and Pacific Coast Highway (PCH), where landscaping in the medians has occurred.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-63-2

This comment expresses opposition to the unlimited height proposals within portions of the Wrigley neighborhood, as this increase would change the character of the Wrigley area. The commenter notes that the Wrigley community has historically opposed height increases, and continues to be opposed to height increases proposed as part of the project. The commenter concludes by asserting that there are no height increases proposed along Second Street (despite the fact that this arterial is supported by public transport) and the primary height increases are on the west side, which is indicative of environmental injustice.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that, in a letter dated November 30, the City committed to adjusting the PlaceType table and height map to reflect a ten-story maximum height within the Transit-oriented development (TOD) Moderate PlaceType, consistent with the Midtown Specific Plan. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-63-3

This comment indicates that the subject of the project's impacts with respect to environmental injustice were brought forth at a community meeting, but that the primary response was that the project would promote growth around the Traffic Circle on the east side in addition to growth targeted on the west side of the City. The commenter takes issue with this statement and indicates that the project would not result in drastic changes near the Traffic Circle, but rather would result in a continuum of growth patterns in this area. As such, the commenter indicates that the project would result in disproportionate growth and impacts in the currently low-density neighborhood of Wrigley.

The changes within the Traffic Circle area are depicted in LUE Map LU-7 and LU-8 of the LUE (both of which have been updated and are included in the Errata and the updated LUE, which

itself is included as Attachment C). These changes involve an increase in height from 2-stories (existing zoning) to 4-6 stories (Neighborhood Serving Center-moderate and Multi-Family Residential-moderate). This comment expresses concern but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-63-4

This comment notes that the community members were informed by the City that new development envisioned under the project would keep rents down; however, the commenter indicates that this is not something the community favors in the Wrigley area.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-63-5

This comment is a conclusory statement and urges the City to keep the current height restrictions.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 3:39 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: BHCA Comments on LUE

From: kathleen brady
[<mailto:kat.brady18@yahoo.com>] **Sent:** Friday,
November 18, 2016 3:34 PM
To: Craig Chalfant
Cc: president@mybelmonthheights.org
Subject: BHCA Comments on LUE

Dear Craig

I have studied the Land Use Element of the draft General Plan. I also have reviewed the Belmont Heights Community Association's analysis of said Plan. As a long-time resident in the area of 4th and Redondo, and an interested BHCA member, I would like to second their analysis; if possible, I would like to submit their Formal Comments as my Comments. I believe that their detailed recommendations will allow for the necessary growth, while not losing the wonderful historic character of our beloved neighborhood. Thank you very much for all the work and care that is going into this planning; it is appreciated, and so important for the future livability of our City.

I-64-1

Sincerely
Yours, Kathleen

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KATHLEEN BRADY

LETTER CODE: I-64

DATE: November 18, 2016

RESPONSE I-64-1

This comment expresses concurrence with the comments submitted by the Belmont Heights Community Association (BHCA) and thanks the City of Long Beach (City) for its hard work and care in this planning process.

Responses to the comment letter submitted by the BHCA are included in L-4-1 through L-4-10. This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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**Alyssa
Helper**

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 4:17 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: 5 story homes in Wrigley

From: Michelle Gray
[mailto:m_gray1@verizon.net] **Sent:** Friday,
November 18, 2016 4:16 PM
To: Craig Chalfant
Subject: 5 story homes in Wrigley
Dear Mr.
Chalfant,

I have lived in the southern most end of Los Cerritos for 30 years now, my home is located at 3616 Pacific Ave. we are right at the intersection of 36th St. and Pacific. You are probably aware of this because the city has recently installed a traffic circle there. We lost part of our parking and frequently have riders of the Blue Line park on our street since it is an easy walk to the train. I have seen such an impact of over population in the years we have lived here. The proposal of 5 story homes in this part of Wrigley Heights will only add to this problem further. The quaintness of the Heights will be ruined by the sight of 5 story homes and will only add to traffic and parking problems. Please note that I am in opposition of this proposal.

I-65-1

I-65-2

Sincerely,

Michelle Gray

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MICHELLE GRAY

LETTER CODE: I-65

DATE: November 18, 2016

RESPONSE I-65-1

This comment expresses concern related to the increase in parking demand in the area near the intersection of Pacific Avenue and 36th Street resulting from implementation of the proposed project. The commenter also notes that riders of the Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line often park in the neighborhoods around this area because it is easier to walk to the stations.

Refer to Response L-6-1 for further discussion related to project impacts with respect to parking.

RESPONSE I-65-2

This comment expresses concern related to the impact of the proposed project on the quaintness of the Heights area due to the increase of five-story development, which the commenter opines will also increase traffic and parking in this area. The commenter concludes by expressing overall opposition to the proposed project.

Refer to Response L-6-1 for further discussion related to project impacts with respect to parking. Please also refer to Response L-2-7 for further discussion related to project impacts with respect to traffic congestion. The commenter's opposition to the plan is noted.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Friday, November 18, 2016 4:20 PM
To: Ashley Davis; Alyssa Helper
Subject: FW: Addendum - DEIR Response Land Use Element2016
Attachments : Addendum - DEIR Response Land Use Element2016.doc; Shore Current Zoning Map Oct 2016.pdf; Ordinance 9-2-2008 - Height-2 Story Limitations Belmont Shore.pdf; Crackerboxes - LA Times article.doc; R-2-S 2-story height maximum Table.jpg

From: Melinda Cotton [<mailto:mbcotton@hotmail.com>]

Sent: Friday, November 18, 2016 3:54 PM

To: Craig Chalfant

Subject: Addendum - DEIR Response Land Use
Element2016

Hi

Craig,

Attached an Addendum to go with my previous response (Word
format).

I've also attached the referenced documents and the JPG for the Table I inserted in my Addendum
document, not sure if it is visible in the word document.

Appreciate your letting me know you received
this ... e-mailed Friday, Nov. 18, 2016 3:53 pm

Thanks! Have a good weekend and Happy
Thanksgiving.
Melinda

I-66-1

Melinda Cotton
 PO Box 3310
 Long Beach, CA 90803
 November 18, 2016

Mr. Craig Chalfant, Senior Planner
 Long Beach Development Services
 333 W. Ocean Blvd., 5th Floor
 Long Beach, CA 90802,

Re: ADDENDUM to Response to DEIR General Plan Land Use Element & Urban
 Design Element 2016

This letter is in addition to the Response to the DEIR General Plan Land Use Element which I previously submitted on October 21, 2016.

I-66-2

In perusing the DEIR document , I have come across additional areas of deep concern for the special zoning approved in the past by the Long Beach City Council for Belmont Shore.

These concerns have to do with building heights on Table LU-3 page 63 of the Land Use Element. In the founding and contemporary neighborhoods most of the existing R-1 N and R-2 districts including Belmont Shore have a height limit of 2 stories and 28 ft. The new LUD does not specify if this height is measured to the midpoint or ridge of a roof. The existing R-2-S zone and all of the other residential zones include footnote D on Table 31-2A of the current zoning code that require height be measured to the midpoint of a roof and if there are two numbers (as in the Shore R-2-S) to the midpoint and ridge 24 ft./28ft. Clarification is definitely needed on how this new height is measured. What we have observed and been told is that the current code doesn't say, but it has been the practice of the Planning Department for at least 25 years that if a roof is flat the lower number is used so as to not allow more volume in a building with a flat roof.

I-66-3

(NOTE: On September 2, 2008 the Long Beach City Council Unanimously Passed the attached Ordinance amending the Long Beach Municipal Code - specifically Section 21.21.402

"Section 21.21.402 of the Long Beach Municipal Code is amended to read as follows:
 Section 3. Table 31-21A of the Long Beach Municipal Code relating to two-story height maximum in R-2-S (Citywide) ... is amended to read as shown on Attachment "A," a copy of which is attached hereto and incorporated herein by this reference."

I. Two-story height maximum in R-2-S Zoning District (Citywide)

Table 31-2A Residential Development Standards											
District	Units Per Lot	Lot Area Per Unit (Sq. Ft.)	Minimum Lot Area (Sq. Ft.)(a,c)	Minimum Lot Width (Ft.)(a,c)	Minimum Yard Setbacks (Ft.)(j, l)			Maximum Lot Coverage (% of Lot)	Minimum Usable Open Space Per Unit	Floor Area Ratio	
					Front	Side	Rear(k)				
R-2-S	2	1,200	4,800	40	15(i)	3	10	24 ft./28 ft. (e) 2 St.	N/A	2%(o)	1.3

(e) An additional 2 feet may be permitted to accommodate access stairs to the roof.



It is of major concern, and would elicit extreme opposition by the Belmont Shore community if the proposed Land Use Element of the General Plan overrode or changed in any fashion the Ordinance and Zoning adopted in 2008.

↑

If the height is changed from 24 ft. midpoint/28 ft. ridge to 28 ft. midpoint or even 28 ft. to the ridge and in the R-1-N zones from 25 ft. midpoint to 28 ft. midpoint this is a huge issue. In Belmont Shore that would be an additional four feet and if it is to the top of a flat roof that is still a four foot increase. A big change in scale and mass.

I-66-3

Also, there is a foot note at the bottom of page 63 B Height may be increased to 3 stories as shown on LUD Map 7 consistent with the existing land use pattern. This also needs clarification: What exactly does this mean. If the City is proposing additional height it should be shown on the height map or the footnote removed. This footnote seems to allow additional height at the discretion of the Planning Department based on the existing land use patterns which leaves the community out of the decision making process.

I-66-4

I do not support an increase in building height in the founding and contemporary place type, nor in Belmont Shore.

And as I stated in my previous DEIR response, I fear that Belmont Shore and Long Beach residents in founding and contemporary neighborhoods and in neighborhoods such as Belmont Shore will find themselves blindsided by unexpected changes in their neighborhoods, as occurred in the past with Mansionization and the "Crackerboxes", described in the attached LA Times Article. These several story apartments were stuck hit and miss into established single family neighborhoods and created chaos and anger that is remembered to this day. The City of Long Beach should do everything it can to avoid similar reactions.

I-66-5

The only Alternative I can support is Alternative 1 - No Project. Our Current Zoning ordinances should NOT be replaced with the "PlaceType" approach. The residents of Long Beach deserve to know what is happening and what is allowed in their neighborhoods. The fuzzy "flexibility" allowed by "PlaceTypes" is unacceptable.

I-66-6

Thank you for your attention to my concerns.

Melinda Cotton
Belmont Shore resident of 33 years

Attached: Shore Current Zoning Map Oct 2016.pdf
Ordinance 9-2-2008 - Height-2 Story Limitations Belmont Shore
Crackerboxes - LA Times article



ORD-35

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING THE LONG BEACH
MUNICIPAL CODE BY AMENDING SECTIONS
21.21.302(5), 21.21.402, AND TABLE 31-2A RELATING TO
STORY LIMITATIONS, SIDE YARD SETBACKS, STORY
POLES, AND RE-NOTICING REQUIREMENTS

The City Council of the City of Long Beach ordains as follows:

Section 1. Section 21.21.302(5) of the Long Beach Municipal Code is
amended to read as follows:

21.21.302 Noticing requirements for hearings.

5. Posting.

a. Notice of the hearing shall be posted at least fourteen (14)
days prior to the hearing in at least three (3) public places within the
boundaries of the city, including one (1) public place in the area, if any, most
directly affected by the proceedings.

b. Building height variance applicants shall erect story poles
which accurately represent the full extent of the proposed structure to the
satisfaction of the Director of Development Services, including decks and
eaves, at least fourteen (14) calendar days prior to the first public hearing
and remain in place through the end of the appeal period.

Section 2. Section 21.21.402 of the Long Beach Municipal Code is
amended to read as follows:

21.21.402 Action by hearing body.

1 A. Following the completion of testimony at a public hearing, action
2 shall be taken to approve, conditionally approve, partially approve, deny,
3 continue or take under advisement the subject of the public hearing.

4 B. Unless a matter is continued to be heard at the next regularly
5 scheduled meeting, or taken under advisement to be heard at the next
6 regularly scheduled meeting, the matter shall be re-noticed in accordance
7 with Division III "Notice of Hearings."

8 C. Conditions. Reasonable and necessary conditions on
9 development may be attached to all decisions to ensure their consistency
10 with the Zoning Regulations.

11
12 Section 3. Table 31-2A of the Long Beach Municipal Code relating to
13 two-story height maximum in R-2-S (Citywide) and minimum three (3) foot side yard
14 setbacks in R-4-R (Citywide) is amended to read as shown on Attachment "A," a copy
15 of which is attached hereto and incorporated herein by this reference.

16
17 Section 4. The City Clerk shall certify to the passage of this ordinance
18 by the City Council and cause it to be posted in three conspicuous places in the City of
19 Long Beach, and it shall take effect on the thirty-first day after it is approved by the
20 Mayor.

21 //

22 //

23

24

25

26

27

28

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

I hereby certify that the foregoing ordinance was adopted by the City Council of
the City of Long Beach at its meeting of _____, 2008, by the following
vote:

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

Absent: Councilmembers: _____

City Clerk

Approved: _____

Mayor

I. Two-story height maximum in R-2-S Zoning District (Citywide)

Table 31-2A
Residential Development Standards

District	Units Per Lot	Lot Area Per Unit (Sq. Ft.)	Minimum Lot Area (Sq. Ft.)(a,c)	Minimum Lot Width (Ft.)(a,c)	Minimum Yard Setbacks (Ft.)(j, l)			Maximum Height(d,h) (e)	Maximum Lot Coverage (% of Lot)	Minimum Usable Open Space Per Unit	Floor Area Ratio
					Front	Side	Rear(k)				
R-2-S	2	1,200	4,800	40	15(i)	3	10	24 ft./28 ft. (e) 2 St.	N/A	2%(o)	1.3

(e) An additional 2 feet may be permitted to accommodate access stairs to the roof.

II. Minimum 3' side yard setbacks in R-4-R Zoning District (Citywide)

Table 31-2A
Residential Development Standards

District	Units Per Lot	Lot Area Per Unit (Sq. Ft.)	Minimum Lot Area (Sq. Ft.)(a,c)	Minimum Lot Width (Ft.)(a,c)	Minimum Yard Setbacks (Ft.)(j, l)			Maximum Height(d,h)	Maximum Lot Coverage (% of Lot)	Minimum Usable Open Space Per Unit	Floor Area Ratio
					Front	Side	Rear(k)				
R-4-R(l)	N/A	See Table 31- 2B	18,000	120	15	10%(q)	20	28 ft. 2 St.(f)	N/A	150(p)	N/A

(q) The side yard setback is 10 percent of lot width on each side, but in no case shall the interior side yard setback be required to exceed 10 feet (except as specified in footnote(s)). The side street side yard setback shall be 15 percent of lot width, but in no case shall it be required to exceed 15 feet. Neither setback shall ever be less than 3 feet.

ATTACHMENT "A"

Los Angeles Times

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http://articles.latimes.com/1995-10-13/local/me-56483_1_downtown-long-beach.

URBAN NOTEBOOK: Reports from the metropolitan front

CITY SMART / How to thrive in the urban environment of Southern California : Crackerjack Idea, Disastrous Results : Once touted as the answer to affordable housing, 'crackerbox' apartment buildings have become a blight in Long Beach.

October 13, 1995 | J. MICHAEL KENNEDY | TIMES STAFF WRITER

In this once-tranquil, blue-collar neighborhood near downtown Long Beach, the residents call them the "crackerboxes."

And when they utter the word, there is a note of disdain in their voices.

They are talking about the apartment buildings that were hastily put up a decade ago when the city's economy was booming and developers were hammering together buildings as fast as they could buy the land.

Now, many of these apartment complexes have become a blight on the city, particularly in this neighborhood just blocks from the beach where more than 300 Southern California bungalows were razed to make way for new construction. Crackerboxes went up elsewhere in the city, but the major concentration was in this neighborhood bounded by 4th and Anaheim streets to the north and south, and Alamitos and Redondo avenues to the east and west.

There is at least one crackerbox in almost every block, sometimes two or three. They have become a breeding ground for crime, though in the beginning they were seen as the city's answer to the need for affordable housing. A decade has made all the difference.

Long Beach City Councilman Alan Lowenthal pulled his car over to the curb in front of one particularly egregious example of disrepair.

"It's like a cancer," he said. "Unless you watch it all the time, one building can ruin a block."

Lowenthal, whose district encompasses most of this neighborhood, is incensed about these apartment buildings, most of them built on narrow lots that used to contain a single home. In the decade since they have gone up, drug activity and crime have increased as the apartments have gone steadily downhill.

And many residents now feel hostage in their own neighborhood, where sundown means it's time to go inside.



"I won't even let my wife water the lawn after it gets dark," said Art Borges, a retired Sears & Roebuck employee who moved here in 1956. "The thing that gets me is that here we are, private citizens who pay our taxes, and after 6 o'clock I can't go out."

Down the way from Borges is Mike Kuhn, who bought a house with his then-wife in 1985, only to find a crackerbox going up next door six months later. It was not long afterward that drug dealers moved in.

"It's not a very nice place to live anymore," he said.

The story of how this all happened is somewhat complex, but it is mostly a product of the times in which development--any kind of development--was king, not only in Long Beach but the rest of Southern California.

Bob Paternoster, who was then the city's planning director, remembers the early '80s as a time when real estate prices were skyrocketing, interest rates were out of sight and the lack of affordable housing was a very serious problem.

As a remedy, zoning laws were changed to make room for affordable apartment complexes. Unfortunately, said Paternoster, developers found a loophole in the zoning ordinances and devised a way to put eight- and 10-unit complexes on a single lot--legally.

Soon, that kind of apartment was going up all over the area. Developers were paying top dollar for bungalows, tearing them down and putting up apartment buildings that were being sold to investors for \$800,000 to \$1 million.

"They were paying \$20,000 more than the house was worth and it didn't matter because they were going to put up a building with eight units," he said. "It's been disastrous."

At City Hall, there was talk of a moratorium on the apartment construction. Developers and builders raced to get their building permits before one was imposed.

"That week, we got more [building-permit] applications than I've ever seen in my life," said Paternoster, who is heading the multimillion dollar Queensway Bay project to develop the city's waterfront.

A decade later, the subject of the crackerbox development is still a major topic of discussion and recrimination. Lowenthal, for one, believes their construction may have been the single worst decision ever made by the city.

"It destroyed the whole fabric of the community," he said.

While fingers are pointed in various directions when blame is being discussed--including some at Paternoster--no one is arguing about the sequence of events after the apartments were built.

What at the time seemed like a very good investment turned into a very bad one as property values began to drop. The rental market became extremely competitive and a \$750-a-month apartment was soon going for \$500. Many landlords, desperate to keep afloat, stopped screening new tenants and slashed maintenance costs, Lowenthal said.



When property values sank so low that the crackerboxes were worth as little as one-third of their top value, many owners simply abandoned them and banks foreclosed on the property, he added.

At the same time, crime was mounting, the alleys were filling with trash and the streets were crowded with cars because the population in this area increased by an estimated 60%. Drug dealers and gang activity became a part of the landscape to a point where parents kept their children indoors.

"We're literally in a war zone," said Borges. "But it's not really a war here because a war has two sides. Here, there is only one side."

What will happen to the neighborhood remains in doubt. But there are several programs designed to reduce crime.

A storefront police office has been set up and volunteers clean up alleys each week, picking up old appliances and furniture that have been discarded. At the same time, they paint over graffiti.

An organization known as Safe Streets Now has a policy of taking landlords to small claims court when laws are being broken on their property. In two other programs, Apartment Watch and Business Watch, property owners give police permission to question anyone loitering on their premises.

A city advisory committee is looking into alternative uses for the crackerboxes, such as housing for senior citizens. But so far, no real suitable use has been found.

"You can't reverse this kind of thing overnight," said City Councilman Tom Clark, who has a number of the unwanted apartments in his district as well.

I. Two-story height maximum in R-2-S Zoning District (Citywide)

Table 31-2A
Residential Development Standards

District	Units Per Lot	Lot Area Per Unit (Sq. Ft.)	Minimum Lot Area (Sq. Ft.)(a,c)	Minimum Lot Width (Ft.)(a,c)	Minimum Yard Setbacks (Ft.)(j, l)			Maximum Height(d,h) (e)	Maximum Lot Coverage (% of Lot)	Minimum Usable Open Space Per Unit	Floor Area Ratio
					Front	Side	Rear(k)				
R-2-S	2	1,200	4,800	40	15(i)	3	10	24 ft./28 ft. (e) 2 St.	N/A	2%(o)	1.3

(e) An additional 2 feet may be permitted to accommodate access stairs to the roof.

MELINDA COTTON

LETTER CODE: I-66

DATE: November 18, 2016

RESPONSE I-66-1

This comment indicates that the commenter has attached an addendum to accompany previous comments on the proposed project.

Refer to Comment Letter I-18 and Responses I-18-1 through I-18-14 for the previous letter referred to in this comment. This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-66-2

This comment indicates that this letter is in addition to a letter previously submitted on the Draft EIR. The comment also notes concern related to specialized zoning under the project.

Refer to Comment Letter I-18 and Responses I-18-1 through I-18-14 for the previous letter referred to in this comment. Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the project's impacts with respect to zoning.

RESPONSE I-66-3

The commenter expresses concern related to the proposed building heights, particular increased heights within the Founding and Contemporary Neighborhood PlaceType. The commenter notes that the Land Use Element (LUE) allows for two stories/28 feet in this PlaceType, but does not specify if the proposed height restrictions are measured to the midpoint of or the edge of the roof. The commenter requests clarification on how new heights will be measured. The comment includes a table from an ordinance related to building heights and notes that increased heights in the Belmont Shore area would garner extreme opposition from the community. The comment concludes with an assertion that if the height is changed from to 28 feet midpoint or 28 feet to the ridge in the R-1-N zone, this would equate to a 4 feet increase that would result in a large change in scale and mass.

Attachment 1 to this comment is the City's current Zoning Map of the Belmont Shores area and Attachment 2 is Zoning Ordinance 35 relating to story limitations, side yard setbacks, story poles, and re-noticing requirements.

The General Plan is general in nature and no specific changes to zoning ordinances are presented at this time. No changes to the measurement of height are contemplated at this time; height measurements are governed by the Long Beach Municipal Code and are dependent on the improvement being measures, topography of the site, flood plain location and other factors. Any

future changes to the Zoning Ordinance, as contemplated in the implementation program of the LUE, will require a subsequent public approval process. Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the project's impacts with respect to zoning, including setbacks.

RESPONSE I-66-4

The commenter notes that the footnote on Land Use District (LUD) Map-7 includes a footnote indicating that while the height limitation in the Founding and Contemporary Neighborhood is two stories/28 feet, up to three stories would be allowed in areas with existing land use patterns. The commenter requests clarification if an additional story would be allowed within this PlaceType or whether or not this footnote should be removed. The commenter suggests that this footnote allows the City's Planning Department the discretion to allow for three stories within this PlaceType without community input on such increases. The comment concludes by expressing opposition to the height increase within the Founding and Contemporary PlaceType, including the area of Belmont Shore.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that this footnote is intended to allow for three story developments within the Founding and Contemporary PlaceType in areas where existing three story developments already occur. The footnote was added at the request of the Peninsula neighborhood. Only those locations indicated on Map LU-7 (which has been renumbered to be Map LU-8) may exceed the two-story limit. Only the Peninsula neighborhood is depicted at a different height (three stories) in Map LU-7. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-66-5

This comment expresses concern that residents of areas designated as the Founding and Contemporary Neighborhood PlaceType will be blindsided by unexpected changes in their neighborhoods, as previously occurred with masionization and the crackerbox developments described in the article included as Attachment 3.

This comment expresses concerns but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-66-6

This comment indicates that the only acceptable alternative is Alternative 1, No Project, and that the current zoning ordinances should not be replaced with the proposed PlaceTypes.

This comment expresses a preference for Alternative 1 but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Friday, November 18, 2016 5:48 PM
To: Ingrid Hudson
Subject: Re: Comments on Long Beach Land Use Element, Urban Design Element and The Mid Town Specific Plan for the City of Long Beach

Thank you for your comments, we will be in touch

Sent from my iPhone

On Nov 18, 2016, at 5:38 PM, Ingrid Hudson <ingrid_hudson@outlook.com> wrote:

City of Long Beach Development Services

Christopher Koontz, Craig Chalfant

November 18, 2016

Ingrid Hudson

531 W Hill St LB 90806,

562 397-3529

ingrid_hudson@outlook.com

Comments regarding Long Beach Land Use Element, Urban Design Element and The Mid Town Specific Plan for the City of Long Beach

What I enthusiastically embrace; well planned and regulated mixed use development to the long blighted Long Beach Boulevard that includes affordable and mid price range housing, attractive street improvements, incentives for walking, biking, and mass transit participation, public green spaces (parklets), preservation and adaptive reuse of identified historical buildings!!! We need to compete with Downtown and Bixby Knolls and this takes development.

I-67-1

What concerns me; The maximum story heights proposed along the high transit areas along LB Boulevard seem reasonable, but I am concerned about the East-West development along the connecting streets like PCH and Anaheim identified as Major Aves., how that might affect neighboring homes on streets butting up against those areas. Also, there is a mixed commercial/residential zone along Pacific Ave identified as a Major Ave. that might lose its smaller town neighborhood feel if the maximum story heights are raised. There are homes backing up to the Pacific Ave. that could be impacted in a very negative way. I am also concerned about how the proposed 'cycle track' lanes along LB Boulevard will impact and

I-67-2

↓ I-67-3

reduce street parking further in a city that is struggling with parking issues and doesn't seem to have many solutions. With regard to the proposed "parklets" I am intrigued, but cautious about how this will impact the neighboring homes on those streets sections that will be closed and what 11 of these will do to traffic on Neighborhood Connector streets like Hill Street where I live.

↑ I-67-3
I-67-4

Finally, I love the quaint homes and streets of my Wrigley neighborhood there is great diversity in the architecture and neighbors here. We do seem to lack the same representation that other LB districts seem to enjoy but I am hopeful that more residents will rally to participate in shaping the future with the city rather than fighting all progress.

I-67-5

A note on public green space; for 30 years I've lived near the Daisy Ave. median, a sadly unimaginative and underutilized space. This year due to the demise of dead and dying trees the city has removed the majority of them. Now we have this 3 block long blank slate! When I walk thru there I am energized with all the possibilities of what could be. I'm not a designer but even I can picture a meandering path with shade tree groupings, seating, small playground equipment, drought tolerant attractive plant groupings, dog waste/bag stations. If the city of Long Beach doesn't make an attempt to beautify and improve a huge existing space like this than I feel very strongly it can't be taken seriously with regards the lack of acquirable land for green space. I would be happy to participate in a city and citizen partnership on re imagining the Daisy Ave. green space into a real park with multiple uses beyond just a place to put holiday decorations, dog waste, and transients camping out.

I-67-6

Kindest regards,

Ingrid Hudson

INGRID HUDSON

LETTER CODE: I-67

DATE: November 18, 2016

RESPONSE I-67-1

This comment praises the project for included well-planned and regulated mixed-use development along Long Beach Boulevard, which will provide opportunities for affordable and market-rate housing and promote active streetscapes. The commenter also praises the project for encouraging walking, biking, and mass transit options; for including parklets and green spaces; and for encouraging the perseveration and adaptive reuse of historical buildings.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-67-2

This comment is in favor of the maximum building heights along high transit areas along Long Beach Boulevard, but expresses concern related to the proposed building heights along PCH and Anaheim. The commenter is concerned that height increases along these arterials may negatively impact homes within these areas. The commenter also notes that homes and a mixed-commercial/residential area along Pacific Avenue that could potentially lose their small town character if the building heights are increased, as proposed under the project.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, as described in the proposed Land Use Element (LUE), larger-scale development envisioned under the proposed project would be required to transition to existing smaller-scale development. New development of greater massing must also be sensitive to smaller buildings. The proposed LUE also restricts the height of development within each PlaceType and aims to guide the massing of buildings and setbacks in an effort to create smooth transitions from more intense to less intense developments (Page 86 of the proposed LUE). Furthermore, the Urban Design Element (UDE) requires that new multi-family residential uses be developed at a density that is compatible with adjacent single-family residential uses (Policy UD 22-1). Therefore, the proposed project would aim to improve the urban fabric of the City by establishing goals, policies, and strategies that would allow for future higher-density development that would be compatible with and would transition to existing surrounding lower-density development. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-67-3

This comment expresses concern related to the proposed “cycle track” lanes along Long Beach Boulevard, which the commenter opines could further reduce street parking in an area with a limited parking supply.

Refer to Response L-6-1 for further discussion related to project impacts with respect to parking.

RESPONSE I-67-4

This comment expresses concern related to the proposed parklets, which the commenter opines could negatively impact neighborhood homes and traffic congestion on the street sections that will be closed.

Refer to Response L-6-1 for further discussion related to project impacts with respect to parking.

RESPONSE I-67-5

This comment indicates that the commenter enjoys the quaint homes and streets of the Wrigley neighborhood, but expresses concern that the Wrigley community lacks the same representation as other Long Beach districts.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-67-6

This comment notes that the median along Daisy Avenue is currently lacking greenery and is an underutilized, unimaginative space. However, the commenter expresses hope for the possibilities of what this space could be and offers support in participating on re-imagination efforts to improve this median.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Friday, November 18, 2016 7:34 PM
To: Alyssa Helper; Ashley Davis; Alison Spindler; Fern Nueno
Subject: Fwd: Land Use Element and Urban Design Element

Sent from my iPhone

Begin forwarded message:

From: "Susan Thomas Lopez" <sdtl7@juno.com>
Date: November 18, 2016 at 6:19:28 PM PST
To: Christopher.Koontz@longbeach.gov, District7@longbeach.gov
Subject: Land Use Element and Urban Design Element

Hello Christopher,

First Thank you for your efforts at the meeting at Veterans Park on Monday.

Like the other attendees I very much **object to unlimited height any where along Pacific Ave.** The only place that should be is down town Long Beach and perhaps where the hotel/motel at 2ND St and PCH which has no house right by. I have been driving around Long Beach and all the areas that have been being turned into desirable shopping areas seem to be 2 or 3 stories high only. Such as 2ND St, Art area near Broadway, Atlantic Ave. Bixby Knolls.

Changing the height of Pacific Ave. will greatly effect the Wrigley Area. In the 15 years I have lived here I am seeing young couples purchasing these homes and greatly improving the area. If the density increases with a lot of Apartments the area will not be as desirable. It seems that if you are wanting to put apartment near the Blue line it should be on Long Beach Blvd. where other apartments or Condo's or Senior Living have been build recently. And they are 4 stories. **Unlimited height is not desirable** there either. It is negative to an area to have a home that a multiple unite right next door. The streets in the Wrigley area that are high density now have a big problems with parking and theft and noise. More building around Pacific and Warlow will really cause a traffic night mare. Just a little further up Pacific dead ends to either go on the 405 north or 710 or an old golf area that I assume something is going to happen there.

To think that people living in Wrigley are going to take the Blue Line to work in LA is not reasonable. Some will but on my block right now I don't know that any work in LA. And to tell us that we will be using Uber or Lyft or self driving cars by 2040 and parking will not be necessary is hard to swallow.

I am very concerned about the **Pollution** increasing in the area. While they say the Port is cleaning up it seems in Wrigley the air has gotten worse. Many more big rigs are parking in lots over in the area of Harbor and Santa Fe Streets. It is more profitable to use the lots for trucks to park over night instead of businesses that us to be there. The clean big rigs seem to only run in the port area as required then they switch to other rigs.

It seems that **all areas should share in the increase of apartment living.** Bellflower Blvd above Atherton or a little higher up to Carson Ave there is room to put apartments. So **each district according to the area they cover should take on that percentage of the increase in building.**

I-68-1

I-68-2

I-68-3

I-68-4

Wrigley does not have the parks that other areas of Long Beach has in order to give residents the ability to unwind and be outdoors. The River path is mostly bikes due to the large homeless population that seems to be camping along there. I really don't think many people take a leisurely stroll or walk their dogs along the path. I have been active in River Clean Ups so know the amount of trash that accumulates in that area. And am aware of the multiple agencies that are involved in governing around there.

I-68-5

I would also like to know if we are going to be notified when you bring your findings and suggestions to the counsel. I would like to hear their remarks.

Please reconsider making Wrigley such a high density area.

I have sent this to Roberto Uranga also as you can see from the heading.
to see the new plans.

Look forward

I-68-6

Please confirm that you have received this email.

Sincerely, Susan Lopez
2086 Oregon Ave.

"Until you make the unconscious conscious, it will direct your life and you will call it fate."

- C.G. Jung

"Ordinary riches can be stolen, real riches cannot. In your soul are infinitely precious things that cannot be taken from you. ~Oscar Wilde (Irish Poet 1854-1900)

SUSAN LOPEZ

LETTER CODE: I-68

DATE: November 18, 2016

RESPONSE I-68-1

This comment expresses opposition to the unlimited height limitation along Pacific Avenue and suggests that the only place for this unlimited height limitation should be in Downtown Long Beach and in the area where there is an existing hotel/motel at 2nd Street and Pacific Coast Highway (PCH). The commenter indicates that all of the desirable areas in the City of Long Beach (City) are developed at a maximum height of two to three stories, and also argues that changing the heights along Pacific Avenue will negatively impact the Wrigley area. Specifically, the commenter asserts that height increases in the Wrigley area will result in parking, theft, traffic, and noise impacts.

While this comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein, it should be noted that in a letter dated November 30, the City has indicated that the heights on Pacific Avenue between 25th and 20th will be reduced from four to two stories and that on Pacific Avenue from 28th to Spring, the PlaceType will be Transit-Oriented Development-Low rather than Moderate with a corresponding three-story height limitation. The City has also committed to a ten-story height limitation in the Transit-Oriented Development PlaceType to ensure consistency with the Midtown Specific Plan. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-68-2

This comment opines that it is unreasonable to assume that people in the Wrigley area are going to take the Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line to work in Los Angeles and that it is also unreasonable to assume that people will use car-sharing services or self-driving cars in the future.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-68-3

This comment expresses concern related to pollution increasing in the Wrigley area. The commenter opines that seems that air pollution has worsened due to increased activities at the Port.

Refer to Response L-2-7 for further discussion related to project impacts with respect to air pollution. This comment expresses a concern but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-68-4

This comment suggests that each district in the City should take on a percentage increase of the projected growth commensurate with the District's area.

This comment expresses an opinion but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-68-5

This comment notes that the Wrigley neighborhood does not have the parks that other areas of the City have, largely because the Los Angeles River path mostly caters to bicyclists. The commenter indicates that residents do not walk along this trail because of the amount of trash that accumulates in this area.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-68-6

This comment questions if the public will be notified when the City brings their findings and suggestion to the City Council and notes that the commenter is looking forward to hearing the Council's remarks and is also looking forward to seeing the new plans.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, the City will notice the future Council Meeting date to hear the proposed project in accordance with current City policy. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Sent: Friday, November 18, 2016 7:34 PM
To: Ashley Davis; Alyssa Helper; Fern Nueno; Alison Spindler
Subject: Fwd: Place type Zoning report/Mobility locations

Sent from my iPhone

Begin forwarded message:

From: Belinda Watson <belindaw53@hotmail.com>
Date: November 18, 2016 at 6:54:58 PM PST
To: Craig Chalfant <craig.chalfant@longbeach.gov>, Christopher Koontz <christopher.koontz@longbeach.gov>
Subject: Re: Place type Zoning report/Mobility locations

Here is the email sent previously (see below). I do not agree with the Land Use Report that was presented. I am also adding a few more points based on comments at Uranga community meeting:

- | | |
|--|--------|
| 1. Pacific Avenue between Willow and San Diego freeway is not a major corridor and should not be rezoned for units above 2 stories. | I-69-1 |
| 2. There should be no areas within Wrigley and west side with unlimited building heights or levels. | I-69-2 |
| 3. Again, the assumption that most new growth should only be considered around metro rail is incorrect. New housing should be considered around major health, commercial and education developments and regional parks like Long Beach Town Center, Cal Stat Long Beach, Long Beach City College, Long Beach Airport, Marina Pacifica, El Dorado Park. | I-69-3 |
| 4. The study should be redone assuming that existing areas within the city can be found to support growth with a minimal change to existing zoning. The plan should support equally the burden to support growth in the city. | I-69-4 |
| 5. The plan only addresses growth in housing, there should also be growth in child care, senior living, health care, religious entities. The plan should not reduce these important elements to a healthy living community. | I-69-5 |
| 6. Housing growth should be shared equally across all districts in Long Beach. In this way, all districts will find areas in their communities to allow for growth. | I-69-6 |
| 7. Here are some areas that new growth can be targeted without changing. | I-69-7 |
| 8. There should be a grandfather clause that existing use will not be changed in this plan. Although zoning may say "commercial" but actual use has been single family or residential use for over 10 years, then those properties are not commercial but residential. | I-69-8 |
| 9. Here are some locations to consider | I-69-9 |

↓ I-69-9

- Long Beach Blvd, Willow, Carson, , Lakewood Blvd, Bellflower Blvd, Pacific Coast Highway, and Atlantic are major corridors.
 - Willow between Long Beach Blvd and Orange. There are streets along this area that are already multifamily and will be perfect for multi level family units
 - Long Beach Blvd - between San Diego Freeway and San Antonio. It is a commercial area with many tall building and motels.
 - on Carson between Atlantic and Cherry. There are many two story apartment building existing there which, if designed well, could be great for target growth.
 - San Antonio Blvd between Atlantic and Cherry. This area has many apartment buildings. This is an excellent place to consider taller buildings without impacting single family homes.
 - Carson Blvd between Bellflower and Long Beach Town Center.
 - Bellflower Blvd and Spring - This is a great location for a mixed commercial and housing area. Also, there are pockets of multifamily housing near Target which would be great for taller building without negatively impacting existing single family homes. The commercial area that supports Kmart and Lowes could support mixed use commercial and housing. This is true with the commercial property where Sears and Target exists.
 - Long Beach Blvd near Willow. There are streets off of Long Beach Blvd around Taco Bell, El Polo Loco, etc that already full of apartment buildings. Those streets should be considered for multi level family units.

I-69-9

From: Belinda Watson <belindaw53@hotmail.com>

Sent: Monday, October 31, 2016 9:14 PM

To: Craig Chalfant

Subject: Place type Zoning report/Mobility locations

I live in the Wrigley Heights area on Chestnut Avenue in 7th district. I was told comments are due by November 1 regarding place types in the Wrigley/West Long Beach area. Here are my comments/reasons against this plan for Wrigley.

1. In the current planning along 33rd Street and Pacific, there are currently 1 story residential homes that should not have their property reclassified/rezoned. These are either single family and/or multi-family single story homes and should remain as such. They should be considered MFR or FN.
2. New structures higher than two stories next to current single family or multifamily homes will change the look and feel of our neighborhood, creating crowding and parking congestion.

Attachment 1

3. New structures were already built on 33rd street to include multi-family low income housing. And, Pacific Baptist Church has already used the property to build a school.
4. Homes (Single family, duplexes and multi unit homes on Pacific should not exceed two stories. The planned 5 story or higher will add to the congestion or both people and automobiles and lower property values of nearby homes.
5. There is already enough of a balance of multifamily, religious, low income, senior living and senior care at and near the Wardlow Station.
6. Our local community is already negatively impacted with sounds, odors, fumes from nearby 710 and 405 freeways. Property values will be negatively impacted if multi-level homes (exceeding two stories) are routinely added to the neighborhoods. These factors should be remedied for existing residents before adding more residents to the area.
7. The assumption in this study is that more residential homes are needed close to metro rail stations. The study does not take into affect the Long Beach transit system which a great number of people take to travel around and out of Long Beach. The truth is that all residents need access to metro and transit. Targeting only neighborhoods close to metro rail to increase #of homes, is pushing growth in small area and changes the characterization of homes in those areas. An increase of residential homes should be shared across all Long Beach districts make adjustments to current Long Beach bus transit to accommodate the new housing.
8. Any Multi-family unit exceeding two stories should be looked at on a case by case basis with community review and input.
9. Changes to zoning should be looked at on a case by cases basis with community review and input.

Attachment 1

Thanks,

Belinda Watson

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BELINDA WATSON

LETTER CODE: I-69

DATE: November 18, 2016

RESPONSE I-69-1

This comment indicates that the commenter has previously submitted a letter on the project (included as Attachment 1), but has amended that letter to add a few more points.

Refer to Response I-28-1 through I-28-7 for responses on the previous comment letter submitted on the project. This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-69-2

This comment notes that Pacific Avenue between Willow Street and the Interstate 405 is not a major corridor and should not be rezoned for units above two stories.

Please refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the project's impacts related to zoning. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-69-3

This comment asserts that there should be no unlimited building heights within the Wrigley area or west side of the City.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein however, it should be noted that in a letter dated November 30, the City has indicated that the heights on Pacific Avenue between 25th and 20th will be reduced from four to two stories and that on Pacific Avenue from 28th to Spring, the PlaceType will be Transit-Oriented Development-Low rather than Moderate with a corresponding three-story height limitation. The City has also committed to a ten-story height limitation in the Transit-Oriented Development PlaceType to ensure consistency with the Midtown Specific Plan. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-69-4

This comment suggests that it is incorrect to assume that new growth would occur around rail stations and instead, argues that new development should be considered around major health, commercial, and education developments, as well as regional parks.

This comment expresses an opinion but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-69-5

This comment opines that the study should be redone with the assumption that existing areas in the City can be found to support growth with a minimal change to zoning and the assumption that the plan will equally distribute growth in the City.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-69-6

This comment indicates that the plan only addresses growth in housing and suggests that the Plan should accommodate growth in child care, senior living, health care, and religious entities. The commenter notes that these entities are integral to a healthy community.

Child care, senior living, health care and religious entities are permitted and contemplated uses in multiple PlaceTypes. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-69-7

This comment opines that housing growth should be equally distributed throughout all districts in the City.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-69-8

This comment opines that there should be a grandfather clause that existing uses will not be changed as part of the project. Specifically, the commenter indicates that existing zoning inconsistencies (e.g., where a parcel is zoned Commercial, but in actuality is residential) should remain and that the current use should be allowed under this clause.

This comment is a suggestion but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-69-9

This comment lists several locations within the Wrigley area and suggests appropriate land use types that should be allowed within these areas.

Although existing legally permitted uses do have nonconforming rights, those rights are not altered by the LUE or UDE. The development contemplated in the EIR is based on future decisions by individual property owners. The project does not compel demolition or construction on any individual parcel. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Mr. Chalfant:

We urge you to reject the EIR for the General Plan. We believe this plan is socially unjust and counter to its own purported goals. We further believe the plan would reduce our lifespans and destroy the privacy of our yards. It is exactly the opposite of the “safe and pleasant experience” purported by Christopher Koontz during the illegible haphazard presentation to the community on November 14, 2016 – just four days before this deadline.

I-70-1

This “*Cracker-Box-Part-Two-Meets-High-Rises-to-the-Moon*” General Plan is blatantly unbalanced and contradicts its own stated “overarching goal.” The plan would increase crime, noise, and pollution while ignoring conservation and historic preservation. Living in the “diesel death zone” with unprecedented pollution, our lifespans in Wrigley are already shortened, and we believe adopting this plan would shorten them further. The plan is full of errors, sloppy, and discriminatory. **We are against any height over two stories in Wrigley that is east of the L.A. River and west of Long Beach Blvd. Please preserve the privacy we have in our yards and gardens.**

I-70-2

We support efforts for more open space and park space in Wrigley. Wrigley residents want to breathe clean air. That’s a challenge for us. We live in the armpit of two major freeways, downwind from several refineries, close to two ports and border the cement-bottomed L.A. River. We live at “ground zero” for urban pollution. Your plan does not address this.

I-70-3

Having been on community committees for Wrigley redevelopment projects in the past, I am aware that what the community desires, researches, and has a consensus for (such as “no fast food” in the Wrigley Marketplace), the community is promised by the city or the developer, but then does not receive. There are a multitude of good reasons the community lacks trust in the Planning Bureau, and unfortunately it’s well-earned. Now is the opportunity to rise to the occasion, work with the community you say you want to improve, and live up to the goals you state.

I-70-4

Sincerely,

Candace Mead and Brophy Dale

This page intentionally left blank

CANDACE MEAD & BROPHY DALE

LETTER CODE: I-70

DATE: November 18, 2016

RESPONSE I-70-1

This comment urges the City of Long Beach (City) to reject the Draft Environmental Impact Report (EIR) because in the commenters opinion the project is socially unjust, would reduce lifespans, and destroy the privacy of existing residents. The commenters also indicate that the project would not be safe and pleasant, as previously described at a community meeting.

This comment expresses opinions but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-70-2

This comment opines that the project is unbalanced and would increase crime, noise and pollution, while ignoring conservation and historic preservation. The commenters opine that the Wrigley area already suffers from poor air quality and that this plan would worsen air pollution, thereby further reducing lifespans of residents in this area. The comment concludes by expressing opposition to any height increase over two stories in the Wrigley area to preserve the privacy of yards and gardens.

Refer to Response I-34-1 for further discussion related to project impacts with respect to crime, Response L-2-7 for further discussion related to project impacts with respect to noise and air pollution, and Response L-4-4 for further discussion related to project impacts with respect to historic resources.

RESPONSE I-70-3

This comment supports efforts to increase open space and parks in the Wrigley area and indicates that this area is subject to urban pollution from the Ports of Long Beach and Los Angeles, refineries, and two major freeways.

Refer to Response L-2-7 for further discussion related to project impacts with respect to air pollution. This comment describes perceived existing conditions but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-70-4

This comment expresses distrust in the Planning Bureau due to past planning practices, but also indicates that this is an opportunity to reestablish the relationship come together.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

11/18/2016
 City of Long Beach
 Attention: Craig Chalfant, Senior Planner
 Development Services Department, Planning Bureau
 333 West Ocean Boulevard, Fifth Floor
 Long Beach, California 90802
 E-mail: craig.chalfant@longbeach.gov

I. Land Use-Government Costs- Crime

Long Beach's current Land Use Plan warns that increases in population and density do not necessary pay for the associated public service and infrastructure needs. This plan is sorely lacking on information how the city plans to increase density and pay for repairing its existing crumbling roadways and sidewalks and restore police and firefighters services.

The city has claimed that they have made great progress on pension reform yet I did not get beyond the "Acknowledges" page of this Draft Land Use Plan to see that this is not the case.

Angela Reynolds a recently retired City Of Long Beach Development Services employee is named prominently on the acknowledgements page. Using public records I was able to determine that (between 2011 and 2015) Ms. Reynolds received a 43% pay increase substantially increasing her taxpayer paid pension payout. The gross cost of these raises over the next 30 years is \$1.5 million dollars. Is this a bonus?

<u>Name</u>	<u>Job title</u>	<u>Regular pay</u>	<u>Overtime pay</u>	<u>Other pay</u>	<u>Total benefits</u>	<u>Total pay & benefits</u>	Pay Increase
Angela D Reynolds	Deputy Director - Development Services Long Beach, 2015	\$186,373.00	\$0.00	\$8,349.00	\$45,167.00	\$239,889.00	2011-2015 43 %
							Pay Increase
Angela D Reynolds	Deputy Director - Development Services Long Beach, 2014	\$173,974.00	\$0.00	\$7,885.00	\$41,871.00	\$223,730.00	2014-2015 7.1%
							Pay Increase
Angela D Reynolds	Deputy Director- Development Services Long Beach, 2013	\$159,017.00	\$0.00	\$7,739.00	\$47,415.00	\$214,171.00	2013-2014 9.4%
							Pay Increase
Reynolds, Angela D	Deputy Director-Devel Services Long Beach, 2012	\$155,465.00	\$0.00	\$7,725.00	\$49,194.00	\$212,384.00	2012-2013 2.3%
							Pay Increase
Reynolds, Angela D	Deputy Director-Devel Services Long Beach, 2011	\$130,353.00	\$0.00	\$6,961.00	\$39,917.00	\$177,231.00	2011-2012 19.26%

Because the entire budget of Development Services comes out of development project fees this department has an inherent conflict of interest and should not be the primary decision maker on the Land Use Plan.

On October 6 2016 Long Beach held a Planning Commission Study Session on the Draft Use Land Use Plan and EIR. After waiting 3 hrs listening to other agenized items City staff told the city that there was NO Draft Land Use Element study material prepared, Amy Bodek C. Kootnz were not in attendance, and there was no discussion by either the commissioners or city staff. During public comment no-one answered the public's questions or discussed issues brought up by public.

I-71-2

Unlike the current community driven Land Use Plan the proposed plan has been generated downwards from State smart growth mandates and development interests without any of the consideration for the negative impacts on adjacent homes or quality of life.

II. Crime & Density

I took page 66/67 of the Draft Land Use Plan and overlaid a map of recent murders and shootings. (See pages 11 and 12). On this map you will find three neighborhoods I am personally very concerned about, Rose Park, the neighborhood west of Recreation Park/Blair Field and Alamitos Beach.

Please also look closely at the height increases and shootings on these maps in areas I have not mentioned. Violence and crime at this level impacts all residents and the overall economic development of Long Beach.

I purchased a home in Rose Park in the mid-80's before the Cracker-Box apartments were allowed to be built as affordable "senior" housing. I attended Planning and City Council meetings packed to the rafters with homeowners and all of our concerns were ignored. In a period of 2 years I watched as my entire neighborhood fell apart. When I purchased my home the neighbors were young professionals- engineers, MDs, lawyers and managers buying starter houses at a time when interest rates were 13%. Soon after the Cracker-Box apartments were built there was a sizable influx of subsidized tenants in all the rental units. My senior citizen neighbors told me they relocated because they were afraid of the noticeable increase in crime and vagrancy.

I-71-3

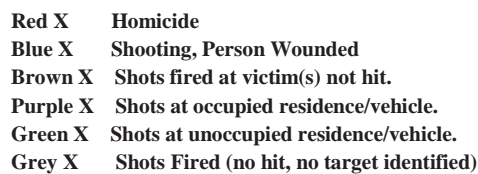
At the time I was told that all Long Beach had done was create more affordable housing for people moving in from Compton and other surrounding cities. My neighbor told me that gangs were going into our backyards while we were all at work and scoping out our houses to burglarize. Despite investing in restoring our houses most of my neighbors sold and moved. I sold and moved to Belmont Heights Estates after the shoot-out in front of the elementary school. At the time Councilman Wally Edgerton told me that he made a big mistake, that he did not think so many 8 unit 3 story buildings would be built. He also confessed to me that he began carrying a loaded gun while he jogged in our Rose Park neighborhood.

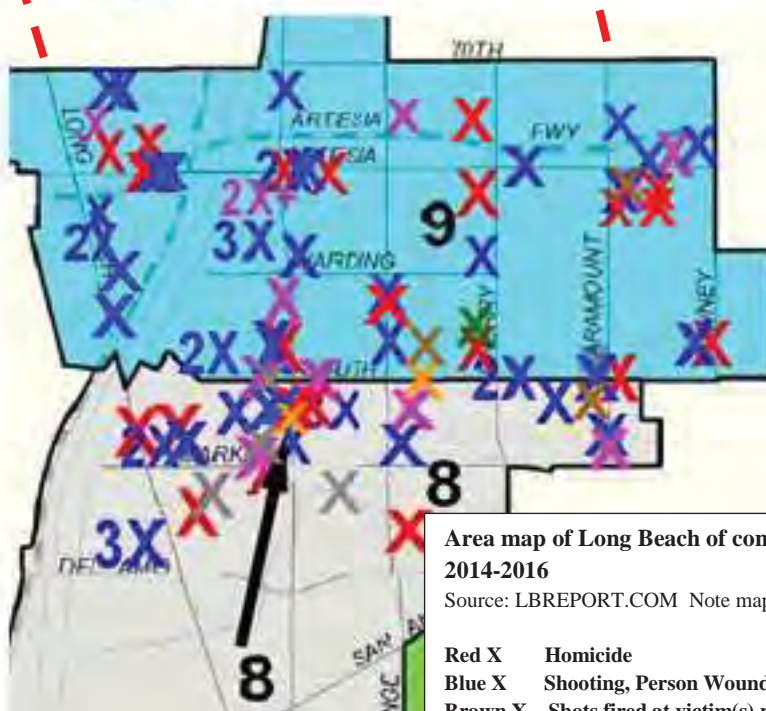
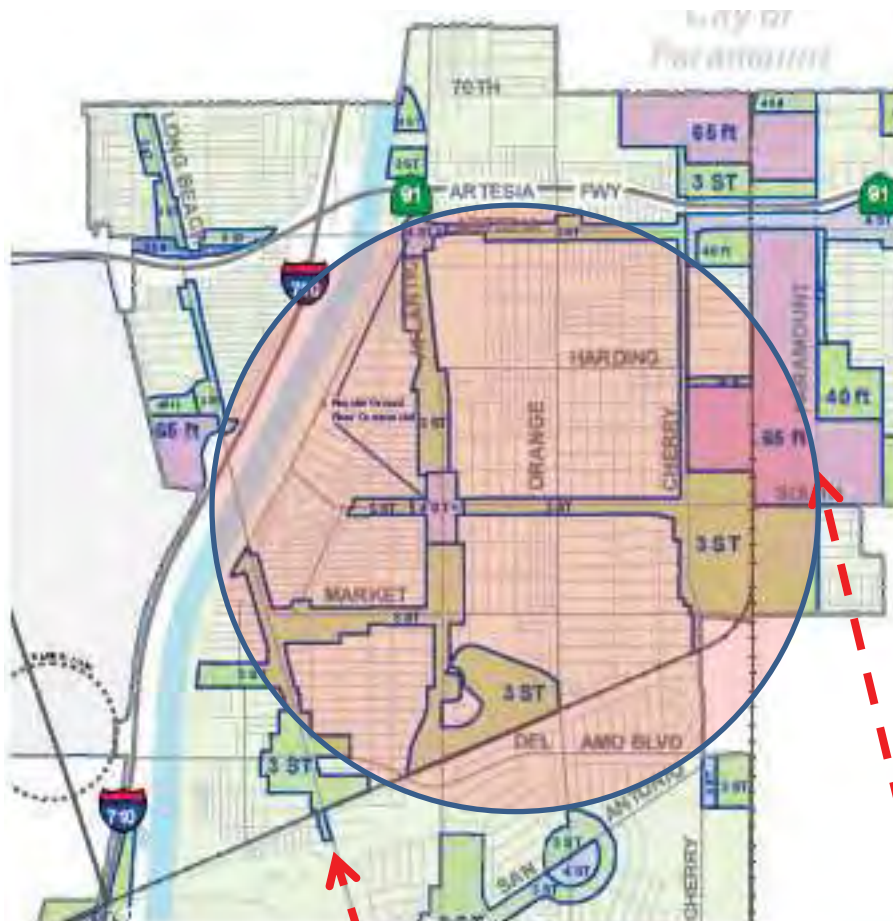
For more background on the history of Long Beach's Cracker-Box Apartments see this LA Times article, http://articles.latimes.com/1995-10-13/local/me-56483_1_downtown-long-beach.

When the City Manager Patrick West first came to Long Beach in 2007 he said something that has stuck with me; "I can improve business districts but it is very difficult to fix a neighborhood". It seems to me that the city should be making every effort to support residents in historic districts and stabilize/ improve all neighborhoods rather than encourage rampant new high density developments on every corridor in Long Beach.

I would like to see a structured (block by block) city plan for revitalization of all Long Beach neighborhoods heavily hit by crime and violence. Long Beach should build affordable housing in a way that strengthens existing neighborhood stability and safety.

The area west of Recreation Park (Park-Redondo-Anaheim-7th) has seen in recent years a noticeable improvement, the single family houses are being renovated and the apartments and rental units have been fixed up as the housing prices and rental rates have increased. This is a stable safe relatively affordable low height/density family oriented neighborhood that should be kept that way as it is near Wilson High School and Recreation Park... not completely rezoned to increase density and height.





**Area map of Long Beach of confirmed shootings
2014-2016**

Source: LBREPORT.COM Note map is unofficial.

- | | |
|----------|--|
| Red X | Homicide |
| Blue X | Shooting, Person Wounded |
| Brown X | Shots fired at victim(s) not hit. |
| Purple X | Shots at occupied residence/vehicle. |
| Green X | Shots at unoccupied residence/vehicle. |
| Grey X | Shots Fired (no hit, no target identified) |

Attach-
ment 1

IV. Scenic Views

EIR page 1-8 claims the plan would have no substantial adverse effect on a scenic vista, yet the height increases proposed on Ocean and Pier area would entirely block ocean views from Belmont Shore, Belmont Heights, Alamitos Heights and Naples homes and neighborhoods. The EIR states that the entire city is relatively flat with existing development blocking any ocean view; this is not the case in my neighborhood.

The elevation varies from 2 ft at Ocean to 75 ft on Prospect and 83 ft on Manilla. In fact EIR has no work studying height changes and the resulting scenic view impacts despite the obvious loss of ocean view to residents. I have included current listing Zillow listing and photos showing Ocean Views.

The proposed height increase on Ocean Avenue (3 Stories) and near the Belmont Pier (4 Stories) will affect public and private property scenic ocean views in the following neighborhoods, Belmont Shore, Belmont Heights, Belmont Height Estates, Naples, Belmont Park and Alamitos Heights. Along with quality of life impacts from the loss of ocean breezes and views property values can be expected to decrease as this is a major selling feature of many homes listed. Here are examples of elevation changes:

Elevation:

Ocean/ 54 th Pl	2 ft
Ocean/Claremont	19 ft
Ocean /Pomona	22 ft
Ocean Covina	16 ft
Ocean/Corona	19 ft
Ocean/Argonne	22 ft
Ocean/Roycroft	16 ft
Ocean/Prospect	22 Ft
Ocean/Roswell	19 ft
4000 Olympic Plaza	19 ft
228 Quincy	62 ft
275 Saint Joseph	65 ft
237 Prospect	65 ft
211 Prospect	77 ft
218 Prospect	75 ft
4541 E Broadway	72 ft
267 Park	62 ft
279 Park	65 ft
238 Bennett	72 ft
245 Bennet	75 ft
251 Bennet	72 ft
244 Belmont	72 ft
269 St. Joseph	62 ft
274 Argonne	39 ft
Legends 5236 E 2 nd St	19 ft
Deep Blue Scuba 11 39 th Pl	45 ft

3939 E Allin	42 ft
11 S Termino	32 ft
Olympix 4100 E Ocean	26 ft
Club Ripples 5101 E Ocean	22 ft
La Strada 4716 E 2 nd	19 ft
Peets 5246 E 2 nd	19 ft
Polly's Coffee 4606 E 2 nd	13 ft
Starbucks 3390 E 7 th	65 ft
266 Granada	29 ft
408 Santiago	49 ft
121 Pomona	22 ft
66 Belmont	49 ft
3707 E Livingston	59 ft
5633 E 4 th	59 ft
3819 E Livingston	59 ft
219 Belmont	68 ft
228 Quincy	62 ft
237 Prospect	65 ft
4101 E 2 nd	68 ft
207 Belmont	68 ft
229 Roswell	72 ft
227 Ximeno Ave	65 ft
4531 E Broadway	72 ft
387 Manilla	83 ft
131 Covina	16 ft
Belmont Brewing 25 39 Pl	49 ft

I-71-4



Attachment 2





Attachment 2

Sell M **CORRECT HOME FACTS** SAVE HIDE SHARE MORE EXPAND CLOSE

237 Prospect Ave, Long Beach, CA 90803

4 beds · 4 baths · 3,678 sqft [Edit](#)

Edit home facts for a more accurate Zestimate.

Thinking About Selling?
Find a local agent who can give you a professional estimate of your home value.

[Find an Agent](#)

SOLD: \$1,555,000
Sold on 10/30/13
Zestimate®:
\$1,685,750
[Price this home](#)

EST. REFI PAYMENT
\$5,456/mo
[See current rates](#)

Get a Professional Estimate

Your Zestimate has increased by **\$50,843**. Ask an agent if this is a good time to sell.

I'd like to know more about selling my home at 237 Prospect Ave.

[Contact Agent](#)

This 3678 square foot single family home has 4 bedrooms and 4.0 bathrooms. It is located at 237 Prospect Ave Long Beach, California.

FACTS

- Lot: 6,359 sqft
- Single Family
- Built in 2006
- All time views: 3,279
- Cooling: Central
- Heating: Other
- Last sold: Oct 2013 for \$1,555,000
- Last sale price/sqft: \$423
- Great solar potential
- Sun Number™: 82

FEATURES

- Flooring: Carpet, Hardwood
- Lawn
- Parking: Garage - Detached, 2 spaces
- View: City, Water

[More](#) [County website](#) [See data sources](#)

Attachment 2



Attachment 2





4301 E 2nd St UNIT 2E,
Long Beach, CA 90803

1 bed • 1 bath • 882 sqft

Executive Lifestyle at its best. 'Silver Seas' complex with its award winning architecture sits on top of the hill in Belmont Heights overlooking the blue Pacific Ocean. Watch the sailboats and wind surfers float across the ocean. Here you will find a huge condo that has been remodeled. This exclusive unit has been remodeled and upgraded kitchen, bathroom and floors. The bedroom is very spacious with a huge walk in closet. It currently has a California King bed with plenty of room to spare and...

[More »](#)

• FOR SALE
\$398,000
Zestimate® \$343,404
EST. MORTGAGE
\$1,401/mo
[Get pre-approved](#)





Attachment 2



Attachment 2

Sell Mortgages Age GET MORE INFO SAVE SHARE MORE

Public Owner



4228 E 2nd St,
Long Beach, CA 90803

5 beds • 3.25 baths • 3,330 sqft

Belmont Heights Pool Home Estate with panoramic ocean and Catalina views.

PRE-FORECLOSURE
Foreclosure Estimate:
\$1,270,948
Below Zestimate®: \$81K
(6%)

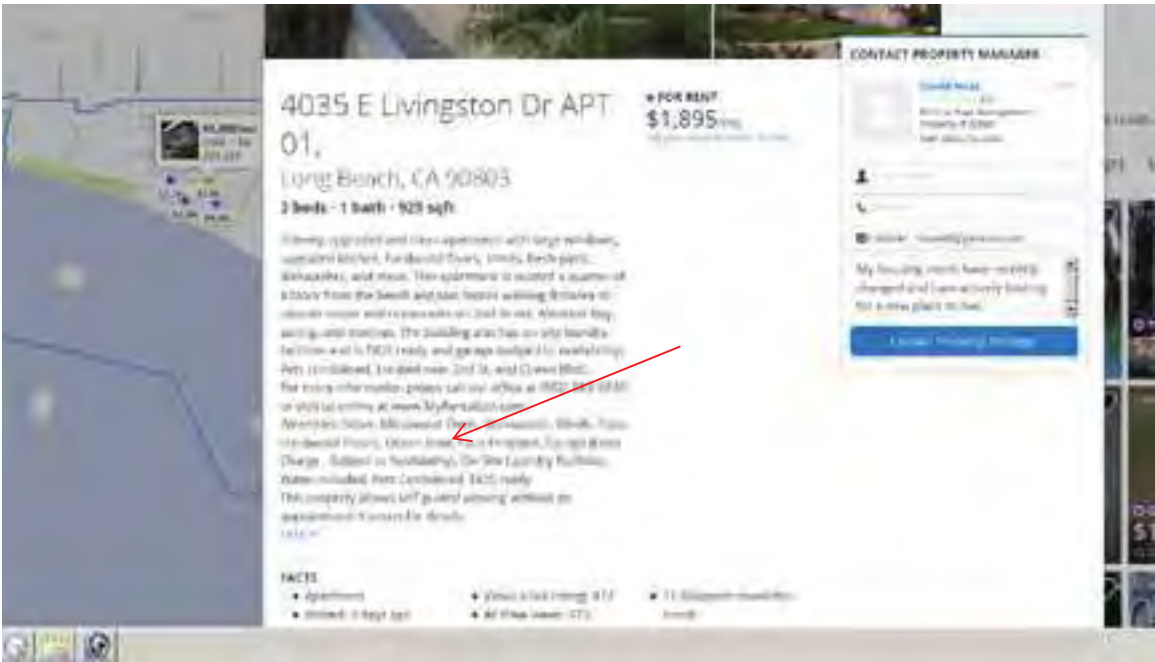
FACTS

- Lot: 7,620 sqft
- Single Family
- Built in 1954
- 2174 days on Zillow
- All time views: 3,616
- 1 shopper saved this home
- Cooling: Central
- Heating: Forced air
- Last sold: Jul 2010 for \$505,500

FEATURES

- Fireplace
- Partial basement
- View: Water

Attachment 2



Attachment 2

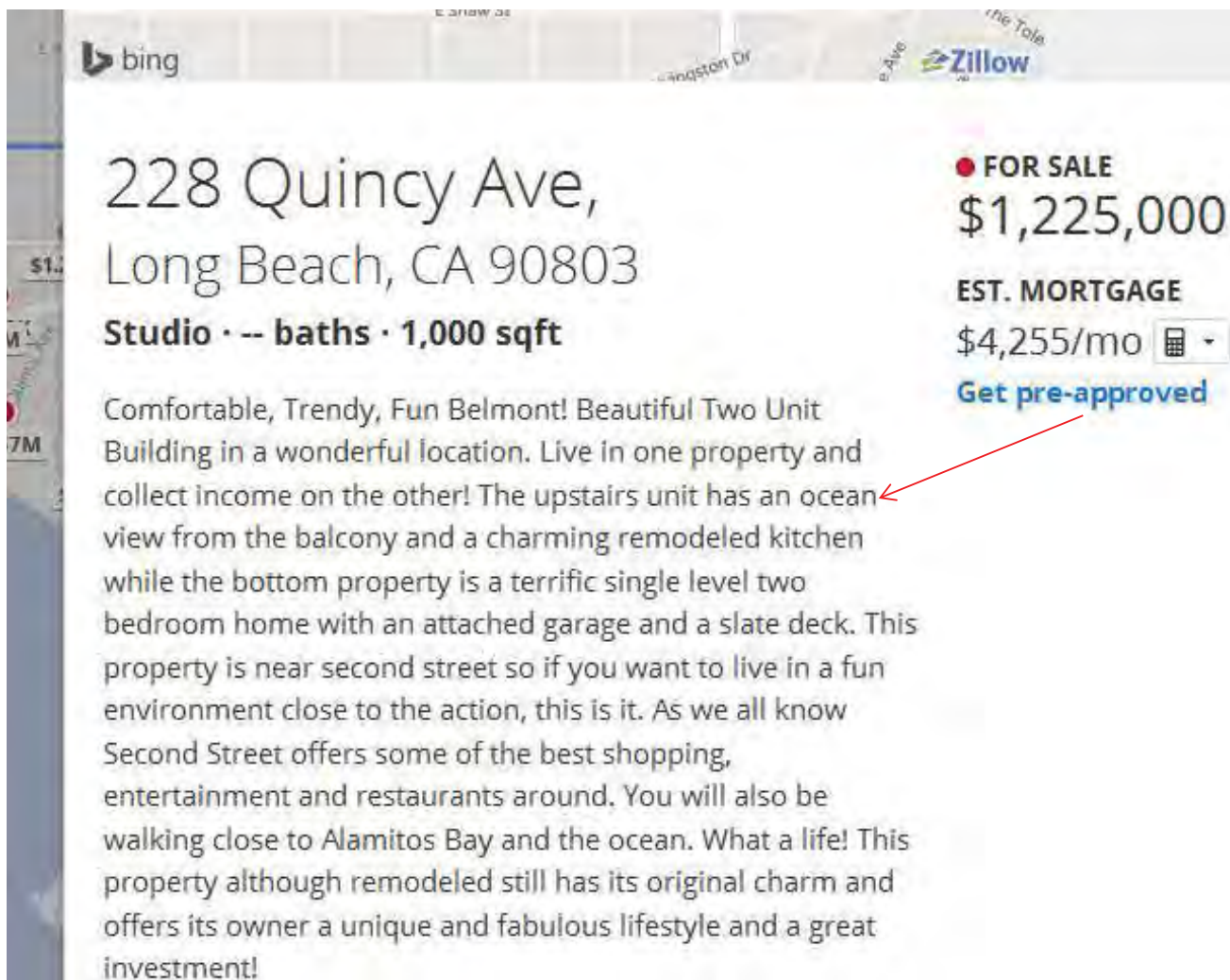


Attachment 2



Attachment 2






bing

228 Quincy Ave,
Long Beach, CA 90803

Studio · -- baths · 1,000 sqft

FOR SALE
\$1,225,000

EST. MORTGAGE
\$4,255/mo 

[Get pre-approved](#)

Comfortable, Trendy, Fun Belmont! Beautiful Two Unit Building in a wonderful location. Live in one property and collect income on the other! The upstairs unit has an ocean view from the balcony and a charming remodeled kitchen while the bottom property is a terrific single level two bedroom home with an attached garage and a slate deck. This property is near second street so if you want to live in a fun environment close to the action, this is it. As we all know Second Street offers some of the best shopping, entertainment and restaurants around. You will also be walking close to Alamitos Bay and the ocean. What a life! This property although remodeled still has its original charm and offers its owner a unique and fabulous lifestyle and a great investment!

Attachment 2



219 Belmont Ave, Long Beach, CA 90803

3 beds · 2 baths · 1,661 sqft

● PRE-FORECLOSURE

Foreclosure Estimate:

\$881,274

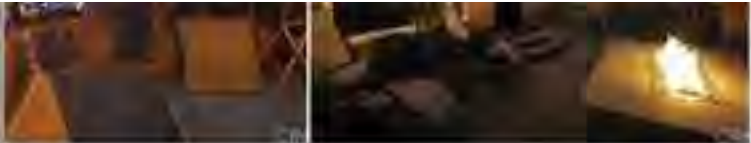
Below Zestimate®: \$56K

(6%)

PRICED TO SELL!!! REDUCED \$80,000!! THIS BEAUTIFUL CALIFORNIA BUNGALOW IS A MUST SEE! COMPLETELY REFURBISHED BOTH INSIDE AND OUT, WITH ORIGINAL BUNGALOW CHARM KEPT INTACT. ORIGINAL HARDWOOD FLOORS THROUGHOUT, REFINISHED TO PROTECT THEIR TIMELESS BEAUTY. FRONT & BACK YARDS NEWLY LANDSCAPED, W/LARGE BACKYARD INCLUDING SPACIOUS WOOD DECK. OPEN FLOOR PLAN WITH LARGE WINDOWS AND NATURAL SUNLIGHT. 3RD BEDROOM FEATURES FIREPLACE AND FRENCH DOORS OUT TO GARDEN, CAN BE USED AS MOTHER-IN-LAW UNIT W/SEPERATE ENTRANCE (HAS OWN GAS & WATER HOOKUPS). DEVELOPMENT OPPORTUNITIES INCLUDE BUILDING 2ND STORY FOR LARGER HOME OR ADDTL INCOME UNIT (R2 LOT). RECENT UPGRADES INCLUDE NEW ROOF WITHIN 12 MONTHS, NEW INSIDE PAINT. WALKING DISTANCE TO 2ND STREET WITH AMAZING RESTAURANTS AND SHOPPING, 2 BLOCKS TO BEACH. OCEAN VIEW FROM FRONT OF PROPERTY. WARM, FRIENDLY NEIGHBORHOOD NEAR EXCELLENT SCHOOLS.

[Less](#)

Attachment 2




59 La Verne Ave, Long Beach, CA 90803

2 beds · 1 bath · 912 sqft

Welcome to 59 La Verne Ave. A Classic Beach House! Location, Location, Location Steps to the Ocean, the Bay and 2nd Street. After a day of Shopping, Sunbathing, Water Sports, come home to a Barbeque with Friends and Family. The Custom Patio includes, Granite Top with LED Lighting, Gas BBQ with Burner for Cooking a Side Dish, Refrigerator and Custom Gas Fire Pit. Spacious Kitchen with Pantry, Forced Air Heat & Central A/C. Both Bedrooms have Ceiling Fans. Nice Back Yard area for Quiet Time or Overflow from the front when Entertaining Large Groups. This Property is a Must See!

FOR SALE
\$779,500
 Zestimate®: \$805,365

EST. MORTGAGE
\$2,766/mo  **+**
[Get pre-approved](#)
 Listed by
RE/MAX

FACTS

- Lot: 2,613-sqft
- Single Family
- Built in 1945
- 3 days on Zillow
- Views since listing: 751
- All time views: 3,744
- 3 shoppers saved this home
- Cooling: Central
- Heating: Forced air
- Last sold: Sep 2012 for \$584,000
- Price/sqft: \$855
- MLS #: PW16136890

FEATURES

- Flooring: Other
- View: Water

Attachment 2



49 Bay Shore Ave,
Long Beach, CA 90803

3 beds • 3 baths • 2,400 sqft

Location, Location! 49 Bay Shore Ave combines the beach lifestyle with all the amenities that Belmont Shore has to offer. Steps to the bay and blocks to restaurants and shops make this Mediterranean retreat a must see. 3 bed, 2.5 bath, two story home with a huge roof top deck with Lynx BBQ grill, refrigerator and stove top. Boasting 360 degree views of Alamitos Bay, San Gabriel Mountains and Catalina. The detailed uniqueness and upgrades throughout this home are spectacular. Floors throughout consist of gorgeous African rubber tree distressed wood and Italian travertine tile which complement the crown molding, detailed coffered ceilings

● **FOR SALE**
\$1,795,000
Price cut: -\$100,000 (3/30)
Zestimate®: \$1,567,122

EST. MORTGAGE
\$6,415/mo 
[Get pre-approved](#)
[Get your \\$1 Trial: Equifax Credit Score](#)



Attachment 2





Attachment 2

IV. LCP update and the Zone Change Program Plans

a. LCP Update

It appears that the city plans to piecemeal updates of the LCP at the time individual applications for development within the City's Coastal Zone. Given the existing high density of properties in the City's Coastal Zone and the significant impact of the proposed land use changes on Ocean, Toledo, Pier area and Broadway I do not understand why the LCP will not be wholly updated.

Here is the exact text, draft Environmental Impact Report Land Use Element page I-26

Local Coastal Program: Because the proposed project would result in updates to the City's General Plan that would be inconsistent with portions of the City's existing Local Coastal Program (LCP), project implementation could result in potential land use conflicts with the LCP. **Therefore, updates/amendments to the City's LCP could be required at the time individual applications for development within the City's Coastal Zone are proposed, if they were determined by the City to be inconsistent with the adopted General Plan LUE. Approval of these future LCP amendments would reduce potential inconsistencies with the City's LCP to a less than significant level.**

I-71-5

It is my understanding that the state's laws require concurrent vertical conformance of the General Plan-SEASP/LCP and this type of single application piecemeal amendments defeats the intent of the law and the city's Local Coastal Program. Is it the city's intention as stated (page 1-25 Draft EIR Land Use Element Mitigation) to allow a developer to propose a coastal project and then the LCP will then be revised accordantly ?

b. Draft Land Use Plan and Municipal Code Zoning

On page 1-26 is the proposed Zone Change Program (See Below)

A few months ago I got into a discussion with C. Koontz regarding the Draft Land Use Plan and Municipal Zoning. Here is Mr. Koontz's response in its entirety;

Thank you for the questions and your interest in the plan. What is proposed is an update to the general plan not a change to the zoning. A copy of the current general plan can be seen here: http://www.lbds.info/planning/advance_planning/general_plan.asp . The general plan is more broad whereas zoning flows from that and is more specific.

*The multifamily residential – low corresponds to several zones (see p. 164) in many areas of the City. This is within a range of densities up to 29 units per acre. **No zoning changes including to the R-3-S zone are proposed at this time.** The general plan is general in nature and does not establish minimum or maximum lot sizes or setbacks. Those details are found within individual zoning ordinances. We are only updating the General Plan at this time, no zoning code changes are proposed. The maximum height varies from two to three stories as this placetype is applied in various areas of the City. Some locations are appropriate for two stories whereas others are a good setting for three. The height map is found on page 66 of the plan. The plan proposes tools to regulate the look, height and fit of residential uses. The use of FAR is not necessarily the best tool available to do this. The proposed plan regulates based on the policies and goals, design, height, and use mix. Nonresidential intensity (FAR) refers to nonresidential uses within a neighborhood. For example there are a limited number of corner stores, light retail uses or restaurants, etc. in certain neighborhoods. The land use element seeks to accommodate but not expand this condition.*

I-71-6

As mentioned, this is not a change to the zoning code. Balconies, parking spaces and other such regulations are specific to the zoning code and do not appear in the broader general plan.

While an update to the zoning code is not proposed at this time, a primary focus of the general plan is to better regulate building form, look, relationship among buildings and urban design. This includes preserving communities and neighborhoods as well as raising the standard of design in future development. We do not have site plan illustrations as the general plan is broader and is not a change to the zoning ordinance. No specific change to R-3 or any other zone is proposed at this time.

Proposed Land Use Plan- Zone Change Program Page 1-26 draft Environmental Impact Report (EIR)- Draft Land Use Element

Code. The Zone Change Program shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

The Zone Change Program shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

- **Year 1: Within the first 12 months following project approval, all Land Use Element/Zoning Code inconsistencies shall be identified and mapped.** The City shall evaluate these inconsistencies and prioritize areas needing intervention.
- **Year 2: Following the identification and mapping of any zoning inconsistencies, the City shall, within 24 months following project approval, begin processing zone changes and zone text amendments in batches, as required to ensure that the Zoning Code is consistent with the adopted LUE.**
- **Year 3: The City shall, within 36 months following project approval, begin drafting new zones, or begin preparation of a comprehensive Zoning Code update, to better reflect the PlaceTypes identified in the adopted LUE.**
- **Year 5: All zoning inconsistencies shall be resolved through mapping and zone text amendments by the end of the fifth year following project approval.**

Clearly the city is proposing batch processing a large number of zoning changes on properties which will result in much much higher heights/densities and will have significant impact on Long Beach homeowners. The city should identify all Land Use Zoning inconsistencies (between the existing and proposed) prior to approval of the draft Land Use Element so that the impacts can be evaluated.

A number of people including myself have asked how exactly the city plans to preserve existing neighborhood characteristics and mitigate the interface between low density homes/historic neighborhoods and future higher height/density properties. We have asked for examples of the zoning (maximum allowable height/number of dwellings/set-back/open space/parking requirements/type of use) that will be allowed under this proposed Land Use Plan. Perhaps Development Services can provide can specific examples for properties on the Toledo, Ocean Blvd, Pier area, Rec Park/Wilson area, Broadway and historic neighborhood adjacent properties? What will be the most development (height, number of dwellings, parking required, setback, open space) that will be allowed under the draft Land Use Element? If a specific parameter is not in the Draft Land Use Plan then the city should use the existing zoning and state what the assumption was.

The draft Land Use Plan City proposes volume (FAR), height, and dwellings/acre increases without any zoning restraints. The city should provide neighborhood character studies (similar to what is used in Los Angeles) to show what the impact will be to adjacent neighborhood.

The current Municipal Code 21.31.020 Districts Established protects neighborhoods from excessive density/heights through the use of R-3-S zoning.

K. The R-3-S District is a three-family residential district. This District recognizes the constraints small lots place on multifamily developments and the adverse consequences related to large scale multifamily development in existing neighborhoods of single-family use. This Zone implements Land Use District No. 3B of the General Plan.

L. The R-3-4 district is a four-family residential district. The district recognizes the constraints lot size places on multifamily development and the adverse consequences related to large scale multifamily uses development in single-family neighborhoods.

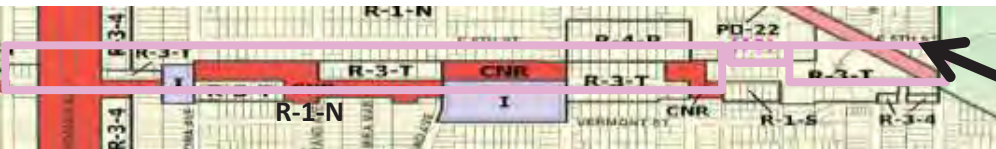
M. The R-3-T district is a townhouse or row house residential district on small (especially shallow) lots. It is intended for residential lots located along significant traffic arteries where a lot line to lot line, high lot coverage, inward-oriented dwelling is appropriate. This district is typically appropriate in areas in transition from commercial to residential use. This implements land use district No. 3A of the General Plan. 28 ft maximum height.

I-71-7

The Draft Land Use Plan applies a blanket of allowable heights with no consideration to what's already built. For example there are homes on 4th street which are zoned R1 which are slated to be rezoned to 3 stories. There are also many many single family homes which back up to 4th, 7th, Broadway, Redondo, Anaheim (which are proposed to have height increases).

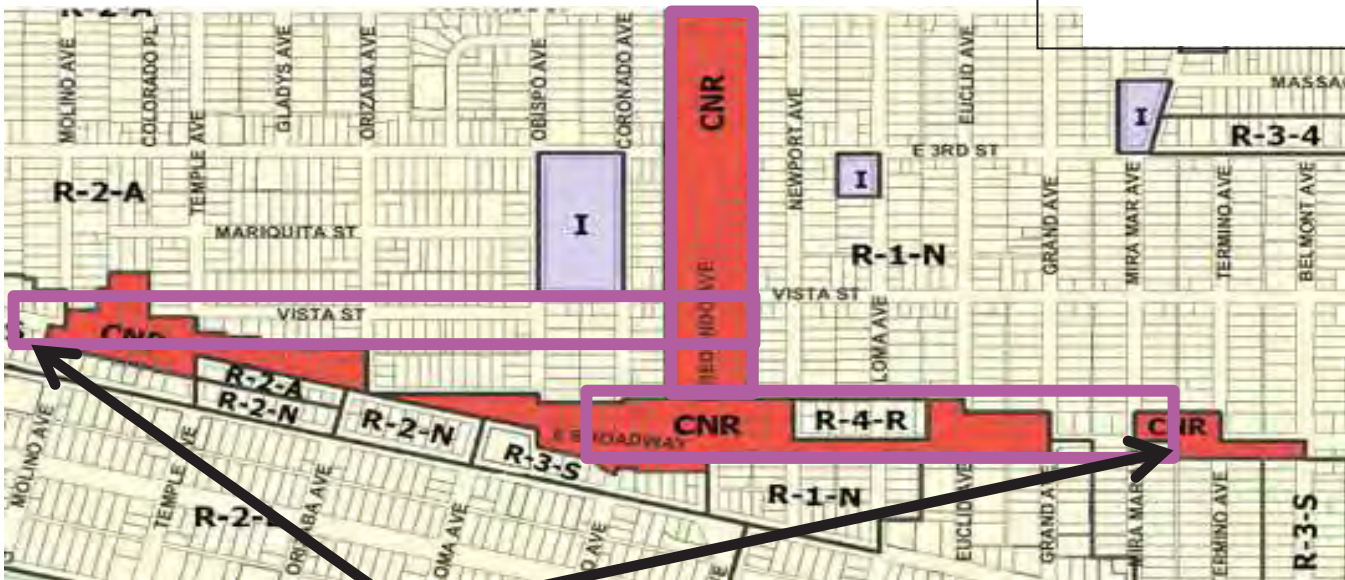
Planning Staff have told me that they will not notify specific homeowners of the proposed land use changes directly next to their properties. I have asked Development Services repeatedly for a comparison of before and after zoning and nothing has been provided to the public. I have gone into the existing zoning maps and tried to compare the new Land Use Plan but there are huge gray areas as far as setback, dwelling per acre, height and parking. The new measure of density, Floor Area Ratios FARs make it hard to compare with existing zoning. The proposed definition for 3 and 4 stories is now many feet higher than the existing code.

The EIR fails to mention the increases in the number of dwellings per acre. To evaluate "before and after" conditions I had to put this together myself.



4th street between Redondo and Park Avenue

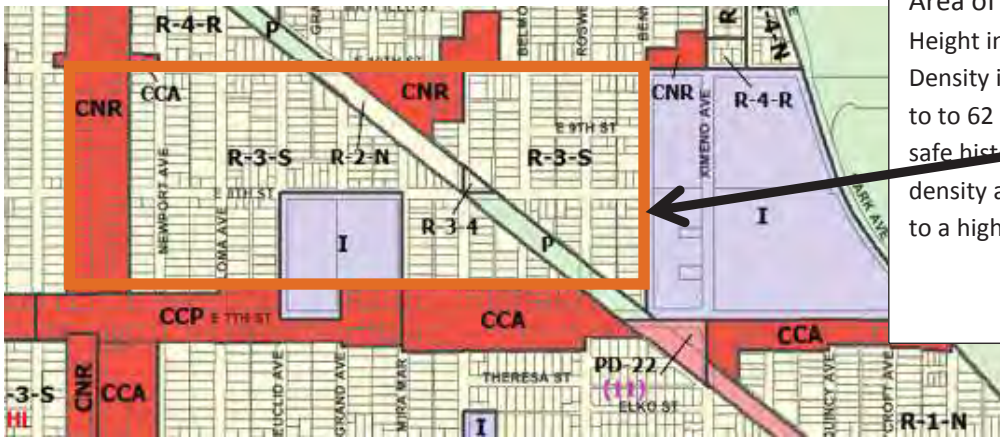
Area of change in pink box. Height increased from 28 ft to 38 ft. Density increased from 14 to 44 dwellings per acre. The Area is surrounded by 2 story low density housing and single family homes.



Redondo and Broadway

Area of change in purple box. Height increased from 28 ft to 38 ft. Density increased from 14 to 54 dwellings per acre. The area is surrounded by 2 story low density housing and single family homes.

Attach-
ment 3



Area of change is in orange box.
Height increased from 28 ft to 38 ft.
Density increased from 27 to 48 and up to to 62 dwellings per acre.. The area is a safe historic neighborhood with low density and single family homes adjacent to a high school and a recreation area.

Wilson High/ Blair Field (7th/10th Park/Redondo)

This above information should be included in the EIR along with the existing zoning.

Existing Zoning

MuniCode 21.31.020

R-1-S Single Family, small Lot

A. The R-1-S District is a single-family residential district with small lots. The District recognizes the existing subdivision pattern and is established to accommodate the requirements of a modern home on existing small lots. This Zone is only appropriate in high open space amenity areas such as the Coastal Zone. This implements Land Use District No. 1 of the General Plan.

R-1-N Single-family residential, standard lot

C. The R-1-N District is a single-family residential district with standard lots. This District recognizes the outdoor lifestyle characteristic of Southern California and is established to protect such areas from overcrowding and conversion to higher densities. This implements Land Use District No. 1 of the General Plan.

R-3-S District

K. R-3-S is a three-family residential district. ***This District recognizes the constraints small lots place on multifamily developments and the adverse consequences related to large scale multifamily development in existing neighborhoods of single-family use.*** This Zone implements Land Use District No. 3B of the General Plan.

CNR/R-E-T

3. The Neighborhood Commercial and Residential (CNR) District is a mixed-use district permitting small scale commercial uses and/or moderate density residential development at R-3-T densities. The R-3-T district is a townhouse or row house residential district on small (especially shallow) lots. It is intended for residential lots located along significant traffic arteries where a lot line to lot line, high lot coverage, inward-oriented dwelling is appropriate. This district is typically appropriate in areas in transition from commercial to residential use. This implements land use district No. 3A of the General Plan.

District	Units Per Lot	Lot Area Per Unit Sq.Ft	Minimum Lot Area	Minimum Lot Width	Minimum Yard Setbacks F S R	Maximum Height	Maximum Lot Coverage &	Minimum Usable Open Space Per Unit	Floor Area Ratio
R-1-S	1 7 du/acre	2400	2400	30	3 3 8	24ft/28 ft	N/A	6%	1.2
R-1-N	1	6,000	6000	50	20 4 10	25 ft 2 St	50%	16%	.6
R-3-S	4 27 du/acre	1,700	6300 (.146 acre)	50	15 10% 20	25 ft 2 St	250 (p)	250 (p)	N/A
R-3-T	1 14 du/acre	Table 31-2B	3,000 (.0688 acre)	25	15 10% (q) 20	28 ft 2 st	N/A	250 sqft	N/A
R-4-R	Site Area 0-3200 sq ft Site Width 0-25 ft Permitted Density 1 unit per lot Site Area 3201-15,000 Site Width 26-120 ft Permitted Density 1 unit per 1500 sq ft								

CNR Table 32-2

Required Yard Areas Between Buildings And Property Lines

Front Street 0 or 8 (e) Side Street 0 or 5(e)

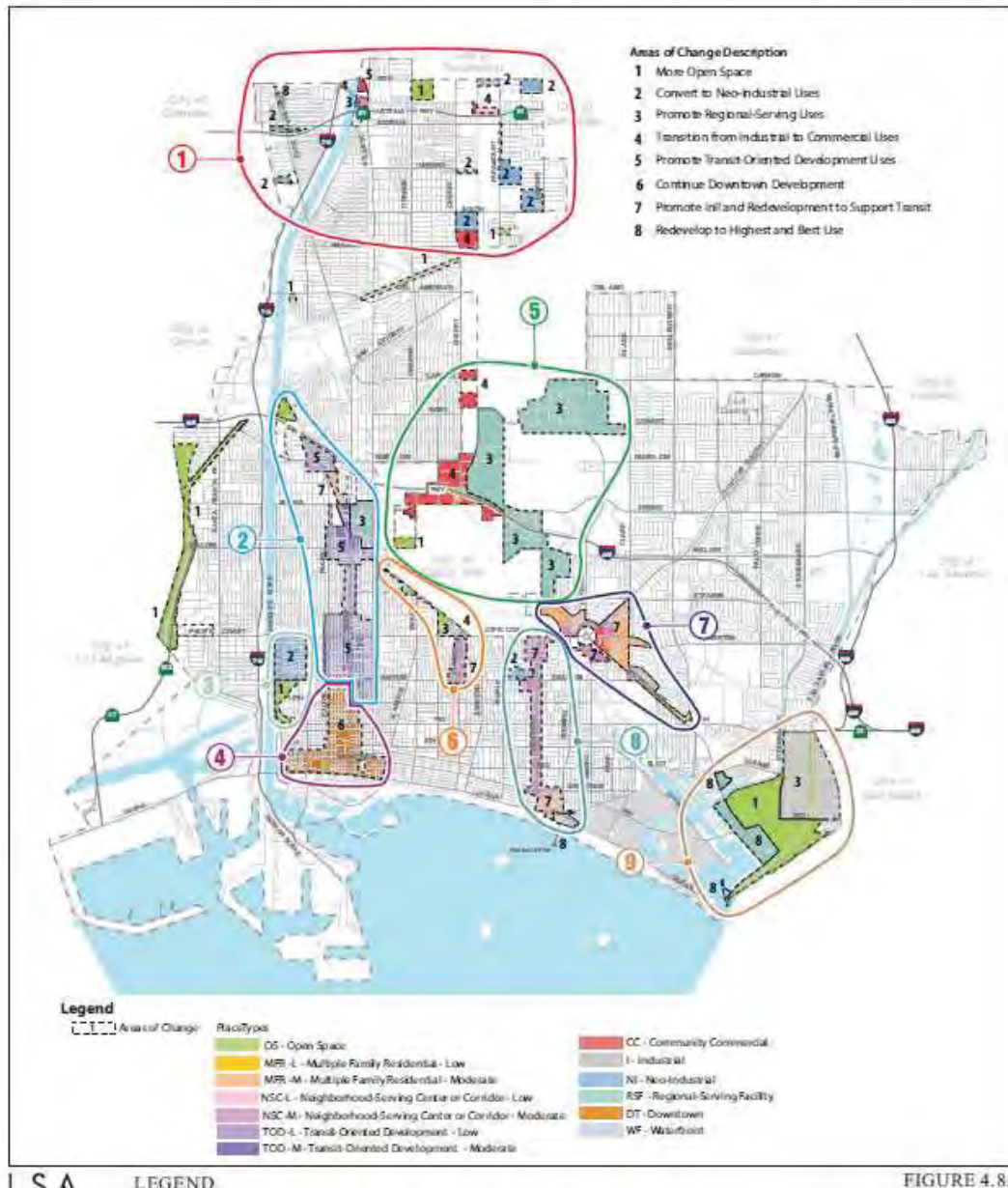
Adjacent to side yard of residential district (b) 10 ft

Adjacent to rear yard of residential district (b)(d) 20 ft

Adjacent to nonresidential district (b)9C) 5 ft, **Required Yard Areas Between Parking And Property Lines**, Front Street (a) 30 ft Side street (a)30 ft Alley (b) 14 feet, Adjacent to residential district 5 feet, Adjacent to nonresidential district 5 feet Minimum Lot Size 5,000 sq Ft, Maximum Building Height 5,000 square ft.

IV. EIR project definition.

The EIR only studies 8 areas of change with NO environmental impact information on other impacted areas of the city; specifically Broadway, 4th, Toledo and Ocean. The EIR should be updated to include all areas impacted by changes to the Draft Land Use Element, additional traffic analysis, ocean view and impacts on historical resources should be studied.



I-71-8

LSA



SOURCE: Proposed Land Use Element, City of Long Beach, June 2015
 1:CLB1505G/Traffic/Districts of Change.cdr (5/4/2016)

*Long Beach General Plan
 Land Use and Urban Design Elements
 Districts of Change*

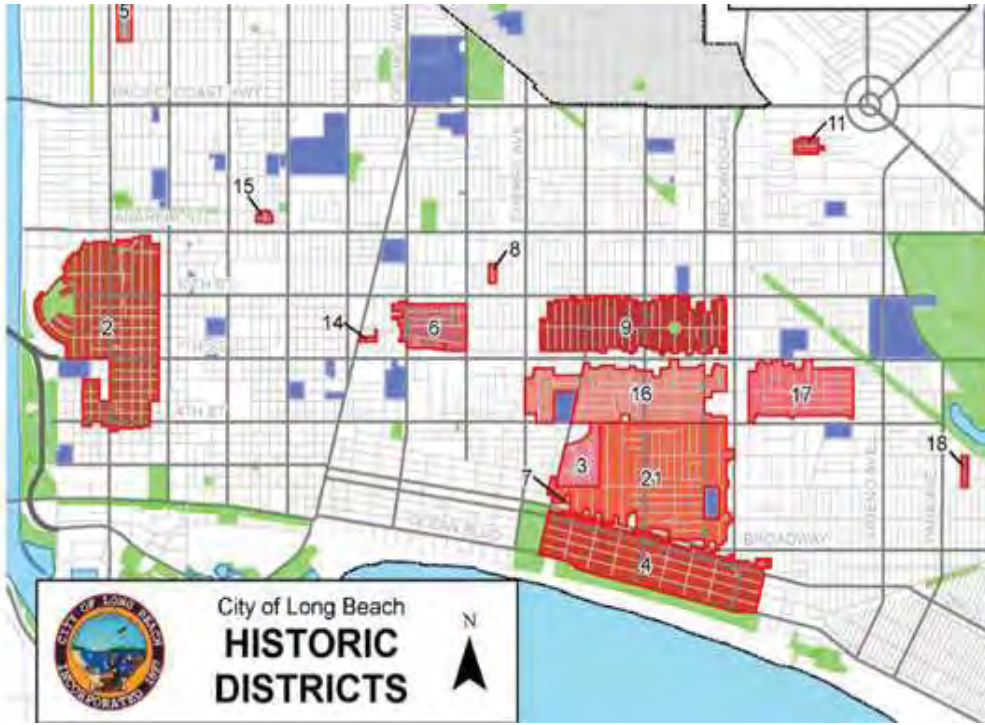
VI. Violation of the 2030 Historic Preservation Element

I do not understand why the Land Use Plan proposes height increases on streets included as part of a historic district (Broadway, Redondo and 4th). There does not appear to be any special requirements for land use on corridors with height increases adjacent to historic neighborhoods. See Page 13.

In many cases the mere existence of these historic neighborhoods and their citizens helped greatly to stabilize the area and protect property values in older neighborhoods. People who buy houses in historic and older neighborhoods invest heavily in improvements to their properties and their neighborhood. I know from own experience that the cost to preserve a older building is often much higher than it would be to raze and rebuild. What is the city doing to protect the homeowners of older homes and improve the historic districts?



I-71-9



VI EIR SB743 Traffic Analysis, Redondo, Self-Driving Cars

The EIR states that *“In the near future it is anticipated that a robust methodology will be developed for analyzing LOS for all modes of transportation. The City’s Mobility Element states the intent of the City to adopt a multimodal LOS policy at that time. However, at the present time, the vehicle LOS policy is still in place. Additionally, such revisions to the CEQA guidelines have not been completed or adopted, and vehicular LOS is still included as a threshold to determine whether a project’s impacts are significant. Therefore, the effect of the Land Use Element on vehicular LOS must still be considered.”*

I-71-10

The SB743 draft traffic analysis guidelines are currently available (some cities have already implemented the new CEQA guidelines). The EIR should state what the expected traffic analysis and mitigation exemptions this new infill housing will be allowed.

The Draft Land Use element states that “properties fronting the corridor have insufficient parcel depth” for appropriate development, the Redondo corridor’s PlaceType is being extended one block (on either side of the corridor) to “allow appropriate infill.” The current traffic analysis has done no studies of the increase in traffic on adjacent local streets such as Newport and Coronado. It is highly probable that the city will require vehicular traffic analysis from the backside of the properties rather than Redondo. The EIR should be revised to determine localized traffic impacts onto local streets.

I-71-11

The EIR fails to consider the traffic increases and impacts of self driving cars. Some studies have shown that traffic may increase as much as 14% due the and low cost of this new form of transportation. Where will be drop off points in street design? The EIR should be updated. See article at end.

I-71-12

Regards,
Kerrie Aley

562-212-0461

How Will Self-Driving Cars Change Cities?

It depends on who owns them.

By [Henry Grabar](#)



In 1935, two years after his death, Fritz Malcher's 91-page manifesto was published by Harvard University Press. *The Steadyflow Traffic System* summed up the late engineer's ideas for resolving a dirty, dangerous problem: cars and humans trying to share space in the Depression-era American city. Malcher envisioned threading the city with wide boulevards, linked by U-turn ramps and roundabouts, on which a driver would never need to stop.

This would be good for pedestrians, too. "Imagine a city," Malcher wrote,

... where the street system permits vehicles to move without obstructions, traffic lights or officers with automatic regulation of speed and capacity; where pedestrians can walk continuously through the whole city areas—no matter whether this be in the outskirts or in the center—without any fear and danger of vehicular traffic. ... Such a city ideal we can make come true.

Malcher and a number of [like-minded contemporaries](#) were half-right: "Steadyflow" roads did come to dominate the American city, whether by billions of dollars spent on elevated and sunken highways, or smaller changes like stoplight synchronization and pedestrian overpasses. Pedestrian fatalities [did decline](#) but only because as cars conquered more and more space, people stopped walking.

Today, Malcher's "city ideal" also sounds a lot like the visions of the American future promised by the pioneers of the autonomous vehicle industry. "Eventually, we'll be able to turn parking lots back into parks," Lyft co-founder John Zimmer [wrote](#) in September. "We'll be able to shrink streets, expand sidewalks, and make room for more pedestrians." Tesla CEO Elon Musk has [predicted](#) less congestion and big safety increases. Researchers at the Massachusetts Institute of Technology's Sensible City lab [imagine](#) autonomous cars could shoot through "smart" intersections without stopping.



But those utopian visions ignore the lesson of Malcher: What's good for cars has rarely been good for people. "My whole career, people have been saying: We wish we could have known the social costs of driving, we would have done this differently," says Costa Samaras, an assistant professor and civil engineer at Carnegie Mellon University in Pittsburgh, where [self-driving Uber cars](#) hit the streets earlier this year. "Policymakers have to think about this now, because the decisions they make affect the landscape for a century."

Last week, Musk proclaimed that a self-driven Tesla will [make a cross-country trip](#) by the end of next year. Most companies plan to have AVs rolling off the line within five years. Goldman Sachs [predicts](#) North American auto sales could be almost 60 percent autonomous by 2030, divided between "limited self-driving" cars, which may require driver control during difficult conditions (like encountering highway maintenance) and "full self-driving" cars, which can drive alone in all situations. Carmakers and suppliers say full autonomy is possible within five years, at least in contained areas like corporate headquarters and university campuses.

Overall, this is a good thing. First, autonomous vehicles will be *much* safer. If three existing automobile AI technologies—forward collision warning, lane departure warning, and blind-spot monitoring—were deployed across all U.S. cars, they would prevent or reduce the severity of more than 1 million accidents every year, including more than 10,000 fatal crashes, according to [research](#) out of

Carnegie Mellon. And that's just using the technology we have *now*. Second, AVs will use space more efficiently than regular cars, accelerating and tailing their peers more efficiently, parking more tightly—and shrinking traffic's footprint. Third, they will expand the driving population, giving better transportation access to people who can't drive because of factors like physical disabilities, advanced age, or youth.

But that also means more traffic: If nondrivers, seniors, and people with medical conditions could access automated mobility, Samaras' research shows, U.S. vehicle miles traveled [could increase](#) 14 percent. That would add 295 billion miles of driving each year.

As AVs bring mobility to new populations and change the way we use space, it's inevitable that urban environments will be transformed, too. But exactly *how* cities will change depends entirely on one thing: who owns all of these self-driving cars.

Most downtown parking could become obsolete.

There are three options for ownership when it comes to autonomous vehicles. We could continue with our current system, in which people own private cars. We could begin using shared fleets, owned by companies like Google, municipal cab companies, or cities themselves, that operate a bit like taxis, picking up one person at a time. Or—and this is the method preferred by many urban planners—we could turn to shared fleets that also offer shared rides, like Uber Pool, in which you take the backseat with some strangers headed in the same direction.

The Rocky Mountain Institute, a sustainability think tank in Boulder, Colorado, argues that AVs will quickly challenge the private ownership model. In a [report](#) released in September, RMI calculates that self-driving cars will make automated taxi service in cities as cheap, per mile, as personal vehicle ownership. Jon Walker, a manager at RMI and co-author of the report, anticipates that autonomous vehicles' superior use of road space—optimal acceleration and spacing, for example—will unleash a wave of urban transformation. Even if the number of cars on the road doubled, he argues, traffic would still move faster.

Sharing the backseat with strangers could be a crucial factor in keeping traffic from exploding. One OECD [study](#) found that shared, autonomous cars in Lisbon—in combination with a good public transit system—could cause peak-hour traffic to fall by two-thirds.

Large numbers of streets could be decommissioned and reused as promenades, parks, and sites for housing. Most downtown parking could also become obsolete. The average car is parked 95 percent of the time, and parking spots are required, at great cost, in housing, retail, and office construction. San Francisco, to take a city not famous for car use, has 250,000 free, on-street parking spaces. Given what land is worth in San Francisco, that's an unfathomable subsidy for private car ownership and an enormous waste of space.

But let's say that we can't get everyone on board with a citywide Uber Pool model. Even if riders use cars one at a time, the shared fleet model has some pretty nice perks. Car-buyers tend to like SUVs in part because they can handle off-road travel or full-family excursions—even if those make up only a small fraction of trips. (Automakers also have better profit margins on bigger vehicles.) But drivers who pick a car by the trip tend to be satisfied with smaller vehicles, as the success of car-sharing programs demonstrates. This is known as “right-sizing” vehicles, and it can cut energy-per-mile by 20 to 40 percent, according to Don Mackenzie, a professor of engineering at the University of Washington. But the real advantage for public space is in behavioral economics. Ownership of an AV will be a big fixed cost, with driving a very small marginal cost, leading people to take more trips. Mobility-as-a-service, depending on the pricing scheme, might have almost no up-front cost but keep taxi-style fares for individual trips. Since consumers sweat costs at the margin, the latter model is likely to push mileage down.

Finally, shared fleets can smooth out congestion by optimizing traffic patterns. “Cars will be routed for a higher-level objective,” says Karl Iagnemma, the founder of Singapore's automated taxi company Nutonomy. Imagine if Google or Waze sent you on what would be the best route for *society*, instead of just for you.

Of course, the socially optimized system has rarely been the American way. What if everyone still wants a private car? And wants that car to drive in a way that's personally, not societally, optimal? It's true that private ownership can co-exist with shared cars. One such model is Elon Musk's Tesla Network idea, in which private Tesla owners can lease their cars to a shared fleet to make money when they're not using them.

Still, many of the promised benefits of our hypothetical AV future depend on sharing. Take parking. “All the space of downtown parking really gets to be opened up in an automated world,” says Samaras. The change is more fundamental than parking garages packing automated cars in like sardines. “You're decoupling the economics of downtown parking from the location. The constraint is no longer: ‘I need to park closest to where I need to be,’ but ‘I'm going to park where the cost is minimal to me.’” If your car will

drive itself, at virtually no cost to you, it can drop you off at the office and then spend your workday in the cheapest place possible. That is the scenario that unfolds in a video Tesla released last week.

That might mean two extra trips through downtown as your car heads out to a cheap parking spot on the edge of town. Or, if your stay is short enough, it might mean your car simply circulates empty through downtown while you get your prescription filled or have a drink. One of government's key functions would be to create incentives against unmanned vehicle travel for private cars to curb rising traffic.

The most significant source of congestion, though, lies in a lesson 100 years in the making: When driving gets easier, people drive more. Traffic engineers call this "induced demand," and it explains why freeway-widening projects never solve traffic jams. We've tried for a century to build our way out of congestion by adding more lanes. What's different when we add capacity by changing the vehicles?

Ken Laberteaux, a scientist at the Toyota Research Institute of North America, [has predicted](#) the early stages of automation will increase automobile vehicle miles traveled, lengthen commute distances, and accelerate existing trends towards suburbanization of homes and jobs. The initial results of a study TRI is running, he said, suggest that long-distance driving is getting easier before urban driving does.

Pittsburgh Mayor Bill Peduto, whose city hosts Uber's first self-driving taxis, says, "There are some opportunities for cities on the front end of it to help to steer the industry." The city recently received a \$10.9 million federal grant to invest in stoplights with cameras and sensors that could respond to traffic patterns, buses, or waiting pedestrians automatically.

Attach-
ment 4

Already there is talk of giving autonomous vehicles special zones or lanes so that they may function optimally. Madrona Venture Group has proposed [converting a lane](#) of Interstate 5 between Seattle and Vancouver, for example, into an autonomous lane. Pittsburgh has considered giving Uber access to busways in exchange for helping run its paratransit program, ACCESS. In order to keep pedestrian fatalities down or the air clean, some cities may ban manually driven vehicles from the city center, suggested Kara Kockelman, a professor of engineering at the University of Texas in Austin. Drivers of older cars—who, in the future as today, tend to be poorer—may be excluded from certain parts of the city (as they [already are in Paris](#)) or shunted into traffic jams while AVs race by in another lane.

Transit planner Jarrett Walker, who recently designed the bus network in Houston, believes that vehicle occupancy is the only metric that can really make our use of limited urban space more efficient. Autonomous taxis can only offer marked improvements to city life, he suggested, if door-to-door driving solo is more expensive than driving together on fixed routes.

It is essentially the same problem American cities have had for a century: Driving is too cheap to account for its costs—the deaths, the pollution, the sprawl, the gargantuan investment in roads, and all the wasted time. Driverless cars will solve old problems and create new ones. But why would a nation of driverless car owners be any more likely to confront them than we were?

This article is part of the [future of ownership installment](#) of [Futurography](#), a series in which Future Tense introduces readers to the technologies that will define tomorrow. Future Tense is a collaboration among [Arizona State University](#), [New America](#), and [Slate](#).

Henry Grabar is a staff writer for *Slate*'s Moneybox.

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KERRIE ALEY

LETTER CODE: I-71

DATE: November 18, 2016

RESPONSE I-71-1

This comment notes that the current Land Use Plan warns that increases in population and density do not necessarily pay for related public service and infrastructure needs. The commenter also opines that while the City of Long Beach (City) has indicated they have made great progress on pension reform, this is not the case. The comment includes public salary information on a recently retired City employee and opines that the City's Development Services Department has a conflict of interest in development decisions because the employees financially benefit from development project fees.

This comment does not contain any substantive comments or questions about the Draft Environmental (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-71-2

This comment indicates that at the Study Session for the project held on October 6, 2016, no presentation on the project occurred and no study materials were prepared. The commenter also notes that the public's questions were not addressed at this meeting.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-71-3

This comment opines that the increase in intensity and density proposed as part of the project will have a direct impact on increased crime in three areas of the City: Rose Park, the neighborhood west of Recreation Park/Blair Field and Alamitos Beach. The commenter notes past incidents of violence in the Rose Park community and suggests that changes in the community occurring as a result of the development of crackerbox apartments in the area led to these acts of violence. As such, the commenter asks the City to develop a block-by-block plan to revitalize neighborhoods in the City that are overrun with crime and violence and also asks the City to develop affordable housing in a way that strengthens existing neighborhood stability and safety. The comment concludes by suggesting that the area west of Recreation Park is an example of a successfully revitalized area in the City that has both market-rate and affordable housing units.

Attachment 1 to this comment is a map of several areas in the City with markers indicating areas of crime.

Refer to Response I-34-1 for further discussion related to project impacts with respect to crime. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration.

RESPONSE I-71-4

This comment disagrees with the conclusion in the Draft EIR that the proposed project would not result in significant adverse impacts related to scenic vistas. The commenter indicates that new development would result in significant adverse impacts to scenic vistas because height increases proposed on Ocean Boulevard and near the Belmont Pier area would block ocean views. The commenter also suggests that property values in the Belmont Shore, Belmont Heights, Naples, Belmont Park, and Alamitos Heights areas would decrease due to the obstruction of ocean views that would occur as a result of project implementation. The comment concludes with a list of properties in these aforementioned areas and their corresponding elevations.

Attachment 2 includes existing views from the listed properties and includes information from online listings pertaining to whether or not these properties have ocean views and how much each property is worth.

Section 4.1, Aesthetics, of the Draft EIR analyzed aesthetic impacts with respect to the potential of the project to result in the partial or complete obstruction of scenic vistas visible from public vantage points. Views from private properties were not analyzed because views from private property are not considered protected visual resources under the California Environmental Quality Act (CEQA). In fact, most of the photographed views provided in Attachment 2 are from elevated locations in private residences, and not from publicly accessed vantage points.

RESPONSE I-71-5

This comment opines that the City is planning on piecemealing Local Coastal Program (LCP) amendments at the time individual applications are brought forth for developments within the Coastal Zone. The commenter indicates that it is their understanding that State law requires concurrent vertical conformance of the General Plan Southeast Area Specific Plan (SEASP)/LCP. The commenter also asks if piecemealing LCP amendments would allow a developer to propose a coastal project and the LCP will then be revised accordingly.

The City acknowledges that future updates/amendments to the City's LCP would be required at the time individual applications for development within the City's Coastal Zone are proposed, if such projects were determined to be inconsistent with the adopted LCP. Future LCP amendments are discussed on Pages 4.4-29 and 4.4-30 of Section 4.4, Land Use, in the Draft EIR, which concludes that approval of future LCP updates and amendments would reduce potential inconsistencies with the City's LCP to a less than significant level.

RESPONSE I-71-6

This comment includes text from a correspondence between the commenter and Christopher Koontz regarding the proposed project. The comment also includes Project Design Feature 4.4.1 related to the planned Zoning Code and Zoning Map updates. The commenter opines that the City is planning on batch processing a large number of zone changes on properties, which will result in increased heights/densities that would substantially impact homeowners. The commenter opines that the City identify zoning inconsistencies prior to approval of the proposed project.

As stated in the comment, an update to the zoning code is not proposed at this time, and the primary focus of the general plan is to better regulate building form, look, relationship among buildings and urban design. This includes preserving communities and neighborhoods as well as raising the standard of design in future development. As indicated in Project Design Feature 4.4.1, a Zone Change Program shall be implemented within 5 years to ensure consistency with the updated General Plan. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-71-7

This comment enquires as to how the City will preserve existing neighborhood characteristics and mitigate the interface between low-density homes/historic neighborhoods and future high-density properties. The commenter also asks the City to provide neighborhood character studies to illustrate impacts of new development on existing neighborhoods. The commenter also asks for specific examples of zoning that will be allowed under the proposed project, and suggests that examples be provided for properties on The Toledo, Ocean Boulevard, the Pier area, Recreation Park/Wilson, Broadway, and historical neighborhoods.

The comment includes existing zoning requirements for residential neighborhoods and asks the City to identify the maximum height and number of dwelling units, parking requirements, setbacks, and open space proposed under the project. The comment concludes by suggesting that the EIR fails to mention the increase in the number of dwelling units per acre and includes Attachment 3, which identifies areas targeted for density increases on the City's existing Zoning Map.

The maximum allowable density, intensity, and heights proposed for all uses allowed within each of the PlaceTypes are outlined in the proposed LUE. The LUE also includes the PlaceType Heights Map, which depicts the maximum allowable heights within all areas of the City. Refer to Responses I-13-1 and I-21-5 for further discussion related to transitions from existing and future development and Response S-3-3 for further discussion for impacts related to community character.

The ultimate number of residential units per acre cannot be calculated at this time as this is a long-range planning document and the number of units in any one area is dependent on the submittal of future development proposals by individual private property owners. Refer to Common Response 3 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to project impacts with respect to zoning.

RESPONSE I-71-8

This comment indicates that the EIR studies the Major Areas of Change with no environmental information on other impacted areas of the City, specifically Broadway, 4th Street, The Toledo, and Ocean Boulevard. The commenter asks that the EIR be updated to include all areas impacted by the proposed project, including additionally analysis related to traffic, aesthetics, and historic resources. The comment includes Figure 4.8.2, Districts of Change, from the Draft EIR.

Portions of Broadway, 4th Street and Ocean Boulevard are within the areas of change. Although other areas of the City may have new PlaceType designations, these Major Areas of Change reflect the City's desire to address land use issues within these areas of the City. In total, the Land Use Element (LUE) proposes changes to approximately 13 percent of the land area in the City.

While the aesthetics and traffic sections of the Draft EIR placed a particular emphasis on environmental impacts within the Major Areas of Change, environmental impacts throughout the City were also addressed in both sections of the Draft EIR. As described further in Section 4.1, Aesthetics, impacts with respect to scenic vistas, visual character, and light and glare were analyzed for the entire planning area (which encompasses the whole City), with a particular emphasis on the Major Areas of Change. In addition, Table 4.8.H in Section 4.8, Transportation/Traffic of the EIR identified the increase in traffic from existing conditions as a result of the proposed LUE for all study intersections, including those outside of the Major Areas of Change. Therefore, environmental information for areas outside of the Major Areas of Change was included in the Draft EIR and no additional analysis is required.

RESPONSE I-71-9

This comment questions why the project proposes height increases on streets included as part of a historic district (i.e., Broadway, Redondo, and 4th Street). The commenter also asks what the City is doing to protect the homeowners of older homes and historic districts, which may be impacted by new development. The comment includes a figure of historic districts overlain on the PlaceType Heights Map.

Refer to Response L-4-4 for further discussion for project impacts with respect to historic buildings and structures.

RESPONSE I-71-10

This comment indicates that Senate Bill 743 (SB 743) traffic analysis guidelines are currently available, and as such, asks that the EIR state what the expected traffic impacts and mitigation will be if new infill housing under the project is developed.

While the commenter is correct in asserting that guidelines to conduct traffic impact analyses consistent with SB 743 are currently available, the State Department of Office, Planning, and Research has not yet finalized these guidelines. As such, SB 743 will not go into effect until the final rulemaking process has been completed, which is expected to be finalized in mid- to late-

2017. For these reasons, the draft SB 743 guidelines were not used in the *Traffic Impact Analysis* for the project.

RESPONSE I-71-11

This comment includes a statement from the LUE which states, “properties fronting the corridor have insufficient parcel depth” for appropriate development, and yet the LUE allows for infill development. The commenter notes that the traffic analysis did not analyze the increase of traffic on adjacent local streets and as such, requests that the Draft EIR be revised to determine traffic impacts on local streets.

The Draft EIR identified that the LUE would be anticipated to increase traffic within the Redondo corridor by approximately 4 percent above the previous General Plan LUE, which would result in an approximately 17 percent increase above the 2008 traffic levels by 2040. Traffic analyses for programmatic plans perform a necessarily broad analysis. As future projects are proposed, traffic analyses at the project level would focus on area specific traffic concerns and operational issues.

RESPONSE I-71-12

This comment opines that the Draft EIR fails to consider traffic increases and self-driving cars despite the fact that studies have shown that traffic may increase as much as 14 percent due to the low cost of this new form of transportation. The commenter asks where dropoff points for these cars will be. The comment concludes by suggesting that the Draft EIR be updated and references Attachment 3, which is an online article pertaining to the positive and negative impacts of self-driving cars.

The *Traffic Impact Analysis* did not analyze impacts with respect to self-driving cars because vehicles with this capability are not yet widely utilized. To analyze future traffic impacts with respect to self-driving vehicles would be too speculative for evaluation, and therefore were not evaluated in the Draft EIR (*State CEQA Guidelines* Section 15145).

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, November 21, 2016 8:40 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Land Use Element/Urban Design plan

From: Jim Trout [<mailto:jimbo692@aol.com>]
Sent: Friday, November 18, 2016 9:30 PM
To: Craig Chalfant
Subject: Land Use Element/Urban Design plan

This plan will have to many negative effects on my community as a whole, over crowding of schools, increase in traffic, decrease in property values, increase in crime and a negative effect for quality of life. Really would like to see the zoning for the Wrigley neighborhood remain R1 & R2 as it is at present.

I-72-1

Jim Trout
3333 Pine Ave.
Long Beach 90807

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JIM TROUT

LETTER CODE: I-72

DATE: November 18, 2016

RESPONSE I-72-1

This comment opines that the proposed project will have too many negative impacts on the Wrigley neighborhood, including overcrowding of schools, increases in traffic, decreases in property values, an increase in crime, and a negative impact on the quality of life. The commenter concludes by requesting that the zoning on the site remain R-1 and R-2.

Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to the project's impacts with respect to zoning. Please also refer to Response I-34-1 for further discussion related to project impacts with respect to crime. While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it will be forwarded to City decision-makers for their review and consideration.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, November 21, 2016 8:41 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: Feedback on Land Use Form

From: *jowilla [<mailto:jowilla@gmail.com>]
Sent: Friday, November 18, 2016 10:57 PM
To: Craig Chalfant
Subject: Feedback on Land Use Form

Hello, I am a resident in the Wrigley neighborhood and am providing feedback on the Land Use Plan

- Minor feedback, but in the future i would request that high quality versions of maps be made available that would allow us to zoom in and better view impact to our areas. I-73-1
- Question - based on the land use proposal, what percentage of Long Beach's overall growth is expected to be absorbed by our neighborhood? I-73-2
- I have concern about the goal to include a bike and pedestrian bridge on Hill across the LA river. While I appreciate bike friendly and pedestrian improvements I have concern about the placement of this particular bridge and its impact to a very quiet pedestrian neighborhood. If this were to move forward i would request a thorough analysis be made to include comparison of crime statistics on both sides of hill. Our hill street area on the Wrigley side of the LA river has a small residential pocket that is blessed with clean and respectful neighbors and relatively low crime. I have concern that increasing pedestrian traffic in this area would negatively impact the neighborhood I-73-3
- I support the plans for Long Beach blvd and Pacific. I understand the concerns of neighbors in those areas with development and respect their passion for maintaining the aspects of our neighborhood that have made this area of long beach home, however i believe that the future growth and revival of our neighborhood is dependent on attracting and uplifting the commercial development areas. I would be concerned that by keeping these areas in their current form we would limit the potential in this area, eliminate incentives for landowners to invest in the area and attract new businesses. I-73-4
 - My support has a caveat. The vision i would have for these areas would represent an uplift for the neighborhood - this means tasteful designs, and standards for the types of structures and businesses that could be developed. I believe our neighborhood is on the precipice of amazing change, but if poorly handled we could also tip in the other direction. The vision i DON'T want to happen is the creation of housing and businesses that perhaps solve the problem of absorbing a great deal of long beach growth, but creates new problems that destroy the inherent value and long history of this neighborhood - something that can never be recreated once it is gone. In the same way that the old Walmart on 5th street completely set the tone for the neighborhood (in a bad way), what i don't want is that new land use and development sets the tone for crowded, poor quality, high crime, etc.
- I agree with the desire for more open space in our neighborhood. This may be outside the scope of this land use document but the one aspect of our neighborhood that is unlike many others is the access to the LA river. I would hope that significant investment be made to the LA riverwalk to provide that open I-73-5

space and take advantage of our existing infrastructure. I would imagine tree lined river walk that provides shade and the additional benefit of absorption of sound and pollution from the freeway and port. Fully developing this area would increase the green areas of our neighborhood and improve the neighborhood and would at least be a signal of investment in our area for the great deal of growth we are absorbing in the city.

I-73-5

- Given the limited opportunity for green space, i would like to consider an opportunity to take back our alleys. I would be interested in whether for certain neighborhoods it would make sense to convert existing alleys to green space or mini parks. community gardens or community connection areas. An example of an area would be near my home in the alley between golden and oregon above hill and below Burnett
- I dont know if this is in the scope of this document but i would like to include our land use to include provisions that allow residences to have front yard food gardens

I-73-6

I-73-7

UNKNOWN

LETTER CODE: I-73

DATE: November 18, 2016

RESPONSE I-73-1

This comment indicates that the commenter is a resident of the Wrigley neighborhood. The commenter goes on to request that future versions of maps be available in a format that would allow for the public to zoom in and better view impacted areas.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-73-2

This comment asks what percentage of the projected growth envisioned under the project would occur within the Wrigley neighborhood.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein; however, please refer to Response I-34-1 for further discussion related to project impacts with respect to crime. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

[City- any additions to response?]

RESPONSE I-73-3

This comment expresses concern related to the project's goal of including a bike and pedestrian bridge on Hill across the Los Angeles River due to its location in a quiet pedestrian neighborhood. The commenter requests that the City analyze and compare crime statistics on both sides of Hill if plans to implement this bridge move forward. The commenter also expresses concern related to how this bridge would increase pedestrian traffic in this area and how increased pedestrian traffic would impact the neighborhood.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-73-4

This comment expresses support for the plans along Long Beach Boulevard and Pacific Avenue, but recognizes the concern of neighbors in these areas. The commenter notes that future growth and revival of Long Beach neighborhoods are dependent on attracting and uplifting the commercial development in neighborhoods. The commenter concludes with a statement that

while these areas should be uplifted, improvements should include tasteful designs, and standards for the types of structures and businesses that should be developed. Without these components, the commenter believes new development under the project could set the tone for crowded, poor quality, and high-crime neighborhoods

This comment expresses support for portions of the plan and does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-73-5

This comment agrees with the project's intention of increasing open space in the Wrigley neighborhood, and notes that open space improvements should be made to the Los Angeles Riverwalk. Specifically, the commenter would like to see a tree-lined river walkway with shade and green areas along the Los Angeles Riverwalk.

This comment is a suggestion and does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-73-6

This comment requests that the City consider revitalizing alleyways by converting these areas into green space, mini parks, community gardens, or community connection areas. The commenter offers an example of such an area between Golden and Oregon Avenues above Hill Street and below Burnett Street.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that LU Policy 18-2 aims to explore opportunities to create mini-parks and parklets within urbanized and growth areas of the City. The City has also added LU Policies 17-6 through 17-11 that aim to increase green space in the City and improve access to existing and proposed green space areas. This change has been incorporated into the Errata and is reflected in the updated LUE included as Attachment B. This change does not change the analysis or conclusions contained in the Draft EIR

RESPONSE I-73-7

This comment request that the project allow for residences to have food gardens in their front yards.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that LU Policy 10-3 aims to support land use and policy decisions that promote local urban agriculture, community gardens, and local food production throughout the City. LU Policy 17-3 also aims to allow small-scale agriculture on public and private properties throughout the City. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, November 21, 2016 8:41 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: DEIR Land Use Element and Urban Design Element -- Comments

From: Richard Gutmann [<mailto:rwgutmann@gmail.com>]
Sent: Friday, November 18, 2016 11:56 PM
To: Craig Chalfant
Subject: DEIR Land Use Element and Urban Design Element -- Comments

Dear Mr. Chalfant,

I am very much opposed to the use of the Place Types Transit-Oriented Development-Low and Moderate.

Even the "Low" version is hardly what could be called low density. It will allow developers to tear down single-family homes in a large area near the Wardlow Road Blue Line Station (which is also near my home in Wrigley Heights) and construct 5-story, 65-foot-high apartments in their place.

This is precisely the type of poor planning that allowed the construction of more than 600 apartments east of downtown Long Beach during the 1980s--apartments that replaced single-family homes and became known as "Crackerbox Apartments."

Those monstrosities ruined what were previously nice neighborhoods. They brought in gangs, drugs, crime, noise, traffic jams, and reduced property values. These problems exist to this day.

Wardlow Road near the Blue Line station is already a parking lot during rush hours and even at some other times. Have any studies been done as to how much added traffic this Transit-Oriented place type will bring to Wardlow Road?

As early as the 1990s, the intersection of Wardlow Road and Pacific Place was already rated by the Long Beach City Traffic Engineer as either an "E" or an "F." With the recent installation of a traffic signal and Pacific PLACE and Wardlow Road, the situation has become far worse.

The situation near the Willow Street Blue Line station may be worse yet, with buildings in the Transit-Oriented Development-Medium Place Type placing no limit on the height of buildings..

Sincerely,

Richard Gutmann
 602 W. 37th Street
 Long Beach, CA 90806-1117

I-74-1

I-74-2

I-74-3

I-74-4

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RICHARD GUTMANN

LETTER CODE: I-74

DATE: November 18, 2016

RESPONSE I-74-1

This comment expresses opposition to the Transit-Oriented Development (Low and Moderate) PlaceType and opines that the Transit-Oriented Development-Low PlaceType is not low-density and will allow for developers to tear down single-family homes in these areas and construct five-story, 65 foot developments in their place. The commenter notes that this type of planning that led to the crackerbox apartments in downtown Long Beach, which the commenter opines brought in gangs, drugs, crime, noise, traffic, and reduced property values.

This comment expresses opposition but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein; however, please refer to Response I-34-1 for further discussion related to crime and Response L-2-7 for further discussion related to project impacts with respect to noise and traffic. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-74-2

This comment asks how many studies have been done as to how much traffic the Transit-Oriented Development PlaceType would bring to Wardlow Road and opines that this area is already heavily congested.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that the *Traffic Impact Analysis* (TIA) (Appendix E of the Draft EIR) for the proposed project did analyze the project's impact on traffic at intersections along Wardlow Road. Impacted intersections were identified at Orange Avenue/Wardlow Road, Long Beach Boulevard/Wardlow Road, Cherry Avenue/Wardlow Road, and Santa Fe/Wardlow Road. Ultimately the TIA concluded that impacts to these four intersections would remain significant and unavoidable due to a lack of feasible mitigation. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-74-3

This comment indicates that as early as the 1990s, the intersection of Wardlow Road and Pacific Place was rated as either an level of service (LOS) E or F. The commenter opines that with the recent installation of a traffic signal in this area, the situation has worsened.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-74-4

This comment opines that traffic near the Willow Street Los Angeles County Metropolitan Transportation Authority (Metro) Blue Line station is worse than the previously described conditions at Wardlow Road and Pacific Place. As such, the commenter asserts that new development envisioned under the Transit-Oriented Development PlaceType would worsen traffic conditions in this area.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that in a letter dated November 30, 2016, the City has committed to removing existing single-family areas labeled as Transit-Oriented Development and restore the Founding and Contemporary Neighborhood PlaceType in areas near the Wardlow Station. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Parkview Village

Parkview Village, LLC
5423 Village Road, Suite 200
Long Beach, California 90808
(310) 394-3622 | befrain@beptal.com

November 18, 2016

Fern Nueno, AICP
Linda Tatum, AICP Planning Manager
Carrie Tai, AICP, Planner V

Long Beach Development Services, Planning Bureau
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Project: 2035 Land Use Element

RE: *38' Height Limit
Suggested change to 45' Height Limit at Parkview Village specifically,
and all Neighborhood Service Center Corridors*

Since January of 1997, Parkview Village, LLC ("PV") has owned and managed 12 of the 17 commercial properties across from Heartwell Park, within the triangular shaped area that includes Viking Way and Village Road, and is bounded by Bellflower Boulevard, E. Carson Street, Montair Avenue, and E. Greenmeadow Road: Commonly known as Parkview Village (the "Village").

This approximately eight-acre "Village" has been the commercial hub of the surrounding residential communities since the 1950s when some of the existing structures were first erected. Prior to 1997 many of the shops and buildings were in a state of disrepair, and had endured many years of neglect.

With the involvement of the community, the longstanding businesses in the Village, and with the cooperation of the City of Long Beach, we revived the Village. Extensive landscaping, public gathering areas, a trellised courtyard, fountains, bronze statues, street, alley and sidewalk repairs, facade improvements, parking lot re-design and repairs, uniform signage, awnings, sign-towers, and many other improvements were implemented, all with private funds. Events and offerings open to the public, including various street fairs, have brought the community together. These events were introduced and sponsored by the Parkview Village Merchant Association, formed in 1997 through the efforts of PV, and its local family-run management firm of the Ault Family: JAMCO Equities.

A sense of community, and a "town square" identity have been restored to the Village, and since 1997 PV has continued to make improvements, maintaining current offerings to stay relevant and attract businesses, preserving the unique character of the neighborhood while enhancing its appeal to a wide range of patrons and visitors.

I-75-1



City sidewalks are regularly cleaned, repaired and maintained by PV, at PV's cost. The recycled and repurposed former wine casks serving the public as trashcans along Viking Way, Village Road, Bellflower Blvd. and Carson Street were installed, and continue to be maintained and serviced, at PV's cost. We have repaired potholes and cracks when City was unable to budget such repairs. We have trimmed the trees along City streets when City was unable to budget tree trimming. We have installed and maintained the repurposed wooden wagon-wheel park benches throughout the Village. These services, and the attention we provide, have enhanced and improved a primary entry point to the City of Long Beach.

Transforming the Village from a neglected and outdated commercial center into a charming and unique collection of shops, offices, and businesses over the past 20 years has been a true labor of love. With a combination of creativity, dedication, innovation, and perseverance, the Village has thrived, joining the twenty-first century while respecting its history. Please refer to the attached July 19, 2004 letter from former Mayor Beverly O'Neill regarding the initial transformation.

We believe that the Village is a near perfect example of a community hub, a "town square", a place for families to gather, shop, dine, linger in the open public areas, and conduct business in an attractive and welcoming setting. Long before shopping centers "reinvented" themselves as open-air malls, and downtowns became fashionable again, Parkview Village was the original "downtown"—pedestrian-friendly, open-air, the shopping and dining center of the surrounding communities.

In our changing world, PV continues to strive to maintain the relevance of the Village. At this juncture, we find it necessary to replace the functionally obsolete structures with updated architecture, and a more efficient use of the land and space, as part of a mixed-use Village, with residences above shops, cafes, and commercial-mercantile offerings. The current offerings are no longer competitive and the Village requires a much-needed boost to provide the buoyancy necessary to remain relevant for the next twenty years.

The City's August 2016 draft General Plan includes many of the descriptions and characteristics of Parkview Village and its future potential: Corridors for community connectivity to help preserve the heart of a community, enhancing the architectural character of unique neighborhoods, quality of public realm for pedestrians, major entrances/gateways to the City, etc. (3. Context, Connecting corridors – see attached); "complete residential neighborhoods", "mixed use contribute to a livelier urban environment" to allow long-established neighborhoods to evolve and improve, and "pedestrian friendly compact environment with structures oriented toward the street" (4. Land Use Plan – see attached); "ideally residents could walk to these locations for shopping, services, or dining.... At major street intersections and/or along long established neighborhood shopping ...", "...promoting or reinforcing neighborhood's unique identity...enhancing pedestrian", and "daily conveniences within walking distance from residential uses" (4. Land Use Plan, Neighborhood Serving Centers and Corridors).

These items are very much in line with our vision to further enhance the vibrancy and relevance of the Village. Please refer to the attached artists' renderings of some of the three-story mixed-use buildings proposed along Viking Way.

I-75-1

I-75-2

I-75-3

We see ground-floor street level retail, shops, dining, and neighborhood services, with second offices in some, and residences on the second and third floors in other buildings.

"Light", "bright" and "unencumbered" are the hallmarks that both retailers and residents seek in today's market. In order to attract unique retailers to serve the Village, we must offer voluminous spaces with an abundance of light and air for upper levels, as well as interesting architecture. To that end, we envision 15-foot clear ceiling heights with 36" for mechanical and 12" for structure, approximately 19-feet, for ground-floor.

The second and third floors would provide 12-feet clear heights plus 24" for mechanical and structural between floors 2 and 3, and 24" for third floor mechanical and roof structure, a total of 28-feet for upper floors.

We want to avoid the appearance of "boxy" or monotonous structures, and offer interesting and attractive designs instead. Having more volume and height would ensure adequate opportunities for achieving varying articulations of roof heights, and throughout the structures' elevations. Varying heights, using the two-story structures by example, might be 28' to 32' in range, and the three-story buildings could vary from 36' to 45'.

It is imperative that all of the buildings along the major thoroughfares of E. Carson Street and Bellflower Boulevard offer strong architectural statements with taller structures to "announce the presence of the Village". There are no single-family residences in the immediate vicinity of this major intersection. Vehicles drive by at 45+ miles per hour (along Bellflower and Carson). As a gateway entrance to the City, with virtually no single-family residences attached, we should allow taller than 38' three-story structures at this site.

To achieve a vibrant live/work/dine/shop environment, and to attract urbanites wanting to nest above commercial activity, the commercial and residential spaces must be unique—feeling cosmopolitan while preserving the traditional charm. In such an urban setting, high-ceilings are a must. In the past, we have engaged in discussions with, and shared our vision with, commercial property owners and neighbors in the Village, and they have been supportive of PV's vision. Traditional 9' or 10' high commercial/office or 12' high retail spaces are "outdated" and will not engage the changing retail modules of smaller shop spaces with taller ceilings. A pedestrian-friendly and inviting streetscape that draws people in needs to offer more volume.

Similarly, residences with 8' or 9' ceilings in urban settings are not relevant in mixed-use environments. The target audience demands 12', 14' and higher ceiling heights, which are perceived as upscale and offered by virtually all successful projects.

We therefore respectfully request that the City of Long Beach modify the proposed 38' height limit to a 45' height limit for buildings along Viking Way, Village Road, Bellflower Boulevard, and E. Carson Street.

Exceptions: (a) Buildings abutting single-family residences: 38' height. (b) Buildings within 50-feet of single-family residence: 38' then step-up up to 45'.

I-75-3

I-75-4

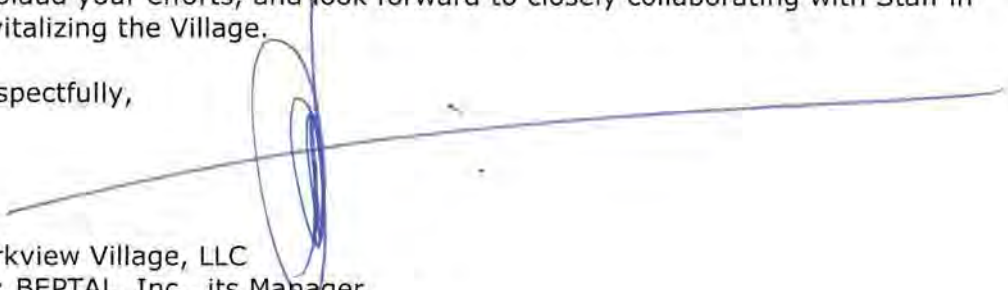
Page 4 of 4
November 18, 2016

We are excited and pleased that the City's vision and approach to invigorating this and similar communities are progressive, inclusive and sensitive to preserving the unique character of each community, including the Village. We sincerely hope that PV's proven 20-year track record of valuing and invigorating the local community, integrating elements of the future while respecting elements of the past, will instill confidence in our assessment that the increased height limit is critical to positioning the center, and the community, for a successful redevelopment.

I-75-5

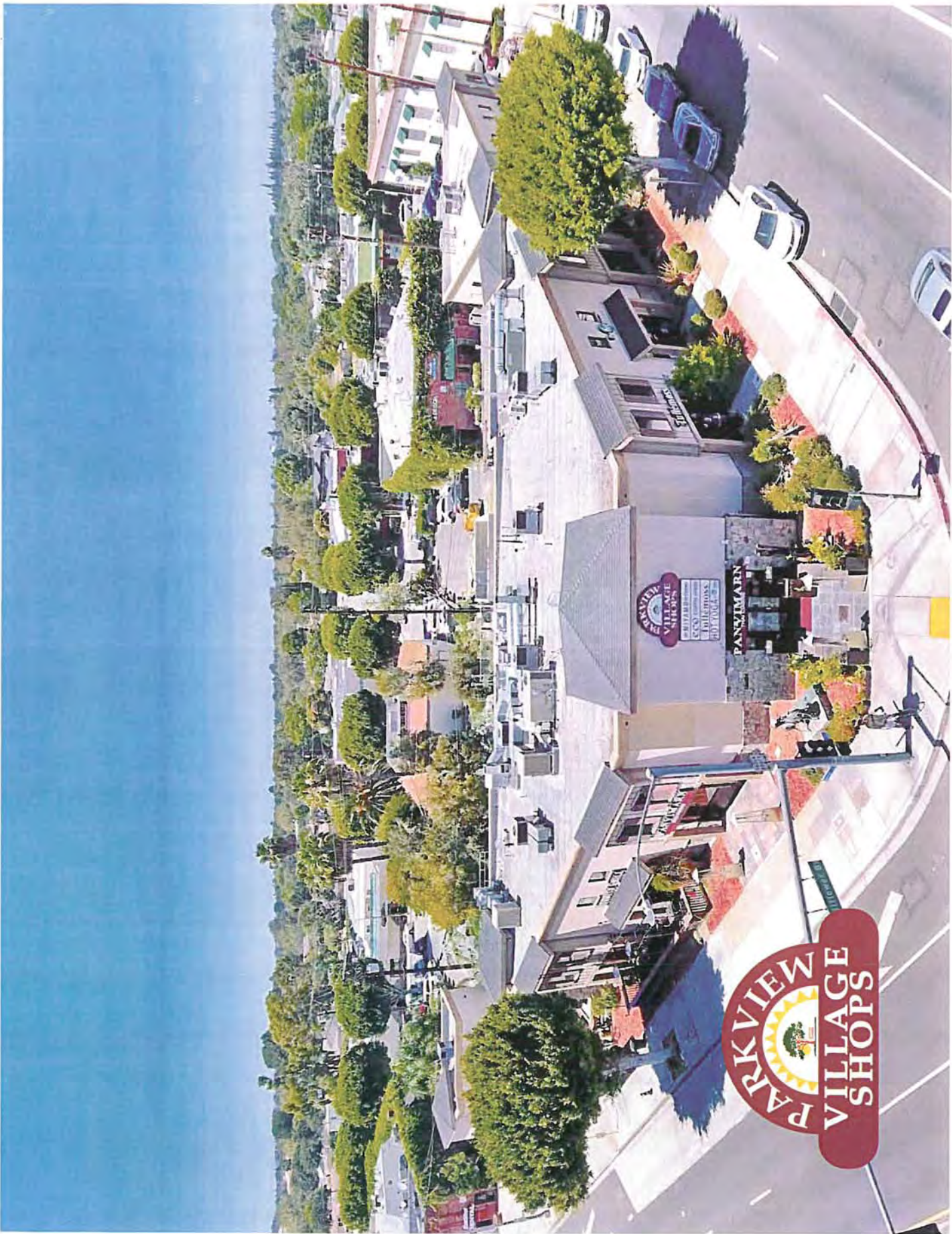
On behalf of the entire Village, and the community at large, we appreciate and applaud your efforts, and look forward to closely collaborating with Staff in revitalizing the Village.

Respectfully,



Parkview Village, LLC
By: BEPTAL, Inc., its Manager
By: Benjamin Efraim, its President.

Enclosures.
BE:ck







ABOUT US



Parkview Village, a charming outdoor life style center located just off the intersection of Bellflower Boulevard and Carson Street, is across the Heartwell Park and 1/4 mile east of Long Beach City College. This village area was conceived in 1930s by Clark J. Bonner as a shopping center for his new housing development, "Lakewood Village". Busting through the 1950s, with a bank, a post office, several shops, a movie theater and a Thrifty's, the area later fell into disrepair as more and larger commercial areas developed nearby...



"Come Join Us, We've Been Expecting You!"

I-75



Attachment 2

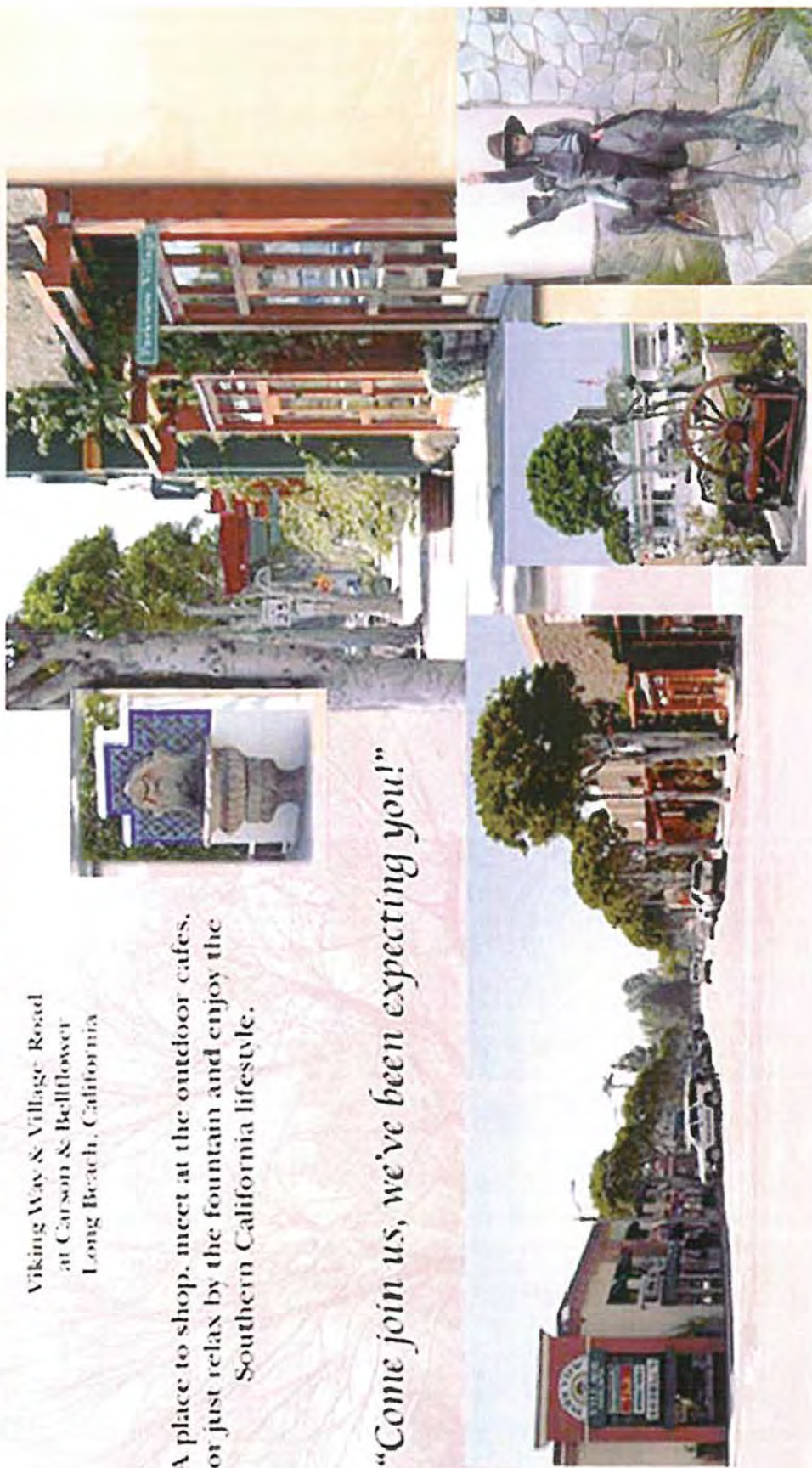


PARKVIEW VILLAGE

Viking Way & Village Road
at Carson & Bellflower
Long Beach, California

A place to shop, meet at the outdoor cafes,
or just relax by the fountain and enjoy the
Southern California lifestyle.

"Come join us, we've been expecting you!"





Parkview Village circa 2005 ...



Since the 1950s, **Parkview Village** has included a collection of shops and service providers along Viking Way and Village Road in the heart of a charming and quaint residential community. The Village is located at the intersection of Bellflower Boulevard and Carson Street adjacent to Heartwell Park & Long Beach City College, and only minutes from the Long Beach Airport and Skyline Golf Course. The average household income is \$62,000 in a one mile radius and \$61,000 in a three mile radius. The three and five mile radius population counts are 175,000 and 650,000 respectively.

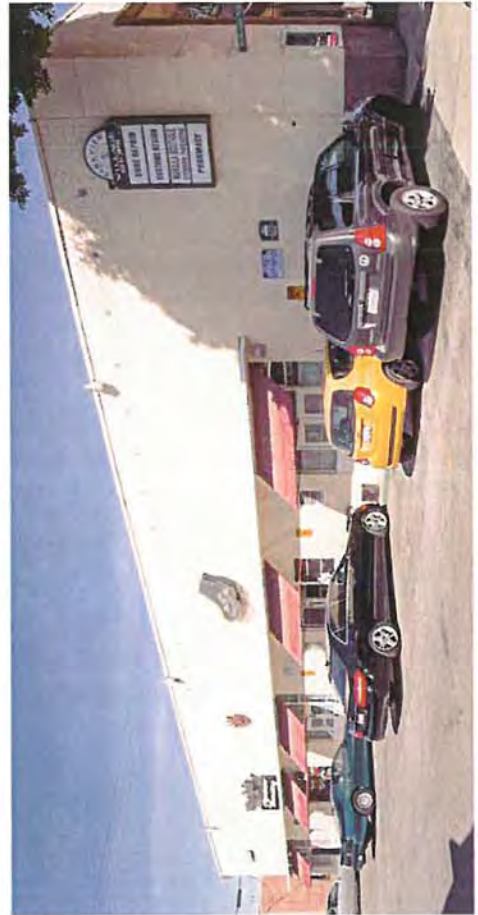
Parkview Village has the unique characteristics of an outdoor shopping "main street" with over 100,000 square feet, more than seventy businesses, where merchants know their customers by name; along with abundant parking.

Parkview Village circa 1950s ...



From Jack's Shoe Repair who has been at **Parkview Village** since 1957 and Bodell's Shoes 1960's, to Aunt Fannie's Antiques, Crivello's Sports-Bar, U.S. Post Office, Dutch Boy Cleaners, Ace Hardware, Village Pharmacy, Triangle Eye Care, Sunwest Dental, Allstate Insurance, Edward Jones Investments, Once Read Books, Poochies dog grooming, The Fit Stop, Maria's Costume Designs, California Tan and the Village Cafe ... to the Garden Court and the Fountain Plaza; **Parkview Village** offers a unique and diverse kaleidoscope of shopping & dining experiences for the entire family to enjoy!





I-75

Attachment 2

*The City of Long Beach*

BEVERLY O'NEILL, MAYOR

July 19, 2004

To Whom it May Concern:

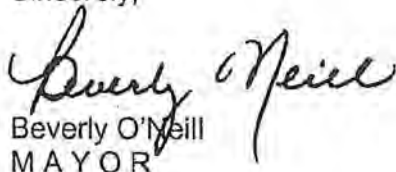
I am very familiar with the commercial area known as Parkview Village in the City of Long Beach, both as the Mayor of the City, and as a client of Jack's Shoe Repair for many years.

The Village was in a state of disrepair and decline with many storefronts unoccupied for sometime. Since 1997 when Benjamin Efraim's firm acquired a large portion of the Village and commenced extensive façade improvements, renovations and additions, the area has become far more aesthetically pleasing and economically vibrant. Both the businesses and the residential neighbors surrounding the Village are pleased with the transformation of the past seven years by Mr. Efraim's team.

Some of the improvements include: Architectural enhancements to existing older structures, addition of several three story high identity sign towers at major intersections, neighborhood "Village" signage throughout the Village, outdoor park benches and landscaping in public areas, building Garden and Fountain courtyards, installation of life-size bronze statues in public areas, and instituting a uniform sign criteria throughout Parkview Village.

On behalf of the City of Long Beach and the Village, I applaud and support the vision, creativity and dedication of Mr. Efraim and his development team for the positive transformations they brought about at Parkview Village, and look forward to his continued enhancements of the Village.

Sincerely,


Beverly O'Neill
MAYOR

Attachment 3

3 Context

Connecting Corridors

There already exists a framework that connects a variety of neighborhoods within the City. These major connections are comprised of streets, avenues, and boulevards that run uninterrupted across the City. Each major connecting corridor needs to adequately serve the pedestrian, bicyclist, automobile, bus and rail transit service, and the existing and projected land uses that frame them.

Each connecting corridor should reflect the individual neighborhood that it traverses and serves. The corridors provide opportunities to serve as a bridge that can reconnect neighborhoods throughout the City. In many cases, ~~connecting corridors are a critical link between neighborhoods and the City.~~

Connecting corridor examples include Long Beach Boulevard at Market and 2nd Street in Belmont Shores.

Future development along the corridors is critical to maintaining strong connections between neighborhoods across the City. Most of the ~~connecting corridors~~ ~~are centers for commercial activity, but current conditions reflect a focus on widened roadways and automobile capacity, which has significantly affected the~~ ~~future planning efforts along the corridor~~ should incorporate pedestrian amenities and improved circulation to increase mobility and provide opportunities to create truly successful pedestrian-oriented districts. There are also opportunities to focus on development within neighborhood centers along the corridors, improve the overall public transit experience, improve bicycle circulation, and integrate sustainable streetscape practices with respect to water management and usage. A number of these concepts and strategies are presented and elaborated on within the Mobility Element.

Street Classifications (Refer to the Mobility Element)

3 Context

Scene Routes

The existing designated scene routes of Ocean Boulevard and Huntington Drive will continue to be a main north-south and east-west backbone for the city and will be expanded to include Ocean Boulevard and Huntington Drive, the historic main streets in Huntington Beach. The Huntington Beach and San Gabriel River corridors, which run along the City's coastline, are also important scene routes. The Huntington Beach and San Gabriel River corridors are also important scene routes. The Huntington Beach and San Gabriel River corridors are also important scene routes.

Trails

The existing trail network is an important component of the city's transportation system. The Huntington Beach and San Gabriel River corridors are also important scene routes. The Huntington Beach and San Gabriel River corridors are also important scene routes.

3 Context

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PLACETYPES

This Land Use Element introduces "Placetypes", a new, more flexible and comprehensive approach to land use planning. The approach differs from traditional land use planning in that it emphasizes specific use and focuses on the form and character of Long Beach's unique neighborhoods and districts. A number of Placetype categories, or "districts" tailored to Long Beach, define not only the permitted land uses for specific areas in the City, but also preferred development patterns, streetscapes, and urban form features that make urban environments visually interesting and functional places for people.

Placetypes allow for a wide variety of compatible and complementary uses to create distinct and vibrant spaces and other areas. By providing greater flexibility in development types and uses, Placetypes can also contribute to a more vibrant downtown and allow for more vibrant, integrated, diverse use of the downtown. Through the use of this Land Use Plan's Placetypes, the City aims to achieve Long Beach's vision for a healthy, equitable and sustainable city.

Defining and Measuring the Use of Land

Land Use and Urban Form

"Land use" is a term that describes different types of activities

A mixed-use block theoretical model that represents a residential apartment building adjacent to a commercial retail center, both of which are easily accessible to each other (see Figure 12-3).

Providing a mix of uses creates a more vibrant, walkable, compact environment with structures oriented toward the street. It enables allowing residents to access everyday basic services without dependence on an automobile. Providing a greater diversity of uses within a smaller area not only makes it easier to walk between uses, but also strengthens bicycle and transit modes. The benefits of mixed areas include:

- Greater housing variety and density;
- Reduced distances between housing, workplaces, retail businesses and other destinations;
- More compact, walkable development;
- Stronger neighborhood character;
- Pedestrian- and bicycle-friendly environments;

Prior to the rise of the car culture, many communities traditionally consisted of mixed uses because walking was the predominant form of mobility. With the introduction of European zoning uses were segregated from each other—particularly residential and industrial uses—to protect residents from the impacts of loud, noisy and offensive

4

Land Use Plan

Map LU 6 PLACETYPES

Draft - August 2016

NEIGHBORHOOD-SERVING CENTERS AND CORRIDORS – LOW AND MODERATE PLACETYPES





Neighborhood-Serving Centers and Corridors – Low and Moderate Placetypes

The Neighborhood-Serving Centers and Corridors Placetype is comprised of various low-density mixed-use housing and retail centers in centers and corridors designed to meet customers' daily needs for goods and services close to where they live. This placetype is designed to be a mix of uses, including residential, commercial, and public uses, and is designed to be a mix of uses, including residential, commercial, and public uses, and is designed to be a mix of uses, including residential, commercial, and public uses.



Neighborhood-Serving Centers and Corridors - Low

The Neighborhood-Serving Centers and Corridors Placetype is characterized by a mix of uses, including residential, commercial, and public uses, and is designed to be a mix of uses, including residential, commercial, and public uses.



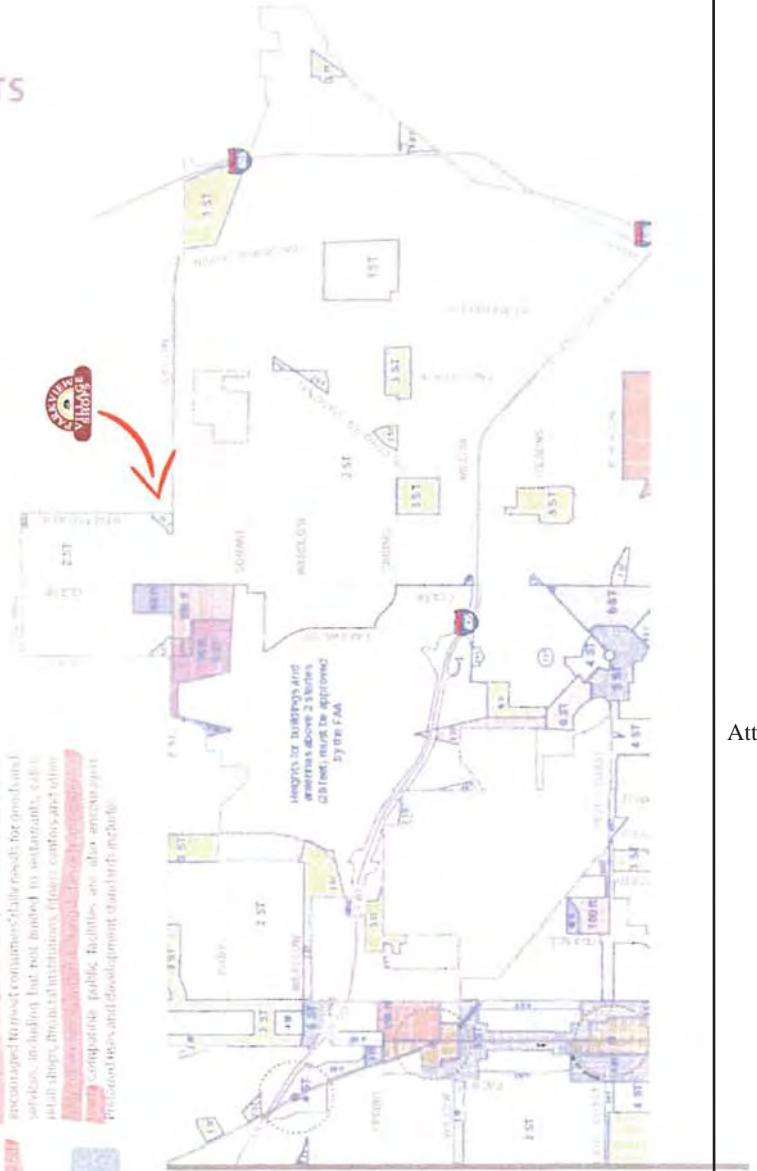
4

Land Use Plan



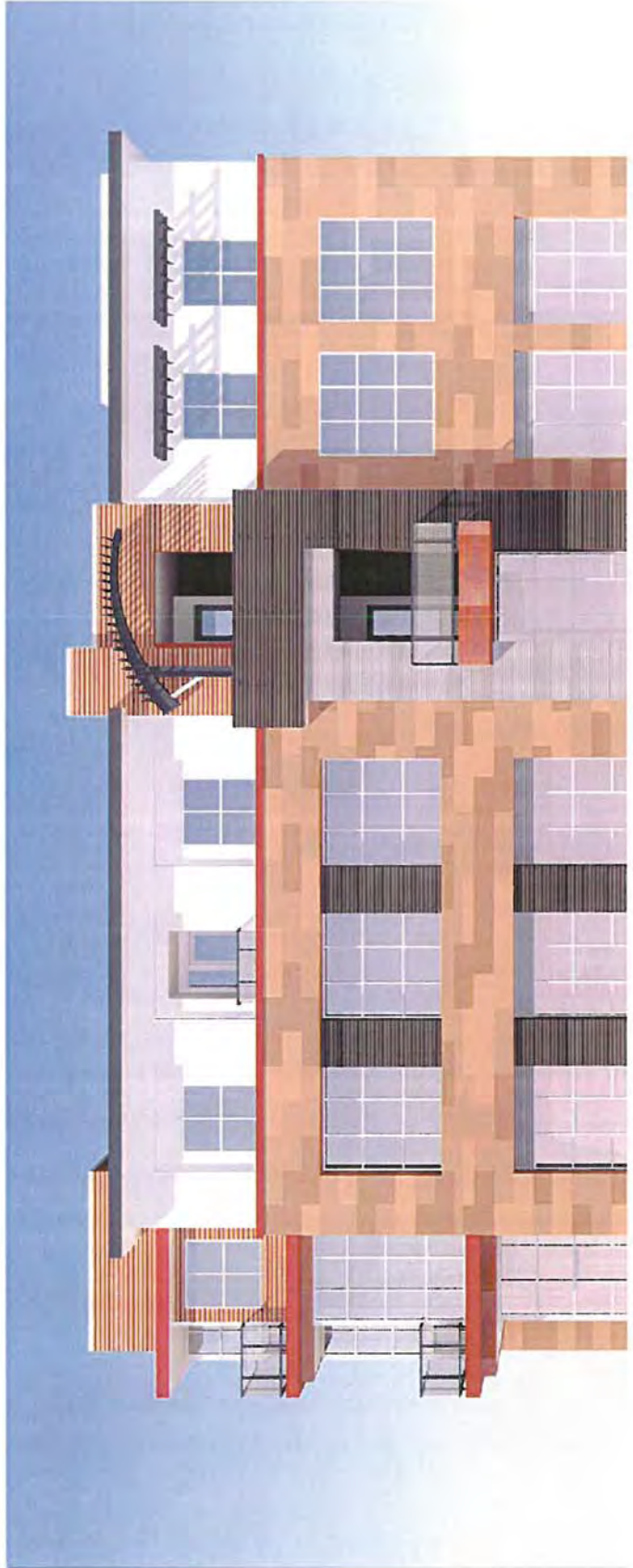
Map LU-7

PLACETYPE HEIGHT LIMITS











BENJAMIN EFRAIM

LETTER CODE: I-75

DATE: November 18, 2016

RESPONSE I-75-1

This comment has been submitted by Benjamin Efraim on behalf of Parkview Village, which is a collection of 12 to 17 commercial properties across from Heartwell Park, within the triangular area that is bound by Bellflower Boulevard, East Carson Street, Montair Avenue, and East Greenmeadow Road. This comment provides background information on the revival of the Park Village area, which the commenter opines has provided a sense of community and a “town square” within the area. The commenter notes that the revitalization of this area was made possible because Park Village has financed repairs and improvements to the property and public property surrounding the property.

Attachments 1 and 2 provide photographs of Parkview Village and a description of the property from the Parkview Village website, Attachment 3 is a letter from former Mayor O’Neill applauding Parkview Village on their efforts to revitalize the property, Attachment 4 is an excerpt of the PlaceTypes Map from the proposed LUE, and Attachment 5 provides renderings of an example mixed-use development that could be developed on the property (see below for further discussion).

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-75-2

This comment expresses the commenter’s desire to replace the existing structures on the subject property, which the commenter opines are functionally obsolete, with a modern mixed-use development. The comment goes on to list several goals included in the proposed LUE and UDE, with which the proposed new mixed-use development would comply. Examples of these goals include improving the architectural character of unique neighborhoods, providing more mixed-use developments to promote a pedestrian-friendly environment throughout the City, and promoting the unique identity of existing neighborhoods.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE I-75-3

This comment refers to Attachment 5, which as previously stated contains renderings of three-story mixed-use buildings proposed along Viking Way. The commenter indicates that the

proposed mixed-use buildings would include ground-floor retail and restaurant uses with office and residential uses located on the second floor and strictly residential uses located on the third floor. The commenter goes on to note that the ground-floor structures are envisioned as being 19 feet in height, with the second and third floors envisioned as each being 28 feet in height. The commenter opines that this height increase is necessary to better accommodate the proposed mix of uses and provide a development that is architecturally vibrant and is “light” and “bright” within the interior of the proposed buildings. The commenter notes that more people will be drawn to the project site if the proposed mixed-use buildings are developed at the requested heights and are designed to be architecturally vibrant with varying articulations of roof heights.

Refer to Response I-55-1 for further discussion related to allowable heights on the subject property. As illustrated on the updated PlaceTypes and PlaceType Heights Map included in the updated LUE (refer to Attachment B), the City has redesignated this property as Neighborhood-Serving Center or Corridor-Moderate rather than Neighborhood-Serving Center or Corridor-Low, which would allow for increased building heights on the property, and has established a three-story height limitation on the site.

RESPONSE I-75-4

This comment requests that the City modify the proposed 38-foot height limitation to a 45-foot height limitation for several buildings along Viking Way, Village Road, Bellflower Boulevard, and East Carson Street. The commenter notes that buildings abutting single-family residences are proposed to be 38 feet in height, whereas buildings within 50 feet of single-family residences are proposed to be 38 feet in height and then step up to 45 feet in height to allow for roof articulation.

Refer to Response I-55-1 for further discussion related to allowable heights on the subject property. As previously stated in Response I-75-3, the City has established a three-story height limitation on the property, but has redesignated the site with the Neighborhood-Serving Center or Corridor-Moderate PlaceType. This PlaceType would allow for heights greater than 38 feet on the site within the envelope of the three-story height limitation.

RESPONSE I-75-5

This comment expresses appreciation for the City’s vision and approach to invigorating communities throughout the City. The commenter also expresses hope that Parkview Village’s 20-year track record of valuing and invigorating the local community will instill a sense of confidence in the City when determining whether or not to approve the requested height increase in this area. The comment concludes by thanking the City for their efforts and indicates that the commenter looks forward to future collaborations with the City on efforts to revitalize Parkview Village.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

Craig Chalfant

From: Merrilie Killian <merrkillian@gmail.com>
Sent: Friday, November 18, 2016 1:43 PM
To: Craig Chalfant
Subject: Land Use and Urban Design Elements Project

Craig,

I sent you an e-mail a couple of weeks ago, opposing the Land Use and Urban Design Elements Project. I attended the information meeting at First Congregational Church and looked at the displays. After doing that I concluded that there are some good things in the design except for the part on page 3-21 entitled Rezone Amendment. That is the portion I am opposed to. All one has to do is drive up Pine Avenue north of Hill Street to see what changing R-1 Zoning can do to a neighborhood. I don't want to see my neighborhood become a mix of homes and apartments. I already have to deal with the excessive parking on my street from the apartments on Magnolia Avenue.

I-76-1

Thank you for taking the time to read this.

Merrilie Killian

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MERRILIE KILLIAN

LETTER CODE: I-76

DATE: November 18, 2016

RESPONSE I-76-1

This comment expresses opposition to the proposed project due to the increased densities associated with the project and its correlating impacts on neighborhood character and parking.

Please refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to the project's impacts related to zoning. Please also refer to Response L-6-1 for further discussion related to project impacts with respect to parking.

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Appendix A

Appendix A.4 Planning Commission Study Session Comments

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Date: December 8, 2016

To: Christopher Koontz, Advance Planning Officer

From: Alison Spindler, Planner

Subject: Public Comment at the Planning Commission Study Session on the draft Land Use & Urban Design Elements

On October 6, 2016, the Planning Commission held a study session on the draft Land Use and Urban Design Elements for the General Plan. Staff provided a brief overview of updates made to the draft documents, as well as an update on the environmental review process.

Six members of the public spoke during the public comment period. All comments were specific to the Belmont Shore and Belmont Heights areas of the City of Long Beach. Members of the public expressed concerns over proposed height increases, citing potential loss of ocean views and breezes, and concerns over increased density. Several members of the public also expressed questions and concerns over internal consistency between the draft Land Use Element and the Historic Preservation Element. Some members of the public felt that more outreach should have been done, and that more specific comparisons should be provided of what will change due to the draft elements. A few speakers noted they had just recently learned about the draft documents and asked for an extended review period. After the study session, the environmental review period was extended.

All comments, questions and concerns are outlined in Attachment A, "Public Comments and Commissioner Questions". A recording of the staff presentation and public comments can be found at: http://longbeach.granicus.com/MediaPlayer.php?view_id=12&clip_id=8703

cc: Linda Tatum, Planning Bureau Manager

Attachments



Attachment A: Public Comments & Commissioner Questions from the 10/6/16 Study Session on the Land Use & Urban Design Elements

PC-1

Public Comments:

1. Speaker 1 *[did not provide her name]*— Provided photo evidence of has 3 issues with draft Land Use Element.
 1. Loss of ocean views due to height increases in Belmont Pier area
 2. Height and density increases in areas with already high crime rate areas
 3. Non-compliance with city's 2030 historic preservation element
 - concern over loss of views across the shore area, based on Zillow listings with ocean views
 - *[provided handouts to Planning Commission with photos of current listings]*
 - If you go to page 11 of her handout- She took the area between Redondo/10th/4th/Alamitos- put next to it a map of all homicides, shootings, shots fired for 2014, overlaid with height increases- "I was victim of cracker box apartments and could testify to fact that crime rate went up immediately."
 - 3 story height increase a concern around Wilson High, Recreation Park-
 - violating 2013 historic preservation element- changing heights of historic areas and impacting those houses

PC-1-1

2. Melinda Cotton- Belmont Shore resident
 - Issue- increased building heights
 - Asked to more clearly see the changes from the previous to proposed Land Use Element
 - Melinda believes the public does not understand the documents; she feels it has not been presented to them
 - "Land Use changes will lead to zoning changes, and the public won't understand what happened- not enough outreach to know what will come"
 - Melinda identified 3 areas close to Belmont Shore- the Toledo, Livingston to Claremont- currently R4R with current 28 ft 2 story. Land Use Element draft proposes to 3 stories and 38 ft
 - i. Does not think anyone at Toledo realizes that across the street will allow a 38 ft limit
 - ii. Ocean blvd- Livingston to 54th- current R4R 2 stories- shown increase to 3 stories 38 ft;
 - iii. Belmont Pier currently PD2- told currently 25-30 ft height limit- right next to it going up hill will be 4 stories, which will allow at least 48 ft
 - Melinda sees Placetypes as "very murky to understand- outreach should have been done"

PC-2

PC-2-1

3. Alan Songer, Park Ave Belmont Heights
 - Cited personal experience having lived in Rose Park which was "ruined by density through zoning".
 - Up and down Redondo and Junipero- single family sandwiched between 3-4 story developments would be outrageous
 - Doesn't believe people know about this on the adjacent streets that will be affected

PC-3

PC-3-1



4. Maureen Neely

PC-4

- Questions:

- i. What supercedes-- the Historic Preservation Element or Land Use or Urban Design Element?
- ii. As anticipate growth in city, are we in discussion with LBUUSD in terms of how and where those kids and anticipated kids will go to school?
- iii. Alamitos Beach area is 6 story increase- now today most is 3 story
 1. huge increase, almost beach front- will make major difference in air quality and how air flows from the ocean
- iv. Design- Redondo has some strip mall looking developments- if those were redeveloped, could you explain how the Urban Design Element and Land Use Element could make those better developments and also be sensitive to historic district right behind it (Redondo runs with 3-4 HDs right behind it)—how use FAR and different heights to make them more pedestrian friendly?

PC-4-1

PC-4-2

PC-4-3

PC-4-4

PC-5

5. Elaine O'Neil- Belmont Heights

- Confused with documents- what do we have now, what is it going to be?
- Documents are slick but not comprehensive enough of overlays- "this is what you have now, this is what you will have," and drawings of elevations
- Very little time to comment- believes most people will be very upset once it passes, then it is too late

PC-5-1

PC-6

6. Rebecca Cadillo Jones, from the 90803 zipcode

- Just learning about this- strongly encourage us to extend the review period
- Wants it to be more accessible- ie printed versions of the documents, help community better understand what will happen

PC-6-1

Comments from Planning Commissioners:

- Vice Chair Van Horik asked- in outreach portion, how many Neighborhood Association meetings did you have? How did you disseminate this info?
- How do the Land Use Element and Urban Design Element interact with the Historic Preservation element?

[staff provided additional information on these and other issues brought up by members of the public]

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PLANNING COMMISSION STUDY SESSION

LETTER CODE: PC-1

DATE: October 6, 2016

RESPONSE PC-1-1

This comment expresses concern related to the proposed height increases and how these increases would impact views, historic resources, and crime rates.

Refer to Response L-4-10 for further discussion related project impacts on scenic views, Response L-4-4 for further discussion related to project impacts on historic resources, and Response I-34-1 for further discussion related to project impacts with respect to crime.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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MELINDA COTTON

LETTER CODE: PC-2

DATE: October 6, 2016

RESPONSE PC-2-1

This comment expresses concern related to the proposed height increases in the Belmont area and opines that the public doesn't fully understand the proposed changes. The commenter requests that the City of Long Beach (City) provide a clear comparison between the proposed project and the existing Land Use Element (LUE). The commenter also opines that the project will result in zoning changes that will result in height changes that the public doesn't understand.

Refer to Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final Environmental Impact Report (EIR) for further discussion related to the proposed project's impacts on the City's existing Zoning Map and Zoning Ordinance. This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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ALAN SONGER

LETTER CODE: PC-3

DATE: October 6, 2016

RESPONSE PC-3-1

This comment expresses personal familiarity with the Rose Park area, which the commenter opines was ruined by increased densities and zone changes. The commenter indicates that increases in density along Redondo and Junipero Avenues would be outrageous and indicates that the public is not aware that residences in these areas would be affected by the project.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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MAUREEN NEELY

LETTER CODE: PC-4

DATE: October 6, 2016

RESPONSE PC-4-1

This comment asks the City of Long Beach (City) to clarify which General Plan elements supersede the others-the Historic Preservation Element, the Urban Design Element, or the Land Use Element.

While this comment does not contain any substantive comments or questions about the Draft (Environmental Impact Report (EIR) or analysis therein, it should be noted that the City previously adopted the Historic Preservation Element in 2010. In accordance with State law, the proposed General Plan elements would be internally consistent with each other, as well as existing General Plan Elements, including the Historic Preservation Element. Furthermore, the proposed Land Use Element (LUE) includes the LU-M-39, which is an implementation strategy aimed at the continuous implementation of the Historic Preservation Element. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE PC-4-2

This comment asks if the City is in discussion with the Long Beach Unified School District (District) in terms of how and where existing and projected school-aged children would attend school.

Refer to Refer to Response L-2 of this Final EIR for further discussion between the City and the District related to the proposed project's impacts related to school facilities.

While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, it should be noted that project-related impacts with respect to school facilities are addressed in Section 4.7, Public Services, of the Draft EIR. As discussed in this section, the total elementary and middle school enrollment in the District as a result of General Plan buildout would be within the existing capacity of the District, but high school and the total 2040 estimated enrollment in the District in 2040 would exceed the current facilities capacity. However, all future projects would be required to pay school developer fees, which would fund the acquisition, modernization, or modification of school sites to accommodate additional facilities required by the project-related increase in school facilities. Payment of these fees would mitigate project impacts to a less than significant level, and no mitigation would be required.

This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE PC-4-3

This comment indicates that the project would increase heights three to six stories in the Alamitos Beach area, which the commenter opines will negatively impact air quality and how air flows from the ocean.

Please refer to Response L-2-7 for further discussion related to project impacts with respect to air quality.

Refer to Refer to Common Response 1 in Section 2.1, Frequent Comments and Common Responses, of this Final EIR for further discussion related to the proposed project's impacts on the City's existing Zoning Map and Zoning Ordinance. This comment is an opinion but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

RESPONSE PC-4-4

This comment asks how the proposed Urban Design Element (UDE) would impact redevelopment of existing strip malls along Redondo Avenue and how such uses would be consistent with the historic districts adjacent to Redondo Avenue. The commenter also asks how the proposed project would utilize floor area ratios (FARs) and different building heights to make these redeveloped strip malls more pedestrian friendly.

Please refer to Response L-4-4 for further discussion related to project impacts with respect to historic resources. While this comment does not contain any substantive comments or questions about the Draft EIR or analysis therein, the commenter is correct that the area along Redondo Avenue is targeted for redevelopment consistent with the Neighborhood-Serving Center or Corridor-Moderate PlaceType. The associated range of allowable FARs in this PlaceType is 2.0 to 4.0. As described on Page 82 of the proposed LUE, development within this PlaceType is intended to focus on linear connections between destinations and the quality of the pedestrian environment. Traffic calming measures to help pedestrians cross streets may also be used within this PlaceType. Buildings in these areas are also intended to transit to lower density neighborhoods surrounding these areas and the bulk of the proposed building intensities would be located within the center of areas designated with this PlaceType, with lower building intensities located along the periphery. By providing these building transitions and promoting these land use patterns, the Neighborhood-Serving Center or Corridor-Moderate PlaceType would aim to promote a pedestrian friendly atmosphere along Redondo Avenue.

ELAINE O'NEIL

LETTER CODE: PC-5

DATE: October 6, 2016

RESPONSE PC-5-1

This comment expresses confusion as to the difference between the existing General Plan documents and the proposed project and opines that the proposed projects are not comprehensive enough to describe the changes through illustrations or drawings. The comment also asserts that there has been very little time to comment on the project.

While this comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein, it should be noted that several modifications have been made to the maps, figures, and text in the proposed Land Use Element (LUE) to ensure internal consistency within the LUE itself. These changes have been incorporated into the Errata and are reflected in the updated LUE included as Attachment B. This change does not change the analysis or conclusions contained in the Draft EIR. It should also be noted that the City of Long Beach (City) extended the comment period for the Draft EIR from the required 45 days to a total of 78 days in an effort to allow the public sufficient time to review the project and the associated Draft EIR. Additionally, the City has conducted several community meetings in an effort to apprise Long Beach residents of the proposed changes. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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REBECCA CADILLO JONES

LETTER CODE: PC-6

DATE: October 6, 2016

RESPONSE PC-6-1

This comment indicates that the commenter is just hearing about the project and requests that the City of Long Beach (City) extend the public review period. The commenter also requests that the City provide printed versions of the document to help the community better understand the project changes.

While this comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein, it should be noted that the City extended the comment period for the Draft EIR from the required 45 days to a total of 78 days in an effort to allow the public sufficient time to review the project and the associated Draft EIR. Additionally, the City has conducted several community meetings in an effort to apprise Long Beach residents of the proposed changes. As part of this public review period, hardcopies of the document were made available for public review at the City's Main Library and at the Planning Bureau within City Hall. The documents are also available on the City's website. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Appendix A

Appendix A.5 Additional Comments Received Outside of Public Review Period

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Tuesday, November 22, 2016 8:41 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: General Plan Question & Comments

From: Alison Spindler
Sent: Tuesday, November 22, 2016 7:57 AM
To: Craig Chalfant
Subject: FW: General Plan Question & Comments

From: Cameron Hildreth [<mailto:cameron.hildreth0221@gmail.com>]
Sent: Monday, August 15, 2016 1:24 PM
To: Christopher Koontz <Christopher.Koontz@longbeach.gov>
Subject: General Plan Question & Comments

Chris,

It was nice to officially meet you at the Alamitos Beach Neighborhood Association meeting. I live in the neighborhood and work in the real estate development industry. I wanted to ask your thoughts on a small change to the general plan in the mixed-use commercial corridor running down Anaheim.

Specifically my comments are on the South East corner of Junipero and Anaheim. This corner would make a great location for a strong mixed use project that could activate the street and enhance the neighborhood. However, I see a a major issue to do this with the depth of the general plan's mixed use zone. Due to economies of scale primarily to do with parking it makes such a small project unfeasible.

I would like to get your thoughts on extending the mixed-use zone running along Anaheim one parcel deeper between Junipero and Stanley. While this would make a minor impact on the neighborhood with the removal of two duplexes, it would make it feasible to develop a mixed-use project on this corner. A larger project could accommodate more parking allowing a stronger mix of retail tenants in the bottom floor along the street while still creating housing above. Would this be a reasonable change to make to the draft general plan?

Thank You,

Cameron Hildreth
 623-204-2340
Cameron.Hildreth0221@gmail.com

AC-1-1

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CAMERON HILDRETH

LETTER CODE: AC-1

DATE: August 15, 2016

RESPONSE AC-1-1

This comment suggests that the southeast corner of Junipero Avenue and Anaheim Street would be a great location for a strong mixed-use project that could activate the street and enhance the neighborhood; however, the commenter opines that parking requirements for such a project would make a strong mixed-use project at this location infeasible. The commenter asks the City of Long Beach (City) for its opinion on extending the mixed-use zone along Anaheim Street to be one parcel deeper between Junipero Avenue and Stanley Avenue to make it feasible to develop a mixed use project on the corner of Junipero Avenue and Anaheim Street.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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Alyssa Helper

From: Craig Chalfant <Craig.Chalfant@longbeach.gov>
Sent: Monday, November 21, 2016 8:58 AM
To: Ashley Davis; Alyssa Helper
Subject: FW: I do not support the Land Use/Urban Design plan that is proposed for my neighborhood.

-----Original Message-----

From: Tricia [<mailto:triciawatters@gmail.com>]

Sent: Saturday, November 19, 2016 5:51 AM

To: Craig Chalfant

Subject: I do not support the Land Use/Urban Design plan that is proposed for my neighborhood.

AC-2-1

Thanks You,
Patricia Watters
3159 Pine Ave
Long Beach, CA. 90807

Sent from my iPhone

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PATRICIA WATTERS

LETTER CODE: AC-2

DATE: November 19, 2016

RESPONSE AC-1-1

This comment indicates that the commenter is not in favor of the proposed project.

This comment expresses opposition but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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Appendix A

Appendix A.6 Community Meetings Comments

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: SEAN KIRKLAND
Address: 1926 DAISY AVE
Phone: 714-475-4295
Email: skirkland@gmail.com

What's your favorite place to bike or walk to in your neighborhood?

ALONG THE RIVER, DAISY AVE

What's one thing you'd like to have in your neighborhood to make it even better?

GET RID OF THE ALLEYS, LESS DENSITY ~~OR~~ MAGNOLIA,

Please provide any comments on the draft Land Use Element and Urban Design Element:

KEEP HIGH RISE DENSITY DOWNTOWN.
FOCUS ON INFRASTRUCTURE BEFORE INTRODUCING
MORE DENSITY

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

Find more information and the draft Land Use Element and Urban Design Element at:
[http://www.lbds.info/land use and urban design element/default.asp](http://www.lbds.info/land%20use%20and%20urban%20design%20element/default.asp).

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SEAN KIRKLAND

LETTER CODE: CM-1

DATE: No Date

RESPONSE CM-1-1

This comment is in the form of a questionnaire and enquires about the commenter's favorite places to bike or walk in their neighborhood (along the Los Angeles River and on Daisy Avenue), and suggestions for improving their neighborhood (get rid of alleys and have less density on Magnolia Avenue). Suggestions for improving the proposed project include keep high-density downtown and focus on infrastructure before increasing density.

This comment expresses preferences but does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: Marvin K DeRamus
Address: 1061 Norman St LB Ca 90813
Phone: (562) 612-9820
Email: marvunderamus56@yahoo.com

What's your favorite place to bike or walk to in your neighborhood?

Alamitos Ave — 10th

What's one thing you'd like to have in your neighborhood to make it even better?

more signs talking about what
is going on in LB. on Bike Path

Please provide any comments on the draft Land Use Element and Urban Design Element:

CM-2-1

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MARIA DERAMUS

LETTER CODE: CM-2

DATE: No Date

RESPONSE CM-2-1

This comment is in the form of a questionnaire and inquires about the commenter's favorite places to bike or walk in their neighborhood (Alamitos Avenue, 10th Street), and suggestions for improving their neighborhood (more signs to tell what is going on in Long Beach and the bike path).

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: JACK C SMITH
Address: 240 CHESTNUT #501
Phone: 562 426 9002
Email: jackcsmith112@gmail.com

What's your favorite place to bike or walk to in your neighborhood?

Downtown - problem = bikes riding on sidewalks,

What's one thing you'd like to have in your neighborhood to make it even better?

Fewer homeless

Please provide any comments on the draft Land Use Element and Urban Design Element:

Please clarify the "Transition of Industrial to Commercial" on
Santa Fe + PCH on board - conflicts with Aug 2016 LUE draft,

Residential - Low/Moderate Height or Income
MULTIFAMILY

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

Find more information and the draft Land Use Element and Urban Design Element at:

http://www.lbds.info/land_use_and_urban_design_element/default.asp.

CM-3-1

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JACK SMITH

LETTER CODE: CM-3

DATE: No Date

RESPONSE CM-3-1

This comment is in the form of a questionnaire and enquires about the commenter's favorite places to bike or walk in their neighborhood (walk in downtown but bikes on sidewalks are a problem), and suggestions for improving their neighborhood (fewer homeless). Suggestions for improving the proposed project include more description of the transition from Industrial to Commercial, clarification regarding Santa Fe Avenue and Pacific Coast Highway area, and low/moderate height for residential, or income multifamily.

This comment expresses preferences but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: Adam Wollen
Address: 2721 San Francisco Ave
Phone: (562) 760-5160
Email: adam.wollen@hotmail.com

What's your favorite place to bike or walk to in your neighborhood?

I like to bike the LA River Path.

I'll walk to LB BeerLab once it opens.

What's one thing you'd like to have in your neighborhood to make it even better?

A coffee shop on par with Rose Park Roasters or Steelehead. Maybe a good food place similar to Coffeecup, Tavern on 2, Rasseback, etc.

Please provide any comments on the draft Land Use Element and Urban Design Element:

I like that the oil property between Wardlow and the 405 Freeway is slated to be open space and the new industrial zoning between Anaheim and PCIT. I'm concerned about the height of potential mixed use zoning along Willow and Pacific. 4 stories seems too high for Willow.

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

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ADAM WOLVEN

LETTER CODE: CM-4

DATE: No Date

RESPONSE CM-4-1

This comment is in the form of a questionnaire and inquires about the commenter's favorite places to bike or walk in their neighborhood (bike along the Los Angeles River path; will walk to LB BeerLab once it opens), and suggestions for improving their neighborhood (coffee shops and good food places). Likes plan for open space for the area at Wardlow Road/Interstate 405 and neo-industrial between Anaheim Street and Pacific Coast Highway, but is concerned about the height along Willow and Pacific.

This comment expresses opinions but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: GARY SHELTON
Address: 240 Chestnut Av #908 LB 90802
Phone: 562-721-3672
Email: mrgshelton@yahoo.com

What's your favorite place to bike or walk to in your neighborhood?

Bike Path to RITE AID (Cherry + B'way)
and Beach Bike Path

What's one thing you'd like to have in your neighborhood to make it even better?

new trees

Please provide any comments on the draft Land Use Element and Urban Design Element:

Please keep in mind legal requirement for Housing Element and Land Use element to be legally compatible, especially need to comply w/ SB-2 (By-right homeless shelter + SRO zoning) which is available, accessible and adequate. Housing element presently fails those SB-2 tests.

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

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Thank you — and
Please feel free to phone or e-mail me
- Gary Shelton

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GARY SHELTON

LETTER CODE: CM-5

DATE: No Date

RESPONSE CM-5-1

This comment is in the form of a questionnaire and enquires about the commenter's favorite places to bike or walk in their neighborhood (bike path on Cherry Avenue and beach bike path), suggestions for improving their neighborhood (new trees). Suggestions for improving the proposed project includes compatibility between Housing and Land Use General Plan Elements and compliance with Senate Bill 2, which does not presently comply.

While this comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein, it should be noted that the proposed Land Use Element (LUE) includes LU Policy 17-4, which aims to increase the number of trees in the City of Long Beach (City). This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: Dave Shukla
Address: 6333 E. Elrod St.
Phone: 415-691-2673
Email: dave.shukla@gmail.com

What's your favorite place to bike or walk to in your neighborhood?

The Wetlands.

What's one thing you'd like to have in your neighborhood to make it even better?

fewer industrial structures!
more battery storage!

Please provide any comments on the draft Land Use Element and Urban Design Element:

- Please increase the supply of
affordable housing for people
who will live and work in the city!
- I would love to know more about how
land-use elements in the General Plan
will integrate with the Climate Adaptation
Planning about to commence!

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

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DAVE SHUKLA

LETTER CODE: CM-6

DATE: No Date

RESPONSE CM-6-1

This comment is in the form of a questionnaire and inquires about the commenter's favorite places to bike or walk in their neighborhood (the wetlands), suggestions for improving their neighborhood (fewer industrial structures and move battery storage). Suggestions for improving the proposed project include increasing the supply of affordable housing and clarification about integration of the Land Use Element with Climate Adaptation Planning.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: Thomas Kearney
Address: 4165 Rose Ave, Long Beach
Phone: 562-424-6768
Email: Kearnth3@gmail.com

What's your favorite place to bike or walk to in your neighborhood?

What's one thing you'd like to have in your neighborhood to make it even better?

Please provide any comments on the draft Land Use Element and Urban Design Element:

Land Use Element, pg 16, Environmental Justice,

- EJ paragraph should be developed further.
- Should be consistent with CA Government Code 65040.12(e): fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.
- CAL EPA is moving to vulnerability assessment of neighborhoods. About to release version 3 of their Cal Enviro screen. Vulnerability is assessed by type of pollutant and demographics of each area.
 - Particulates like diesel can cause harm to a 10 + 15 mile radius depending on atmospheric conditions.
 - The EJ description on pg 16 does not appear to be broad enough to cause a vulnerability assessment to be conducted.
- LA County Dept of Health has advocated that General Plans include a 'Health' element, to include addressing vulnerability.

CONTINUED ON

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

Find more information and the draft Land Use Element and Urban Design Element at:

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CM-7-1

- City of LA has included a 'Health and Wellness' element. It has a great section on EJ.

-> 'The General Plan includes existing policy language to direct that the benefits of growth and investment be distributed equitably, while also ensuring that the costs are not disproportionately borne by vulnerable and underserved groups.'

- 'Assure that fair treatment of people of all races, cultures, incomes and educational levels with respect to the development, implementation and enforcement of environmental laws, regulations, and policies, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in early planning stages through notification and two-way communication.'

- Aside from the EJ paragraph, the Land Use & Urban Design elements both look up to date with current trends.

Well Done.

SL to [signature]

THOMAS KEARNY

LETTER CODE: CM-7

DATE: No Date

RESPONSE CM-7-1

This comment is in the form of a questionnaire and asks for suggestions to improve the proposed project. Would like to see Environmental Justice discussion in the Land Use Element (LUE) developed further; be consistent with Government Code 65040.12(e); use of CalEnviro Screening tool; include a Health Element in the General Plan.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. Please refer to Response I-56-3 for further discussion related to environmental justice. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: Lynette Ferenczy
Address: 2426 Eucalyptus Ave
Phone: 562-424-9141
Email: lfenczy62@verizon.net

What's your favorite place to bike or walk to in your neighborhood?

What's one thing you'd like to have in your neighborhood to make it even better?

Please provide any comments on the draft Land Use Element and Urban Design Element:

- 1) Clarify open space adjacent to the oil operators property. Open Space map is inconsistent with G.P. land use map. page 69 - existing LUP #11
- 2) Residential height (R-1-~~10~~) is being increased from 2 stories/25' to 2 stories/28'. why? page 63
- 3) Footnote B for founding neighborhoods - to three stories - map LUP-7 - why? clarify.
- 4) Density in LUP #1 going from 7 units / an acre to 18 units an acre. Not consistent with 6,000 # lots size
- 5) Elimination of LUP #1. (From SFD to multifamily).

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- 6) Clarify lot on Pacific Ave west side of street. 5 story to SFD - No transition. willow / 28 ans. →

CM-8-1

- 7) Pacific Ave from park to willow
CNP 2/28 to 4 stories. Please review.
- 8) Unlimited h ϕ at LB/willow LB/Anchorage
very close to R-1-N zone.

CM-8-1

LYNETTE FERENCZY

LETTER CODE: CM-8

DATE: No Date

RESPONSE CM-8-1

This comment is in the form of a questionnaire and asks for suggestions for improving the proposed project. These include: clarify open space next to the oil operator's property; reasons for increase in the residential heights; explain footnote B for Founding Neighborhoods; explain increased density in Land Use District (LUD) No. 1 to 18 dwelling units per acre (du/acre); elimination of LUD No. 1; clarify height on Pacific Avenue; clarify unlimited heights.

See Response I-61-12 for explanation of Footnote B. In a letter dated November 30, the City of Long Beach (City) committed to adjusting the PlaceType table and height map to reflect a ten-story maximum height, not unlimited heights, within the Transit-oriented development (TOD) Moderate PlaceType, consistent with the Midtown Specific Plan. This change has been incorporated into the Errata and is reflected in the updated Land Use Element (LUE) included as Attachment B. This change does not change the analysis or conclusions contained in the Draft EIR

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: Valerie Butcher
Address: 171 Pepper Dr
Phone: 562 426 8213
Email: Valerie.Butcher@gmail.com

What's your favorite place to bike or walk to in your neighborhood?

none

What's one thing you'd like to have in your neighborhood to make it even better?

need open space
a clean usable Alley behind
Pine & Pepper

Please provide any comments on the draft Land Use Element and Urban Design Element:

Too many people without
space.
H B Blvd "between willow and
Del Amo" doesn't need
multi story building without
ad parking and open space

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

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VALERIE BUTCHER

LETTER CODE: CM-9

DATE: No Date

RESPONSE CM-9-1

This comment is in the form of a questionnaire and enquires about the commenter's favorite places to bike or walk in their neighborhood (none), and suggestions for improving their neighborhood (need open space and a clean usable alley behind Pine Avenue and Pepper Drive). Suggestions for improving the proposed project include a comment that there are too many people without enough space; Long Beach Boulevard between Willow Street and Del Amo Boulevard doesn't need multi-story building without parking and open space.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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**City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements**

Name: Christine R. Ladewig and David W. Betterton
Address: 2768 Cedar Ave., LBC 90806
Phone: 213.399.0488
Email: dwwb@yahoo.com

What's your favorite place to bike or walk to in your neighborhood?

We pretty much walk the neighborhood streets every night. Our general route takes us up and down Cedar, Chestnut, and Eucalyptus, between 27th and 33rd. As regards biking, we ride all over the Wrigley and up on the LA River, but we don't go outside onto Pacific or Willow because it's too dangerous. What's one thing you'd like to have in your neighborhood to make it even better?

Trees and the stopping of cutting them down. I guess that's two things.

Please provide any comments on the draft Land Use Element and Urban Design Element:

We have submitted our formal comments via letter/email. It would seem to us that it might have been a useful idea to have a citizens' oversight committee involved with this land use project from the get-go. It's kind of like having an engineer involved with construction to consult with along the way so when it comes time for inspection you don't get hit with a lot of surprises, revisions, and avoidable costs.

Thank you and that's it for us . . .

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

*Find more information and the draft Land Use Element and Urban Design Element at:
http://www.lbds.info/land_use_and_urban_design_element/default.asp.*

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CHRISTINE R. LADEWIG & DAVID W. BETTERTON

LETTER CODE: CM-10

DATE: No Date

RESPONSE CM-10-1

This comment is in the form of a questionnaire and enquires about the commenter's favorite places to bike or walk in their neighborhood (walks neighborhood streets and rides around Wrigley and Los Angeles River, but not Pacific Avenue or Willow Street), suggestions for improving their neighborhood (trees and don't cut them down). Suggestions for improving the proposed project were submitted in a separate formal letter.

This comment does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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**City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements**

Name: Georgeanne Dodie Reddington

Address: 2885 Cedar Avenue, 90806

Phone: 562-987-2105 or 562-400-3916 (cell)

Email: gdreddington@msn.com

What's your favorite place to bike or walk to in your neighborhood?

I have lived in my current neighborhood for a little over 2 years. Prior to that I lived at 2105 E. Ocean Blvd. (corner of Junipero & Ocean) for almost 20 years; before that was East Village for 5 years. Living by the beach afforded wonderful places to walk and bike. In Wrigley, I enjoy walking to Willow to visit some of the small shops as I want to help small business. I have not biked the river path but would like to. At present, I do not feel safe on that bike path. More frequently, I drive to Atlantic, park, and walk that street.

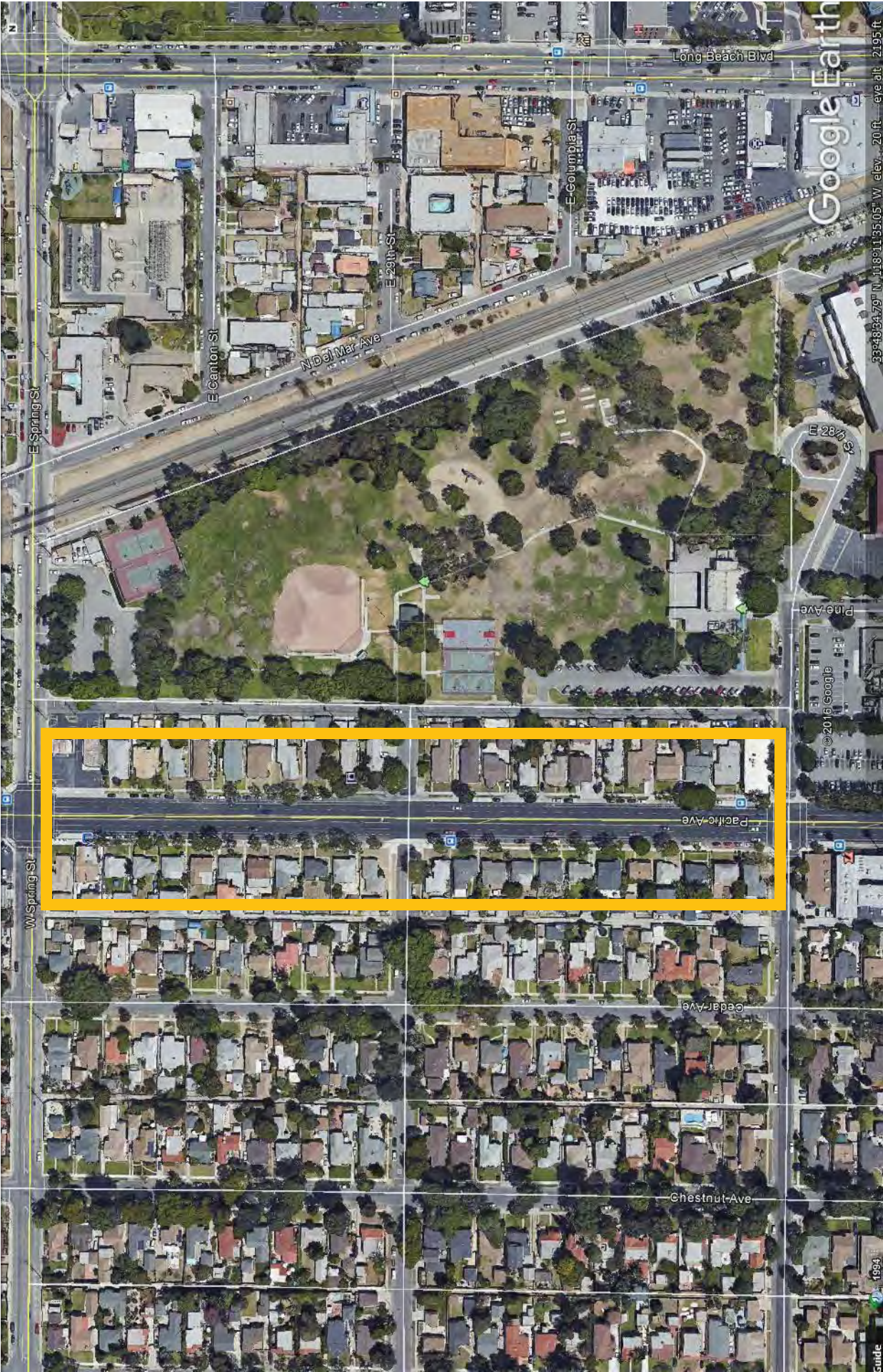
What's one thing you'd like to have in your neighborhood to make it even better?

I am frustrated that I see so much potential on Willow and Pacific (below Willow) for destination shopping and dining within walking distance of my home. However, I have enormous concerns about protecting the very quiet and quaint nature of our neighborhood. As I mentioned above, living on Ocean Blvd./Junipero was unbearable. The noise, traffic, too many people, etc. is what motivated us to move to Wrigley. I absolutely love that my surroundings are so quiet and we have space. We traded an ocean view for one of trees and sky. I am fearful that will change with high rise buildings and my quality of life will be negatively affected. Upgrade Veteran's Park

Please provide any comments on the draft Land Use Element and Urban Design Element:

1. Preserve the blocks between 28th and Spring on Pacific by removing the commercial zoning. There are single family homes there and they back up to Veteran's park on one side and the Wrigley neighborhood on the other side. I feel this keeps the neighborhood and park safe. Allowing that area to be selected for TOD with higher stories and more density will become a future problem in my opinion.
2. Consider other corridors throughout the City for TOD and not so concentrated at the Blue Line stations. What about more development at Douglas Park? I thought that was to be mixed use for residential, shopping, commercial so that people could live, shop, work within walking distance which would also be close to the airport and bus routes. What about Los Coyotes Diagonal, and around CSULB.
3. I do not feel I was provided enough time to study this plan and completely understand the full impact. I think that is unfair and amplifies the feeling of distrust residents have of the City and the whole political process. I hope that as this plan moves forward, changes will be implemented that are shared across the whole City and the negative aspect is not the burden of just the West side. I do like, and am hopeful for, is conscientious development and investment in the West side so that we see increase in small business, shopping choices, less crime, and safe walkable destinations.
4. I do not want to look out my front door and see my lovely view of trees and the morning sun obliterated by multi-story buildings.
5. PARKING, PARKING, PARKING. It is absolutely CRITICAL that any approved plan account for "more than enough" parking.

CM-11-1



Veteran's Park and the Blue Line tracks is a great buffer between the commercial section at N. Del Mar Ave. & Long Beach Blvd. This preserves the residential neighborhood and connects it to the park. If the two blocks between 28th and Spring were developed into high rise buildings (TOD), it would separate the neighborhood from the park and block us from that open space. Please protect this area and consider change to the draft plan.

GEORGEANNE DODIE REDDINGTON

LETTER CODE: CM-11

DATE: No Date

RESPONSE CM-11-1

This comment is in the form of a questionnaire and enquires about the commenter's favorite places to bike or walk in their neighborhood (the beach area and walking to Willow Street), suggestions for improving their neighborhood (provide destination shopping and dining within walking distance; no high rise buildings; upgrade Veterans Park). Suggestions for improving the proposed project include: preserve the blocks between 28th and Spring Streets on Pacific Avenue by removing the commercial zoning; consider other corridors throughout the City of Long Beach (City) for Transit-oriented development (TOD) and not so concentrated at the Blue Line stations; provide more time to review plans and don't burden the west side of town only; don't put high rises in their neighborhood; and address parking.

Attachment 1 to this letter is an aerial photograph illustrating Veterans Park and its proximity to the Blue Line. The commenter indicates that this park serves as a buffer between the existing neighborhood and the Blue Line, and also provides existing residents in the area with direct access to the park.

This comment expresses preferences but does not contain any substantive comments or questions about the Draft Environmental Impact Report (EIR) or analysis therein. This comment will be forwarded to City decision-makers for their review and consideration. No further response is necessary.

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: JENN VAN DER FLUIT
Address: 1910 DAISY AVE 90806
Phone: 562-290-7029
Email: jennintheyarden@gmail.com

What's your favorite place to bike or walk to in your neighborhood?

bike - bikepaths

walk - west of Magnolia, east of LA River, north of PCH

What's one thing you'd like to have in your neighborhood to make it even better?

stop signs on Daisy Ave

Please provide any comments on the draft Land Use Element and Urban Design Element:

- * We noticed that the calculations/projections for the increase in population do not justify the proposed density increase.
- * We do not agree with concentrating the density increase in the West Long Beach neighborhoods and business districts.

CM-12-1

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

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JENN VAN DER FLUIT

LETTER CODE: CM-12

DATE: No Date

RESPONSE CM-12-1

This comment is in the form of a questionnaire and enquires about the commenter's favorite places to bike or walk in their neighborhood (bike on bike paths and walk west of Magnolia Avenue, east of Los Angeles River, north of Pacific Coast Highway), suggestions for improving their neighborhood (put stop signs on Daisy Avenue). The commenter noted that the calculations/projections for the increased population do not justify the proposed density increases. In addition, they do not agree with concentrating the density increase in the west Long Beach neighborhoods and business districts.

Refer to Response I-42-2 for further discussion related to revisions to the population projections for project buildout. The commenter is correct in asserting that the population delta total for the project is incorrect. The revisions to Table 3.B, Project Buildout Summary, are illustrated in Response I-42-2 and the corrections have been noted in the Errata. These corrections do not change the conclusions or analysis in the Draft EIR. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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City of Long Beach- Development Services-Planning Bureau
General Plan Update- Land Use & Urban Design Elements

Name: Virginia Gerbar
Address: 6190 W. Wardlow Rd
Phone: (562) 426-1944
Email: ve619@msn.com

What's your favorite place to bike or walk to in your neighborhood?

What's one thing you'd like to have in your neighborhood to make it even better?

Please provide any comments on the draft Land Use Element and Urban Design Element:

Comments on the DEIR should be submitted in writing, and are due by November 18, 2016, to Craig Chalfant, Senior Planner, Long Beach Development Services, 333 W. Ocean Blvd, 5th Floor, Long Beach CA 90802, by e-mail at craig.chalfant@longbeach.gov, or at 562.570.6368. Comments on the draft plans can be made following the DEIR comment period, and will be received through December 30, 2016.

*Find more information and the draft Land Use Element and Urban Design Element at:
http://www.lbds.info/land_use_and_urban_design_element/default.asp.*

①

Comments to the Land Use

& Element and Urban Design Element

There are vast open land areas

in Long Beach that need to be

serviced in Long Beach along

Cherry Ave north of the 405

freeway which include

Carson St.

I am a resident of Upper Whigley.

I have lived here for 46 years on

Wardlow Road a service street

between the 405 and 710 Freeway.

along side of the Metro station.

CM-13-1

(2)

Presently Wardlow Road residents have a tremendous amount of traffic due to the dog park, traffic off the freeway especially with freeway closure due to accidents,

Congestion is heavy on Wardlow Road (homes that sit on the service street) both sides of the streets prevent the flow of cars to pass due to residents car owned vehicles numbering to as many as 10 per household.

CM-13-1

(3)

Pollution is another factor that is environmentally present in our community.

Crime is another area we are faced with. The homeless population has inundated ~~the~~ area.

There is the occurrence of traffic accidents along Wardlow, Pacific and Magnolia.

I am opposed to 5 story apartment buildings in Wrigley.

CM-13-1

(4)

Please do further
research. Furthermore
the Westside gets
forgot without taking
into considerations that
we pay taxes.

Virginia Foxbar
619 W. Wardlow Rd
Long Beach, Ca 90806
vel19@msn.com.

CM-13-1

There are nursing home and independent
buildings. Congestion has caused
delay for fireman, ambulance and
police to drive thru. Building 3 story
apartment will be a time bomb ready to explode.

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VIRGINIA ESCOBAR

LETTER CODE: CM-13

DATE: No Date

RESPONSE CM-13-1

This comment is in the form of a questionnaire and inquires about suggestions for improving the proposed project. Suggestions include: survey vast open space areas along Cherry Avenue and north of Interstate 405; address heavy congestion on Wardlow Road; address pollution; crime and homelessness; traffic accidents along Wardlow Road, Pacific and Magnolia Avenues; opposed to 5-story buildings in Wrigley; do more research about nursing homes and congestion to ambulance and police in this area.

This comment does not contain any substantive comments or questions about the Draft EIR or analysis therein. This comment will be forwarded to City of Long Beach (City) decision-makers for their review and consideration. No further response is necessary.

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