



CITY OF LONG BEACH

H-2

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 3rd Floor, Long Beach, CA 90802 (562) 570-5237

May 7, 2019

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive the supporting documentation into the record, conclude the public hearing, and adopt Negative Declaration 04-19;

Declare an Ordinance approving Zoning Code Amendment ZCA-19-002 amending Title 21, Zoning Regulations, of the Long Beach Municipal Code to: (1) provide guidelines to determine curb cut closures and require underground utilities in new projects; (2) define the standing required timeline for land use decision appeals; (3) update the definition for townhouse and eliminate zoning restrictions on side-by-side units; (4) strike out references to commercial zoning districts no longer in use; (5) eliminate size restrictions for single-family garages and update lot coverage and floor area calculations in single-family districts; (6) update roofing material requirements for residential districts; (7) revise screening requirements for mechanical equipment in low-density residential districts; (8) update school siting requirements to reflect the City's adopted Mobility Element; and, (9) eliminate restriction on maximum number of zoning code amendments per year; and,

Adopt a Resolution directing the Director of Development Services to submit the Ordinance amendments to the California Coastal Commission for a finding of conformance with the Certified Local Coastal Program. (Citywide)

DISCUSSION

Title 21, Zoning Regulations, of the long Beach Municipal Code (LBMC) has not been comprehensively updated in more than 30 years and, as a result, there are extensive internal conflicts and outdated provisions throughout Title 21. In response to issues raised by both staff and community stakeholders, staff has been directed to compile a limited, yet comprehensive, series of code updates to address the aforementioned issues and update the City's regulations to reflect community feedback and current development standards.

New development standards and policies will enable the City to assist developers, architects, landscape architects, urban designers, and professional planners in making informed decisions when developing site plans. Additionally, by eliminating incongruencies, vagaries, and outdated code elements, City staff can provide consistent review and allow for greater code flexibility and more modern standards. The goal is to ensure zoning regulations in the City remain relevant and appropriate for both the present and future of Long Beach.

Recent development applications and proposed projects at varying scales and levels have brought to light the need to streamline and modernize zoning regulations. Small-scale improvements can be made to zoning regulations on residential aesthetics and parking, the Planning Commission decision process, overall code legibility, infrastructure and climate appropriate building materials, and school siting within the City. This proposed set of zoning regulation updates are the first batch of updates; staff intends bringing forward quarterly amendments over the coming two or more years.

This proposed set of zoning regulation updates addresses a variety of longstanding issues, including how we define and allow for townhouses, the appeal process for Planning Commission decisions, deleting zoning districts no longer in use, updating the maximum allowed garage size, allowed roof materials for single-family homes, requirements for screening mechanical equipment, undergrounding utilities in new projects, changes to close unused or unwanted curb cuts, and siting requirements for new schools. The proposed Title 21 amendments would apply citywide except where otherwise specified. Findings have been made that this action is consistent with state law, state guidelines, the City's General Plan, and will not adversely affect the character, livability, or appropriate development of the City, and is in conformity with public necessity, convenience, general welfare, and good planning practice (Attachment A - Findings).

On February 21, 2019, a study session on the proposed Title 21 changes was conducted at the Planning Commission. Upon making minor changes based on that study session, a Negative Declaration was drafted and circulated (Attachment B - Negative Declaration). Two public comments were received during this process (Attachment C - Public Correspondence). The first comment appeared to reflect confusion as to the exact nature of the code change, and clarification was provided. The second comment was from the California Department of Transportation (CalTrans), in response to the notice of Negative Declaration. CalTrans concluded the proposed update would have no direct negative impact on any state transportation facility. On March 21, 2019, the Planning Commission held a public hearing on the proposed Title 21 amendments and forwarded a unanimous recommendation of approval to the City Council.

The following provides an overview of each of the proposed amendments. The "red-lined" changes to the Zoning Code are included in Attachment D - Redlined Zoning Code Amendments.

Physical Infrastructure

The proposed amendment will provide guidelines to determine curb cut closures and require underground utilities in new projects. These additional regulations will improve public infrastructure, the visual environment, sustainability in new projects, and provide additional parking opportunities throughout the City by maximizing curb parking and improve utility reliability in future projects.

Appeals Process

The proposed amendment will define the standing required and timeline for land use decision appeals. The proposed amendment will define “aggrieved person” to be consistent with the existing law and planning practice as well as specify that Planning Commission recommendations, as opposed to decisions, are not subject to appeal. Additionally, the Director of Development Services will be allowed to provide an extension of the period to act on appeals up to 90 days. This extended period to hear appeals will allow disputes to be resolved without a formal hearing and resolve scheduling conflicts that sometimes occur when scheduling matters for City Council adjudication. Together, these changes will result in a clear and expedited development process for major projects.

Townhouse

The proposed amendment will update the definition for townhouse and eliminate zoning restrictions on side-by-side units. Under the expanded definition, townhouse will include side-by-side units. Eliminating the side-by-side restriction will give small-scale home developers more flexibility and design/layout options when building or redeveloping on R-2-N zones, without any impact on neighborhood character or scale.

Outdated Zoning Districts

The proposed amendment will update the commercial zones sections of the code to strike out references to commercial districts no longer in use. Eliminating all references to commercial zones no longer in use will make the code more readable and user-friendly for both staff and the general public.

Garage Size

The proposed amendment will eliminate size restrictions for single-family garages and update lot coverage and floor area calculations in single-family districts. Removing the restriction on single-family garage sizes will allow for flexibility in parking areas and address the residential demand for vehicle and item storage.

Residential Roofs

The proposed amendment will update roofing material requirements for residential districts to allow metallic roofs. Allowing metallic roofs that are appropriately designed will improve sustainability and allow new materials such as solar panel shingles, while also protecting against glare-producing surfaces.

Mechanical Equipment Screening

The proposed amendment will revise screening requirements for mechanical equipment in low-density residential districts. The existing code does not regulate mechanical equipment in low-density residential setback area. The new screening requirements for mechanical equipment in residential areas will improve the visual environment within neighborhoods without significantly impacting development or rehabilitation costs.

School Siting

The proposed amendment will update school siting requirements to reflect the City's adopted Mobility Element. This change will allow for school locations on major streets, which is common among charter school as well as set-up a process for small local schools on minor streets. The increased flexibility in school siting regulations will also reflect the siting characteristics of contemporary charter and private schools and allow for educational institutions to be appropriately located within Long Beach.

Annual Code Updates

The proposed amendment will eliminate the current restriction on the number of zoning code amendments that can be processed per calendar year. The elimination of a maximum number of zoning regulations per year will allow City staff to more efficiently address the need for substantial changes to the Zoning Regulations.

Notice of this public hearing was published in the Long Beach Press-Telegram on April 23, 2019, in accordance with provisions of the Zoning Ordinance. Additionally, written notices were sent to the California Coastal Commission and all City libraries except for the Main Library, which is currently closed for construction, and three public hearing notices were posted in public places throughout the city. Lastly, an email blast regarding the proposed Title 21 amendments was sent through the City's LinkLB system to interested parties subscribed to LinkLB. No responses were received as of the date of preparation of this report. Any comments received prior to the City Council hearing will be provided at the hearing.

In accordance with the Guidelines for Implementation of the California Environmental Quality Act (CEQA), Negative Declaration ND 03-19 was prepared for the proposed amendments (Attachment B – Negative Declaration). The Negative Declaration was made available for a 30-day public review and comment period that began on February 19, 2019 and ended on March 21, 2019.

A Resolution directing the Director of Development Services to submit a request to the California Coastal Commission to certify an amendment to the Certified Local Coastal Program has been prepared.

This matter was reviewed by Assistant City Attorney Michael J. Mais and by Budget Analysis Officer Julissa Jose-Murray on April 12, 2019.

TIMING CONSIDERATIONS

City Council action is requested on May 7, 2019. Pursuant to Section 21.25.103 of the Zoning Regulations, this request must be presented to the City Council within 60 days of the Planning Commission hearing, which took place on March 21, 2019.

FISCAL IMPACT

There is no fiscal or local job impact associated with this recommendation.

HONORABLE MAYOR AND CITY COUNCIL

May 7, 2019

Page 5 of 5

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



LINDA F. TATUM, FAICP
DIRECTOR OF DEVELOPMENT SERVICES

LFT:CK:AO:asl:as
P:\Planning\City Council Items (Pending)\Council Letters\2019\2019-05-07\Omnibus Code Update\City Council Letter Omnibus v5.docx

Attachments: City Council Ordinance
City Council Resolution
Attachment A - Findings
Attachment B - Negative Declaration ND 04-19
Attachment C - Public Correspondence
Attachment D - Redlined Zoning Code Amendments

APPROVED:



PATRICK H. WEST
CITY MANAGER

FINDINGS
Omnibus Zoning Code Amendment
Application No. 1902-10
May 7, 2019

The Long Beach Municipal Code does not require specific findings for the adoption of a zoning code amendment. The proposed zoning code amendment, however, is consistent with state law and guidelines, consistent with the General Plan, will not adversely affect the character, livability or appropriate development of the City, and is in conformity with public necessity, convenience, general welfare, and good planning practice. The City of Long Beach makes these findings in support of its adoption of the Omnibus zoning code amendment.

The Omnibus zoning code amendment is consistent with objectives, principles, and standards of the General Plan. The Zoning Code Amendment (ZCA) would not conflict with the City's General Plan, the 2010 Strategic Plan, local coastal program, or any other applicable land use plans and policies. Rather, the ZCA is consistent with goals and objectives in the existing Land Use Element of the General Plan, such as Neighborhood Emphasis goals to maintain strong neighborhoods as the essential building block of the City, and Facilities Maintenance goals to maintain physical facilities and public rights-of-way at a high level. The Project involves minor amendments to various sections of the zoning code to reflect the changing urban landscape of the City and is not intended to conflict with a program, plan, ordinance, or policy addressing existing land use regulations. Instead, the Project proposes changes that support existing Land Use strategies and other elements of the General Plan. Such strategies in the Housing Element, for example, call for improvements to the street and other public infrastructure (HE 3.5); support the development of housing that is technology-friendly (HE 4.8); and periodically review City regulations, ordinances and fees to ensure they do not unduly constrain housing investment (HE 5.1).

The Omnibus zoning code amendment will not adversely affect the character, livability or appropriate development of the City, and is in conformity with public necessity convenience, general welfare, and good planning practice. As the City's current zoning code has not been substantively updated since 1989, there are many sections of the current code that maintain outdated standards, regulations, and references that affect quality of life in the City and inhibit good public planning. Existing issues that will be addressed through this update include uncertainty with Planning Commission decisions and appeals, outdated regulations on residential design and public infrastructure, and a limit on the annual number of zoning code updates allowed. The ZCA addresses the inadequacies in the existing regulations with precise and clear revisions to the zoning code to address specific issues, while also helping to improve code legibility and make the code more user-friendly for the general public.



**City of Long Beach
Omnibus Zoning Code Amendment**

NEGATIVE DECLARATION

ND 04-19

Prepared by:

City of Long Beach
Department of Development Services
Planning Bureau

INITIAL STUDY

Project Title:

City of Long Beach Omnibus Zoning Code Amendments

Lead Agency name and address:

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

Contact person and phone number:

Alejandro Sanchez-Lopez, Planner III
(562) 570-6553

Project Location:

Citywide, City of Long Beach, County of Los Angeles, California.

Project Sponsor's name and contact information:

City of Long Beach, Long Beach Development Services Department
c/o Alejandro Sanchez-Lopez
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802
(562) 570-6553

General Plan:

The proposed Zoning Code Amendments would cover all General Plan Land Use Districts that apply to any zoning district, Specific Plan area, or Planned Development (PD) district in the City of Long Beach.

Zoning:

The proposed Zoning Code Amendment would cover all zoning districts and all Planned Development districts in the City of Long Beach.

Project Description:

The proposed Omnibus Zoning Code Amendments (Project) would consist of the following changes to Title 21 of the Long Beach Municipal Code (Zoning Ordinance) collectively referred to as the "Project":

- 1) Define the standing required and timeline for land use decision appeals
- 2) update the definition for townhomes and eliminate zoning restrictions on side-by-side units;
- 3) update the commercial zones sections of the code to strike out references to commercial districts no longer in use;
- 4) eliminate size restrictions for single-family garages and update lot coverage and floor area calculations in single-family districts
- 5) update roofing material requirements for residential districts

- 6) revise screening requirements for mechanical equipment in low-density residential districts
- 7) provide guidelines to determine curb cut closures and require underground utilities in new projects
- 8) update school siting requirements to reflect the City's adopted Mobility Element
- 9) eliminate zoning code restriction on maximum number of zoning regulation amendments per year

Surrounding land uses and settings:

The City of Long Beach is adjacent to the following municipalities: City of Los Angeles (Wilmington, Port of Los Angeles), Carson, Compton, Paramount, Bellflower, Lakewood, Hawaiian Gardens, Cypress, Los Alamitos and Seal Beach. It is also adjacent to the unincorporated communities of Rancho Dominguez and Rossmoor. In addition, the City of Signal Hill is completely surrounded by the City of Long Beach. Long Beach and its surrounding cities are fully urbanized and characterized by moderate to dense commercial, industrial, and residential development.

Public agencies whose approval is required:

Long Beach Planning Commission (recommend City Council adopt Negative Declaration 04-19 and approve the Omnibus Zoning Code Amendments)

Long Beach City Council (adopt Negative Declaration 04-19 and approve the Omnibus Zoning Code Amendments)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages:

Negative Declaration ND 03-19
 City of Long Beach Drive-Through Use Zoning Code Amendment

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Population/Housing
<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Public Services
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Recreation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Transportation
		<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities/Service Systems
<input type="checkbox"/> Energy		<input type="checkbox"/> Wildfire
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Noise	<input type="checkbox"/> Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed Project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Alejandro Sanchez-Lopez
Planner III

Date

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are supported adequately by the information sources a Lead Agency cites in the parenthesis following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration; Less Than Significant With Mitigation Incorporation” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (per Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect was addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold. If any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:

a. Have a substantial adverse effect on a scenic vista?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The proposed Omnibus Zoning Code Amendment (Project) would not result in significant adverse effects to any scenic vistas or public views of scenic vistas. The City topography is relatively flat, with scenic vistas of the ocean to the south and Palos Verdes to the west. In addition, distant views of the San Gabriel and San Bernardino Mountains to the north as well as the Santa Ana Mountains to the east are occasionally available to the public on days of clear visibility (primarily during the winter months).

The Project involves amendments to Title 21 of the City's Municipal Code (Zoning Ordinance) regarding mechanical equipment screening, undergrounding utilities, and residential roof materials. While every future development scenario cannot be anticipated at this time, the aggregate effect is that any future development would be subject to more restrictive visual and aesthetic requirements as a result of the proposed code amendments. As a result, future development would be more restricted and less impactful than the baseline of anticipated development under the current zoning code. The proposed Project would not result in any negative impacts to the City's visual environment. Therefore, no further analysis of this environmental issue is necessary.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

There are no State scenic highways located within the City. No scenic resources, trees or rock outcroppings would be damaged due to Project implementation. There would therefore be no impact to any natural scenic resource and no further analysis is required.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the

project conflict with applicable zoning and other regulations governing scenic quality?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section I.a. and b. above for discussion.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

All future developments and land use activities would be required to comply with all applicable regulations, including Long Beach Municipal Title 21 (Long Beach Zoning Ordinance). Since Project implementation would increase restrictions on glare-producing surfaces and screen requirements for mechanical equipment, it would not directly or indirectly create any adverse light or glare impacts, and no further analysis is required.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a. **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

For Sections II. a., b. and c. - There are no agricultural zones within the City of Long Beach, which is a fully urbanized community that has been built upon for over half a century. The Project would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or county.

III. AIR QUALITY

The South Coast Air Basin is subject to some of the worst air pollution in the nation, attributable to its topography, climate, meteorological conditions, large population base, and dispersed urban land use patterns.

Air quality conditions are affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric forces such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, determine how air pollutant emissions affect air quality.

The South Coast Air Basin has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry

air contaminants northward and then eastward over Whittier, Covina, Pomona, and Riverside.

The majority of pollutants found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen, and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides, reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are produced mostly by sources other than automobile exhaust.

a. Would the project conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Southern California Association of Governments (SCAG) has determined that if a project is consistent with the growth forecasts for the subregion in which it is located, it is consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), and regional emissions are mitigated by the control strategies specified in the AQMP. The purpose of the proposed code amendment is in part to update and reconcile sections of the Zoning code that are outdated or incongruent with current planning and development regulations in the City. It is anticipated that this code amendment will improve public infrastructure and climate-resilient building materials. For example under the proposed code amendment solar panels integral to roofing materials (Tesla Solar Roof) would be allowed as a matter or right increasing the amount of solar power generation in the city and reducing the required powerplant electrical production and related emissions. The total amount of future development was contemplated in the General Plan, SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the resulting AQMP which was based on the RTP/SCS. Build-out within the projections within the AQMP does not create impacts beyond those already cleared in the RTP/SCS and AQMP. Since this Project does not propose any specific developments or growth-inducing projects that would conflict with the SCAG growth forecasts, it would be consistent with the AQMP and therefore no further analysis is required.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Implementation of the proposed Project would not significantly lower air quality standards or contribute to an air quality violation. The purpose of the proposed code amendment is to streamline and modernize development standards across multiple subsections of the City code. It is anticipated that this code amendment will not have an impact on development and emissions. Therefore, Project would not impact air quality and no further environmental analysis is required.

c. Would the project expose sensitive receptors to substantial pollutant concentration?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. Facilities that serve various types of sensitive receptors, including, schools, hospitals, and senior care centers, are located throughout the City. The Project involves changes to the regulatory framework associated with the siting of schools along freeway corridors. Among other features, the project will allow for more flexible school siting locations, which may result in more schools on high-traffic corridors or low-traffic local streets. Cumulatively, there is not expected to be a change in the level of exposure by children to substantial pollutant concentration. Furthermore, schools remain subject to the Conditional Use Permit (CUP) process including CEQA analysis on each individual school. The City exercises jurisdiction over charter and private schools and is not responsible for the siting of Long Beach Unified School District facilities. Please see Sections III.a. and b. above for further discussion.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential sources of odors during construction include use of architectural coatings and solvents, and diesel-powered construction equipment. SCAQMD Rule 1113 limits the amount of volatile organic compounds (VOCs) from architectural coatings and solvents, which lowers odorous emissions.

The Project would not allow operations that could directly or indirectly result in any significant adverse odors or intensification of odors beyond those typically

associated with construction activities. No further environmental analysis is necessary.

IV. BIOLOGICAL RESOURCES

a. **Would the project have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Wildlife habitats within the City are generally limited to parks, nature preserves, and water body areas. The Project would not promote activities that would remove or impact any existing or planned wildlife habitats. No further environmental analysis is required.

b. **Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Land uses subject to this proposed Project would occur in established urbanized areas and would not remove or impact any riparian habitat or other sensitive natural communities. No further environmental analysis is required.

c. **Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Future implementation of the proposed Project would occur in established urbanized areas and would not promote or involve alteration of any protected wetland areas. No further environmental analysis is required.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Project implementation would occur in established urbanized areas and would not alter or adversely impact any native resident or migratory fish or wildlife species, corridors or nursery sites. No further environmental analysis is required.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Project implementation would be consistent with the General Plan and in conformity with all local policies and regulations. It would not alter or eliminate any existing or future policy or ordinance protecting biological resources. No further environmental analysis is required.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project would not have any adverse effects on any existing or future habitat conservation plans. Please see Sections IV.a. through e. above for further discussion.

V. CULTURAL RESOURCES

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The City of Long Beach is an urbanized community and nearly all properties within the City (except for areas such as protected park lands) have been previously disturbed and/or developed. The proposed Project would not promote, encourage or enable activities that could remove, degrade or in any way adversely impact local historic resources. Historic Resources within the City are regulated and protected pursuant to the City's Cultural Heritage Ordinance as well as the Historic Preservation Element of the General Plan. No further environmental analysis is required.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Implementation of the Project would not result in any specific construction activities involving extensive excavation, and therefore would not be anticipated to affect or destroy any archaeological resources due its geographic location. The proposed zoning code modifications do not lessen existing legal protections of archaeological resources nor tribal consultation requirements on individual projects. Please see Section V.a. above for further discussion.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project does not propose any activities that would involve extensive excavation that could result in the disturbance of any designated cemetery or other burial ground or place of interment. Please see Sections V.a. through b. above for further discussion.

VI. ENERGY.

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project includes amendments to the existing regulations pertaining to roofing materials for single-family residences and undergrounding utilities. Among other regulatory changes, the proposed project would allow for metallic materials to be used in residential districts, resulting in greater energy efficiency. Additionally, utility undergrounding would improve reliability and energy efficiency. Residential reroofing and utilities would be required to comply with all applicable regulations, including Long Beach Municipal Title 21 (Long Beach Zoning Ordinance) and Part 6 (California Energy Code) of Title 24 (California Building Standards Code). Since Project implementation would not directly or indirectly result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, no further analysis is required.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency—see Section VI.a. above.

VII. GEOLOGY AND SOILS

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Per Plate 2 of the Seismic Safety Element of the General Plan, the most significant fault system in the City is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the City.

All land uses subject to the provisions of this proposed Project would be required to comply with applicable building codes that account for the possibility of seismic events. No further environmental analysis is necessary.

ii) Strong seismic ground shaking?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Newport-Inglewood fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. However, numerous variables determine the level of damage to a specific location. Given these variables, it is not possible to determine the level of damage that may occur on the site during a seismic event. All land uses must conform to all applicable State and local building codes relative to seismic safety. Please see Section VII.a.i. above for further discussion.

iii) Seismic-related ground failure, including liquefaction?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Per Plate 7 of the Seismic Safety Element, most of the City is in areas of either minimal or low liquefaction potential. The only exceptions are in the southeastern portion of the City, where there is significant liquefaction potential, and the western portion (most of the area west of Pacific Avenue and south of the 405 freeway), where there is either moderate or significant liquefaction potential. Please see Section VII.a.i. above for further discussion.

iv) Landslides?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Per the Seismic Safety Element, the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). The State Seismic Hazard Zone map of the Long Beach Quadrangle indicates that the lack of steep terrain (except for a few slopes on Signal Hill and Reservoir Hill) results in only about 0.1 percent of the City lying within the earthquake-induced landslide zone for this quadrangle. Therefore, no impact would be expected and no further environmental analysis is required. Please see Section VII.a.i. above for further discussion.

b. Would the project result in substantial soil erosion or the loss of topsoil?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

All land uses subject to the regulations of the Project would be required to adhere to all applicable construction standards regarding erosion control, including best management practices to minimize runoff and erosion impacts from earth-moving activities such as excavation, recontouring and compaction. No further environmental analysis is necessary.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VII.b. above for discussion. All land uses subject to the regulations of the Project would be constructed in compliance with all applicable building code requirements regarding soil stability.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Sections VII.b. and c. above for explanation.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The entire City is served by an existing sewer system and therefore, has no need for septic tanks or any other alternative wastewater disposal systems. No further environmental analysis is required.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project does not propose any projects that would be anticipated to result in extensive excavation that could adversely impact any paleontological resources or geologic features.

VIII. GREENHOUSE GAS EMISSIONS

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide per year. Climate studies indicate that

California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The Project would not result in direct or indirect significant GHG impacts, and the proposed changes are anticipated to result in minor increased street parking through curb cut closures. This change may result in decreased automobile idling, Vehicle Miles Traveled (VMT), and associated emissions, including criteria pollutants and greenhouse gases. The proposed amendments will also facilitate solar roofing installations and more-efficient roofing materials resulting in lower energy demand and thus fewer emissions from energy consumption. No further environmental analysis is needed.

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section VIII.a. above for discussion. The proposed Project would not permit any land use operations that would conflict with any plans, policies or regulations related to the reduction of greenhouse gas emissions. No further environmental analysis is needed.

IX. HAZARDS AND HAZARDOUS MATERIALS

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Any future land uses or activities that would be subject to the provisions of this Project that involve the handling and disposal of hazardous or potentially hazardous materials would be required to fully comply with Long Beach Municipal Code Sections 8.86 through 8.88, as well as all existing State safety regulations. No further environmental analysis is required.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section IX.a. above for discussion.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter-mile of an existing or proposed school?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section IX.a. above for discussion. Furthermore, the Project would provide flexibility for future school siting but still regulate siting near hazardous sites, emissions, or materials.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Any future land uses that would be regulated by the provisions of this Project would not be permitted to create any significant hazards to the public or the environment by operating at a location included in the Cortese List. Please see Section IX.a. above for further discussion.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Long Beach Airport is located within the City, just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. The Project would not alter air traffic patterns or encourage future developments that could conflict with established Federal Aviation Administration (FAA) flight protection zones. All future development near the Long Beach Airport would be in compliance with all applicable local and FAA requirements. Please see Section IX.a. above for further discussion.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project would not encourage or otherwise set forth any policies or recommendations that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No further environmental analysis is required.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The City is a highly-urbanized community and there are no properties located adjacent to wild lands and there is no risk of exposing people or structures to a significant risk of loss, injury or death involving wildland fires. No further environmental analysis is required.

X. HYDROLOGY AND WATER QUALITY

The Federal Emergency Management Agency (FEMA) has produced a series of Flood Insurance Rate Maps (FIRMs) designating potential flood zones (based on the projected inundation limits, as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers).

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project would be consistent with all chapters of the General Plan, including the Conservation Element. All activities subject to the provisions of this Project would be required to be in full compliance with all applicable federal, State and local water quality standards and regulations. No further environmental analysis is required.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section X.a. above for discussion. The City is a highly-urbanized community with the water system infrastructure fully in place to accommodate future development consistent with the General Plan.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(i) result in substantial erosion or siltation on- or off-site;

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project does not encourage or enable any alterations to existing draining patterns or to the course of streams or rivers. Please see Section X.a. above for discussion.

(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Sections X.a. and c. above for discussion.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Sections X.a. and c. above for discussion. The City's existing storm water drainage system is adequate to accommodate runoff from any future land uses subject to the provisions of this Project. The Project would not adversely affect provisions for retention and infiltration of stormwater consistent with the City's Low Impact Development (LID) policies.

(iv) Impede or redirect flood flows?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section X.a. and c. above for discussion.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

According to Plate 11 of the Seismic Safety Element, most of Long Beach is not within a zone influenced by the inundation of seiche, tsunami, or mudflow. Potential tsunami hazards would be limited to properties and public improvements near the coastline. The proposed Project would not result in any increased risk of inundation to any properties.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially
Significant
Impact

Less Than
Significant with
Mitigation
Incorporation

Less Than
Significant
Impact

No Impact

The Project would not directly or indirectly conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan—see Section X.a. above.

XI. LAND USE AND PLANNING

a. Would the project physically divide an established community?

Potentially
Significant
Impact

Less Than
Significant with
Mitigation
Incorporation

Less Than
Significant
Impact

No Impact

The Project consists of the following changes to Title 21 of the Long Beach Municipal Code (Zoning Ordinance):

- 1) Define the standing required and timeline for land use decision appeals
- 2) update the definition for townhomes and eliminate zoning restrictions on side-by-side units;
- 3) update the commercial zones sections of the code to strike out references to commercial districts no longer in use;
- 4) eliminate size restrictions for single-family garages and update lot coverage and floor area calculations in single-family districts
- 5) update roofing material requirements for residential districts
- 6) revise screening requirements for mechanical equipment in low-density residential districts
- 7) provide guidelines to determine curb cut closures and require underground utilities in new projects
- 8) update school siting requirements to reflect the City's adopted Mobility Element
- 9) eliminate zoning code restriction on maximum number of zoning regulation amendments per year

The Project would not directly or indirectly divide any established community as a result of these changes. No further environmental analysis is required.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

See Section XI.a. above for discussion. The Project would not conflict with the City's General Plan, the 2010 Strategic Plan, local coastal program, or any other applicable land use plans and policies. Rather, the Project is consistent with goals and objectives in the existing Land Use Element of the General Plan, such as Functional Transportation goals to improve on the City's current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods. Impacts to existing local regulations would, therefore, be less than significant.

XII. MINERAL RESOURCES

Historically, the primary mineral resources within the City of Long Beach have been oil and natural gas. However, oil and gas extraction operations have diminished over the last century as the resources have become depleted. Today, extraction operations continue but on a reduced scale compared to past levels.

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project does not propose any alteration of local mineral resource land uses and there are no mineral resource activities that would be altered or displaced by Project implementation. No further discussion is required.

b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XII.a. above for discussion.

XIII. NOISE

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence.

Some land uses are considered more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are more sensitive to noise than commercial and industrial land uses.

- a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?**

Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Future construction activities related to the provisions of this Project could involve various types of short-term noise impacts from trucks, earth-moving equipment, and paving equipment. However, all construction activities and land use operations must be performed in compliance with the City's Noise Ordinance (Long Beach Municipal Code Section 8.80). Project implementation would not alter the Noise Ordinance provisions or exempt any future land uses or improvements from local noise controls. The local Noise Ordinance would continue to regulate all future land use construction and operational noise levels. No further environmental analysis of this issue is necessary.

- b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XIII.a. above for discussion. Project implementation would occur in compliance with local noise and vibration controls.

- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Long Beach Airport is located within the City just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. All future development near the Long Beach Airport would be in compliance with all applicable local and FAA requirements. The Project would not alter air traffic patterns or encourage developments that could conflict with established Federal Aviation Administration (FAA) flight protection zones. No further environmental analysis is necessary.

XIV. POPULATION AND HOUSING

The City of Long Beach is the second largest city in Los Angeles County. At the time of the 2000 Census, Long Beach had a population of 461,522, which was a 7.5 percent increase from the 1990 Census. The 2010 Census reported a total City population of 462,257.

- a. Would the project induce substantial unplanned population growth in an area, either directly or indirectly (for example, by proposing new homes and businesses) or directly (for example, through extension of roads or other infrastructure)?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project involves various changes to Title 21 of the Long Beach Municipal Code (Zoning Ordinance) to amend the regulations pertaining to a variety of residential development standards, public and private infrastructure, and school siting. The revisions to residential development do not increase the allowable density in the affected districts, and are not intended or expected to directly or indirectly induce population growth. No further environmental analysis is required.

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project does not set forth or encourage any policies, activities or implementation measures that would directly or indirectly displace existing residential units in the City. No further environmental analysis is required.

XIV. PUBLIC SERVICES

Fire protection would be provided by the Long Beach Fire Department. The Department has 23 stations in the City. The Department is divided into bureaus of Fire Prevention, Fire Suppression, the Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

Police protection would be provided by the Long Beach Police Department. The Department is divided into bureaus of Administration, Investigation, and Patrol.

The City of Long Beach is served by the Long Beach Unified School District, which also serves the City of Signal Hill, Catalina Island and a large portion of the City of Lakewood. The District has been operating at or over capacity during the past decade.

Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project involves changes to the City's Zoning Ordinance is not intended to directly or indirectly induce population growth that could result in increased demand for fire protection services or fire protection facilities. All new development subject to the code changes will continue to be subject to fire code review during the building plan check process as well as subject to fire facilities impact fees. No further environmental analysis is required.

b. Police protection?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Similar to Section XIV.a. above, since the Project is not intended to directly or indirectly induce population growth, the Project would not significantly increase demands for police protection service, nor require provision of new police facilities. New development projects will continue to be subject to police facilities impact fees.

c. Schools?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Since the Project is not intended to directly or indirectly induce population growth, the Project would not result in any significant increased demand for public school services or facilities. New development projects will continue to be subject to school impact fees.

d. Parks?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Since the Project is not intended to directly or indirectly induce population growth, the Project would not generate any significant additional demand for provision of park services or facilities by the City.

e. Other public facilities?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

No other impacts have been identified that would require the provision of new or physically-altered governmental facilities. New development projects will continue to be subject to sewer, transportation, and storm water impact fees.

XVI. RECREATION

- a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project does not alter land use regulations related to population density or growth and is not intended to directly or indirectly induce population growth that could result in increased demand for recreational facilities. No further environmental analysis is required.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XVI.a. above. No further environmental analysis is required.

XVII. TRANSPORTATION

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project involves regulating curb cut closures and eliminate residential garage size limits and is not intended to conflict with a program plan, ordinance or policy addressing the circulation system. Instead, the Project is expected to expand street and residential parking opportunities and update school siting requirements to be reflective of the City's Land Use strategies/policies and the Mobility Element. No further environmental analysis is required.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XVII.a. for discussion. Since the Project would not encourage or plan for significant traffic growth, there would be no significant impacts on Vehicle Miles Traveled (VMT). The proposed zoning code amendment is anticipated to increase the availability of street parking throughout the City, which may lead to a decrease in VMT and idling of local traffic.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project would not create or encourage any hazardous transportation-related design features or incompatible uses. The proposed zoning code amendment will require closure of unused curb cuts that is not required in the baseline of the existing zoning code. No further environmental analysis is required.

d. Would the project result in inadequate emergency access?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project would not propose or encourage any specific land uses or developments or transportation network modifications that would have the potential to result in deficient or inadequate emergency access routes. The proposed changes to the zoning code are anticipated to improve pedestrian and vehicular safety. No further environmental analysis is required.

XVIII. TRIBAL CULTURAL RESOURCES

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is:

- i. Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code Section 5020.1(k)?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section V. above. Project implementation would not result in any specific construction activities involving extensive excavation, and therefore would not be anticipated to significantly affect or destroy any Native American tribal cultural resources. The proposed code changes related to undergrounding of utilities for construction projects are congruent with existing development regulations regarding excavation and grading. While the probability of encountering a tribal cultural resource or human remains is low, any occurrence or discovery is subject to existing protections under California law. No further environmental analysis is required.

- ii. **A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

Please see Section XVIII.a. above. The City has no substantial evidence of any significant resource impacted by this change to the zoning code. During the discretionary review of any undergrounding of utilities the City will provide locational information to potentially impacted tribal officials and will conduct formal consultation, as may be requested. No further environmental analysis is required at this time.

XIX. UTILITIES AND SERVICE SYSTEMS

- a. **Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

For Sections XIX.a. through e.: The Project involves requiring the undergrounding of utilities for new development which would improve reliability and would not be expected to place an undue burden on any utility or service system. The City of Long Beach is an urbanized setting with all utilities and services fully in place. Future demands for utilities and service systems have been anticipated in the General Plan goals, policies and programs for future growth. The City's Urban Water Management Plan (UWMP) anticipates a level of population growth in excess of the General Plan, therefore the buildout of the General Plan, including any future development projects, will result in water demand equal to or less than

that already anticipated in the UWMP. No further environmental analysis is necessary.

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a. Substantially impair an adopted emergency response plan or emergency plan?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

For Sections XX.a. through d.: The City of Long Beach has not been identified as a Very High Fire Hazard Severity Zone Project by CAL Fire¹ nor is the City in or near a State Responsibility Area². The Project involves amending residential development and infrastructure regulations and would not be expected to impair

¹ http://fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps_citylist

² http://www.fire.ca.gov/firepreventionfee/srviewer_launch

emergency plans, exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire place. The Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Lastly, as discussed in Section VII.iv. above, the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). The Project would not be expected to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes. No further environmental analysis is necessary.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

- a. **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

As determined in Section IV. Biological Resources and Section V. Cultural Resources, the Project would have no significant adverse impacts on biological or cultural resources. The proposed Project would not degrade the quality of the environment, impact any natural habitats, effect any fish or wildlife populations, threaten any plant or animal communities, alter the number or restrict the range of any rare or endangered plants or animals, or eliminate any examples of the major periods of California history or prehistory.

- b. **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The Project zoning code amendments would not contribute to any cumulative growth effects beyond what is anticipated for the City's future in the General Plan.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

- Potentially Significant Impact Less Than Significant with Mitigation Incorporation Less Than Significant Impact No Impact

The land use requirements of this Project would not directly or indirectly cause any substantial adverse effects on human beings. For this reason, the City has concluded that this Project can be implemented without causing significant adverse environmental effects and determined that the Negative Declaration is the appropriate type of CEQA documentation.

Attachment C

From: [Robert Fox](#)
To: [Alejandro Sanchez-Lopez](#)
Subject: Re: Public Comment on Omnibus Zoning Code Update.
Date: Thursday, March 07, 2019 6:17:44 PM

Thank you so much for the opportunity for me to comment.
I am mostly concerned about the garage exemption of 700 square feet for the FAR per single Family Residence.
You all are most likely not aware of a growing problem which we are experiencing in Honolulu, HI.

I have homes in both states.
We are struggling with Chinese nationals from Mainland China buying our land with CASH. We are talking about well over a million dollars per lot.
They then demolish the houses purchased, and apply for permits to build "Monster Homes" These are Huge homes with 16 to 20 bedrooms and bathrooms, (disguised sometimes as ADUs also)
They then bring over Chinese workers on Tourist visas, (which means they cannot work) and set them to build these homes in 5 weeks.
They then become huge income generators as apartments.

In order to do this they need a FAR which is above 6.
If we negate the garage for this zoning, we will be playing into the hands of Chinese owners. These are generally not developers but "Honggs" a group of people who get together to pool money into an account to create wealth. Bank in the day these were called Tongs.
Nonetheless, if you have any doubt about the issue, please call Ann Kobayashi, Council Member from Honolulu, to verify. (you may call me for her direct line)
Please do not make the mistake of increasing the FAR without severe restrictions on what can or cannot be built.
We have people in Honolulu putting up homes without permits, with multiple violations and fines, and they find it is so profitable that they don't care about what the City does.
I beg you to reconsider this ill advised increase in the FAR for residential neighborhoods.
Robert E. Fox
808-256-1071

On Thu, Mar 7, 2019 at 6:04 PM Alejandro Sanchez-Lopez <Alejandro.Sanchez-Lopez@longbeach.gov> wrote:

Good Afternoon Mr. Fox,

Yes, the public comment period is open for the project. Please feel free to provide any written comment to the City through email or mail.

Best,

Alejandro Sánchez-López
Planner

Long Beach Development Services | Planning Bureau

T 562.570.6553 F 562.570.6068

333 West Ocean Blvd., 5th Fl | Long Beach, CA 90802

alejandro.sanchez-lopez@longbeach.gov | lbs.longbeach.gov

From:

Sent: Thursday, March 07, 2019 12:59 PM

To: Alejandro Sanchez-Lopez <Alejandro.Sanchez-Lopez@longbeach.gov>

Subject: RE: Public Comment on Omnibus Zoning Code Update.

Can we still give input?

Sent from my T-Mobile 4G LTE Device

----- Original message -----

From: Alejandro Sanchez-Lopez <Alejandro.Sanchez-Lopez@longbeach.gov>

Date: 3/7/19 9:26 AM (GMT-08:00)

To: Robert Fox

Subject: RE: Public Comment on Omnibus Zoning Code Update.

Greetings Mr. Fox,

Thank you for your public comment on the Omnibus Zoning Code Update. The full video of the Planning Commission study session and PowerPoint presentation are available on Legistar.

- Video: http://longbeach.granicus.com/MediaPlayer.php?view_id=12&clip_id=10311
- PowerPoint: <http://longbeach.legistar.com/View.ashx?M=F&ID=7035297&GUID=C8845F73-1D60-4174-9EE1-7A5E964751A8>

Per City policy, prior to any hearing or regulatory action being taken, a staff report and document with the proposed code changes will be submitted by staff and be publicly available. Please feel free to reach out if you have any additional questions or concerns regarding the Omnibus Zoning Code Update.

Best,

Alejandro Sánchez-López
Planner

Long Beach Development Services | Planning Bureau

T 562.570.6553 F 562.570.6068

333 West Ocean Blvd., 5th Fl | Long Beach, CA 90802

alejandro.sanchez-lopez@longbeach.gov | lbs.longbeach.gov

From: Robert Fox

Sent: Wednesday, March 06, 2019 6:04 PM

To: Alejandro Sanchez-Lopez <Alejandro.Sanchez-Lopez@longbeach.gov>

Subject: Public Comment on Omnibus Zoning Code Update.

As directed this is a formal written notice regarding the above plan.

Robert E. Fox

Executive Director of the Council of Neighborhood Organizations.

During the hearing, several community members spoke, yet in the written transcript of this session all that is written is "spoke". There is no recorded detail of the concerns and worries of the public. This shows such a lack of transparency that it boggles the mind. The public and myself as a representative of neighborhood associations of this city are concerned, not only about these alterations of zoning, but of this City's continued lack of providing clear records of the hearings, sessions, and dialogue between all parties.

I object to several of the "suggestions" brought by staff. Having had NO outreach to our communities, and ONE session, wherein no comments are made public to anyone, I write this objection upon all aspects of these changes in order to protect my standing in a court of law. At some point, citizens will have to sue in order to have this kind of cavalier super power administration stopped. We live in a democratic republic, yet from the reading of this hearing as reported by staff, we have had no participation whatsoever.

In the end, we may not object at all to well thought out alterations to zoning, but we wish to be aware of the nuances and the shifts of regulations and the effects they may have upon our neighborhoods. Without a clear understanding of the hearing, we have little ability to agree or disagree.

I request a full report of this hearing as recorded by the City. Perhaps then we will all feel a great deal more comfortable about these alterations.

You may send the transcripts to my office,

With respect

Robert E. Fox

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0673
FAX (213) 897-1337
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

April 3, 2019

Mr. Alejandro Sanchez-Lopez
City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, CA 90802

RE: Omnibus Zoning Code Amendment
Negative Declaration (ND)
SCH#2019039042
GTS #07-LA-2019-02365
Vic. LA/ City of Long Beach

Dear Mr. Sanchez-Lopez:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The proposed project would consist of the changes to Title 21 of the Long Beach Municipal Code (Zoning Ordinance); see Negative Declaration for full details.

After reviewing the Negative Declaration, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facility.

Caltrans continues to strive to improve its standards and processes to provide flexibility while maintaining the safety and integrity of the State's transportation system. It is our goal to implement strategies that are in keeping with our mission statement, which is to "provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability."

Caltrans encourage the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use. We also encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements.

If you have any questions or concerns, please contact project coordinator, Frances Lee at (213) 897-0673 or electronically at frances.lee@dot.ca.gov and refer to GTS#07-LA-2019-02365.

Sincerely,

A handwritten signature in black ink, appearing to read "Miya Edmonson".

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

Red text indicates new text; ~~strikethrough red text~~ indicates text to be deleted

Proposed changes to Chapter 21.21 Administrative Procedures

21.21.501 - Authorization and jurisdiction.

A. Authorization. Any aggrieved person may appeal a decision on any project that required a public hearing. Pursuant to Section 21.15.120, an Aggrieved person is any person who testified personally or through a representative at a public hearing; who informed the staff of the Department of Development Services in writing prior to hearing of an interest in the subject of a hearing.

C. Except as specified by this Code, decisions that are recommendations to the Planning Commission or the City Council are not subject to appeal.

21.21.504 - Time for conducting hearing of appeals.

C. The Director of Development Services may provide an extension of the period for an appeal to be adjudicated for up to ninety days.

21.25.101 - Zone changes and zoning regulation amendments

~~C. Frequency of Amendment. The Zoning Regulations may be amended three (3) times per year and may be amended more frequently with the consent of the City Council as expressed by a vote of two-thirds (2/3) of the members voting thereon. More than one (1) revision, or the revision of more than one (1) chapter, division, subdivision or Section of this Title, may be considered as a part of each such amendment.~~

Proposed changes to Chapter 21.15 – Definitions

21.15.3060 - Townhouse.

"Townhouse" means a dwelling unit with one (1) or two (2) common walls, and which has direct exterior access, private yards and no common floors or ceilings with other units including residential projects with two or more side-by-side unit.

Proposed changes to Chapter 21.30 – Districts Established

Table 30-1 Zoning Districts Established		
Use District Symbol	Use Classification	Chapter
CO	Office Commercial	<u>21.32</u>
CH	Highway Commercial	<u>21.32</u>
CT	Tourist and Entertainment Commercial	<u>21.32</u>

Proposed changes to Chapter 21.31 – Residential Districts

21.31.225 - Lot coverage.

Lot coverage shall conform to the standards specified in Table 31-2. The actual garage area up to four hundred (400) square feet per unit, and up to six seven hundred (6700) square feet for a single-family dwelling, shall be exempt from lot coverage.

21.31.235 - Floor area ratio.

C. Garages. The actual garage up to four hundred (400) square feet per unit and up to six seven hundred (6700) square feet for a single-family dwelling shall be excluded from the calculation of floor area. Floor area above the garage is not excluded.

21.31.255 - Design, treatment and finish.

B. Roof Material. No single-family dwelling shall have ~~metallic or metallic-looking~~ roofing materials with a reflective surface that produces glare.

C. Siding. No single-family dwelling shall have ~~metallic or metallic-looking~~ siding with a reflective surface that produces glare.

~~F. Side-By-Side Residential Units. Two-on-a-lot projects where the units are arranged side-by-side (see Section 21.15.2488) shall not be permitted in the R-2-N zone unless approved by the Planning Commission through site plan review.~~

21.31.265 - Mechanical equipment screening ~~screening on rooftops.~~

Except as otherwise specified by this Code or any applicable PD or Specific Plan, all exterior mechanical equipment ~~on rooftops, except solar collectors,~~ shall

be screened by visually solid screening devices at least as high as the equipment as follows to improve aesthetic qualities and to prevent unauthorized access into a building. Equipment to be screened includes, but is not limited to, air conditioning and refrigeration equipment, duct work, heating, plumbing lines, , and utility meters and telecommunications equipment pursuant to the requirements of Chapter 21.56. Additional standards shall apply as follows to improve aesthetic qualities and to prevent unauthorized access into a building.

C. Materials and Design. Screening materials shall, at a minimum, have evenly distributed openings or perforations not exceeding 50 percent of surface area. All screening devices shall be of a material requiring minimal maintenance. Wood generally shall not be used. All screening devices shall be well integrated into the design of the building through such items as parapet walls, false roofs or equipment rooms. Louvered designs are acceptable if consistent with building design style.

Proposed changes to Chapter 21.32 – Commercial Districts

21.32.020 - Districts established.

~~Twelve (12)~~ Nine (9) commercial districts are established by this Chapter as follows:

~~A. Commercial Zoning Districts of General Applicability.~~

~~1. The CO-Office Commercial District permits mixed residential and commercial uses along major arterial routes. This District implements Land Use District No. 8M of the General Plan.~~

~~2. The CH-Highway Commercial District preserves and enhances areas for automobile-oriented commercial uses. The District recognizes the need for many commercial uses to have large frontages and high visibility along major highways. This District implements Land Use District No. 8A of the General Plan.~~

~~3. The CT-Tourist and Entertainment Commercial District creates, preserves and enhances areas for the development of a major tourist and entertainment industry for the City. The District recognizes that such areas have special requirements for intense and unique uses, transportation linkages, and aesthetically pleasing environments.~~

21.32.110 - Permitted uses.

The principal use in all commercial districts shall be commercial, although some districts are intended for mixed commercial and residential uses. Tables ~~32-1A and 32-1~~ indicate the classes of uses permitted (Y), not permitted (N), permitted as a conditional use (C), permitted as an administrative use (AP), permitted as an accessory use (A), and permitted as a temporary use (T) in all districts. An asterisk (*) indicates that a use is permitted subject to specific development standards outlined in Chapter 21.45 (Special Development Standards) of this Title.

21.32.120 - Prohibited uses.

Any use not specifically permitted by Section 21.32.110, ~~Tables 32-1A and 32-1~~, shall be prohibited, and no commercial uses shall be allowed outside of a building unless indicated as an outdoor use in ~~Tables 32-1A and 32-1~~

~~21.32.130 - Transition between old and new commercial zones:~~

~~Tables 32-1A and 32-1 represent two (2) sets of commercial zones permitted uses. Table 32-1 contains new commercial zones adopted by the City Council on October 20, 1992. It is the intent of the City, within a specified period of time, to rezone all commercial properties from the zones in Table 32-1A to the zones in Table 32-1 and to repeal Table 32-1A when the rezoning of all commercial properties is complete.~~

~~During the "transitional period", all uses listed in the CNP, Neighborhood Pedestrian District, Table 32-1, either permitted by right (Y), by a conditional use permit (C), by an administrative use permit (AP), as an accessory use (A), or as a temporary use (T) shall be permitted in the same manner for properties located in the existing CO, CH and CT Zones in addition to those uses otherwise permitted in the zone in question. If there is a conflict of the use regulation between the use table of the CNP Zone under Table 32-1 and that of an old commercial zone under Table 32-1A, the least restrictive zone shall govern. The "transitional period" shall be that period of time from and after the effective date of this Ordinance to December 31, 2000. On and after January 1, 2001, Table 32-1A shall be deemed repealed and of no further force and effect.~~

~~Table 32-1A
Uses In All Other Commercial Zoning Districts~~

21.32.205 - Lot size.

Tables 32-2 and 32-2A indicate the minimum lot size requirements. These requirements apply only to a new subdivision of existing parcels.

21.32.210 - Building height.

The height of all buildings shall be limited as indicated in Tables 32-2 and 32-2A.

21.32.220 - Yards.

~~Table 32-2A
Commercial Development Standards~~

~~Table 32-3A
Development Standards
Residential Uses In Commercial District~~

A. Required. Yard areas shall be provided as indicated in Tables 32-2 and 32-2A

C. Permitted Structures. No structures are permitted in required yards, except:

1. Signs, as specified in the Chapter relating to on-premises signs (Chapter 21.44);
2. Outdoor dining;
3. Structures allowed in Table 31-3 (structures in required yards, residential districts);
4. Vehicle parking as allowed by Table 32-2 ~~or 32-2A~~;
5. Vehicle loading in street frontage setbacks as provided in Section 21.41.310; and
6. Awnings as allowed by the Uniform Building Code.

21.32.225 - Screening required.

A. General. The following required screening shall apply in all commercial districts:

1. Open Storage. Open storage shall be prohibited. Certain merchandise is permitted to be displayed outdoors for sale or rent as indicated in Tables 32-1 and ~~32-1A~~.
2. Parking Lots. All parking lots shall be screened as provided for in Section 21.41.266 and Chapter 21.42.
3. Adjacent To Residential Districts. All commercial uses adjoining or abutting a residential district shall be screened by a solid fence or wall not less than six feet, six inches (6'6") in height, except in the front yard of the residential lot, where the fence or wall shall be three feet (3') in height.
4. Parking Structures. All sides of a parking structure abutting a public street shall be screened by trees, vines or other decorative screening approved by the Director of Development Services. See Chapter 21.42 for additional requirements.

21.32.235 - Residential uses in commercial districts.

All residential development in commercial districts shall comply with the density and development standards indicated in Tables 32-3 and ~~32-3A~~. Residential uses shall be permitted in commercial districts as indicated in Tables 32-1 and ~~32-1A~~.

21.32.275 - Undergrounding of utilities

A. All projects considered new development or rebuilds shall provide for the ability to connect the building to any future undergrounding of utilities that may occur in the block. Such provisions shall include a vacant duct to the appropriate feed point on the public right-of-way for the underground connection.

B. The utility company's design of the electric system, including locations and aesthetic treatment, shall be in accordance with the regulations of the Public Utilities Commission of the State of California.

C. All projects considered new development or rebuilds shall underground all overhead utility service to the site. In lieu of such undergrounding, the project developer may pay an in-lieu fee to the Department of Public Works for use in undergrounding within the applicable district. Such districts shall be established within one (1) year of the effective date of this Section and separate funds established for each district. The in-lieu fee shall be established based on the average per-foot cost of undergrounding established by the City Engineer and applied to the linear footage of the project site.

Proposed changes to Chapter 21.39 – High Rise Overlay District

21.39.030 - Applicable districts.

The ~~commercial office (CO)~~, commercial corridor (CC), ~~commercial tourist (CT)~~ and institutional (I) districts are the only districts appropriate for the high-rise overlay zone.

Proposed changes to Chapter 21.41 – Off-Street Parking and Loading Requirements

21.41.253 - Parking areas—Curb cuts

A curb cut clearance shall be obtained from the Public Works Department and shall be submitted with an application for a building permit. For any nonresidential use with more than a fifty (50) foot (50) frontage on a street, no curb cut shall be permitted within thirty-five feet (35') of an intersection. All unused curb cuts shall be replaced with a full height curb and gutter. For purposes of this section, "unused curb cut" shall mean any curb cut not used to access required parking that has been approved by the City. The Zoning Administrator may determine when an unused curb cut may remain when justified by existing conditions on the site, including but not limited to:

- A. Properties in Historic Districts
- B. Properties in Parking-Impacted Areas
- C. Properties with permitted Accessory Dwelling Units
- D. Properties with non-conforming uses

Proposed changes to Chapter 21.52 – Conditional Uses

21.52.206 Automobile Related Services

The following conditions shall apply to auto repair shops, service stations, car washes, auto upholstery shops, auto parts and tire sales, camper installation businesses, van conversion businesses and the like:

- A. In the CB district, such uses shall be limited to locations inside parking structures;
- B. In the CR ~~and CO~~ zones, conditional use permits shall be limited to the expansion of existing nonconforming uses;

- C. Automobile service station uses shall be limited to: retail sales of fuel, oil and small vehicle parts;
- D. The proposed use shall not intrude into a concentration of retail uses and shall not impede pedestrian circulation between retail uses;
- E. The proposed use shall not create unreasonable obstructions to traffic circulation around or near the site;
- F. No curb cuts shall be permitted within forty feet (40') of any public roadway intersection;
- G. No vehicles may be stored at the site for purposes of sale, unless the use is also a vehicle sales lot or for the use as parts for vehicles under repair; and
- H. The site shall comply with all applicable development standards for open storage and repair uses specified in Chapter 21.45, "Special Development Standards".

21.52.263 - ~~Private~~ Elementary and secondary schools.

The following conditions shall apply to private elementary and secondary schools:

- A. Such facilities shall be located on a ~~major, secondary, or minor highway~~ Neighborhood Connector or Local Street as defined by the City of Long Beach Mobility Element;
- B. Such facilities shall conform to the development standards of the district in which they are located including parking;
- C. In a residential zone, the site shall be limited to forty thousand (40,000) square feet in size; and
- D. An applicant seeking to convert an existing commercial building into school shall file a request with the Building Bureau for a special code compliance inspection. The report shall address all building code issues related to establishing a school in a commercial building. The report must be received by the Planning Bureau before an application for conditional use permit is considered complete.
- E. The Zoning Administrator may approve an exception to the locational requirements in sub-section A based on the following findings:
 - a. The total number of students, staff and visitors on the site at any one time shall not exceed 100, and;
 - b. The applicant has submitted a plan for accommodating all pick-up and drop-off activity on the site; OR
 - c. The applicant has established other trip reduction measures to ensure that the total number of daily trips to and from the site will not exceed the number of trips the Mobility Element has established for the street classification applicable to the site.

21.52.283 - Vehicle rental services.

The following conditions shall apply to vehicle rental service uses:

- A. In the ~~CO~~ and CB zones, only passenger vehicles and bicycle rentals shall be allowed;
- B. Any vehicle repair activities shall comply with the regulations pertaining to outdoor vehicle repair uses as set forth in Chapter 21.45 (Special Development Standards). However, in the ~~CO, CT~~ or CB zones, all repair work shall occur within a fully enclosed building; and
- C. ~~In the CO zone, the project site must be within one-half (1/2) mile of the CB or CT zone, or five hundred (500) hotel rooms, or a passenger terminal of an airport, cruise ship or rail transit line.~~

Proposed changes to Chapter 21.54.170 – Nonconformity defined for purposes of removal requirements.

Table 54-1

Billboard Development Standards

~~(e) Also allowed in the obsolete CH commercial highway zoning district.~~

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LONG BEACH AMENDING THE LONG BEACH MUNICIPAL CODE BY AMENDING SECTIONS 21.15.3060, 21.21.501, 21.21.504, 21.25.101, TABLE 30-1 OF SECTION 21.30.040, 21.31.225, 21.31.235.C, 21.31.255, 21.31.265, 21.32.020, 21.32.110, 21.32.120, 21.32.205, 21.32.210, 21.32.220, 21.32.225.A.1, 21.32.235, 21.39.030, 21.41.253, 21.52.206, 21.52.263, 21.52.283, AND TABLE 54-1 OF SECTION 21.54.170; BY ADDING SECTION 21.32.275; AND BY REPEALING SECTION 21.32.130, AND TABLES 32-1A, 32-2A, AND 32-3A, ALL RELATED TO THE ZONING CODE

The City Council of the City of Long Beach ordains as follows:

Section 1. Section 21.15.3060 of the Long Beach Municipal Code is amended to read as follows:

21.15.3060 Townhouse.

"Townhouse" means a dwelling unit with one (1) or two (2) common walls, and which has direct exterior access, private yards and no common floors or ceilings with other units including residential projects with two (2) or more side-by-side units.

Section 2. Section 21.21.501 of the Long Beach Municipal Code is amended to read as follows:

21.21.501 Authorization and jurisdiction.

A. Authorization. Any aggrieved person may appeal a decision

1 on any project that required a public hearing. Pursuant to Section
2 21.15.120, an Aggrieved person is any person who testified personally or
3 through a representative at a public hearing; or who informed the staff of
4 the Department of Development Services in writing prior to the hearing of
5 an interest in the subject of a hearing.

6 B. Jurisdiction. The Planning Commission shall have jurisdiction
7 on appeals of interpretations made pursuant to Section 21.10.045 and
8 decisions issued by the Zoning Administrator and Site Plan Review
9 Committee, and the City Council shall have jurisdiction on appeals from the
10 Planning Commission as indicated in Table 21-1. Decisions lawfully
11 appealable to the California Coastal Commission shall be appealed to that
12 body.

13 C. Except as specified by this Code, decisions that are
14 recommendations to the Planning Commission or to the City Council are
15 not subject to appeal.

16
17 Section 3. Section 21.21.504 of the Long Beach Municipal Code is
18 amended to read as follows:

19 21.21.504 Time for conducting hearing of appeals.

20 A public hearing on an appeal shall be held:

21 A. In the case of appeals to the Planning Commission, within
22 sixty (60) days of the date of filing of the appeal with the Department of
23 Planning and Building; or

24 B. In the case of appeals to the City Council, within sixty (60)
25 days of the receipt by the City Clerk from the Department of Planning and
26 Building of the appeal filed with the Department.

27 C. The Director of Development Services may provide an
28 extension of the period for an appeal to be adjudicated for up to

1 ninety (90) days.

2

3 Section 4. Section 21.25.101 of the Long Beach Municipal Code is
4 amended to read as follows:

5 21.25.101 Zone changes and zoning regulation amendments.

6 A. Initiation. Zone changes and ordinance amendments may be
7 initiated as provided for in Section 21.21.201.

8 B. Jurisdiction. The City Council shall have the sole authority to
9 rezone a property or to change the text of the Zoning Regulations.

10 However, the City Council shall not act to rezone property or to change the
11 text of the Zoning Regulations without first receiving a recommendation
12 from the Planning Commission in accordance with this Title.

13

14 Section 5. Table 30-1 of Section 21.30.040 of the Long Beach Municipal
15 Code is amended by deleting the following zones: CO, CH and CT.

16

17 Section 6. Section 21.31.225 of the Long Beach Municipal Code is
18 amended to read as follows:

19 21.31.225 Lot coverage.

20 Lot coverage shall conform to the standards specified in Table 31-2.
21 The actual garage area up to four hundred (400) square feet per unit, and
22 up to seven hundred (700) square feet for a single-family dwelling, shall be
23 exempt from lot coverage.

24

25 Section 7. Section 21.31.235.C of the Long Beach Municipal Code is
26 amended to read as follows:

27 C. Garages. The actual garage up to four hundred (400) square
28 feet per unit and up to seven hundred (700) square feet for a single-family

1 dwelling shall be excluded from the calculation of floor area. Floor area
2 above the garage is not excluded.

3
4 Section 8. Section 21.31.255 of the Long Beach Municipal Code is
5 amended to read as follows:

6 21.31.255 Design, treatment and finish.

7 The following design standards shall apply to all single-family
8 detached and attached dwelling units unless, through site plan review, the
9 Site Plan Review Committee or the Planning Commission finds variation
10 from these standards to be appropriate:

11 A. Unit Size. All single-family dwellings shall be at least sixteen
12 (16) feet wide.

13 B. Roof Material. No single-family dwelling shall have roofing
14 materials with a reflective surface that produces glare.

15 C. Siding. No single-family dwelling shall have siding with a
16 reflective surface that produces glare.

17 D. Style. Buildings in the R-1-T and R-3-T districts shall
18 maintain a design style consistent with the style of the adjoining
19 neighborhood.

20 E. Large Single-Family Dwellings. New single-family dwellings
21 and single-family dwelling rebuild projects in the R-1-L zone that exceed
22 five thousand (5,000) square feet in total size or are within ten percent
23 (10%) of the property's maximum floor area ratio shall comply with the
24 following requirements:

25 1. Four-sided architecture is required. Building details and
26 design treatments shall be consistent on all building elevations. Bay
27 windows, chimneys, and other projections shall be incorporated in building
28 design for visual and architectural interest.

1 2. All dwellings shall provide an inset/offset on walls twenty-
2 five (25) feet or greater in length. Wall insets/offsets shall be at least two
3 (2) feet deep and have a span of at least ten (10) feet and extend from
4 grade to eave.

5 3. Primary facades shall be street facing and entrances shall
6 be obvious and visible. The height of porches or covered entryway
7 features shall not exceed fifteen (15) feet.

8 4. Second story windows facing an interior side property line
9 shall not be located directly in line with the second story bedroom windows
10 of a neighboring structure.

11
12 Section 9. Section 21.31.265 of the Long Beach Municipal Code is
13 amended to read as follows:

14 21.31.265 Mechanical equipment screening.

15 Except as otherwise specified by this Code or any applicable PD or
16 Specific Plan, all exterior mechanical equipment shall be screened by
17 visually solid screening devices at least as high as the equipment.

18 Equipment to be screened includes, but is not limited to, air conditioning
19 and refrigeration equipment, duct work, heating, plumbing lines, and utility
20 meters and telecommunications equipment pursuant to the requirements of
21 Chapter 21.56. Additional standards shall apply as follows to improve
22 aesthetic qualities and to prevent unauthorized access into a building.

23 A. R-4-H, PD Zones. In the R-4-H and PD zones which allow
24 high-rise development, all rooftop-mounted equipment (except solar
25 collectors, heater and plumbing vents, passive air vents, roof hatches and
26 rain gutters) shall be screened from public view both at grade and from
27 higher buildings. The Director of Planning and Building shall review all
28 screening for compliance with these provisions.

1 B. R-4-R, R-4-N, R-4-U and PD Zones. In the R-4-R, R-4-N and
2 R-4-U zones, and in PD zones planned for low-rise development, all
3 rooftop-mounted mechanical equipment (except solar collectors, heating
4 and plumbing vents, passive air vents, roof hatches and rain gutters) shall
5 be screened from public view by solid screening devices at least as high as
6 the equipment being screened.

7 C. Materials and Design. Screening materials shall, at a
8 minimum, have evenly distributed openings or perforations not exceeding
9 fifty (50) percent of surface area. All screening devices shall be of a
10 material requiring minimal maintenance. Wood generally shall not be used.
11 All screening devices shall be well integrated into the design of the building
12 through such items as parapet walls, false roofs or equipment rooms.
13 Louvered designs are acceptable if consistent with building design style.

14 D. Substitutions. Well planned, compact, architecturally
15 integrated rooftop equipment may be substituted for screening with the
16 approval of the Director of Planning and Building.

17 E. Secured. All rooftop mechanical equipment shall be secured
18 from unauthorized entry to the satisfaction of the Director of Planning and
19 Building.

20 F. Fire Rings. Rooftop fire rings shall be prohibited in all
21 residential zones.

22
23 Section 10. Section 21.32.020 of the Long Beach Municipal Code is
24 amended to read as follows:

25 21.32.020 Districts established.

26 Nine (9) commercial districts are established by this Chapter as
27 follows:

28 A. Neighborhood Commercial Zoning Districts. The

1 Neighborhood Commercial Zoning District includes neighborhood-serving
2 centers and corridors that provide small scale, low-intensity uses to meet
3 the daily retail and service needs of surrounding residents. Uses and the
4 scale of development shall be compatible with surrounding residential
5 neighborhoods and shall be designed to promote pedestrian and bicycle
6 access. Scale is determined by the size of adjoining residential uses, the
7 commercial lot size and the commercial street width. Special scale
8 restrictions apply in these districts. There are three (3) types of
9 Neighborhood Commercial Districts:

10 1. The Neighborhood Pedestrian (CNP) District is
11 oriented towards serving pedestrians and encouraging pedestrian activity
12 by locating buildings along the primary street frontage and parking behind
13 the buildings.

14 2. The Neighborhood Automobile-Oriented (CNA) District
15 is auto-oriented with buildings set back from the front property line and
16 parking located between the building and the street.

17 3. The Neighborhood Commercial and Residential (CNR)
18 District is a mixed-use district permitting small scale commercial uses
19 and/or moderate density residential development at R-3-T densities.

20 C. Community Commercial Zoning Districts. The Community
21 Commercial Zoning Districts provide medium scale uses that serve an
22 entire community, including those who arrive by automobile, and which
23 may require buffering to ensure compatibility with adjacent residential
24 neighborhoods. These districts are located on major or minor arterials,
25 located on larger lot sizes and adjoining larger scale residential
26 neighborhood uses or are buffered from smaller scale residential
27 neighborhoods. There are four (4) types of Community Commercial
28 Districts:

1 1. The Community Automobile-Oriented (CCA) District
2 permits retail and service uses for an entire community including
3 convenience and comparison shopping for goods and associated services.

4 2. The Community Pedestrian-Oriented (CCP) District
5 permits retail and service uses with a development character intended to
6 encourage pedestrian activity with buildings built to the street property line
7 and parking is to the side or the rear.

8 3. The Community R-4-R (CCR) District is similar to the
9 Community Auto-Oriented District, but also permits moderate density
10 residential development at R-4-R densities.

11 4. The Community R-4-N (CCN) District is similar to the
12 Community Auto-Oriented District, but also permits medium density
13 residential development at R-4-N densities.

14 D. Regional Commercial Zoning District. The Regional
15 Commercial District provides for large scale, mixed uses on large sites in
16 activity centers. These sites are located on major arterial streets and
17 regional traffic corridors. There is one (1) type of Regional Commercial
18 Zoning District:

19 1. The Regional Highway District (CHW) is a commercial
20 use district for mixed scale commercial uses located along major arterial
21 streets and regional traffic corridors. Residential use is not permitted.

22 E. Commercial Storage Zoning District. The Commercial
23 Storage (CS) District encourages storage uses in areas which are
24 particularly difficult to use due to parcel shape, access, adverse
25 environmental conditions, or in areas where parcels are needed to form a
26 buffer from incompatible uses.

27 //

28 //

1 Section 11. Section 21.32.110 of the Long Beach Municipal Code is
2 amended to read as follows:

3 21.32.110 Permitted uses.

4 The principal use in all commercial districts shall be commercial,
5 although some districts are intended for mixed commercial and residential
6 uses. Table 32-1 indicates the classes of uses permitted (Y), not permitted
7 (N), permitted as a conditional use (C), permitted as an administrative use
8 (AP), permitted as an accessory use (A), and permitted as a temporary use
9 (T) in all districts. An asterisk (*) indicates that a use is permitted subject to
10 specific development standards outlined in Chapter 21.45 (Special
11 Development Standards) of this Title.

12
13 Section 12. Section 21.32.120 of the Long Beach Municipal Code is
14 amended to read as follows:

15 21.32.120 Prohibited uses.

16 Any use not specifically permitted by Section 21.32.110, Table 32-1,
17 shall be prohibited, and no commercial uses shall be allowed outside of a
18 building unless indicated as an outdoor use in Table 32-1.

19
20 Section 13. Section 21.32.205 of the Long Beach Municipal Code is
21 amended to read as follows:

22 21.32.205 Lot Size.

23 Table 32-2 indicates the minimum lot size requirements. These
24 requirements may apply only to a new subdivision of existing parcels.

25
26 Section 14. Section 21.32.210 of the Long Beach Municipal Code is
27 amended to read as follows:

28 //

1 21.32.210 Building height.

2 The height of all buildings shall be limited as indicated in Table 32-2.

3

4 Section 15. Section 21.32.220 of the Long Beach Municipal Code is
5 amended to read as follows:

6 21.32.220 Yards.

7 The yard areas indicated in Subsections 21.32.220.A through
8 21.32.220.D shall be clear of all structures from the ground to the sky
9 (except as otherwise permitted) and shall be landscaped and maintained in
10 a neat and healthy condition according to the landscaping provisions of this
11 Title.

12 A. Required. Yard areas shall be provided as indicated in Table
13 32-2.

14 B. Corner Cut-Offs. Corner cut-offs shall be required in all
15 commercial districts at all intersecting streets, driveways or alleys. Nothing
16 shall be erected or allowed to grow within the corner cut-off in such a
17 manner which impedes access or visibility. Required corner cut-offs shall
18 be a minimum of six feet by six feet (6' x 6').

19 C. Permitted Structures. No structures are permitted in required
20 yards, except:

- 21 1. Signs, as specified in the Chapter relating to on-
22 premises signs (Chapter 21.44);
23 2. Outdoor dining;
24 3. Structures allowed in Table 31-3 (structures in required
25 yards, residential districts);
26 4. Vehicle parking as allowed by Table 32-2;
27 5. Vehicle loading in street frontage setbacks as provided
28 in Section 21.41.310; and

1 6. Awnings as allowed by the Uniform Building Code.

2 D. Required Landscaping. All required yard areas, except yards
3 abutting alleys and yards used for outdoor dining, shall contain an area not
4 less than five feet (5') in width planted with trees, shrubs and/or
5 groundcover. The four foot (4') setback area from the abutting alley shall
6 also be landscaped unless such area is used for a driving aisle. For
7 additional landscape requirements, see Chapter 21.42, Landscape
8 Standards.

9
10 Section 16. Section 21.32.225.A.1 of the Long Beach Municipal Code is
11 amended to read as follows:

12 1. Open Storage. Open storage shall be prohibited.
13 Certain merchandise is permitted to be displayed outdoors for sale or rent
14 as indicated in Table 32-1.

15
16 Section 17. Section 21.32.235 of the Long Beach Municipal Code is
17 amended to read as follows:

18 21.32.235 Residential uses in commercial districts.
19 All residential development in commercial districts shall comply with
20 the density and development standards indicated in Table 32-3.
21 Residential uses shall be permitted in commercial districts as indicated in
22 Table 32-1.

23
24 Section 18. Section 21.39.030 of the Long Beach Municipal Code is
25 amended to read as follows:

26 21.39.030 Applicable districts.
27 The commercial corridor (CC) and institutional (I) districts are the
28 only districts appropriate for the high-rise overlay zone.

1 Section 19. Section 21.41.253 of the Long Beach Municipal Code is
2 amended to read as follows:

3 21.41.253 Parking areas - Curb cuts.

4 A curb cut clearance shall be obtained from the Public Works
5 Department and shall be submitted with an application for a building permit.
6 For any nonresidential use with more than a fifty foot (50') frontage on a
7 street, no curb cut shall be permitted within thirty-five feet (35') of an
8 intersection. All unused curb cuts shall be replaced with a full height curb
9 and gutter. For purposes of this Section, "unused curb cut" shall mean any
10 curb cut not used to access required parking that has been approved by
11 the City. The Zoning Administrator may determine when an unused curb
12 cut may remain when justified by existing conditions on the site, including
13 but not limited to:

- 14 A. Properties in Historic Districts;
- 15 B. Properties in Parking-Impacted Areas;
- 16 C. Properties with permitted Accessory Dwelling Units;
- 17 D. Properties with non-conforming uses.

18
19 Section 20. Section 21.52.206 of the Long Beach Municipal Code is
20 amended to read as follows:

21 21.52.206 Automobile related services.

22 The following conditions shall apply to auto repair shops, service
23 stations, car washes, auto upholstery shops, auto parts and tire sales,
24 camper installation businesses, van conversion businesses and the like:

- 25 A. In the CB district, such uses shall be limited to locations inside
26 parking structures;
- 27 B. In the CR zone, conditional use permits shall be limited to the
28 expansion of existing nonconforming uses;

1 C. Automobile service station uses shall be limited to: retail sales
2 of fuel, oil and small vehicle parts;

3 D. The proposed use shall not intrude into a concentration of retail
4 uses and shall not impede pedestrian circulation between retail uses;

5 E. The proposed use shall not create unreasonable obstructions
6 to traffic circulation around or near the site;

7 F. No curb cuts shall be permitted within forty feet (40') of any
8 public roadway intersection;

9 G. No vehicles may be stored at the site for purposes of sale,
10 unless the use is also a vehicle sales lot or for the use as parts for vehicles
11 under repair; and

12 H. The site shall comply with all applicable development
13 standards for open storage and repair uses specified in Chapter 21.45,
14 "Special Development Standards".

15
16 Section 21. Section 21.52.263 of the Long Beach Municipal Code is
17 amended to read as follows:

18 21.52.263 Elementary and secondary schools.

19 The following conditions shall apply to private elementary and
20 secondary schools:

21 A. Such facilities shall be located on a Neighborhood Connector
22 or Local Street as defined by the City of Long Beach Mobility Element;

23 B. Such facilities shall conform to the development standards of
24 the district in which they are located including parking;

25 C. In a residential zone, the site shall be limited to forty thousand
26 (40,000) square feet in size; and

27 D. An applicant seeking to convert an existing commercial
28 building into a school shall file a request with the Building Bureau for a

1 special code compliance inspection. The report shall address all building
2 code issues related to establishing a school in a commercial building. The
3 report must be received by the Planning Bureau before an application for
4 conditional use permit is considered complete.

5 E. The Zoning Administrator may approve an exception to the
6 locational requirements in sub-section A based on the following findings:

7 1. The total number of students, staff and visitors on the site
8 at any one time shall not exceed 100, and;

9 2. The applicant has submitted a plan for accommodating all
10 pick-up and drop-off activity on the site; or

11 3. The applicant has established other trip reduction
12 measures to ensure that the total number of daily trips to and from the site
13 will not exceed the number of trips the Mobility Element has established for
14 the street classification applicable to the site.

15
16 Section 22. Section 21.52.283 of the Long Beach Municipal Code is
17 amended to read as follows:

18 21.52.283 - Vehicle rental services.

19 The following conditions shall apply to vehicle rental service uses:

20 A. In the CB zone, only passenger vehicles and bicycle rentals
21 shall be allowed; and

22 B. Any vehicle repair activities shall comply with the regulations
23 pertaining to outdoor vehicle repair uses as set forth in Chapter 21.45
24 (Special Development Standards). However, in the CB zone, all repair work
25 shall occur within a fully enclosed building.

26
27 Section 23. Table 54-1 of Section 21.54.170 of the Long Beach Municipal
28 Code is amended by amending the Footnotes to read as follows:

1 Footnotes:

2 (a) Required spacing between billboards on same side of the right-of-way,
3 whether electronic or non-electronic.

4 (b) Street classifications are as shown on the Functional Classification of
5 Streets map in the Transportation Element of the General Plan. See
6 equivalence table (Table 54-1A) for updated designations adopted into the
7 2013 General Plan Mobility Element.

8 (c) If a lot has frontage on a right-of-way that is a Freeway, Regional
9 Corridor, or Major Arterial, and on a street that is not a Freeway, Regional
10 Corridor, or Major Arterial, the billboard shall be located no more than 25
11 feet from the property line with frontage on a Freeway, Regional Corridor,
12 or Major Arterial.

13 (d) Any billboard adjacent to a freeway right-of-way, but not freeway-
14 oriented and not adjacent to a Regional Corridor or Major Arterial, shall be
15 prohibited.

16 (e) Billboards in the IP zoning district shall require approval of the Harbor
17 Department.

18 (f) Size shall not be increased over that of the existing billboard unless
19 explicitly approved by the Planning Commission.

20
21 Section 24. The Long Beach Municipal Code is amended by adding
22 Section 21.32.275 to read as follows:

23 21.32.275 Undergrounding of utilities.

24 A. All projects considered new development or rebuilds shall
25 provide for the ability to connect the building to any future undergrounding
26 of utilities that may occur in the block. Such provisions shall include a
27 vacant duct to the appropriate feed point on the public right-of-way for the
28 underground connection.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

B. The utility company's design of the electric system, including locations and aesthetic treatment, shall be in accordance with the regulations of the Public Utilities Commission of the State of California.

C. All projects considered new development or rebuilds shall underground all overhead utility service to the site. In lieu of such undergrounding, the project developer may pay an in-lieu fee to the Department of Public Works for use in the undergrounding within the applicable district. Such districts shall be established within one (1) year of the effective date of this Section and separate funds established for each district. The in-lieu fee shall be established by the City Engineer and applied to the linear footage of the project site.

Section 25. Section 21.32.130, and Tables 32-1A, 32-2A and 32-3A, are hereby repealed.

//

//

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AUTHORIZING THE DIRECTOR OF
DEVELOPMENT SERVICES TO SUBMIT AMENDMENTS
TO THE LONG BEACH ZONING REGULATIONS TO THE
CALIFORNIA COASTAL COMMISSION FOR APPROVAL

WHEREAS, on _____, 2019, the City Council of the City of
Long Beach amended certain provisions of the Long Beach Zoning Regulations, Title 21,
of the Long Beach Municipal Code; and

WHEREAS, it is the desire of the City Council to submit the above
referenced zoning regulation amendments to the California Coastal Commission for its
review; and

WHEREAS, the Planning Commission and City Council gave full
consideration to all facts and the proposals respecting the amendments to the zoning
regulations at a properly noticed and advertised public hearings; and

WHEREAS, the City Council, in accordance with the recommendation of
the Planning Commission, approved the proposed amendments to the zoning regulations
by adopting amendments to Title 21. The proposed zoning regulation amendments are
to be carried out in a manner fully consistent with the Coastal Act and become effective in
the Coastal Zone immediately upon Coastal Commission certification and approval; and

WHEREAS, the City Council hereby finds that the proposed zoning
amendments will not adversely affect the character, livability or appropriate development
in the City of Long Beach and that the amendments are consistent with the goals,
objectives and provisions of the City's General Plan.

NOW, THEREFORE, the City Council of the City of Long Beach resolves as
follows:

