



CITY OF LONG BEACH

H-2

DEPARTMENT OF DEVELOPMENT SERVICES

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Long Beach, CA 90802

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June 19, 2018

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive supporting documentation into the record, conclude the public hearing, adopt Mitigated Negative Declaration MND-04-15, and adopt a Resolution approving an Addendum (02-18) to the Midtown Specific Plan EIR;

Declare an Ordinance approving a Zone Change (ZCHG18-001) to re-designate a portion of the Salvation Army Campus from I (Institutional), CCA (Community Automobile-Oriented), and R-1-N (Single Family Residential) zoning districts to SP-1 (Midtown Specific Plan), read the first time and laid over to the next regular meeting of the City Council for final reading;

Adopt a Resolution amending the Zoning Code (ZCA18-002) by amending the Midtown Specific Plan (SP-1) to address technical errors and provide clarifying language in the Midtown Specific Plan (SP-1); and,

Approve a Site Plan Review (SPR18-020) for a new two-story gymnasium with a fitness center, activity room, youth soccer field, and 70-space parking lot, located at 3012 Long Beach Boulevard; approve a Lot Merger (LMG18-008) to consolidate the Salvation Army Campus into two lots; and, find the proposed vacation of a portion of Elm Avenue north of Spring Street, and two alleys located between Elm and Pasadena Avenues, consistent with the General Plan (GPC18-002). (District 7)

DISCUSSION

On April 19, 2018, the Planning Commission (Attachment A – Planning Commission Report) held a public hearing and recommended that the City Council adopt a Mitigated Negative Declaration, approve a Zone Change, Site Plan Review, and Lot Merger for Phase 2 of the Salvation Army Citadel Campus (Campus), approve an Addendum to the Midtown Specific Plan EIR and Zoning Code Amendment for technical changes to the Midtown Specific Plan (SP-1), and find that the proposed vacations of a portion of Elm Avenue and two alleys were consistent with the General Plan.

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The Campus is situated on a 3.6-acre site at the northeast corner of Long Beach Boulevard and Spring Street. The Campus consists of 10 parcels in an L-shaped configuration ranging from 31st Street to a midblock point, and includes a to-be-vacated portion of Elm Avenue (Attachment B – Location Map). The Campus currently consists of a social services building, administrative offices, chapel, multipurpose building, parking lot, and vacant land. The Campus is adjacent to commercial uses and a Long Beach Memorial Hospital parking lot, and is bordered by single-family residences and oil fields to the north and east. The project site will be developed on vacant land on the Campus.

The proposed project is part of a multiple-phased development of the Campus. The first phase (Application No. 1306-10) involved the conversion of an existing retail building into a social service office without food distribution at 3092 Long Beach Boulevard in 2014. The second phase (Application No.1501-38) consisted of the conversion of a retail hardware store into a chapel (299 seats), a new 3,200-square-foot lobby, a new parking lot with 43 parking spaces, and the demolition of the former two-story (+/- 20,000 SF) chapel/community center. During the second phase of development, oil wells were discovered on the property, which led to the current site design to allow for compliance with Fire and Building Codes for oil wells. The proposed Site Plan Review represents the final phase of the Campus buildout and involves the construction of a 22,931-square-foot, two-story gymnasium with a fitness center and activity room, a new 70-space parking lot, and a youth soccer field.

The proposed Zone Change from CCA, R-1-N, and I to SP-1 allows the properties proposed for the gym and soccer field uses to be incorporated into the Midtown Specific Plan (SP-1) zoning of the existing Phase I improvements (Attachment C - Zone Change Map). As proposed, the project and the consolidated campus would comply with all development standards within the Midtown Specific Plan (SP-1), as shown in Table 1.

The applicant is also requesting approval of a Lot Merger to consolidate eight lots along Pasadena Avenue into one lot, and five lots located on the northeast corner of Long Beach Boulevard and Spring Street into one lot. The former merger is needed to allow the soccer field and associated parking lot to be placed on one lot. Before the Lot Merger can occur, the vacation of a portion of Elm Avenue and the entire portion of two alleys (one north/south and one east/west) located north of the project site must occur so the former rights-of-way can be included in the merged parcel. A hammerhead turnaround will be constructed on Elm Avenue along the northern project site boundary to allow emergency vehicles ingress and egress to the site. The plans for the proposed project can be found in Attachment D; findings and conditions of approval for the project can be found in Attachment E.

Table 1 - Midtown Specific Plan Compliance			
Development Standards	Required	Proposed	Complies with SP-1
Maximum Building Height	36 Feet	36 Feet	Yes
Maximum Floor Area Ratio	1.5	<1.5	Yes
Minimum Lot Size	10,000 square feet	3.6 acres	Yes
Minimum Side Setback	6 Feet	6 Feet	Yes
Minimum Rear Setback	5 Feet	15'4"	Yes
Parking	66 spaces @ 2 per 1,000 (Monday-Friday daytime) 151 spaces @ 2 per 1,000 (Evenings and Weekends)	180 spaces	Yes

The General Plan Land Use Element establishes Land Use Districts, which provide general guidance as to the type and density of land uses considered appropriate. The project site is located within Land Use District No. 7 (Mixed Use). The Land Use Element states, "The district is intended for use in large, vital activity centers, not in strips along major arterials." The proposed rights-of-way vacations will reduce the length of an existing street (Elm Avenue), and remove a north/south and east/west alley adjacent to the property to allow the Campus to be consolidated into integrated development and create a cohesive campus-like setting. Therefore, the proposed vacations are consistent with the Land Use Element.

The Mobility Element does not identify Elm Avenue, nor the subject alleys for any street improvements and does not provide a street classification. Public Works staff has preliminarily reviewed the street and alley vacation requests and have determined that vacating this segment of Elm Avenue and both alleys will not impede traffic flow, nor block entrances or exit ways. Staff have determined that the vacations are consistent with the Mobility Element (Attachment F – Vacation Plans). There will be Conditions of Approval on the project that provide for improvements to the alleys that are to be vacated.

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a Mitigated Negative Declaration (MND) has been prepared for this project (Attachment G – Mitigated Negative Declaration). The MND was circulated for a public review period from March 1, 2018 to March 30, 2018. Written comments were only received from County Sanitation District of Los Angeles County. None of the comments

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received identified potential environmental impacts not analyzed in the MND, or provided evidence requiring recirculation of the MND. The MND included mitigation measures for Biological Resources, Cultural Resources, Noise, Transportation and Traffic, and Tribal Cultural Resources. The MND determined that the project, in compliance with all mitigation measures set forth in the MND, will not result in any significant adverse environmental impacts.

This request includes a Zoning Code Amendment to allow for minor amendments to SP-1 that provide clarification to ambiguities and minor updates to the text. The text language proposed is technical in nature and does not affect land development standards or policies of the Midtown Specific Plan. The text amendments are summarized below, and provided in the attached Midtown Specific Plan (Attachment H - Midtown Specific Plan Amendments):

- Table 3-2: Change churches from being conditionally permitted to a by-right use in compliance with the Federal Religious Land Use and Institutionalized Persons Act
- Section 3.6: Clarify open space requirements for residential developments
- Section 7.2.2: Correct an error in the listed hearing bodies for Specific Plan Amendments
- Section 7.2.3, Number 2: Clarify when Site Plan Review is necessary for residential projects
- 7.3.3, Task 3: Clarify implementation of funding for new parks for new development

An Addendum to the Midtown Specific Plan Program Environmental Impact Report (EIR) was prepared to analyze the Zoning Code Amendment. The Addendum determined that the minor text changes are in compliance with the Program EIR for the Midtown Specific Plan, and will not result in any significant adverse environmental impacts. The preparation and public availability of the MND and Addendum to the Midtown Specific Plan EIR have been carried out in compliance with the provisions of CEQA and the CEQA Guidelines.

The Planning Commission found the proposed project conforms with the requirements of the applicable Zoning Regulations, and that all other relevant findings of fact necessary for approval are met. Therefore, the Planning Commission recommends that the City Council adopt Mitigated Negative Declaration MND-04-15; approve the Zone Change, Site Plan Review, and Lot Merger; approve an Addendum to the Midtown Specific Plan EIR and a Zoning Code Amendment; and, find the vacation of Elm Avenue and the two alleys consistent with the General Plan.

Public hearing notices were distributed on June 5, 2018, and the notice was published in the Long Beach Press-Telegram in accordance with the provisions of the Long Beach Municipal Code. No responses were received as of the preparation of this report.

This matter was reviewed by Assistant City Attorney Michael J. Mais on May 23, 2018 and by Budget Management Officer Rhutu Amin Gharib, May 31, 2018.

TIMING CONSIDERATIONS

City Council action is requested on June 19, 2018. 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 April 19, 2018.

FISCAL IMPACT

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

Respectfully submitted,



LINDA F. TATUM, AICP
DIRECTOR OF DEVELOPMENT SERVICES

LT:CT:cc
P:\Planning\City Council Items (Pending)\Council Letters\2018\2018-06-19\3012 LBB Salvation Army\DS - 3012 Long Beach Blvd City Council letter.v5.doc

APPROVED:



PATRICK H. WEST
CITY MANAGER

- Attachments:
- City Council Ordinance for Zone Change (ZCH18-001)
 - City Council Resolution for Addendum to Midtown Specific Plan EIR
 - City Council Resolution for Specific Plan Amendment (ZCA18-002)
 - Attachment A – April 19, 2018 Planning Commission Agenda Report
 - Attachment B – Project Location and Vicinity Map
 - Attachment C – Zone Change Map
 - Attachment D – Plans and Renderings
 - Attachment E – Findings and Conditions
 - Attachment F – Street/Alley Vacation Plans
 - Attachment G – Mitigated Negative Declaration 04-15
 - Attachment H – Midtown Specific Plan Amendments

1 RESOLUTION NO.

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH APPROVING AN ADDENDUM TO
5 THE ENVIRONMENTAL IMPACT REPORT PREPARED FOR
6 THE MIDTOWN SPECIFIC PLAN (STATE CLEARING-
7 HOUSE NO. SCH2015031034) WITH RESPECT TO THE
8 SALVATION ARMY/LONG BEACH CITADEL CORPS
9 PROJECT
10

11 WHEREAS, on May 24, 2016, the City Council of the City of Long Beach
12 certified a Final Environmental Impact Report (FEIR) (State Clearinghouse No.
13 SCH2015031034) prepared to analyze the environmental impacts associated with the
14 Midtown Specific Plan;

15 WHEREAS, on April 19, 2018, the Planning Commission of the City of Long
16 Beach held a duly noticed public hearing and recommended that the City Council
17 approve an Addendum to the Midtown Specific Plan Environmental Impact Report and
18 likewise recommended that the City Council approve a Zone Change (ZCHG18-001) to
19 re-designate a portion of the Salvation Army Campus from the I (Institutional), CCA
20 (Community Automobile-Oriented), and R-1-N (Single Family Residential zoning districts
21 to SP-1 (Midtown Specific Plan), and amending and restating the Midtown Specific Plan
22 (SP-1) to address technical errors and provide clarifying language in the Midtown Specific
23 Plan (SP-1), to facilitate the multi-phased development of the campus; and the Planning
24 Commission made all necessary findings to support said recommendations;

25 WHEREAS, in order to conduct environmental review of the Project in
26 accordance with the California Environmental Quality Act ("CEQA," codified at California
27 Public Resources Code §§ 21000, et seq., as further governed by the State CEQA
28 Guidelines, 14 California Code of Regulations §§ 15000, et seq.), an Addendum to the

1 Midtown Specific Plan Final Environmental Impact Report has been prepared for the
2 Project, which "Addendum" is attached hereto and incorporated herein by this reference
3 as Exhibit "A" as though set forth in full, word for word;

4 WHEREAS, in accordance with 14 California Code of Regulations
5 §15164(b), and as is more fully set forth in the above referenced Addendum (Exhibit A),
6 the Addendum concludes that no supplemental or subsequent Environmental Impact
7 Report ("EIR") is required because: (a) no substantial changes are proposed by the
8 Project which will require major revisions of the Midtown Specific Plan Final
9 Environmental Impact Report ; (b) no substantial changes have occurred with respect to
10 the circumstances under which the Project is being undertaken which will require major
11 revisions in the Midtown Specific Plan Final Environmental Impact Report; and (c) no new
12 information which was not known and could not have been known at the time the
13 Midtown Specific Plan Final Environmental Impact Report was certified has become
14 available;

15 WHEREAS, at a duly-noticed meeting of the City Council of the City of Long
16 Beach on June 19, 2018, the City Council had the opportunity to receive and consider
17 public comment on the Addendum and the Project, as well as to review and
18 independently consider those documents themselves, along with a presentation from
19 staff on the same;

20 WHEREAS, the City Council makes and accepts as its own, the findings set
21 forth in Exhibit A, which has been attached hereto and incorporated herein by reference;

22 WHEREAS, the documents and other materials which constitute the record
23 of proceedings upon which the City Council bases its decision and the findings contained
24 within this Resolution are available and may be reviewed at the Long Beach City Hall,
25 located at 333 W. Ocean Boulevard, Long Beach, California 90802 in the Department of
26 Development Services located on the 5th Floor of said City Hall.

27 //

28 //

1 NOW, THEREFORE, the City Council of the City of Long Beach hereby
2 finds, determines and resolves as follows:

3 Section 1. Recitals.

4 The recitals set forth above are adopted as further findings of the City
5 Council.

6 Section 2. California Environmental Quality Act Findings.

7 The City Council has reviewed the Addendum to the Midtown Specific Plan
8 Environmental Impact Report and finds that an addendum is the proper environmental
9 review document under CEQA because: (a) no substantial changes are proposed by or in
10 the Project which will require major revisions to the Midtown Specific Plan Environmental
11 Impact Report; (b) no substantial changes have occurred with respect to the
12 circumstances under which the Project is being undertaken which will require major
13 revisions to the Midtown Specific Plan Environmental Impact Report; and (c) no new
14 information has become available which was not known and could not have been known
15 with the exercise of reasonable diligence at the time the Midtown Specific Plan
16 Environmental Impact Report was certified that shows any of the factors set forth in
17 14 C.C.R. § 15164(a)(3). The City Council further finds that the Addendum reflects the
18 Council's independent judgment and analysis, and that there is no substantial evidence
19 that the Project will have a significant effect on the environment. Based on its
20 independent review and consideration, the City Council hereby finds that the Addendum
21 complies with the requirements of CEQA and adopts the conclusions in the Addendum
22 on the basis of the evidence and reasoning set forth therein and on the record of the
23 proceeding initiated to undertake this review.

24 Section 3. City Council Approval of Addendum.

25 The City Council hereby approves Exhibit "A," the Addendum to the
26 Midtown Specific Plan Environmental Impact Report, prepared with respect to the
27 Salvation Army Long Beach/Citadel Corps project for the property located at 3012 Long
28 Beach Boulevard and likewise further described in the Addendum, based on the above

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
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findings. Moreover, the City Council finds that the Addendum has fully and accurately reviewed the Project and all findings set forth in Section 2 above are still true and correct.

Section 4. City Council Approval of Project.

The City Council hereby approves and adopts Mitigated Negative Declaration MND-04-15, and adopts this Resolution approving an Addendum to the Midtown Specific Plan Environmental Impact Report (EIR); approves an ordinance zone change (ZCHG18-001) to re-designate a portion of the Salvation Army Campus from the I (Institutional), CCA (Community Automobile-Oriented), and R-1-N (Single Family Residential zoning districts to SP-1 (Midtown Specific Plan), and approves a resolution amending and restating the Midtown Specific Plan (SP-1) to address technical errors and provide clarifying language in the Midtown Specific Plan (SP-1); approves a Site Plan Review (SPR18-020) for a new two-story gymnasium with a fitness center and activity room, a youth soccer field, and a 70-space parking lot located at 3012 Long Beach Boulevard; approve a Lot Merger (LMG18-008) to consolidate the Salvation Army Campus into two lots; and find the proposed vacation of a portion of Elm Avenue north of Spring Street, and two alleys located between Elm and Pasadena Avenues, consistent with the General Plan (GPC18-002), as said areas are more particularly described in the subject Addendum and in the Applications on file in this action, which Applications are incorporated herein by this reference as though set forth herein in full, word for word.

Addendum to the Midtown Specific Plan EIR

SCH No. 2015031034

General Plan Amendment for Salvation Army

Corridor

(Application No. 1511-12/ ZCHG 18-001)

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1. Introduction

1.1 BACKGROUND, PURPOSE, AND SCOPE

This document is an Addendum to the previously certified Environmental Impact Report (EIR) (State Clearinghouse No. 2015031034) for the adopted Midtown Specific Plan (Approved Project of Midtown Specific Plan) and addresses proposed zoning changes to the Long Beach Boulevard/Spring Street corridor area of the Midtown Specific Plan. The zone change and boundary change to the Midtown Specific Plan will create a unified site under a single zoning designation for the Salvation Army campus. While all operating as a single campus, and all found within General Plan Land Use District 7 (Mixed Uses), the parcels currently are zoned a mix of R-1 (Single Family Homes), I (Institutional), CCA (Commercial), and SP-1 (MTSP). Together these areas serve as the area for the “*Proposed Project*”. Refer to Section 1.1.3, *Proposed Project*, of this document for a detailed project description.

The 2016 Draft EIR and 2016 Final EIR of the Approved Project (collectively referred to as the 2016 Certified EIR), in conjunction with this EIR Addendum, serve as the environmental review for the Proposed Project, as required by the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, Chapter 3, Sections 15000–15387). Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Long Beach (City) is the Lead Agency charged with deciding on the Proposed Project. This EIR Addendum addresses the potential environmental impacts associated with the Proposed Project as compared to the Approved Project. The Proposed Project includes the Project Area covered by the Midtown Specific Plan (Specific Plan Area, which totals 369 acres) and three additional parcels outside of the Midtown Specific Plan. A description of the Approved Project and Proposed Project are provided below.

1.1.1 Approved Project (Midtown Specific Plan)

The Approved Project analyzed in the 2016 Certified EIR consists of City adoption of the Midtown Specific Plan (Specific Plan Area), extraction of the two residential blocks around Officer Black Park from PD-29 (Area Outside the Specific Plan), and retention of the underlying conventional zoning designations already in place for the two extracted residential blocks. Each of the project areas and components is described below.

Specific Plan Area

The Approved Project provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard. The Midtown Specific Plan Area currently contains just under 1,900 residential units and a little over 2.6 million square feet of commercial and employment uses, as well as medical facilities with over 950 licensed hospital beds and three hotels with approximately 200 hotel rooms. The Approved Project increased the number of permitted residential units within the Midtown

Specific Plan Area to just over 3,600 units—approximately 1,700 more than existing conditions but about 2,200 less than would be allowed under the current PD-29 zoning.

The Midtown Specific Plan allows commercial and employment building square footage of 2.9 million square feet (a net increase of almost 369,000 square feet over existing conditions) by concentrating and intensifying development at key transit and employment nodes. The buildout projections for the Specific Plan assume a small increase in the number of licensed hospital beds (27 beds) and the addition of a business hotel with up to 81 hotel rooms.

1.1.2 2016 Certified EIR

On June 24, 2016, the Long Beach City Council certified the 2016 Certified EIR and adopted the Approved Project. The 2016 Certified EIR analyzed environmental impacts of the Approved Project. Most impacts identified in the EIR were determined to be less than significant after implementation of mitigation measures. However, the following impacts were determined to be significant and unavoidable even after implementation of feasible mitigation:

- **Air Quality Standards (Construction).** The Approved Project was found to generate short-term emissions that exceed the South Coast Air Quality Management District's (SCAQMD) regional construction significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.
- **Air Quality (Operational).** The Approved Project was found to generate long-term emissions that exceed SCAQMD's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin.
- **Air Quality (Construction).** It was determined that construction activities related to buildout of the Approved Project could expose sensitive receptors to substantial pollutant concentrations of NO_x, CO, PM₁₀, and PM_{2.5}.
- **Air Quality Plan (Construction and Operational).** It was determined that the Approved Project is a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan.
- **Greenhouse Gas (GHG) Emissions (Operational).** It was determined that buildout of the Approved Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet SCAQMD's Year 2035 Target efficiency metric of 2.4 metric tons of CO_{2e} per year per service population or the long-term GHG reduction goal under Executive Order S-3-05.

1. Introduction

- **Noise (Construction).** It was determined that noise from construction activities associated with future development projects that would be accommodated by the Approved Project could result in substantial impacts to sensitive receptors.

1.1.3 Proposed Project

The City is processing Zone Change (ZCHG 18-001) to implement land use designation changes to the Long Beach Boulevard/Spring Street corridor area of the Midtown Specific Plan (SP1) District as well as conforming text and map changes to the Midtown Specific Plan, see Figure 1, *Vicinity Map*. The combined Project Area consist of 12 parcels comprising 3.6 acres of the Salvation Army campus at 3012 Long Beach Boulevard and 455 East Spring Street. The current use of the project site, for religious, social, and educational services will continue. The Zone Change will create a unified site under a single zoning designation SP-1 (Midtown Specific Plan), see Figure 2, *Proposed Zone Change*.

The Proposed Project includes one application:

Application No. 1511-12 consists of ZCHG 18-001 and ZTA 18-002) to: 1) amend Part 15 of the Zoning Ordinance Map from SP-1 (Midtown Specific Plan), CCA (Commercial), R-1-N (Single Family) and I (Institutional) to SP-1 (Midtown Specific Plan) on 12 lots located near the intersection of Long Beach Boulevard and Spring Street. The action also includes making conforming text and map changes to the Midtown Specific Plan to include the full Salvation Army campus within the boundaries of the Specific Plan. This action also correct typographical errors and ambiguities in the Specific Plan text impacting Table 3-2 (related to Church uses), Section 3.6, Table 3-7, Section 5.4.3, Section 7.2.2, Section 7.2.3, Section 7.3.3, and updating the cover and inside cover of the document.

1. Introduction

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Figure 2 Proposed Zone Change

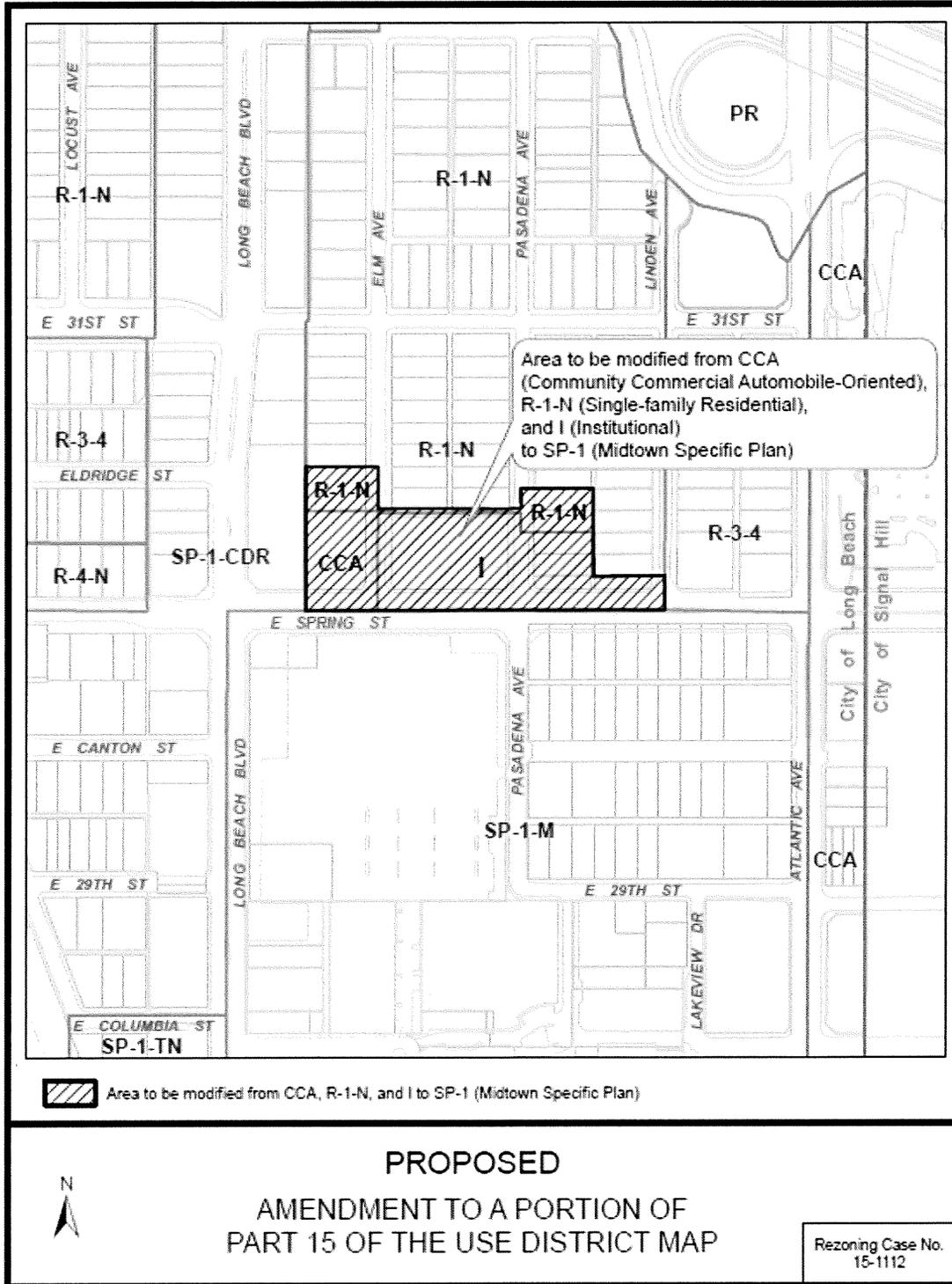


EXHIBIT "B"

1. Introduction

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Proposed Project Buildout

The Proposed Project would create consistency between the zoning designations across the entire Salvation Army campus. This Proposed Project would not increase the allowable development in the Project Area beyond that anticipated and analyzed by the 2016 Certified EIR for the Approved Project. The change from the split of zones across multiple parcels to a more rational single zone across the entire Salvation Army campus will allow for more unified and consistent regulation. The resulting development would be allowed under both configurations, the existing zoning with a Conditional Use Permit or under the proposed zoning as a matter of right pursuant to the Midtown Specific Plan.

The technical, typographical and mapping changes to the Specific Plan do not result in changes to the total allowable amount of development. These changes adjust the plan boundaries to include the full Salvation Army site, and provide clarity to policy sections of the plan that currently result in ambiguity during the processing of development project. No changes to the height, FAR, or parking regulations are contemplated.

Lead Agency and Discretionary Approvals

This EIR Addendum documents the City's consideration of the potential environmental impacts resulting from the Proposed Project and explains why CEQA analysis in the form of a subsequent EIR or supplemental EIR is not required. The City of Long Beach is the lead agency and has approval authority over the Proposed Project. Discretionary approvals for the Proposed Project include:

Application No. 1511-12

- Zone Change (ZCHG 18-001)
- Zoning Code Amendment (ZCA 18-002)

1.2 INCORPORATION BY REFERENCE

This Addendum incorporates by reference the technical studies provided in the appendices and the documents described below in accordance with CEQA Guidelines § 15148 and 15150.

- City of Long Beach Midtown Specific Plan
- Final EIR for the City of Long Beach Midtown Specific Plan (SCH No. 2015031034), dated March 2016.

The technical studies and documents are available for review at the City of Long Beach, Development Services Department, 333 West Ocean Boulevard, 5th Floor, Long Beach, CA 90802.

2. Environmental Findings

The CEQA Guidelines provide detailed information on when a subsequent EIR, supplemental EIR, and EIR Addendum can be prepared. This chapter considers the provisions of CEQA Guidelines Sections 15162, 15163, and 15164 and analyzes impacts associated with the changes to the Approved Project.

2.1 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines, the City's review of the Addendum focuses on the potential environmental impacts associated with the Proposed Project that might cause major revisions to the 2016 Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects pursuant to State CEQA Guidelines Section 15162.

Pursuant to CEQA Section 21166 and State CEQA Guidelines Section 15162, when an EIR has been certified or a negative declaration adopted for a project, no subsequent or supplemental EIR or negative declaration shall be prepared for the project unless the lead agency determines that one or more of the following conditions are met:

- Substantial project changes are proposed that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes would occur with respect to the circumstances under which the project is undertaken that require major revisions to the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified or the negative declaration was adopted shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
 - B. Significant effects previously examined will be substantially more severe than identified in the previous EIR.
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be

2. Environmental Findings

feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.

2. Environmental Findings

- D. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

If some changes or additions to the previously prepared EIR or negative declaration are necessary, but none of the conditions specified in Section 15162 are present, the lead agency shall prepare an addendum (CEQA Guidelines Section 15164[a]).

This Addendum analyzes the potential impacts of the Proposed Project as compared to the Approved Project and any changes to the existing conditions that have occurred since certification of the 2016 Certified EIR. It also reviews any new information related to environmental impacts, mitigation measures and/or alternatives (if any) that was not known and could not have been known with exercise of reasonable diligence at the time that the 2016 Certified EIR was certified. It further examines whether, as a result of any changes or any new information, a Subsequent EIR or negative declaration may be required. This examination includes an analysis of the provisions of CEQA Section 21166 and State CEQA Guidelines Section 15162 and their applicability to the Proposed Project.

2.2 ENVIRONMENTAL ANALYSIS

This section describes the requirements for the preparation of a Subsequent EIR and EIR Addendum and demonstrates why the preparation of an Addendum to the 2016 Certified EIR is appropriate for the Proposed Project.

2.2.1 CEQA Guidelines, Section 15162: Subsequent EIRs and Negative Declarations

CEQA Guidelines Section 15162(a) states,

When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. **No substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.** (14 CCR Section 15162[a][1])

Approval of the Proposed Project would not require major revisions to the 2016 Certified EIR because no new significant environmental effects or substantial increase in the severity of previously identified significant effects would occur. The change in zoning designations associated with the Proposed Project would bring the greater Project Area and full Salvation Army campus into unified regulations under the

2. Environmental Findings

Midtown Specific Plan zoning of the Project Area. Although the Addendum addresses a Zone Change for parcels outside of the of Midtown Specific Plan area there is no new construction proposed in conjunction with the change in zoning and therefore no need for a subsequent Environmental Impact Report. Furthermore, construction contemplated under a separate action and a separate CEQA review found no significant impacts after mitigation associated with the Salvation Army proposal. The proposal would be allowed under the existing zoning however the unified approach provides more orderly regulation in conformance with good zoning practice. No physical change is anticipated between the no project (development under existing zoning) and the proposed project (with zoning unified in SP-1 Midtown Specific Plan). Text and map changes to the Specific Plan and clarifying in nature and do not result in changes to the total amount of development nor the height or amount of such development.

The analysis below, which discusses environmental topic areas listed in Appendix G of the CEQA Guidelines, demonstrates that no substantial changes are proposed and no major revisions of the 2016 Certified EIR would be required due to approval of the Proposed Project.

Aesthetics. The Project Area is built out with buildings, surface parking lots, abandoned oil wells and empty lots (that were previously developed). There have been no substantial changes to the existing Project Area since adoption of the 2016 Certified EIR that would require changes to the EIR. The proposed zone change and zoning code amendment would bring the Project Area into consistency with the underlying Midtown Specific Plan zoning and buildout assumptions used for that area. Future development would be subject to the Midtown Specific Plan zoning standards for setbacks, height requirements, and building design as analyzed in the 2016 Certified EIR. The Proposed Project is consistent with the Midtown Specific Plan. Therefore, any changes to the aesthetic or visual character of the Project Area or its surroundings has already been accounted for in the 2016 Certified EIR. Transferring the full project area out of various zones and into unified regulation under the Midtown Specific Plan will assure that all projects on the full site are subject to the Design Guidelines and Standards contained within the Specific Plan. No new or substantially greater impacts related to aesthetics would occur.

Agriculture and Forestry Resources. No agricultural or forestry resources were identified for the Project Area in the 2016 Certified EIR. The Proposed Project increased the proposed development area to include parcels outside of the original project area; it would not result in impacts to new or previously unknown agricultural or forestry resources. This fact remains unchanged for the Proposed Project. No new impacts or substantially greater impacts related to agricultural or forestry resources would occur.

Air Quality. The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in construction or operational emissions compared to the Approved Project. Mitigation Measures AQ-1 through AQ-6 would apply to the Proposed Project. Therefore, no new or substantially greater impacts related to air quality would occur. The Proposed Project including proposed development area to include parcels outside of the original project

2. Environmental Findings

areas would not result in impacts to new or previously unknown air quality impacts. Bringing all the impacted parcels into the Specific Plan will assure that all projects, including small projects that may have been categorically exempt from CEQA in existing zones (such as I, CCA) will be subject to the strict mitigations of the Midtown Specific Plan Program EIR.

Biological Resources. The 2016 Certified EIR found that the Project Area is generally graded, previously-disturbed, and highly urbanized, and, therefore, does not support sensitive biological habitats, communities, species, or wetlands. No biological resources or habitat conservation plans were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project included the expanded area just east of the area of the Midtown Specific Plan. A visual inspection of the project site reveals that the area is fully developed and surrounded by developed sites, all lacking significant habitat or biological resources. Therefore, as with the Approved Project, the Proposed Project would not impact such resources. No new impacts or substantially greater impacts related to biological resources would occur.

Cultural Resources. The 2016 Certified EIR identified 66 potential historical resources that required further evaluation pursuant to Mitigation Measure CUL-1. Redevelopment projects are also required to implement Mitigation Measure CUL-2 to protect other potential historical properties that turn 50 years old after adoption of the Midtown Specific Plan. No new historical resources have been identified in the Project Area since adoption of the Midtown Specific Plan. Although the Proposed Project slightly expands the proposed development area to include parcels outside of the original project areas it would not result in impacts to new or previously unknown cultural resources. Development within the Project Area must comply with Mitigation Measures CUL-1 and CUL-2. Therefore, no new or substantially greater impacts related to cultural resources would occur.

Geology and Soils. Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project and less than significant. Development of the site must comply with building code and DOGGR standards. While the project site does include abandoned oil wells, they have been abandoned to California safety standards. All grading is required to meet the requirements of the California Building Code and recommendations of the Geotechnical Engineer. No new or substantially greater impacts related to geology and soils would occur.

Greenhouse Gas Emissions. The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in GHG emissions compared to the Approved Project. No new or substantially greater impacts related to GHG emissions would occur.

Hazards and Hazardous Materials. Implementation of the Proposed Project would not result in a change in buildout or total development. Development within the Project Area would be required to comply with

2. Environmental Findings

Mitigation Measures HAZ-1 and HAZ-2. Therefore, no new or substantially greater impacts related to hazards and hazardous materials would occur.

Hydrology and Water Quality. The existing conditions have not changed in the Project Area since certification of the 2016 Certified EIR. The 2016 Certified EIR determined that the Adopted Project would not increase runoff over existing conditions, except where single-family residential would be redeveloped as multifamily residential. Additionally, the Adopted Project required drainage improvements specified in Mitigation Measures HYD-1 through HYD-4, which are consistent with those outlined in the 2005 Master Plan of Drainage Update and identified by the City of Long Beach Public Works Department.

Implementation of the Proposed Project would not result in a change in buildout or development area. Therefore, impacts related to geology and soils would be the same as the Approved Project. Development within the Project Area would be required to comply with Mitigation Measures HYD-1 through HYD-4. Therefore, no new or substantially greater impacts related to hydrology and water quality would occur.

Land Use and Planning. The Proposed Project involves a zone change for the Project Area to bring the full area into consistency with the underlying Midtown Specific Plan zoning of the Project Area. This change is consistent with the underlying General Plan Land Use Element which identifies the full Project Area as LUD No. 7 (Mixed Uses). Use of the site is allowed under existing and proposed zoning therefore any impacts to Land Use and Planning would reflect a lessening of impacts not intensification. A unified zoning scheme will regulate the entire Salvation Army campus under a single set of regulations within the Midtown Specific Plan.

Mineral Resources. No mineral resources were identified for the Project Area in the 2016 Certified EIR. This fact remains unchanged for the Proposed Project. No new impacts or substantially greater impacts related to mineral resources would occur.

Noise. The Proposed Project would not increase the development assumptions analyzed for the Project Area in the 2016 Certified EIR. Therefore, there would be no increase in square footage, population, or vehicle trips that would result in an increase in construction or operational-related noise impacts compared to the Approved Project. Mitigation Measures N-1 through N-5 would apply to the Proposed Project. Therefore, no new or substantially greater impacts related to noise would occur.

Population and Housing. Project implementation would not result in the generation of additional housing or population, nor the additional removal of existing housing or population. Residential development and increase in population that would occur within the Project Area (as accommodated by the Midtown Specific Plan) was already considered and analyzed in the 2016 Certified EIR. Therefore, any increase in housing and population for the Project Area has already been accounted for in the 2016 Certified EIR. The parcels outside of the original project area are currently developed and may be redeveloped for religious, educational and social service buildings. No new or substantially greater impacts than related to

2. Environmental Findings

population and housing would occur. The proposed project would facilitate greater delivery of services to current and future residents in the larger project and regional area.

Public Services. Implementation of the Proposed Project would not result in impacts to or need for additional public services, including fire, police, school, and library. While the Proposed Project involves a change in zoning for the Project Area, its impacts to public services were already considered and analyzed in the 2016 Certified EIR. Therefore, the impacts to public services as a result of actual development permitted within the Project Area have already been accounted for in the 2016 Certified EIR. The demand for public services would not change under the Proposed Project, and no new or substantially greater impacts related to public services would occur. Any new current or future development of the site will be required under the Long Beach Municipal Code to pay impact fees associated with Police, Fire and other Public Services.

Recreation. Impacts to recreational facilities and services were already considered and analyzed in the 2016 Certified EIR. The Proposed Project would not increase the need for additional recreational resources. Therefore, the impacts to recreational facilities and services as a result of actual development permitted within the Project Area have already been accounted for in the 2016 Certified EIR. The demand for recreational facilities and services would not change under the Proposed Project, and no new or substantially greater impacts related to recreation would occur. It is anticipated that the parcels added to the Midtown Specific Plan will provide recreational opportunities for current and future residents through on-site open-space, gymnasiums and other cultural and recreational offerings.

Transportation and Traffic. As stated previously, the Proposed Project would not generate additional traffic (vehicular, pedestrian, or bicycle) compared to the Adopted Project and building assumptions used in the 2016 Certified EIR. Development that would occur within the Project Area is and its impacts to transportation and traffic were already analyzed and mitigated for in the 2016 Certified EIR. Development is required to comply with Mitigation Measures TRAF-1 and TRAF-2.

TRAF-1 requires preparation of a site-specific traffic study as part of the subsequent review for development projects. The *Site-Specific Traffic Impact Study prepared for the development at 1836-1852 Locust Avenue*, prepared by KOA Corporation (October 2017) determined that the addition of project-related traffic to the adjacent intersection of Long Beach Boulevard and Pacific Coast Highway and Palmer Court and Pacific Coast Highway would not cause any significant impacts. Additionally, the *Traffic Impact Analysis, 1795 Long Beach Boulevard Mixed-Use Development Project, Long Beach, California* prepared by Linscott, Law & Greenspan Engineers (June 27, 2017) determined that the addition of project-related traffic would not significantly impact surrounding area intersections. Specifically, no significant impact would occur at: 1) Pacific Avenue at PCH, 2) N. Palmer Court at PCH, 3) Long Beach Boulevard at PCH, 4) N. Palmer Court at 16th Street, or 5) Long Beach Boulevard at 16th Street under existing plus project and cumulative year 2020 conditions. Therefore, the proposed project has satisfied the requirements of Mitigation Measure TRAF-1.

2. Environmental Findings

No new or substantially greater impacts related to transportation and traffic would occur.

Utilities and Service Systems. Implementation of the Proposed Project would not result the need for additional utilities or services systems, including water and wastewater collection and treatment facilities and systems, drainage facilities and systems, and solid waste facilities. The Proposed Project would be required to comply with Mitigation Measures USS-1 and USS-2 of the 2016 Certified EIR. The demand for utilities and service systems would not change under the Proposed Project, and no new or substantially greater impacts related to utilities and service systems would occur.

Conclusion. In accordance with the CEQA Guidelines, since none of the conditions specified in Section 15162 are present, the City has determined that an Addendum to the 2016 Certified EIR is the appropriate form of environmental review for the Proposed Project.

- 2. No substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. (14 CCR Section 15162(a)(2))**

Approval of the Proposed Project would not require major revisions to the 2016 Certified EIR because no substantial changes have occurred with respect to the circumstances under which the Approved Project was undertaken. Existing conditions of the Project Area have not changed since adoption of the Approved Project and certification of the 2016 Certified EIR. The revisions under the Proposed Project would not result in any physical changes to the environment that would cause new significant effects or increase the severity of previously identified impacts.

Although a statement of overriding considerations was made in conjunction with the 2016 Certified EIR, substantial changes in the circumstances under which the project was undertaken have not occurred since the Approved Project was adopted on June 24, 2016. No substantial increases in the severity of impacts would occur. Therefore, the Proposed Project would not have new significant environmental effects or substantially increase the severity of previously identified significant effects due to changes in circumstances.

- 3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:**
 - a. The project will not have one or more significant effects not discussed in the previous EIR. (14 CCR Section 15162(a)(3)(A))**

No new information has been introduced that would increase the severity of the identified cumulative impacts or cause new significant effects not discussed in the 2016 Certified EIR. The change in land

2. Environmental Findings

use designations under the Proposed Project is not considered new information of substantial importance that was not previously known. The Proposed Project would not increase previously identified impacts or result in new areas of development or other changes to the physical environment outside the original project area.

b. Significant effects previously examined will not be substantially more severe than shown in the previous EIR. (14 CCR Section 15162(a)(3)(B))

No new information has been introduced that would increase the severity of impacts discussed in the 2016 Certified EIR. The Proposed Project does not propose nor allow new development or other changes to the physical environment that were not previously analyzed.

c. No mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative" (14 CCR Section 15162(a)(3)(C))

The 2016 Certified EIR incorporated all feasible mitigation measures. Since certification of the 2016 Certified EIR, no new, previously unknown information of substantial importance has come to light that would affect the mitigation measures that were adopted or the alternatives that were considered as a part of the decision-making process.

The Proposed Project would not create new significant effects that were not previously analyzed, nor would the magnitude of impacts exceed those found in the 2016 Certified EIR. No new mitigation measures are proposed, and the Mitigation Monitoring and Reporting Program adopted as a part of the 2016 Certified EIR remains adequate to mitigate impacts of the Proposed Project.

The alternatives that were analyzed also remain applicable to the Proposed Project and do not need to be reconsidered; therefore, the Proposed Project does not create new impacts that would require new analysis of project alternatives.

d. No mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (14 CCR Section 15162(a)(3)(D))

No new mitigation measures are required, and the Mitigation Monitoring and Reporting Program adopted as a part of the 2016 Certified EIR remains adequate to mitigate impacts of the Proposed Project. The alternatives that were analyzed also remain applicable and do not need to be reconsidered; the Proposed Project does not create new impacts that would require new analysis of project alternatives.

2. Environmental Findings

As substantiated in this document, the Proposed Project does not create new significant impacts that would require the preparation of a subsequent EIR, and an addendum to the 2016 Certified EIR would be appropriate to satisfy CEQA.

2.2.2 CEQA Guidelines Section 15164: Addendum to an EIR or Negative Declaration

- 1. The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. (14 CCR Section 15164(a))**

This EIR Addendum provides additional information specifically relevant to the changes to the 2016 Certified EIR caused by the Proposed Project. None of the conditions from Section 15162 are present that would require a subsequent EIR.

- 2. An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred. (14 CCR Section 15164(b))**

The Approved Project was the subject of a full EIR, not a negative declaration; therefore subsection (b) does not apply.

- 3. An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration. (14 CCR Section 15164(c))**

This EIR Addendum will not be circulated for public review, but is available for the public's review at the Long Beach Development Services Department, Planning Bureau, 4th Floor and will be included as part of the staff report for the Long Beach Planning Commission and City Council hearings for the Proposed Project will be considered.

- 4. The decision -making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project. (14 CCR Section 15164(d))**

The Long Beach City Council will consider the EIR Addendum and 2016 Certified EIR prior to approving the Proposed Project.

- 5. A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence. (14 CCR Section 15164(e))**

2. Environmental Findings

Pursuant to CEQA Guidelines Section 15164, after an EIR has been certified for a project, if some minor technical changes to the previously certified EIR are necessary, preparation of an Addendum to the EIR is appropriate. Previous analysis of environmental impacts has been conducted for the Approved Project in an Initial Study, a Draft EIR, and a certified Final EIR. As demonstrated in Section 2.2.1, the Proposed Project would not involve new significant environmental effects or a substantial increase in the severity of significant effects already identified in the 2016 Certified EIR. Given this finding, an Addendum to the 2016 Certified EIR is appropriate and has been prepared.

2. Environmental Findings

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3. Environmental Determination

Based on the evidence in light of the whole record documented in the certified EIR and cited incorporations:

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.

Signature

Date

Printed Name

For

3. Environmental Determination

2. Environmental Findings

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Attachments

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

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the City Council and cause it to be posted in three conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first day after it is approved by the Mayor.

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of _____, 2018, by the following vote:

Ayes: Councilmembers: _____

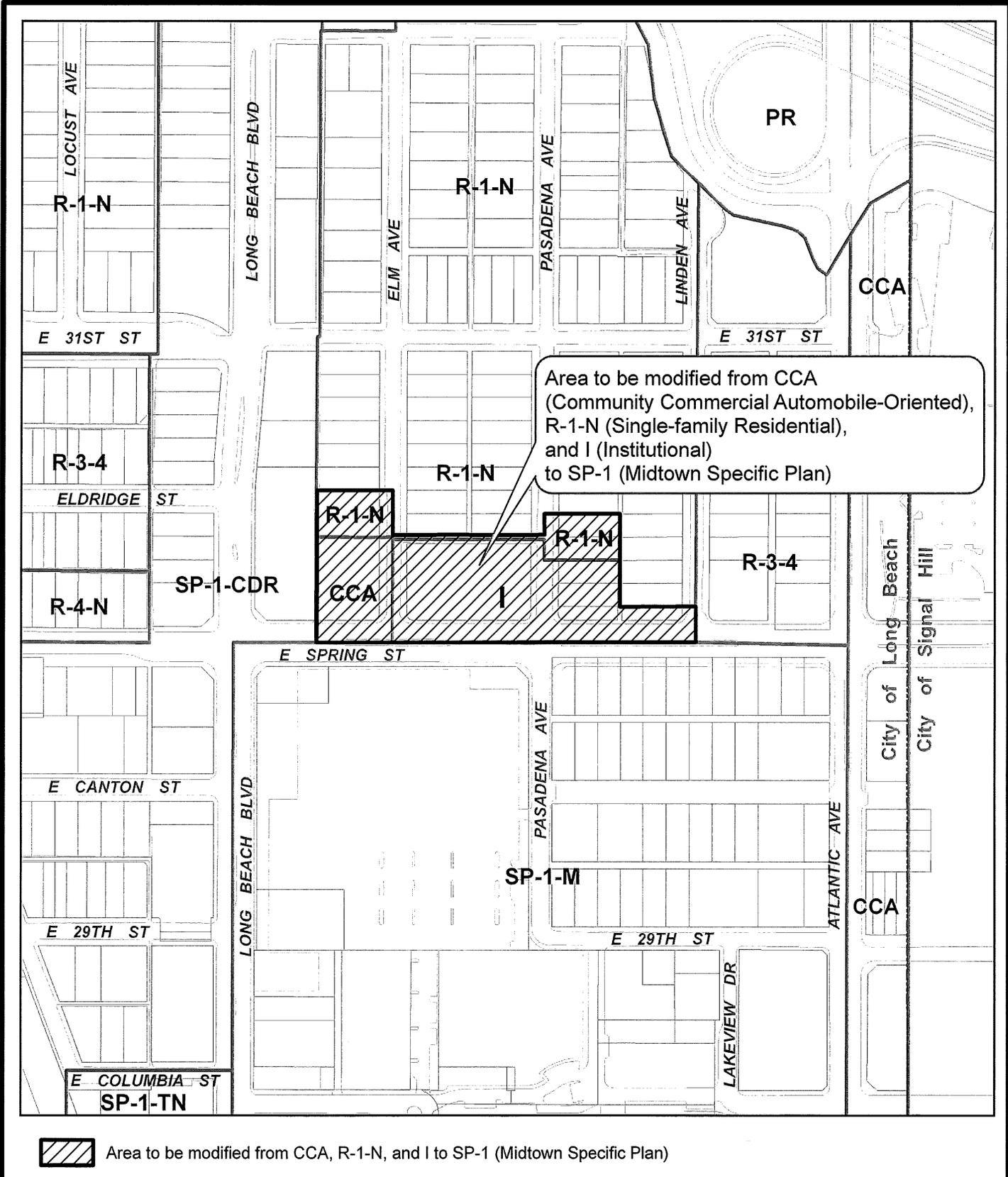
Noes: Councilmembers: _____

Absent: Councilmembers: _____

City Clerk

Approved: _____

Mayor



 Area to be modified from CCA, R-1-N, and I to SP-1 (Midtown Specific Plan)



AMENDMENT TO A PORTION OF
PART 15 OF THE USE DISTRICT MAP

Rezoning Case No.
1511-12

1 RESOLUTION NO.

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH AMENDING AND RESTATING IN
5 ITS ENTIRETY THE MIDTOWN SPECIFIC PLAN (SP-1)
6 PURSUANT TO SECTIONS 65450-65458 OF THE
7 CALIFORNIA GOVERNMENT CODE
8

9 WHEREAS, on May 24, 2016, the Long Beach City Council adopted
10 Resolution No. RES-16-0042, adopting the Midtown Specific Plan (SP-1); and

11 WHEREAS, on April 19, 2018, the Planning Commission held a public
12 hearing and reviewed the proposed amendments to the Midtown Specific Plan (SP-1)
13 and recommended the City Council adopt said changes.

14 NOW, THEREFORE, the City Council of the City of Long Beach does
15 hereby find, determine and resolve that:

16 Section 1. The Midtown Specific Plan (SP-1), is hereby amended and
17 restated in its entirety as set forth in Exhibit "A" attached hereto and incorporated herein
18 by reference as though set forth word for word.

19 Section 2. This resolution shall take effect immediately upon its adoption
20 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

21 //

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

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I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of _____, 2018, by the following vote:

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

Absent: Councilmembers: _____

City Clerk

Midtown will be a vibrant
and thriving community
for our children, family,
and friends.



M I D T O W N S P E C I F I C P L A N

JUNE 2016

ACKNOWLEDGEMENTS

Mayor and City Council

Honorable Mayor Robert Garcia
Lena Gonzalez, Councilwoman, 1st District
Jeannine Pearce, Councilmember, 2nd District
Suzie Price, Councilwoman, 3rd District
Daryl Supernaw, Councilman, 4th District
Stacy Mungo, Councilwoman, 5th District
Dee Andrews, Councilman, 6th District
Roberto Uranga, Councilmember, 7th District
Al Austin II, Councilmember, 8th District
Rex Richardson, Vice Mayor, 9th District

City of Long Beach Planning Commission

Donita Van Horik, Chair
Erick Verduzco-Vega, Vice Chair
Mark Christoffels
Ron Cruz
Richard Lewis (term began September 2016)
Andy Perez
Jane Templin

Alan Fox (term ended August 2016)

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Fehr & Peers, Jason Pack, Principal
Strategic Economics, Sujata Srivastava, Principal
Fusco Engineering, Ian Adam, Principal

Special Recognition

Southern California Association of Governments (SCAG)

SCAG COMPASS BLUEPRINT PROGRAM

This is a project for the City of Long Beach with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs.

The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) through the U.S. Department of Transportation (DOT) in accordance with the provisions under the Metropolitan Planning Program as set forth in Section 104(f) of Title 23 of the U.S. Code.

The contents of this document reflect the views of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of SCAG, DOT or the State of California. This document does not constitute a standard, specification or regulation. SCAG shall not be responsible for the City's future use or adaptation of the report.



CITY OF LONG BEACH

MIDTOWN SPECIFIC PLAN

ADOPTED BY THE LONG BEACH CITY COUNCIL ON JUNE 14, 2016

ORDINANCE NO. ORD-16-0009

AMENDED _____ [DATE]

ORDINANCE NO. ORD-XX-XXXX

Prepared for the City of Long Beach Department of Development Services
Katalyst, Inc., PlaceWorks, Fehr & Peers, Strategic Economics, Fuscoe Engineering

This information is available in alternative format by request at (562) 570-3807. For an electronic version, visit our website at www.lbds.info.

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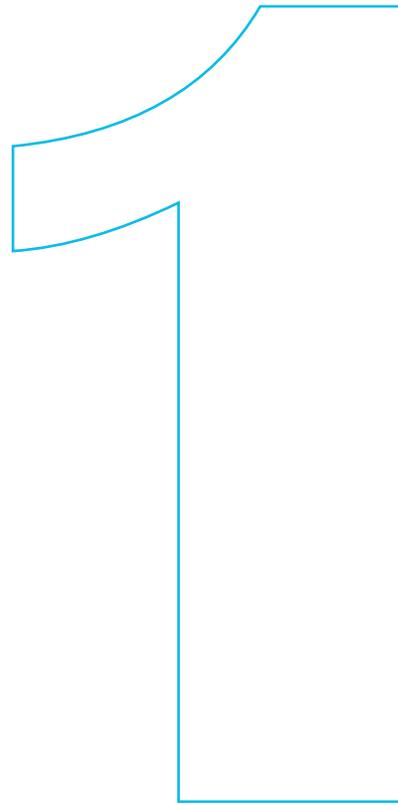
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SUMMARY

MIDTOWN SPECIFIC PLAN

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1.0 Summary

1.1 VISION, PURPOSE, AND GUIDING PRINCIPLES

Vision: A Vibrant Midtown

Midtown will be a vibrant and thriving community for our children, family, and friends. Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing. Additionally, Midtown will be an early leader in multi-modal transportation practices, where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car.

Purpose of the Specific Plan

The Midtown Specific Plan provides a framework for the development and improvement of a 369-acre corridor along Long Beach Boulevard in the City of Long Beach.

The Specific Plan is intended to be more flexible than conventional zoning to encourage new investment and development along the corridor. The Specific Plan establishes a land use plan and regulations, infrastructure requirements, design guidelines, and implementation strategies necessary to achieve the vision.

Guiding Principles

Five principles accompany the vision to guide the Specific Plan and support Citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future.

1. Enhanced Mobility and Complete Streets

Long Beach Boulevard must evolve to prioritize and enhance the walkability of the corridor, improve mobility options for bicycles and transit riders, and preserve functionality of the corridor as a thoroughfare for automobiles. The addition of trees, landscape, furnishings, and bikeways; improved pedestrian crossings; and small changes in travel lanes will enhance the public realm experience for all users.

2. Safety and Wellness

The physical environment plays a critical role in our community's overall health. Providing active and passive park spaces for urban neighborhoods along Long Beach Boulevard is critical to improve health and wellness. A well-designed street creates a safer and more appealing setting for families, bicyclists, and others along the corridor. The Specific Plan proposes physical and programmatic connections between health-related institutions, park areas, and the public right-of-way.

MIDTOWN VISION

Midtown will be a vibrant and thriving community for our children, family, and friends.

Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing.

Additionally, Midtown will be an early leader in multi-modal transportation practices where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car.

GUIDING PRINCIPLES

Enhanced Mobility and Complete Streets

Safety and Wellness

A Sustainable Future

Supporting Urban Amenities

Working with and for the Community

3. A Sustainable Future

The City of Long Beach supports a sustainable future for its residents, its businesses, and the environment. The Midtown area should improve and develop in a sustainable manner by decreasing the reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing.

4. Supporting Urban Amenities

The supporting amenities serving Midtown must be improved to stimulate reinvestment and attract new development. Midtown must be an enjoyable place to live and do business. Improvements and new development will seek out urban amenities such as attractive rights-of-way, safe and efficient bikeway and pedestrian facilities, parks and parklets, and landscaping enhancements.

5. Working with and for the Community

The ideas and plans presented in this Specific Plan were generated by close coordination with existing residential, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the Plan. This Plan places special emphasis on coordinating public and private improvements and programming with Long Beach Memorial and other medical facilities in Midtown.

1.2 ACHIEVING THE VISION

1.2.1 Partnerships and Coordination

Midtown is a complex organism containing numerous interdependent components. Long-term success will rely not only on the public agencies that fund and maintain public improvements, but on the businesses and institutions that offer services and employ thousands; the property owners that develop, fund, and maintain private and public improvements; and the general public who live, work, and/or learn along the corridor.

An open dialogue between the transit agencies, local advisory groups, the general public, medical centers, development community, business owners, and land owners helped define the guiding principles. Maintaining collaboration and communication among these groups will be necessary to bring positive change to Midtown. Future partnerships should include interagency and public/private partnerships.

1.2.2 Responding to the Market

Current market trends indicate that capitalizing on existing amenities like transit stations and proximity to jobs, schools, and housing make this area a prime location for revitalization. Redirecting and concentrating commercial facilities and transit-oriented development along the boulevard will redefine Midtown. Attracting new business will bring development opportunities. Taking advantage of opportunities to build on vacant lots

and energizing tired store fronts will attract residents and visitors to shop, dine, and support businesses along the corridor. Other development efforts, such as the Promenade, courthouse, and numerous façade improvements throughout the City, have demonstrated the success and economic gain from strategic enhancements with long-term vision.

1.2.3 Investments and Financing

Public-private partnerships, transit funding, street improvements, and business and improvement districts are all possible mechanisms for funding revitalization and growth projects along the corridor. Midtown has substantial vacant and underutilized land resources alongside major transit investments, and excellent access to the freeway and Downtown Long Beach.

1.3 LAND USE PLAN

The Midtown Specific Plan regulates the project area through four development districts: Transit Node, Corridor, Medical, and Open Space. Each district has its own development standards and land use patterns. Overall, the 375-acre Specific Plan could ultimately support roughly 3,600 homes and 15,600 jobs in 2.9 million square feet of building space, concentrating and intensifying development at key transit and employment nodes.

Figure 1-1 and Table 1-1 summarize the development intensity and boundaries for each district, including the projected distribution of development potential by district subarea.

1.3.1 Land Use Districts

Transit Node (TN)

The Transit Node District supports compact, transit-oriented mixed-use and residential development centered on the three Metro Blue Line stations.

Corridor (CDR)

The Corridor District is applied to properties along Long Beach Boulevard between Blue Line stations and the 405 Freeway. It is intended to provide housing options and neighborhood-serving uses within walking distance of a transit node.

Medical (M)

The Medical District establishes a comprehensive health campus based on the Long Beach Memorial Medical Center's master planning efforts.

Open Space (OS)

The Open Space District identifies existing areas reserved for community and mini-parks and creates new space for parks.

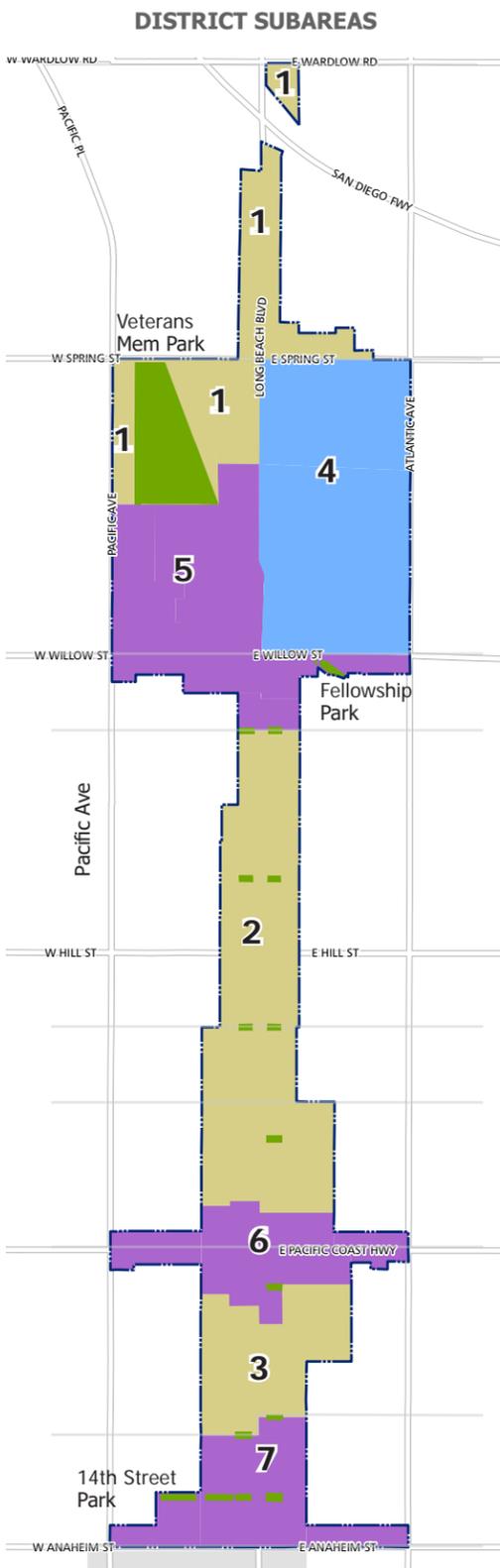
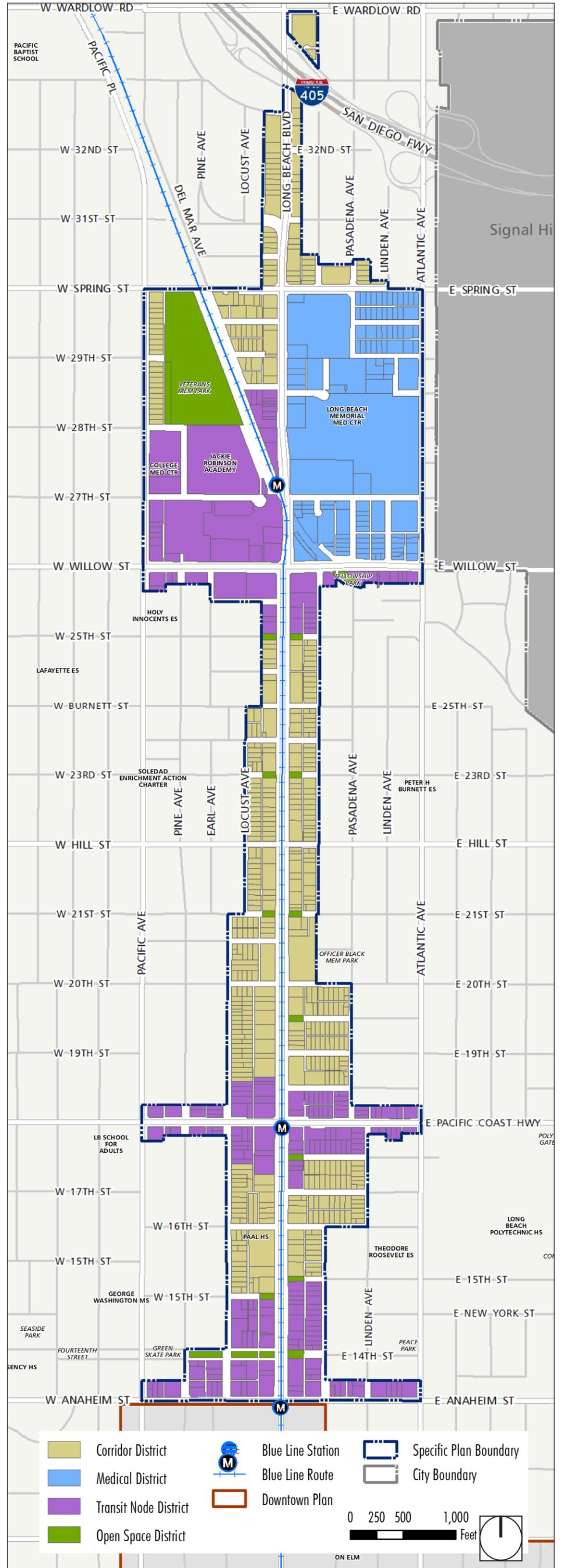
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TABLE 1-1 LAND USE SUMMARY BY DISTRICT

Land Use Summary by District					
District	Acres	Typical Density (per ac)	Dwelling Units	Comm/Employ Sq Ft	Hotel Rooms/Hospital Beds
Corridor Districts					
1	25	15-40	408	274,766	---
2	51	15-40	924	331,815	---
3	20	15-40	450	92,663	---
Total	96	-	1,782	699,244	---
Medical District					
4	63	20-30	300	757,600	854 beds
Total	63	-	300	757,600	854 beds
Transit Node Districts					
5	44	30-60	774	924,296	175 rooms/148 beds
6	20	30-60	362	297,125	102 rooms
7	19	30-60	401	319,000	---
Total	83	-	1,537	1,540,421	277 rooms/148 beds
OS ¹	18	-	-	-	-
ROW	114	-	-	-	-
Total	375	-	3,619	2,997,265	277 rooms/983 beds

Note:
1. The Open Space District consists of 15.2 acres of existing park area plus 2.6 acres of future parklets. Figures above subject to rounding.

FIGURE 1-1 LAND USE PLAN



This map divides the land use districts into subareas to summarize the approximate distribution of development potential throughout the Midtown Specific Plan.

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1.4 MOBILITY AND STREETScape PLAN

Drawing from the Mobility Element of the City's General Plan, the mobility plan for Midtown incorporates enhancements that promote active transportation, including walking, cycling, and skating. This Plan also promotes alternative transportation modes that can help to alleviate roadway congestion, reduce greenhouse gas emissions, and improve air quality, while helping residents to improve their own health and wellness. Infrastructure improvements related to mobility include enhancements that will create a complete street, a roadway network that provides safe and convenient access for all users—pedestrian, bicycle, transit, and automobile.

The mobility and streetscape plan are discussed in greater detail in Chapter 4, Mobility and Streetscape.

1.5 DESIGN GUIDELINES

The design guidelines in this Plan are intended to promote quality design that is consistent with the overall vision, and provide a level of flexibility to encourage creative design. The guidelines direct the physical design of building sites, architecture, and landscape elements within the Specific Plan boundary. The design guidelines are established to create a distinct character for Long Beach Boulevard and to ensure that new development is designed to cultivate an active street life while creating an overall positive architectural aesthetic.

The design guidelines are discussed in greater detail in Chapter 5, Design Guidelines.

1.6 INFRASTRUCTURE PLAN

The potential buildout of this Specific Plan can rely on existing facilities for water, sewer, and stormwater. A few improvements, already identified by the City's Master Plan of Drainage, need to be implemented as development occurs in the Medical District and Corridor District 2. Overall, changes in Midtown proposed by this Plan have a minimal impact on the City's infrastructure systems and public services provided in the area.

The infrastructure plan is discussed in greater detail in Chapter 6, Infrastructure.

1.7 IMPLEMENTATION PLAN

Revitalizing Midtown will require streetscape and infrastructure upgrades to stimulate change and turn this Plan's vision into reality. Based on an analysis of the corridor and input from the residents, property owners, and development community, this Plan identifies several infrastructure

enhancements, including the addition of bicycle and pedestrian facilities, more canopy trees, and flexible regulations to spur private investment and revitalization in Midtown. Financing for the development concept projects and other future corridor enhancements are summarized below and provided in Chapter 7, Administration and Implementation.

1.7.1 Implementation Funding and Strategy

Funding the implementation of upgraded infrastructure could come from a variety of resources. These include, but are not limited to, local capital funds; local partnerships; regional, state, and federal grants; district-based assessments; and developer contributions. Many of these funding mechanisms depend on capturing a portion of real estate value and may take time to implement because they partly depend on improvement in property values or development activity in Midtown.

However, changes to the Specific Plan area are intended to occur incrementally. The City can start with small interim projects, such as adding street trees and furniture, which may help to attract developer interest and increase property values.

Since funding may be limited, the City should employ a strategy of concentrating improvements in stronger nodes to maximize their market impact. Short-term investments should be concentrated in the highest-potential development areas within a few blocks of the intersection of East Anaheim Street and Long Beach Boulevard (Transit Node 7) and near the Willow Transit Station area (Transit Node 5). Where feasible, bicycle lanes and the installation of other bicycle facility improvements could occur in the short term around these nodes. Over time, the improvements can be extended when grant funding and/or local district-based funding sources become available.

Table 1-2 provides a summary of the applicable funding sources categorized by potential infrastructure improvement.

TABLE 1-2 FUNDING SOURCES FOR INFRASTRUCTURE IMPROVEMENTS

Funding Source Category	Funding Source	Improvement Category				
		Bicycle Network & Facilities	Pedestrian Enhancements	Streetscape	Park & Recreation	Transit Facilities
Local Revenues & Fees	Local Revenues	X	X	X	X	X
	User Fees					X
Property-Based Financing Tools	BID/PBID	X	X	X	X	X
	Assessment District	X	X	X	X	X
	Community Facilities District	X	X	X	X	X
Development	Impact and In-Lieu Fees	X	X	X	X	X
	Development Agreements	X	X	X	X	X
	Local Partnerships		X	X	X	X
Grant Programs	SCAG RTP	X	X	X		X
	LA Metro TIP	X	X	X		X
	SCAG ATP	X	X	X		
	Caltrans ATP	X	X	X		
	HCD Housing-Related Parks				X	
	HCD IIG		X	X		
	HCD TOD Housing	X	X	X		X
	California Parks and Rec LWCF				X	
Other Tools	HUD CDBG	X	X	X	X	X
	Structured Funds					
	Revolving Loan Funds	X	X	X	X	X

1.8 ENVIRONMENTAL ASSESSMENT

The Specific Plan was adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.). Pursuant to the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.), the City of Long Beach prepared an Initial Study and Notice of Preparation and made these documents available to responsible agencies, trustee agencies, and interested parties for a 30-day public review period, which extended from March 9 to April 7, 2015. Through the Initial Study, the City determined that implementation of the Specific Plan could result in potentially significant environmental impacts and that the preparation of a programmatic-level Environmental Impact Report (Program EIR) was required.

The Midtown Specific Plan EIR (State Clearinghouse No. 2015031034) is a Program EIR. As provided in Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. The Specific Plan establishes an overall development program that can be characterized as one large project,

but its implementation will require a series of future discretionary actions (approvals of specific projects) by the City of Long Beach. The Specific Plan Program EIR is intended to serve as the primary environmental document for all future entitlements (later activities) associated with implementation of the Specific Plan, including all discretionary approvals requested or required to implement the project.

Pursuant to Section 15168 of the CEQA Guidelines, a later activity under the Specific Plan development program must be examined in the light of the Specific Plan Program EIR to determine whether additional environmental documentation must be prepared. Each later activity must undergo an initial study and analysis by the City to determine if the activity is within the scope of the Specific Plan Program EIR. Because these later activities are not new projects as defined by CEQA, compliance for each impact category is narrowed to a determination as to whether the activity would result in: (1) no substantial change from the previous analysis; (2) a more severe impact; or (3) a new significant impact. Based on the results of this initial study, the City will determine which of the following actions is applicable to the later activity:

- The later activity is a component of and consistent with the Specific Plan and has been previously analyzed as a part of the Specific Plan Program EIR and findings certified pursuant to the CEQA Guidelines. No additional CEQA documentation is required (CEQA Guidelines Section 15168).
- The later activity is a component of the Specific Plan and has been previously analyzed as a part of the Specific Plan Program EIR and findings certified pursuant to the State CEQA Guidelines; however, minor technical changes or additions are needed to make the previous documentation adequate to cover the project. An Addendum to the Specific Plan Program EIR is required (CEQA Guidelines Section 15164).
- The later activity is either not a component of the Specific Plan or has not been previously analyzed as part of the Specific Plan Program EIR, in which case an initial study and additional environmental review under CEQA will be required unless the later activity is exempt under CEQA.

In addition, future development projects within the Specific Plan area may be eligible for streamlining under CEQA Guidelines Section 15183.3, effective January 1, 2013. To be eligible, a project must:

- Be located in an urban area on a previously developed site or surrounded by urban uses (75 percent of perimeter);
- Satisfy performance standards in CEQA Guidelines Appendix M; and
- Be consistent with the general use designation, density, building intensity, and applicable policies in the Southern California Association of Governments Sustainable Communities Strategy.



CONTEXT

MIDTOWN SPECIFIC PLAN

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2.0 Context

2.1 LOCATION

The Midtown project area is in the City of Long Beach and is just north of the Downtown. Long Beach is the seventh largest city in California, with roughly 460,000 residents and nearly 160,000 employment opportunities (2010). The City is about 20 miles south of Downtown Los Angeles and borders Orange County on its eastern edge.

Long Beach Boulevard is historically significant as a grand entrance to the City and its Downtown. The boulevard continues to be one of the City's primary transit corridors, with the Metro Blue Line operating in the center of the street from 1st Street to just north of Willow Street (where it veers northwest off the boulevard).

In total, the project area encompasses 375 acres of public and private property, including 261 acres of parcelized land and 114 acres of roads and other rights-of-way. The northern border is Wardlow Road and the southern boundary is two and a half miles south at Anaheim Street. The eastern and western boundaries generally fall one block from Long Beach Boulevard, except at key intersections and the area between Spring and Willow Streets, where the boundaries extend to Atlantic and Pacific Avenues.

The project area is also within three general neighborhood areas of Long Beach: Wrigley/West Long Beach, west of Long Beach Boulevard; Central, east of Long Beach Boulevard; and the Downtown, south of Pacific Coast Highway. Figure 2-1 shows a map of the project boundaries in the regional context, and Figure 2-2 provides a view of the local context.

FIGURE 2-1 REGIONAL CONTEXT

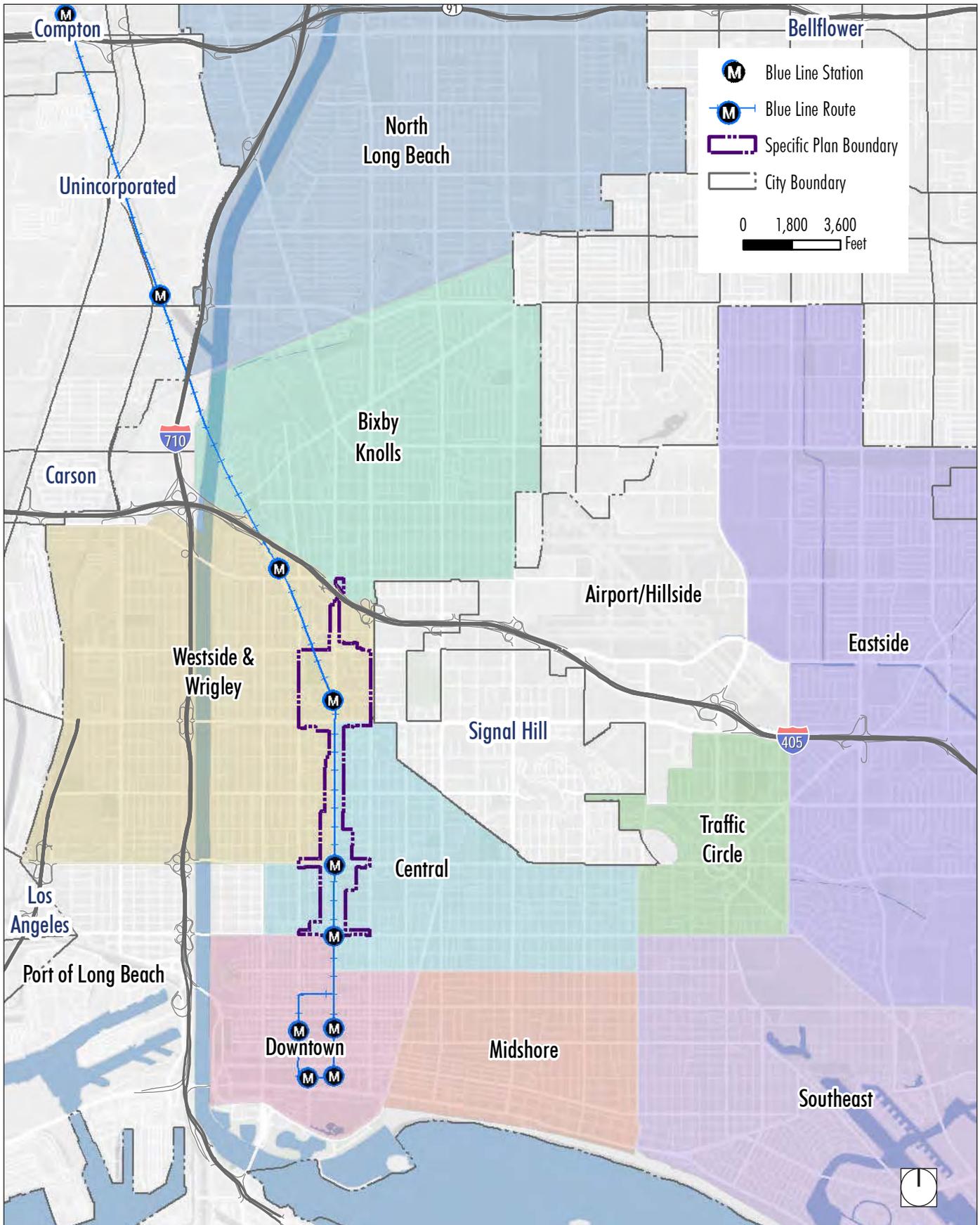
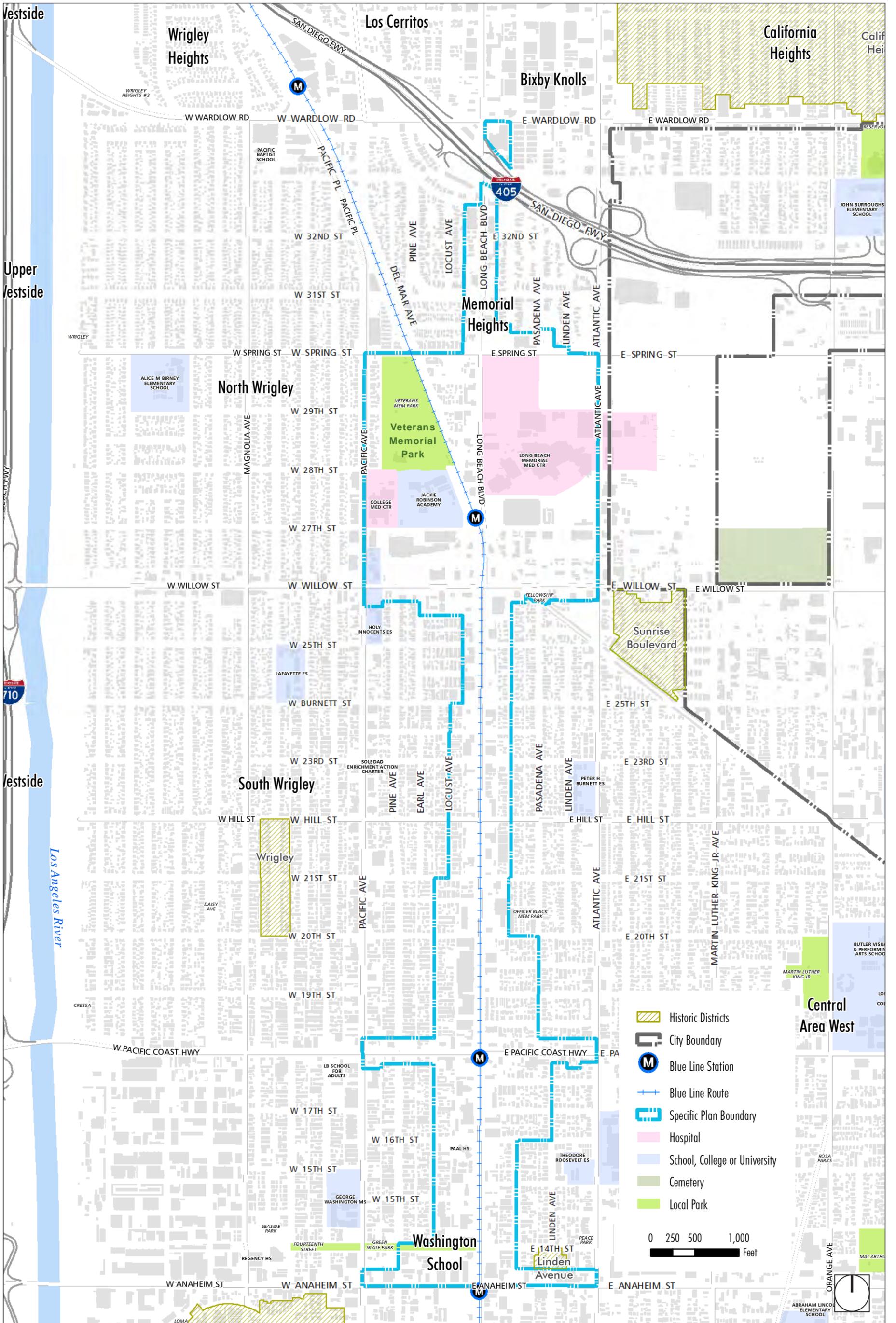


FIGURE 2-2 LOCAL CONTEXT



- Historic Districts
- City Boundary
- Blue Line Station
- Blue Line Route
- Specific Plan Boundary
- Hospital
- School, College or University
- Cemetery
- Local Park



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2.2 HISTORY

Long Beach Boulevard, called American Avenue until 1958, is a busy street that has catered to nearly all modes of travel over the past 100 years. The size of its right-of-way, generally 132 feet, reflects its history as a streetcar route. The original Red Line streetcar line began service in 1902 and ran along the Metro Blue Line route, operated by Pacific Electric Railway. By 1927, Long Beach had over 30 miles of streetcar tracks and soon became one of the fastest growing cities in the country.

In the 1930s, automobile use exploded and streetcars fell out of favor. The proliferation of freeways and an increasingly auto-centric culture pushed Long Beach Boulevard to adapt to the new car-oriented way of life. Not only did it become vehicular dominated as a means of travel, but the boulevard also became a regional destination for people to shop for new cars in the 1960s and 1970s. However, after the passage of Proposition 13 capped property taxes, cities began competing for auto dealerships to boost sales tax revenues. Dealerships abandoned the boulevard for larger sites in other cities, and the area began to decline. The effects of this loss are still visible in the remaining vacant lots and marginal commercial uses.

Long Beach Boulevard began shifting from an auto-dominated street to a transit-oriented community in the late 1980s. The Metro Blue Line opened for business on Long Beach Boulevard on July 14, 1990, transporting passengers from Los Angeles to Downtown Long Beach. The Blue Line has become one of the busiest light rail lines in the country, averaging roughly 90,000 boardings every weekday. It has become so busy that several station platforms have been extended to provide for longer trains and new riders.

The City has sought to use transit as a catalyst for Midtown's physical and economic revitalization since the Metro Blue Line's opening in 1990. The City adopted the Long Beach Boulevard Planned Development District (PD-29) in 1991 to provide a regulatory framework that could attract new investment along the boulevard in the form of mixed-use, high-density infill projects.

Development along the boulevard and new economic opportunities for local residents have been minimal over the past 20 years. Since PD-29's adoption, most new development has been limited to low density and single-use commercial and retail projects. The designs and layouts of these projects emphasized automobile access and provided few physical connections or access to transit. This resulting development pattern is neither consistent with the City's desired mixed-use transit corridor, nor does it provide significant benefits to local residents.



Historical photo of Long Beach Boulevard from the 1910s or 1920s.



Mike Salta Pontiac, 16th Street and Long Beach Boulevard, circa 1966.



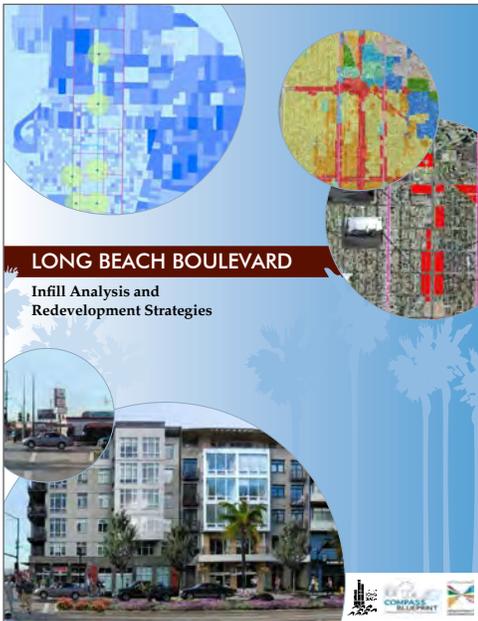
The Blue Line opened in July 1990, reestablishing passenger rail service from Long Beach to LA.

Photo credits:

Top: Ronald W. Mahan & Joseph J. Musil Photo Theatre Collection

Middle: Bob Wicker, PontiacsOnline.com

Bottom: Dorothy Peyton Gray Transportation Library and Archive at the Los Angeles County Metropolitan Transportation Authority



The 2007 SCAG Demonstration Project highlighted key issues and strategies for improving the corridor.

In 2007, the City of Long Beach was selected for a SCAG Compass Blueprint Demonstration Project to analyze the existing land use regulations and market constraints for transit-oriented development on Long Beach Boulevard and to make recommendations for specific code changes and redevelopment strategies. The Demonstration Project and the City ultimately concluded that the corridor would benefit from an overhaul of PD-29 to incentivize new, transit-oriented development. In 2011, the City partnered with SCAG on a second demonstration project to create this Specific Plan and EIR for this segment of Long Beach Boulevard and Midtown. This Specific Plan replaces PD-29 and is now the regulating document for land use in the area with the exception of a 4 acre residential area near Daryle Black Park which is covered by conventional zoning.

Long Beach Memorial Medical Center first opened in Midtown in 1958 and is currently run by the not-for-profit MemorialCare Health System. The medical center prepared plans to improve its facilities and operations within Midtown in 2005 through a master plan and environmental impact report (EIR). This master plan is currently being updated, and the City coordinated closely with MemorialCare to plan physical improvements and operational programming to best serve Midtown.



The corridor contains a wide variety of single- and multifamily housing, commercial and service businesses, and medical facilities.

2.3 EXISTING CONDITIONS

2.3.1 Existing Land Uses and Development

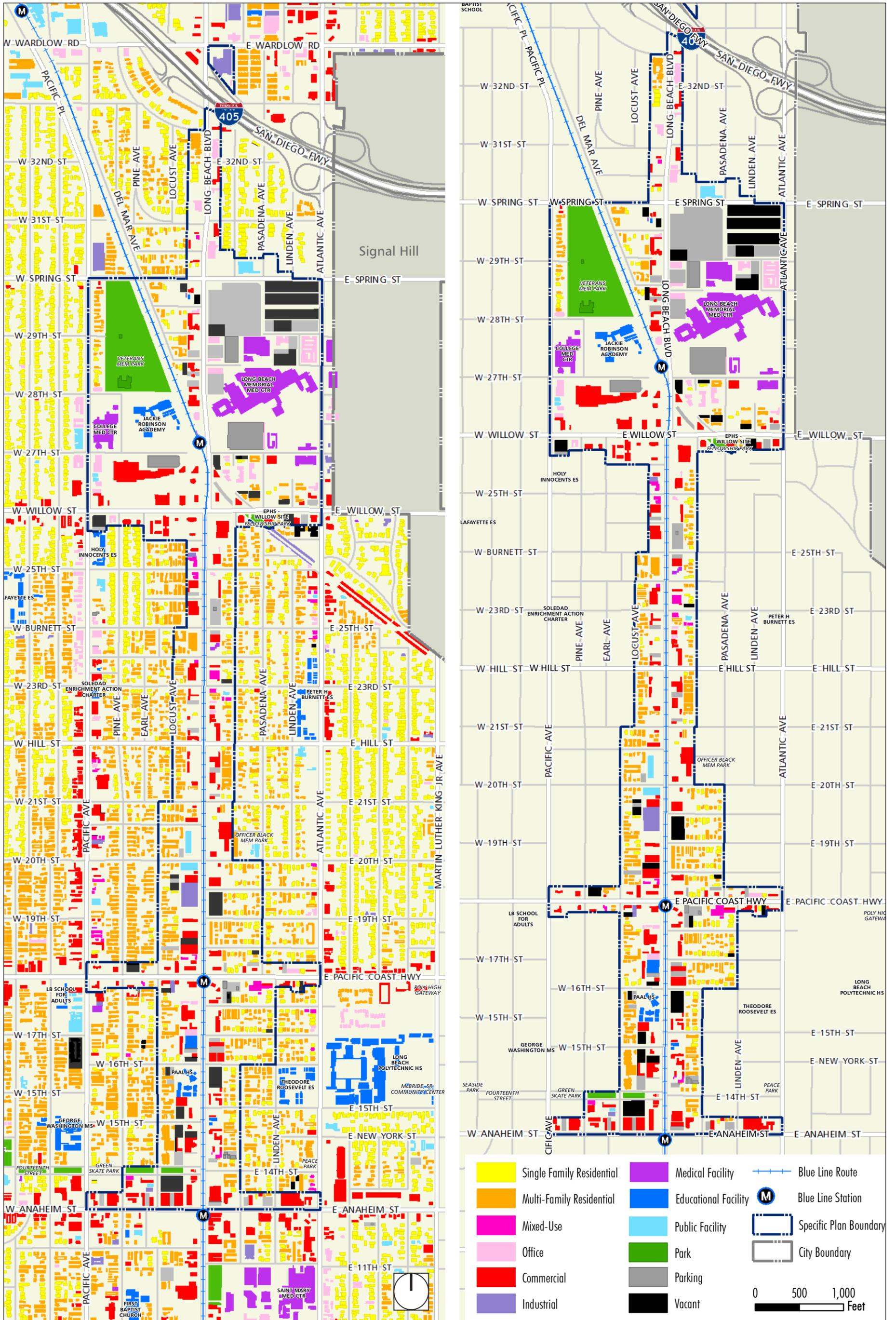
A wide variety of land uses can be found within and around the Long Beach Boulevard Midtown project area. Figure 2-3 illustrates the pattern of existing land uses as of 2014 by building footprint and land use type—both around and within the project area.

Residential. The project area and the surrounding neighborhoods are home to thousands of Long Beach residents, who live in a mixture of single-family and multi-family homes. Several historic neighborhoods lie within a quarter mile of the project boundaries: Drake Park/Willmore, Linden, Sunrise Boulevard, and Wrigley.

Commercial. Although struggling commercially in many ways, Long Beach Boulevard is still a key retail corridor for the surrounding community. A range of small- to medium-sized retail and service establishments provide essential services for area residents. On a typical day, several areas along the corridor bustle with patrons on foot or accessing transit. Households in the neighborhoods adjacent to the corridor tend toward lower income families who would benefit significantly from an increase in retail destinations within close proximity and a greater variety of housing opportunities along the transit-rich corridor.

Medical. Long Beach Boulevard is the medical core of Long Beach, with multiple hospitals and dozens of medical office, diagnostic, and research

FIGURE 2-3 EXISTING LAND USES



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businesses. MemorialCare is currently preparing a healthcare facility master plan for the Long Beach Memorial Medical Center campus. The long-term vision for this master plan is reflected in this Specific Plan and incorporates mixed-use development, workforce housing, and a more activated street frontage for Long Beach Boulevard.

Long Beach Memorial Medical Center, including Long Beach Memorial Hospital, Miller Children’s Hospital, and Pacific Hospital of Long Beach are adjacent to the Willow Metro Station. Just south of the Specific Plan boundary at Anaheim Street is St. Mary Medical Center.

Open Space and Recreation. Like many urbanized corridors in Southern California, few recreation and open space areas can be found along or near Long Beach Boulevard. The northern and southern portions of the corridor have access to open space, but the central portion of the project area is largely devoid of open space.

Veterans Memorial Park is the largest park space (14.7 acres) in the general area. It is adjacent to the Willow Metro Blue Line stop and has sports fields/courts and a community recreation center. McBride Park, on Martin Luther King Jr. Avenue east of Polytechnic High School, is the newest park in the area and includes a skate park and teen center. The 14th Street Park also has a skate park and connects to Seaside Park west of Pacific Avenue. Finally, a few mini-parks (Fellowship, Daryle Black, and Peace) offer small areas of recreation for residents in close proximity.

Education. A number of schools (listed below) can be found along and around the corridor to serve families in the adjacent neighborhoods and, in some cases, the greater Long Beach area.

- Jackie Robinson Academy (K–8) adjacent to the Willow Metro Station.
- Holy Innocents Parish (K–8) south of Willow Street off Atlantic Avenue.
- Burnett Elementary (K–5) at Atlantic Avenue and Hill Street.
- Roosevelt Elementary School (K–5) next to Polytechnic High.
- Polytechnic High School (9–12) on Atlantic Avenue south of Pacific Coast Highway, and PAAL Academy on Long Beach Boulevard south of 16th Street.
- Washington Middle School on Pacific Avenue north of 14th Street.
- Renaissance High School for the Arts on Long Beach Boulevard between 8th and 9th Street.

The large number of schools at all levels of education means that Long Beach Boulevard, Pacific Avenue, and Atlantic Avenue are heavily used by children and must become safer streets for walking, biking, and riding



Top: 14th Street Park and Veterans Park
Bottom: McBride Park



From top left, clockwise: Jackie Robinson Academy, Polytechnic High, Roosevelt Elementary, and Burnett Elementary



Long Beach Boulevard is one of the few streets in Southern California that truly carries all modes of travel.



Traveling southbound from the off-ramp at Long Beach Boulevard requires a cautious left turn across northbound traffic, which includes cars, buses, and trucks.



The Blue Line provides excellent regional transit access, but it also creates east–west barriers and adds over 20 feet to an already wide roadway with its exclusive travel lanes.

transit. Additionally, Hancock University, a private college at 16th Street and Long Beach Boulevard, is expected to grow and is interested in student housing and other student-serving uses along the corridor.

2.3.2 Circulation and Site Accessibility

Overall Structure. Long Beach Boulevard possesses many of the attributes required to support a vibrant, mixed-use, transit-oriented district. The area is well served by regional bus and rail transit; streets are laid out in a traditional grid with smaller block circumferences that provide multiple travel options for different modes; and sidewalks are generally wide and offer pedestrian access from the residential neighborhoods and local retail/service shops to the transit facilities. Figure 2-4 displays a map of the existing circulation systems within and around the project area.

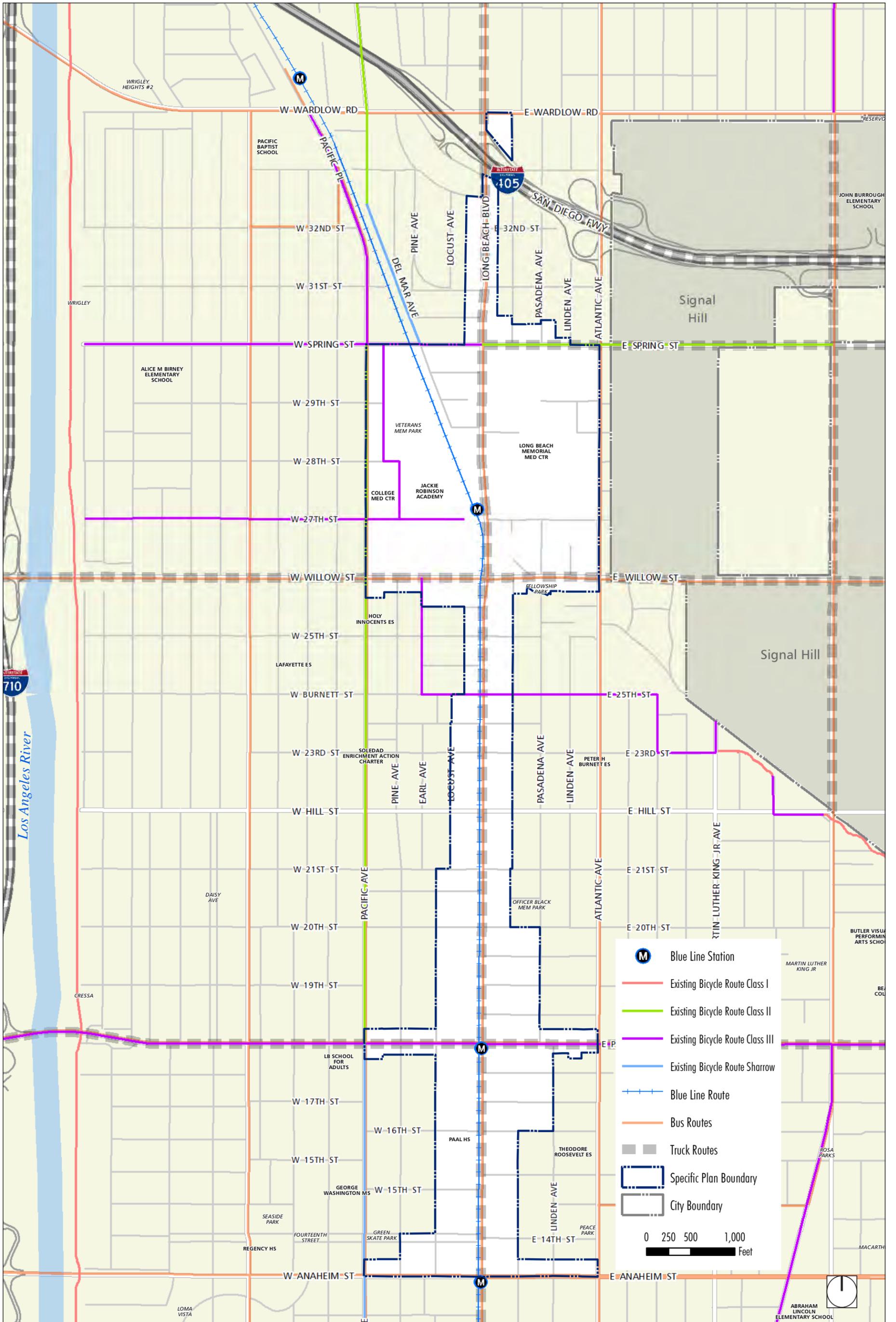
Automobile. For many years, Long Beach Boulevard focused on improvements and development geared to the automobile. Interstates 405 and 710 are just to the north and west, respectively, of the project area, providing access to the Southern California region.

Atlantic and Pacific Avenues were categorized for slower traffic speeds, and Long Beach Boulevard was used to accommodate more automobile traffic and served as a regional connector. The freeway interchanges conflict with this assignment of roles, because the partial cloverleaf on-/off-ramps at Atlantic Avenue are much easier and more convenient to traverse than compact and cross-traffic ramp systems at Long Beach Boulevard. Although Long Beach Memorial Medical Center’s campus borders Long Beach Boulevard, the campus has very limited access from the street. Ease of access is one of the main reasons the Medical Center has favored Atlantic Avenue over Long Beach Boulevard over the years.

Truck. Truck traffic in Long Beach is primarily related to the movement of goods to and from the Ports of Los Angeles and Long Beach (accessed by using the I-710 and I-110 freeways), but trucks also use dedicated trucking routes along local roadways to provide shipping services to commercial and industrial businesses throughout the City.

Local truck routes include Long Beach Boulevard, Spring Street, Willow Street, and I-405. Typically, these routes direct trucks away from residential neighborhoods toward streets specifically designed and maintained to accommodate the weight of large trucks and commercial delivery vehicles. Mixed-use and multi-modal corridors integrate residential and non-residential uses in a context that embraces many modes of travel. Such corridors, including Long Beach Boulevard, that are also designated truck routes must be carefully designed to accommodate local truck traffic safely and efficiently without sacrificing the safety, efficiency, and attractiveness of other modes of travel or mixed-use settings.

FIGURE 2-4 EXISTING CIRCULATION SYSTEM



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Transit. Long Beach Boulevard is also well connected to the Southern California region through the Blue Line and several major bus lines. The Blue Line is the main hub for transit and its route runs directly along Long Beach Boulevard, with three stations in the project area: Willow, Pacific Coast Highway, and Anaheim. The Blue Line provides access to Downtown Los Angeles, other rail lines, and local and regional bus systems.

The Metro Blue Line was a trailblazing project in 1990 and remains one of the most successful transit lines in the country. The benefits of the transit line and its stations are obvious at a regional level. Locally, however, the community struggles at times with the impacts from the transit line.

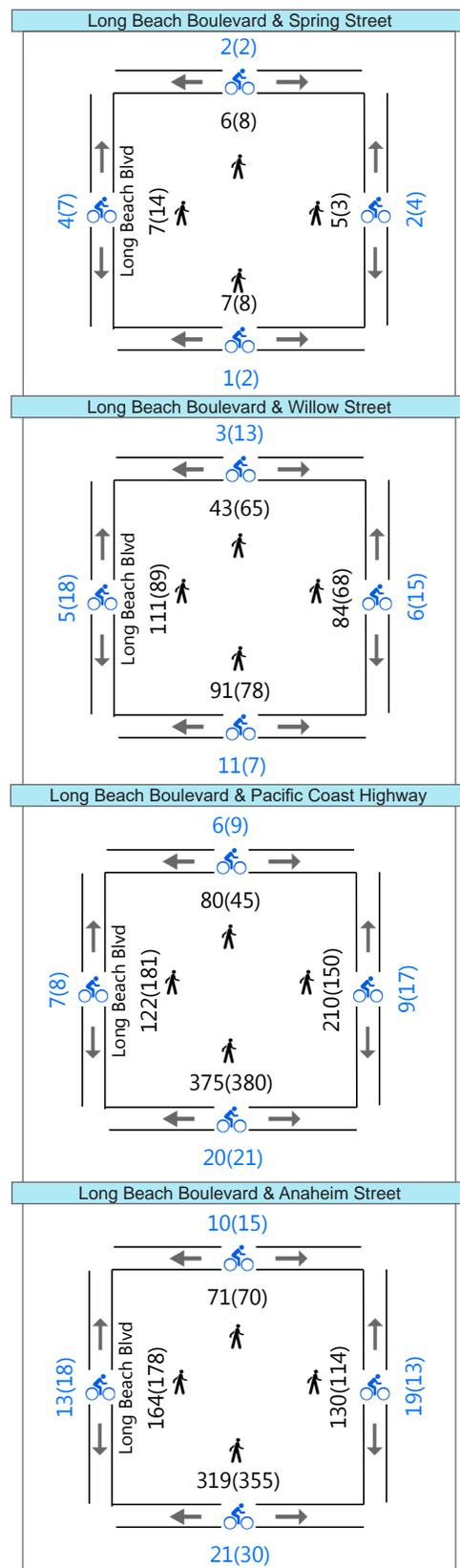
For example, a blue fence was installed around 2008, dividing the two-way movement of the Metro Blue Line as a safety measure to prohibit midblock crossing except in designated areas. This created a major disconnect between land uses on both sides of Long Beach Boulevard, and trash collects at the base of the fence, adding a blighted look to the corridor.

Additionally, the Metro Blue Line travels in a dedicated travel lane and widens the street area by over 20 feet, making it more daunting for pedestrians to cross the street and further disconnecting development and neighborhoods on the west and east sides of Long Beach Boulevard.

The corridor is also served by local and regional bus service by Metro and Long Beach Transit (LBT). Metro operates a limited number of local and express buses, and LBT provides numerous lines of local bus service along and near the corridor. These bus routes carry thousands of residents, employees, and visitors throughout the City and to and from surrounding areas, generating a substantial amount of pedestrian and bicycle activity along the roadways and at the intersections.

Pedestrian and Bicycle Activity. The corridor experiences a tremendous amount of pedestrian activity due to the existing development density, presence of transit, and widespread use of and dependency on transit in the project area. As expected, pedestrian crossings (measured in 2012 and depicted to the right) were highest at intersections near transit stations, with hundreds of pedestrians crossing the intersections during peak hours.

Midblock collision history along Long Beach Boulevard between Willow Street and 10th Street revealed that, of the 50 collisions between 2007 and 2012, 8 percent involved pedestrians and 18 percent involved bicyclists. The concurrent high volumes of pedestrian, bicyclist, and vehicular activity along Long Beach Boulevard present challenges for the safety and efficiency of all modes. Although the overall block structure and sidewalks are conducive to pedestrian and bicycle access, many parts of the corridor's public realm remain auto dominated, lacking features and amenities such as pedestrian lighting, waste receptacles, shade trees, bike racks, benches, and bus shelters.



2012 Bike and Pedestrian Counts along Long Beach Boulevard

 AM (PM) Peak Hour Pedestrian Volume
 AM (PM) Peak Hour Bicycle Volume

2.3.3 Infrastructure Systems

Storm Water. The project's storm water runoff is collected by existing storm drain facilities that generally flow westerly toward the Los Angeles River. Facilities are owned and maintained by various agencies, including LA County Flood Control District, City of Long Beach, and Caltrans. A few scattered, privately maintained systems can be found within the project area as well. Storm drain sizes vary from 12- to 96-inch reinforced concrete pipe. Existing catch basins throughout the project area intercept runoff and convey flows into the storm drain system.

In 2008, the City enacted a Low Impact Development Standards ordinance to control runoff and manage storm water on site. There is no large-scale regional treatment in place within the project area. Figure 2-5 displays a map of the existing storm water drainage system within and around the project area.

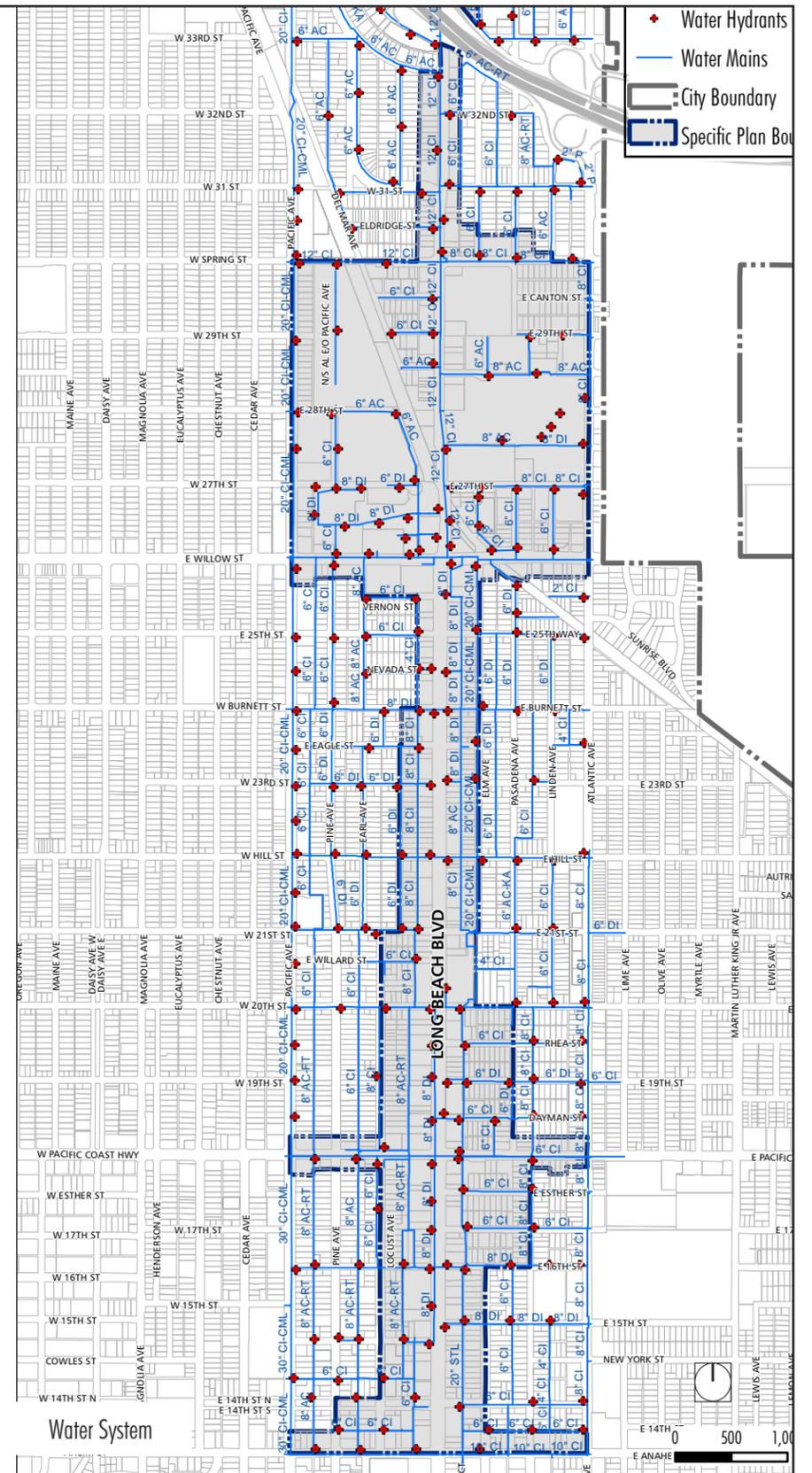
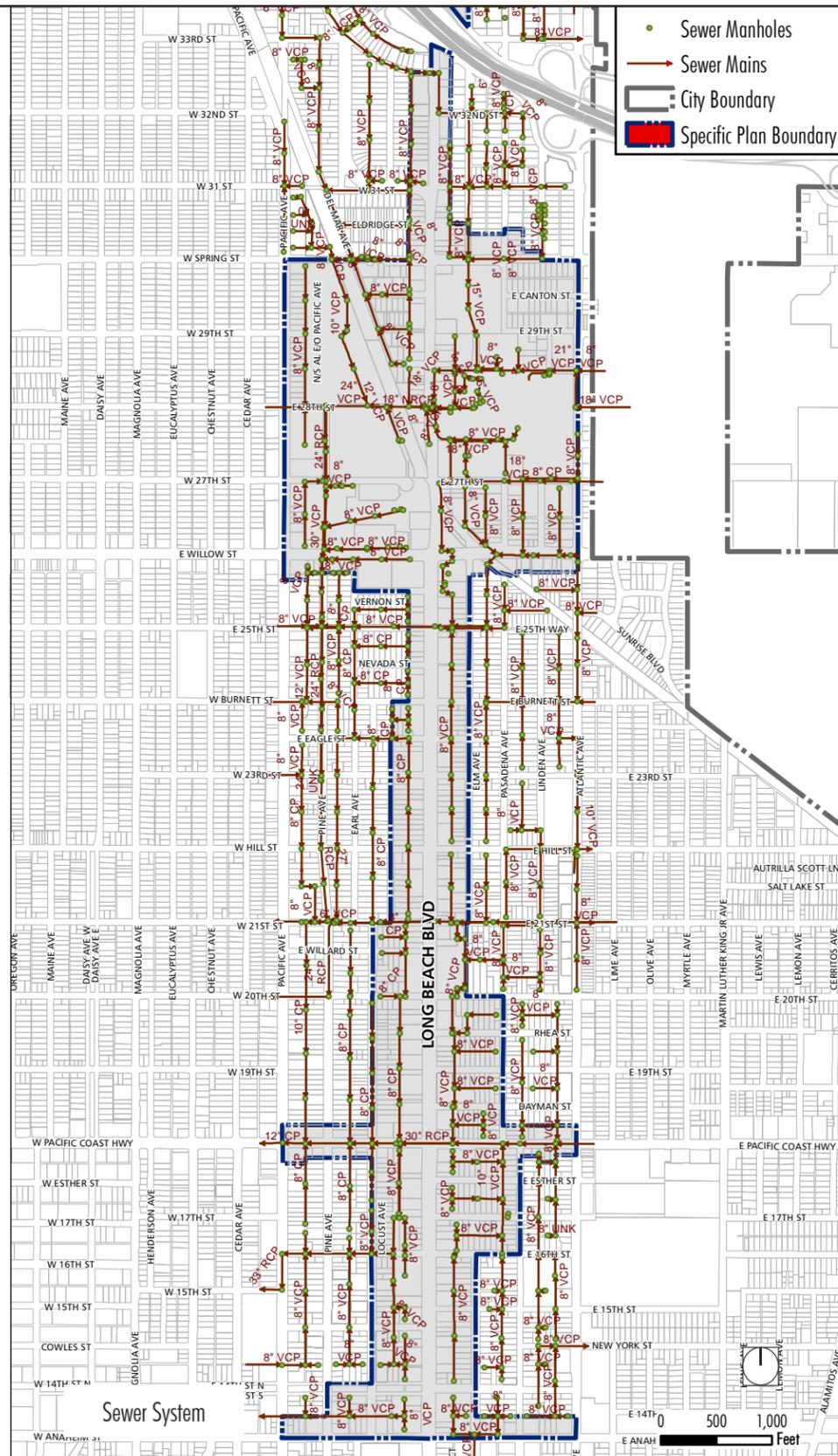
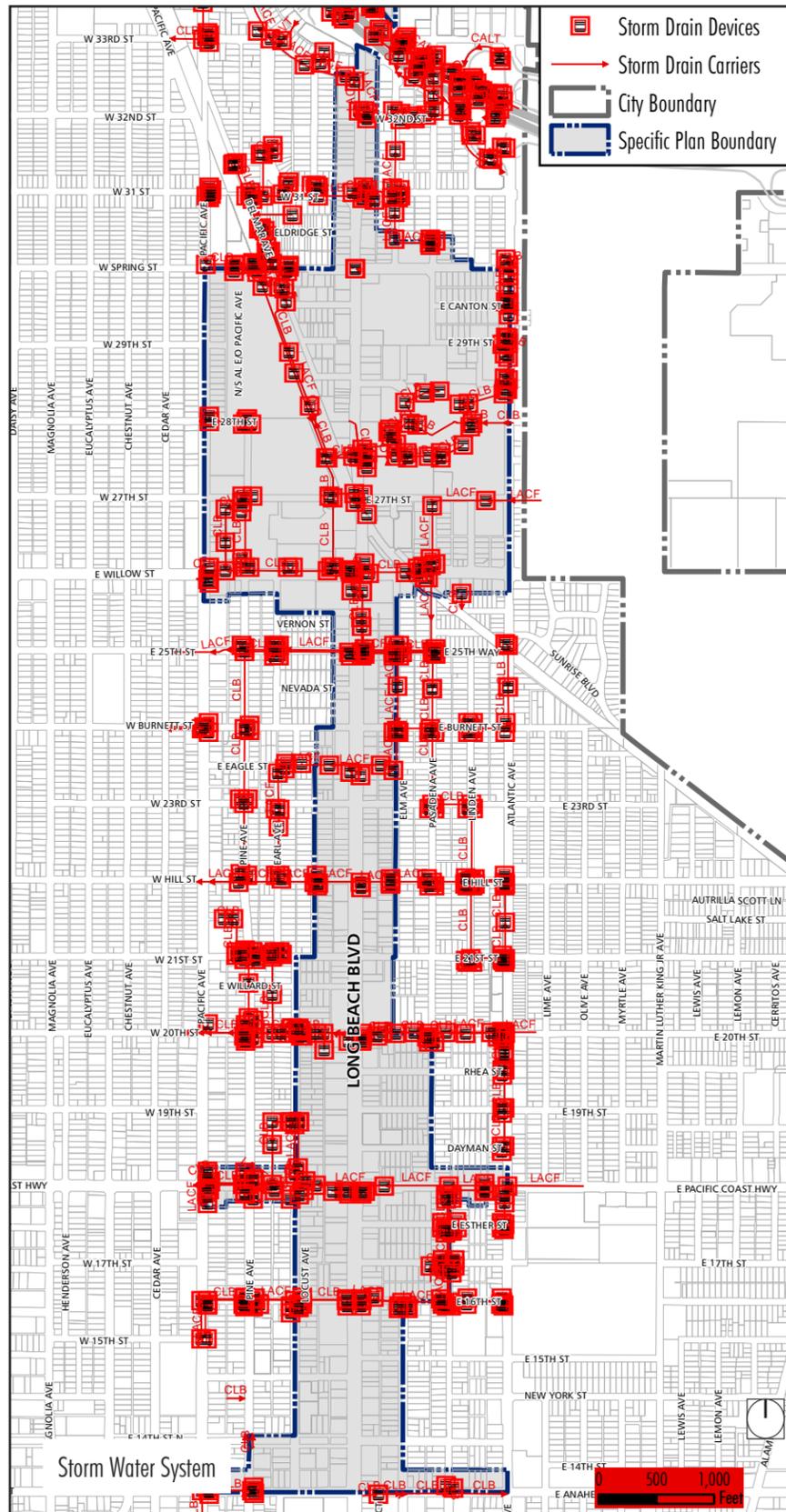
Sewer Service. Sewer service along Long Beach Boulevard has only a couple of small longitudinal-flowing sewer lines; however, sewer lines cross the boulevard at five locations. The general layout of the existing sewer falls southerly and mainly leaves the project site to the east and west. All sewer mains in the area ultimately discharge into a Los Angeles County Sanitation District trunk sewer crossing the Los Angeles River at 16th Street, flowing west and ultimately to the Joint Water Pollution Control Plant in Carson. Sewer lines are all gravity flow lines, and diameters vary from 8 to 18 inches. The type of material also varies: vitrified clay pipe, nonreinforced concrete pipe, and concrete pipe. Figure 2-5 displays a map of the existing sewer system in and around the project area.

City records do not show any force mains or lift stations in the project area; however, one siphon location is at the intersection of the alley due east of Long Beach Boulevard and 25th Street. There does not appear to be any deficient lines along Long Beach Boulevard or elsewhere in the project area. As of 2014, the City did not have any planned sewer maintenance and/or replacement projects for the area.

Water Service. Long Beach Boulevard hosts an 8-inch water line from 15th Street to 20th Street and a 12-inch water line from Willow Street to Wardlow Road. Within the project area, pipe sizes vary from 2 to 30 inches (2, 4, 6, 8, 12, 20, and 30 inches). The type of material also varies: asbestos-cement, cast iron, cast iron-cement motor lined, and ductile iron. Figure 2-5 displays a map of the existing water service system in and around the project area.

Aside from water mains along and crossing Long Beach Boulevard from Anaheim Street to Wardlow Road, City records do not show any other water facilities in the project area (booster pump stations, agency interconnections, storage tanks, etc.). The Long Beach Water District

FIGURE 2-5 EXISTING INFRASTRUCTURE SYSTEMS



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recently constructed a cast-iron replacement in Long Beach Boulevard between Willow Street and Wardlow Road, which was the only planned replacement project for the project area as of 2014. There did not appear to be any deficiencies with the current water system servicing the project area.

2.3.4 Market Conditions

Long Beach Boulevard enjoys great access to transit and offers a substantial amount of developable land. The market conditions for substantial investments have not been favorable for many years. Although the Blue Line represented an enormous public investment in the 1990s, substantial private investment is only now starting to progress north of the Downtown area. Additionally, the recent recession and vacancies in housing, retail, and office space made land values insufficient to entice new development. Finally, the State of California dissolved all redevelopment agencies in 2012 and removed one of the most effective tools cities had to spur new development.

To spur private development in the area, this Specific Plan presents strategies, plans, and improvements to build short-term value through subsidized and institutionally led development—with an emphasis on excellent design—and through public sector enhancements in the pedestrian environment and basic infrastructure.

Subsidized Development. Despite the loss of the redevelopment agencies and associated financing, opportunities remain for the City to participate. The City can contribute by either offering City-owned land for purchase or by offering favorable lease terms to help entice developers.

Another strategy for economic development is to build a full range of housing options, including units affordable to extremely low, very low, and lower income residents. Affordable housing projects can be eligible for federal and state subsidies, making them more likely to be built on the corridor. These projects can assist in revitalizing areas of the corridor and creating housing opportunities for the community. Over time, market rate, higher-density buildings, such as 4- and 5-story, wood-frame condominium buildings and midrise buildings, may become feasible without public subsidy.

Institutional Development. Partnering with anchor institutions may also spur redevelopment. The project area has many educational and medical institutions, including Pacific Hospital of Long Beach and Long Beach Memorial Hospital. These prominent organizations have voiced a desire to contribute to the corridor. Long Beach Memorial is currently completing a new master plan to comply with seismic retrofit regulations and adapt to changes in health care reform, future market dynamics, and community needs.

Phase 1 of the master plan includes improvements to the north campus area along Spring Street and Atlantic Avenue. Site improvements include the Miller Children’s Hospital Outpatient Village and medical center offices. This type of investment is key because these institutions have a long-range view for their community, are generally the landowners, and tend to be less driven by profit than private developers, making them ideal partners for advancement of the corridor.

Public Improvements. Public contribution to streetscape improvements and linkages can greatly increase private investment in the project area. The existing public realm is not alluring to developers and would-be dwellers. Enhancing the public realm, including the sidewalk, landscaping, open space, and bicycle facilities, is critical to attracting developers and property owners to invest and reinvest in the area.

Improvement Districts. Another successful tool for public improvements in the area would be the formation of business improvement districts, in which business owners choose to assess themselves for public enhancement projects. This usually results in more numerous and more enhanced public improvements, which has been shown to increase property values and private investment in the area. Similar types of districts are property-based improvement districts, which includes property owners, maintenance assessment districts, and community facility districts.

Focused and Creative Development Standards. The future vision for Midtown contains mixed-use and high-density, transit-oriented development. Mixed-use buildings can be expensive to construct and may be deterred if overly constrained by inflexible development standards.

For example, if the Specific Plan requires ground-floor retail throughout the corridor, it is possible that some of the new buildings would have vacant retail space for many years. Throughout the nation, cities and developers have learned to minimize the percentage of retail in mixed-use buildings, unless located in Downtown areas or key activity nodes. The requirement for ground-floor retail should be limited to selected nodes, rather than for all projects in the corridor, to avoid overbuilding retail that cannot be easily tenanted. To avoid ground-floor vacancies in the short term before the corridor matures and the market demands continuous retail, the Specific Plan allows for other land uses to be on the ground floor, provided they are constructed with a floor height consistent with retail storefronts.

2.4 COMMUNITY INPUT

The City of Long Beach conducted a series of focused outreach meetings and follow-up interviews with roughly 40 stakeholders and multiple neighborhood groups dating back to 2012. The meetings generated significant input from residents, local business owners, property owners, community organizations, local and regional transportation agencies, the

school district, medical and educational institutions, and developers. The following summarizes the input from the outreach effort.

- **Reduce Impacts of the Street Width:** Long Beach Boulevard is auto dominated with heavy, fast-moving traffic and numerous vehicular lanes, making the street loud to walk along and difficult to cross. The physical and visual size of the boulevard can overwhelm the overall experience, minimizing positive impacts of new development. Although the Metro Blue Line is an important City and regional transit asset, the center median and blue fence create long stretches along the corridor that limit vehicular and pedestrian crossings for residents and workers.
- **Enhance the Pedestrian Environment:** There is a lot of foot traffic and bicycle use on Long Beach Boulevard, but the environment feels cold and uninviting to pedestrians, with predominantly gray concrete sidewalks and limited landscaping, art, and color. Palm trees offer a framed vista along the corridor but do not provide adequate shade for pedestrians and bicyclists. The boulevard should be lined with shops and restaurants that introduce areas filled with cafés and outdoor dining.
- **Improve Bicycle Access:** Bicyclists use the sidewalk because they feel unsafe or uncomfortable riding in the street among the cars, trucks, buses, and trains. Bike lanes currently stop at the edge of Downtown and could be extended into Midtown. Incorporating a Complete Streets approach to mobility could help to accommodate all transportation modes along the corridor: bicycles, pedestrian, automobiles, and transit.
- **Make It a Street Worth Its Namesake:** Long Beach Boulevard is named after the City, but currently does not offer a strong positive impression of Midtown or provide an attractive gateway to Downtown. The boulevard needs improvements and branding to help create a reason for being on the corridor, to attract new residential and commercial investment, and to show that “somebody cares about this street.”
- **More Park Space throughout Midtown.** Residents spoke uniformly in their desire for more parkland and open spaces in Midtown and along Long Beach Boulevard. Although the public understood that it can be difficult to create new open spaces in a built-out area, they looked to the City and this Plan to generate creative solutions for Midtown—particularly if the Specific Plan proposes to add new residents.
- **Show Progress on Innovative Ideas.** The community understood that Midtown would not improve overnight, but they wanted more than a long-term plan that waits for the market to respond. Residents and businesses support the idea of demonstration projects, where something temporary can become successful and permanent. The community grew excited about possible improvements and felt comfortable testing them in a temporary fashion.

The following is a partial list of the community organizations and stakeholders involved in the development of this Plan:

Centro Shalom
 City Fabrick
 Ecotech
 Environ Architecture
 Hancock University
 Interstices
 JR van Dijs, Inc.
 Left Coast Sports Innovations
 Long Beach Central Project Area Council
 Long Beach Memorial Medical Center / Miller
 Children’s Hospital
 Long Beach Rescue Mission
 Long Beach Unified School District
 Los Angeles County Metro
 Meta Housing Corporation
 New City Public Schools
 Pacific Hospital Long Beach
 Sourcing International
 St. Mary Medical Center
 Urban Village

- **Keep the Community Involved.** Improving Midtown will require partnerships and coordination, not only among multiple governmental agencies, but also among local institutions, businesses, community organizations, and residents. Ultimately, the ideas and designs must be owned and shaped by the residents and businesses to have long-lasting cultural or aesthetic value in the community. Developing a plan that incorporates consistent participation by the community in the Plan's implementation will increase its chances for success. Local businesses suggested the creation of an improvement district that focuses purely on tasks, programming, and improvements for the betterment of Midtown.
- **Live, Work, and Play in Midtown.** Midtown residents and workers share many of the same attitudes and preferences as others in California. They want to shop close to where they live, work where they live, and play where they live. The community sees a strong employment and transit base in Midtown and believes the City can make improvements that enhance their ability to spend more of their life in Midtown. With the potential influx of new housing options, many residents want to see an opportunity to stay in Midtown and have access to housing that is affordable to the existing community.
- **Leverage the Medical Center.** The Long Beach Memorial Medical Center currently emphasizes its entrance along Atlantic Avenue, but plans on enhancing its presence along Long Beach Boulevard through the design and placement of buildings and streetscape. Branding for the hospital is shifting from sick care to healthcare environment with a tagline of "The Good Life." This theme focuses on wellness and preventative care and complements the land use plan and opportunities for Midtown.
- **Make Midtown Safer.** The community discussed safety concerns created by the physical environment and level of activity in Midtown. A lack of lighting along Long Beach Boulevard and its cross-streets was cited by many as one contributing factor to safety in Midtown. A more complex factor raised by the community was the lack of a reason to be in Midtown. Residents and businesses understood that more people needed to be on the street in Midtown shopping, working, and participating in community activities during the day and night.
- **Reduce the Cost of Change.** The business and property owners stated their support for and desire to participate in improving Midtown. The cost and development fees and the complexity of the development process were viewed as an area where the City could directly reduce barriers to change. The community understood that the fees paid for legitimate and necessary expenses but saw the need to incentivize improvements in as many ways as possible.

3

LAND USE PLAN & DEVELOPMENT STANDARDS

MIDTOWN SPECIFIC PLAN

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3.0 Land Use Plan and Development Standards

3.1 PROJECT VISION AND GUIDING PRINCIPLES

3.1.1 Vision: A Vibrant Midtown

Midtown will be a vibrant and thriving community for our children, family, and friends. Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing. Additionally, Midtown will be an early leader in multi-modal transportation practices where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car.

3.1.2 Guiding Principles

Five principles accompany the vision to guide the Specific Plan and support citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future.

1. Enhanced Mobility and Complete Streets

Long Beach Boulevard must evolve to prioritize and enhance the walkability of the corridor, improve mobility options for bicycles and transit riders, and preserve functionality of the corridor as a thoroughfare for automobiles. The addition of trees, landscape, furnishings, and bikeways; improved pedestrian crossings; and small changes in travel lanes will enhance the public realm experience for all users.

2. Safety and Wellness

The physical environment plays a critical role in our community's overall health. Providing active and passive park spaces for urban neighborhoods along Long Beach Boulevard is critical to improve health and wellness. A well-designed street creates a safer and more appealing setting for families, bicyclists, and others along the corridor. Additionally, the Plan proposes physical and programmatic connections between health-related institutions, park areas, and the public right-of-way.

3. A Sustainable Future

The City of Long Beach supports a sustainable future for its residents, its businesses, and the environment. The Midtown area should improve and develop in a sustainable manner by decreasing the reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing.

4. Supporting Urban Amenities

The supporting amenities serving Midtown must be improved to stimulate reinvestment and attract new development. Midtown must be an enjoyable place to live and do business. Improvements and new development will

MIDTOWN VISION

Midtown will be a vibrant and thriving community for our children, family, and friends.

Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing.

Additionally, Midtown will be an early leader in multi-modal transportation practices where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car.

GUIDING PRINCIPLES

Enhanced Mobility and Complete Streets

Safety and Wellness

A Sustainable Future

Supporting Urban Amenities

Working with and for the Community

seek out urban amenities such as attractive rights-of-way, safe and efficient bikeway and pedestrian facilities, parks and parklets, and landscaping enhancements.

5. Working with and for the Community

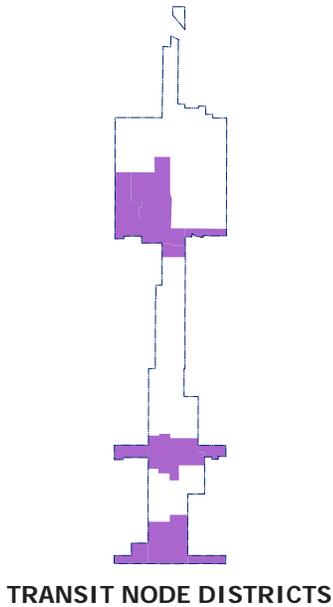
The ideas and plans presented in this Specific Plan were generated by close coordination with the existing resident, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the Plan. This Plan places special emphasis on coordinating public and private improvements and programming with Long Beach Memorial and other medical facilities in Midtown.

3.2 LAND USE DISTRICTS

The Specific Plan project area consists of 375 acres that cover a two and a half-mile segment of Long Beach Boulevard between Anaheim Street to the south and Wardlow Road to the north. The eastern and western boundaries generally range from roughly 300 feet at midblock locations to a quarter mile at transit nodes from Long Beach Boulevard.

The Midtown Specific Plan regulates the project area through the application of four development districts: Transit Node, Corridor, Medical, and Open Space. Each district has its own development standards and land use patterns.

Figure 3-1 and Table 3-1 summarize the development intensity and boundaries for each district, including the projected distribution of development potential by district subarea.



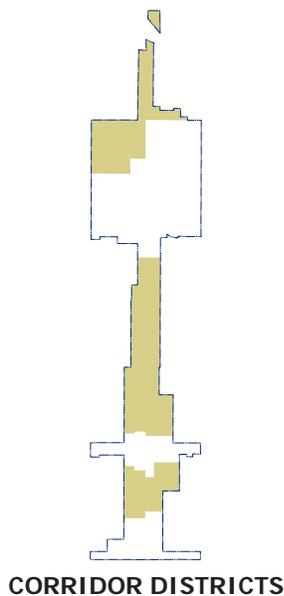
Transit Node (TN)

The Transit Node District supports compact, transit-oriented mixed-use and residential development centered on the three Metro Blue Line stations. This district is characterized by intense building types, including mid- and low-rise podium, mixed-use flex blocks, liners, stacked flats, and live-work units.

Building heights and lot coverage patterns reflect significant intensities, with minimum height requirements of three stories and maximum height limits of ten stories. The district accommodates retail, restaurant, entertainment, and other pedestrian-oriented uses at street level, with offices or flats above in mixed-use buildings.

Corridor (CDR)

The Corridor District is applied to properties along Long Beach Boulevard between Blue Line stations and the 405 Freeway. It is intended to provide housing options and neighborhood-serving uses within walking distance of a transit node.



Building types include lined block, stacked flats, courtyard housing, live-work, rowhouses, and tuck-under units. Multifamily residential and mixed-use projects are in two- to four-story buildings. Single-use, neighborhood-serving uses occupy buildings between one and three stories. Mixed-use and non-residential projects are centered on key intersections while residential and public/quasi-public uses infill at midblock locations.

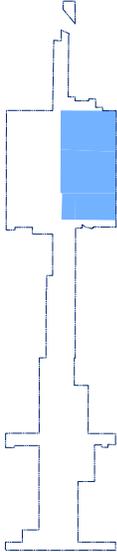
Medical (M)

The Medical District establishes a comprehensive health campus based on the Long Beach Memorial Medical Center’s master planning efforts. The district anticipates a campus that activates both Atlantic Avenue and Long Beach Boulevard with a mix of uses, connects physically to Veterans Memorial Park, and engages corridor businesses and the entirety of Midtown programmatically.

The district has the widest range of building types and multiple parking structures at varying heights and intensities. In addition to improved buildings, pedestrian access, and landscaping improvements on campus, the medical center is committed to improving the health and well-being of the community and will host events to strengthen its relationship with the local neighborhoods. Access to the campus, facilities, local events, and increased outreach will aid in creating a greater sense of community for the corridor.

Open Space (OS)

The Open Space District identifies existing areas reserved for community and mini-parks, and creates new space for parklets. Proposed parklets provide much-needed active and passive open spaces for neighborhoods along Long Beach Boulevard to promote an active lifestyle, community gardening, art, and safe places for children and other residents. Future park improvements are planned for a portion of the existing Veterans Park in connection with Long Beach Memorial Medical Center programming. Additional open space is encouraged along the corridor in connection with new development.



MEDICAL DISTRICT



OPEN SPACE DISTRICTS

3.3 OPEN SPACE PLAN

Integrating open space into an existing urban corridor can be challenging. This Specific Plan builds on existing amenities and capitalizes on the right-of-way to offer new park opportunities. Enhancing open space is not only important for serving the Midtown area, but also as part of the City's overall goal of providing 1,000 new acres of park space.

3.3.1 Existing Open Space

Midtown's neighborhoods are currently underserved when it comes to accessible open space. Existing park space is primarily in the northern portion of the Specific Plan area, and the largest number of residents are in the central portion of the Plan area.

Veterans Memorial Park

This 14.7-acre park is the biggest continuous area of open space in Midtown and the only accessible large park space for many Midtown residents. Amenities in Veterans Park include sports fields/courts and a community recreation center. The park's proximity to the Memorial Medical Center and Willow Metro Blue Line station provides an opportunity for increased use of and connection to the park by residents, employees and visitors to the area.

Fellowship Park and 14th Street Park

Small neighborhood parks account for approximately two acres of the Open Space District. Fellowship Park is a mini-park that offers a small area of recreation for nearby residents. 14th Street Park serves the southern portion of Midtown adjacent to Anaheim Avenue. This open space area is home to a skate park and connects to Seaside Park west of Pacific Avenue. 14th Street Park has the opportunity to serve additional users and better connect and integrate with surrounding land uses.

3.3.2 Proposed Open Space

Open space opportunities in Midtown include the expansion of active programming in Veterans Park, the creation of new "parklets," and the provision of other off-site and on-site open space.

This concept creates exciting outdoor spaces for recreation by capping side streets to create small street parks or parklets. This "Pavement to Plazas" concept is seen elsewhere in the City through on-street parking spaces converted into plaza space. The City's Mobility Element further reinforces the continued implementation of the "Pavement to Plazas" concept. Adding open space to an urbanized area is difficult, but this Specific Plan identifies 11 sites for parklets throughout Midtown.

The “Pavement to Plazas” concept allows unused or low-volume segments of roadways to be reclaimed and turned into small public plazas. In Midtown, parklets could consist of a quarter acre of street right-of-way at select neighborhood streets intersecting with Long Beach Boulevard. A parklet could provide space for a community garden or sports area such as a basketball or handball court. Other amenities could include tables and chairs, playground equipment, or even a screen area to show movies.

As depicted in Figure 3-2, parklets are also strategically placed at block crossings to improve pedestrian connections across the street and to add shade and resting places for pedestrians traveling along the corridor. These small street parks can be implemented incrementally with a demonstration parklet to showcase community involvement, collaboration with the City, and potential sponsorship by local businesses. The creation of the first parklet would serve as a template for the City, and the remaining 10 parklets could be programmed for implementation over time.

The Specific Plan also designs better connections between existing and proposed open spaces through public realm improvements. Such improvements will create more pedestrian- and bicycle-friendly facilities, shade trees, and resting places along the corridor. Figure 3-2 shows



A lively parklet could provide a space to take a work break or to meet up with neighbors. The illustrative above is shown for conceptual purposes only.

existing and proposed open space within and near the Midtown Specific Plan boundaries. Open space standards are covered in Section 3.6.

3.4 DEVELOPMENT STANDARDS

The development standards translate the Specific Plan vision and principles into prescriptive evaluation standards and guidelines, ensuring that new development projects activate the public realm, exhibit high standards of urban design and landscaping, and maximize flexibility and development feasibility for public and private projects.

3.4.1 Permitted Uses

Table 3-2 shall regulate land uses in the Midtown Specific Plan area. The table provides uses by district: Transit Node District, Corridor District, and Medical District. The uses are indicated by abbreviation: e.g., permitted (Y), not permitted (N), permitted by Conditional Use Permit (C), permitted as accessory use (A), and permitted as a temporary use (T).

All land uses not listed in Table 3-2 shall be prohibited, except that the Zoning Administrator has the authority to interpret, in cases of uncertainty, the intent of this ordinance as to whether an unlisted land use shall be designated Y, N, C, AP, A, or T, subject to verification by the Planning Commission upon appeal by the applicant, through the Classification of Use process provided in Division VI of Chapter 21.25 of the Zoning Regulations.

Affordable Housing

As part of the redevelopment strategy for the former Central Long Beach Redevelopment Project Area, several parcels were assembled along the Long Beach Boulevard corridor to provide strategic investment for affordable housing development. These parcels are identified on Figure 3-3, Parcels Owned by the Long Beach Community Investment Company.

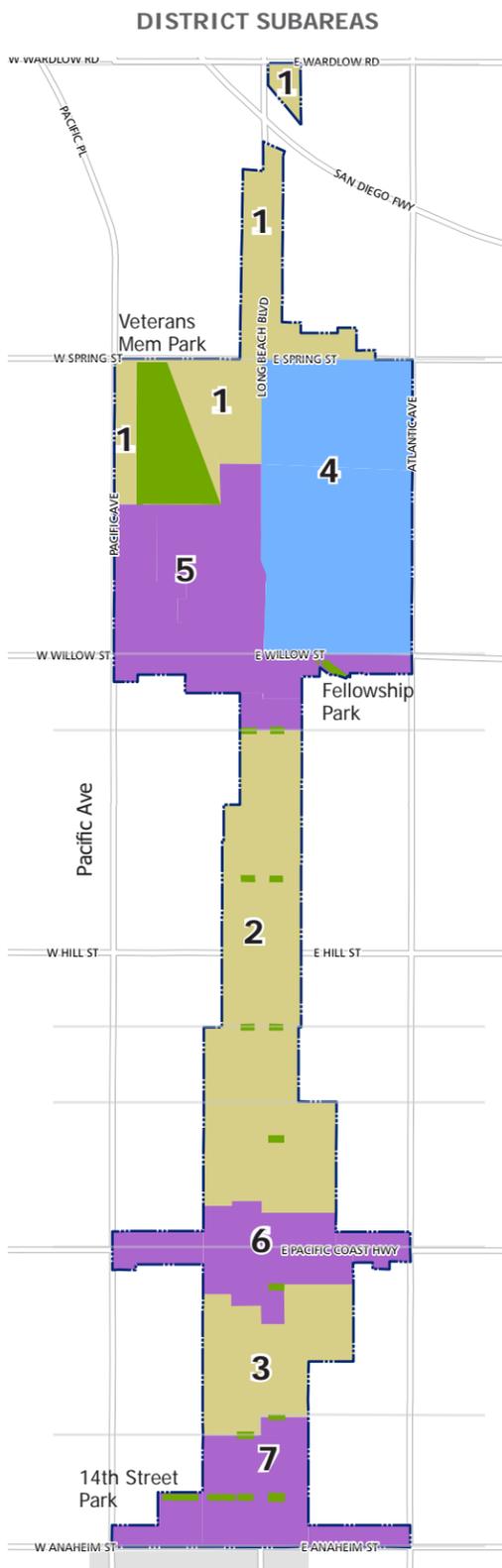
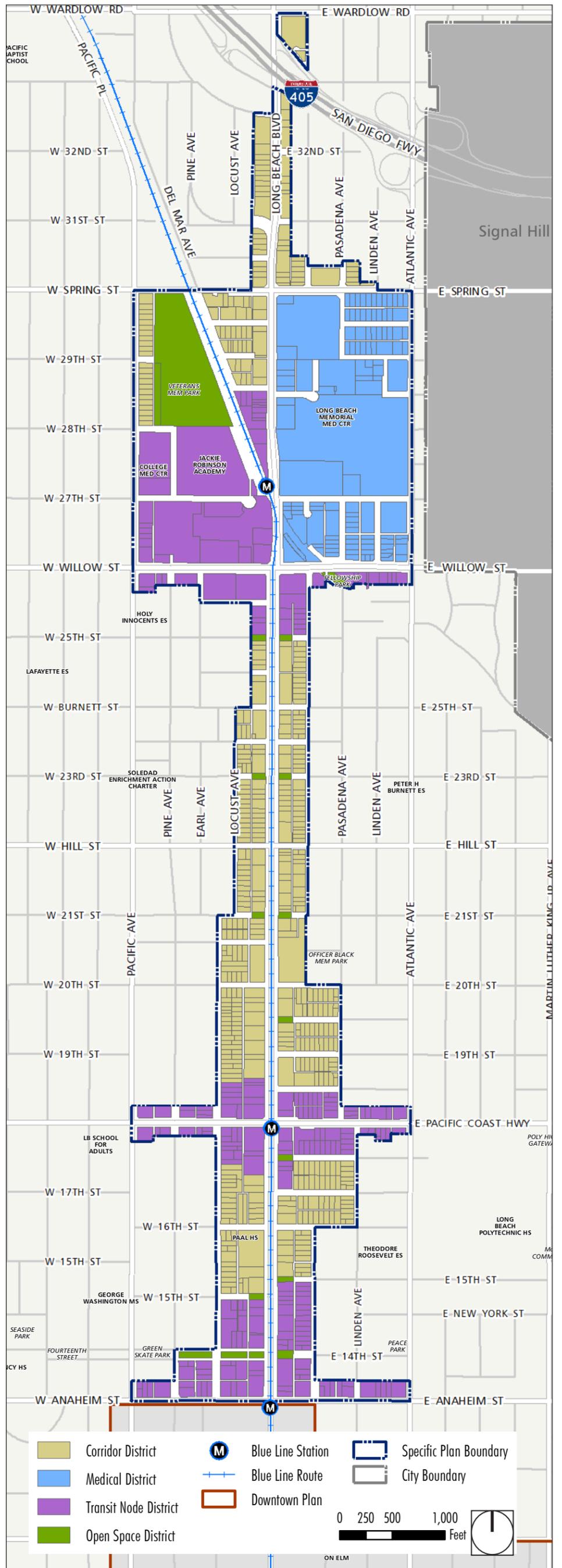
Key parcels remain under the ownership of the Long Beach Community Investment Company (LBCIC) and must be developed consistent with the regulatory requirements contained in the California Health and Safety Code, as amended by SB 341. Uses inconsistent with these requirements are prohibited, even on a temporary basis. The LBCIC intends to offer these parcels for development over the next year or two through competitive bid for low-, very low-, and extremely low-income affordable housing. The development of these parcels for affordable housing purposes is also consistent with the City's certified Housing Element for the period of 2013-2021.

TABLE 3-1 LAND USE SUMMARY BY DISTRICT

Land Use Summary by District					
District	Acres	Typical Density (per ac)	Dwelling Units	Comm/Employ Sq Ft	Hotel Rooms/Hospital Beds
Corridor Districts					
1	25	15-40	408	274,766	---
2	51	15-40	924	331,815	---
3	20	15-40	450	92,663	---
Total	96	-	1,782	699,244	---
Medical District					
4	63	20-30	300	757,600	854 beds
Total	63	-	300	757,600	854 beds
Transit Node Districts					
5	44	30-60	774	924,296	175 rooms/148 beds
6	20	30-60	362	297,125	102 rooms
7	19	30-60	401	319,000	---
Total	83	-	1,537	1,540,421	277 rooms/148 beds
OS ¹	18	-	-	-	-
ROW	114	-	-	-	-
Total	375	-	3,619	2,997,265	277 rooms/983 beds

Note:
 1. The Open Space District consists of 15.2 acres of existing park area plus 2.6 acres of future parklets. Figures above subject to rounding.

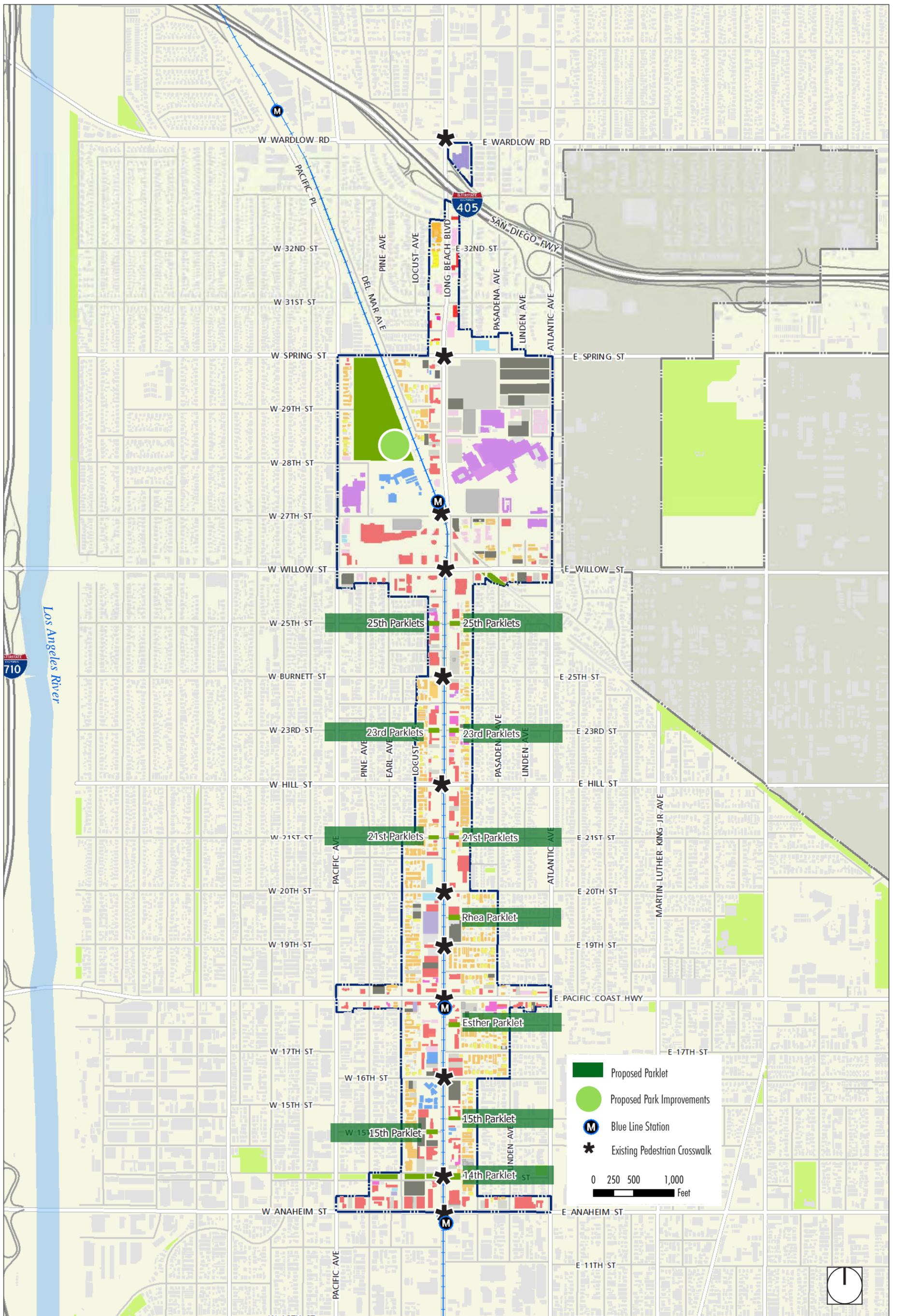
FIGURE 3-1 LAND USE PLAN



This map divides the land use districts into subareas to summarize the approximate distribution of development potential throughout the Midtown Specific Plan.

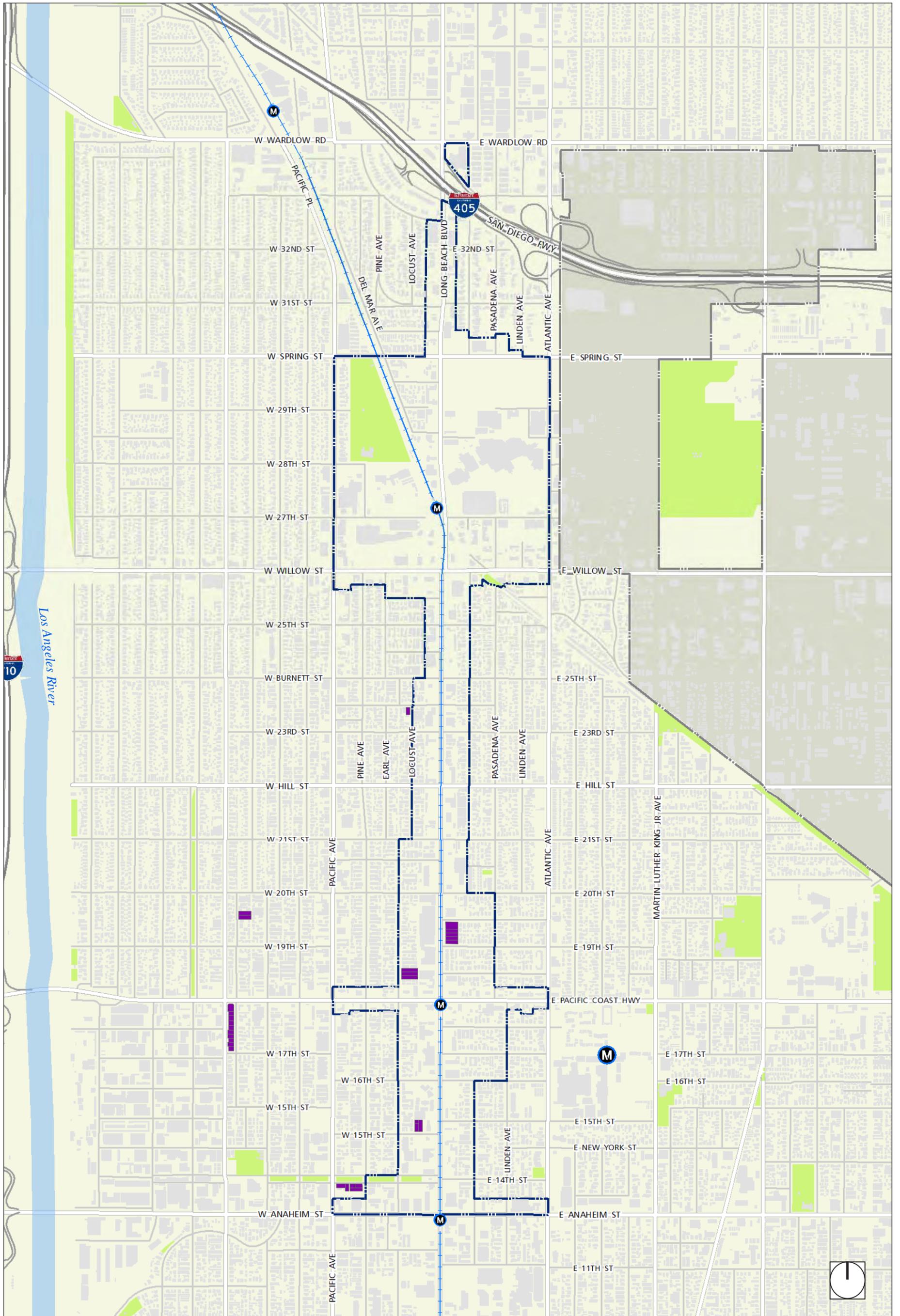
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FIGURE 3-2 OPEN SPACE AND CORRIDOR CONNECTIONS



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FIGURE 3-3 THE LONG BEACH COMMUNITY INVESTMENT COMPANY HOUSING DEVELOPMENT SITES



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TABLE 3-2 PERMITTED USES

Use and Key to Permit Requirements Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T= Temporary Use	Transit Node District	Corridor District	Medical District	Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
Alcohol Beverage Sales				
Off-premise sales	C	C	C	see note (a)
On-premise sales	C	C	C	see note (a)
Automobile				
Auto detailing, with handheld machines only	AP	AP	A	Inside parking structures or garages only
Bus yard	N	N	N	
Car wash	N	N	N	
Gasoline sales	N	N	N	
General auto repair	N	N	N	Body work, painting, major mechanical work, etc., as defined in 21.15.280
Minor auto repair	AP	AP	N	Permitted only on the ground floor. Installation or sale of stereos and car alarms prohibited.
Limousine service	A	A	N	Accessory to hotel use only; no auto repair services
Motorcycle/scooter/jet ski sales	AP	AP	N	Conditional use permit when located above the 1st floor. Indoor showroom only. Drop-off for off-site repair is allowed. Oil changes and minor on-site repair of tires, lights, etc., are allowed; any engine repair is prohibited on-site. No engine demonstrations on-site.
Parking structure	A/C	A/C	A/C	Stand-alone and applicable as accessory use to multi-family, hotel, etc. (applies only to parking structure)
Recreational vehicle storage	N	N	N	
Rental agency	A	N	N	Accessory to hotel use only; no auto repair services
Vehicle/automotive parts	AP	N	N	No installation services permitted
Vehicle sales	AP	AP	N	Indoor showroom only, no outdoor sales
Billboards				
Billboards/off-site advertising	N	N	N	Regardless of size
Entertainment				
Amusement machines	A	A	A	Limited to four or fewer
Arcade, bowling alley, miniature golf, tennis club, skating rink, or the like	C	C	N	
Banquet room rental	A/AP	A/AP	N	Accessory use permit when accessory to restaurant or hotel; when not an accessory, an administrative use permit

TABLE 3-2 PERMITTED USES

Use and Key to Permit Requirements Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T= Temporary Use	Transit Node District	Corridor District	Medical District	Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
Dancing	A	A	N	Accessory to restaurant, hotel, banquet room only
Live or movie theater	Y	Y	N	
Private club, social club, night club, pool hall	C	C	N	City council hearing required for new and transferred business licenses
Restaurant with entertainment	Y	Y	N	City council hearing required for new and transferred business licenses
Financial, Professional, and Personal Services				
Basic professional services, non-medical	Y	Y	C	Examples include: barber/beauty shop, catering (w/o trucks), pet grooming, dry cleaner, housing cleaning service, locksmith, mail box rental, nail/manicure shop, repair shop for small appliances or electronics, bicycle sales/repair, tailor, shoe repair, tanning salon, travel agent, accounting, advertising, architecture, artist studio, bookkeeping, business headquarters, computer programming, consulting, contracting, engineering, insurance, law, marketing, photography, real estate, tax preparation, or visitor information center
Basic professional services, medical	Y	Y	Y	Examples include: chiropractors, dentistry, diet/nutrition center, medicine, medical laboratory, professional care providers, psychiatry, psychology, or veterinary clinic
ATM	Y/AP	Y/AP	Y	Permitted (Y) when in building interior; Administrative use permit when on building exterior or as a freestanding, walk-up machine
Bail bonds	N	N	N	Only within 600 feet of a police station, jail, or court
Bank, credit union, savings and loan	Y	Y	Y	Drive-thru windows prohibited
Business support service	Y	Y	Y	Copy, fax, mail box rental, supplies; business equipment rental, sale, and repair
Check cashing, payday loans, cash for gold	N	N	N	Subject to 21.45.116
Escrow, stocks, and bonds broker	Y	Y	Y	

TABLE 3-2 PERMITTED USES

Use & Key to Permit Requirements Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T= Temporary Use	Transit Node District	Corridor District	Medical District	Notes & Exceptions Code section numbers reference the Long Beach Municipal Code
Fitness center, gymnasium, health club, personal training, martial arts studio, dance/ ballet studio	Y	Y	Y	
Laundromat	Y	Y	A	
Massage therapy	A/C	A/C	A/C	Subject to 21.51.243; accessory use permit when accessory to other uses; as a principal use, a conditional use permit
Major appliance repair	C	C	N	Permitted only on the ground floor. Stove, refrigerator, upholstery, lawn mowers, etc.
Self-storage, mini-warehouse, etc.	N	N	N	
Shoe-shine stand	A	A	A	Indoor or outdoor
Tattoo parlor	C	C	N	Minimum 1,000 feet from any public school and 200 feet from any residential zone
Termite and pest control	N	N	N	
Vending machines (exterior)	N	N	N	
Institutional				
Adult day care	Y	Y	Y	
Church or other house of worship	Y	Y	Y	
College, university, business or professional school	Y	Y	Y	
Convalescent hospital or home	N	N	Y	
Day care or pre-school	Y	Y	A	When not accessory to a residence
Elementary or secondary school	Y	Y	N	
Emergency shelter	N	N	N	
Government offices, fire or police station, courthouse, library, or other government facility	Y	Y	Y	
Hospital, medical center, urgent care facility	C	C	Y	
Industrial arts trade school or rehabilitation workshop	AP	AP	AP	
Museum	Y	Y	A	
Mortuary or funeral home	N	N	N	Minimum 600 feet from any residential zone, as defined in 21.52.211
Parsonage	A	A	N	Accessory to a house of worship
Social service office	C	C	C	As defined in 21.15.2795 w/ or w/o food distribution

TABLE 3-2 PERMITTED USES

Use & Key to Permit Requirements	Transit Node District	Corridor District	Medical District	Notes & Exceptions
Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T = Temporary Use				Code section numbers reference the Long Beach Municipal Code
Residential				
Single-family detached	N	N	N	SP
Single-family attached or townhome	Y	Y	Y	Only in a vertically mixed-use project in Transit Node District
Multi-family	Y	Y	Y	
Live-work / artist studio with residence / shopkeeper unit	Y	Y	Y	
Child day care, 14 or fewer children	A	A	A	Subject to 21.51.230
Child day care, more than 14 children	C	C	A	Subject to 21.52.249
Community correctional reentry facility	N	N	N	
Special group residence	C	C	C	As defined in 21.15.2810 subject to 21.52.271
Restaurants & Ready-to-Eat Foods				
Restaurants & ready-to-eat foods	Y	Y	Y	Drive-thru lanes prohibited
Outdoor dining	A	A	A	
Vending cart (food only)	AP	AP	AP	Subject to 21.45.170
Retail Sales				
Basic retail sales	Y	Y	Y	
Building supply or hardware store with lumber, drywall, or masonry	N	N	N	Hardware stores w/o lumber, drywall, or masonry are considered basic retail
Flower stand or newsstand	Y	Y/AP	Y/AP	Subject to 21.45.135, except subsection (B.1.); permitted (Y) when a principal use; Accessory use permit when an accessory to another use
Itinerant vendor	T	T	T	Permitted only on the ground floor
Major appliance sales	Y	Y	N	Refrigerators, stoves, etc.
Manufacture of products sold on-site	A	A	N	
Outdoor flower, plant, fruit, or vegetable sales	A	A	A	Maximum of 6,000 Sq Ft
Outdoor swap meet, flea market, sales event	T	T	N	Permitted only on the ground floor
Thrift store, used merchandise, consignment	C	C	C	
Vending cart (non-food items)	AP	AP	AP	
Temporary Lodging				
Bed and breakfast inn	AP	AP	N	Subject to 21.52.209; inns with fewer than seven guest rooms are exempt from AP requirement

TABLE 3-2 PERMITTED USES

Use & Key to Permit Requirements Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T = Temporary Use	Transit Node District	Corridor District	Medical District	Notes & Exceptions Code section numbers reference the Long Beach Municipal Code
Hotel	Y	Y	Y	As defined in 21.15.1380
Motel	N	N	N	As defined in 21.15.1380
Youth hostel	AP	AP	N	
Miscellaneous and Other Uses				
Adult entertainment business	N	N	N	
Cargo/shipping container for residential and non-residential uses	C	C	C	Permitted as building material for residential and non-residential uses when all other zoning and building code regulations are satisfied, and subject to Site Plan Review
Carnival, event, fair, fiesta, outdoor exhibition, seasonal sales, trade show, and the like	T	T	T	Subject to 21.53.109 and 21.53.113
Cellular or wireless facility	Y	Y	Y	Building or roof-mounted only, subject to 21.45.115; freestanding monopoles are prohibited
Electric distribution station/substation	N	N	N	
Firearms or other weapons sales or repair	N	N	N	
Medical marijuana dispensary, medical or recreational marijuana retail outlet, THC-laced foods or other edible or consumer product manufacture or sales, marijuana cultivation or grow facility, cannabis collectives or cooperatives, and other similar or related uses	N	N	N	Unless preempted by National, State or local legislation including ballot initiatives impacting Title 5 of the Long Beach Municipal Code
Park, community gardens, parklets	Y	Y	Y	
Recycling center	N	N	N	Permitted only on the ground floor. Subject to 21.51.265, no more than four vending machines at one location; excludes attended centers
Transportation facilities	C	C	C	Bus terminals, cab stands, heliports/helistops, train stations, etc.
Towing – accessory or principal use	N	N	N	
Notes: (a) The following alcoholic beverage sales may be exempted from the Conditional Use Permit requirement: 1. Restaurants with alcoholic beverage service only with meals. This generally means any use with a fixed bar is not exempt. A service bar is not considered a fixed bar. For example, a sushi bar, where alcoholic beverages are served at the same bar where meals are served, is considered serving alcoholic beverages only with meal service. A cocktail lounge without a bar, but with primarily service of only hors d'oeuvres and alcoholic beverages is not exempt. Any restaurant with more than 30 percent of gross sales consisting of alcoholic beverages shall lose its exemption and be required to obtain a Conditional Use Permit to continue to sell alcohol. 2. Department store or florist with accessory sale of alcoholic beverages. 3. A brew pub or other similar facility that produces for on-site consumption may offer off-premises sales in accordance with state law. 4. Grocery stores of 20,000 square feet or greater with accessory sale of alcoholic beverages.				



Mixed-use buildings with ground floor retail uses create an active, pedestrian-friendly environment.

3.4.2 Development Intensity

Within the Midtown area, development intensity is regulated by standards for height, floor area ratio (FAR), unit size, and lot size. Table 3-3 and Figure 3-3 provide the minimum and maximum intensity standards. The Transit Node District is divided into two areas, reflecting the need to transition between the more intense development immediately surrounding the transit stations and the surrounding neighborhoods.

To encourage lot consolidation and through-block development, the maximum building height and FAR standards are staggered based on parcel depth. Parcels that are currently at least 200 feet in depth are qualified to reach the maximum development intensity. Parcels of less than 200 feet in depth are permitted to reach a lower level of intensity, but are encouraged to consolidate with adjacent parcels to maximize development potential and avoid orphaned parcels. Development created through lot consolidation shall be developed as a unified site.

The standards in this Plan have been developed to foster an urban street environment. A minimum streetwall height has been established along key streets to maintain a consistent “public room” (as shaped by building

TABLE 3-3 DEVELOPMENT INTENSITY STANDARDS

Standard	Transit Node High	Transit Node Low	Corridor	Medical
Maximum building height ^{1,2,3}				
On parcels <200 feet deep	4 st / 50 ft	3 st / 36 ft	3 st / 36 ft	No Limit
On parcels ≥200 feet deep	10 St / 100 ft	5 st / 65 ft	5 st / 65 ft	
Minimum streetwall height	See Figure 3-4			
Minimum ground floor height ⁷	18 ft	18 ft	14 ft	14 ft
Maximum FAR ^{3,4}				
On parcels <200 feet deep	2.0	1.5	1.5	4.0
On parcels ≥200 feet deep	4.0	3.0	3.0	
Minimum unit size ^{5,6}	600 sf			
Minimum lot size	10,000 sf			none

Notes:

1. Architectural projections are building elements (e.g., towers, cupolas) that are added to building faces to provide architectural interest without adding interior floor area. The maximum height of any architectural projection is 10 feet above the maximum building height.
2. If a project straddles two or more height areas, each height area shall remain in effect, as identified on Figure 3-4, unless approved by the Site Plan Review Committee.
3. Parcel depth shall be measured from the property line parallel to and/or fronting Long Beach Boulevard, Spring Street, Willow Street, Pacific Coast Highway, or Anaheim Street. If a parcel cannot be consolidated with an adjacent parcel (e.g., adjacent parcels are outside of the Specific Plan or adjacent parcels have already been developed under the Specific Plan), exceptions can be made by the Site Plan Review Committee. The Site Plan Review Committee shall also consider exceptions for parcels larger than 20,000 square feet where available lot depth is less than 200 feet however a mix of uses at increased height and density may be accommodated consistent with the design guidelines contained in Chapter 5.
4. Sections 21.15.1070 and 21.15.1090 of the Municipal Code define and describe FAR.
5. Up to 15 percent of a project's units may be a minimum of 450 sq ft if approved through the Site Plan Review process and if the Site Plan Review Committee finds that the reduced-size units are high-quality dwelling units with sufficient amenities to be livable, desirable dwelling units, to be determined at the sole discretion of the Site Plan Review Committee. A variety of housing unit types and sizes is required for all development projects.
6. Replacement of any unit demolished, as defined in Section 21.15.750 of the Municipal Code, shall be subject to the required new unit size.
7. The Site Plan Review Committee may reduce the minimum ground floor height to 15 feet if architectural treatments are included to accentuate the ground floor and building entrance.

on both sides of the street). Minimum streetwall heights are provided on Figure 3-4. Streetwalls vary by district—shorter multi-story buildings in the Corridor District, a tier of more intense heights in Transit Nodes (dividing this district into two categories, high and low), and larger institution buildings in the Medical District.

The streetwall is the most visible component of a building. The design of the streetwall is what the user of the street will experience most intimately from the public realm; it is one of the biggest contributors to Midtown’s character. See Chapter 5, Design Guidelines, for streetwall design standards.

3.4.3 Building Placement

The placement of buildings plays an important part in creating character and a sense of place in Midtown. Along Long Beach Boulevard and around the transit stations, the standards reflect an urban, walkable atmosphere where dense commercial, residential, and mixed-use buildings are placed close together and create a consistent streetwall that shapes the experience of pedestrians, bicyclists, and passing motorists.

Elsewhere, the setback standards emphasize minimum setbacks to provide attractive landscaping and a buffer from street activity for pedestrians. Standards are identified in Table 3-4 and on Figure 3-4.

TABLE 3-4 BUILDING PLACEMENT STANDARDS

Build-to Line / Setback ¹	Min	Max
Street Fronting		
Zero-foot build-to line ²	0 ft	5 ft
6-foot setback	6 ft	none
10-foot setback	10 ft	none
Interior		
Adjacent to property outside Specific Plan	5 ft	none
Adjacent to side or rear yard of property within the Specific Plan ^{3,4}	5 ft	none
Adjacent to an alley ⁵	10 ft	none
Building to building on same lot	0 ft (shared wall) or 10 ft	none

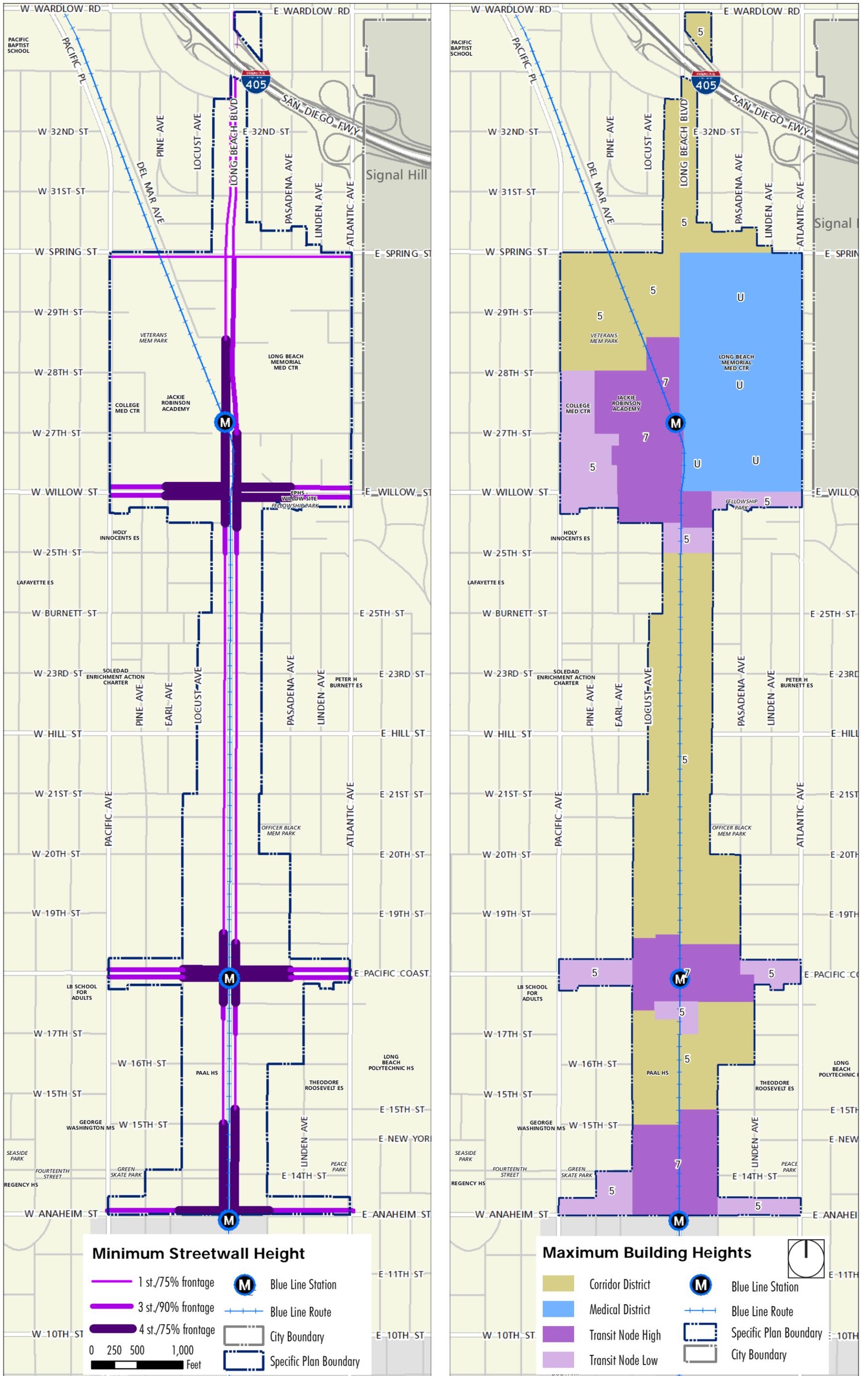
Notes:

1. Setbacks are measured from the closest point of a building to the property line.
2. Up to 20 percent of the building frontage may be set back more than 5 feet.
3. All uses are allowed to be attached horizontally. Accordingly, the setback requirement at the point of the shared wall is zero.
4. No setback is required for commercial or residential above ground-floor commercial; an 8-foot front street setback is required for ground-floor residential, and 5-foot side street setback is required for ground-floor residential.
5. Required alley setbacks are measured from the centerline of the alley.

Other building placement standards include:

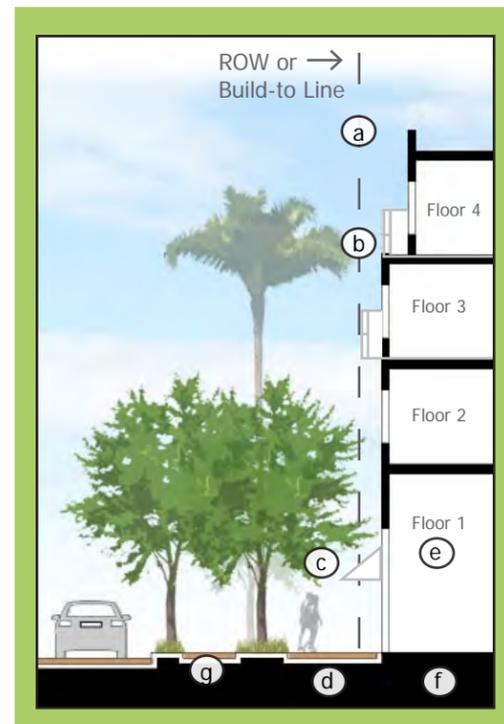
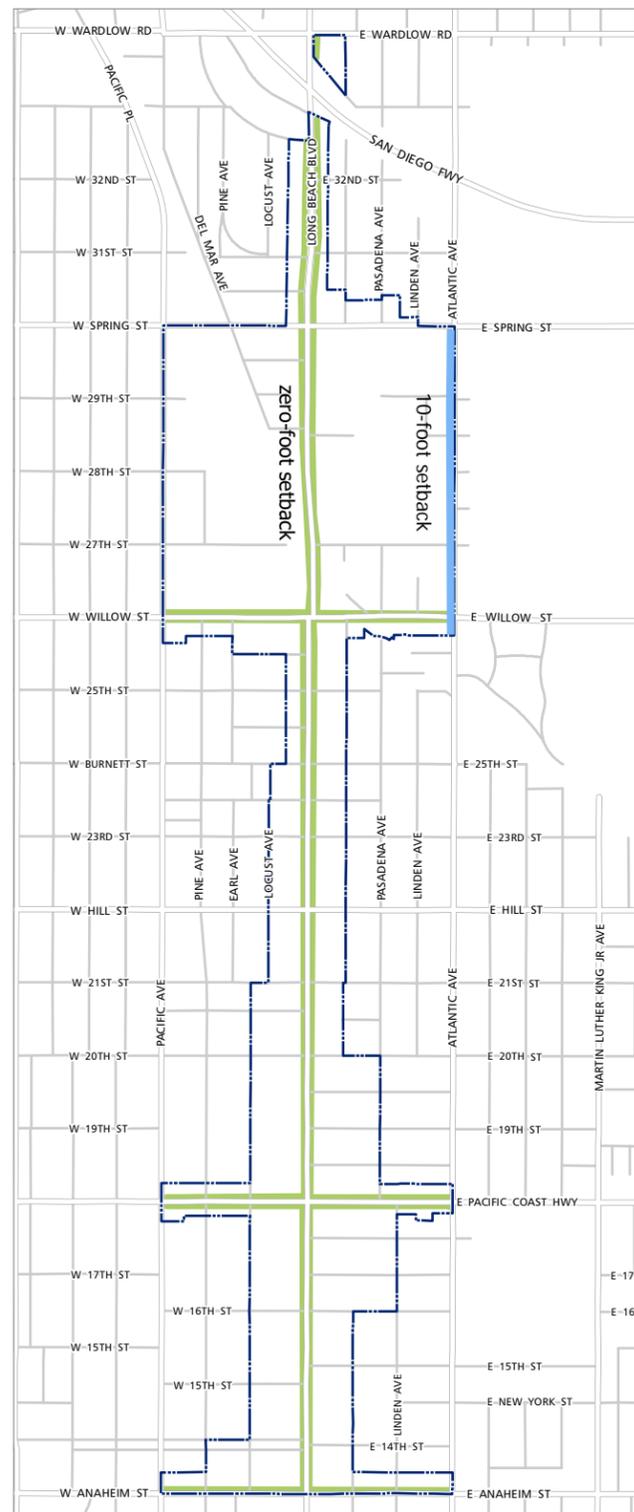
- Additional setbacks for entry plazas or courtyards, or to meet adjacent structures, may be permitted subject to additional design review. Arcades and colonnades may be used to satisfy setback requirements.
- Stoops, patios, gardens, balconies, and outdoor dining may be located within the setback and are encouraged along the street edge. Projections are permitted into the required setbacks in accordance with Section 21.32.220(C) of the Municipal Code.
- Additional standards for a required corner cut-off apply in accordance with Section 21.15.660 of the Municipal Code.
- The Site Plan Review Committee may consider context-sensitive setbacks, deviating from the required setbacks or build-to lines on individual projects for both additions and new construction, if those deviations would be consistent with the intent of this Plan.

FIGURE 3-4 BUILDING AND STREETWALL HEIGHT STANDARDS



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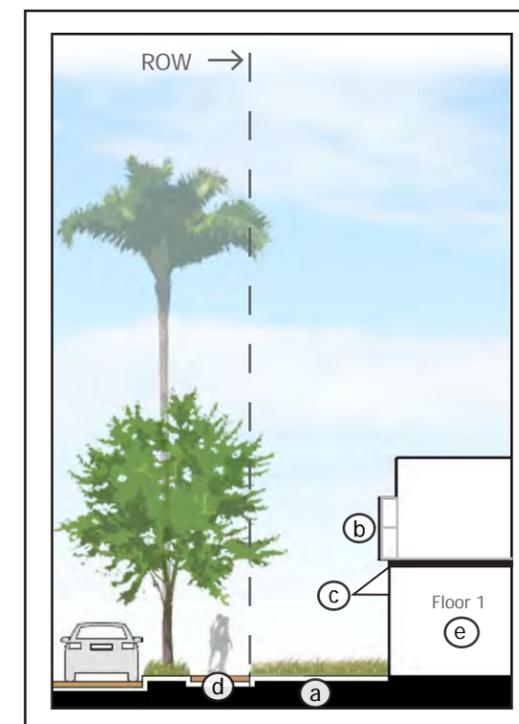
FIGURE 3-5 BUILDING PLACEMENT STANDARDS



ZERO-FOOT BUILD-TO LINE

Portions of Midtown, primarily along Long Beach Boulevard, are designated as having a zero-foot build-to line.

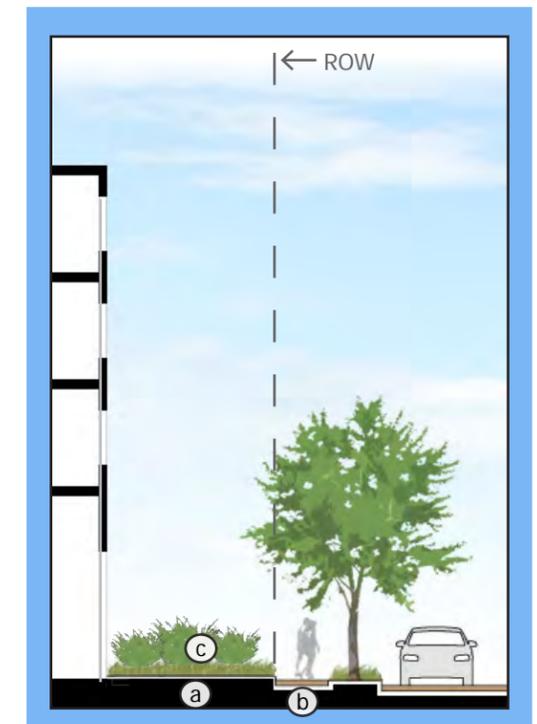
- a. A zero-foot build-to line requires no minimum setback with a maximum 5-foot setback.
- b. Projecting or recessed balconies are encouraged.
- c. Awning or canopy entry may encroach into the setback area.
- d. The sidewalk is the primary pedestrian walkway. Where building façades abut the property line, pots or planters should be provided on the sidewalk, out of the primary pedestrian path.
- e. Active uses, such as residential, live-work spaces, commercial, and retail uses, are permitted on the first floor.
- f. Below-grade or podium parking is encouraged along Long Beach Boulevard and in the Transit Node Districts. Access to parking, entrances, and exits should be located on streets intersecting Long Beach Boulevard.
- g. A separated bike lane flanked by landscaping planters providing buffers creates a safer street for automobiles, bikes, and pedestrians.



6-FOOT SETBACK

The majority of neighborhood and non-transit-oriented streets in Midtown use a 6-foot setback.

- a. A minimum 6-foot setback with no maximum limitation.
- b. Projecting or recessed balconies are encouraged.
- c. Awning or canopy entry may encroach into the setback area.
- d. The sidewalk is the primary pedestrian walkway.
- e. Active uses, such as residential, live-work spaces, commercial, and retail uses are permitted on the first floor.



10-FOOT SETBACK

Atlantic Avenue between Willow Street and Spring Street, along the Medical District, requires a minimum 10-foot setback.

- a. A minimum 10-foot setback with no maximum limitation.
- b. The sidewalk is the primary pedestrian walkway.
- c. Additional landscaping is encouraged in the setback.

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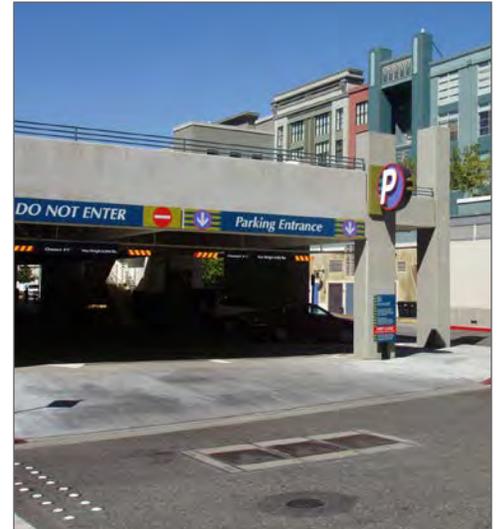
3.5 PARKING

3.5.1 Off-Street Parking

Table 3-5 provides the residential and non-residential parking requirements for development within Midtown. If different land uses are part of the same project (e.g., mixed-use development combining retail and residential), the parking requirements for each land use are applicable and shall be added together to determine the total parking requirements for the project.

Parking and loading requirements not provided in this section shall be subject to review by the City Traffic Engineer, who may require additional studies prior to approval. All parking reduction requirements shall be approved at the discretion of the Site Plan Review Committee, which will determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis.

In the calculation of parking requirements, fractional numbers of parking spaces shall be rounded up to the nearest half or whole number, depending on the requirement.



Off-street parking may be accommodated by surface parking lots or parking garages. The size, scale, and type of garage (underground vs. above ground) may vary with the type of project. See Chapter 5 for design guidelines pertaining to corridor parking.

TABLE 3-5 MINIMUM OFF-STREET PARKING REQUIREMENTS

Use	Corridor & Medical	Transit Node	Notes
Residential			
0-1 bedroom	1.0	1.0	per unit
2 bedrooms	1.25	1.25	per unit
3 or more bedrooms	1.5		per unit
Special group residence, assisted living, congregate care	1.0	0.75	per 3 bedrooms
Senior housing			
Market rate/rent	1	0.75	per bedroom
Income restricted/low rent	0.5	0.33	per bedroom
Shopkeeper or live-work	1.5	1.25	per unit
Guest parking	1.0	1.0	per 4 units
Non-residential			
Hotel	0.5	0.5	per room
Medical office	5	3	per 1,000 sq ft
Hospital	2	2	per bed
All other uses	2.0	2.0	per 1,000 sq ft In the Transit Node District, this requirement only applies to non-residential building space in excess of 4,000 sq ft Restaurants calculated based on sq ft of dining area; no additional parking requirement for the first 250 sq ft of outdoor dining space.



Additional bicycle parking may help to foster a multi-modal street environment.

Off-street parking spaces can be satisfied through the provision of smaller spaces designed specifically for motorcycles or motorized scooters:

- Up to 2 spaces for projects with up to 20,000 square feet of gross floor area of non-residential space or 50 residential units.
- Up to 5 spaces for projects with more than 20,000 square feet of gross floor area of non-residential space or 50 residential units.

Development in the corridor is required to provide electric vehicle charging facilities:

- For all new development at least 3 percent of the total parking spaces, but not less than one, shall be capable of supporting future electric vehicle supply equipment.
- A label stating “EV Charge Capable” shall be posted in a conspicuous place at the service panel or subpanel and the EV charging space.
- It is recommended that other off-site parking areas accommodate Level 2 electric vehicle charging stations in anticipation of changes to the California Building Code requirements.

3.5.2 Bicycle Parking

Table 3-6 describes the bicycle parking requirements for the Midtown planning area. Bicycle parking may consist of several types of facilities, hitching posts/staple racks, “A” frames, stand-alone racks, bicycle lockers, etc. Bicycle parking facilities are encouraged to be used as functional public art and should be located in convenient, visible, and well-lit areas. Non-residential property and business owners are also encouraged to

TABLE 3-6 ON-SITE BICYCLE PARKING REQUIREMENTS

Use	Minimum Bicycle Capacity	Type of Parking Facility	Location
Residential, shopkeeper unit, or live-work unit	1.0 space per 2 units, 1 enclosed locker required for every 50 dwelling units	A-frame or freestanding rack	Near main entrance with good visibility, not to obstruct auto or pedestrian movement
Commercial	1.0 space per 5,000 sq. ft. of building area	Staple or new technology	
Retail	1.0 space for each 7,500 sq. ft. of building area	Staple or new technology	
Schools	8.0 spaces per 40 students	A-frame, freestanding racks	Near office entrance with good visibility, in fenced area
Public facilities	8.0 spaces per location	Staple or freestanding racks	Near office entrance with good visibility
Transit stations	1.0 space per 30 parking spaces	Lockers	Near platform or security guard

consolidate bicycle parking into clusters within the public right-of-way along the street frontage.

3.5.3 Transportation System Demand Management

Midtown is served by the Metro Blue Line light rail, local and regional bus services, and shuttle service. In addition, bicycling opportunities and the mixed-use character of Midtown decrease the need for parking spaces from what was required in the past.

New development projects (residential and non-residential), additions, demolitions, rebuilds, and remodels (refer to Sections 21.15.065, 21.15.750, 21.15.2250, and 21.15.225 of the Municipal Code, respectively) are eligible for a parking reduction by incorporating Transportation Demand Management (TDM) strategies. While TDM may reduce parking requirements, all development projects will be required to provide on-site parking. Transportation demand management strategies for Midtown will accomplish two broad objectives:

- Reduce reliance on automobiles and associated congestion and emissions.
- Provide economic incentives for residential, office, and employment projects in Midtown.

TDM strategies applicable to reduce parking requirements, subject to the discretion of the Site Plan Review Committee, include:

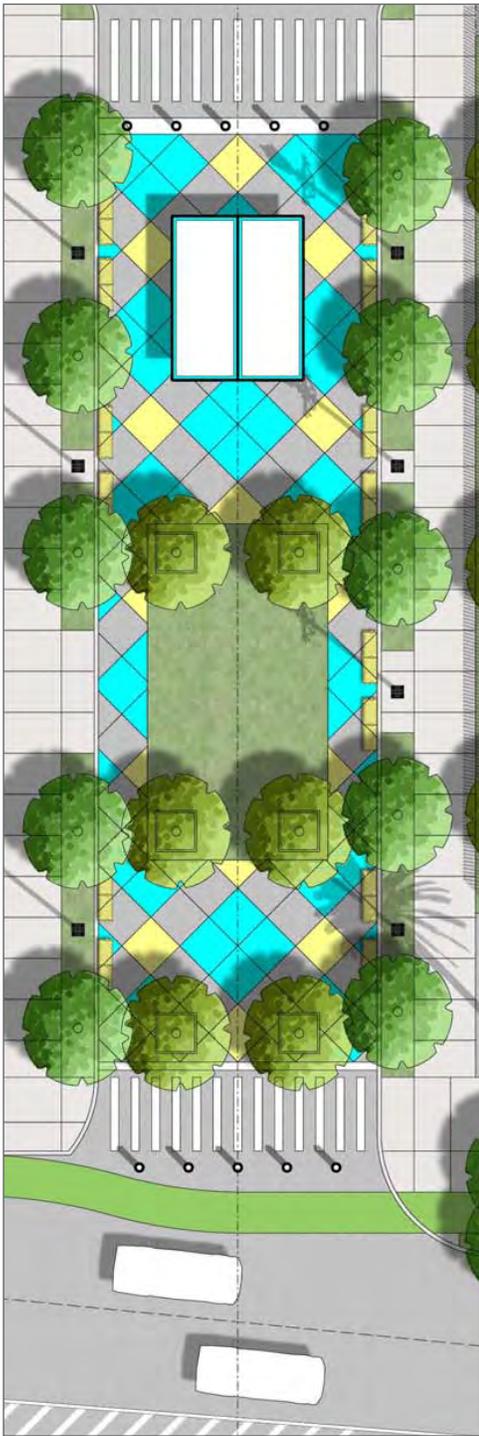
- Carpool/vanpools.
- Garage lifts (stacked parking).
- Unbundled parking (parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit).
- Off-site parking within 1,000 linear feet walking distance of the property line (a shared parking agreement may be required).
- Joint use (shared parking).
- Transit/bicycle/pedestrian system improvements.
- On-street parking rates and time restrictions (adequately monitored).
- Transit passes (provide free or reduced-price transit passes to residents or employees). An incentive program could be developed for developers, property managers, and employers to substitute a percentage of required parking spaces. A maximum limit will be determined.
- Other proposals.



Garage lifts (stacked) parking may help to increase the capacity of a parking structure.



Paid parking lots are a form of Transportation Demand Management by encouraging drivers to park once and walk, bike, or take transit to their Midtown destinations.



Parklets are street parks of about a quarter acre. The Specific Plan would add 11 of these parklets.

The illustrative above is shown for conceptual purposes only.

All parking reduction requirements shall be approved at the discretion of the Site Plan Review Committee, which will determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis; however, a TDM program shall not reduce parking to zero.

A “park once” policy shall also be promoted for Midtown. Rather than driving from one Midtown use to another, visitors are highly encouraged to park once and walk, bike, or take transit to one or more destinations within Midtown. Similarly, residents and employees are encouraged to walk, bike, or take transit from nearby residences or workplaces to Midtown destinations.

3.6 OPEN SPACE STANDARDS

Open space is a key feature in any urban place, offering residents, workers, and visitors places to relax, gather, and exercise. Additionally, open space provides visual relief and a connection to the natural environment. Finally, open space may be used for community gatherings and festivals. Though Midtown enjoys a variety of small and large open space amenities, many residents and workers lack easy access to open space.

Adding open space to an urbanized area is not easy. Open space standards often focus on privatized open space and offer in-lieu fees that may get spent outside the neighborhood. The City also recognizes that private property owners and the development community do not have endless funds to satisfy requirements for public parks, on-site common open space, on-site private open space, and ROW improvement.

The Midtown Specific Plan emphasizes improvement of the public realm through the provision of public park space and improved public rights-of-way and requiring new development to pay an in-lieu park fee that will go toward park improvements within the corridor boundary. This Plan also requires new development to provide on-site open space; however, it offers flexible alternatives for projects near parklets.

3.6.1 Public Park Space

Public park space serves the community at large and may consist of a variety of recreational amenities, including parklets, playgrounds, open grass fields, gardens, and plazas. This type of open space is available on publicly accessible land for all residents and visitors. Existing examples include Green Skate Park, Fellowship Park, and Veterans Memorial Park.

All new development in the Midtown planning area is required to contribute an in-lieu fee equivalent toward the City’s public open space requirement. The in-lieu fee payments will be collected by the City with the goal of applying those funds toward the creation of open space and recreation

amenities in the same general area where the fees were generated. Park fees and the creation and improvement of traditional park space is in addition to reconfiguration of public right-of-way into new Parklets. In many circumstances new development will be subject to both separate fee and/or improvement requirements.

3.6.2 Public Right-of-Way

Midtown’s rights-of-way are one of its most visible features. For many visitors and Long Beach residents and workers, the rights-of-way define the image of Midtown. The Midtown Specific Plan establishes substantial improvements for the rights-of-way so that they are more attractive, safe, and functional for all to use and see.

Open space in the public right-of-way may consist of pedestrian and bicycle space, outdoor dining, landscaping, benches, and public art. The concepts and standards in this Plan require high quality design, materials, and landscaping for the right-of-way areas. Project applicants should treat the rights-of-way as an extension of public park space.

3.6.3 On-Site Open Space

On-site open space is required for residential and non-residential development projects within the Midtown Specific Plan. Projects within 500 feet of a proposed parklet may pay an in-lieu fee to waive the on-site open space requirement.

Requirements for development projects in Midtown are provided in Table 3-7. Up to 50 percent of required residential open space may be provided as common open space, subject to Site Plan Review Committee discretion on the quality and amenities provided in the common open space. Private residential open space may include balconies, patios, private roof decks and similar.

A property owner may provide on-site open space (common or unit-based) within their development as a desirable property amenity and a way to distinguish their project. However, the provision of such open space shall not offset or satisfy any portion of the public park space or ROW improvement requirements. Required build-to lines and street setback areas cannot be used to satisfy required open space areas.

TABLE 3-7 ON-SITE OPEN SPACE REQUIREMENTS

Use	On-Site Open Space Requirement	Minimum Dimensions
Residential	50 sq ft per unit	5 ft
Non-residential	10% of the project area	10 ft

Notes:

1. Mixed-use projects are subject to the requirements of this table in an additive manner, residential and non-residential requirements apply to the proportionate area of each use within the project.
2. All requirements apply to on-site open space attached to a unit or building.

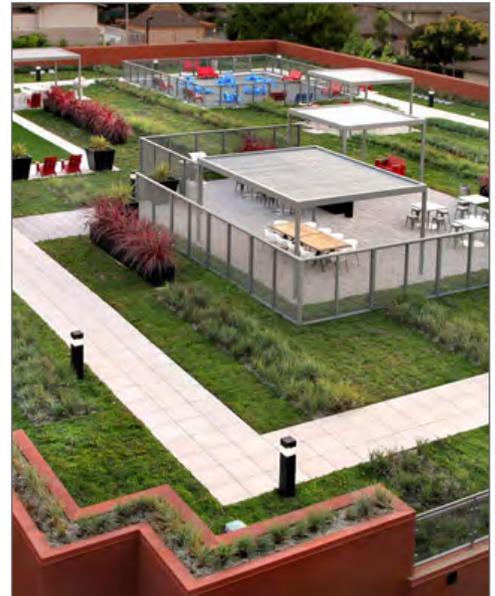


Photo Credit: Neman Garrison + Partners

A green roof at Park Landing in Buena Park, California, provides on-site open space for building residents.

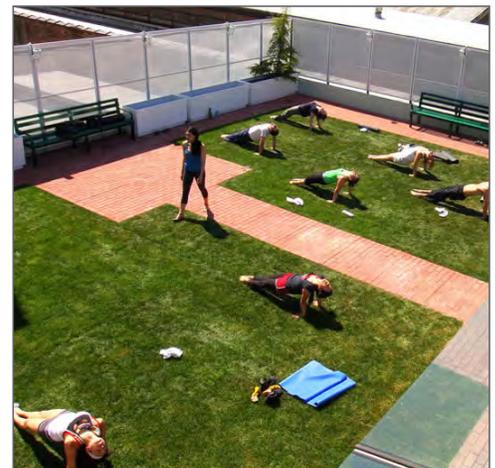


Photo Credit: Green Fitness Studio, NYC

A rooftop can also provide a space for active recreation.



Photo Credit: RoadsideArchitecture.com

Packard Motors Building at 205 East Anaheim Street is a designated historic landmark and could be a candidate for an adaptive reuse project.

3.6.4 Green and Active Roofs

Green roofs, also known as eco-roofs, are encouraged in the Midtown Specific Plan area. These roofing solutions can create additional on-site open space, reduce stormwater runoff, lower energy consumption, and provide for a visually interesting roofscape. Green roofs can support community gardens, small gathering spaces for barbecues, and areas for play. Rooftops also provide an opportunity to offer on-site amenities such as fitness equipment, a small running track, and even a pool or basketball court. With temperate weather in Long Beach, these types of amenities could be enjoyed by building occupants year round.

3.7 ADAPTIVE REUSE

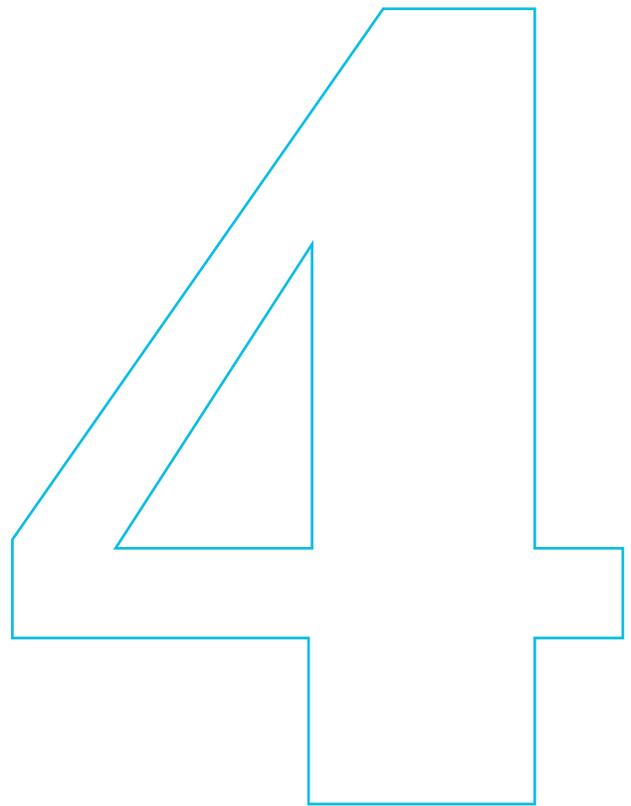
Adaptive reuse refers to a construction or remodeling project that reconfigures a site to accommodate a new use or a purpose other than for what it was originally designed. The City seeks to encourage adaptive reuse to allow for the conversion of existing structures into new land uses that maintain or enhance the character of the community and further extend the life of a building or space.

Examples include the conversion of an old office building into residential lofts, or the conversion of a historic home for office or retail space. The Midtown area contains some buildings, including the Packard Motors Building, that may be a candidate for adaptive reuse. Buildings of potential historical significance were studied in the EIR for this Specific Plan, see Chapter 7 Administration and Implementation, Section 7.3.2 Cultural Resources for information regarding development or redevelopment of these buildings, which includes adaptive reuse.

The City actively identifies structures that exhibit a special architectural and historical value as historic landmarks. The City Council designates historic landmarks, districts, places, and objects by ordinance. However, a building does not need to be a designated landmark to comply with the City's Adaptive Reuse Incentive Program.

Property owners and developers are encouraged to seek creative solutions when proposing new projects in Midtown. Adaptive reuse projects should maintain or enhance the character of the community and further extend the life of a building or space.

The City's Adaptive Reuse Program and Ordinance streamline the planning process, provide a framework for sustainable development and allow greater flexibility to better serve the needs of the changing community. The City offers preliminary consultations to facilitate adaptive reuse projects and applicants should also consult the City's alternative building standards which includes components from the Long Beach Municipal Code, the California Building Standards Code, and the State's Historic Building Code.



MOBILITY & STREETSCAPE

MIDTOWN SPECIFIC PLAN

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4.0 Mobility and Streetscape

The mobility and streetscape plan for Midtown is guided by the City's General Plan Mobility Element. Creating an efficient, balanced, multi-modal mobility network is a priority for both plans. Although Long Beach Boulevard is already a multi-modal corridor, this Plan puts an emphasis on integrating autos, public transit, bicycles, and pedestrians into a complete street. Synchronizing traffic signals, reconfiguring streets and freeway ramps, and applying a context-sensitive approach to balance the mobility system along the boulevard are just a few of the strategies that will help to create an enjoyable area for all users of the corridor.

The City put a new focus on mobility starting with the 2013 update to the General Plan Mobility Element. The Element presents future plans for improving the way people, goods, and resources move within and across the City. New features of the Plan include improving the quality of life for residents and protecting the natural environment—for today and into the future.

One component of improving quality of life is to increase active transportation. Modes of active transportation include walking, cycling, and skating. Promoting these types of alternative transportation modes can help to alleviate roadway congestion, reduce greenhouse gas emissions, and improve air quality, while helping residents to improve their own health and wellness. The majority of bicycle and pedestrian infrastructure improvements in Midtown capitalize on active living transportation. These infrastructure upgrades are designed to change the physical environment and improve the way people interact with and move along the corridor.

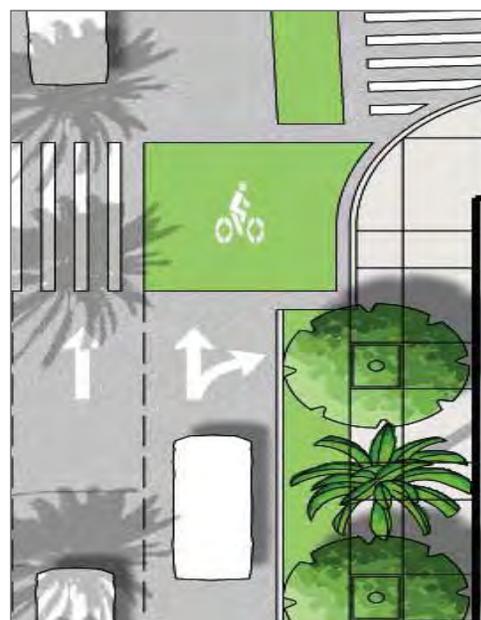
4.1 COMPLETE STREETS

A complete streets roadway network provides safe and convenient access for all users—motorists, bicyclists, pedestrians, and transit riders. Complete streets are accessible to all ages and abilities. They are designed and operated to make it easier to cross the street, walk to shops, and bicycle to work. Ultimately, they improve safety for all users. The complete streets network for Midtown consists of four types of facilities—pedestrian, bicycle, vehicular, and public transit.

Each design for a complete street is unique. The updated street designs for the Midtown Specific Plan area combine the existing amenities along the corridor with new features such as additional bike lanes, wider sidewalks, landscaping buffers, and improved intersection crossings. This corridor benefits from access to the Metro Blue Line and a future connection to the Green Line. Special care has been taken to improve access to the Metro stops for multiple modes of transportation.

Mobility is the movement of goods and people through an area. For Midtown, mobility starts with feet first. The network of sidewalks, bike paths, streets, and transit lanes has been designed to make it safe for all modes of transportation. In a transit-oriented area, connections to transit nodes are particularly important.

The mobility plan in this chapter provides redesigned street sections and pedestrian and bicycle enhancements to improve multi-modal transportation for the corridor.



Bike boxes are a roadway treatment applied to improve bike safety at intersections. They give cyclists priority at an intersection by bringing awareness and visibility of bikes on the road to other users of the street.

A **context-sensitive** street classification system categorizes streets into a hierarchy organized by both function and community context, taking into account all road users and the character of adjacent properties and buildings.

4.2 STREET CLASSIFICATIONS

Streets within the Midtown Specific Plan are divided into six classifications: Regional Corridor, Boulevard, Major Avenue, Minor Avenue, Neighborhood Connector, and Local Street. These classifications are consistent with the General Plan Mobility Element and reflect the roadway character from a context-sensitive approach. Table 4-1 provides a description of each classification, and Table 4-2 identifies the classifications for each of the major streets within the Specific Plan area. Figure 4-1 maps the street classifications in and around the Midtown Specific Plan.

TABLE 4-1 GENERAL PLAN STREET CLASSIFICATIONS

Regional Corridor	Designed for intraregional and intercommunity mobility, these corridors emphasize traffic movement and include signalized pedestrian crossings. The adjacent land uses should provide continuous mixed-use and commercial land uses with adequate off-street parking to minimize dependency on on-street parking.
Boulevard	Characterized by a long-distance, medium-speed corridor that traverses an urbanized area, boulevards consist of four or fewer vehicle travel lanes, a balanced multi-modal function, landscaped medians, on-street parking, narrower travel lanes, more intensive land use oriented to the street, and wide sidewalks. Buildings uniformly line the edges.
Major Avenue	A major avenue serves as the major route for the movement of traffic within the City as well as a connector to neighboring cities. Most traffic using a major avenue will end the trip within the City (as opposed to through-traffic). Therefore, design treatment and traffic operation should give preference to this type of traffic. Long corridors with typically four or more lanes, avenues may be high-transit ridership corridors. Goods movement is typically limited to local routes and deliveries.
Minor Avenue	A minor avenue provides for the movement of traffic to neighborhood activity centers and serves as a route between neighborhoods. Avenues serve as a primary bicycle route and may serve local transit routes as well.
Neighborhood Connector	A neighborhood connector street serves trips generated in surrounding or adjacent neighborhoods and should discourage through-trips that do not end within the neighborhood. Goods movement is restricted to local deliveries only.
Local Street	Local streets primarily provide access to individual residential parcels. The streets are generally two lanes with on-street parking, tree planting strips, and sidewalks. Traffic on a local street should have a trip end on that street or on a connecting local street or to a connector.

Source: City of Long Beach General Plan Mobility Element, 2013.

TABLE 4-2 MIDTOWN STREET CLASSIFICATION

Regional Corridor	Pacific Coast Highway
Boulevard	Long Beach Boulevard from 31 st Street to Anaheim Avenue Willow Street
Major Avenue	Long Beach Boulevard from Wardlow Road to 31 st Street Atlantic Avenue Spring Street between Atlantic Avenue and Long Beach Boulevard
Minor Avenue	Pacific Avenue between Spring Street and Hill Street Spring Street between Long Beach Boulevard and Pacific Avenue
Neighborhood Connector	Hill Street
Local Street	Neighborhood streets not noted above

Source: City of Long Beach General Plan Mobility Element, 2013.

Note: For segments of the streets within the Specific Plan boundaries.

4.3 TRANSIT

Three Transit Node Districts have been created to support the existing Metro stations and foster transit-oriented development around them. The Willow, Pacific Coast Highway, and Anaheim stations all provide access to the Blue Line and serve as transit hubs for multi-modal access in Midtown. The City's General Plan Mobility Element proposes future expansion of the Metro Green Line through Willow Station.

In addition to light rail, Long Beach Transit bus routes offer another transportation option connecting Midtown to the rest of the City. East-west routes connect through the transit nodes at Willow Street, Pacific Coast Highway, and Anaheim Street. North-south routes run along Pacific Avenue, Long Beach Boulevard, and Atlantic Avenue. Figure 4-2 displays current transit routes and stations.

Transit improvements to the corridor include the installation of bicycle racks and lockers, helping to add options for riders to complete their "last mile" (a transit term that refers to connecting people from a transit hub to their final destination). Pedestrian and bicycle access could also be improved through implementation of plans such as the Willow Station Bike Access Transit Plan. The City could also work with Metro on other facility upgrades to visually enhance existing Blue Line stations.

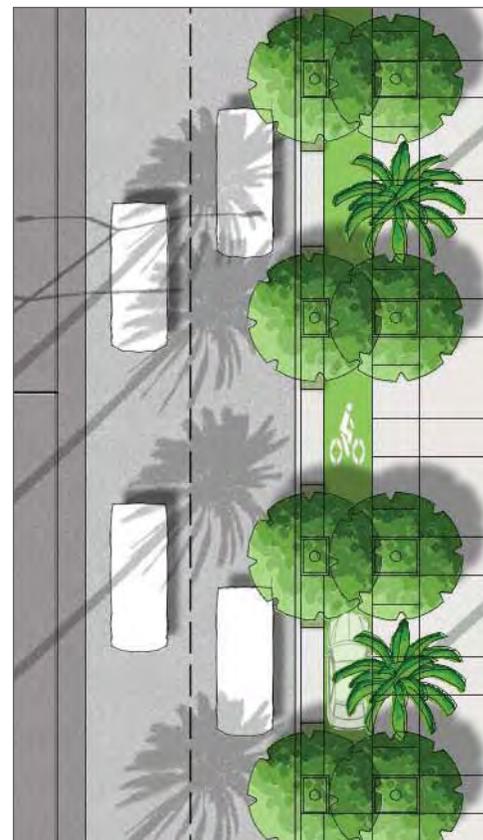
4.4 BICYCLES

Bicycle improvements to Midtown will help to connect existing bicycle infrastructure throughout the City, strengthening Long Beach's commitment to being the nation's most bicycle-friendly city. Bicycles are a popular transportation mode in Midtown; however, existing bicycle access is unsafe and not clearly defined. Many bicyclists are forced to use the sidewalk, which impacts the pedestrian experience and safety. Additionally, existing palm trees offer little shade for bicyclists or pedestrians. Figure 4-3 maps existing and proposed bike facilities.

This Plan recommends inclusion of an improved Class III or IV bikeway and bike boxes along Long Beach Boulevard where and when feasible. Bicycle improvements to Long Beach Boulevard will be determined in the Bicycle Master Plan Update. As conditions change along the boulevard, new bikeways would add connectivity to other transit options, such as the Metro Blue line, and other bicycle connections in the City. Where feasible and when on-street parking is deemed unnecessary, new bike lanes could be physically separated from pedestrian and vehicular traffic. Curb extensions could also be considered to create space for the new lanes by reducing on-street parking and right turn pockets. This treatment creates safer environments for pedestrians and bicyclists while encouraging healthy alternative transportation options for people living and working in the area. The streetscape layouts in Section 4.6 illustrate the proposed bicycle enhancements for each street type in the corridor.



The Blue Line is a major transit connection between Midtown and Downtown Long Beach.



A class IV bike lane, also known as a cycletrack (protected bike lane), could be considered for Long Beach Boulevard if on-street parking is no longer needed.

Other streetscape improvements include the addition of canopy trees to provide shade throughout Midtown. Canopy trees will be added to the street between the existing palm trees in an additional buffer zone along designated sections of the bike lane and in bulb-outs. Guidelines for landscaping are discussed in Chapter 5, Design Guidelines.

Bike facilities will also be improved along the corridor. Bike-sharing programs are encouraged. The City is rolling out a bike share program that will conveniently rent bikes at on-street stations and allow them to be returned to another destination in Long Beach. Midtown is a candidate for possible expansion of this program.

Improvements to areas around transit stations have already been proposed in the Metro Blue Line Bicycle and Pedestrian Access Improvement Plan. The Blue Line Bicycle and Pedestrian Access Plan assesses and recommends physical infrastructure and safety improvements to increase bicycling and walking. The improvement plan includes new crosswalks and countdown signals, a wayfinding plan, resurfacing of designated bikeways, improved lighting, and more bike parking.

The Willow, Pacific Coast Highway (PCH), and Anaheim stations along the corridor are included in this improvement plan.

Recommended improvements for the Anaheim and PCH stations include:

- Enhanced access at the southern end of the station.
- Widening sidewalks and installing buffers, such as bike lanes and landscaping, to protect pedestrians.
- Intersection improvements, including high-visibility crosswalks and bicycle loop detectors.
- Development of bicycle boulevards along 12th Street, 15th Street, and 20th Street.

Recommendations for the Willow Station include:

- Adding trees, street furniture, and increased lighting to create a buffer zone between pedestrians and street traffic.
- Repaving sidewalks and installing curb ramps with truncated domes at all intersections.
- Installing high-visibility crosswalks and increasing pedestrian crossing time.
- Increasing the link between the station and Veteran's Park by installing wayfinding signs and converting the existing sidewalk into a Class I shared use path.

- Development of a bicycle boulevard along Pasadena Avenue.
- Installation of bike parking in the plaza adjacent to the station.

Additionally, this Specific Plan proposes installing new bike lockers and racks throughout Midtown, with the largest concentration in Transit Node Districts and at Metro stations.

4.5 PEDESTRIANS

Despite poor pedestrian conditions, walking is popular in Midtown. The existing pedestrian environment is uninviting, with predominantly narrow concrete sidewalks, limited landscaping, and a lack of art and color. Without safe bicycle systems, bicyclists use the sidewalks, making them less safe for pedestrians. Limited crossings along Long Beach Boulevard make it hard to navigate the corridor by foot.

Pedestrians will benefit from many of the bicycle improvements with some additional feet-friendly options. The creation of separated bike lanes will improve safety, and widening the sidewalk will increase usability. Pedestrian scale lighting will also improve safety and activate night-time use of restaurants offering outdoor dining and sidewalk cafes. The addition of canopy trees will provide much-needed shade and add color to the public realm.

Other enhancements include parklets that will serve as oases amid the corridor and a pedestrian bridge linking the Medical Center, Veterans Park, and Willow Transit Station. Implementation for many of these enhancements are proposed partnerships between the City, Memorial Medical Center, and/or Metro. Figure 4-3 maps existing and proposed pedestrian pathways. Section 4.7 provides detailed street sections, including the pedestrian enhancements described above, for the roadways in Midtown. Implementation and financing mechanisms are discussed in Chapter 7, Administration and Implementation.

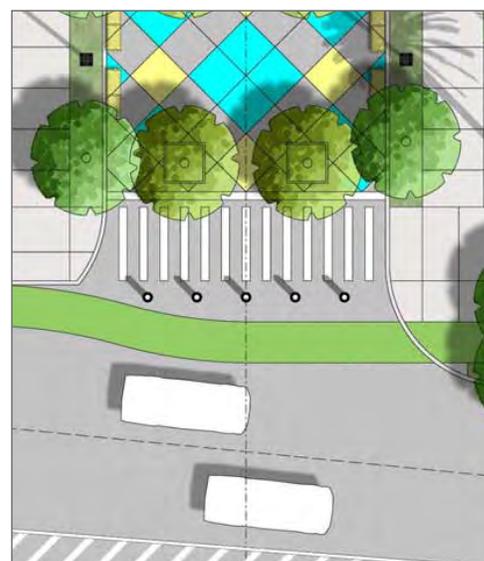
4.6 VEHICULAR STREET CLOSURES FOR PARKLETS

The Environmental Impact Report for the Midtown Specific Plan included a transportation impact analysis, also referred to as a traffic study. The purpose of the traffic study was to evaluate the potential transportation and traffic impacts implementation of the Midtown Specific Plan would have in the City of Long Beach. Additionally, the analysis evaluated the potential impacts of closing a portion of 11 streets to vehicular traffic to create parklets along Long Beach Boulevard.

The study assumed that vehicular traffic volumes from roadways proposed to be converted to parklets were redistributed to nearby intersections since motorists will need to find a new route to access each closed location. The redistributed trips associated with the parklets generally did not affect the



Wide sidewalks and well lit pathways provide safe and comfortable spaces for pedestrians.



Parklets are street parks of about a quarter acre. The Specific Plan proposes the addition of 11 parklets to Midtown by closing through traffic on low volume streets that intersect Long Beach Boulevard.

The illustrative above is shown for conceptual purposes only.

operations of the study intersections given the relatively low contribution of traffic associated with those roadway closures.

Figure 4-3, Pedestrian Paths and Bike Facilities shows the locations of the proposed parklets in relation to other pedestrian and bike facilities in Midtown. See Chapter 3, Section 3.3.2, Proposed Open Space for additional information on parklets.

FIGURE 4-1 STREET CLASSIFICATIONS



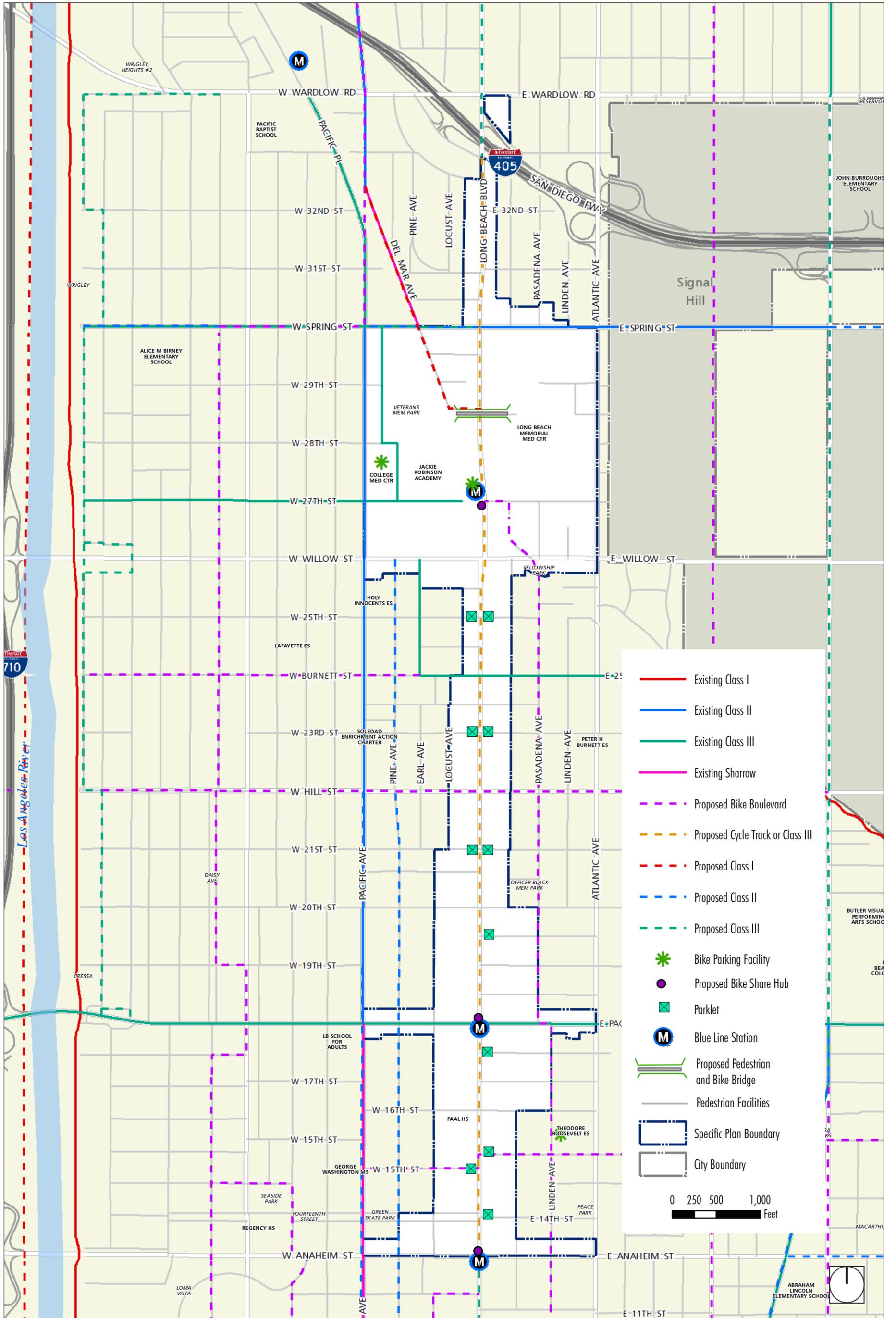
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FIGURE 4-2 TRANSIT LINES AND STATIONS



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FIGURE 4-3 PEDESTRIAN PATHS AND BIKE FACILITIES



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4.7 STREET SECTIONS

The streetscape layout is one of the most important aspects of this Plan. To improve connectivity and safety for multiple modes of transportation, modifying existing streets may involve expanding one part of the roadway and reducing another. For example, adding a bicycle lane will require additional street right-of-way. This additional space may be acquired by eliminating street parking or narrowing the travel lanes.

The street sections in this document are illustrations depicting typical conditions for the streets shown. Right-of-way may vary along the street. The following pages provide typical midblock sections for the street designations in the planning area (see Table 4-2). Each street section is provided on a single cutsheet. This page is a guide to street sections that follow.

FIGURE 4-4 GUIDE TO TYPICAL MIDBLOCK STREET SECTIONS

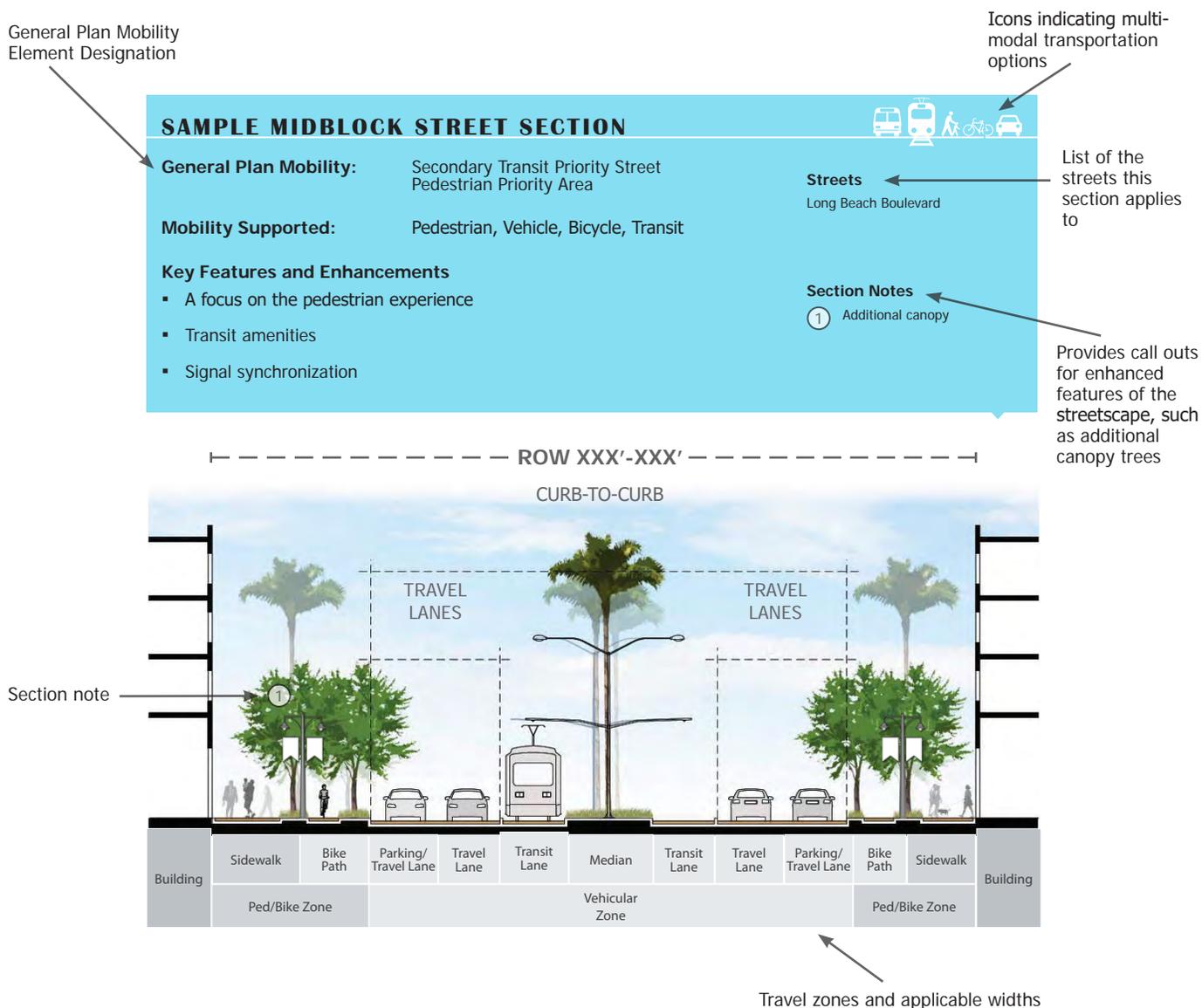


FIGURE 4-5 BOULEVARD (WITH SEPARATED BIKE PATHS)

BOULEVARD TYPICAL MIDBLOCK STREET SECTION (MULTI-MODAL WITH SEPARATED BIKE LANE OR PARKING)

General Plan Mobility: Primary Transit & Pedestrian Priority Street

Mobility Supported: Bus and Rail Transit, Pedestrian, Bike, Vehicle

Key Features and Enhancements

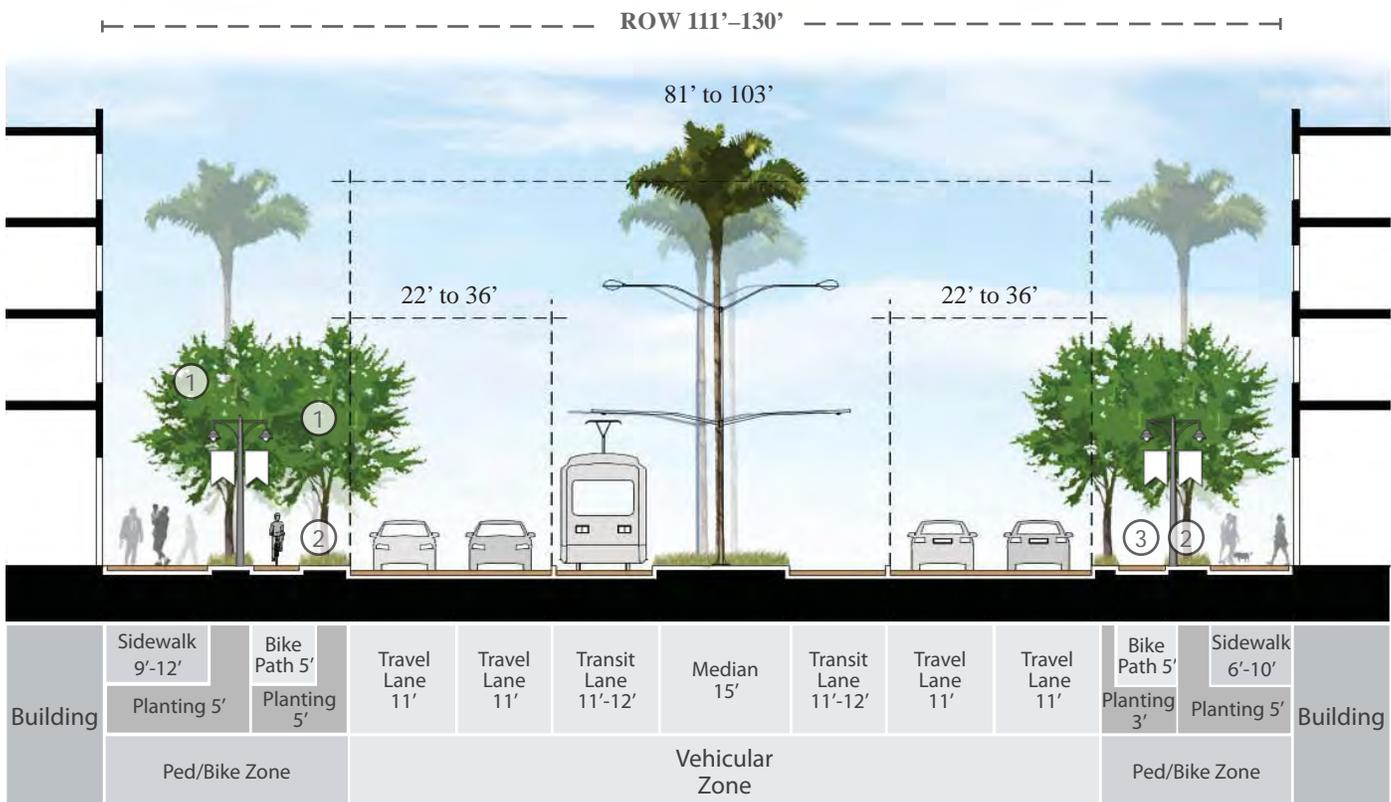
- A focus on the pedestrian experience
- Transit amenities
- Transit only and shared transit lanes
- New bicycles lanes
- Signal synchronization



Streets
Long Beach Boulevard
between Willow Street &
Anaheim Street

Section Notes

- ① Additional canopy trees
- ② Landscaping buffer zone
- ③ Enhanced separated bike lane at curb level (if on-street parking is no longer needed)



Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

A class IV bike lane, also known as a cycletrack (protected bike lane), could be considered for Long Beach Boulevard if on-street parking is no longer needed.

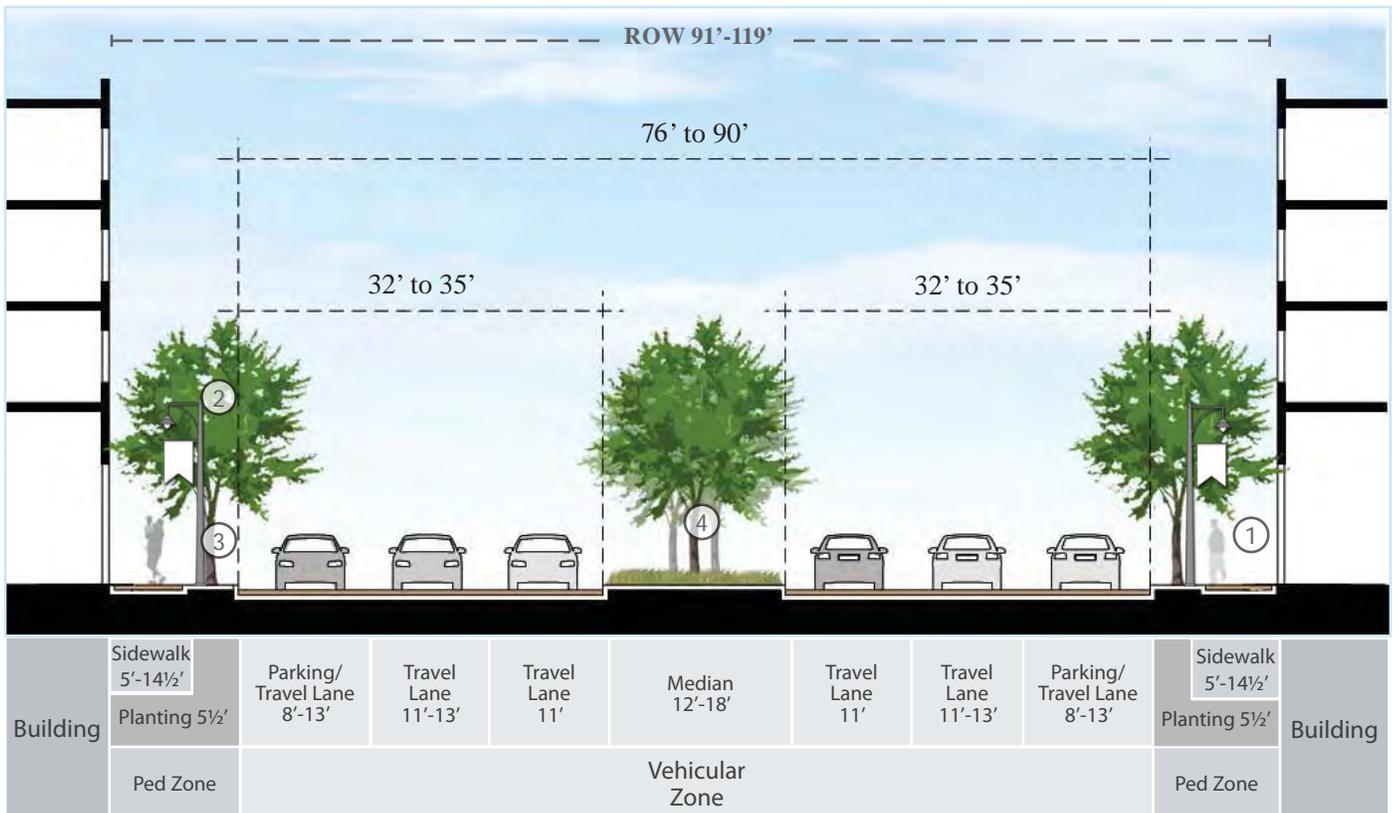


FIGURE 4-6 BOULEVARD (WITHOUT SEPARATED BIKE PATHS)

BOULEVARD TYPICAL MIDBLOCK STREET SECTION (WITH OR WITHOUT BIKE PATHS)



<p>General Plan Mobility: Secondary Transit Priority Street Pedestrian Priority Area</p> <p>Mobility Supported: Pedestrian, Vehicle</p> <p>Key Features and Enhancements</p> <ul style="list-style-type: none"> ▪ A focus on the pedestrian experience ▪ Transit amenities ▪ Signal synchronization 	<p>Streets Willow Street Long Beach Boulevard between Wardlow Road & Willow Street</p> <p>Section Notes</p> <ol style="list-style-type: none"> ① Wider sidewalks ② Additional canopy trees ③ Landscaping buffer zone ④ Planted center median
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Notes: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

Consistent with the City's General Plan and/or Bicycle Master Plan an on-street bike path may be designated on LBBM north of Willow Street.

FIGURE 4-7 REGIONAL CORRIDOR

REGIONAL CORRIDOR TYPICAL MIDBLOCK STREET SECTION



General Plan Mobility: Transit & Pedestrian Priority Street

Mobility Supported: Bus and Rail Transit, Pedestrian, Bike, Vehicle

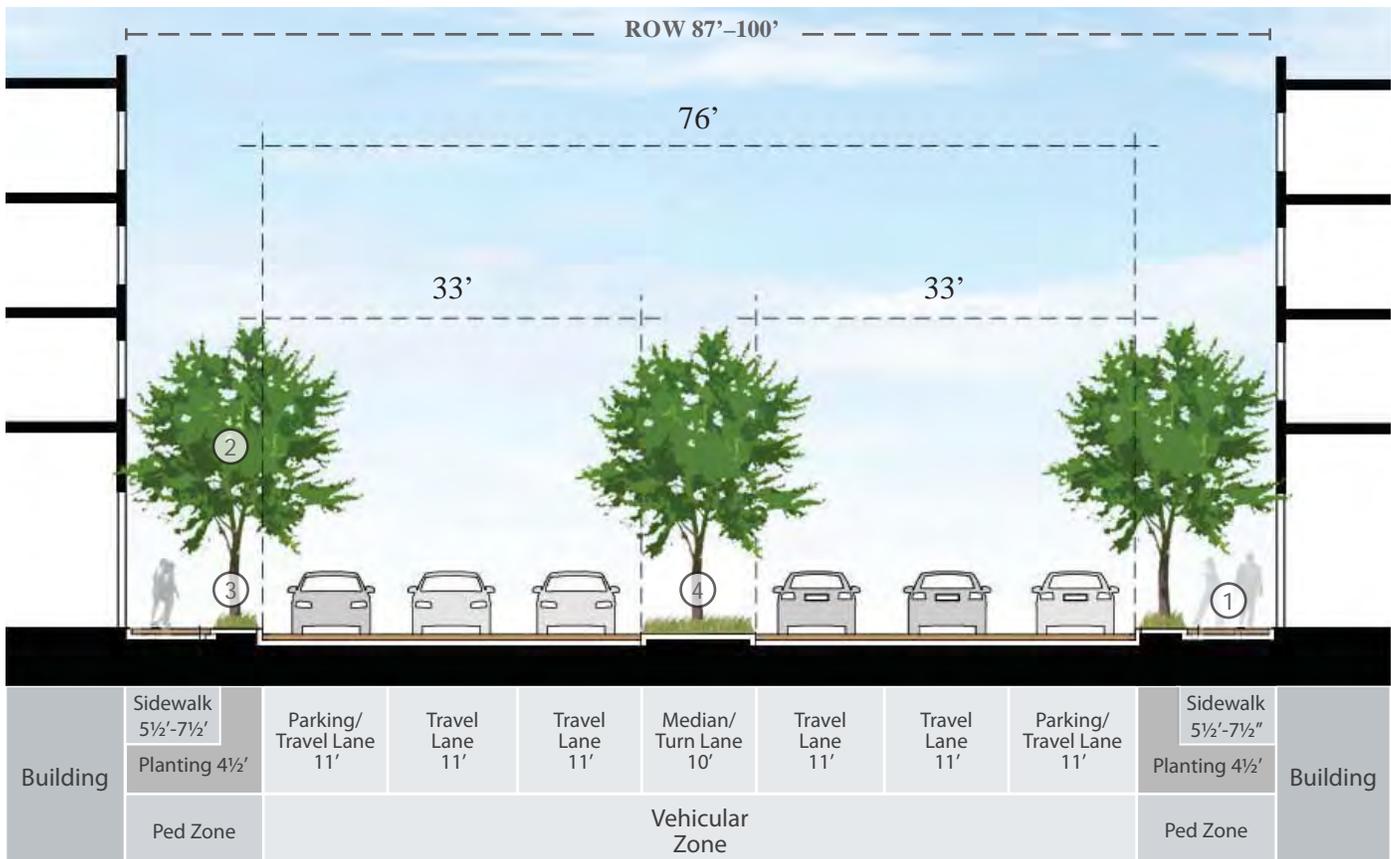
Streets: Pacific Coast Highway

Key Features and Enhancements

- A focus on the pedestrian experience
- Transit amenities
- Transit only and shared transit lanes
- Signal synchronization

Section Notes

- ① Wider sidewalks
- ② Additional canopy trees
- ③ Landscaping buffer zone
- ④ Planted center median



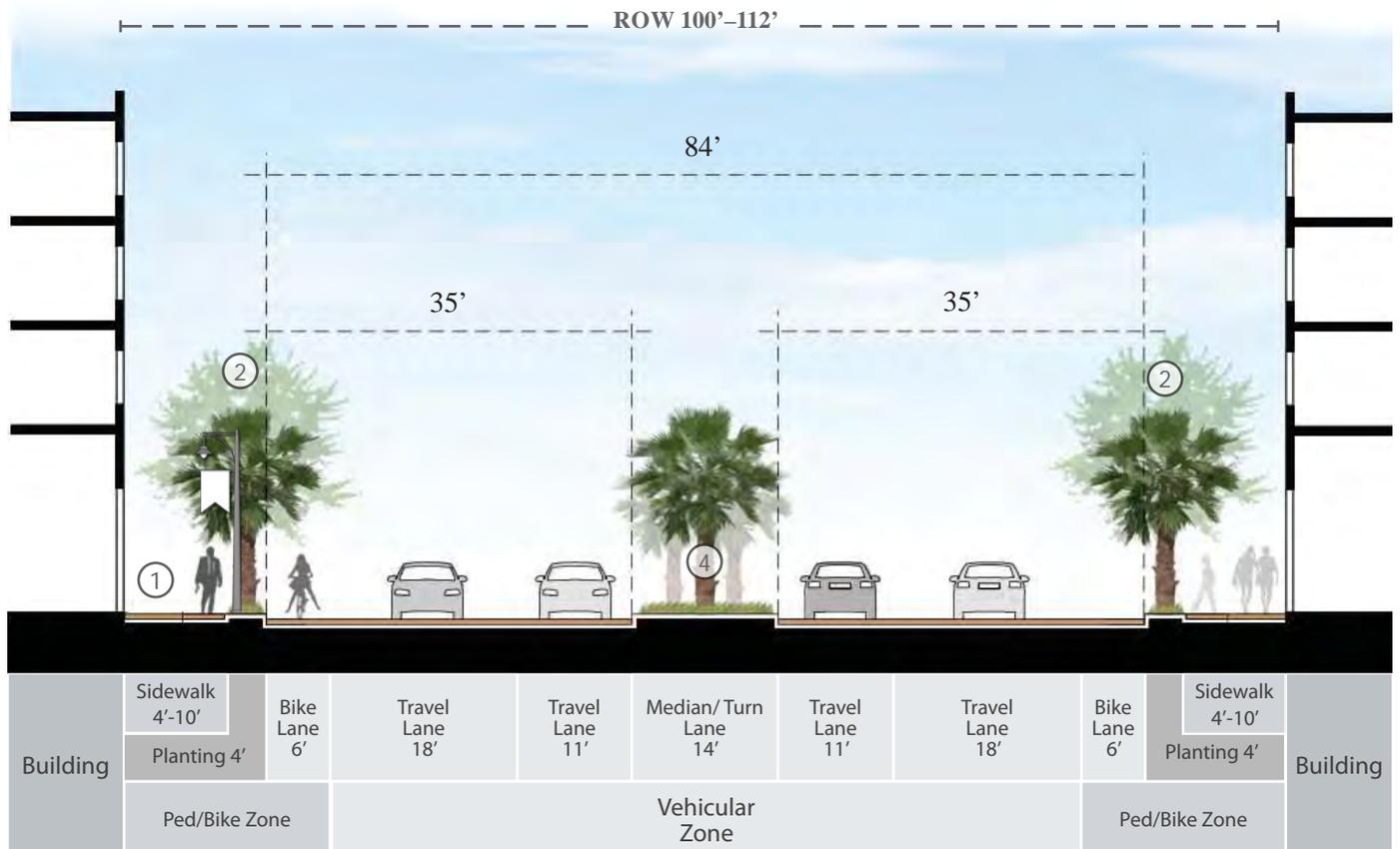
Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

FIGURE 4-8 MAJOR AVENUE (WITH BIKE LANE)

MAJOR AVENUE TYPICAL MIDBLOCK STREET SECTION (WITH BIKE LANES)



<p>General Plan Mobility: Varies</p> <p>Mobility Supported: Bus, Pedestrian, Bike, Vehicle</p> <p>Key Features and Enhancements</p> <ul style="list-style-type: none"> ▪ A focus on the pedestrian experience ▪ Shade for sidewalks & bicycle lanes ▪ Incorporation of planting areas along curb 	<p>Section Notes</p> <ol style="list-style-type: none"> ① Wider sidewalks ② Additional canopy trees ③ Landscaping buffer zone ④ Planted center median 	<p>Streets</p> <p>Spring Street between Long Beach Boulevard & Atlantic Avenue</p>
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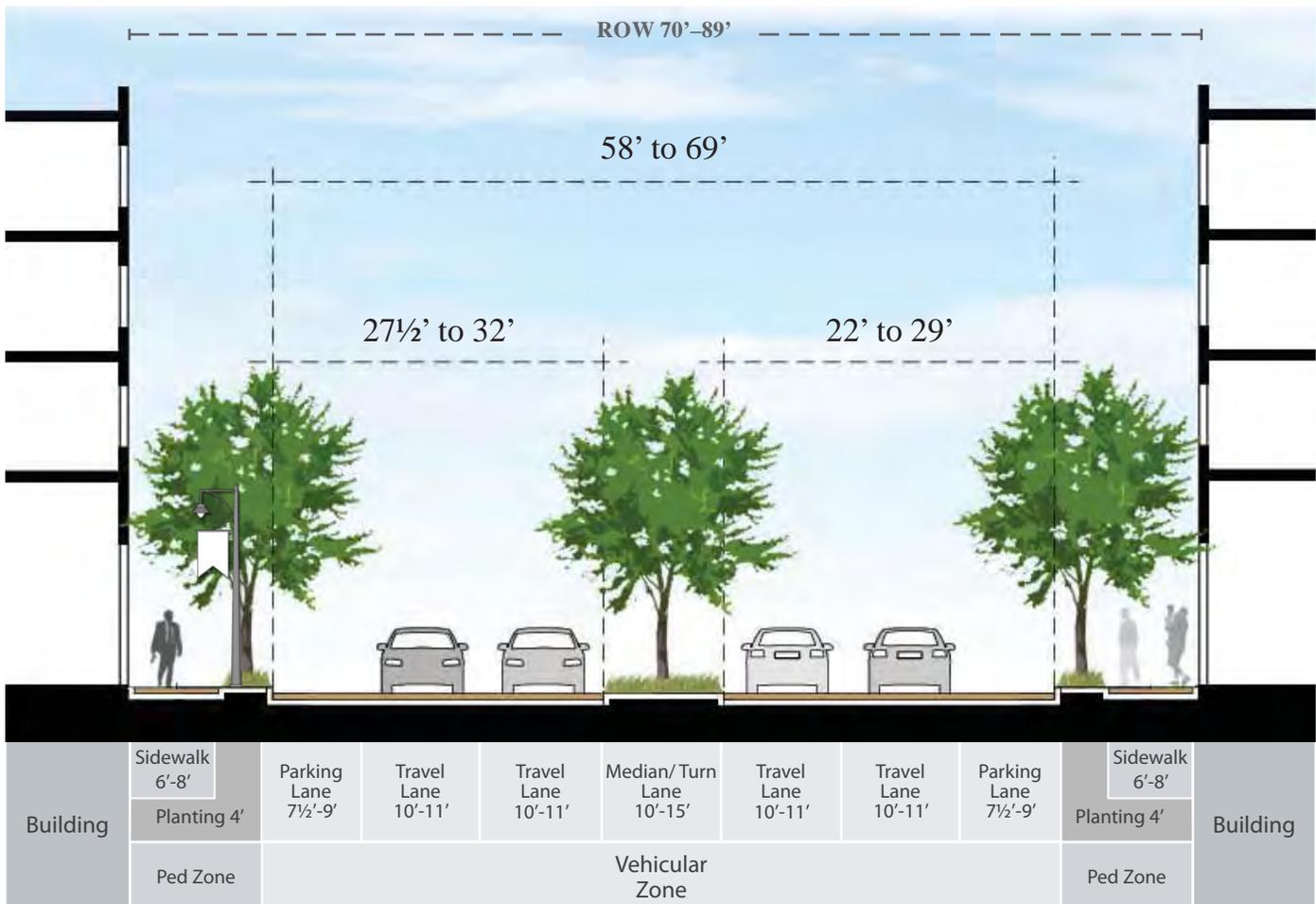


Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

FIGURE 4-9 MAJOR AVENUE (WITHOUT BIKE LANE)

MAJOR AVENUE TYPICAL MIDBLOCK STREET SECTION (WITHOUT BIKE LANE)

<p>General Plan Mobility: Varies</p> <p>Mobility Supported: Bus, Pedestrian, Vehicle</p> <p>Key Features and Enhancements</p> <ul style="list-style-type: none"> ▪ A focus on the pedestrian experience ▪ Bicycle Lanes ▪ Signal synchronization 	<p>Section Notes</p> <ol style="list-style-type: none"> ① Wider sidewalks ② Additional canopy trees ③ Landscaping buffer zone ④ Planted center median 	<p>Streets</p> <p>Atlantic Avenue</p> <p>Anaheim Street</p>
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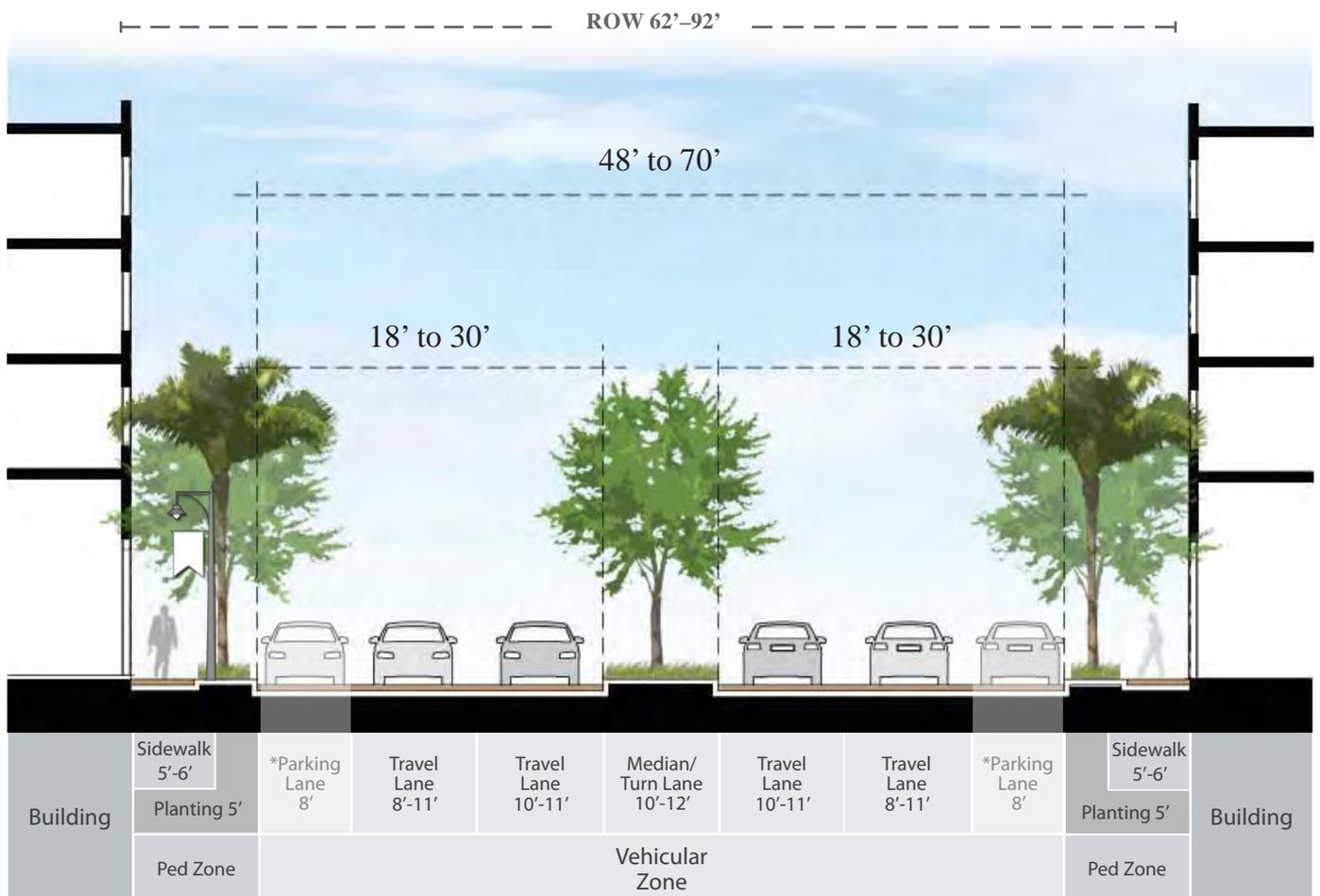
Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

FIGURE 4-10 MINOR AVENUE

MINOR AVENUE TYPICAL MIDBLOCK STREET SECTION



<p>General Plan Mobility: Not a Priority Street</p> <p>Mobility Supported: Bus, Pedestrian, Vehicle</p> <p>Key Features and Enhancements</p> <ul style="list-style-type: none"> ▪ A focus on the pedestrian experience ▪ Signal synchronization 	<p>Section Notes</p> <ol style="list-style-type: none"> ① Additional canopy trees ② Landscaping buffer zone ③ Planted center median 	<p>Streets</p> <p>Pacific Avenue</p> <p>Spring Street between Pacific Avenue & Long Beach Boulevard</p>
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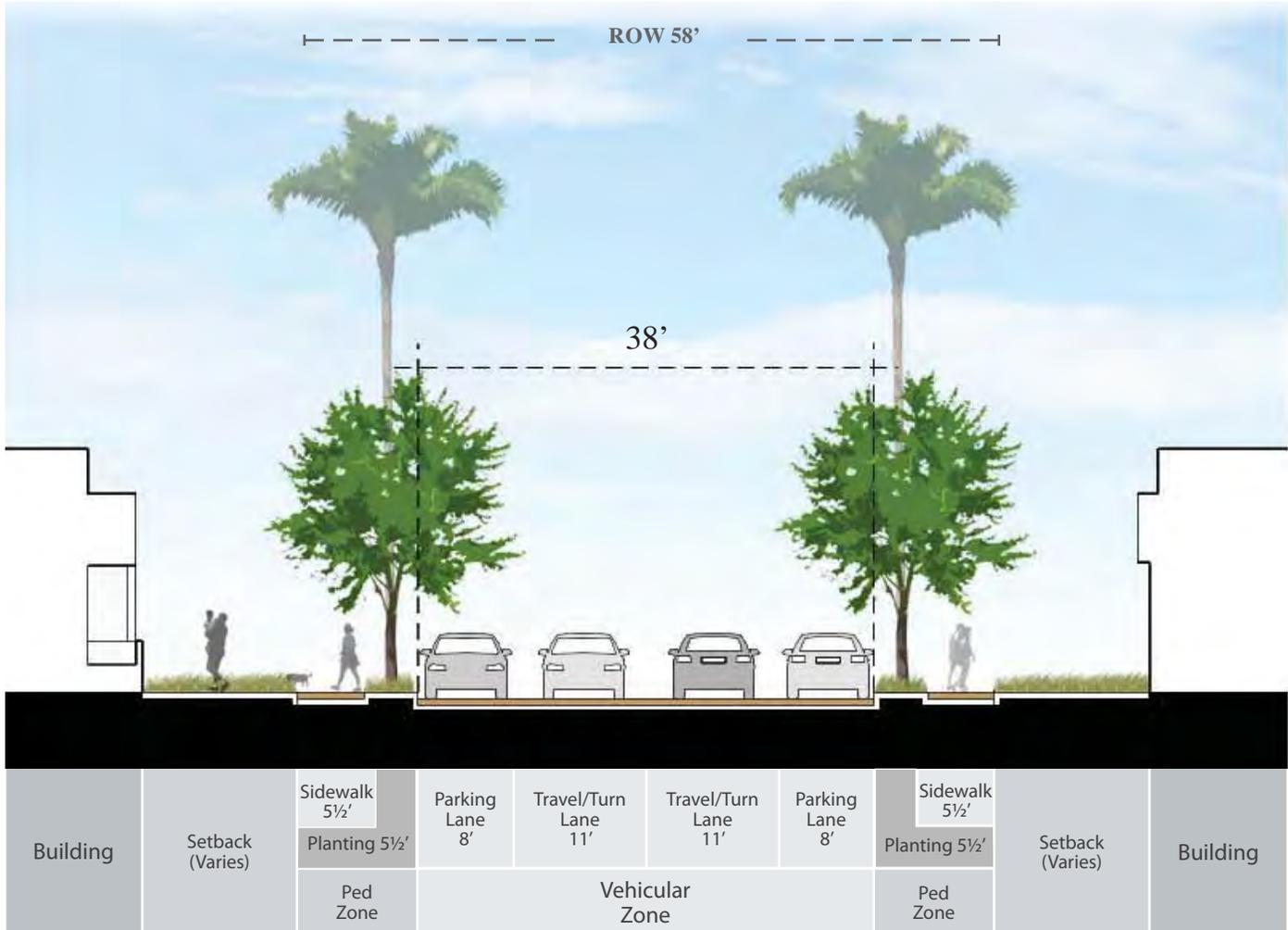
Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.

*Parking Lane applies to Pacific Avenue.

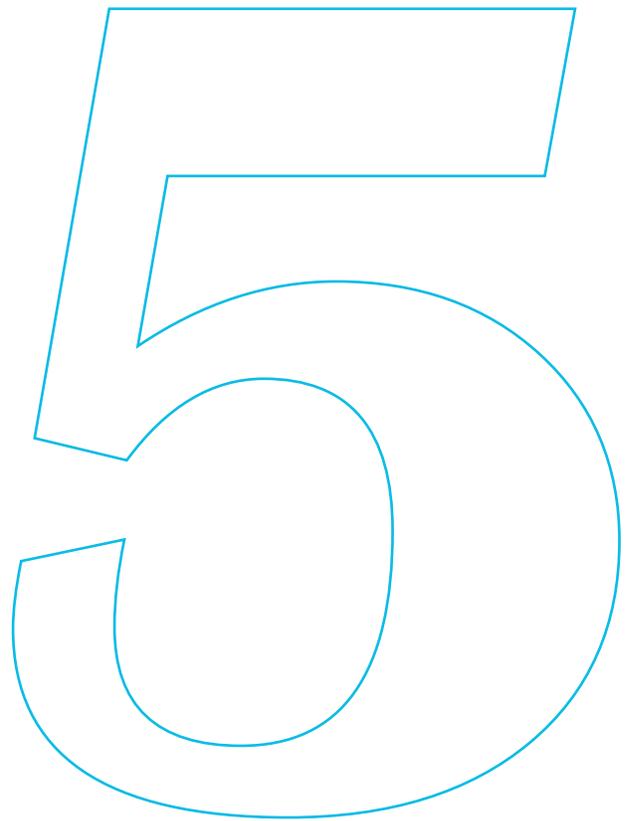
FIGURE 4-11 NEIGHBORHOOD CONNECTOR AND LOCAL STREET

NEIGHBORHOOD CONNECTOR AND LOCAL STREET TYPICAL MIDBLOCK STREET SECTION

<p>General Plan Mobility: Not a Priority Street</p> <p>Mobility Supported: Pedestrian, Bike, Vehicle</p> <p>Key Features and Enhancements</p> <ul style="list-style-type: none"> A focus on the pedestrian experience 	<p>Section Notes</p> <ol style="list-style-type: none"> ① Wider sidewalks ② Additional canopy trees ③ Landscaping buffer zone ④ Enhanced separated bike lane at curb level 	<p>Streets</p> <p>Streets not otherwise noted</p>
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Note: Typical conditions for the streets shown; right-of-way may vary along the street. The portions of the public ROW that fall outside the Specific Plan boundary may not conform to the street sections shown in this figure.



DESIGN GUIDELINES

MIDTOWN SPECIFIC PLAN

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5.0 Design Guidelines

5.0.1 Purpose

The design guidelines are intended to promote quality design, consistent with overall vision, while providing a level of flexibility to encourage creative design. The guidelines direct the physical design of building sites, architecture, and landscape elements within the Specific Plan boundary. This comprehensive approach represents a more understandable and predictable role in shaping the physical future by emphasizing building form and landscape design that reinforce urban and transit-oriented development patterns.

These design guidelines are established to create a distinct character for Long Beach Boulevard and to ensure that new development is designed with a pedestrian emphasis that will cultivate a vital and active street life while creating an overall positive architectural aesthetic.

5.0.2 Applicability

The provisions of this chapter shall apply to all development within the Specific Plan boundary. Any addition, remodeling, relocation, or construction requiring a building permit that is subject to review by the Site Plan Review Committee shall adhere to these standards and guidelines where applicable.

5.0.3 Interpretation

Compliance with a design guideline written as a “shall” or “must” is required. A design guideline written as a “should” requires compliance unless a legitimate reason or acceptable design substitute is deemed acceptable through the design review process. A design guideline written with an action verb (e.g., provide, use, locate, create, establish, employ) is highly recommended.

A design guideline written as a “may” is permitted, but requires explanation of its necessity that is deemed acceptable through the design review process. Finally, a design guidelines written as “prohibited” or “not allowed” identifies an action or design that is not permitted.

5.1 BUILDING DESIGN

5.1.1 Massing and Scale

1. Quarter-block, half-block, and full-block development projects should all adhere to the character and objectives of the guidelines. Large and scaleless building masses should be avoided.
2. Substantial projects should be designed as a collection of suitably scaled buildings instead of a singular mass.

Design Context

Building design should be compatible with or sensitive to structures within the block, especially when existing buildings are historically significant. Compatibility and or sensitivity can be expressed by architectural style, materials, floor heights, window placement, etc.

Cultural Resources & Adaptive Reuse

Buildings approaching 50 years of age could be considered cultural resources. These and other buildings may also be suitable candidates for adaptive reuse—repurposing a building to accommodate a new use. For additional information on adaptive reuse see Chapter 3, Section 3.7 Adaptive Reuse. To verify if a property is of potential historical significance see Chapter 7, Section 7.3.2 Cultural Resources.



Massing defines the scale and overall theme of a building.



A large, mixed-use project should be designed as a collection of buildings.



Architectural detailing should be used to create shadows and façade relief.



Special attention should be paid to corner features of buildings at prominent intersections.



The roof should enhance the style of the building and be in harmony with the building's architecture.

3. Buildings greater than three stories should provide variation by using balconies, fenestration, and sunshades to create an interesting pattern of projections and recesses, light, and shadow.
4. Building mass should be articulated to reflect a human scale, both horizontally and vertically. Examples of such building elements include articulated façades, corner elements, inset windows, highlighted entry features, and prominent cornices and rooflines.
5. Building mass should be placed towards the public realm, forming a distinctive street wall that outlines and characterizes the corridor.
6. When adjacent to existing single-family homes, buildings over four stories should be made less imposing by stepping back from the street level on elevations above the fourth floor.
7. Courtyards and atriums should be used to bring light and air into interior spaces, where appropriate.

5.1.2 Corner Treatment

1. Buildings with special architectural elements (examples listed below) should be positioned on corners of significant intersections, entries, or near the center of grouped buildings.
 - a. Clock towers
 - b. Diagonal walls at the corner
 - c. A substantial art form or fountain
 - d. A taller, prominent rooftop element
 - e. Significant setbacks on upper floors
2. Renovations to existing corner buildings with blank walls should include additional articulation and detail, display windows, and extended façade material, colors, and treatments.
3. Vertical focal elements, such as towers, spires, and domes become landmarks and serve as orientation points for the community. Vertical focal elements are encouraged, especially for buildings adjacent to intersections and transit nodes.

5.1.3 Roof Treatment

1. The style of the roof should be in accordance with the building's architectural character to enhance the value of the building design.
2. A variety of roof planes and ridge heights may be used.
3. Rooftop and other building mechanical equipment should be screened from public view and comply with the following:

- a. The building mechanical equipment should be housed within the building or enclosed in a penthouse structure that is incorporated with the design of the building.
 - b. When mechanical equipment is placed on a rooftop, it should be located below the highest vertical element of the building wherever possible to avoid the use of penthouse structures or other special screening devices.
 - c. When mechanical equipment is added to an existing building, it should be screened in such a way as to match the architectural style and materials of the existing building without giving the appearance of being added on.
4. Roof drains should be designed as an integral part of the structure.
 5. Roof access should be provided from the interior of the building. Exterior roof access ladders are not appropriate.

5.1.4 Building Colors and Materials

1. Buildings shall use durable, high quality materials to develop long-lasting buildings that can be adaptively reused over time.
 - a. Brick, natural stone, precast concrete, and factory-finished metal panels (heavy gauge only, in corrugated or flat sections) are preferred.
 - b. Alternatives to stucco are preferred. When stucco is used it should be applied with a smooth finish. Stucco seams should be used to create visual interest for the building's façade and form.
 - c. The finish, texture, and color of materials should be compatible with the overall architectural theme.
2. Greater attention to detail and quality should be used at the lower levels of a building to contribute to an enhanced streetscape.
3. Encourage buildings to express a variety of architectural styles, but with full awareness of, and respect for, the height, mass, articulation, and materials of the high quality (desirable) older buildings that surround them.
4. Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between the residential and commercial portions of the project.
5. Construction details should be authentic and applied with consistency. Faux architecture that mimics a past era is strongly discouraged.



High quality materials should be used and emphasis placed at the pedestrian level.



Variation in materials and color should be used to express form changes.



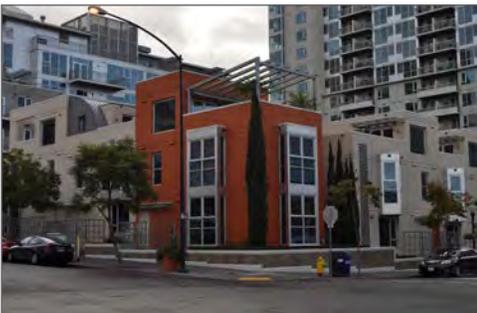
Stone, granite, precast concrete, and other high quality materials are encouraged.



The design and rhythm of windows is an important architectural element that should be used to enhance the building's visual appearance and should provide pedestrian interest.



Balconies may enhance a building's aesthetic by adding to the variety of building face articulation.



High quality materials are encouraged for residential buildings. Windows should allow for a shadow line and depth.

6. Materials and colors should be used to imply form changes, particularly for entrance lobbies, massing changes, and different uses or tenants.
7. Bright color palettes should be tested on-site to verify appropriateness for the site and block.
8. Garage openings, entrance canopies, scuppers, downspouts, and metal railings should follow the aesthetic of the building theme.
9. The use of concrete is allowed as long as it is part of an overall architectural composition and should have a finished architectural expression.
10. Façade elements constructed of foam or foam molding are prohibited on the ground floor of buildings and should be avoided overall. If used, they should be well proportioned and constructed to avoid appearing glued to the building.
11. Concrete masonry units should only be used if they are fundamental to the building design and have a suitable appearance at the ground floor.

5.1.5 Windows, Doors, Balconies, and Walls

1. The rhythm of windows and entrances should provide interest and engage pedestrians.
2. Clear glass should be used on the ground floor of façades with marginal obstruction from window signs, permanent shades, or interior displays.
3. Balconies and bay windows in upper stories are encouraged to enhance activity and provide "eyes on the street."
4. The design, size, type, and location of windows should enhance interior daylight and potentially decrease the size/type of required heating/cooling systems.
5. For nonresidential storefronts, curtain wall, metal panel, frameless glass porch wall systems, and high quality glass storefront wall systems should be used.
 - a. Installation using a vertical cavity system and reinforced fiber cement panels is acceptable.
 - b. Windows and glass curtain wall systems should be transparent. Highly reflective or very dark glass is not allowed.
6. For residential buildings, windows should be of high quality and afford a shadow line and depth. This may be achieved through inset windows with an integral frame or insetting the window into the exterior wall.

- 7. Walls should have breaks, recesses, and offsets, especially at entries and important intersections. Long walls shall be made more attractive and visually interesting through the incorporation of surface articulation, pilasters, and view fencing, where appropriate.
- 8. Murals, trellises, or vines and espaliers should be placed on large expanses of walls at the rear or sides of buildings to soften the wall and create interest.

5.1.6 Architectural Lighting

- 1. Lighting should enhance the building’s architecture and augment the street and sidewalk experience at night.
- 2. Direct lamp glare from unshielded floodlights is not permitted.
- 3. Lighting that aims light directly into the night sky is prohibited.
- 4. Internal and external storefront lighting should be designed for ground floor retail and restaurant spaces to augment the pedestrian space and encourage window shopping even when stores are closed.
- 5. Special illumination should be used to highlight main building entrances and add interest to the building façade. Subtle lighting to accent the architecture and special architectural elements (such as distinctive building rooftops) is encouraged.
- 6. Secondary building entrances and parking/loading/service access points should have lighting compatible with the project’s lighting to maintain a safe environment around the entire project, especially where pedestrians and other building tenants circulate.
- 7. Warm white light is encouraged. Blinking, flashing, and oscillating lights are prohibited. Colored lights are not encouraged unless they contribute to the theming of commercial areas or establishments. Overly bright or glaring lights should be avoided.
- 8. Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk/dawn.
- 9. Exterior lighting should be designed and located to not project off-site or onto adjacent uses. This is especially critical with neighboring residential uses.

5.2 FAÇADES AND STREETWALLS

5.2.1 Articulation and Details

- 1. Streetwalls should be consistent along Long Beach Boulevard, with articulation used primarily for entrances and outdoor dining areas.



Illumination should augment the architecture of the building and add to the pedestrian experience.



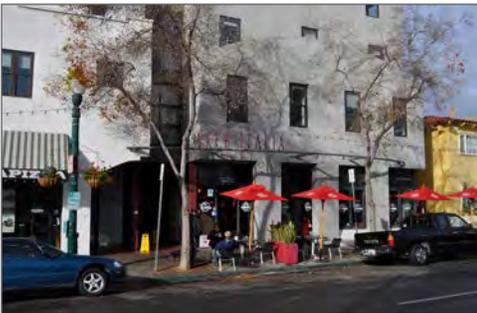
Lighting should be used to highlight architectural features of a building.



Individual buildings along the street wall should be defined by providing differences in materials, colors, and embellishments.



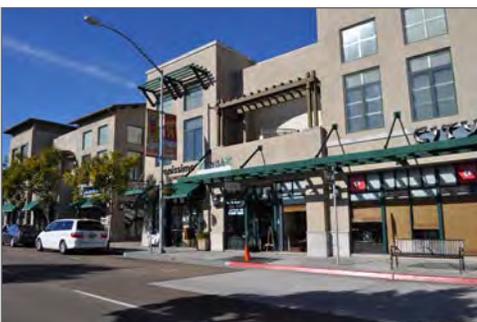
Variety in fenestration, materials, texture, and color should be used to avoid a monolithic street face.



Entrances to storefronts should stand out from the store façade.



Storefront signage should be minimized so as not to obscure the transparency of the windows which adds to the liveliness of the streetscape.



Awnings are encouraged, as they augment the pedestrian experience.

2. Individual buildings along the streetwall should be delineated. Provide slight differences in materials, coloration, and embellishment while keeping consistent floor heights, structural bay patterns, and upper-story window placements.
3. The highest level of details should occur on the ground floor's front façade and façades visible from public streets. However, similar and complementary massing, materials, and details should be incorporated into side and rear façades.
4. Building façades should be articulated with a building base, body, and roof or parapet edge. This creates a shared point of reference that allows different buildings to relate to each other, regardless of individual architectural styles or approaches.
5. Monolithic building wall façades should be broken by horizontal and vertical articulation, including variation in the wall plane (projecting and recessing elements), variation in wall height, and roofs containing different forms and located at different levels.
6. Openings in the streetwall should be restricted to those needed to provide for pedestrian paseos, public plazas, entry forecourts, and permitted vehicular access driveways.
7. Building façades should include three-dimensional detailing such as cornices, belt courses, window moldings, bay windows, and reveals to create shadows and façade relief. Ample, articulated doors and windows create visual interest and allow one to see inside.
8. Materials, texture, patterns, colors, and details on building façades should vary to diminish the perceived mass of large buildings and to create the impression of smaller-scale buildings.

5.2.2 Entrances and Storefronts

1. Active uses along the streetwall should be focused at the sidewalk level with the greatest concentration at the intersection of two streets.
2. Entries to stores and ground-floor commercial uses should be visually distinct from the rest of the store façade, with inventive use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings. These entries should have direct at-grade access from the sidewalk.
3. Individual storefronts should be clearly defined by architectural elements, such as piers or changes in plane and/or materials.
4. Live-work or shopkeeper units should be designed to appear like a commercial storefront, gallery, or urban light industrial, compatible to the area it is most affiliated with in character.

- 5. Between 3 and 12 feet above the sidewalk, a minimum of 60 percent of the façade should contain windows of clear or lightly tinted vision glass that allows views of indoor space. Heavier tinted or mirrored glass should not be permitted.
- 6. Incorporate Crime Prevention Through Environmental Design (CPTED) design measures to design safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages.
- 7. The residential units must be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the non-residential uses and are directly accessible to resident parking areas.

5.2.3 Awnings, Canopies, and Marquees

- 1. Awnings, canopies, and marquees enhance the pedestrian environment by providing visual interest and a human scale. Their use is encouraged, but care must be taken so they do not negatively impact the pedestrian zone.
- 2. Ground supports for encroachments are prohibited.
- 3. A continuous series of awnings, canopies, or other coverings is encouraged along all retail street frontages. Awnings and canopies should be designed to correspond to individual storefront structural bays and should convey the outline and proportion of storefront window openings.

5.3 OPEN SPACE

5.3.1 Public Space

- 1. Public open spaces, such as plazas, arcades, and paseos, should be incorporated into the public right-of-way.
- 2. Public open spaces should be surrounded by attractively designed buildings and landscape elements, as well as uses that promote pedestrian activity.
- 3. Outdoor dining areas are encouraged within plazas to encourage activation of the pedestrian realm.
- 4. Buildings, signs, landscaping, and outdoor furniture should work together to create a pleasant pedestrian environment. Trees that provide shade are especially important and should be incorporated within public outdoor spaces.



Open space with pedestrian amenities such as seating, shade, landscaping, and water features are ideally located at intersections.



Outdoor dining areas are encouraged along pedestrian pathways and within plazas.

5. Site amenities, such as seating areas, drinking fountains, provisions for bicyclists, water features, and public art should be incorporated into the public right-of-way and should complement its architectural character.
6. A perimeter feature such as a low hedge or seat wall may be included along the edge of a park or plaza, but fencing is prohibited unless hours are restricted.
7. String lights (non-blinking), can be used to accent trees or trellises within public spaces to create a festive atmosphere at night.



Pedestrian paseos should be constructed when blocks are greater than 400 feet.

5.3.2 Pedestrian Pathways

1. Safe and convenient pedestrian connections should be provided between buildings, public open spaces, and parking areas. These areas should be visually emphasized through the use of landscaping, lighting, and/or distinctive paving.
2. Public paseos should be made available where blocks are greater than 400 feet in length or where a destination, view, or pedestrian path warrants a midblock pedestrian link.
3. The on-site pedestrian circulation system should be directly connected to off-site public sidewalks.
4. Pedestrian connectivity should be preserved and emphasized when transitioning between neighborhoods and differing land uses.
5. Walkways and paseos should be lit to ensure safe nighttime conditions.
6. Lighting should be scaled for pedestrians and of a style consistent with the surrounding architectural theme.
7. Where appropriate, pocket lighting may be incorporated into walls, stairs, or bollards.



Intersections and vehicle access should be designed to be attractive and efficient, but also safe for pedestrians and bicyclists.

5.4 CIRCULATION AND PARKING

5.4.1 Access

1. Vehicular access to each site must be designed to minimize conflicts between pedestrians, autos, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in final site designs. Entrance and exit points should be well marked with streetscape and landscape features.
2. The number of site access points should be minimized. Curb cuts should be located on minor secondary streets, which assists in eliminating pedestrian and vehicular conflicts.
3. Parking lot access points should be located as far as possible from street intersections to allow adequate stacking room.

- 4. Dead end drive aisles should be avoided.
- 5. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
- 6. The main vehicular access into a multi-family development should be through an entry drive rather than a parking drive.

5.4.2 Service and Loading Areas

- 1. Service and loading access points and doors should be designed as integral components of the façade and should use materials fitting with other materials used throughout the building.
- 2. Service and loading areas should be carefully designed, located, and integrated into the site plan so they do not detract from the street scene or create a nuisance for adjacent property owners or vehicle traffic.
- 3. Service and loading areas should be behind the primary structure out of public view whenever possible. Otherwise, they shall be shielded with berms, landscaping, attractive walls, or decorative screening.
- 4. When commercial properties are adjacent to residential properties, loading and delivery facilities should be away from the residences or screened with vegetation.
- 5. The location of the service and loading areas should consider noise impacts to adjacent properties, which may necessitate enclosing the service or loading area.
- 6. Service and loading areas should be designed so that service vehicles have clear and convenient access and do not block adjacent vehicular or pedestrian circulation.



Service areas should be located behind the building, away from public view.

5.4.3 Parking

- 1. The site area adjacent to the street should not be dominated by parking. Surface parking lots shall not front Long Beach Boulevard. Vehicular parking is encouraged to be hidden from view.
 - a. Parking should be concentrated in areas behind buildings and away from the street. Parking can be provided underground, in above-ground garages, or behind street-facing buildings in interior parking courts.
 - b. Parking lots should be screened from adjacent street views but should not be hidden from the view of passersby and police. Headlight walls used to screen parking should provide breaks to allow pedestrian circulation. The walls should be low enough for safety and security purposes.



Parking structures should be screened so that they enhance the pedestrian environment.



Parking should be placed behind buildings and landscaped to help reduce the heat island effect.



Garage openings should adhere to the overall aesthetic of the building's architecture.

- c. Parking structures and surface lots should be located or screened to enhance the pedestrian environment rather than detract from it and shall comply with landscaping standards in Chapter 21.42 of the Municipal Code.
2. Large projects should break up parking areas into a series of smaller connected parking areas to create visual interest.
3. Where parking structures are provided, shops, offices, or other commercial spaces should be incorporated on the ground level of the parking structure along street frontages to maintain a pleasant pedestrian experience.
4. Garages should be designed as an integral part of the architecture of the development. They should be of the same materials, color, and detail as the principal buildings of the development.
5. The functional façades of parking structures should be screened using architectural solutions and/or a landscaping that is integrated and visually consistent with the existing or proposed streetscape.
6. Sufficient tree coverage should be provided within surface parking lots to mitigate the heat island effect and improve views from adjacent streets and buildings.
7. Landscape elements such as green screens or shrub massings at least five feet wide should be provided along parking lots adjacent to a street. Landscape planters should be provided adjacent to garage entries along drive aisles to help soften the built environment.
8. Shared access to parking courts with neighboring parcels is highly encouraged.
9. Short-term parking should be on-street when permitted by the street design.
10. Accessible, secure, and lockable bicycle parking should be provided at strategic locations throughout the development.
11. Parking area lighting should be designed using many small-scaled lights versus fewer, excessively tall lights.
12. Lighting fixtures should be a continuation of the theme of surrounding architectural styles and in keeping with the quality of surrounding buildings.

5.5 LANDSCAPING

1. Trees should be used to create an intimate scale, enclose spaces, and frame views, but placement should respect the long-range views of surrounding neighbors.
2. Seasonal shading from trees and shrubs on southern and western façades should be used when developing planting schemes for courtyards and required setback areas. Deciduous trees provide solar control during summer and winter while providing fall color, seasonal flowers, and other desired effects.
3. Vines and potted plants should be used to provide façade texture and color, as well as to accentuate entries, plazas, and paseos.
4. Accent planting should be used around entries and key activity hubs.
5. Formal planting designs are encouraged in courtyards, plazas, and tree wells along the street frontages. Water features should be used with landscaping and natural materials in courtyards and plazas.
6. Vines, espaliers, and potted plants should be used to provide wall, column, and texture and color and to accentuate entryways, plazas, and paseos.
7. Incorporate roof gardens where possible. Soil depths, roof drainage, and waterproof membranes should be considered during the structural design of the building.
8. Irrigation systems should be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low-volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.
9. Landscaping directly below the eaves or at a rain gutter outlet should be sturdy and able to tolerate heavy sheet flow and periodic saturation.
10. Landscaping should be used to screen trash enclosures, parking areas, storage areas, loading areas, and public utilities.
11. The selected plant species and design and placement of landscaping should provide for natural surveillance of pedestrian areas and should avoid the creation of hiding places.
12. Trees and shrubs should be located and spaced to allow for mature and long-term growth of canopies and root spaces.



Trees and landscaping should be used to enhance the pedestrian environment and buffer the setback.



Potted plants may be used to provide articulation and color to entryways, paseos, and plazas.



Formal planting designs and water features are encouraged in courtyards, plazas, and entry areas.



Residential signs should be compatible with the building's architecture.



Creative signs that relate to the architecture add to a building's appeal.

5.6 SIGNAGE

5.6.1 Overall

1. Signs should be compatible with or complementary to the building's character, including the architecture and landscape. Signs should enhance the overall theme of the site and building.
2. If multiple signs are on a single façade, the signs should be arranged in a hierarchical order and should be situated toward varying viewpoints.
3. A shared sign program should be used if multiple tenants are displayed on a single sign. Names should be of a consistent typeface, size, and color palette.
4. A joint sign program should be designed for multi-building sites or buildings that are part of corporate campuses.
5. Mixed-use projects with ground floor commercial should adhere to the standards for nonresidential signs.

5.6.2 Placement

1. Signs should typically be above the ground floor storefront and just below the second floor windows, or below the building cornice of one-story buildings.
2. Signs should be affixed so that they relate to the building design. If new bolt holes or brackets are needed, care should be taken that installation does not damage the building.
3. Signage attached to storefront windows should be kept to a minimum.

5.6.3 Design and Content

1. Signs should be cohesive with the building's architecture and landscape and express a well-defined hierarchy of information.
2. A sign's message should be as brief as possible.
3. Lettering on a sign should be legible and of an appropriate scale to be read by the intended user.
4. Typefaces, characters, and graphics for signage at the street level should be appropriately scaled for viewing by pedestrians.
5. Letters should be spaced an appropriate distance from one another to be easily readable. Letters spaced too close together or too far apart are difficult to read.
6. Lettering styles should be limited to three or less on a single sign to maximize legibility.

7. Symbols and logos may be used in place of words and are often a more efficient and effective way to display information.
8. A substantial contrast between the letters or symbols and the background will improve a sign's legibility.
9. A sign should typically include no more than three colors to be easily legible.

5.6.4 Structure and Materials

1. All raceway should be hidden from view. If this is not possible, then it should be finished to match the background wall.
2. Signage should be of a permanent type, neatly designed, well-constructed, and properly weather-proofed, and should incorporate original designs.
3. Signs should be constructed of durable materials.
 - a. Metal: formed, etched, cast, and/or engraved and powder-coated or otherwise protected
 - b. Wood: carved, sandblasted, or etched and properly sealed, primed, and painted or stained
 - c. High density preformed foam or similar materials
4. Rectangular sign cabinets and plastic are not recommended.
5. Signs composed of individual letters and/or symbols are desirable. Cut-out or open three-dimensional letters are encouraged.

5.6.5 Illumination

1. Signs should be externally illuminated by ambient lighting, lights attached to the façade, or exposed neon on the top. External illumination should use focused, low-intensity equipment.
2. Additional illumination should be used when street lights or display window lights do not provide adequate illumination.
3. Channel letters that are individually illuminated are desirable, but internally illuminated plastic cabinets are discouraged.
4. Signs illuminated by downward directed, wall-mounted lights with fully shielded lamps are encouraged.
5. Projecting light fixtures used for externally illuminating signs should not obscure the graphics of the sign.



Symbols may be used instead of words and are often more effective.



Signage should be of a permanent type, neatly designed, well-constructed, and properly weather proofed, and should incorporate original designs. Channel letters that are individually illuminated are encouraged.



Signage that is internally illuminated is easy to read at night and strengthens the identity of the individual store and overall area. External lighting sources should be focused and low intensity. Additional creative elements can be added that serve during the day and night.

5.6.6 Temporary Signs

1. A banner sign attached to a building wall should be the only type of temporary sign allowed.
2. Banners should be understated and observe the design standards of all permanent signs. Banners should remain only for a time period necessary for a specified event.
3. Banners should comply with Section 21.44 of the Municipal Code. Banners should not be displayed in any other fashion. Balloons, flags, etc., are not permitted.



Walls may be made more visually interesting by incorporating art work or other surface articulation.

5.7 PUBLIC ART

1. Public art should be developed in the most accessible and visible places and considered in relation to other visual elements and cues (signage and other elements that may impede or heighten its enjoyment).
2. Public art should reflect Long Beach Boulevard’s visual and cultural setting. New installations shall provide a contextual understanding of and be clearly related to the City’s overall network of public art.
3. Artists should create sustainable, maintainable works of art that aspire to the highest standards of innovation and aesthetic quality.
4. Public art shall be integrated into the project’s design at an early stage of development to ensure cohesiveness of site design, architecture, art, landscape, and public space.

5.8 UTILITY, TRASH, AND RECYCLING AREAS

1. All utilities, such as backflow prevention devices, groupings of meters, etc., shall be located outside the public right-of-way within a building recess, utility room, or landscaped area and be fully screened from view of the public right-of-way.
2. The utility components of future commercial occupants (e.g., grease traps, exhaust chutes, air conditioning) should be thought of in advance, during the initial building design, to avoid problems when retrofitting buildings after construction.
3. A combination of elements should be used to screen utility, trash, and recycling areas, including solid masonry walls, berms, and landscaping.
4. Materials used on trash, recycling, utility, and mailbox enclosures and screens should be the same as or compatible with the primary building. Enclosures connected to or separate from buildings should have a solid, architecturally compatible roof structure.
5. Drainage from adjoining roof and pavement should be diverted around the trash and recycling area.



Utilities should be outside of the public right-of-way and should be screened.

5.9 RESOURCE CONSERVATION

5.9.1 Energy Efficiency

1. Projects and buildings are encouraged to be more energy efficient than required by local and state codes.
2. Energy efficient building materials should be used whenever possible and appropriate.
3. EPA “Energy Star” labeled windows with low-e coatings are encouraged.
4. Energy-efficient and natural lighting should be used wherever possible. Maximize daylighting and views through window placement and design. Passive solar design can be used to reduce heating requirements by 30 percent to 50 percent, thus saving money and energy.
5. Materials that reduce the transfer of heat into and/or out of the building should be used. For example, the use of light-colored roofing materials to reflect heat and reduce cooling in buildings is encouraged.
6. South- and west-facing windows should be shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.
7. Parking structures should integrate sustainable design features such as photovoltaic panels (especially on top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.
8. Non-toxic, recycled-content materials should be used whenever possible.

5.9.2 Landscaping and Drainage

1. Projects are highly encouraged to use native and low-water-use plants consistent with the landscaping palettes recommended by the Long Beach Water Department.
2. Irrigation systems should incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.
3. Landscaping areas should use minimal water resources and impermeable surfaces. Drought-tolerant grasses should be used for lawn areas where possible, while lawn or turf shall be limited to areas that serve a functional purpose.
4. Drainage should be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of stormwater runoff and to facilitate groundwater recharge.



Solar orientation of the building, overhangs, and other devices placed on the exterior of buildings reduce direct sunlight into interiors, lowering heat gain and the amount of energy needed for cooling.



Native and drought-tolerant landscaping should be used in parkways and setbacks.



Active commercial uses should make up the majority of the building's ground floor, to serve residents, visitors, and transit users.

5.10 TRANSIT STATION AREAS

1. Transit amenities such as bus stops, seating, bike racks, bike storage, and showers should be integrated into new projects to promote the use of alternative transportation.
2. The ground floor of buildings should comprise mostly active commercial uses to enliven the pedestrian environment and provide retail experiences and services to transit users.
3. Enhanced pedestrian lighting should be incorporated into the design of new projects to augment the safety of the station areas.
4. The design of plazas, with seating and landscape elements, at the corners of buildings adjacent to transit station areas is encouraged to provide public open space for residents, visitors, and transit users.
5. The provision of publicly accessible restrooms as part of a new project in a transit station area is strongly encouraged.
6. Proposed projects within 100 feet of a Metro facility shall supply written notice to Metro upon filing of their Site Plan Review Application. Projects within 100 feet of a Metro facility shall be designed consistent with Metro policy and guidelines and shall offer the appropriate noise easement to the benefit of Metro.

5.11 OUTDOOR LIGHTING



Light poles should be out of the public right-of-way and should be a similar style with the architecture of surrounding buildings.

1. Lighting fixtures should be compatible with the architecture of surrounding buildings to maintain a consistent and cohesive theme.
2. Light fixtures shall be made of materials that have long life spans and are able to withstand constant use and exposure to the elements.
3. Pedestrian-scale lighting shall be provided at building entryways, vehicle and bicycle parking areas, seating areas, transit stops, common open space areas, and pedestrian paths. The type, style, and intensity of lighting should reflect the use and character of the area.
4. The height, brightness, and spacing of lighting elements should be appropriate to the scale and classification of the roadway.
5. Pedestrian lights shall be placed at consistent height and interval to sufficiently illuminate pedestrian path of travel.
6. Lighting levels shall be adequate for safety while minimizing light spillage and glare.
7. Light poles and freestanding fixtures shall be placed outside of pedestrian walkways.

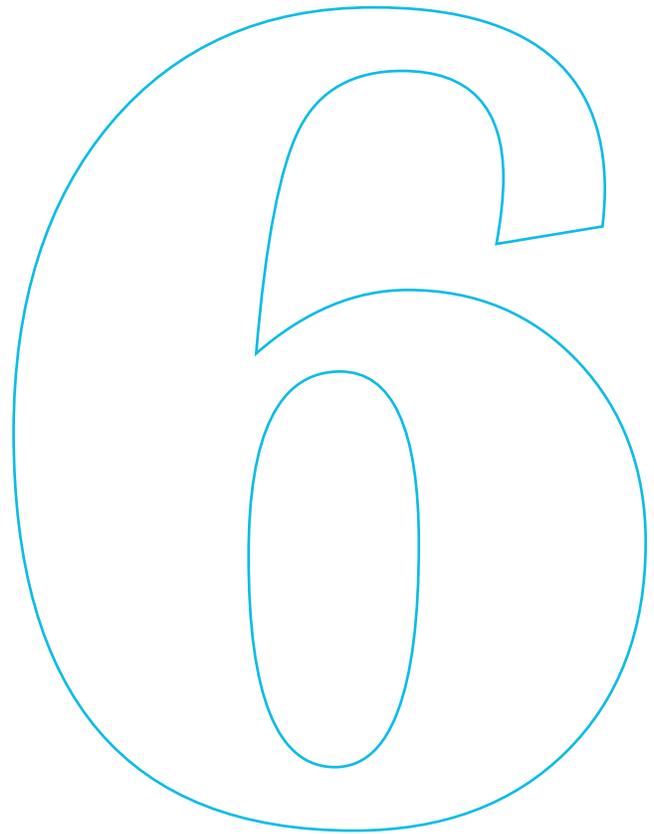
8. Lighting shall not be directly aimed onto adjacent properties. Outdoor lighting adjacent to residential areas should be shielded and directed away from the surrounding residential use.
9. Lighting of surface parking areas and common open space areas should be aimed downward and/or shielded to minimize light pollution and preserve views of the night sky.

See Section 5.6.5 for guidelines pertaining to the Illumination of Signage.



Lighted bollards provide pedestrian-scale lighting by illuminating a safe path of travel.

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INFRASTRUCTURE

MIDTOWN SPECIFIC PLAN

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6.0 Infrastructure

6.1 WATER

The City of Long Beach provides water service and distribution to all of the City's residents and businesses. The Long Beach Water District (LBWD) receives water from three main sources: imported water from Metropolitan Water District (MWD), groundwater pumped and treated from municipal wells, and recycled water. The LBWD operates the largest groundwater treatment plant in the United States and has the capability to treat up to 62.6 million gallons of water per day (MGD). MWD is the City's wholesale supplier and the primary source of imported water originates from the Colorado River and the State Water Project.

The Midtown Specific Plan area is served by a variety of lines (from 2" to 30") located in the public streets, alley ways, parks, and parking lots. Using the existing hydraulic water model LBWD did not identify any existing deficiencies or fire flow issues in or around the Specific Plan area. Additionally, no major water infrastructure improvements are planned in the area beyond the standard maintenance and replacement program currently implemented through the LBWD's Capital Improvement Program. However, new development within the Specific Plan area may require the construction of new on-site water lines. Projections using the current water model identified that an existing 8" line in Transit Node 6 may require upsizing dependent upon additional development in Corridor 3 and Transit Node 6. Additional fire flow and pressure tests are required for projects serviced by this 8" line. Figure 6-1 illustrates the water system for Midtown and location of possible future pipe upsizing.

6.2 SEWER

Long Beach provides sewer/wastewater service to the area addressed by the Midtown Specific Plan. The majority of the sewer system in this area is within design capacity under both existing and potential buildout conditions. The findings of the analysis conducted for this Specific Plan are consistent with the City's 2013 Sewer Master Plan, which did not identify any deficiencies within the main sewer lines of the Specific Plan area.

While a few segments are currently flowing above the design capacity, replacement and upsizing are not immediately required and are instead identified as needing additional study. No segments are known to flow significantly above the design capacity. Transit Node Districts 5 and 6 contains lines suggested for further study (project specific flow monitoring and modeling) prior to the construction of new development projects. Figure 6-2 identifies existing lines and the areas requiring additional evaluation.

6.3 STORMWATER

The Midtown Specific Plan area is served by two primary flood control and drainage systems. The City of Long Beach operates and maintains a storm drain system of catch basins and pipes that range from 12" to 90", while the Los Angeles County Flood Control District (LACFCD) operates and maintains flood control facilities, including pipes ranging from 48" to 93". All runoff from the Specific Plan is ultimately discharged into the Los Angeles River via three separate pump stations: Cerritos, Hill Street, and Willow.

The City's 2005 Master Plan of Drainage identified four areas of deficiency in the Specific Plan area, including two City lines in the Medical District (District 4) and two LACFCD facilities within Corridor District 2. Implementing the improvements already identified in the 2005 Master Plan will adequately accommodate the potential buildout of the Specific Plan area. Figure 6-3 shows existing lines and recommended improvements.

6.4 RECLAIMED WATER, LOW IMPACT DEVELOPMENT, AND BEST MANAGEMENT PRACTICES

The City's 2010 Recycled Water master Plan identifies Veterans Park Community Center (within Veterans Park) and Memorial Medical Center as two large potential recycled water customers, along with about 20 other small potential recycled water customers in the Midtown Specific Plan area. There are no existing recycled water pipelines within the Specific Plan area. Since the area does not have capacity today major infrastructure projects and major private development projects may trigger the need to re-evaluate a connection to recycled water for Midtown.

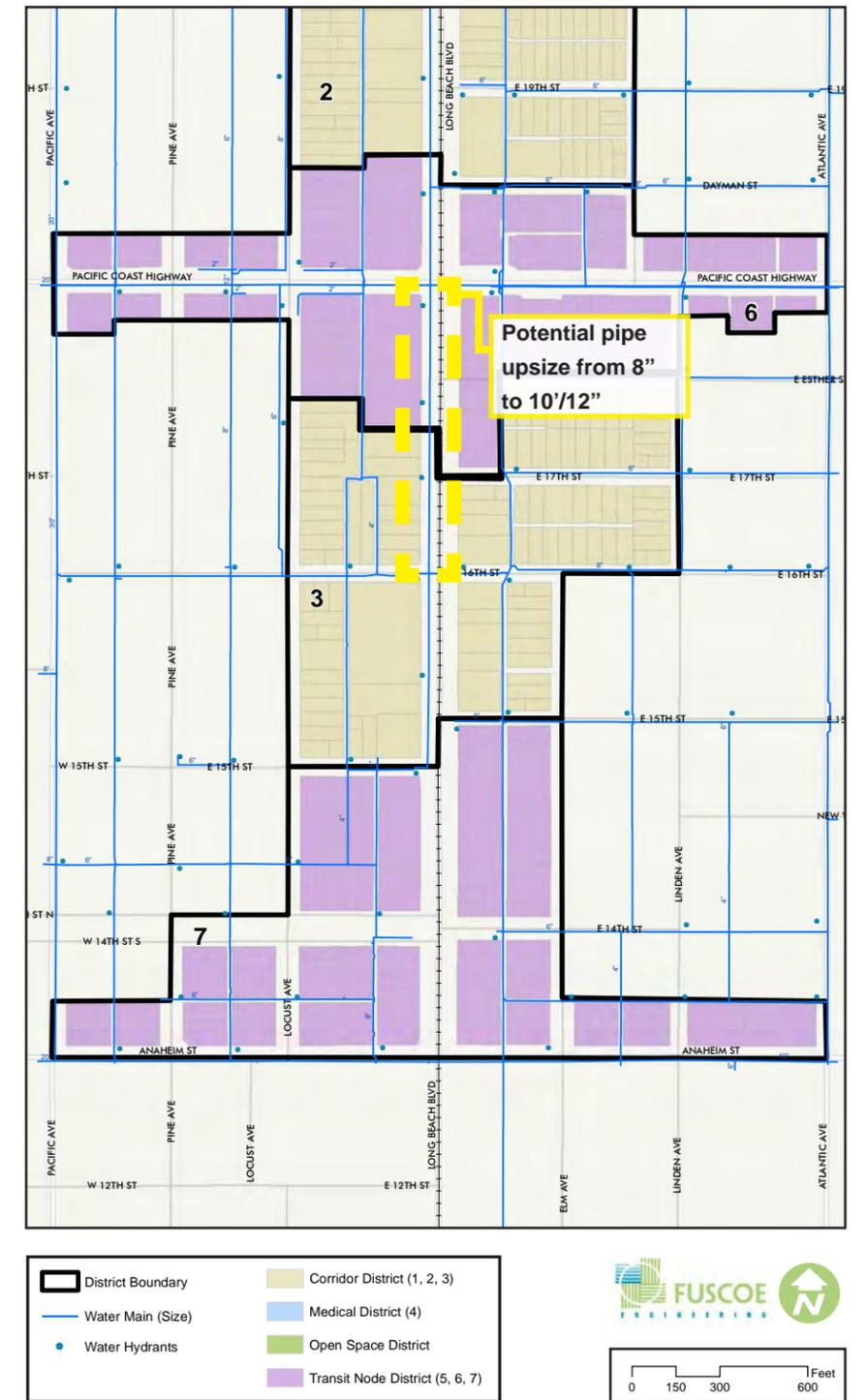
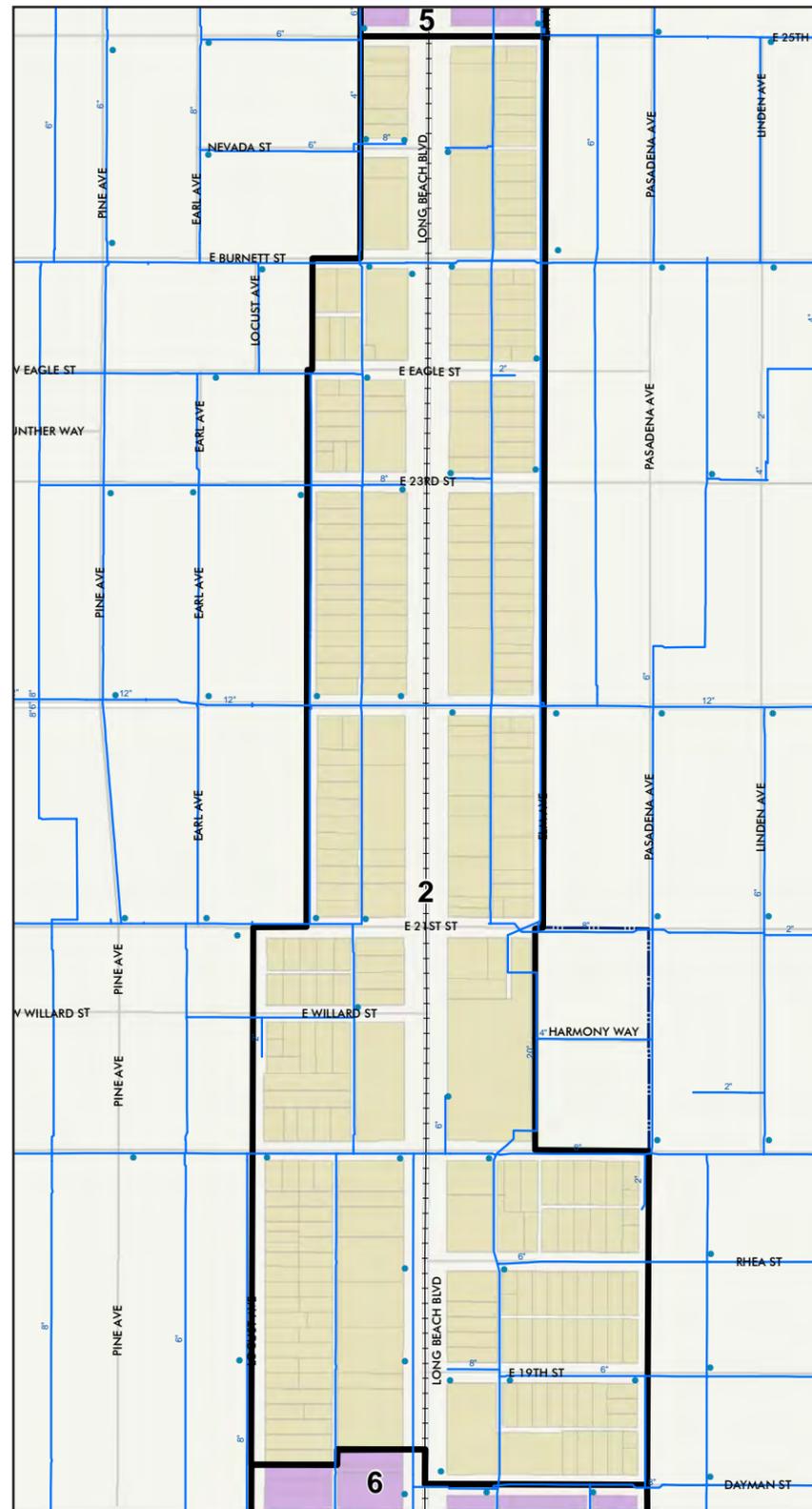
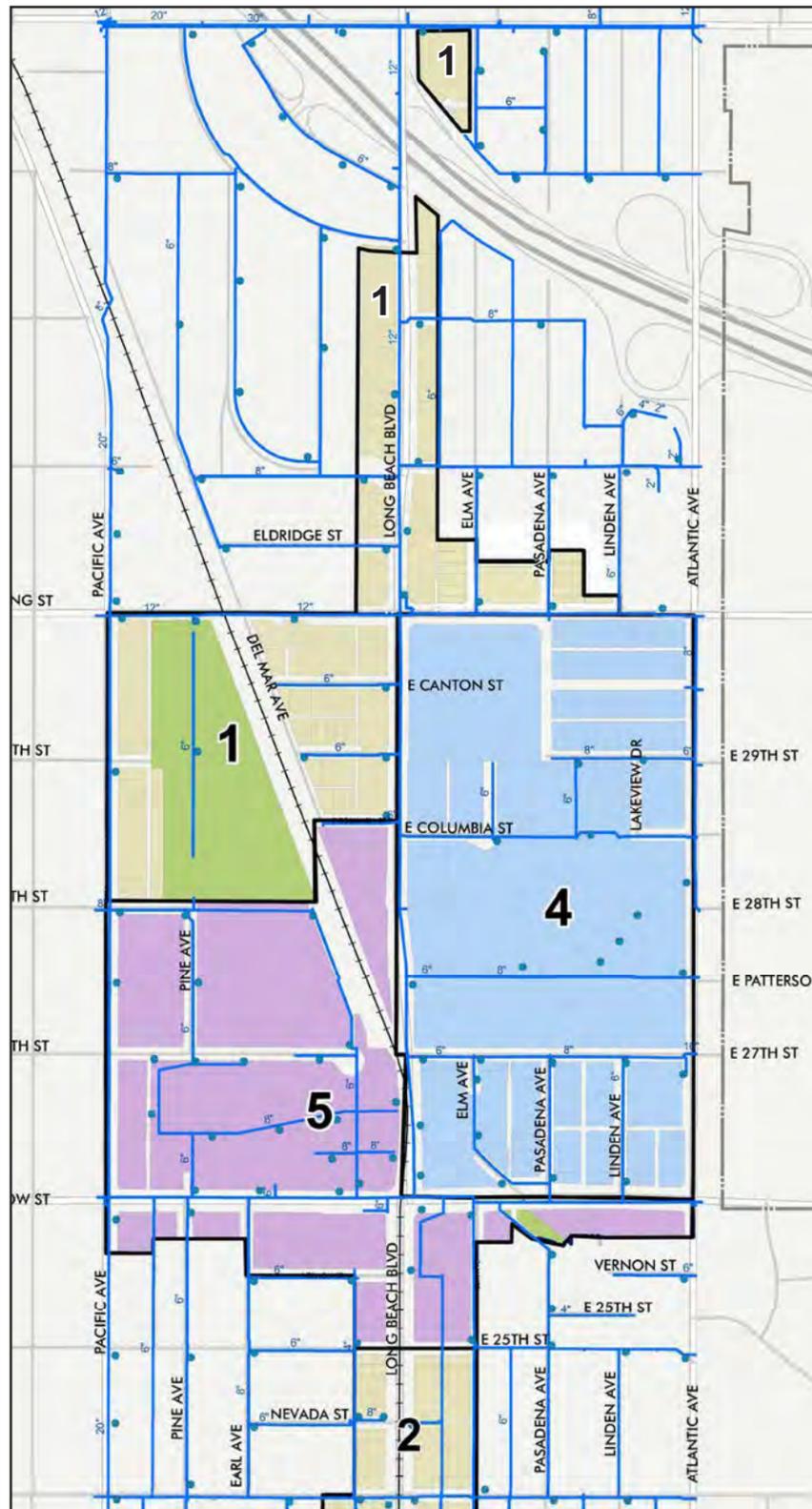
The City's Low Impact Development (LID) Best Management Practices (BMP) Design Manual was developed in 2013, it includes land development policies pertaining impacts to water retention and runoff caused by changes in land use. LID and BMP are used to preserve a site's ability to retain water by minimizing the loss of natural water through conservation such as infiltration, evaporation, and runoff detention.

6.5 INFRASTRUCTURE IMPROVEMENTS

Improvements outlined in Chapter 4, Mobility and Streetscape, of this Plan also benefit water retention for the corridor through LID and BMP. The addition and/or retention of medians, street trees, parklets, and landscaping zones not only aesthetically improve the corridor and provide safety but they also provide areas for stormwater recharge through water infiltration and detention.

Infrastructure improvements that will increase safety include the possible creation of separated bike lanes, wider the sidewalks and pedestrian scale lighting. These improvements are also discussed in Chapter 4, Mobility and Streetscape as well as Chapter 7, Administration and Implementation.

FIGURE 6-1 WATER SYSTEMS

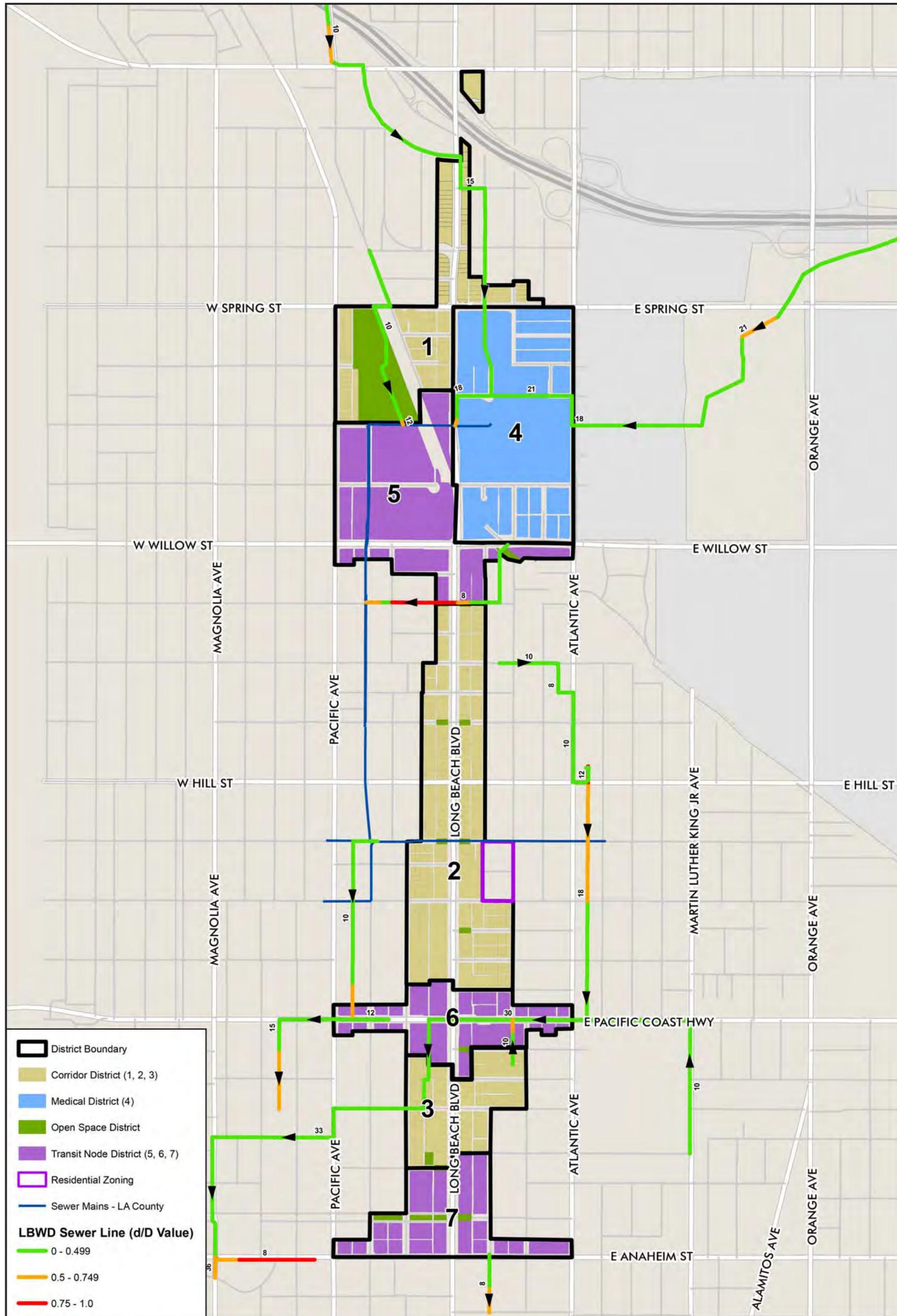


District Boundary	Corridor District (1, 2, 3)
Water Main (Size)	Medical District (4)
Water Hydrants	Open Space District
	Transit Node District (5, 6, 7)

0 150 300 600 Feet

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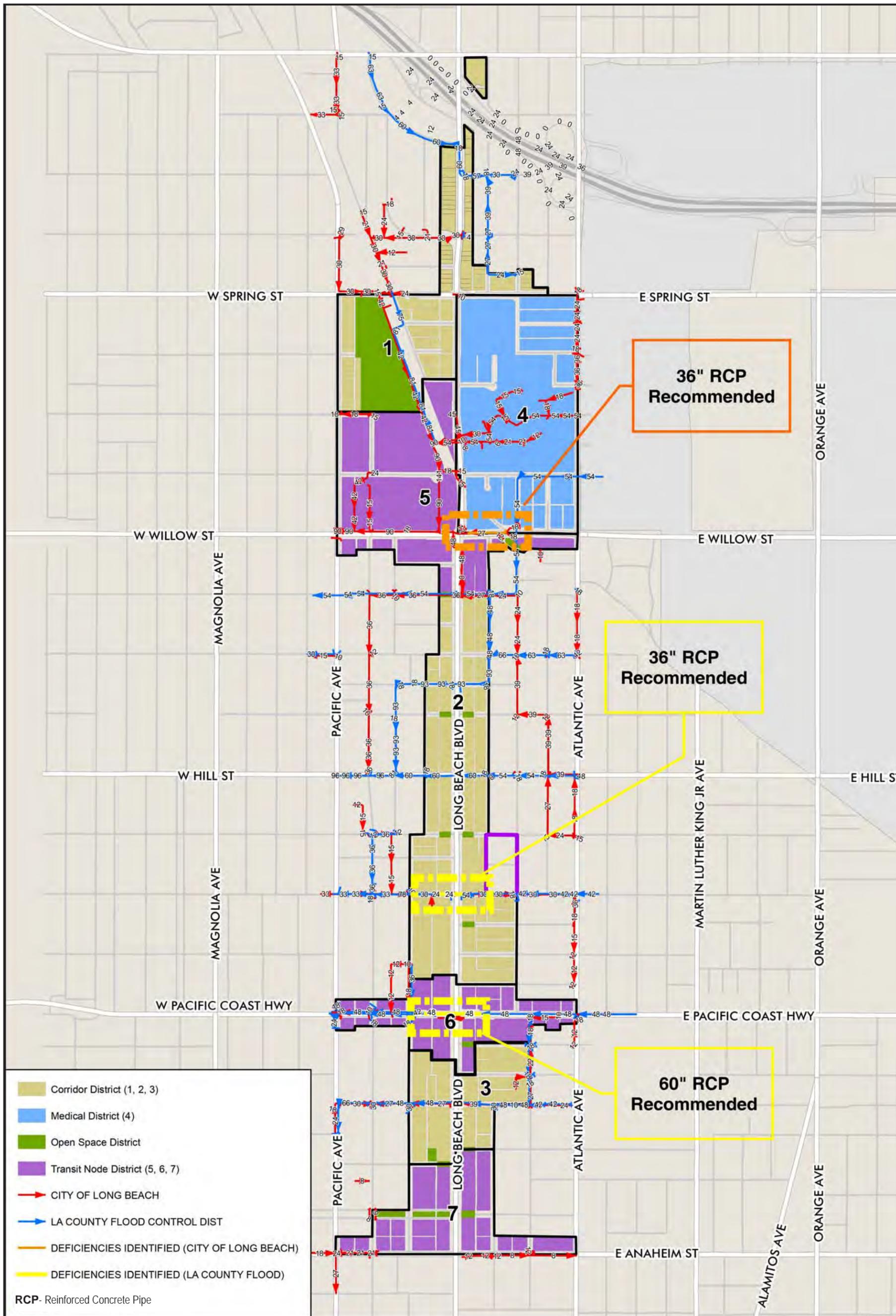
FIGURE 6-2 SEWER CAPACITY



Note: Areas needing further evaluation as development occurs fall within the 0.5-1.0 d/D Value

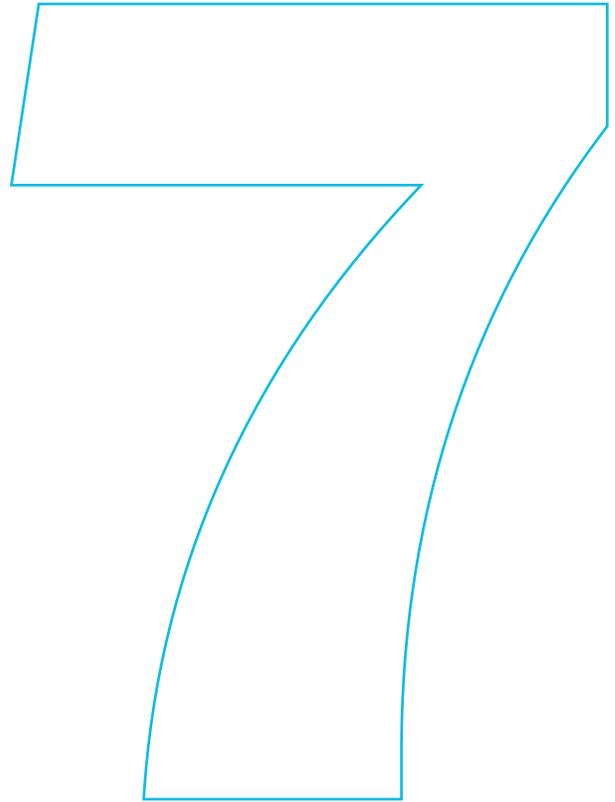
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FIGURE 6-3 2005 MASTER PLAN OF DRAINAGE DEFICIENCY MAP



Note: The recommended improvements necessary for buildout of the Specific Plan area are already included in the City's 2005 Master Plan of Drainage.

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ADMINISTRATION & IMPLEMENTATION

MIDTOWN SPECIFIC PLAN

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7.0 Administration and Implementation

7.1 GENERAL ADMINISTRATION

7.1.1 Authority

The City of Long Beach initiated and prepared the Midtown Specific Plan pursuant to the provisions of California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457). The law allows the preparation of specific plans as required for the implementation of the General Plan. Specific plans act as a bridge between the general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific area. Jurisdictions may adopt specific plans by resolution or ordinance.

The Midtown Specific Plan is the regulatory document guiding land use and development within the boundaries identified in this Specific Plan. Upon adoption by ordinance, this Specific Plan will serve as zoning for the properties involved. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent project-related development activities are to be based. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

7.1.2 Interpretation, Conflict, and Severability

Interpretation

In case of uncertainty or ambiguity to the meaning or intent of any provision of this Specific Plan, the Director of Development Services and/or the Zoning Administrator has the authority to interpret the intent of the provision.

The Director may, at his/her discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. All interpretations made by the Director may be appealed to the Planning Commission in accordance with the appeal procedures in the Long Beach Municipal Code (LBMC).

Conflict

In the event of a conflict between the provisions of the Midtown Specific Plan and the provisions identified in the LBMC, the Specific Plan shall prevail. For any other topical issue, development standard or design guideline, and/or regulation not addressed or otherwise specified in the Midtown Specific Plan, regulation and approval shall be carried out

Tiering for future projects consistent with the Midtown Specific Plan and EIR

2013 CEQA Guidelines § 15183 (excerpt):

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

(1) Are peculiar to the project or the parcel on which the project would be located,

(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,

(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or

(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

in accordance with the provisions of the LBMC, particularly Chapter 21 (Zoning Code). The particular section of code shall be based on the most appropriate or closely matching land use type or procedure, as determined by the Site Plan Review Committee or Zoning Administrator.

Severability

If any chapter, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the plan.

7.1.3 Environmental Clearance

The EIR is primarily a source of environmental information for the City of Long Beach, the lead agency for the project. The EIR describes the potential impacts from the adoption of the Midtown Specific Plan. Subsequent development projects within the Specific Plan are anticipated as it builds out. The EIR has been prepared as a Program EIR (PEIR), as defined by Section 15168 of the CEQA Guidelines, and subsequent projects that are within the scope of this EIR may be subject to a more limited environmental review process, as determined by the Planning Bureau of the City of Long Beach.

Use of a PEIR provides the City with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis. Agencies generally prepare PEIRs for programs or a series of related actions that are linked geographically; are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

This approach is consistent with the tiering provision in California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for "Projects Consistent with a Community Plan or Zoning." This tiering opportunity is only available for plans (e.g., specific plan) for which an EIR has been prepared.

Note that tiering under these provisions will require environmental review and documentation to substantiate that a subsequent project does not result in any new potentially significant impacts. Such review (under 21083.3/15083) could be documented in the form of an Initial Study to ensure "topic by topic" review and substantiation. Once consistency has been substantiated and review shows that the project would not result in new significant impacts, neither a mitigated negative declaration nor an EIR would be required. Additionally, no formal public review would

be required. Projects may also be exempt from CEQA review pursuant to other sections of CEQA (e.g., exemptions for residential infill projects, statutory exemptions, or categorical exemptions) depending on the size of the project and type of development. The type of CEQA review needed for each project will be determined by the City staff during their review of the type of project or development proposed.

In addition to a more limited review process, infill projects may qualify for streamlining. Streamlining for Infill Projects (Section 15183.3) allows eligible projects to streamline the environmental review process by limiting the topics subject to review at the project level.

7.2 REVIEW AND APPROVAL PROCESS

One of the primary goals of the Midtown Specific Plan is to enhance the area as a more vibrant, livable, and walkable area with well-designed, pedestrian-friendly streets. This will be achieved by allowing greater flexibility in the application of context-sensitive development standards oriented to a human scale rather than an automobile scale.

7.2.1 Consistency with Guiding Principles

Five guiding principles embody the vision of the Midtown Specific Plan. They were developed through extensive public input and are reflected throughout this document.

1. A Sustainable Future
2. Enhanced Mobility and Complete Streets
3. Supporting Infrastructure
4. Safety and Wellness
5. Working with and for the Community

7.2.2 Approval Authority

The responsibilities of the Director shall include administering, interpreting, and enforcing all requirements and standards of the Midtown Specific Plan, including the acceptance and processing of all land use permit applications.

The Director or designated representative may approve, conditionally approve, or deny applications that meet the requirements of this Specific Plan and do not require a conditional use permit. The Director holds final approval authority for and enforcement of building permits, certificates of occupancy, sign permits, and temporary use permits.

The Zoning Administrator shall have the authority to consider and act on requests for Standards Variances and Administrative Use Permits.

The Zoning Administrator may approve, conditionally approve, or deny a request, or refer the application to the Planning Commission in accordance with Chapter 21.25 of the LBMC. The Zoning Administrator's actions may be appealed to the Planning Commission.

The Site Plan Review Committee shall have the authority to consider alternative configurations and compliances with certain development standards in this Plan, as noted throughout the Plan document, provided that these alternatives meet the fundamental intent of this Plan and further the goals of this Plan.

The Planning Commission shall have the authority to consider Conditional Use Permits and Site Plan Review applications, hear appeals on Zoning Administrator decisions, as well as make recommendations on Specific Plan Amendments (Zoning Code Amendments) to the City Council.

The City Council may decide upon Specific Plan Amendments (Zoning Code Amendments) upon recommendation by the Planning Commission, as well as hear appeals of Planning Commission decisions.

7.2.3 Site Plan Review

For all specific procedures not modified or otherwise specified within the Midtown Specific Plan, all planning entitlement and permitting processes for projects requiring said permits within the plan area shall be carried out in accordance with the procedures in Chapter 21.25 of the LBMC.

The Midtown Specific Plan establishes alternate thresholds for Site Plan Review, superseding the thresholds in Chapter 21.25 of the LBMC, as follows:

1. Nonresidential Development: 1,000 square feet or more of new building area.
2. Residential Development: Addition of or conversion into one or more new dwelling units, including the conversion of nonresidential space into residential unit(s) or the replacement of a dwelling unit demolished as defined in Section 21.15.750 of the LBMC.
3. Façade remodel: Any façade remodel consisting of 25 or more linear feet of façade. The 25 linear feet are counted cumulatively over the entire building frontage and need not be contiguous.
4. Thresholds for requiring Conceptual Site Plan Review and Site Plan Review approval by Planning Commission include projects of 50,000 square feet or more of new building area or projects of 50 or more new dwelling units.

7.2.4 Specific Plan Amendments

Approval of this Specific Plan indicates acceptance by the City Council of a general framework for community development. Part of that framework establishes specific development standards that constitute the zoning regulations for the Midtown Specific Plan. It is anticipated that certain modifications to the Specific Plan text, exhibits, and/or project may be necessary during the development of the project.

Any modifications to the Specific Plan shall occur in accordance with the specific plan amendment process and are required to be reviewed for approval by the Planning Commission and the City Council. In all cases, specific plan amendments must be found to be in conformance with the objectives and intent of the Midtown Specific Plan.

Amendments may be requested at any time pursuant to Section 65453(a) of the Government Code. Depending upon the nature of the proposed specific plan amendment, a supplemental environmental analysis may be required, pursuant to the California Environmental Quality Act (CEQA), Section 15162.

7.2.5 On-site Improvements

On-site improvements are intended to increase the value of a property and to provide public realm improvements as described in this Plan. They can occur within the parcel boundaries or within the ROW adjacent to the property. The City will require applicants to install or consent to on-site improvements through a development agreement or as a condition of approval, on subject property or in the ROW adjacent to the property bound by the centerline of the street.

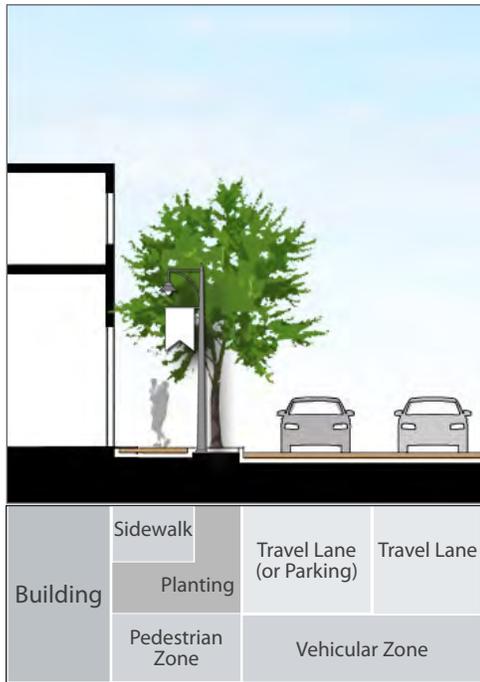
On-site ROW improvements could include but are not limited to:

- Street Furniture
- Landscaping
- Curb/gutter upgrades
- Expanded sidewalks
- Bicycle facilities (e.g. racks)
- Lighting
- Pavement enhancements

7.3 IMPLEMENTATION

Because the City has limited resources for public realm improvements, one of the most effective ways to create successful mixed-use environments along Long Beach Boulevard is to begin implementation in concentrated activity nodes to maximize both the speed and the impact of the improvements. The implementation strategy identifies specific geographies on the corridor for infrastructure investments in the shorter term, prioritizing the following types of places:

- Locations that have already exhibited some market strength or experienced recent development activity, such as the Anaheim and Long Beach Boulevard node (Transit Node 7).
- Locations that are receiving public investments in the short term (projects already identified in the City's Capital Improvements Program or other public works project).
- Locations that offer opportunities to partner with private developers, nonprofits, and/or institutions (schools, hospitals, and colleges).



Possible streetscape improvements include pedestrian scale lighting as well as a planting area to provide a buffer between vehicles on the street and people on the sidewalk.

7.3.1 Mobility, Streetscape and Infrastructure Enhancements

This two-mile corridor of Long Beach Boulevard has the opportunity to connect people with a multitude of uses through several forms of transportation. Enhancements to infrastructure for bicycles, pedestrians, and transit riders will provide improved access to Midtown, while still adequately accommodating automobiles.

Additionally, adding open space areas such as parklets will increase parkland while providing a place for the community to gather. Parklets will complement mobility enhancements by offering bicyclists and pedestrians a shady place to rest as well as safer crossings along the corridor. A summary of enhancements to improve mobility, the streetscape, and general infrastructure are provided below. More detailed information can be found in corresponding chapters of this Plan.

Parks and Parklets. Midtown’s neighborhoods are in need of open space and park areas. Open space opportunities in Midtown include:

- Creating 11 new “parklets” (street parks about a quarter acre in size).
- Introducing more active programming in Veterans Park.
- New requirements for other off-site and on-site open space as development occurs.

Mobility and Streetscape. Proposed infrastructure enhancements will create safer environments for pedestrians and bicyclists while encouraging healthy alternative transportation options for people living and working in the area. Improvements include:

- Designating bikeways and boxes along Long Beach Boulevard.
- Adding curb extensions to create space for the new lanes by reducing on-street parking and right turn pockets.
- Planting new canopy trees in the landscaping zone between the existing palm trees to create a buffer along designated sections of the bike lane and in bulb-outs.
- Building a pedestrian bridge across Long Beach Boulevard connecting Long Beach Memorial Medical Center to Veterans Park and the Willow Transit Station.
- Adding new pedestrian scale lighting along the sidewalk of Long Beach Boulevard.

Transit. This Plan creates three Transit Node Districts to foster multi-modal transportation in Midtown. Transit-related improvements complement pedestrian and bicycle enhancements as well as station improvement plans that the City is already implementing, these include:

- Adding bicycle racks and lockers to existing Metro Blue Line Stations.
- Encouraging bike rental or sharing programs.
- Improving bicycle and pedestrian access at each station.

7.3.2 Cultural Resources

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. Since many buildings in the Midtown Specific Plan area are nearing 50 years of age and one building (the Packard Motors Building) has already been designated on the National Register of Historic Places a historic resources study was conducted as a part of the EIR for this Specific Plan.

66 Properties were identified in the Historic Resources Report for the EIR as “potential historical resources”. These properties require further evaluation on a case by case basis if they are proposed to be altered or demolished as part of future development or redevelopment activities that would be accommodated under this Specific Plan. See Table 7-1 below for the list of buildings that require additional evaluation.

Evaluation of discretionary projects at any properties within the Midtown Specific Plan area not listed in the table below would be subject to evaluation by the Development Services Department based on the standards of the City’s Cultural Heritage Ordinance and the criteria of the California Environmental Quality Act.

TABLE 7-1 LIST OF PROPERTIES RECOMMENDED FOR FUTURE EVALUATION

Reference Number	APN	Street Number	Street Name	Build Date
1	7209010002	00350	20th Street	1919
2	7209011014	00330	20th Street	1923
3	7209011017	00405	20th Street	1928
4	7209011012	00425	20th Street	1939
5	7206005901	00101	28th Street	1952
6	7269014009	00141	Anaheim Street	1930
7	7269015018	00233	Anaheim Street	1946
8	7269029022	00501	Anaheim Street	1927
9	7269029021	00535	Anaheim Street	1929
10	7207010041	02801	Atlantic Avenue	1959
11	7207009030	02865	Atlantic Avenue	1960
12	7206023025	00220	Canton Street	1913
13	7206023001	00208	Columbia Street	1908
14	7209008013	00407	Dayman Street	1933
15	7269027006	01331	Elm Avenue	1915
16	7269023013	01551	Elm Avenue	1910
17	7269023012	01561	Elm Avenue	1906
18	7269023011	01567	Elm Avenue	1910
19	7269023009	01585	Elm Avenue	1919
20	7208022021	02219	Elm Avenue	1912
21	7208022019	02225	Elm Avenue	1895
22	7208022016	02255	Elm Avenue	1915
23	7208022900	02295	Elm Avenue	c1930s
24	7208010015	02425	Elm Avenue	1922
25	7208010014	02433	Elm Avenue	1915
26	7208010013	02443	Elm Avenue	1922
27	7269021017	00324	Esther Street	1926
28	7269020021	00351	Esther Street	1910
29	7269021039	00400	Esther Street	1913
30	7269021026	01711	Linden Avenue	1923
31	7269021028	01723	Linden Avenue	1915
32	7269021029	01731	Linden Avenue	1916
33	7269021030	01741	Linden Avenue	1922
34	7269020031	01765	Linden Avenue	1912
35	7207009051	02898	Linden Avenue	1959
36	7269014004	01333	Locust Avenue	1925
37	7269014800	01331	Locust Avenue	c1920s
38	7269016147	01427	Long Beach Boulevard	1946
39	7209015009	01883	Long Beach Boulevard	1954
40	7209015003	01885	Long Beach Boulevard	1923
41	7209013009	02069	Long Beach Boulevard	1925
42	720901104	02070	Long Beach Boulevard	1925

TABLE 7-1 LIST OF PROPERTIES RECOMMENDED FOR FUTURE EVALUATION (CONTINUED)

Reference Number	APN	Street Number	Street Name	Build Date
43	7209013037	02073	Long Beach Boulevard	1923
44	7208027011	02160	Long Beach Boulevard	1948
45	7208023018	02247	Long Beach Boulevard	1907
46	7208022004	02268	Long Beach Boulevard	1964
47	7208014028	02301	Long Beach Boulevard	1958
48	7208003013	02500	Long Beach Boulevard	1959
49	7207019018	03012	Long Beach Boulevard	1967
50	7206011029	03069	Long Beach Boulevard	1948
51	7269005009	01320	Pacific Avenue	1928
52	7206025029	02632	Pacific Avenue	1960
53	7206025028	02650	Pacific Avenue	1952
54	7206025027	02654	Pacific Avenue	1953
55	7206024016	02776	Pacific Avenue	1955
56	7206005024	02800	Pacific Avenue	1956
57	7269020053	00304	Pacific Coast Highway	c1930s
58	7209007013	00401	Pacific Coast Highway	1911
59	7269035015	000550	Pacific Coast Highway	1931
60	7269005017	01301	Pine Avenue	1960
61	7209009007	00330	Rhea Street	1907
62	7209009008	00332	Rhea Street	1907
63	7209009012	00340	Rhea Street	1925
64	7209013016	00200	Willard Street	1923
65	7209013011	00237	Willard Street	1922
66	7206025032	00101	Willard Street	1967

Source: GPA Consulting 2015.

7.3.3 Implementation Tasks

The following six tasks are intended to guide the City through near-term implementation of the Midtown Specific Plan.

Task 1. General Plan Amendment

In order for the Midtown Specific Plan to be implemented, the City's General Plan may need to be amended for consistency.

Land Use Element Changes. If the current effort to update the City's General Plan Land Use Element has not been adopted within 12 months of adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment. An amendment to the Land Use Element is required as some of the current General Plan land use designations do not allow for a mix or the density/intensity of uses as proposed in this Plan. The General Plan Land Use Map also needs to be amended to change the current land use designations for the area to the designation of Midtown Specific Plan.

Mobility Element Changes. If implementation of the parklets move forward an amendment to the City's General Plan Mobility Element will be necessary to memorialize the closures and update roadway classifications consistent with the mobility plan in Chapter 4 of this Specific Plan. There is not a time frame for completion of this task as a General Plan Amendment to the Mobility Element will only be necessary if and when parklet projects are implemented.

Task 2. Adopt Interim Development Agreement Policy

It is likely that property owners and developers will propose new developments after the Specific Plan is adopted, but before other components of the public realm improvement implementation program are completed. In such cases, the City should negotiate with those developers to provide on-site and public right-of-way improvements and/or pay fees commensurate with the expected level of development impact fees.

In no case shall a development agreement be used to alter or in any way vary from any of the regulatory standards, design guidelines, or other requirements of the Specific Plan. The City shall adopt the interim development agreement policy either in conjunction with the adoption of the Specific Plan or within approximately 36 months of its adoption.

Project proposals occurring prior to the interim development agreement policy shall be subject to both payment of Park and Recreation Fees (as established in Chapter 18.18 of the City's Municipal Code) and a separate requirement to construct parklets and/or pay fair-share fees toward that construction within the public right-of-way.

Task 3. Prepare Development Impact Fee Nexus Studies and Adopt Impact Fee Ordinance

To assess the costs of public improvements to new development through impact fees, the City must conduct a nexus study to determine the proportion of improvement costs attributable to new development and then adopt an ordinance establishing the fees. Subsequent to the adoption of the Specific Plan, the City will prepare nexus studies for the implementation of parklets and other public realm improvements throughout the corridor.

Based on the outcome of these nexus studies, the City will adopt an ordinance establishing development impact fees for the Specific Plan area. The ordinance shall be submitted for public hearing by the City Council within six months of the completion of the nexus studies. In preparing the ordinance, the City will establish when the improvements will be made, how the City will pay the upfront costs, and how and when the City will be repaid through the collection of impact fees. The City shall determine whether or not a special fund is needed for the improvements paid through impact fees.

Task 4. Demonstration Project

Within a year of adoption of this Specific Plan the Planning Bureau should partner with the Public Works Department to include one or two demonstration projects from the Midtown Specific Plan in the City's Capital Improvement Program. Small sections of streetscape improvements to Long Beach Boulevard and/or a parklet could be implemented as a demonstration project to spur change along Long Beach Boulevard and within Midtown (see section 7.3.1 Mobility, Streetscape and Infrastructure Enhancements, for a complete list of proposed improvements).

As the lead for this task the Planning Bureau should also use this as an opportunity to develop relationships with the community to foster the creation of a contractual assessment district or sponsorship by the neighborhoods, local businesses or a community group to aid in maintenance and ongoing programming of these areas. This task can also help the City to test the implementation of designs from tasks 4 and 5 below.

Task 5. Prepare Ultimate Roadway Design and Specifications for Long Beach Boulevard in the Specific Plan area

The City shall prepare design and specifications for the ultimate roadway improvements, including on-street parking and/or bike lanes, sidewalk widening, and curb extensions. The design and specifications shall indicate which improvements are required as a condition of approval for new development. The City should also consider addressing other roadways at this time.

The design and specifications shall also indicate which improvements may be provided through a contractual assessment district and which the City may construct or install on its own using City revenues. The City should complete the ultimate roadway design and specifications within one year of adoption of the Specific Plan, dependent on funding availability.

Task 6. Create a Streetscape Plan

The City shall prepare a streetscape plan, covering street lighting, pedestrian lighting, street furniture, and landscaping. The plan shall indicate the improvements are required as a condition of approval for new development, which improvements may be provided through a contractual assessment district, and which the City may construct or install on its own using City revenues.

The City should identify funds for and complete the streetscape plan within one year of adoption of the Specific Plan, dependent on funding availability.

Task 7. Create a Contractual Assessment District(s)

The City should work with area businesses to create contractual assessment districts where appropriate along the corridor. See section 7.4.2 Funding and Financing Strategy for more information on property-based financing tools including contractual assessment districts such as business improvement district (BID) or other special assessment districts. The City could work with a consulting firm that specializes in creating community development tools such as BID. A third party firm could assist the City to facilitate a participatory process with property owners, merchants, residents and other stakeholders to determine priorities and develop an overall management plan for Midtown or select districts along the corridor.

7.3.4 Funding and Financing Strategy

The funding and financing strategy for Midtown prioritizes the mobility, open space, and infrastructure improvement projects in Table 7-2. These projects represent important initial steps that can be taken to encourage new development. In addition to improving the public realm on Long Beach Boulevard, these projects can also boost investors' confidence by demonstrating the City's ongoing commitment to the neighborhood and the infusion of new ideas and life along the corridor.

The funding for the infrastructure improvements associated with each project are challenging because the majority of them (excluding potentially the transit improvements) do not generate revenues to pay for construction, operations, or maintenance. Access is free and unrestricted, and the benefits are spread throughout the community. Furthermore, the City is fiscally constrained, and new development is limited in its ability to contribute toward these improvements. Given these challenges, the

following text describes the funding and financing options available for the improvement projects in the Midtown Specific Plan.

TABLE 7-2 IMPLEMENTATION STRATEGIES

Improvements and Funding				
Improvement	Timing	Responsible Party	Funding Source	Notes
Parks:				
Parklets	Identify 1 or 2 parklets to start with as demonstration projects	City and possible partnership with local community groups or business associations	In-lieu fees, PBID or BID, Developer Agreements	
New Parks	As development occurs	City, Developer	Impact fees, developer agreements	
Existing Park Enhancements	As development occurs	Possible partnership between the City and Long Beach Memorial Medical Center	Grants, Public-Private Partnership	Veterans Park Enhancements: In conjunction with the expansion of Memorial Medical Center Campus
Mobility and Streetscape:				
Short-Term Bicycle Network Enhancements	As funding becomes available	City and possible partnership with business improvement district	General Fund, CIP, Grants	Determine if bike paths should be designated along Long Beach Boulevard in the Bicycle Master Plan; Create temporary bike path as a demonstration project
Long-Term Bicycle Network Enhancements	As funding becomes available	City and possible partnership with business improvement district	General Fund, CIP, Grants	Implement bikeways within the Specific Plan area per the City's Bicycle Master Plan
Streetscape	As funding becomes available	Creation of a PBID or BID, Developer Agreements	PBID or BID, Developer Agreements	Refers to the addition of street furniture, landscaping, lighting, etc.
Pedestrian Enhancements	As funding becomes available	General Fund, Grants, Developer Agreements	General Fund, Grants	
Transit:				
Metro Station Upgrades	As funding becomes available		Metro, Grants	Includes improving bicycle facilities (bike lockers, rental stations, etc.)

There are two basic ways to approach paying for infrastructure: “pay-as-you-go” and debt financing. In a pay-as-you-go approach, an improvement is made only after sufficient revenue is collected to cover the entire cost of the improvement. In a debt financing approach, the improvement is paid for immediately, typically by borrowing against future revenues—in other words, issuing debt (usually in the form of bonds) that is paid back over time. Both approaches require a designated funding source (i.e., revenue), to pay for the cost of the improvement itself and, when a financing mechanism is used, to cover interest and other costs associated with issuing debt (these are known as “debt service costs”). Nearly all infrastructure projects rely on a combination of multiple funding sources for implementation.

Typical sources of funding for new or enhanced infrastructure (transit, bicycle, pedestrian, streetscape, and parks) include:

- Local revenues, including revenues from the City’s general fund.
- User fees and rates, such as transit fares.
- Property-based financing tools, often known as “value capture” tools, take advantage of the property value appreciation and new development opportunities in a plan area to help pay for infrastructure investments.
- Development agreements and partnerships are negotiated on a case-by-case basis with key property owners, institutions, and developers.
- Grant programs, which typically require a competitive application process but do not need to be paid back.

Each of these funding sources and their potential use for projects in the Midtown Specific Plan area are described in more detail below.

Local Revenues

Many early projects in the Midtown Plan will require a contribution of local funds for capital improvements. These local funding sources include the City’s general fund contributions, local oil production tax revenues, gasoline tax funds, and the City’s share of county funds (particularly local return funding from Propositions A, C, and Measure R), state sources (such as non-competitive Transportation Development Act funds), and other federal tax proceeds.

User Fees

User fees are the fees charged for the use of public transit, roads, infrastructure, and utilities (e.g., fares, toll roads, water, wastewater). Such fees and rates are typically set to cover a system’s operating and capital expenses each year, which can include debt service for improvements to the system. It may be possible to use some portion of user fee or rate revenue

toward financing the costs of certain types of infrastructure upgrades that may be needed to accommodate higher density development in the Midtown planning area. The most applicable of these are the improvements to the Willow Transit Station; however, the ability to raise the revenues for those improvements can only be determined by the transit agency. While user fees are unlikely to be a major source of funding for implementation of these projects, they may be a funding source for other projects.

Property-Based Financing Tools

In California, common property-based funding and financing tools include the formation of business improvement districts, benefit assessment districts, and community facilities districts (CFDs). Assessment tools and CFDs leverage the value of new real estate development to capture additional tax revenues to finance infrastructure. The assessments can either be used to pay for improvements over time as the funds are collected, or can be bonded to make larger, up-front investments. One of the advantages of these property-based tools is that they can be applied toward districtwide improvements and are designed to ensure that properties benefitting from improvements also contribute to those public investments.

- **Business Improvement District (BID) or Property Based Improvement District (PBID).** A BID or PBID essentially creates a neighborhood-level economic development organization accountable to its members and with its own funding stream to improve business performance by addressing local needs. Business owners (within a BID) or property owners (within a PBID) agree to provide funding for specified services in the district. The district is formed through an affirmative majority vote of the businesses or property owners. Services can vary widely, but frequently include ongoing maintenance and cleaning of public areas, security patrols, marketing, and advocacy. Long Beach currently has five BIDs or PBIDs, with budgets typically below \$200,000.
- **Other Special Assessment Districts.** In an assessment district, property owners agree to pay an additional fee or tax to fund improvements in a specific geographic area. The amount that each property owner pays must be proportional to the benefit the property will receive from the proposed improvement. Assessment districts are established by an affirmative vote of property owners representing over 50 percent of the funding to be provided. A variety of assessment districts exist, and each features unique rules for formation and use; examples include sewer, utility, parking, and landscaping and lighting districts. Assessment districts are most useful for funding very specific categories of ongoing operations and maintenance costs.
- **Community Facilities Districts (CFDs).** Like assessment districts, Mello-Roos Community Facilities Districts are formed when the property owners in a geographical area agree to impose a tax on the land to fund

infrastructure improvements. Unlike assessment districts, however, CFDs are most commonly formed in cases in which the geographic area encompasses a small number of property owners who intend to subdivide the land for sale. To be enacted, CFDs require a two-thirds vote of property owners, which is a difficult hurdle in Midtown given the fragmented nature of property ownership in the area. The Mello-Roos Community Facilities District Act allows the taxes to be proportionally subdivided and passed on to the future landowners. The revenue can then be used either for pay-as-you-go funding or to pay off bonds issued against the anticipated revenue from the CFD.

An important consideration in the case of all district-based assessment tools is that there is a limit to the amount that property owners are typically willing to contribute in annual property tax assessments and fees. A commonly used rule of thumb for calculating the feasibility of implementing new assessments is that total property taxes, assessments, and obligations should not exceed a percentage of a given property's assessed value.

The property-based financing tools described above may be challenging to adopt in the early stages of implementation, since it will take time to attract development and build value in the Midtown. However, the City should maintain dialogue with property owners in anticipation of forming district-based funding tools as market activity increases.

Impact Fees, Development Agreements, and Partnerships

This section describes contributions and investment from the private sector that can be used to pay for new infrastructure and services. The funding obtained from development impact fees and agreements will be directly tied to the magnitude of development that occurs in Midtown; as a result, these sources may take time to unlock. In the shorter term, the City may have more success negotiating with major public and nonprofit institutions already in the area to obtain desired improvements in some locations along the corridor.

- **Impact Fees.** Development impact fees are a one-time charge imposed on new development. These fees are charged to mitigate impacts resulting from the development itself and cannot be used to pay for existing deficiencies. "In-lieu" fees are similar to impact fees, but are charges paid in lieu of developers providing required on-site community benefits. The City of Long Beach currently collects impact fees for park facilities, traffic mitigation, public safety facilities (fire and police), and sewers. These impact fees can be applied toward improvements in the Specific Plan area in accordance with the existing programs.
- **Development Agreements.** Structured negotiations between cities and developers can be conducted to obtain desired improvements in exchange for development rights. The extent to which a new project

can contribute to the provision of infrastructure depends on a number of factors, including the anticipated project revenues, construction costs, project size, site characteristics, and other factors. Therefore, the amount of public benefits that can be provided is unpredictable and must be negotiated on a case-by-case basis.

- **Partnerships.** The City should also pursue partnerships with local institutions, nonprofit organizations, and community or business organizations to implement projects and provide ongoing programmatic support. Examples of partners are LA Metro, Long Beach Memorial, Hancock University, and other area institutions. Institutional partnerships can often result in substantial new investments in infrastructure, such as a recent \$100,000 contribution by the Long Beach Container Terminal to help construct Long Beach’s Baker Street Park.

Grant Programs

A wide variety of regional, state, and federal competitive programs exist to distribute funds earmarked for specific types of projects. These programs vary in their availability from year to year. This list is not intended to be exhaustive, but provides guidance on several promising competitive grant programs that can fund early implementation of key capital cost components. The availability of some programs may vary, and therefore require vigilance in tracking and applying for grants. Long Beach has historically excelled in obtaining funding from such sources.

- **SCAG Regional Transportation Plan (RTP).** As required by law, SCAG assembles its RTP every four years to outline the distribution of transportation funds that it expects to receive from the federal government for the next 25 years. Inclusion in the RTP significantly enhances the potential for a project to receive funds and compete for other competitive grants. Projects proposed for inclusion must undergo a competitive evaluation process. The current RTP was approved in 2012, and the next plan will be adopted in 2016.
- **LA Metro Transportation Improvement Program (TIP).** LA Metro uses the TIP as its primary process for selecting transportation improvement projects for funding with discretionary federal, state, and local revenues. SCAG must also approve the projects and include them in the RTP. Relevant 2013 categories included bicycle, pedestrian, and transit improvements. A total of \$186.5 million was made available in 2013, but funding has historically ranged from \$120 to \$800 million. The TIP is revised every two years, with amendments allowed monthly. The most recent full TIP revision occurred in 2013, and the next call for projects is likely to occur in late 2015.
- **Caltrans/SCAG Active Transportation Program (ATP).** This program funds “active transportation” pedestrian and bicycle improvements and planning, and will significantly streamline the process

Private Funding Sources

Private Foundations. Numerous private non-profit foundations, such as the Knight and Annenberg Foundations, provide nation-wide funding for parks and civic spaces. These types of grants/private funding typically require an applicant to demonstrate how a project will expand cultural experiences, create a sense of place, enhance community identity and/or promote health and sustainability.

Emerging Funding Sources

New funding sources may become available during implementation of this Specific Plan. Two tools, described below and on the next page, may eventually be available to fund improvements in Midtown.

It should be noted that these tools are not currently a proven short-term source of funding as their uses and applications are limited and evolving.

Infrastructure Financing Districts (IFD). Recent legislation enabled the formation of IFDs in former redevelopment project areas, such as Midtown.

An IFD diverts new local property tax revenues to either pay directly for the construction of infrastructure and public facility improvements, or to issue bonds to finance those improvements.

However, IFDs cannot divert property tax increment revenues from schools and can only pay for public facilities like roads, sewer, water, libraries, and parks—not routine operations and maintenance or, except in limited cases, affordable housing or economic development projects.

However, onerous approval requirements may limit the formation of an IFD: two-thirds of property owners or voters must vote in favor of forming the district, and all affected taxing entities (e.g., counties, special districts) must approve the contribution of their portion of the tax increment to the IFD.

of applying for grants. ATP combines several preexisting competitive grant programs for funding pedestrian and bicycle improvements, including the Bicycle Transportation Account, Safe Routes to School Programs, and a share of the Highway Safety Improvement Program funding. Forty percent of the funding will go to metropolitan planning organizations in urban areas. Small urban and rural regions will receive 10 percent, and the remaining 50 percent of the funds will be awarded to projects statewide. The Caltrans grants require a local funding match. The SCAG grant program will also release a call for projects upon approval of its guidelines by the California Transportation Commission.

Long Beach is historically competitive for funding under the programs absorbed into the ATP. Long Beach received \$433,500 from the Bicycle Transportation Account in 2010-2011 for closing gaps in the bicycle lane network. The City received \$450,000 from the 2010-2011 Safe Routes to School Program for construction of a Class III bikeway, partially located within Midtown on 15th St. between Long Beach Boulevard and Pacific Coast Highway. And Long Beach received funding from the Highway Safety Improvement Program in 2011 for intersection and road diet improvements on Martin Luther King Jr. Avenue between Seventh Street and Sixth Street and Alamos Avenue at Seventh Street.

- **California HCD Housing-Related Parks Program.** The Housing-Related Park Program provides grants for the creation of new parks or rehabilitation or improvements to existing parks. The program criteria reward local governments that approve housing for low-income households and are in compliance with the state housing element law. Grant amounts are based on the number of bedrooms in very low and low income housing units in documented housing construction that starts within the 12 months preceding the notice of funding issuance. No local funding match is required. In 2013, a total of \$25 million was awarded, with a minimum award of \$75,000.
- **California HCD Infill Infrastructure Grant (IIG) Program.** The IIG provides grants to provide gap funding for new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Eligible activities include new construction, rehabilitation, and acquisition of infrastructure required as a condition of or approved in connection with approval of Qualifying Infill Projects or Qualifying Infill Areas. The most recent release of funds was in May 2013 and provided \$70 million. A city must apply as a co-applicant with the developer of a qualifying affordable housing project. The 2013 round provided a minimum of \$500,000 and up to \$4 million to grantees; local funding matches were not required but improved competitiveness.
- **California HCD TOD Housing Program.** Low-interest loans are available as gap financing for rental housing developments that

include affordable units near transit, and as mortgage assistance for homeownership developments. Grants are also available to cities, counties, and transit agencies for infrastructure improvements necessary for the development of specified housing developments or to facilitate connections between these developments and the transit station. The most recent notice of funding availability was issued in May 2013 and provided a total of \$60 million; maximum grants were \$4 million.

- **California Department of Parks and Recreation Land and Water Conservation Fund (LWCF) Competitive Program.** The state administers the competitive grant process for distributing federal Land and Water Conservation Fund resources. Grants are to be used for acquisition or development of parks. Up to \$2 million can be awarded, but the award may not exceed half the total project cost; a 50 percent, or higher local match is required.
- **U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG).** The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. Long Beach may be able to direct CDBG funds for implementation of project components relevant to Long Beach's CDBG priorities.

Other Potential Financing Tools

In addition to the financing tools described above, two emerging financing strategies that leverage multiple sources of funding could be used to make longer term and larger investments:

- **Structured Funds.** A "structured fund" is a loan fund that pools money from different investors with varying risk and return profiles. Structured funds have a very specific dedicated purpose, which is clearly defined prior to forming the fund, and they are managed by professionals with fund formation and loan underwriting experience. Because at least a proportion of the investors in a structured fund have an expectation of return on investment, the types of projects financed with these funds must be revenue generating. For example, many regions have begun forming structured funds to acquire and develop affordable housing near transit, which generates rental revenues that can be used to pay back investors. However, this tool is not well suited for infrastructure improvements, which are not revenue generating.
- **Revolving Loan Funds (RLF).** A "revolving loan fund" is a pool of money dedicated to specific kinds of investments. As the loans are repaid, the funding pool is reallocated and loaned out again. RLF initial funding sources are typically public or private "seed money"—such as a grant, other public funds, or the one-time proceeds from sale of an

Emerging Funding Sources continued...

Cap-and-Trade Auction Proceeds.

California established a cap-and-trade program to limit allowable greenhouse gas emissions. Beginning in late 2012, the state began regular auctions of greenhouse gas emission allowances.

The revenue produced by these allowance auctions may be available to fund transportation and sustainability improvements in Midtown.

However, the amounts, uses, and means of distributing the revenue are still evolving and will continue to change as state agencies finalize programs and rules for their use in the context of the state budget process.

asset—and/or an ongoing stream of revenue like a dedicated portion of a new or existing tax. RLFs can provide low-interest loans and access to capital markets for projects that have poor risk profiles to meet economic development, environmental, or other public policy goals. In contrast to a structured fund, which is capitalized by investors with an expectation of return, the seed money used to start an RLF typically does not need to be paid back, so the funding can revolve indefinitely. If the City is able to identify a source for the seed money, an RLF may be a feasible financing tool for infrastructure in Midtown.

Table 7-3 provides a summary of the applicable funding sources by infrastructure improvement category for the improvement projects.

TABLE 7-3 FUNDING SOURCES FOR INFRASTRUCTURE IMPROVEMENTS

Funding Source Category	Funding Source	Improvement Category				
		Bicycle Network & Facilities	Pedestrian Enhancements	Streetscape	Park & Recreation	Transit Facilities
Local Revenues & Fees	Local Revenues	X	X	X	X	X
	User Fees					X
Property-Based Financing Tools	BID/PBID	X	X	X	X	X
	Assessment District	X	X	X	X	X
	Community Facilities District	X	X	X	X	X
Development	Impact and In-Lieu Fees	X	X	X	X	X
	Development Agreements	X	X	X	X	X
	Local Partnerships		X	X	X	X
Grant Programs	SCAG RTP	X	X	X		X
	LA Metro TIP	X	X	X		X
	SCAG ATP	X	X	X		
	Caltrans ATP	X	X	X		
	HCD Housing-Related Parks				X	
	HCD IIG		X	X		
	HCD TOD Housing	X	X	X		X
	California Parks and Rec LWCF				X	
Other Tools	HUD CDBG	X	X	X	X	X
	Structured Funds					
	Revolving Loan Funds	X	X	X	X	X

7.4 RELATIONSHIP TO OTHER PLANS, PROGRAMS, AGENCIES, AND REGULATIONS

The Midtown area is an integral part of the overall fabric of Long Beach, and implementation of this Specific Plan will affect and be affected by activity and plans in the City and region. Although this Specific Plan serves as the new development or zoning plan for the area, several other City and regional plans influence the Midtown area. The following is a list of the most relevant plans, programs, agencies, and regulations that should be referenced in the future.

7.4.1 Local Plans, Programs, and Regulations

Long Beach Municipal Code

The Zoning Regulations (Title 21 of the Long Beach Municipal Code), in conformance with the General Plan, regulate land use development in the City of Long Beach. In each zoning district, the zoning regulations specify the permitted and prohibited uses, as well as the development standards, including setbacks, height, parking, and design standards, among others.

When a specific plan is adopted by ordinance, the specific plan effectively replaces portions or all of the current zoning regulations for specified parcels and becomes an independent set of zoning regulations that provide specific direction to the type and intensity of uses permitted or define other types of design and permitting criteria. The Midtown Specific Plan is adopted by ordinance and serves as the zoning for the project area. Where this Specific Plan is silent, the relevant sections and requirements of the zoning regulations shall still apply.

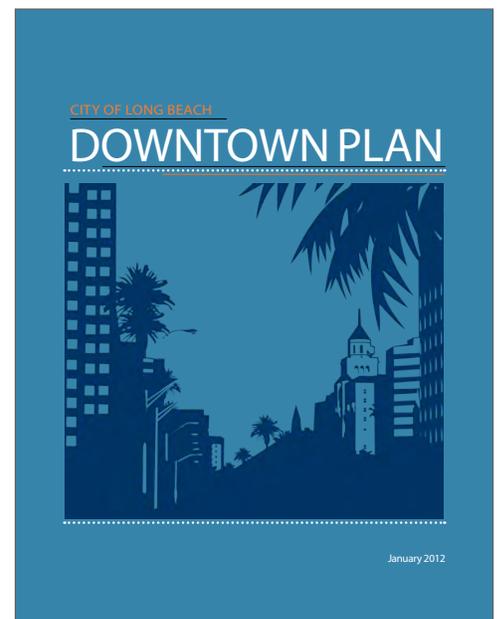
The City of Long Beach Downtown Plan

The Downtown Plan, also known as PD-30, seeks to guide how new private and public development can capitalize on existing strengths and enhance the Downtown area overall—making it a more complete place. This plan draws on form-based elements to emphasize the role of building design and character in defining and activating the nearby public realm.

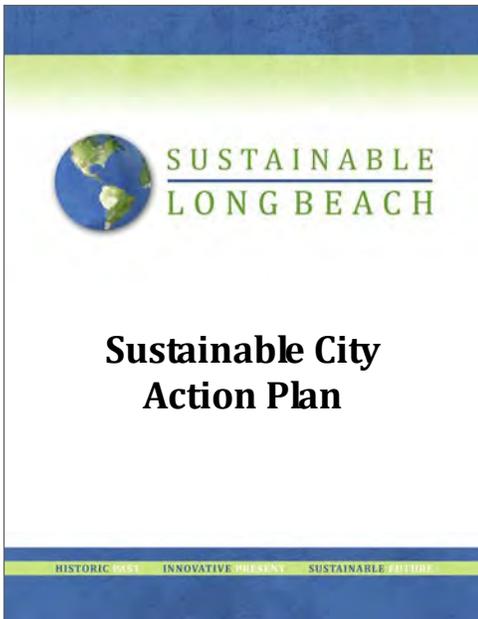
Long Beach Boulevard is a main thoroughfare connecting Downtown to the subregion, I-405, and many Long Beach neighborhoods. This Specific Plan draws from many of the design principles, multi-modal strategies, and mixed-use development standards in the Downtown Plan to create consistency with and connectedness between the two planning areas.

Central Long Beach Redevelopment Project Area

Prior to the statewide elimination of redevelopment in 2012, the project was in the Central Long Beach Redevelopment Area. The overall vision for the redevelopment area was to redirect and concentrate commercial facilities within significant centers along major corridors while accommodating residential needs and preserving and rehabilitating existing neighborhoods.



City of Long Beach Downtown Plan, 2012



City of Long Beach Sustainable City Action Plan, 2010

The vision for this Specific Plan carries over these vision elements, along with other more focused project objectives and principles. The loss of redevelopment means the City will need to evaluate a number of funding sources and partnerships to implement this Specific Plan.

Sustainable City Action Plan

The Sustainable City Action Plan includes focused initiatives, goals, and actions to guide Long Beach toward becoming a sustainable city. The plan emphasizes more natural processes and products, reduced consumption, and less waste to maximize benefits while imparting the smallest negative impacts. Improving quality of life, economic development, culture, and public and environmental health are just a few of the expected outcomes.

In concert with the Sustainable City Action Plan, the Midtown Specific Plan seeks to incorporate more sustainable housing, transit, and lifestyle options. Providing opportunities for transit-oriented, mixed-use housing and a multi-modal approach to circulation will increase pedestrian, bicycle, and mass-transit activity. Less reliance on automobiles and increased tree canopy, green space, and landscaping may assist in decreasing greenhouse gas emissions. The design guidelines and development standards in this Specific Plan also establish sustainable standards for energy efficiency, green building, landscaping, and drainage for the planning area.

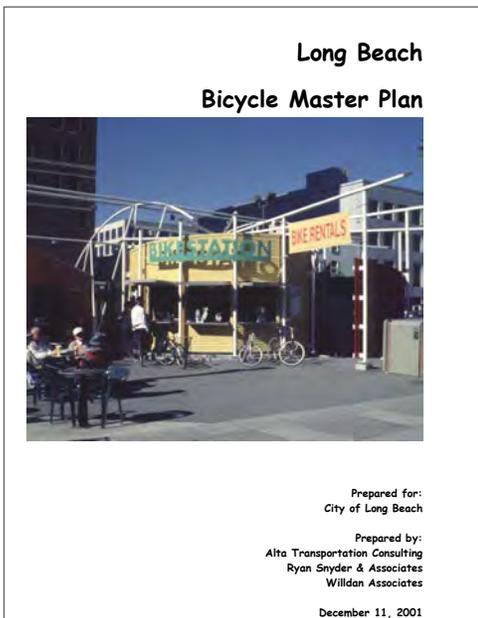
Long Beach Bicycle Master Plan

The Bicycle Master Plan guides the development and maintenance of bicycle-friendly roads, bikeways, support facilities, and programs for the City. This policy document aims to reduce traffic congestion by providing better facilities for biking and enhancing alternatives to commuting by car. The City’s commitment to being the nation’s most bicycle-friendly city relies on implementation and integration of all of the City’s mobility and transit-related plans.

With the integration of complete streets and enhanced mobility, this Specific Plan prescribes improved crossings and reevaluates the right-of-way design for Long Beach Boulevard to better accommodate bicycles along the corridor. Improvements to Long Beach Boulevard corridor include a new bicycle path along the boulevard, intersecting with bicycle parking at three transit stations and bicycle routes on cross streets. The City anticipates updating the Bicycle Master Plan in 2016.

Planned Development District 29 (PD-29)

Some areas of the City are zoned as special districts, called Planned Development Districts, which are more comprehensive than conventional zoning and are intended to achieve a specific outcome in a geographic area. In 2011, Planned Development District 29 (PD 29) regulated 311 acres along Long Beach Boulevard from Wardlow Road to 7th Street (including sphere areas and public right-of-way). In 2012, the City adopted



Long Beach Bicycle Master Plan, 2001

the Downtown Plan which assumed regulatory control of the portion of PD 29, south of Anaheim Street along Long Beach Boulevard. With the adoption of this Specific Plan PD-29 is rescinded and land use for the remaining areas are now regulated either by conventional zoning or this Specific Plan.

Metro Blue Line Bicycle and Pedestrian Access Improvement Plan

The Blue Line Bicycle and Pedestrian Access Plan assesses and recommends physical infrastructure and safety improvements to increase bicycling and walking to nine Metro Blue Line light rail transit stations. The improvement plan includes new crosswalks and countdown signals, a wayfinding plan, resurfacing of designated bikeways, improved lighting, and more bike parking.

The Willow, Pacific Coast Highway (PCH), and Anaheim stations are included in this improvement plan and in this Specific Plan.

Recommended improvements for the Anaheim and PCH stations include:

- Enhanced access at the southern end of the station.
- Widening sidewalks and installing buffers, such as bike lanes and landscaping, to protect pedestrians.
- Intersection improvements, including high-visibility crosswalks and bicycle loop detectors.
- Development of bicycle boulevards along 12th, 15th, and 20th streets.

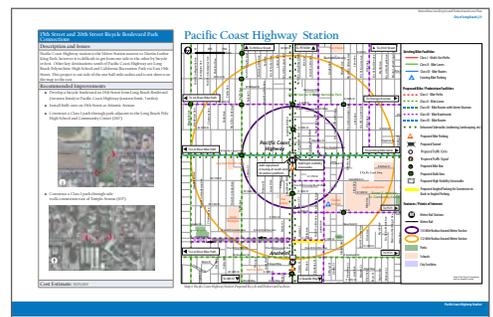
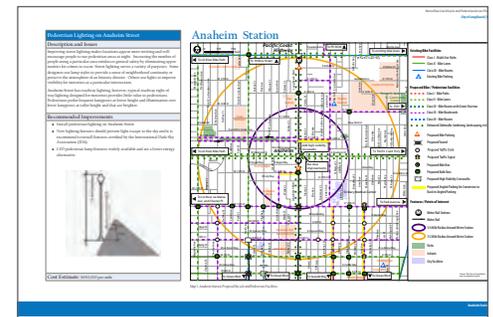
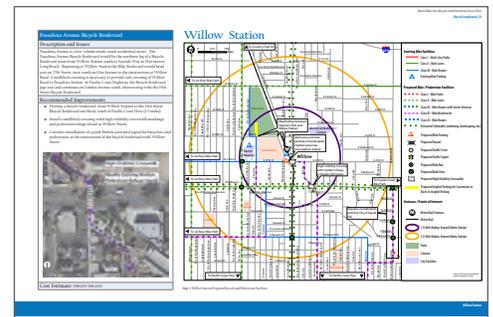
Recommendations for the Willow Station include:

- Adding trees, street furniture, and increased lighting to create a buffer zone between pedestrians and street traffic.
- Repaving sidewalks and installing curb ramps with truncated domes at all intersections.
- Installing high-visibility crosswalks and increasing pedestrian crossing time.
- Increasing the link between the station and Veteran’s Park by installing wayfinding signs and converting the existing sidewalk into a Class I shared use path.
- Development of a bicycle boulevard along Pasadena Avenue.
- Installation of bike parking in the plaza adjacent to the station.

The recommendations for intersection, pedestrian, and bike improvements in the improvement plan are consistent with the vision of the Midtown Specific Plan. The design guidelines and development standards of this Specific Plan should be used for implementing signage, landscaping,



Metro Blue Line Bicycle and Pedestrian Access Improvement Plan, 2011



Recommended improvements to Willow (top), Anaheim (middle), and PCH (bottom) stations.

street furniture, and access to the transit stations. The implementation of improvements from both plans support the City's goal to become the most bike-friendly city in America.

Willow Station Bike Transit Hub Access Plan

The Willow Station Bike Transit Hub Access Plan identifies improvements for Willow Station along Long Beach Boulevard. The assessment of the station found that it is underserved, with poor access and inadequate bike lockers and racks. Recommended improvements include new bike lanes, restriping, and intersection improvements such as bicycle signal detectors, modifications to signal timing, and reconfigured crosswalks.

The Midtown Specific Plan recognizes the importance of Willow Station as a multi-modal transit hub along the corridor. The goals and vision for the planning area are consistent with the access and onsite improvements in and leading to the transit station. The design guidelines and development standards of this plan should be used for improving signage, landscaping, bike racks, and other furnishings.



The Long Beach General Plan is a comprehensive, long-term plan that creates a vision for the future of the City.

Long Beach 2030-2035 General Plan

The General Plan sets forth the goals, policies, and directions the City will take in managing its future. It is the blueprint for development and a guide to achieving the long-term, citywide vision. The General Plan sets seven interrelated goals:

- Increased mobility
- Affordable housing
- Reduction in greenhouse gas emissions
- Enhanced quality of life
- Compact & transit-oriented development
- Improved water quality
- Walkable neighborhoods & districts

These goals are integrated with the Midtown Specific Plan and are discussed in relation to the two elements—mobility and housing—that have the greatest influence in guiding the vision and goals of the Midtown Specific Plan. The General Plan also introduces the concept of place types and identifies strategies to improve Long Beach neighborhoods. Additionally, the land use element identifies Long Beach Boulevard as one of the targeted change areas.

Mobility Element

The 2035 Mobility Element outlines the vision, goals, policies, and implementation measures required to improve and enhance the City of Long Beach's local and regional transportation system. The future vision of the City's transportation system includes a community which:

- Offers flexible, convenient, affordable, and energy efficient transportation options.
- Follows mobility practices that maintain and enhance safety while strengthening community, sense of place, urban design, and the natural environment.
- Encourages the use of the most efficient and convenient mode of travel for any particular trip.
- Embraces innovation and appropriate transportation technology.
- Maintains professional standards in transportation planning and traffic engineering, with safety as the highest priority.
- Integrates land use planning with a multi-modal mobility network, providing people with options to choose various forms of convenient transportation.
- Plans, maintains, and operates mobility systems consistent with the principles of complete streets, active living, and sustainable community design.

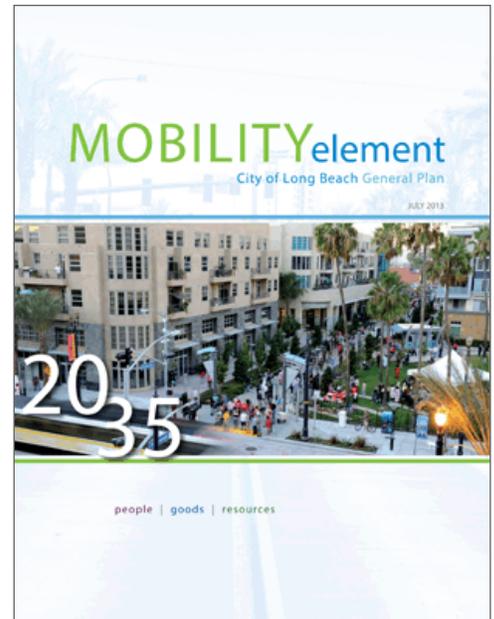
The Mobility Element also discusses the possible extension of Metro’s Green Line. Options for expansion include extending the line through South Bay to Torrance and future connections across the Harbor Gateway into the Metro Blue Line Willow Station.

The Midtown Specific Plan and Mobility Element are consistent in their values and vision relative to circulation. Enhancing multi-modal transportation is a key strategy of both of these documents. The Mobility Element details improvements throughout the planning area—including synchronized traffic signals and reconfigured streets and freeway ramps to reduce congestion—as well as applying a context-sensitive approach to balance the mobility system throughout the City.

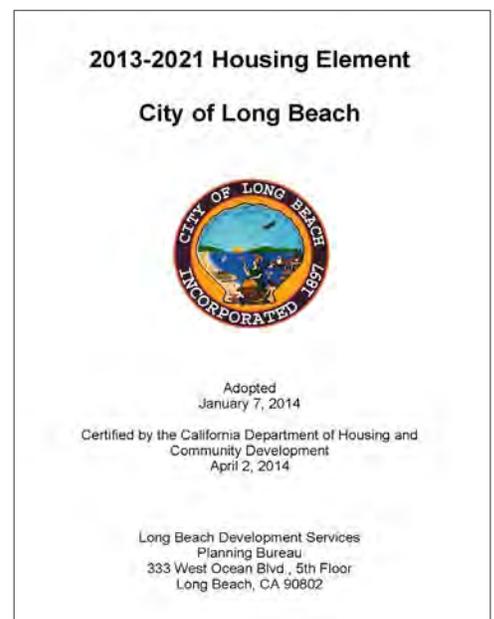
Housing Element

The Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes.

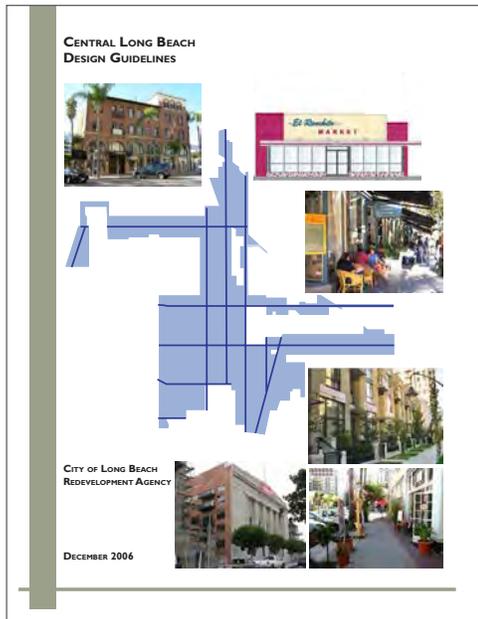
The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including residential infill projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in this planning area could also be used to address lower income housing needs.



Long Beach General Plan Mobility Element, adopted 2013



Long Beach General Plan Housing Element, 2013-2021



Central Long Beach Design Guidelines, 2006

Central Long Beach Design Guidelines

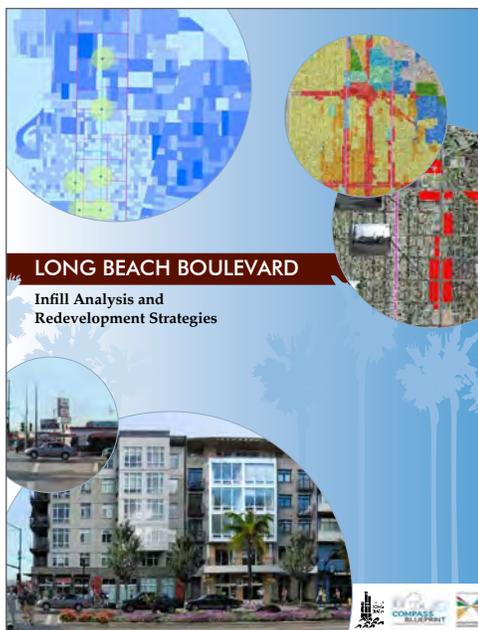
The Central Long Beach Design Guidelines (CLBDG) are intended to implement the goals, design standards, and guidelines of the Central Long Beach Strategic Guide for Development. The guidelines strongly influenced and in some cases are directly reflected in the design guidelines in this specific plan. Design principles that are carried throughout both documents include placemaking, green building, human-scale development, and auto/transit-oriented considerations.

The Midtown Specific Plan strives to create a lively corridor through the physical environment—to produce quality design that enhances the experience of those living, working, and visiting the planning area. Like the CLBDG, this plan takes a comprehensive approach to shaping physical features by emphasizing building form and landscape design to reinforce urban and transit-oriented development patterns.

Long Beach Boulevard Infill Analysis and Redevelopment Strategies

This SCAG Compass Blueprint Corridor Study analyzes leveraging recent investments to the Metro Blue Line to spur redevelopment along Long Beach Boulevard. The analysis found that PD-29 zoning regulations at the time were inhibiting private investment. The report recommends updating development and parking standards, establishing a Tax Increment Financing District, increasing the mix of land uses, and improving the streetscape.

Ultimately, this report resulted in the Long Beach Boulevard Midtown Specific Plan. The Midtown plan incorporates the analysis of the infill analysis and strategies into new development standards, design guidelines, mobility plan, and streetscape improvements.



The 2007 SCAG Demonstration Project highlighted key issues and strategies for improving the corridor.

7.4.2 Regional and State Programs, Agencies, and Regulations

Statewide Transportation Improvement Program

The California Transportation Commission administers transportation programming, which is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multiyear period to transportation projects. The Statewide Transportation Improvement Program (STIP) is a multiyear capital improvement program of transportation projects on and off the state highway system, funded with revenues from the state highway account and other funding sources. The California Department of Transportation manages the operation of state highways, including Pacific Coast Highway (State Route 1) and the freeways passing through Long Beach.

Southern California Association of Governments

The metropolitan planning organization (MPO) for each region must develop a sustainable communities strategy (SCS) that integrates transportation, land-use, and housing policies to plan for achievement of the emissions target for their region. Every four years, the Southern California Association of Governments (SCAG) updates the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the six-county region: Los Angeles, San Bernardino, Riverside, Orange, Ventura, and Imperial counties. The 2012–2035 RTP/SCS vision encompasses three principles that collectively work as the key to the region’s future: mobility, economy, and sustainability. It includes a strong commitment to reduce emissions from transportation sources to comply with California Senate Bill 375 (SB 375; the Sustainable Communities Act), improve public health, and meet the National Ambient Air Quality Standards set by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around. The Midtown Specific Plan is consistent with several of the RTP/SCS goals:

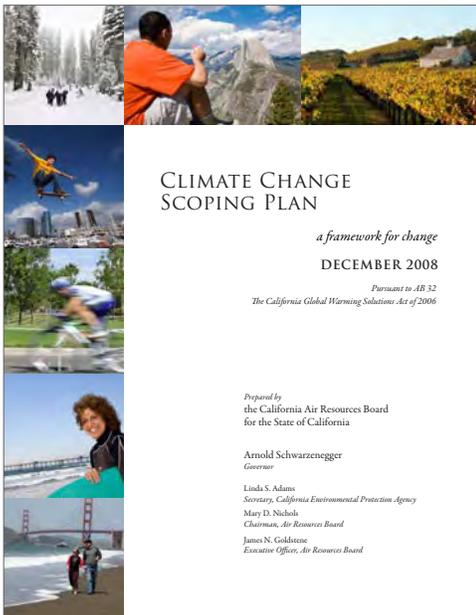
- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation.

Though many projects are scheduled through the 2012-2035 RT/SCS throughout Long Beach, none of them are specifically within the Midtown area. Every four years, SCAG updates the Regional Transportation Plan (RTP/SCS). Planning is currently underway for the 2016–2040 Regional Transportation Plan and Sustainable Communities Strategy.

Additionally, SCAG started a visioning process in 2001 that culminated in a regional strategy to accommodate the coming growth. This strategy, called “Compass Blueprint,” is integrated with the RTP/SCS and promotes a stronger link between regionwide transportation and land use planning. The strategy also encourages creative, forward-thinking, and sustainable development solutions that fit local needs and support shared regional values, based on the following four key Compass Principles. This program is now known as the Sustainability Planning Grant Program which supports



SCAG’s Regional Transportation Plan (2012) and the Compass Blueprint logo



AB 32's Climate Change Scoping Plan provides the framework for helping California meet its greenhouse gas reduction goals.

exemplary projects that illustrate the value effective growth planning can bring to the region. The program provides assistance to local jurisdictions to test planning tools by providing technical assistance to complete planning and policy efforts that enable implementation for the regional SCS. Grants of this nature may be a resource for implementation of this Specific Plan.

Global Warming Solutions Act

The Global Warming Solutions Act (AB 32) of 2006 established a comprehensive program to reduce greenhouse gas emissions to combat climate change. This bill requires the California Air Resources Board (CARB) to develop regulations to reduce greenhouse gas emissions to 1990 levels by 2020. As of January 1, 2012, the greenhouse gas rules and market mechanisms adopted by CARB took effect and are legally enforceable.

The reduction goal for 2020 is to reduce greenhouse gas emissions by 25 percent of the current rate in order to meet 1990 level, and a reduction of 80 percent of current rates by 2050. The AB 32 Scoping Plan contains the main strategies California will use to reduce the greenhouse gases. The scoping plan has a range of greenhouse gas reduction actions that include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program.

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act (SB 375) of 2008 provides incentives for cities and developers to bring housing and jobs closer together and improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and thus help meet the statewide targets for reducing greenhouse gas emissions set by AB 32.

SB 375 requires each MPO to add a broader vision for growth—the sustainable communities strategy (SCS)—to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions.

California Complete Streets Act

The California Complete Streets Act (AB 1358) of 2008 requires circulation elements updated in 2011 or later to address the transportation system from a multi-modal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the General Plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled.

Los Angeles County Congestion Management Program

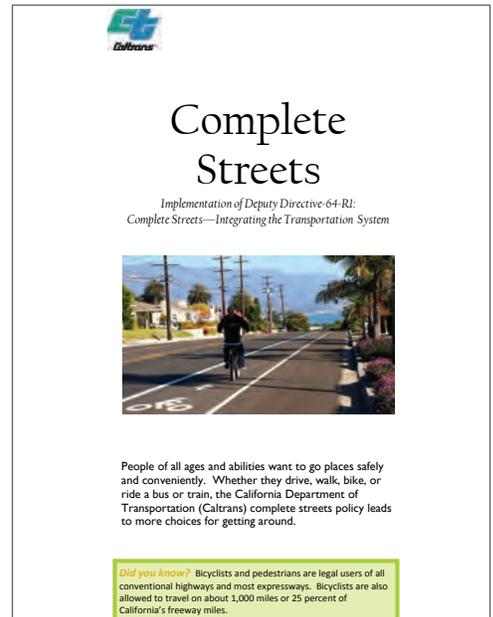
The County of Los Angeles and its transportation agency, Metro, updated the Congestion Management Program (CMP) in 2010 to assess the overall performance of the highway system and provide decision makers with quantitative input for funding improvements and programs. The CMP covers approximately 500 miles of freeway facilities that are divided into 81 key segment pairs. The traffic operations at each segment are evaluated every two years by Caltrans and published in the CMP for Los Angeles County. The CMP for Los Angeles County designated certain arterial roadways and freeway segments as CMP facilities:

Roadways: Pacific Coast Highway, 7th Street, Alamitos Avenue, Orange Avenue

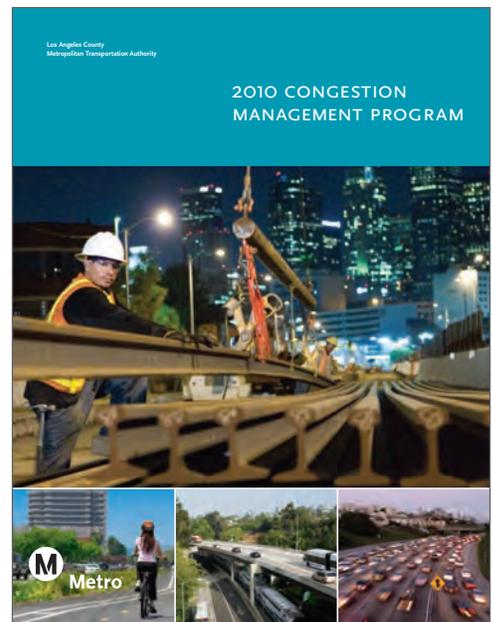
Freeways: I-710, I-605, I-405, SR-91

The County’s traffic congestion management policy is intended to determine appropriate transportation planning actions in response to a particular level of service (LOS). As a result, an intersection with a poor LOS does not necessarily preclude new development at or around that intersection. Instead, the local agency will need to respond to intersection LOS with a three-tiered approach:

1. Manage speeds and motorist behavior at intersections with high LOS.
2. Review traffic growth patterns when congestion begins to appear and planning for appropriate ways to address additional congestion.
3. Take steps to manage congestion, including moving from intersection-specific metrics to LOS for an entire corridor.



California Complete Streets Act, 2008



Los Angeles Metropolitan Transportation Authority County Congestion Management Program, 2010



Los Angeles Metropolitan Transportation Authority Long Range Transportation Plan, 2009

Los Angeles County Metropolitan Transportation Authority

Metro is the planning, coordinating, designing, building, and operating transportation agency for Los Angeles County. The agency's 2009 Long Range Transportation Plan (LRTP) lays out a 30-year vision for the Los Angeles County transportation system. The LRTP focuses on connecting highways and arterials with bus, urban, and regional rail systems while reducing greenhouse gas emissions through the following goals:

- Expand the Metro fixed guideway/busway network to over 177 stations covering nearly 230 miles.
- Expand the Metro Rapid network to provide over 400 miles of service through 35 cities and the County of Los Angeles.
- Continue the commitment to operate and expand the Metrolink commuter rail system.
- Continue the commitment to operate the paratransit bus system.
- Expand and improve bus and rail transit services throughout the county.
- Fill in critical gaps along the carpool network.
- Build freeway interchanges and carpool lane connectors.
- Expand the Metro Freeway Service Patrol.
- Fund enhancements to arterial, signal synchronization, transportation demand management, bikeway, pedestrian, transit capital, and transportation through the Call for Projects.
- Promote rideshare and other Transportation Demand Management strategies that provide alternatives to driving alone.

The Blue Line light rail train system along Long Beach Boulevard is operated and maintained by Metro. This regional line connects Downtown Long Beach with Downtown Los Angeles and is one of the busiest urban railway systems in the nation. While the LRTP does not identify funded improvements for this regional connector, the Midtown Specific Plan provides guidance on median and street improvements to buffer the train and street activity with increased landscaping.

Gateway Cities Strategic Transportation Plan Active Transportation Element

In 2013, the Gateway Cities Council of Government's (GCCOG) released a Draft Strategic Transportation Plan to promote strategies to reduce traffic and energy consumption while enhancing the quality of life and personal health of the people in its communities. This plan focuses on walking and cycling as alternatives to motorized transportation methods. The Active Transportation Element (ATP) of the Draft Strategic Plan recognizes the importance of bicycling and pedestrian infrastructure as a critical element in reducing the long-standing local and regional traffic concerns. These documents contain policy and action items toward making the GCCOG

region a great place to bike and walk. These include developing regional bicycle routes; access to schools, transit, and open space; and identifying support programs. The most important purposes of GCCOG ATP are to:

- Inventory policies and action being taken at the local level to support active transportation.
- Identify broader programs and policies that can/should be supported at the COG level regarding funding, education, and safety.
- Illustrate how the bike facilities proposed by local agencies form the framework for a COG-level system.
- Identify regionally significant bicycle projects that will help “stitch together” the individual jurisdiction plans and connect key activity centers.
- Identify (graphically) the issues and potential improvements related to bicycle and pedestrian access at the major transit stations in the GCCOG.

The goal of the GCCOG is not to implement the strategies of the plan for each jurisdiction, but to participate in projects at a regional scale, and it can help cities to implement individual plans by assisting in finding funding, advocating for resources from agencies such as Caltrans or Metro, and/or with project vetting to stakeholders.

SB 226 CEQA Streamlining

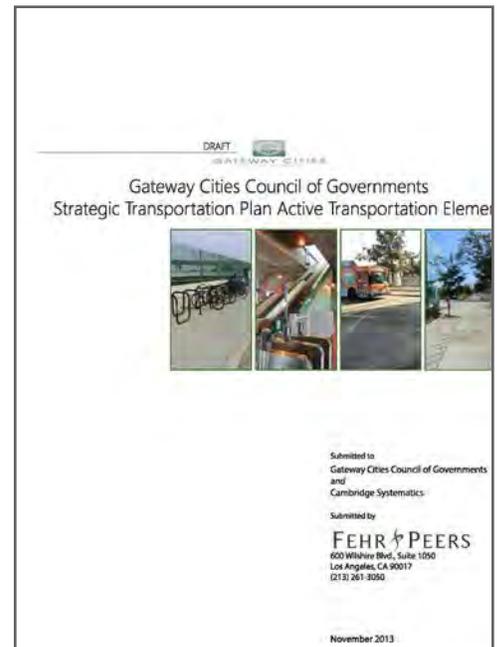
In 2011, Governor Jerry Brown signed into legislation SB 226, which became effective in 2013. This bill streamlined the environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies.

Under CEQA Guidelines Section 15183.3, a project may be eligible for streamlining if it is:

- Be located in an urban area on a previously developed site or surrounded by urban uses (75 percent of perimeter);
- Satisfy performance standards in CEQA Guidelines Appendix M; and
- Be consistent with the general use designation, density, building intensity, and applicable policies in the Southern California Association of Governments Sustainable Communities Strategy.



GATEWAY CITIES
COUNCIL OF GOVERNMENTS



*Gateway Cities Council of Governments
Strategic Transportation Plan Active
Transportation Element, November 2013
Draft (latest available document)*

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CITY OF
LONG BEACH

Long Beach Development Services
333 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802

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CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5th Floor

Long Beach, CA 90802

(562) 570-6194

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April 19, 2018

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Recommend that the City Council: 1) Adopt Mitigated Negative Declaration MND-04-15 and approve a Zone Change (ZCHG18-001) to re-designate a portion of the Salvation Army Campus from the I (Institutional), CCA (Community Automobile-Oriented), and R-1-N (Single Family Residential) zoning districts to SP-1 (Midtown Specific Plan); 2) Approve the Addendum to the Midtown Specific Plan EIR and a Zoning Code Amendment (ZCH18-002) to address technical errors and provide clarifying language in the Midtown Specific Plan (SP-1); 3) Approve a Site Plan Review (SPR18-020) for a new two-story gymnasium with a fitness center and activity room, a youth soccer field, and a 70-space parking lot located at 3012 Long Beach Boulevard; 4) Approve a Lot Merger (LMG18-008) to consolidate the Salvation Army Campus into two lots; and 5) Find the proposed vacation of a portion of Elm Avenue north of Spring Street, and two alleys located between Elm and Pasadena Avenues, consistent with the General Plan (GPC18-002). (District 7)

APPLICANT: The Salvation Army
 Long Beach Citadel Corps
 3012 Long Beach Boulevard
 Long Beach, CA 90807
 (Application No. 1511-12)

DISCUSSION

The Salvation Army Citadel Campus (Campus) is situated on a site that is approximately 3.6 acres in size and located at the northeast corner of Long Beach Boulevard and Spring Street. The Campus consists of 10 parcels in an L-shaped configuration ranging from 31st Street to a midblock point, and includes a to-be-vacated portion of Elm Avenue (Exhibit A – Location Map). The Campus currently consists of a social services building, administrative offices, chapel, multipurpose building, parking lot, and vacant land. The Campus is adjacent to commercial uses and a Long Beach Memorial Hospital parking lot, and is bordered by single-family residences and oil fields to the north and east. The project site will be developed on vacant land on the Campus.

CHAIR AND PLANNING COMMISSIONERS

April 19, 2018

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The project site is currently zoned I (Institutional), CCA (Automobile-Oriented Commercial) and R-1-N (Single Family Residential) (Exhibit B – Existing Zoning Map). The site is also located in General Plan Land Use District No. 7– Mixed Use District. This designation allows for large multi-purpose activity centers, including centers of employment and a wide variety of larger-scale uses.

Background

The proposed project is part of a multiple-phased development of the Campus. The first phase of development (Administrative Use Permit No. 1306-10) involved the conversion of an existing retail building into a social service office without food distribution at 3092 Long Beach Boulevard in 2014. The second phase of development (No.1501-38) consisted of the conversion of a retail hardware store into the Chapel (299 seats), a new 3,200-square-foot lobby, a new parking lot with 43 parking spaces, and the demolition of the former two-story (+/- 20,000SF) Chapel/Community Center. During the second phase of development, oil wells were discovered on the property, which led to the current site design to allow for compliance with Fire and Building Codes regarding oil wells.

Proposed Project

The proposed project, the third and final phase, involves the construction of a 22,931-square-foot, two-story gymnasium with a fitness center and activity room, a new 70-space parking lot, and a youth soccer field. Access to the Citadel Chapel Hall and gym would be provided by drive aisles from Spring Street and Long Beach Boulevard, through the existing parking lot. Landscaped areas and decorative fences would be located along the Spring Street corridor and along the perimeter of the Campus area. Monument signs would be located at the corner points of the Campus.

The gym is designed in a contemporary style, with an architectural theme that blends appropriately with the design of the existing gym and lobby. The north residential-facing elevation does not provide windows or access points to the Campus, in order to minimize the impacts to the neighborhood. Furthermore, a larger-than-required setback is provided (15'4" setback) to the side of the nearest home to provide for more privacy and separation from any potential noise-emitting uses associated with the gym.

The proposed soccer field will be placed between the existing east/west alley to the north, Pasadena Avenue to the east, and Elm Avenue to the west. The proposed soccer field will be a standard-size field, and will include a concession stand, landscaping buffers from the street and residential homes to the north, and a pedestrian path to connect the new parking lot to the existing chapel. No lights will be provided at this time, given that no youth games will take place at night.

Zone Change

The proposed Zone Change from CCA, R-1-N, and I to SP-1 allows the proposed properties proposed for the gym and soccer field uses to be incorporated into the existing Phase I improvements, which are currently within the Midtown Specific Plan (SP-1)

CHAIR AND PLANNING COMMISSIONERS

April 19, 2018

Page 3 of 6

zoning (Exhibit D – Zone Change Map). As proposed, the project and the consolidated campus would comply with all development standards within the Midtown Specific Plan (SP-1), as shown in Table 1.

Table 1 Midtown Specific Plan Compliance			
Development Standards	Required	Proposed	Complies with SP-1
Maximum Building Height	36 Feet	36 Feet	Yes
Maximum Floor Area Ratio	1.5	<1.5	Yes
Minimum Lot Size	10,000	3.6 acres	Yes
Minimum Side Setback	6 Feet	6 Feet	Yes
Minimum Rear Setback	5 Feet	15'4"	Yes
Parking	66 spaces @ 2 per 1,000 (Mon-Fri) 151 spaces @ 2 per 1,000 (Evenings and Weekends)	180	Yes

The parking required for all non-residential uses in the Midtown Specific Plan is two parking spaces for every 1,000 square feet of useable area, excluding the restrooms and storage areas. With the exclusion of restrooms and storage areas and the varying hours of operation for the church, gym, social service office, and soccer field, a total of 180 parking spaces complies with on-site parking standards in the Midtown Specific Plan.

The existing Phase I campus improvements are located on property that is currently located within Land Use District No. 7 (Mixed Uses) of the City's General Plan Land Use Element. The LUD #7 designation is present throughout the Midtown Specific Plan on Long Beach Boulevard and stretches from Spring Street on the north to Anaheim Street on the south. The proposed project is consistent with this designation as it adds to an already-established mix of uses in the surrounding area and is in conformance with the General Plan.

Zone Code Amendment

This request includes a Zoning Code Amendment to allow for minor amendments to SP-1 that provide clarification to ambiguities and minor updates to the text. The text language proposed is technical in nature and does not affect land development standards or policies of the Midtown Specific Plan. The text amendments are summarized below, and provided in the attached Midtown Specific Plan (Exhibit E – Midtown Specific Plan).

CHAIR AND PLANNING COMMISSIONERS

April 19, 2018

Page 4 of 6

- Section 3.6: Clarify open space requirements for residential developments
- Table 3-2: Change churches from being conditionally permitted to a by-right use in compliance with the Federal Religious Land Use and Institutionalized Persons' Act.
- Section 7.2.2: Correct an error in the listed hearing bodies for Specific Plan Amendments
- Section 7.2.3, Number 2: Clarify when Site Plan Review is necessary for residential projects.
- Section 7.3.3, Task 3: Clarify implementation of funding for new parks for new development.

Lot Merger

The applicant is also requesting approval of a Lot Merger to consolidate eight lots along Pasadena Avenue into one lot, and five lots located on the northeast corner of Long Beach Boulevard and Spring Street into one lot. The former merger is needed to allow the soccer field and associated parking lot to be placed on one lot. Before the Lot Merger can occur, the vacation of a portion of Elm Avenue and the entire portion of two alleys (one north/south and one east/west) located north of the project site must occur so the former rights-of-way can be included. A hammerhead will be constructed on Elm Avenue along the northern project site boundary to allow emergency vehicles to turn around.

General Plan Conformity Findings (Street/Alley Vacation)

The General Plan Land Use Element establishes Land Use Districts, which provide general guidance as to the type and density of land uses considered appropriate. The project site is located within Land Use District No. 7 (Mixed Use). The Land Use Element states, "The district is intended for use in large, vital activity centers, not in strips along major arterials." The proposed right-of-way vacations will reduce the length of an existing street (Elm Avenue), and remove a north/south and east/west alley adjacent to the property to allow the Campus to be consolidated into integrated development and create a cohesive campus-like setting. Therefore, the proposed vacations are consistent with the Land Use Element.

The Mobility Element does not identify Elm Avenue, nor the subject alleys for any street improvements and does not provide a street classification. Public Works staff has preliminarily reviewed the street and alley vacation requests and has determined that vacating this segment of Elm Avenue and both alleys will not impede traffic flow, nor block entry or exit ways. Staff has determined that the vacations are consistent with the Mobility Element (Exhibit F – Vacation Plans). There will be Conditions of Approval on the project that provide for improvements to the alley that are to be vacated.

ENVIRONMENTAL REVIEW

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a Mitigated Negative Declaration (MND) has been prepared for this project (Exhibit G – Mitigated Negative Declaration MND 04-15). The MND was circulated for a public review period from March 1, 2018 to March 30, 2018. Written comments were only received from County Sanitation Districts of Los Angeles County. None of the comments received identified potential environmental impacts not analyzed in the MND or provided evidence requiring recirculation of the MND. The MND included mitigation measures for Biological Resources, Cultural Resources, Noise, Transportation and Traffic, and Tribal Cultural Resources. The MND determined that the project, in compliance with all mitigation measures set forth in the MND, will not result in any significant adverse environmental impacts.

An Addendum to the Midtown Specific Plan Program Environmental Impact Report (EIR) was prepared to analyze the Zoning Code Amendment. The Addendum determined that the minor text changes are in compliance with the Program EIR for the Midtown Specific Plan, and will not result in any significant adverse environmental impacts (Exhibit H – EIR Addendum). The preparation and public availability of the MND and Addendum to the Midtown Specific Plan EIR have been carried out in compliance with the provisions of CEQA and the CEQA Guidelines.

Overall, staff finds that the proposed project conforms to the requirements of the applicable Zoning Regulations, subject to City Council approval of the Zone Change request, and that all other relevant findings of fact necessary for approval are met (Exhibit I – Findings and Conditions). Staff recommends that the Planning Commission recommend that the City Council adopt Mitigated Negative Declaration MND-04-15; approve the Zone Change, Site Plan Review, and Lot Merger; approve an Addendum to the Midtown Specific Plan EIR; approve a Zoning Code Amendment; and find the vacation of Elm Avenue and the two alleys consistent with the General Plan.

PUBLIC HEARING NOTICE

A total of 211 notices of public hearing were distributed on March 30, 2018, in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. A newspaper notice for the Zone Change and Zoning Code Amendment was published on April 5, 2018, in the local newspaper of record, as required by Chapter 21.21. As of the preparation of this report, no comments or written testimony have been received.

CHAIR AND PLANNING COMMISSIONERS

April 19, 2018

Page 6 of 6

Respectfully submitted,



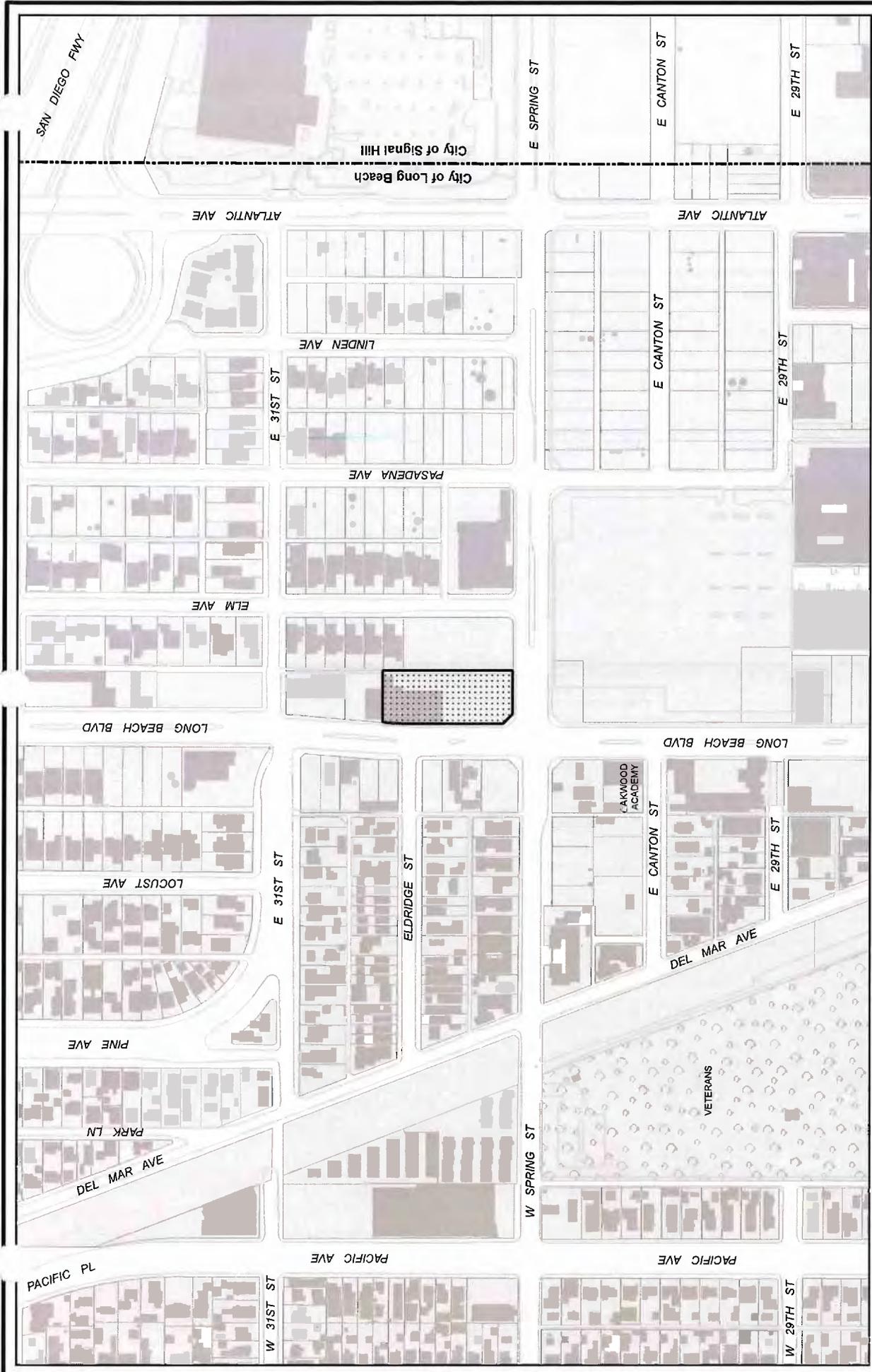
LINDA F. TATUM, AICP
PLANNING BUREAU MANAGER



TOM MODICA
INTERIM DIRECTOR OF DEVELOPMENT SERVICES

TM:LT:CT:sv

Attachments: Exhibit A – Project Location and Vicinity Map
Exhibit B – Existing Zoning Map
Exhibit C – Plans and Renderings
Exhibit D – Zone Change Map
Exhibit E – Midtown Specific Plan
Exhibit F – Vacation Plans
Exhibit G – Mitigated Negative Declaration MND 04-15
Exhibit H – Addendum to the Midtown Specific Plan EIR
Exhibit I – Findings and Conditions

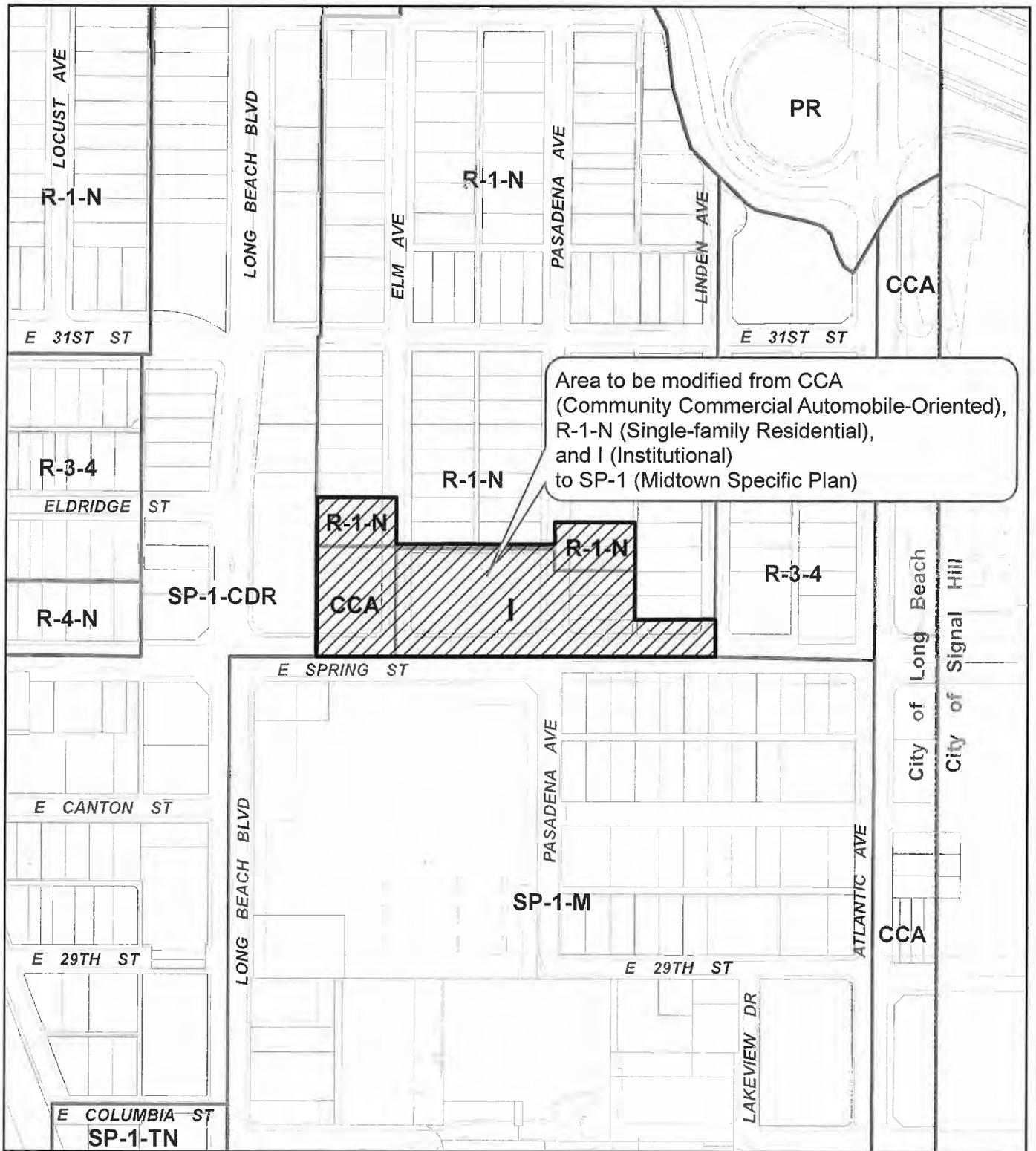


ATTACHMENT B



Subject Property:
3012 Long Beach Blvd
Application No. 1511-12
Council District 7
Zoning Code : SP-1-CDR SubArea 1





Area to be modified from CCA (Community Commercial Automobile-Oriented), R-1-N (Single-family Residential), and I (Institutional) to SP-1 (Midtown Specific Plan)

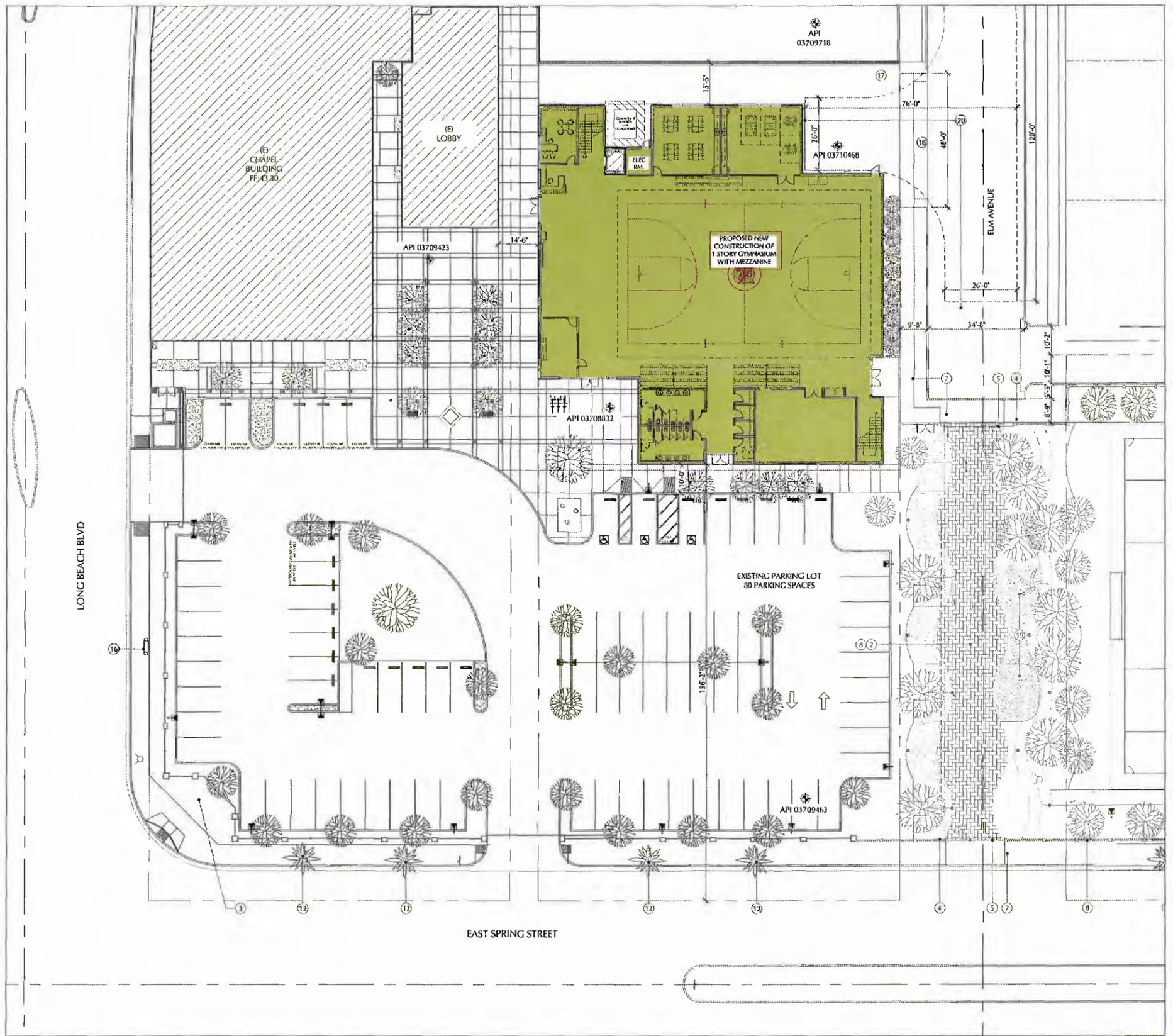


Area to be modified from CCA, R-1-N, and I to SP-1 (Midtown Specific Plan)



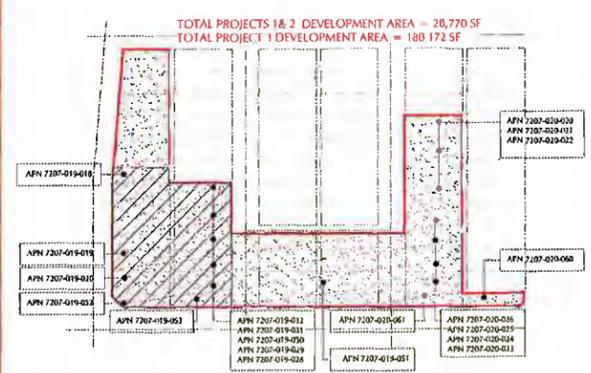
PROPOSED
AMENDMENT TO A PORTION OF
PART 15 OF THE USE DISTRICT MAP

Rezoning Case No.
 1511-12



SITE PLAN KEY NOTES

- (X) KEYNOTE REFERENCE
- 1. ACCESSIBLE CURB RAMP.
- 2. PEDESTRIAN PROMENADE, DECORATIVE CONCRETE/PAVERS, LANDSCAPE AND HARDSCAPE
- 3. EXTERIOR SIGN.
- 4. FENCE.
- 5. GATE.
- 6. LANDSCAPE
- 7. NEW SIDEWALK.
- 8. AREA OF ELM AVE PROPOSED TO BE VACATED
- 9. ALLEY PROPOSED TO BE VACATED.
- 10. NEW DRIVEWAY.
- 11. TRELLIS - SHADED AREA
- 12. (E) STREET TREE TO REMAIN
- 13. (E) SIDEWALK
- 14. CONCESSION /SERVICE BUILDING
- 15. PARKING - OUTDOOR LIGHTING
- 16. BUS STOP
- 17. TRASH AREA
- 18. NOT USED
- 19. PLAYGROUND AREA
- 20. HAMMERHEAD TURN CLEAR SPACE

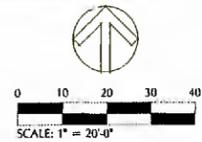


PLANNING APPLICATION: JULY 30, 2015
 UPDATED: MAY 09, 2017
 PROJECT # 10006.58.15



LONG BEACH CITADEL
 3012 LONG BEACH BLVD
 LONG BEACH, CA 90807

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 Long Beach, CA 90802
 562.436.9900 Phone
 www.KardentDesign.com

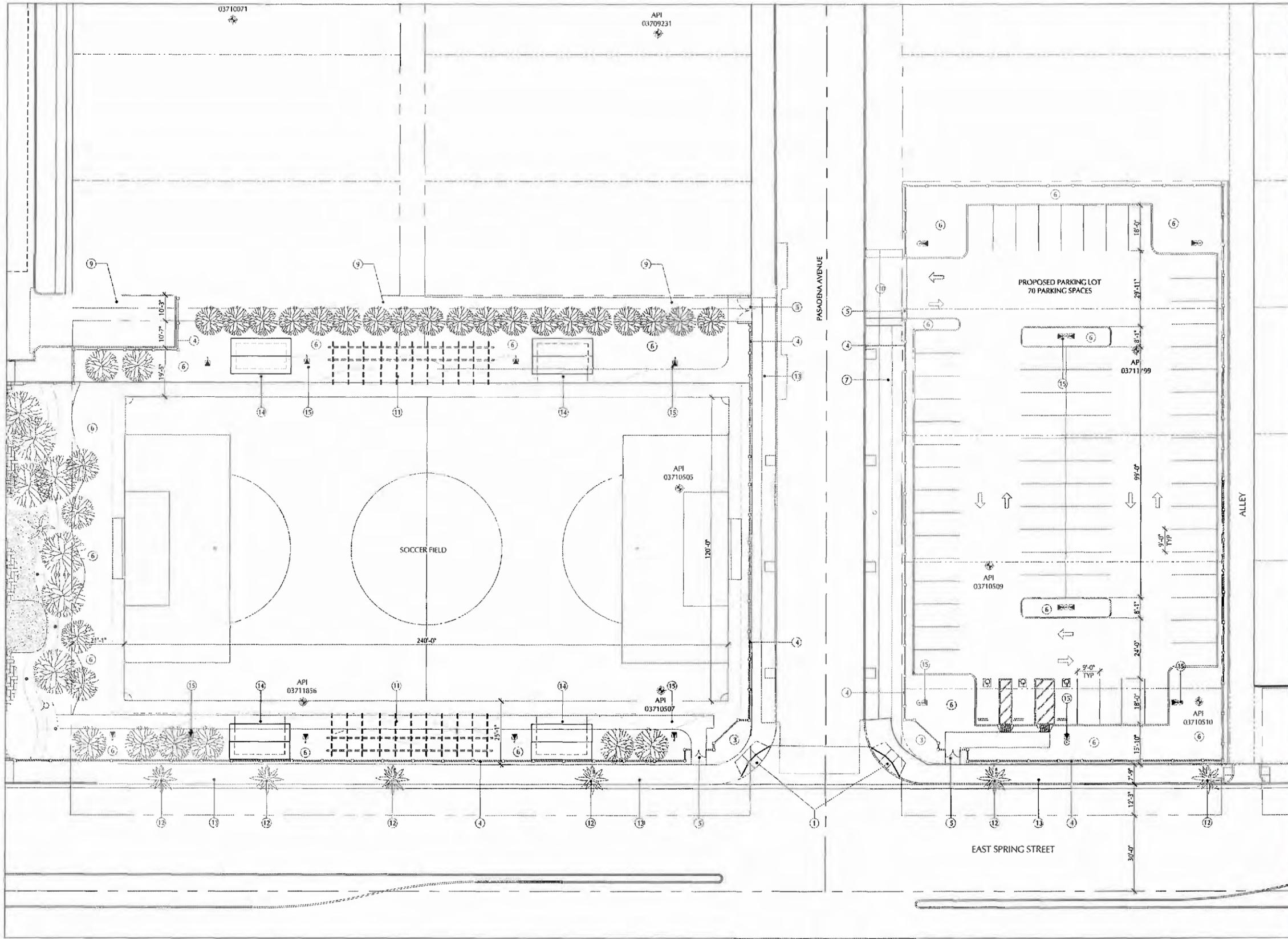


2.1

ENLARGED SITE PLAN (WEST)

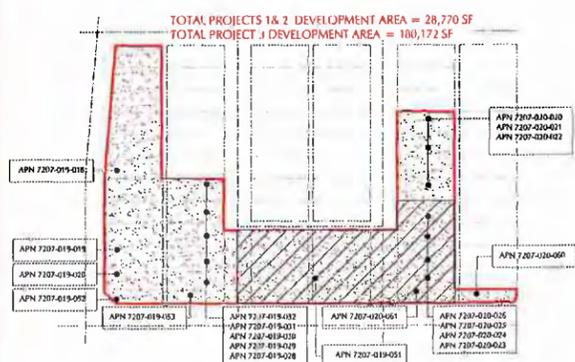
PLANNING APPLICATION: JULY 30, 2015
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SITE PLAN KEY NOTES

- ⓧ KEYNOTE REFERENCE
- 1 ACCESSIBLE CURB RAMP.
- 2 PEDESTRIAN PROMENADE, DECORATIVE CONCRETE/PAVERS, LANDSCAPE AND HARDSCAPE
- 3 EXTERIOR SIGN.
- 4 FENCE.
- 5 GATE.
- 6 LANDSCAPE
- 7 NEW SIDEWALK.
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- 11 TRELLIS - SHADE AREA
- 12 (E) STREET TREE TO REMAIN
- 13 (E) SIDEWALK
- 14 CONCESSION /SERVICE BUILDING
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- 16 BUS STOP
- 17 TRASH AREA
- 18 NOT USED
- 19 PLAYGROUND AREA
- 20 HAMMERHEAD TURN CLEAR SPACE

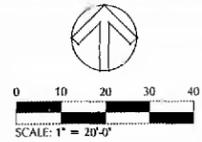


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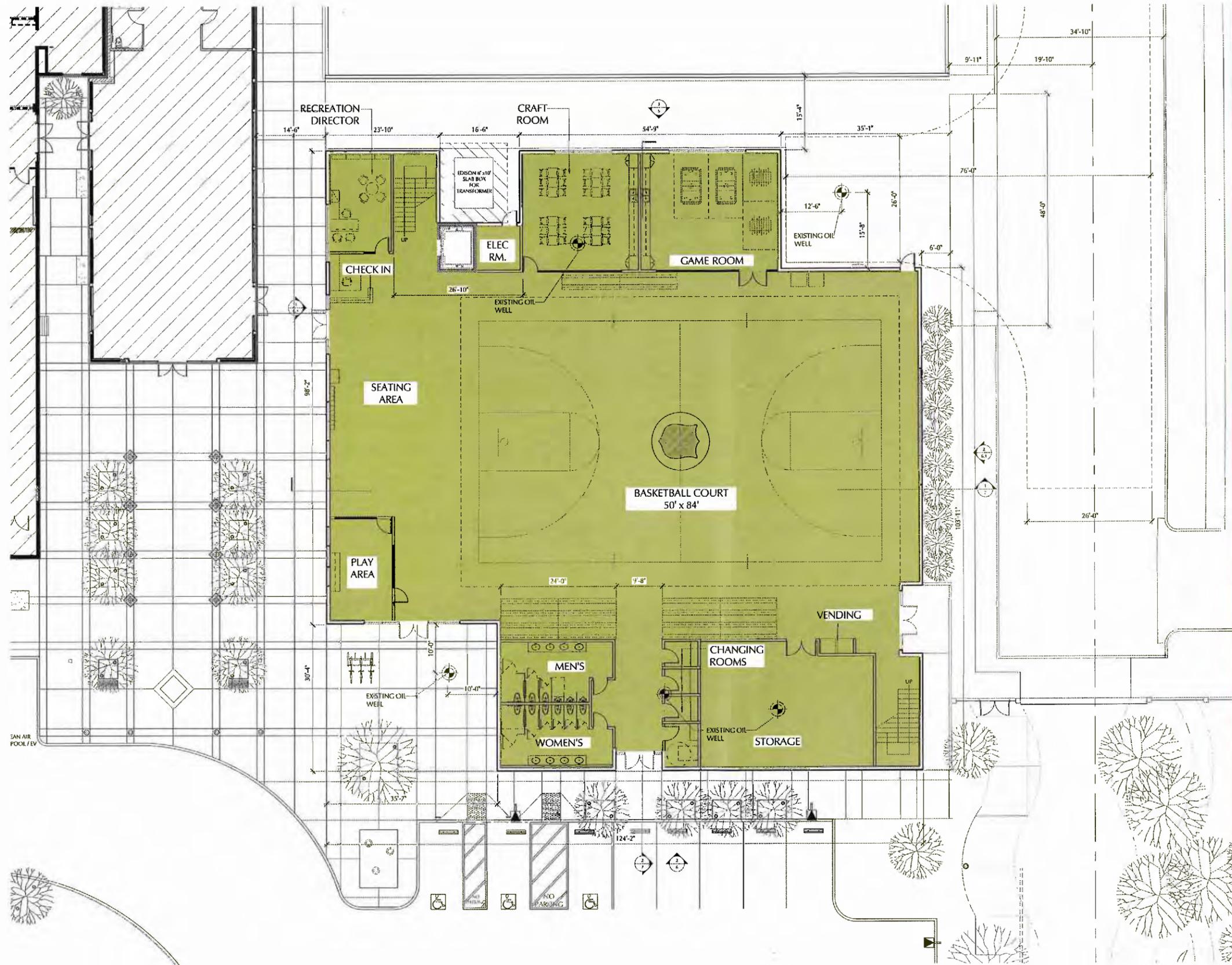
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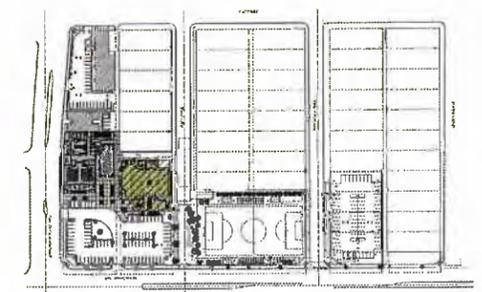
ENLARGED SITE PLAN (EAST)



SYMBOL LEGEND

GENERAL	
OFFICE	ROOM NAME
AT108	ROOM NUMBER
	ELEVATION MARK
	SECTION NUMBER
	SHEET NAME
	DETAIL NUMBER
	DETAIL SHEET

KEYPLAN

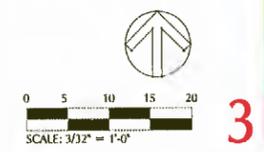


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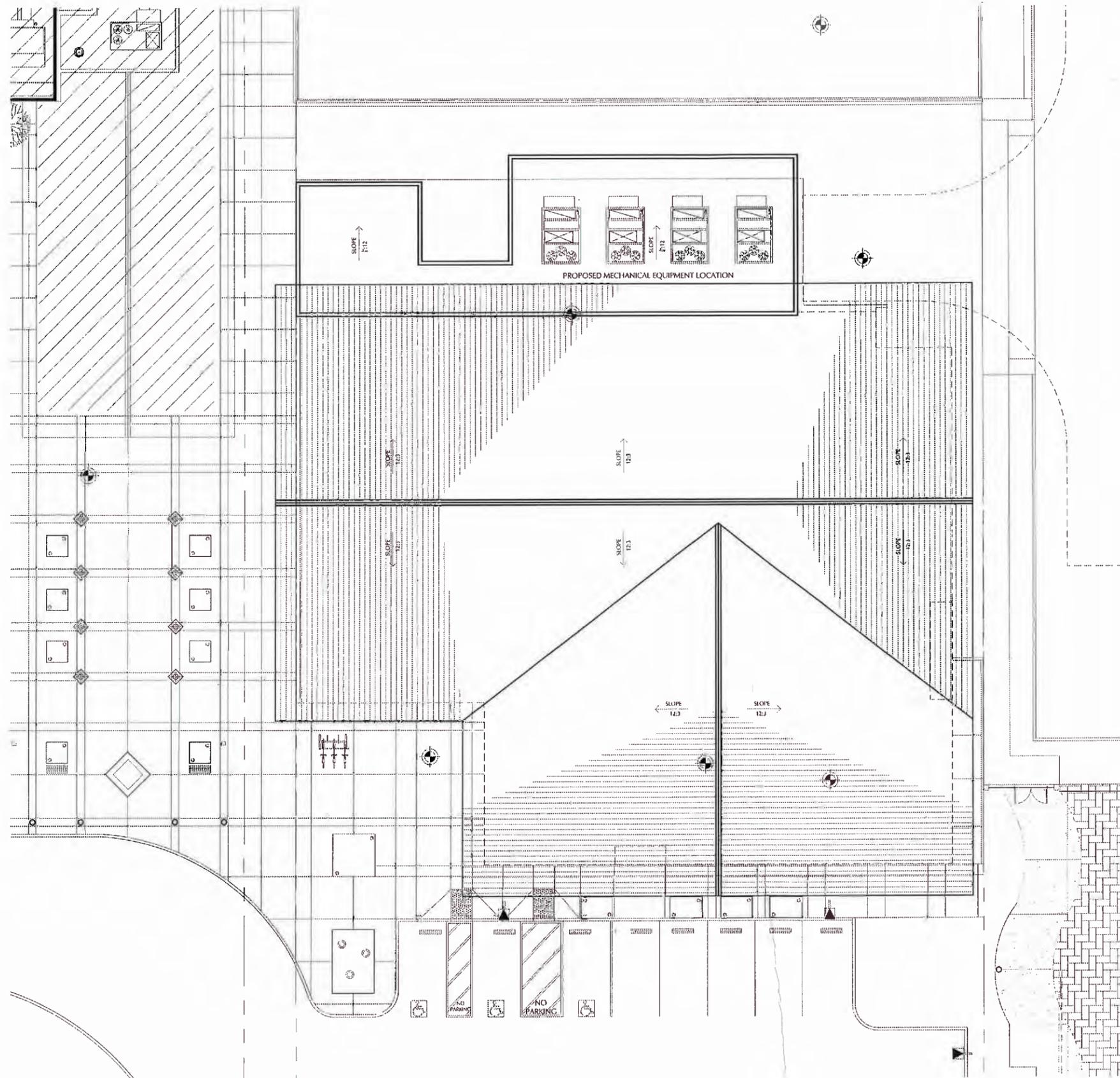
11 Golden Shore | Suite 540
 Long Beach, CA 90802
 562.436.9900 Phone
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3

FIRST FLOOR PLAN

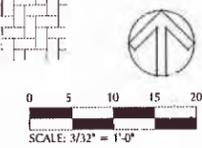
PLAN POINT DESCRIBES PROJECTS VOLUMES IS BY TIA CUP APPLICATION LOG#007 HAN CUP REVIEW FIRST FLOOR PLAN DWG
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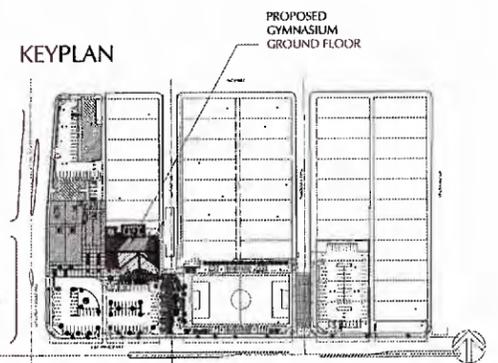
ROOF PLAN

PLANNING APPLICATION: JULY 30, 2015
 UPDATED: MAY 09, 2017
 PROJECT # 10006.58.15

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PLANNING APPLICATION: JULY 30, 2015
 UPDATED: MAY 09, 2017
 PROJECT # 10006.58.15



LONG BEACH CITADEL
 3012 LONG BEACH BLVD
 LONG BEACH, CA 90807

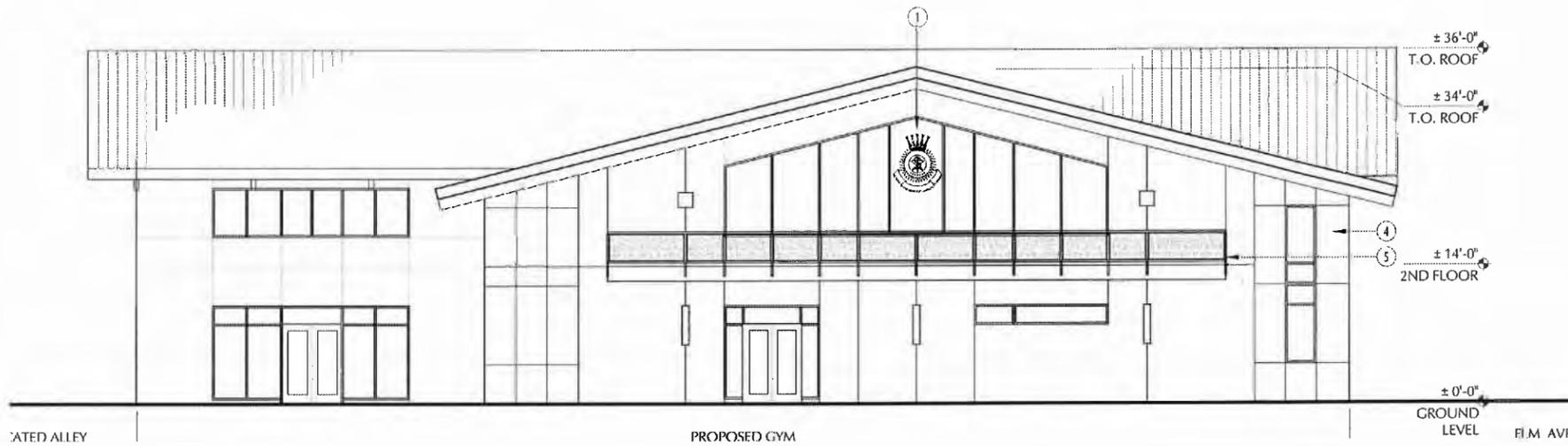
11 Golden Shore | Suite 540
 Long Beach, CA 90802
 562.436.9900 Phone
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EXTERIOR ELEVATION KEY NOTES

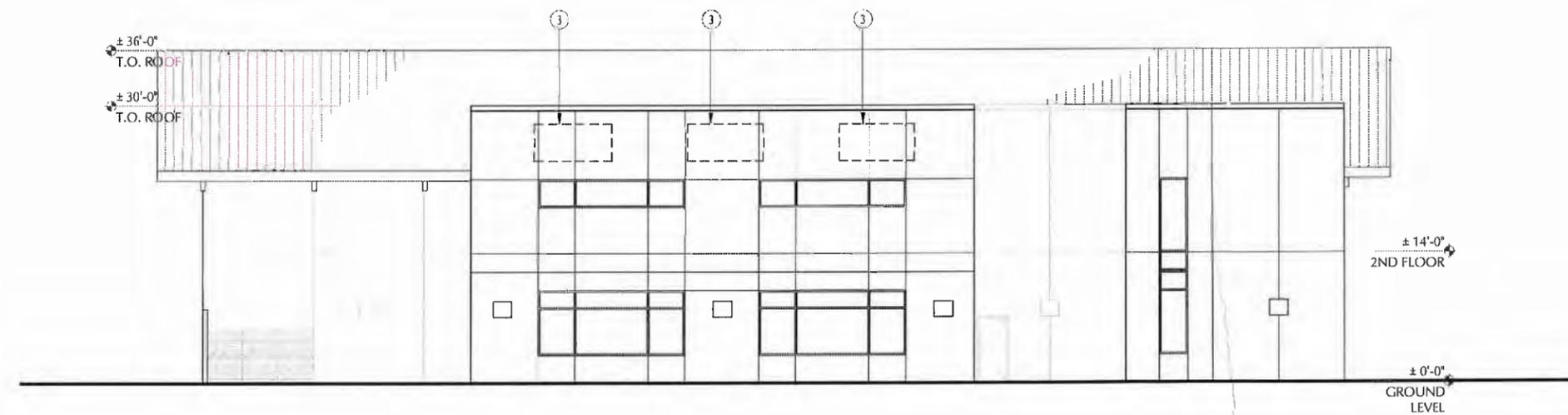
- ① KEYNOTE REFERENCE
- 1 BRONZE CREST SIGN
- 2 BRONZE SHIELD SIGN
- 3 MECHANICAL EQUIPMENT WELL
- 4 STUCCO FINISH
- 5 CLASS BALCONY
- 6 ROOF SHINGLES



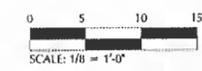
1 SOUTH ELEVATION OVERVIEW



2 SOUTH ELEVATION / PAKING LOT



3 NORTH ELEVATION / SET BACK



PLANNING APPLICATION: JULY 30, 2015
 UPDATED: MAY 09, 2017
 PROJECT # 10006.58.15



6

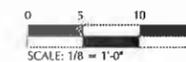
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PLANNING APPLICATION: JULY 30, 2015; LONG BEACH CITADEL; EXTERIOR ELEVATIONS DWG

EXTERIOR ELEVATION KEY NOTES

- ① KEYNOTE REFERENCE
- 1 BRONZE CREST SIGN
- 2 BRONZE SHIELD SIGN
- 3 MECHANICAL EQUIPMENT WELL
- 4 STUCCO FINISH
- 5 GLASS BALCONY
- 6 ROOF SHINGLES



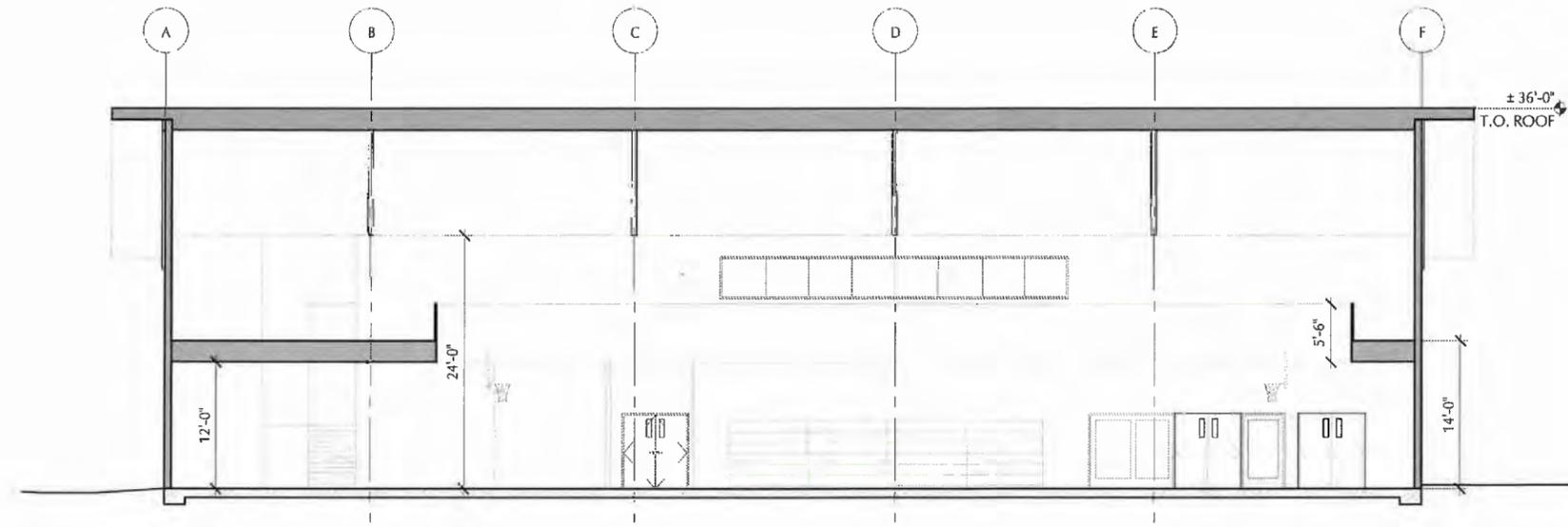
PLANNING APPLICATION: JULY 30, 2015
 UPDATED: MAY 09, 2017
 PROJECT # 10006.58.15



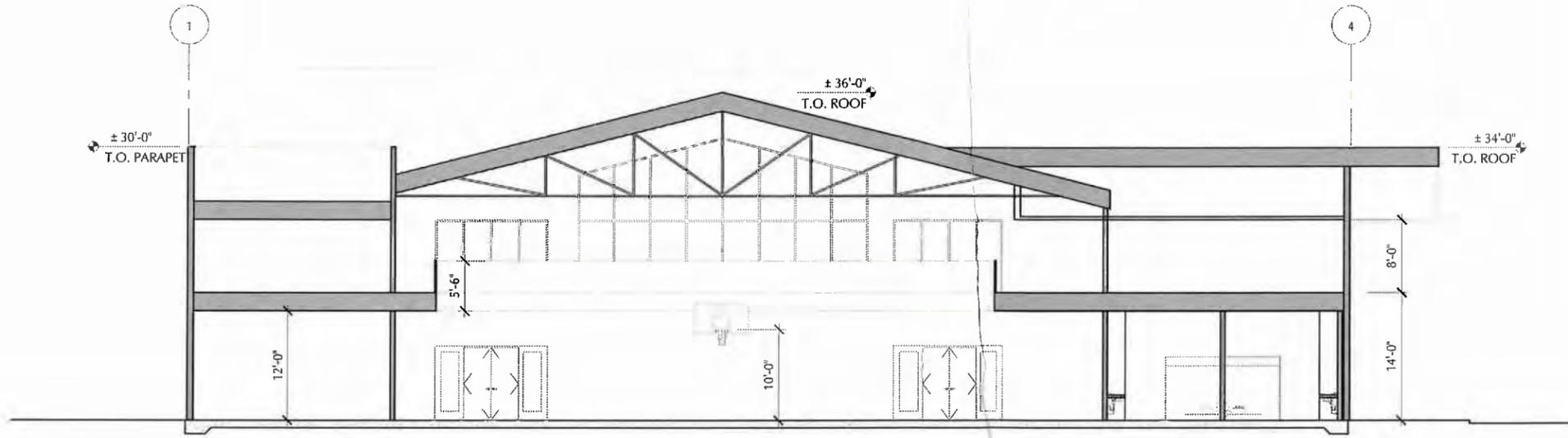
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6.1



1 BUILDING SECTION



2 BUILDING SECTION



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Findings
Application No. 1511-12 (ZCHG18-001)
June 19, 2018

ZONE CHANGE FINDINGS
3012 Long Beach Boulevard
Application No. 1511-12 (ZCHG18-001)
June 19, 2018

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, in all cases, the Planning Commission and the City Council shall be required to make the following findings of fact before rezoning a parcel. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

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

Positive Finding: Part of the Salvation Army Citadel campus, the project site is currently zoned "I" (Institutional), R-1-N (Single Family Residential), and CCA (Community Automobile-Oriented), which reflects the former assemblage of the area in an auto-oriented commercial neighborhood with an institutional use. This I zone was put in place to allow for the maintenance of the church and church related functions. Now that the Salvation Army Church has been relocated and the former congregation areas demolished, the zoning no longer reflects the current arrangement of uses on the property. To allow for the consolidation of the church and all related functions on one lot within the same zoning district, the project site will be rezoned to the Midtown Specific Plan (SP-1), in the Corridor District to allow for the development of a two-story gym with a fitness center, a youth soccer field, and a new parking lot with 70-parking spaces. SP-1 will be modified to permit church and church related functions in a manner similar to the Institutional zoning district (I), except that SP-1 will allow the gym to be constructed at the proposed height (36 feet) with a reduced setback from the side property line (Elm Avenue). Currently, the subject site is vacant. Across Spring Street to the south is Long Beach Memorial Hospital. Across the alley to the north is an older, stable residential neighborhood zoned R-1-N (Single Family Residential) that dates to the 1950s. The single-family neighborhood will be preserved and vehicular access more limited as a result of the proposed street and alley vacations, which will enable to the homes to be more secure and protected from Spring Street.

The vacation of a portion of Elm Avenue and alleys will also allow the Citadel property to be consolidated into one lot, which will allow for a more secure campus, and reduction of vehicles into the single-family neighborhood. The property will be further separated from the single-family homes by the placement of an 8-foot-tall CMU block or tilt-up concrete wall that is required by conditions of approval.

The Initial Study/Mitigated Negative Declaration prepared for the development project (IS/MND-04-15, SCH #2017121033) found that there will be no significant unavoidable impacts associated with the project, and that all potentially significant impacts can be mitigated to a less than significant level. Particularly, the MND

found that all construction noise impacts associated with the project can be mitigated to a level of less than significance, and ongoing operation noise impacts associated with the proposed gym and soccer field will be less than significant, with no mitigation necessary (see IS/MND-04-15). The rezoning and construction of the project will not negatively affect the character of the existing R-1-N neighborhood, nor would it adversely affect its livability. The project site will lead to improvements to the development site and would not result in negative effects upon the appropriate development of the surrounding area.

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

Positive Finding: The subject site currently has a General Plan Land Use District designation of No. 7, Mixed Use District. This reflects the anticipated use of the area as a multi-purpose activity center. The entire Midtown Specific Plan corridor that stretches from Spring Street to Anaheim Street to the south is designated LUD No. 7 designation (see General Plan Land Use District Map pages). This LUD allows for large multi-purpose activity centers, including centers of employment and a wide variety of larger-scale uses. According to the General Plan's Consistency Tests (see pp. 265–268, 1990 General Plan Land Use Element), *zoning is consistent with the Land Use Element when and where the zoning fulfills the intent of the land use district in which the zoning/proposed zone change is located.* The Zone Change to SP-1 is consistent with the uses allowed by and the intent of LUD No. 7, as it will create a large, master-planned church facility that will be a large, vital activity center. The proposed project is consistent with LUD No. 7 as well.

3. IF THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.

N/A: The proposed change is not a rezoning of an existing mobile home park.

SITE PLAN REVIEW FINDINGS
3012 Long Beach Boulevard
Application No. 1511-12 (SPR18-020)
April 19, 2018

Pursuant to Section 21.25.506 of the Long Beach Municipal Code, the Site Plan Review Committee or the Planning Commission shall not approve a Site Plan Review unless the following findings are made. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

- 1. THE DESIGN IS HARMONIOUS, CONSISTENT AND COMPLETE WITHIN ITSELF AND IS COMPATIBLE IN DESIGN, CHARACTER AND SCALE, WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IT IS LOCATED;**

Positive Finding: The proposed project consists of a 22,931 square-foot, two-story, 36-foot-tall gymnasium with a fitness center, a soccer field, and 70-new parking spaces to be part of the 3.6-acre Salvation Army Citadel campus. The gym will total 20,057 sq. ft. and contain a second story mezzanine with offices, locker rooms, a kitchen, and classrooms.

The building (gym) is designed in a contemporary style, with a consistent architectural theme throughout the major design elements, architectural materials and detailing, color accents, and score lines (see project plans and elevation drawings in file no. 1511-12) and will be set back 15'4 inches from the side of the nearest home, which will provide for adequate privacy and separation from any potential noise emitting uses associated with the gym. The design is compatible and in scale with neighboring structures on Elm Ave, which consist of one-story single-family homes, and one-story commercial buildings to the west and north. The project's buildings are sited and oriented in such a way as to consolidate church services into a campus like setting. The project will also be completely separated from the residential neighborhood, with no traffic ingress, egress, or circulation from the project from Elm Avenue on the south end of the residential neighborhood, keeping any traffic away from the residential district.

- 2. THE DESIGN CONFORMS TO ANY APPLICABLE SPECIAL DESIGN GUIDELINES ADOPTED BY THE PLANNING COMMISSION OR SPECIFIC PLAN REQUIREMENTS, SUCH AS THE DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT, THE DOWNTOWN DESIGN GUIDELINES, PD GUIDELINES OR THE GENERAL PLAN;**

Positive Finding: The proposed two-story gym, incorporates into the building design breaks, recesses, and offsets, especially at the entryway, and is attractive and visually interesting through the incorporation of articulation, that allows it to blend appropriately with the church and lobby building, which enables to the design to conform to the development standards adopted into the Long Beach Midtown Specific Plan (SP-1), to which the project site will be rezoned.

3. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES, UNLESS NO ALTERNATIVE DESIGN IS POSSIBLE;

Positive Finding: No trees are present around the site. New trees will be added with denser and more beneficial landscaping tree species that will provide a continuous perimeter of broad, leafy shade canopies around the project site.

4. THERE IS AN ESSENTIAL NEXUS BETWEEN THE PUBLIC IMPROVEMENT REQUIREMENTS ESTABLISHED BY THIS ORDINANCE AND THE LIKELY IMPACTS OF THE PROPOSED DEVELOPMENT; AND

Positive Finding: Improvements to the public right-of-way adjacent to the project site will include a number of dedications and vacations, which were requested by the applicant to allow for the consolidation of lots, to enable the creation of a campus like setting. The street and alley vacations requested include Elm Avenue, and the two alleys north of the project site. Additionally, other infrastructure upgrades and improvements are required as part of the mitigation measures identified in the environmental report prepared for this project. These include a payment of fair share fee for the placement of a new traffic signal on Spring Street and Pasadena Avenue. All of these public improvements are required to offset the proposed project's traffic impacts and general impacts from increased use of the public facilities and infrastructure surround that project site that will result from project construction and operation.

5. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT).

Positive Finding: The proposed development consists of approximately 22,931 sq. ft. of assembly space, which is less than 25,000 square feet, which is the threshold for applicability of this finding.

LOT MERGER FINDINGS
3012 Long Beach Boulevard
Application No. 1511-12 (LMG18-008)
April 19, 2018

Pursuant to Section 20.228.030 of the Long Beach Municipal Code (Title 20, Subdivision Ordinance), Lot Mergers shall be required if the Zoning Administrator, at a public hearing, makes any of the following findings:

- 1. ANY ONE OF SUCH CONTIGUOUS PARCELS OR UNITS HELD BY THE SAME OWNER DOES NOT CONFORM TO THE MINIMUM SIZE STANDARDS AS REQUIRED BY THE ZONING REGULATIONS, AND AT LEAST ONE OF SUCH CONTIGUOUS PARCELS IS NOT DEVELOPED WITH A SEPARATE BUILDING FOR WHICH A PERMIT HAS BEEN ISSUED BY THE CITY; OR**

Positive Finding: The eight lots that are proposed to be merged exceed the minimum lots size of 10,000 square feet in the Midtown Specific Plan (SP-1) zoning district. The eight lots (total of 7 parcels) that will be merged to allow the placement of the soccer field are approximately 44,354 square feet in area. The other five lots (approximately 29,715 square feet) that are required to be merged, are located on the east side of Pasadena Avenue, north of Spring Street. The five lots exceed the minimum size lot in SP-1, and will allow for the consolidation of lots for a new parking lot with 70-parking spaces. The Lot Merger would merger 13 lots, into two lots. All parcels currently vacant.

- 2. A SINGLE PROJECT IS DEVELOPED ON CONTIGUOUS LOTS IN SUCH A MANNER THAT ONE OR MORE OF THESE RECORDED LOTS COULD BE SOLD SEPARATELY FROM THIS PROJECT BUT WILL RESULT IN REDUCTION OF REQUIRED PARKING, SETBACKS, OPEN SPACES, OR VIOLATION OF OTHER DEVELOPMENT STANDARDS AS SPECIFIED IN THE CURRENT ZONING REGULATIONS.**

Positive Finding: The Lot Merger will allow for the consolidation of thirteen lots into two lots for the development of The Salvation Army gym, soccer field, and parking lot. The merger will consolidate all Salvation Army into two lots in a manner that will prevent the lots from being sold separately. The lot merger, along with the proposed street and alley vacation will also lead to the creation of a campus like setting for the Salvation Army. This proposal will remedy the current lot configuration.

CONDITIONS OF APPROVAL
Site Plan Review (SPR18-020)
3012 Long Beach Boulevard
Application No. 1511-12
June 19, 2018

The following approvals are granted for this project:

- Site Plan Review approval for construction of a two-story gymnasium with a fitness center and activity room totaling approximately 22,391 square feet of gross floor area. The project also includes a youth soccer field and a new 70-space parking lot.
- Zone Change approval from R-1-N (Single Family Residential), CCA (Community Automobile-Oriented), and I (Institutional) zoning districts to SP-1, The Midtown Specific Plan. The project shall be developed in substantial conformance with the plans presented to the City Council on June 19, 2018. Minor changes to these approved plans, in keeping with the intent and spirit of the project approvals, may be approved at the discretion of the Director of Development Services

These approvals, and all rights and privileges associated herewith, shall be invalid, null, and void unless the City Council adopts a Zone Change as described above.

Special Conditions:

1. The developer shall provide for an eight-foot-tall CMU block or concrete wall for the full length of northern property line(s) of the entire project site adjacent to the single-family home. A property line wall plan shall be submitted for review to the Director of Development Services for review prior to issuance of a permit for said wall.
2. Prior to the issuance of a Certificate of Occupancy, the alley vacation, Lot Merger, and Certificate of Compliance shall be recorded.
3. A Covenant stating that the new parking lot is to be maintained as required parking for the Salvation Army Campus, and not be sold separately, and shall be recorded prior to the issuance of a Certificate of Occupancy for the gym.
4. All groundcover and shrubs shall be drought-tolerant and low-water requirement species. The project landscaping shall comply with the Water Efficient Landscaping standards of Chapter 21.42 of the Zoning Regulations.
5. All forms of barbed wire and razor wire shall be prohibited on the site.
6. The developer shall provide for the construction of trash receptacle areas of sufficient number and size to meet all reasonably foreseeable refuse needs of the project. All trash receptacle areas shall be located and constructed in accordance with Section 21.45.167 of the Zoning Regulations and the applicable standards of the SP-1 Ordinance.

7. All exterior on-site newsstands and racks (including free publications, classifieds, etc.), vending machines, and publicly-accessible telephones shall be prohibited, and any existing ones shall be removed.
8. Any street lights, parking lot lights, and other exterior lights to be provided within the development or adjacent public rights-of-way shall be subject to review by the Director of Development Services prior to issuance of building and electrical permits. All lights shall be adequately shielded so as to prevent the intrusion of light and glare upon any adjacent property or structure, in compliance with the appropriate backlight/uplight/glare (BUG) rating requirements of the Illuminating Engineering Society of North America (IESNA) equivalent to the previous standard for certified full-cutoff fixtures, or meeting IESNA specifications for full-cutoff fixtures.

Public Works Conditions

9. The developer shall provide for the following to the satisfaction of the Director of Public Works:

General Requirements

- a. The Developer's site plan proposes to vacate the north/south alley lying adjacent to the Salvation Army property east of Long Beach Boulevard, north of Spring Street; the east/west alley east of Elm Avenue, north of Spring Street; and that portion of Elm Avenue immediately north of Spring Street to point approved for the proposed Elm Avenue cul-de sac. With regard to the proposed vacation of public rights-of-way, the Public Works conditions stated herein shall be subject to a successful vacation of the above stated rights-of-way. If the vacations fail, Public Works reserves the right to revise and/or add the conditions that relate to the street and/or alley that failed to be vacated by the City.
- b. The Developer shall provide for all documentation and preparation requirements of the right-of-way vacations, the reconfiguration of the public rights-of-way affected by the vacations, and all forthcoming conditions of approval stipulated by Public Works that arise during vacation proceedings.
- c. Prior to the start of any on-site/off-site construction, the Developer shall submit a construction plan for pedestrian protection, street lane closures, construction staging, shoring excavations and the routing of construction vehicles (excavation hauling, concrete and other deliveries, etc.).

PUBLIC RIGHT-OF-WAY

- d. The Developer shall dedicate 5 feet for sidewalk widening purposes on the southwest side of the project site along Long Beach Boulevard resulting in a 12-foot-wide public sidewalk adjacent to the bus stop. The dedication shall extend from the prolongation of the southerly property line, beyond the bus

stop, to approximately 100 feet north of the southerly property line. The Developer shall improve the entire width of the sidewalk at this location as stated in line item “u”, with Portland Cement Concrete (PCC) per Public Works standards and to the satisfaction of the Director of Public Works. All sidewalk removal limits shall consist of entire panel replacements (from joint line to joint line).

- e. Subject to a successful vacation of that portion of Elm Avenue, the Developer shall dedicate as required to provide for a 10-foot-wide paved sidewalk adjacent to the project site along the proposed Elm Avenue cul-de-sac. Sidewalk improvements shall consist of a 6-foot-wide PCC pavement and a 4-foot-wide parkway constructed to the satisfaction of the Director of Public Works.
- f. The Developer shall construct all off-site improvements needed to provide full ADA accessibility compliance within the adjacent public right-of-way to the satisfaction of the Director of Public Works. If a dedication of additional rights-of-way is necessary to satisfy ADA requirements during plan check, the right-of-way dedication shall be provided.
- g. The Developer’s site plan proposes to vacate the east/west alley lying north of Spring Street between Elm Avenue and Pasadena Avenue. A review by Public Works has identified a County storm drain and various private pipelines within the alley right-of-way. If a vacation process is successful, an easement for underground utilities and access to the existing unimproved alley and private garage on the north side of the existing alley will be required. Public Works would accept an alternative to vacating the alley that would: 1) retain the existing alley in its current configuration; 2) monitor traffic patterns after the completion of the development project; and 3) if necessary, close the alley to through traffic to prevent excessive cut through traffic.
- h. The Developer’s site plan proposes to improve Pasadena Avenue roadway adjacent to the development site with decorative pavers. Subject to the design structural section determined by the Traffic Report conditioned below, plans shall be submitted to Public Works for review and approved prior to any construction permit. In addition, prior to any construction work, the Developer shall successfully complete an Installation and Maintenance Agreement with the City’s Public Works Department for the maintenance of the proposed street pavers.
- i. The Developer shall be responsible for the maintenance of the off-site improvements during construction of the on-site improvements. All off-site improvements found damaged as a result of construction activities within the rights-of-way (ROW), along the truck route(s) and adjacent to the construction site shall be reconstructed or replaced by the Developer to the satisfaction of the Director of Public Works.
- j. The Developer shall provide for new street trees with root barriers within the

parkways along the proposed Elm Avenue cul-de-sac per Long Beach Municipal Code Chapter 21.42.060. All required street trees and any other landscaping required in connection with this project shall be privately maintained and irrigated by the developer and/or successors. The Developer shall contact the Street Tree Division of the Department of Public Works at (562) 570-2770 to request a "Permit To Plant Street Tree(s)" form.

- k. The Developer shall repair the tree wells adjacent to the project site along Spring Street and install new street trees with root barriers where the tree is missing. The Developer and/or successors shall privately maintain all street trees, landscaping and sprinkler systems required in connection with this project.
- l. The Developer shall contact the Street Tree Division of the Department of Public Works, at (562) 570-2770, prior to beginning the tree planting, landscaping, and irrigation system work. The Street Tree Division will assist with the size, type and manner in which the street trees are to be installed.
- m. The Developer shall provide for the demolition and reconstruct sidewalk, curbs, curb gutters, roadway pavement, parkways, parkway street trees and ground cover along the full width of Pasadena Avenue, from 31st Street to Spring Street. Rights-of-way street improvements shall include, but not limited to, all required traffic signage, striping, and the full width construction of the roadway and structural cross-section, curbs, gutters, sidewalks, and parkways. The Developer shall submit detailed construction plans per Public Works Standard Specification for review and approval by Public Works.
- n. The Developer shall reconstruct deteriorated, uplifted, or depressed sections of sidewalk adjacent to the project site along Spring Street. Sidewalk improvements shall be constructed with Portland Cement Concrete to the satisfaction of the Director of Public Works. All sidewalk removal limits shall consist of entire panel replacements (from joint line to joint line).
- o. The Developer shall provide for truncated domes adjacent to the project site within the ADA ramps on Spring Street, Elm Avenue, Pasadena Avenue and the southeast corner of Long Beach Boulevard and Spring Street to the satisfaction of the Director of Public Works.
- p. The Developer shall be responsible for certified material testing for the streets, sidewalks, striping, and any and all quality control drawings required in connection with this project. During construction, the Developer shall provide the City with the certificate that all testing complies with green book standards. The certification shall be by a registered Civil Engineer in the State of California.
- q. The Developer shall provide for the resetting to grade of existing manholes, pullboxes, and meters in conjunction with the required off-site improvements to the satisfaction of the Director of Public Works. No manholes, pullboxes, meters, streetlight or traffic signal vaults shall be installed within ADA

wheelchair ramps.

- r. All work within the public right-of-way must be performed by a contractor holding a valid State of California contractor's license and City of Long Beach Business License sufficient to qualify the contractor to do the work. The Contractor shall have on file with the City Engineer a Certification of General Liability Insurance and an endorsement evidencing minimum City of Long Beach limits of required general liability insurance.
- s. Prior to approving an engineering plan, all projects greater than 1 acre in size must demonstrate coverage under the State Construction General NPDES Permit. To meet this requirement, the applicant must submit a copy of the letter from the State Water Resource Control Board acknowledging receipt of the Notice of Intent (NOI) and a certification from the developer or engineer that a Storm Water Pollution Prevention Plan (SWPPP) has been prepared. Should you have any questions regarding the State Construction General NPDES Permit or wish to obtain an application, please call the State Regional Board Office at (213) 266-7500 or visit their website for complete instructions at www.waterboards.ca.gov/stormwtr/construction.html Left-click on the Construction General Permit 99-08-DWQ link.
- t. Public improvements shall be constructed in accordance with approved plans. Detailed off-site improvement plans shall be submitted to the Department of Public Works for review and approval.

TRAFFIC & TRANSPORTATION BUREAU

- u. There is a high volume Long Beach Transit bus stop on Long Beach Boulevard in front of this property. Architectural design for this project should reflect the presence of the bus stop. Ideally, amenities such as a roof overhang for shelter and architectural seating for bus patrons should be integrated into the project. A widened sidewalk is to be constructed at a minimum 12 feet and enhanced paving should be provided for the bus stop area. Developer should collaborate with Long Beach Transit and the City's Urban Design Officer to take advantage of the bus stop enhancements.
- v. The Developer shall contact Long Beach Transit prior to the commencement of work to coordinate design and construction issues and to ensure that construction does not interfere with transit bus operations at the existing bus stop on Long Beach Boulevard. Contact Karissa Selvester, Manager of External Affairs, Long Beach Transit, at (562) 599-8534 for additional information.
- w. The size and configuration of all proposed driveways serving the project site shall be subject to review and approval of the City Traffic Engineer. Driveways greater than 28 feet require a variance; contact the Traffic and Transportation Bureau at (562) 570-6331 to request additional information regarding driveway construction requirements.

- x. The Developer shall remove unused driveways, alley curb returns, and all street corner curbs and ADA ramps, and replace with full-height curb, curb gutter and sidewalk to the satisfaction of the Director of Public Works. Sidewalk improvements shall be constructed with Portland Cement Concrete.
- y. The Developer shall provide for the installation of a "NOT A THROUGH STREET" sign within the parkway at the southwest corner of Elm Avenue and 31st Street viewable by cars entering onto Elm Avenue from 31st Street. The sign is to be installed per City standards and to the satisfaction of the City Traffic Engineer.
- z. A traffic report must be prepared for this project under the supervision and approved (stamped) by a registered Traffic Engineer in the State of California to determine, but not limited to, traffic mitigation measures for improvements and the design structural section traffic index base for the Pasadena Avenue improvements. In addition, any proposed physical street improvements must include a scaled drawing stamped by a registered civil engineer.
- aa. The Developer shall salvage and reinstall all traffic signs that require temporary removal to accommodate new construction within the public right-of-way. All traffic signs shall be reinstalled to the satisfaction of the City Traffic Engineer.
- bb. The Developer shall replace all traffic signs and mounting poles damaged or misplaced as result of construction activities to the satisfaction of the City Traffic Engineer.
- cc. The Developer shall repaint all traffic markings obliterated or defaced by construction activities to the satisfaction of the City Traffic Engineer.
- dd. All traffic control device installations, including pavement markings within the private parking lot, shall be installed in accordance with the provisions of the California Manual On Uniform Traffic Control Devices (MUTCD), 2012 or current edition (i.e., white parking stalls, stop signs, entry treatment signage, handicapped signage, etc.).
- ee. The Developer shall contact the Traffic & Transportation Bureau at (562) 570-6331 to modify the existing curb marking zones, adjacent to the site.

IS/MND Mitigation Measures

- 10. The developer shall provide for compliance with the following mitigation measures, as set forth in the Initial Study/Mitigated Negative Declaration prepared for the project (IS/MND-04-15), as follows:
 - a. **Traffic**
 - 1) **Mitigation Measure T-1: Fair Share Fees.** The applicant shall pay fair share fees to offset the incremental contribution of their project to

identified traffic impacts. These fees may include, but are not limited to a form of first/last mile improvements connecting to blue line stations or bike projects within the City. A funding mechanism shall be established as a condition of project approval. Fee payment shall occur prior to issuance of building permits.

b. Biological Resources

- 1) **Mitigation Measure BIO-1:** To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction shall occur outside of the bird breeding season (February 1 through August 30). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the Project Boundary, including a 300-foot buffer (500-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

c. Tribal Cultural Resources

- 1) **Mitigation Measure TCR-1:** Native American Monitoring. Prior to issuance of any Grading Permit for the project, the City of Long Beach Development Services Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. The provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by a local tribal representative and shall be present on-site during the construction phases that involve ground disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities

pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code Division 13, Section 21083.2 (a) through (k). Neither the City of Long Beach, the project applicant, or construction contractor shall be financially obligated for any monitoring activities. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archaeological resources.

- 2) **Mitigation Measure TCR-2: Recovery Procedures.** All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribe shall coordinate with the landowner regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

d. Cultural Resources

- 1) **Mitigation Measure CR-1:** To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction shall occur outside of the bird breeding season (February 1 through August 30). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the Project Boundary, including a 300-foot buffer (500-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during

the nesting season. No ground-disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

- 2) **Mitigation Measure CR-2: Paleontological Resource Procedures.** If evidence of subsurface paleontological resources is found during excavation and other ground-breaking activities, all work within 50 feet of the discovery shall cease and the construction contractor shall contact the City of Long Beach Development Service Department.
- 3) **Mitigation Measure CR-3: Paleontological Resource Procedures.** If evidence of subsurface paleontological resources is found during excavation and other ground-breaking activities, all work within 50 feet of the discovery shall cease and the construction contractor shall contact the City of Long Beach Development Service Department. With direction from the Development Services Department, a paleontologist certified by the County of Los Angeles shall evaluate the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

e. **Noise**

- 1) **Mitigation Measure N-1: Electrical Power.** Electrical power must be used to run air compressors and similar power
- 2) **Mitigation Measure N-2: Construction Noise Complaint Line.** The applicant must provide a non-automated telephone number for local residents and employees to call to submit complaints associated with construction noise. The telephone number must be included and posted on near all project site entrances and must be easily viewed from adjacent public areas.
- 3) **Mitigation Measure N-3: Distancing of Vehicles and Equipment.** Noise and ground-borne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) must be conducted as far as possible from the nearest noise- and vibration-sensitive land uses. The location of vehicles and equipment must be designated on building and grading plans. Equipment and vehicles must remain in the designated location throughout construction activities.
- 4) **Mitigation Measure N-4: Avoid Operating Equipment Simultaneously.** Whenever possible, construction activities must be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. The construction schedule and timing of operation of each piece of equipment must be provided to the City by the applicant.
- 5) **Mitigation Measure N-5: Sound Control Curtains and Acoustical Blankets.** Flexible sound control curtains must be placed around all drilling

apparatuses, drill rigs, and jackhammers when in use. Acoustical blankets (or similarly effective temporary noise barriers) must be placed along the northern and eastern project site boundaries to reduce noise transmission to existing land uses to the north and east, which are residential units along Elm Avenue and Pasadena Avenue. The equipment area with appropriate sound control curtains and the locations of acoustical blankets must be designated on building and grading plans. Equipment and shielding must remain in the designated location throughout construction activities.

- 6) **Mitigation Measure N-6:** Newest Power Construction Equipment. The project contractor must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

f. **Tribal Cultural Resources**

- 1) **Mitigation Measure TCR-1:** Prior to the issuance of any Grading Permit for the project, the City of Long Beach Development Services Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. This provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by a local tribal representative and shall be present on-site during the construction phases that involve any ground disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code Division 13, Section 21083.2 (a) through (k). Neither the City of Long Beach, project applicant, or construction contractor shall be financially obligated for any monitoring activities. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archaeological resources.
- 2) **Mitigation Measure TCR-2:** All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribe shall coordinate with the landowner regarding treatment and curation of these resources. The treatment plan established

for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

Standard Conditions – Plans, Permits, and Construction:

11. Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval, to the satisfaction of the Director of Development Services.
12. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Department of Development Services. These conditions must be printed on the site plan or a subsequent reference page.
13. The plans submitted for plan review must explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that were approved by the Site Plan Review Committee or the Planning Commission. No substantial changes shall be made without prior written approval of the Site Plan Review Committee or the Planning Commission.
14. All rooftop mechanical equipment shall be fully screened from public view. Said screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment screening plan must be submitted for approval by the Director of Development Services prior to the issuance of a building permit.
15. Prior to the issuance of a building permit, the applicant must depict all utility apparatus, such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. These devices shall not be located in any front, side, or rear yard area that is adjacent to a public street. Furthermore, these devices shall be screened by landscaping or another screening method approved by the Director of Development Services.
16. The Director of Development Services is authorized to approve minor modifications to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change or alter the approved project. Any major modifications shall be reviewed by the Zoning Administrator, Site Plan Review Committee, or Planning Commission, respectively.
17. Upon plan approval and prior to issuance of a building permit, the applicant shall submit a reduced-size set of final construction plans for the project file.

18. A permit from the Department of Public Works shall be required for any work to be performed in or over the public right-of-way.
19. Any off-site improvements found to be damaged as a result of construction activities related to this project shall be replaced to the satisfaction of the Director of Public Works.
20. Separate building permits are required for fences, retaining walls, flagpoles, and pole-mounted yard lighting foundations.
21. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for review and approval prior to the issuance of a building permit.
22. Prior to the issuance of a building permit, the applicant shall submit architectural, landscaping and lighting drawings for the review and approval of the Police Department for their determination of compliance with Police Department security recommendations.
23. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau must be secured.
24. The design and location of the building may be impacted if located within a certain distance of oil wells (active or abandoned), storage tanks or boilers and other related well drilling operations. For more information, refer to the CFC Section 5076.3. Furthermore, oil wells to be abandoned shall be subject to any and all City regulations, including applicable regulations from the California Department of Oil, Gas and Geothermal Resources (DOGGR).
25. Site development, including landscaping, shall conform to the approved plans on file with the Department of Development Services. At least one set of approved plans containing Planning, Building, Fire, and, if applicable, Health Department stamps shall be maintained at the job site, at all times for reference purposes during construction and final inspection.
26. For new construction, all landscaped areas shall comply with the City's landscape ordinance, which requires that landscaped areas shall be planted with drought tolerant plant materials and shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.
27. All outdoor fountains or water features shall utilize water recycling or re-circulation systems. The plans submitted for review shall specifically identify such systems.
28. Energy conserving equipment, lighting, and construction features shall be utilized in this project.

29. For projects consisting of new buildings, parking lots, or landscaped areas, the applicant must submit complete landscape and irrigation plans for the approval of the Director of Development Services prior to the issuance of a building permit. The landscaping plan shall include drought tolerant street trees to be installed consistent with the specifications of the Street Tree Division of the Department of Public Works. Approved root guards shall be provided for all street trees. Turf shall be limited to less than 50 percent of the total landscaped area. The turf shall not be composed of bluegrass, fescue, rye, or other grasses with high water needs. Fifty percent or more of the planted area (as measured in square feet of landscape) shall be comprised of drought-tolerant plants, to the satisfaction of the Director of Development Services.
30. All landscaping irrigation systems shall use high efficiency sprinkler nozzles. The models used and flow rates shall be specified on the landscaping plan. For residential-type or small-scale sprinkler systems, sprinkler head flow rates shall not exceed 1.00 GPM and shall be of the rotating type. Where feasible, drip irrigation shall be used instead. If an in-ground irrigation system is to be installed, such system shall be controlled by an automatic self-adjusting weather-based irrigation controller.
31. Permeable pavement shall be utilized where feasible, to the satisfaction of the Director of Development Services. Public right-of-way improvements shall be exempt from this requirement. If the feasibility of using permeable pavement is uncertain, it shall be the developer's responsibility to demonstrate that a given application of permeable pavement is not feasible, to the satisfaction of the Director of Development Services.
32. Low-flow fixtures shall be used for all lavatory faucets, kitchen faucets, showerheads, toilets, and urinals. Toilets may be either low-flow or dual flush. Maximum flow rates for each fixture type shall be as follows: lavatory faucet – 2.75 GPM, kitchen faucet – 2.20 GPM, showerhead – 2.00 GPM, toilet – 1.3 GPF, dual flush toilet – 0.8/1.6 GPF, urinal – 1.0 GPF. Plans submitted for review shall specifically identify such fixtures and flow rates.
33. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
 - a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
 - b. Saturday: 9:00 a.m. - 6:00 p.m.; and
 - c. Sundays: not allowed

Standard Conditions – General:

34. This permit and all development rights hereunder shall terminate two years from the effective date of this permit unless construction is commenced or a time extension is granted, based on a written and approved request submitted prior to the expiration of the two-year period as provided in Section 21.21.406 of the Long Beach Municipal Code.
35. This permit shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date).
36. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.
37. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow periodic re-inspections, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).
38. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions that are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.
39. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees, and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards including, but not limited to, sewer capacity charges, Park Fees, and Transportation Impact Fees.
40. No publicly accessible telephones shall be maintained on the exterior of the premises. Any existing publicly accessible telephones shall be removed.
41. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants.

42. The operator of the approved use shall prevent loitering in all parking and landscaping areas serving the use during and after hours of operation. The operator must clean the parking and landscaping areas of trash and debris on a daily basis. Failure to do so shall be grounds for permit revocation. If loitering problems develop, the Director of Development Services may require additional preventative measures such as but not limited to, additional lighting or private security guards.
43. Exterior security bars and roll-up doors applied to windows and pedestrian building entrances shall be prohibited.
44. Any graffiti found on site must be removed within 24 hours of its appearance.
45. All required utility easements shall be provided to the satisfaction of the concerned department, agency, or utility company.
46. All trash and refuse containers shall be fully screened from public view to the satisfaction of the Director of Development Services.
47. As a condition of any City approval, the applicant shall defend, indemnify, and hold harmless City and its agents, officers, and employees from any claim, action, or proceeding against City or its agents, officers, and employees to attack, set aside, void, or annul the approval of City concerning the processing of the proposal/entitlement or any action relating to, or arising out of, such approval. At the discretion of the City and with the approval of the City Attorney, a deposit of funds by the applicant may be required in an amount sufficient to cover the anticipated litigation costs.

EXHIBIT "A"
ALLEY VACATION
(LEGAL DESCRIPTION)

A STRIP OF LAND, 10 FEET WIDE, THAT LIES EAST OF LOTS 1 THROUGH 8 AND WEST OF LOTS 13 THROUGH 20, IN BLOCK B, OF TRACT NO. 3207, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 33, PAGE 7 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

THE ABOVE DESCRIBED PARCEL CONTAINS 3,950 SQUARE FEET, MORE OF LESS.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE PART HEREOF.

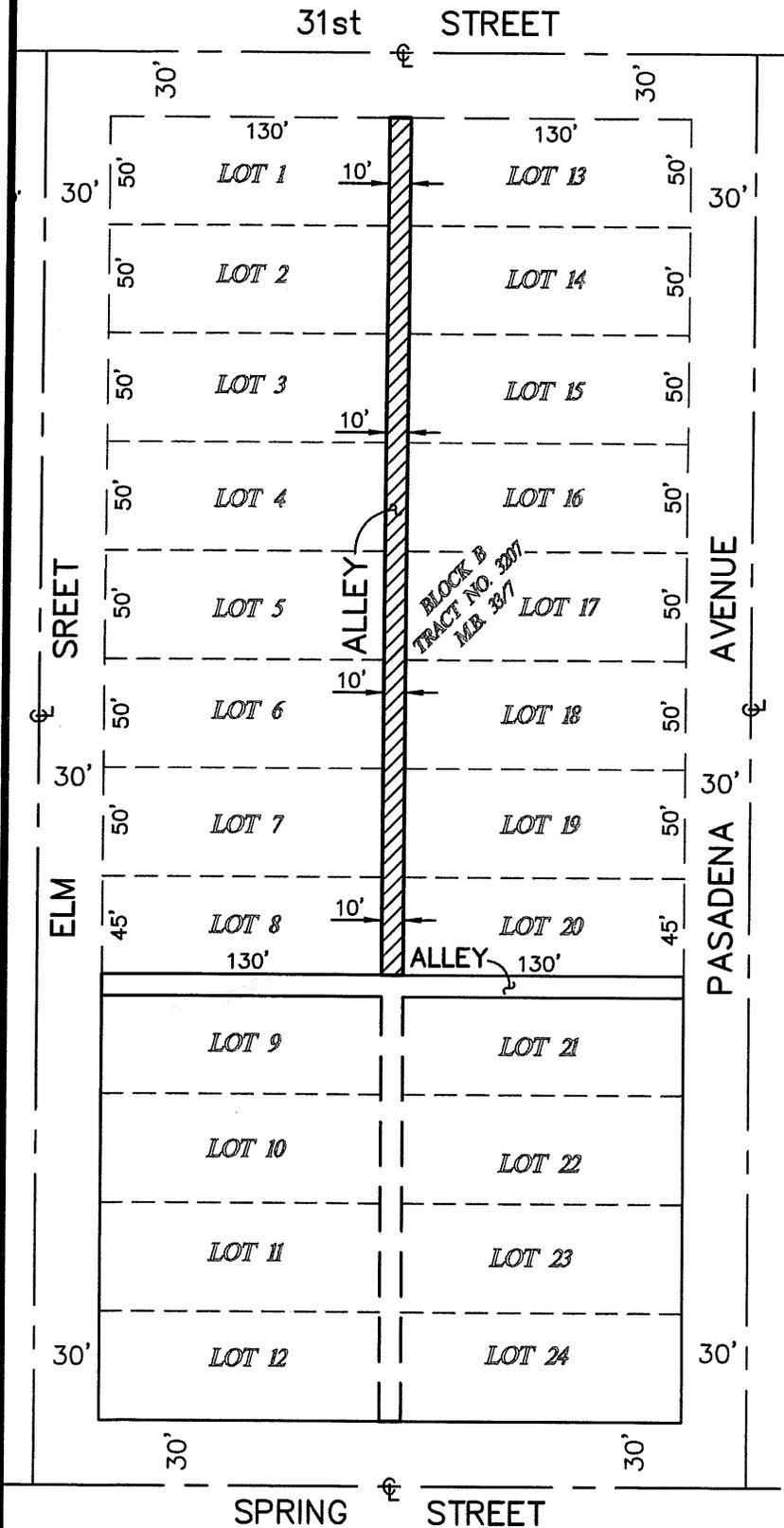
THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.


MICHAEL FURLONG, PLS 8899
LICENSE EXPIRES: 12-31-17

10-23-17
DATE



EXHIBIT "B"



SCALE: 1"=80'



— INDICATES ALLEY TO BE VACATED



THIS MAP WAS PREPARED BY ME OR UNDER MY SUPERVISION.

EXHIBIT "A"
STREET, ALLEY AND EASEMENT VACATION
(LEGAL DESCRIPTION)

BEGINNING AT THE SOUTHWEST CORNER OF LOT 12, IN BLOCK B, OF TRACT NO. 3207, IN THE CITY OF LONG BEACH, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 33, PAGE 7 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE WESTERLY ALONG THE SOUTHERLY LINE OF BLOCK B AND BLOCK A OF SAID TRACT 3207 A DISTANCE OF 60.00 FEET TO THE SOUTHEAST CORNER OF LOT 24, IN BLOCK A, OF SAID TRACT NO. 3207; THENCE NORTHERLY ALONG THE EASTERLY LINE OF BLOCK A, OF SAID TRACT NO. 3207 TO THE INTERSECTION OF THE PROLONGATION OF THE SOUTHERLY LINE OF LOT 8, IN BLOCK B, OF SAID TRACT; THENCE EASTERLY ALONG THE PROLONGATION OF THE SOUTH LINE OF LOT 8, IN BLOCK B, OF SAID TRACT 3207 A DISTANCE OF 60.00 FEET TO THE SOUTHWEST CORNER OF LOT 8, IN BLOCK B, OF SAID TRACT NO. 3207; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF BLOCK B, OF SAID TRACT NO. 3207, TO THE SOUTHWEST CORNER OF LOT 12, IN BLOCK B, OF SAID TRACT NO. 3207 AND THE POINT OF BEGINNING.

TOGETHER WITH A STRIP OF LAND, 10 FEET WIDE, THAT LIES NORTH OF LOTS 9 AND 21 AND SOUTH OF LOTS 8 AND 20, IN BLOCK B, OF SAID TRACT NO. 3207.

AND THE NORTH 10 FEET OF A STRIP OF LAND, 10 FEET WIDE, THAT LIES EAST OF LOT 9 AND WEST OF LOT 21, IN BLOCK B, OF SAID TRACT NO. 3207.

AND THE NORTH 10 FEET OF 9, IN BLOCK B, OF SAID TRACT NO. 3207.

AND THE NORTH 10 FEET OF 21, IN BLOCK B, OF SAID TRACT NO. 3207.

THE ABOVE DESCRIBED PARCEL CONTAINS 17,709 SQUARE FEET, MORE OR LESS.

ALL AS MORE PARTICULARLY SHOWN ON EXHIBIT "B" ATTACHED HERETO AND MADE PART HEREOF.

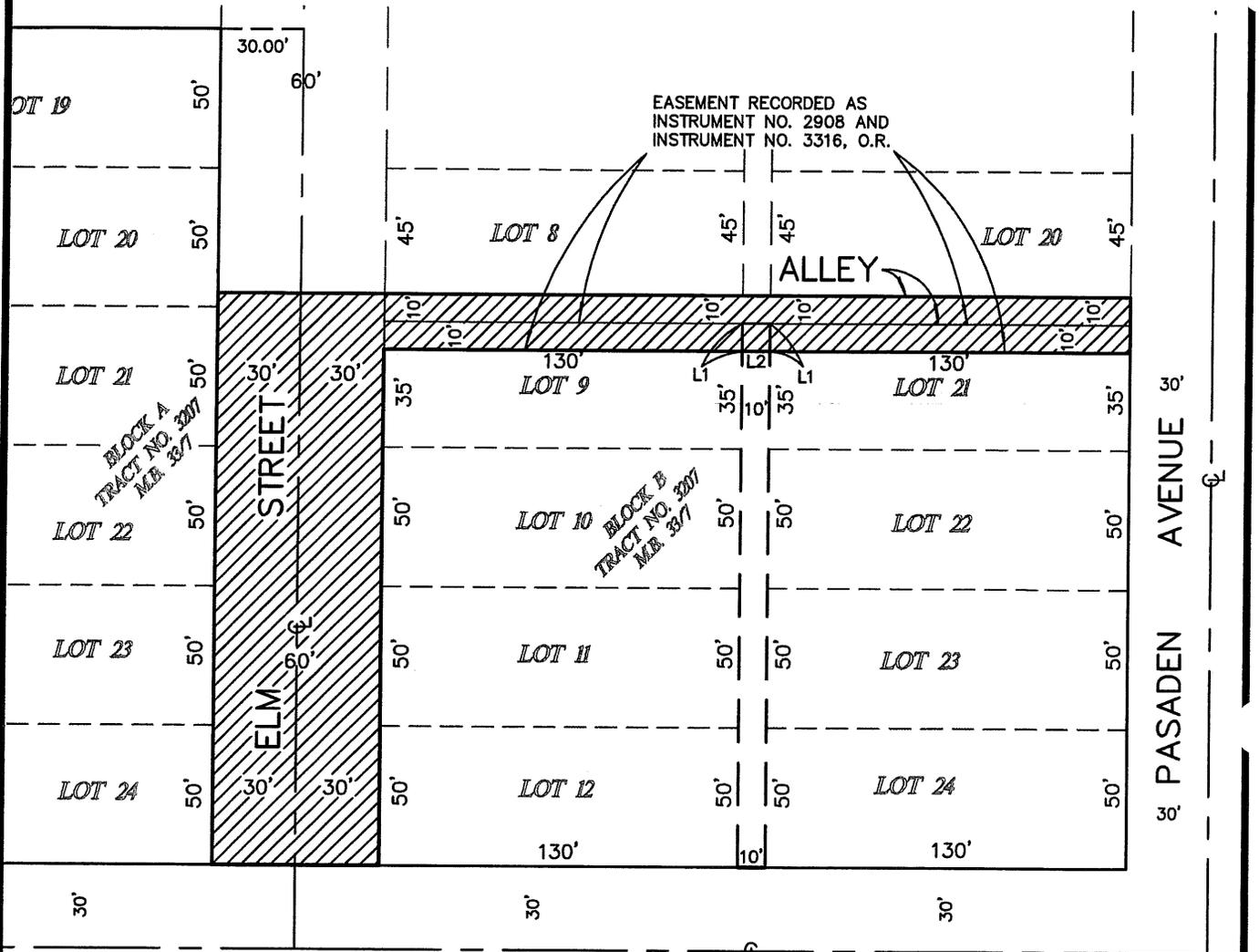
THIS DESCRIPTION WAS PREPARED BY ME OR UNDER MY DIRECTION,
IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYOR'S ACT.


MICHAEL FURLONG, PLS 8899
LICENSE EXPIRES: 12-31-17

11-20-17
DATE



EXHIBIT "B"



SPRING STREET

LINE DATA:

- L1 - N00°00'03"W 10.00'
- L2 - N89°59'59"W 10.00'



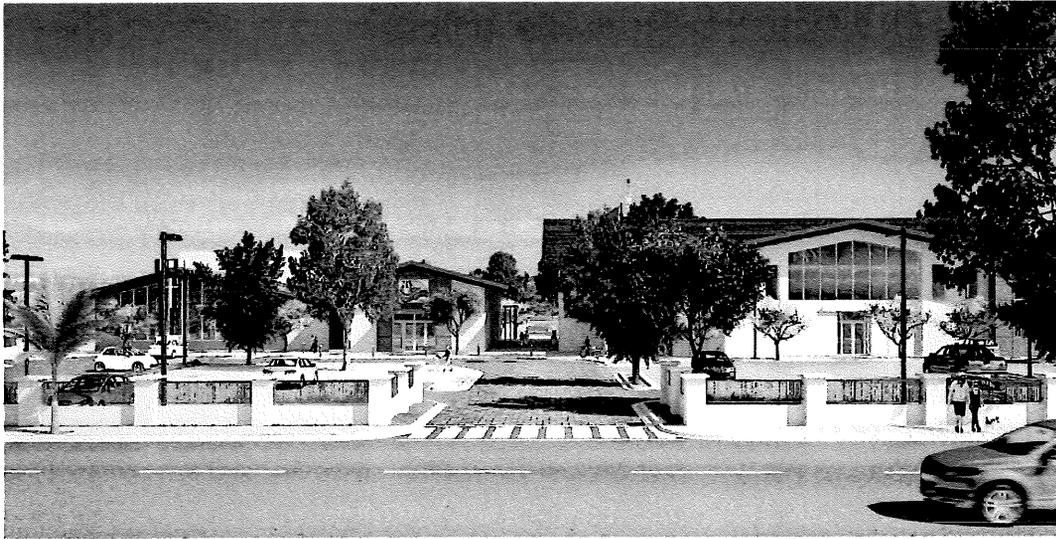
SCALE: 1"=60'



INDICATES STREET AND ALLEY TO BE VACATED



THIS MAP WAS PREPARED BY ME OR UNDER MY SUPERVISION.



Long Beach Citadel Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Long Beach
333 W. Ocean Boulevard, 5th Floor
Long Beach, California 90802
Contact: Craig Chalfant, Planner

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

March 2018

Long Beach Citadel Project

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333 W. Ocean Boulevard, 5th Floor
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250 East 1st Street, Suite 301
Los Angeles, California 90012

March 2018

This report prepared on 50% recycled paper with 50% post-consumer content.

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Appendix A	CalEEMod Results
Appendix B	Noise Measurement and TNM Results
Appendix C	Traffic Study
Appendix D	Tribal Consultation Letters

Initial Study

1 Project Title

Long Beach Citadel Project

2 Lead Agency Name and Address

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

3 Contact Person and Phone Number

Craig Chalfant, Senior Planner
(562) 570-6368

4 Project Location

The project site comprises approximately 3.6 acres at 3012 Long Beach Boulevard and 455 East Spring Street in the City of Long Beach. The site includes Assessor Parcel Numbers (APNs) 7207-019-55 to 56, and 051, 7207-020-20 to 26, 60, and 61. The site lies along the north side of East Spring Street, east of the intersection with Long Beach Boulevard. The site includes portions of Elm and Pasadena Avenues just north of East Spring Street. Figure 1 shows the location of the site in the region and Figure 2 shows the project site in its neighborhood context.

5 Project Sponsor's Name and Address

The Salvation Army
Long Beach Citadel Corps
3012 Long Beach Boulevard
Long Beach, California 90807

6 Existing Setting

The project site is a portion of the existing Salvation Army Citadel campus. The campus as a whole includes a social services building, administrative offices, a chapel, and a multipurpose building. The project site includes a parking lot and vacant land. The project site is bordered by single-family residences and oil fields to the north and east, oil fields to the southeast, and a parking lot to the south. Figure 3 shows photographs of the project site.

Figure 2 Project Location



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IS/MDFig 2 Project Location 20180115

Figure 3 Site Photographs



Photo 1: Location of proposed soccer field as viewed from Elm Avenue, looking east.



Photo 2: Location of proposed gymnasium as viewed from Elm Avenue, looking west.

7 General Plan Designation

Per the Long Beach General Plan Land Use Element (1989), the project site is located in the Memorial Heights Neighborhood, and the site location is currently designated Mixed Use.

8 Zoning

As shown in Figure 4, the area of the project site located at the northwest corner of Elm Avenue and East Spring Street is zoned Community Commercial Automobile-Oriented (CCA). The area of the project site located along East Spring Street is zoned Institutional (I). The remainder of the site, adjacent to the single-family residences to the north, is zoned Single-family Residential, standard lot (R-1-N).

9 Description of Project

As shown in Figure 2, the project site is a portion of the existing Salvation Army Citadel Campus. The campus is partially developed with a social services building, administrative offices, a chapel hall, a 2,650 square foot multipurpose room, and a parking lot. The rest of the site is vacant.

General Characteristics

The project involves the construction of a two-story gymnasium with a fitness center and activity room. The project would also include a new 70-space parking lot (described below) and a youth soccer field. The project would require the vacation of a portion of Elm Avenue that passes through the site and a north south alley located between Elm and Pasadena Avenue. Elm Street would become a cul-de-sac at the northern site boundary.

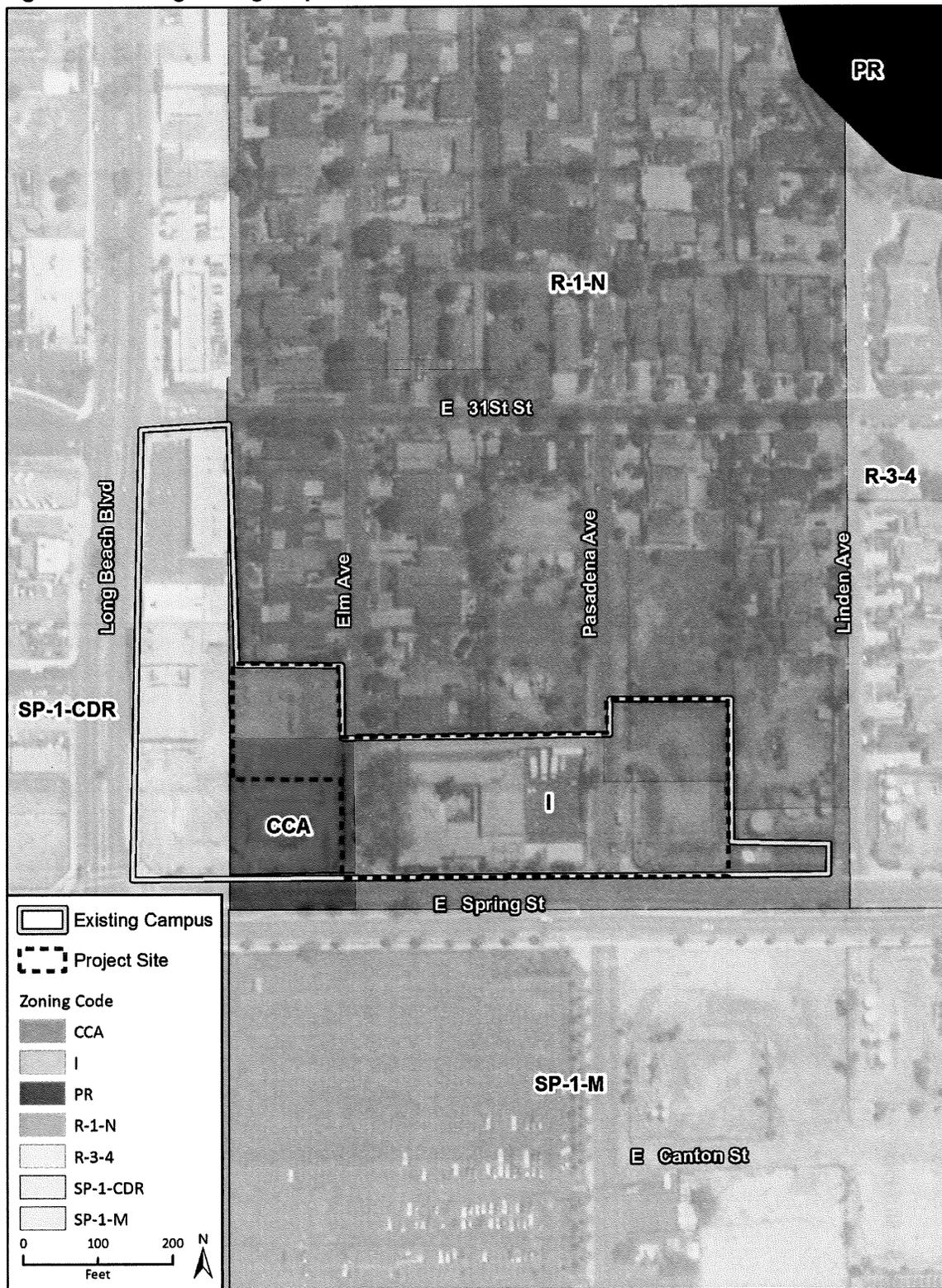
Gym access would be provided by drive lanes from Spring Street and Long Beach Boulevard, through the existing parking lot located at the intersections of these two streets. Landscaped areas and decorative fences would be located along the main street corridors and along the perimeter of the campus area. Monument signs would be located at the corner points of the campus. A hammerhead turn is proposed on Elm Avenue, which would provide easier emergency access.

Table 1 provides a summary of the project components, and Figure 5 shows the proposed site plan.

Table 1 Project Summary

Project Area	
Proposed	
Gymnasium	22,391 sf
Soccer Field	37,600 sf
Total	59,991 sf
Parking Stalls	
Proposed	70 spaces

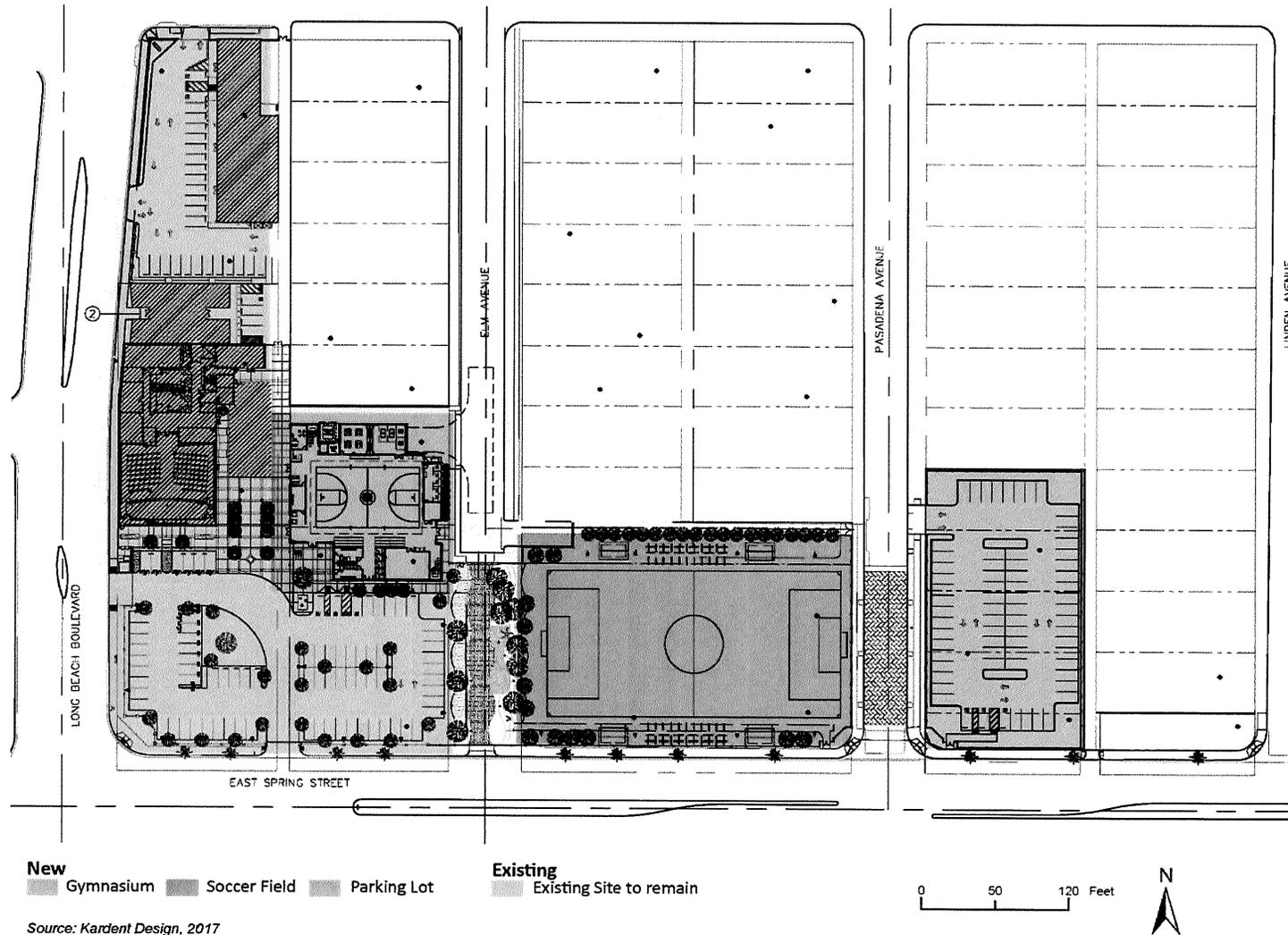
Figure 4 Existing Zoning Map



Imagery provided by Esri and its licensors © 2018.
 Zoning Data: City of Long Beach, 2016.

ISMHPig 7 Zoning Map 201801010

Figure 5 Site Plan



Source: Kardent Design, 2017

Access and Parking

The project includes the addition of a 70-space parking lot near the northeast corner of Pasadena Avenue on East Spring Street. With the addition of these new spaces, the campus would have a total of 190 spaces.

Access to the project site would be provided by driveways to the parking lot on the corner of Spring Street and Long Beach Boulevard and a driveway to the parking lot on Pasadena Avenue. The southern end of Pasadena Avenue would be closed and gated between the proposed youth soccer field and the new parking lot. These gates would allow for the area to become a pedestrian walkway while still allowing emergency vehicle access to the field and East Spring Street. The main entry and drop-off plaza will be on the corner of Long Beach Avenue and East Spring Street with driving lanes accessing each street and two other parking lots with 60 spaces each. Elm Avenue where it passes through the project site and the alley between 31st Street and East Spring Street, adjacent to the existing chapel building and proposed gym, would be vacated to provide pedestrian promenades.

Water Quality and Drainage

The project would incorporate biofiltration planting areas and an underground pipe collector system.

Existing Oil Wells

The project site is located in the Long Beach Oil Field, and contains Department of Conservation – Division of Oil, Gas, and Geothermal Resources (DOGGR) oil wells that have been previously plugged and abandoned. Oil wells that were abandoned after 1985 were abandoned according to current standards. DOGGR requires wells that were abandoned prior to 1985 be re-abandoned when feasible. Some of the existing wells on-site may have been abandoned prior to 1985, while others may have been abandoned post 1985. Per the DOGGR Construction Site Plan Review Program, qualifying wells would require re-abandonment prior to construction, per current DOGGR standards. The project would re-abandon the necessary existing wells that are located on-site in compliance with Section 3208.1, Division 3 of the Public Resources Code, to ensure that construction would not take place over previous, improperly abandoned wells.

Specific Plan

The project includes a zone change that would include the entire site in the Midtown Specific Plan area. A portion of the western edge of the campus is already located in the boundaries of the Plan, and this action would ensure that the entire property is governed by the same Plan.

10 Required Approvals

The following entitlements are required for the proposed development:

- Zone Change from Commercial and PD-29 to SP-1, The Midtown Specific Plan
- Site Plan Review
- Approval of a General Plan Conformity Finding to vacate approximately 120 feet of Elm Street and approximately 150 feet of the alleyways adjacent to the existing chapel

11 Surrounding Land Uses and Setting

Surrounding land uses include the existing Salvation Army Citadel facility to the west, single-family residences and oil fields to the north and east, and oil fields and a shopping center parking lot to the south. Currently, the project site is vacant.

12 Other Public Agencies Whose Approval is Required

The City of Long Beach is the lead agency with responsibility for approving the proposed project. To re-abandon existing oil wells on-site, approval from the Division of Oil, Gas, and Geothermal Resources is also required.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on 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 to 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 potential 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.



Signature

Craig Chalfant

Printed Name

3/1/18

Date

Planner

Title

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Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

a. Substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project have a substantial adverse effect on a scenic vista?*

The site is located in an urbanized area of Long Beach and is bordered by single-family residences to the north and east of the project site. A large parking lot is located south of the site and oil extraction facilities are located to the north and southeast of the site. The site is not located near any scenic vistas, as identified in the City's Resource Conservation Element (Long Beach 1975). The site and surroundings are flat and do not offer scenic vistas. There are no views of the ocean from the project site, as it is located approximately 3.5 miles from the coastline.

The project includes the construction of a two-story multi-purpose gymnasium building, a parking lot, and a youth soccer field. The proposed gymnasium building is similar in character and height to the multipurpose building and chapel building that are currently on campus, as well as the businesses and residences in the area. Although the project would alter views from adjacent residences on Elm Ave and Pasadena Ave, it would not adversely affect any identified scenic vistas, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings in a state scenic highway?*

The site contains a few trees and other bushes, which are ornamental and scattered throughout the site. Some of these trees would be removed in order to construct the new building, parking lot, and soccer field. There are no rock outcroppings or historic buildings on the site. New landscaping would be added to the site in conjunction with the project. The only designated scenic route established by the Long Beach General Plan Scenic Routes Element is Ocean Boulevard, located approximately six miles south of the project site near the mouth of the Los Angeles River. The project site is not in the view shed of Ocean Boulevard, and there are no State-designated scenic highways located in the city of Long Beach. Although the site contains trees that may be removed, since the project would not damage scenic resources, impacts are less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The project site is located in a residential, commercial, and industrial area of Long Beach. The areas to the north and east contain single-family residences and the areas to the east and south contain oil fields and commercial development.

The height of proposed buildings would be similar to that of surrounding buildings and would conform to Long Beach's height limits for the property, which range between two and four stories (Long Beach Development Services, 2016, p. 66). The max height of the proposed project is two stories. Additionally, there are other two-story buildings in the general vicinity of the project site and the current Salvation Army building on the campus is two stories tall.

The project would change the visual character of the site. However, the new development would visually enhance the site through the introduction of new landscaping, a soccer field and a new building that would be compatible with other development in the area. As the project would not degrade the visual character or quality of the site or surroundings, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The campus is currently developed with a social services building, administrative offices, a renovated chapel hall, a 2,650 square feet multipurpose room, and a parking lot. A portion of the project site is currently undeveloped, but previously contained a two-story chapel building. The site and its surroundings are located in an urbanized environment with high levels of nighttime lighting.

The project involves the construction of a multi-purpose gymnasium building, parking lot, and a soccer field. Light and glare from the proposed building would be similar to the light and glare currently produced from the existing two-story chapel and programs building on-site. The security lighting proposed for the project would impact the surrounding area. However, it would be comparable to the existing lighting on the campus as well as lighting associated with the existing residential, commercial, and industrial facilities surrounding the site. Additionally, the project would be required to comply with the lighting requirements of the Long Beach Municipal Code (LBMC), including Section 21.41.259, which states that all parking lots shall be illuminated with lights

directed and shielded to prevent light and glare from intruding onto adjacent sites. As all light would be directed and shielded on site, and since views in the area would not be adversely affected, this impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forest 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. This includes the Forest and Range Assessment Project and the Forest Legacy Assessment Project, along with the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

<p>a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b. Conflict with existing zoning for agricultural use or a Williamson Act contract</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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])</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d. Result in the loss of forest land or conversion of forest land to non-forest use</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project convert Prime Farmland, Unique Farmland, 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?*

City of Long Beach
Long Beach Citadel Project

- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- c. *Would the project 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))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

There are no agricultural zones or forest lands in Long Beach, which has been fully urbanized for over half a century. The proposed project would have no impact upon agricultural or forest resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

a. Conflict with or obstruct implementation of the applicable air quality plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is inside the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that applicable air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether or not the standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." The part of the Basin in which the project site is located is in nonattainment for both the federal and state standards for ozone, particulate matter (PM₁₀ and PM_{2.5}), and lead, as well as the state standard for nitrogen dioxide (NO_x) (CARB 2011, 2013). Thus, the Basin currently exceeds several state and federal ambient air quality standards and is required to implement strategies that would reduce the pollutant levels to recognized acceptable standards. This non-attainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources in the Basin. The SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The SCAQMD has adopted the following thresholds for temporary construction-related pollutant emissions:

City of Long Beach
Long Beach Citadel Project

- 75 pounds per day reactive organic compounds (ROC)
- 100 pounds per day NO_x
- 550 pounds per day carbon monoxide (CO)
- 150 pounds per day sulfur oxides (SO_x)
- 150 pounds per day PM₁₀
- 55 pounds per day PM_{2.5}

The SCAQMD has adopted the following thresholds for operational pollutant emissions:

- 55 pounds per day ROC
- 55 pounds per day NO_x
- 550 pounds per day CO
- 150 pounds per day SO_x
- 150 pounds per day PM₁₀
- 55 pounds per day PM_{2.5}

The SCAQMD has also developed Localized Significance Thresholds (LSTs) in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the SCAQMD's California Environmental Quality Act (CEQA) Air Quality Handbook. LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that would not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. LSTs only apply to emissions in a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed only for NO_x, CO, PM₁₀, and PM_{2.5}. LSTs do not apply to mobile sources such as cars on a roadway (SCAQMD June 2003).

LSTs have been developed for emissions in areas up to five acres in size, with air pollutant modeling recommended for activity in larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. The proposed project involves approximately 3.6 acres of on-site grading and construction. SCAQMD's Sample Construction Scenarios for Projects Less than 5 Acres in Size contains methodology for determining the thresholds for projects that are not exactly one, two, or five acres in size. This methodology was implemented to determine the thresholds for the proposed project. The project site is located in Source Receptor Area 4 (SRA-4, Long Beach). LSTs are provided for sensitive receptors at a distance of 82 to 1,640 feet from the project site boundary. Sensitive receptors typically include residences, schools, hospitals, and the elderly. The closest sensitive receptors to the project site are the residential houses approximately 25 feet north of the project site. Although the closest sensitive receptor is approximately 25 feet from the project site, LSTs are only available for distances of 82 feet. Therefore, the 82-foot (25 meters) threshold was used. LSTs for construction on a 3.6-acre site in SRA-4 are shown in Table 2.

Table 2 SCAQMD LSTs for Emissions in SRA-4

Pollutant	Allowable emissions¹ (lbs/day)
Gradual conversion of NO _x to NO ₂	104
CO	1,209
PM ₁₀	11
PM _{2.5}	7

¹ Allowable emissions from site involving 3.6 acres of grading in SRA-4 for a receptor 25 meters away.

Source: SCAQMD, Appendix C – Mass Rate LST Look-up Table. Accessed December 2016

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

According to the SCAQMD Guidelines, to be consistent with the AQMP, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City’s projected population growth forecast.

Implementation of the project involves the construction of a multi-purpose gymnasium building, soccer field, and parking lot. The project does not include any housing.

As discussed in Section 13(a), Population and Housing, the California Department of Finance (DOF) states that the population of Long Beach in 2017 was 480,173. The Southern California Association of Governments (SCAG) estimates that the city’s population will increase to 534,100 by 2035, an increase of 53,927. The multi-purpose gymnasium building, soccer field, and parking lot are not residential uses, and therefore, would not have a direct impact on population. Therefore, the project would not obstruct implementation of the AQMP and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. 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 (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

The project would generate both temporary construction and long-term operational emissions. Emissions generated during construction are typically associated with the operation of heavy diesel equipment and grading. Operational emissions would primarily be dependent upon vehicular traffic increases. Both construction- and operational-phase emissions are discussed below.

Construction Emissions

The Air Basin is in non-attainment for the federal eight-hour ozone standard, the state one-hour ozone standard, the federal 24-hour PM₁₀ standard, and the state 24-hour and annual PM₁₀ standards. The Basin is in attainment or unclassified for all other federal and state ambient air quality standards. The ozone precursors VOC and NO_x, in addition to fine particulate matter (PM_{2.5} and PM₁₀), are the pollutants of primary concern for projects located in the SCAQMD. A project

would have a significant adverse impact on regional air quality if it generates emissions exceeding adopted SCAQMD thresholds.

Temporary construction emissions were estimated using the California Emissions Estimator Model (CalEEMod). For purposes of modeling CalEEMod default construction schedules were used for site preparation, grading, paving, and building construction. The architectural coating phase was extended to 20 days, and no days were included for demolition, as no demolition would occur. Table 3 compares the maximum daily construction emissions that would result from site preparation, grading, building construction, and paving to SCAQMD construction emission thresholds, including LSTs. The CalEEMod output sheets detailing construction emissions by phase are shown in Appendix A.

Table 3 Construction Emissions

Pollutant	SCAQMD Daily Thresholds (lbs./day)					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Maximum Daily Emissions	6	23	17	4	4	<1
SCAQMD Thresholds (peak day)	75	100	550	150	55	150
Exceed Daily SCAQMD Thresholds?	No	No	No	No	No	No
Maximum Daily On-Site Emissions	6	27	16	4	3	<1
Localized Significance Thresholds	-	104	1,209	11	7	-
Exceed LST?	-	No	No	No	No	-

- LST not available for ROG and SO_x
 See Appendix A for CalEEMod worksheets.

Maximum daily emissions generated by construction of the project, would not exceed SCAQMD regional thresholds. Construction activities (including site preparation, grading, and paving) would also be required to comply with SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Reasonably Available Control Measures (RACM) for all fugitive dust sources, and the AQMP, which identifies Best Available Control Measures (BACM) and Best Available Control Technologies (BACT) for area sources and point sources, respectively. Implementation of these requirements would further reduce project impacts associated with fugitive dust.

With implementation of standard SCAQMD requirements, construction-related impacts would be less than significant

Operational Emissions

Long-term operational emissions associated with the project are those attributed to vehicle trips (mobile emissions), the use of natural gas (energy emissions), consumer products, and architectural coatings. CalEEMod was used to calculate emissions based on the land uses for the proposed project and the number of vehicle trips generated by development. Development of the project would require compliance with all applicable rules set forth by the SCAQMD and all applicable policies of the City of Long Beach General Plan. As shown in Table 4, the project would result in an increase of emissions in the long term. However, this increase would be under SCAQMD thresholds. Therefore, no significant long-term impact to regional air quality would occur.

Table 4 Operational Emissions (pounds/day)

Emission Source	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Area	0.5	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.1	0.1	<0.1	<0.1
Mobile	2	5.8	15	3.8	1
Total Emissions	2	6	15	3.8	1
SCAQMD Thresholds	55	55	550	150	55
Exceeds Threshold?	No	No	No	No	No

See Appendix A for CalEEMod worksheets.

LESS THAN SIGNIFICANT IMPACT

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include health care facilities, retirement homes, school and playground facilities, and residential areas. The sensitive receptors nearest to the project include single-family residences located to the north, east, and west, as well as schools, including Jackie Robinson K-8 Academy located approximately 0.3 mile away to the southeast and Pacific Baptist School located approximately 0.6 miles northwest of the site.

As discussed above, neither temporary construction nor long-term project emissions would exceed SCAQMD thresholds. Therefore, the project would not subject sensitive receptors to significant pollutant concentrations.

LESS THAN SIGNIFICANT IMPACT

e. Would the project create objectionable odors affecting a substantial number of people?

Odors would be generated by the operation of equipment during the construction phases of the project. Odors associated with construction machinery would be those of diesel machinery, which includes the smells of oil or diesel fuels. The odors would be limited to the time that construction equipment is operating. All off-road construction equipment would be covered by the CARB anti-idling rule (SS2449[d][2]), which limits idling to five minutes. Some of these odors may reach sensitive receptors adjacent to the project site. However, the impacts would be temporary in nature. Multi-purpose gymnasium buildings, soccer fields, and parking lots typically do not create objectionable odors. Since the project would not create objectionable odors, this impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

a. Have a substantial adverse effect, 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 Wildlife or U.S. Fish and Wildlife Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site is a partially developed portion of the existing Salvation Army Citadel campus. The site is in an urbanized area and does not contain native biological habitats or habitats for special-status species.

Scattered mature trees located on-site may provide suitable nesting habitat for a variety of bird species that are afforded protection under the federal Migratory Bird Treaty Act (MBTA – 16 United States Code Section 703-711). Although special-status bird species or active nests are not currently present, project construction has potential to impact migratory and other bird species if construction activities occur during the nesting season, which is typically February 15 through September 15. Construction-related disturbances could result in nest abandonment or premature fledging of the young. Therefore, the project could result in potentially significant impacts unless mitigation is incorporated.

Mitigation Measure

The following mitigation measure and compliance with MBTA and California Fish and Game Code (CFG) requirements would be required to reduce impacts to nesting birds to a less than significant level.

- BIO-1** To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction shall occur outside of the bird breeding season (February 1 through August 30). If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot inside the Project Boundary, including a 300-foot buffer (500-foot for raptors), and in inaccessible areas (e.g., private lands) from afar using binoculars to the extent practical. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California coastal communities. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur within this buffer until the avian biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

- 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

- c. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The project site is located in an urban setting and contains a social services building, administrative offices, a renovated chapel hall, 2,650 square feet multipurpose room, parking lot, and vacant disturbed land. No riparian habitat or other sensitive natural community is located on or in the vicinity of the site. No impact would occur.

NO IMPACT

- 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?*

The project site contains a social services building, administrative offices, renovated chapel hall, 2,650-square-foot multipurpose room, parking lot, and vacant disturbed area. The site is in an urbanized area and does not provide for any substantial movement or nursery habitat. Since the project would not interfere with the movement of any native resident or migratory fish or wildlife species or affect any nursery sites as compared to the current site conditions, there would be no impact.

NO IMPACT

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

The project would not conflict with any local policies or ordinances protecting biological resources as there are no protected biological resources on site. Mature landscape trees may be removed in order to construct the proposed project. However, these ornamental trees are not protected by any local policies or ordinances. Since the project would not conflict with any local policies or ordinances protecting biological resources, no impact would occur.

NO IMPACT

- 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?*

The project site is not in the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

There are no designated historic buildings on the project site and the project is not located in a historic district (City of Long Beach 2016). No impact on any historic resources would occur.

NO IMPACT

b. *Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?*

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

d. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The site is relatively flat and does not contain unique geologic features. The project site has been previously graded and paved. Therefore, the likelihood that intact archaeological, paleontological resources, or human remains are present is low. Because the site has been developed previously, any surficial archaeological or paleontological resources that may have been present at one time have likely been disturbed. Therefore, the topmost layers of soil in the project area are not likely to contain intact fossils. Although project implementation is not expected to uncover archaeological resources, paleontological resources, or human remains, the possibility for such resources exists and impacts would be potentially significant.

Mitigation Measures

The following mitigation measures would reduce the impacts of disturbing intact resources and uncovering human remains to a less than significant level.

- CR-1 Archaeological Resource Procedures.** In the event that archaeological resources are unearthed during project construction, all work within 50 feet of the discovery shall cease and the construction contractor shall contact the City of Long Beach Development Services Department. With direction from the Development Services Department, an archaeologist certified by the County of Los Angeles shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archaeologist shall develop a plan of mitigation which may include, but not limited, to, salvage excavation, laboratory analysis and processing, research, curation of the find in a local museum or repository, and preparation of a report summarizing the find.
- CR-2 Paleontological Resource Procedures.** If evidence of subsurface paleontological resources is found during excavation and other ground-breaking activities, all work within 50 feet of the discovery shall cease and the construction contractor shall contact the City of Long Beach Development Service Department. With direction from the Development Services Department, a paleontologist certified by the County of Los Angeles shall evaluate the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.
- CR-3 Human Remains Recovery Procedures.** If human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant". If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

6 Geology and Soils

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the <i>Uniform Building Code</i> , creating substantial risks to life or property	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.1. *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?*

- a.2 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

Per Plate 2 of the Seismic Safety Element of the Long Beach General Plan (1988), 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. The project site is located in the Newport-Inglewood Fault Zone with the eastern edge of the project site lying approximately 350 feet from the Newport-Inglewood Fault. No known fault lines cross through the site (California 1999).

The Newport-Inglewood fault 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, the project site is not subject to unusual levels of ground shaking and all new structures would be required to comply with all applicable provisions of the CBC. Impacts associated with ground shaking would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand.

The project site is located southwest of the Newport-Inglewood fault on deep-stiff soil conditions characterized as granular terrace deposits overlying Pleistocene sediments at shallow depths (Long Beach 1988). There is a low potential for ground failure in the region. The project site is not located in an area where liquefiable materials are mapped and/or where liquefaction has occurred in the past according to the State of California Seismic Hazard Zones Long Beach Quadrangle (1999). Nevertheless, the project would be required to be constructed in accordance with CBC standards that address liquefaction hazards, including strengthening the foundation and its footings.

LESS THAN SIGNIFICANT IMPACT

- a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

Per the City of Long Beach Seismic Safety Element (1988), 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 results in only about 0.1 percent chance of the land lying in the earthquake-induced landslide zone for this quadrangle (1999). Additionally, the topography of the site and its immediate built environment is relatively flat. The site is not located in any landslide zones. Therefore, there is no risk of landslides on the site.

NO IMPACT

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

The project site is generally flat, which limits the potential for substantial soil erosion. However, there is potential for soil erosion to occur during site preparation and grading activities. Excavation activities would be required to adhere to Section 18.95.050 of the Long Beach Municipal Code, which identifies standard construction measures regarding erosion control, including Best Management Practices (BMP), to minimize runoff and erosion impacts from project activities. Examples of required BMPs include sediment traps, stockpile management, and methods for material delivery and storage. The use of BMPs during construction would ensure that erosion and loss of topsoil impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

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

Per the Long Beach General Plan Seismic Safety Element, the project site is not located in an area of slope instability (1988). The Seismic Safety Element divides the city into four predominant soil profiles, designated as Profiles A through D. The project site is located in Profile D, which is composed of granular terrace deposits overlying Pleistocene sediments at shallow depths. As stated above, the project site is not located in an area where landslides are mapped and/or where landslides have occurred in the past (California 1999). Furthermore, the project site is not located in an area where liquefiable materials are mapped and/or where liquefaction has occurred in the past according to the State of California Seismic Hazard Zones Long Beach Quadrangle (1999). The project would be required to be constructed in accordance with CBC standards. This would ensure that construction of the project would not result in on or off site geologic impacts.

Unstable soils include expansive, compressible, erodible, corrosive, or collapsible soils. As noted above, the project site is located in Profile D, which is composed of granular terrace deposits overlying Pleistocene sediments at shallow depths. No issues with expansive soils are known to be present; therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The entire city is served by an existing sewer system. Therefore, since the project would not involve the use of septic tanks or any other alternative waste water disposal systems, there would be no impact.

NO IMPACT

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7 Greenhouse Gas Emissions

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Climate gases that trap heat in the atmosphere are often called greenhouse gases (GHG), analogous to the way in which a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O_x), fluorinated gases, and ozone. GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Man-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases, such as hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆) (CalEPA 2006).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat-trapping effect of GHGs, Earth's surface would be about 34° C cooler (CalEPA 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Pursuant to the requirements of SB 97, the Resources Agency adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, the Bay Area Air Quality Management District (BAAQMD), the SCAQMD, and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted significance thresholds for GHGs. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons of carbon dioxide equivalent (CO₂e¹) emissions per year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has a recommended quantitative threshold for all land use types of 3,000 metric tons CDE/year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010).

¹ Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO₂e).

Because the SCAQMD has not adopted GHG emissions thresholds that apply to land use projects where the SCAQMD is not the lead agency and no GHG emissions reduction plan or GHG emissions thresholds have been adopted in the city of Long Beach, the proposed project is evaluated based on the SCAQMD's recommended/preferred option threshold for all land use types of 3,000 metric tons CDE per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010).

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

The project's construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. CalEEMod was used to calculate emissions resulting from project construction and long-term operation. Project-related construction emissions are confined to a relatively short period of time in relation to the overall life of the proposed project. Therefore, construction-related GHG emissions were amortized over a 30-year period to determine the annual construction-related GHG emissions over the life of the project. As shown in Table 5, the project would result in an increase of 952 metric tons CDE. Since the project's increase is less than the recommended SCAQMD threshold of 3,000 metric tons per year, this impact would be less than significant.

Table 5 Estimated Emissions of Greenhouse Gases

Emission Source	Annual Emissions (metric tons of CDE)
Construction (amortized over 30 years)	11
Operational and Mobile	941
Total	952
SCAQMD Threshold	3,000
Threshold Exceeded?	No

Carbon dioxide equivalent (CDE or CO₂E) is a quantity that describes, for a given mixture and amount of GHGs, the amount of CO₂ (usually in metric tons; million metric tons [megatonne] = MMTCO₂E = terragram [Tg] CO₂ Eq; 1,000 MMT = gigatonne) that would have the same global warming potential (GWP) when measured over a specified timescale (generally, 100 years).

Sources: Emissions reported are from CalEEMod mitigated construction and operational data. See Appendix A for calculations

LESS THAN SIGNIFICANT IMPACT

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

On April 7, 2016, the Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development. The proposed gymnasium, soccer field, and parking lot would be infill development on a site that is partially developed. The project involves increased efficiency regarding the use of the land. Additionally, the RTP/SCS contains goals to reduce air emissions by increasing walkability. The project would also be required to comply with the energy efficiency measures contained in Title 24 of the California Administrative Code (the California Building Energy

Efficiency Program). Since the project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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8 Hazards and Hazardous Materials

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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 for people residing or working in the project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project would involve the construction of a multi-purpose gymnasium building, parking lot, and a soccer field. Community center uses, such as the multi-purpose gymnasium building and soccer field typically do not use or store large quantities of hazardous materials. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction of the project. However, the transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Adherence to these requirements would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

The nearest schools are the Jackie Robinson K-8 Academy located approximately 0.3 mile southeast of the site and Pacific Baptist School located approximately 0.6 mile northwest of the site. The project involves the construction a multi-purpose gymnasium building, parking lot, and a soccer field. These types of uses do not typically emit or involve the handling of hazardous materials. Since the project would not emit hazardous emissions or handle hazardous materials within one quarter mile of a school, there would be no impact.

NO IMPACT

- d. *Would the project be located on a site included on a list of hazardous material 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?*

The following databases compiled pursuant to Government Code Section 65962.5 were checked (January 15, 2018) for known hazardous materials contamination at the project site:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database
- Geotracker search for leaking underground storage tanks (LUST)
- The Department of Toxic Substances Control’s Site Mitigation and Brownfields Database

The CERCLIS database showed no evidence of toxic substances at the project site.

Geotracker shows that there are no LUSTs or hazardous waste deposits at the project site. Geotracker does show two LUSTs within a 500 foot radius of the project site. The first LUST is an underground storage tank at 2995 Long Beach Boulevard. The site had potential gasoline as a contaminant of concern when first reported leaks occurred in 1992. The case was closed in 1996.

The second LUST is located at 3009 Long Beach Boulevard, approximately 100 feet west of the project site. The cleanup status is currently open. The potential contaminant of concern is gasoline that has infiltrated an aquifer. As of August 2016, the State Water Board concluded that continued active remediation should occur at the site to achieve policy criteria, resume free product removal, and to continue groundwater monitoring. This storage tank, although it is open for remediation is not directly on the proposed project site, and the affected shallow groundwater is not proposed to be used as a source of drinking water for the project. Also, according to the State Water Resources Control Board, it is unlikely that the affected shallow groundwater would be used as a source of drinking water in the foreseeable future (2016). Since the project would not be located on a hazardous material site, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- 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 for people residing or working in the project area?*

The project site is located approximately 1.3 miles to the southwest of the Long Beach Airport. The site is not within the airport land use planning area for the airport. The proposed multi-purpose gymnasium building would have a maximum height of two stories (36 feet), and would not impact airport operations, alter air traffic patterns, or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. There would be no impact.

NO IMPACT

- f. *For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area?*

There are no private airstrips located within two miles of the site, therefore no impact would occur.

NO IMPACT

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

The project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project includes design features that would maintain access for emergency vehicles to Elm Avenue by installing gates at both ends. The design of new access points on Elm Avenue would be reviewed and approved by the Long Beach Fire Department to ensure that emergency access meets City standards. In addition, a hammerhead turn area would be located at the end of the Elm Avenue, and would provide large emergency response vehicles with access to the gym. Since the project would not interfere with emergency response or evacuation plans, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

City of Long Beach
Long Beach Citadel Project

- h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The city is an urbanized community and there are no wild lands in the project site vicinity. There would be no risk of exposing people or structures to a significant risk of loss, injury, or death involving wild land fires.

NO IMPACT

9 Hydrology and Water Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

a. Violate any water quality standards or waste discharge requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Result in inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project violate any water quality standards or waste discharge requirements?

Temporary site preparation, grading, and paving activities associated with the project may result in soil erosion that could degrade water quality. However, on-site activities would be necessary to comply with the requirements of the Long Beach Municipal Code Chapter 18.95, National Pollutant Discharge Elimination System (NPDES) and Standard Urban Stormwater Mitigation Plan (SUSMP) regulations. Specifically, construction activities would be required to comply with Long Beach Municipal Code Section 18.95.050, which calls for construction plans to include construction and erosion and sediment control BMPs. Examples of required BMPs include sediment traps, stockpile management, and material delivery and storage requirements. The project is designed to incorporate bio-filtration planting areas as well as an underground pipe collector system. Compliance with these requirements would reduce potential impacts to water quality during construction of the project.

The project would increase the amount of impervious surface on the site. The project would comply with Section 18.74.040 of the Long Beach Municipal Code, which requires runoff to be infiltrated, captured and reused, evapotranspired, and/or treated on-site through stormwater BMPs listed in the Low Impact Development (LID) Best Management Practices Manual. The project would also comply with the project SUSMP, which requires that post development peak runoff shall not exceed pre-development rates, the conservation of natural areas, minimization of stormwater pollutants through use of BMPs, protection of slopes and channels, appropriate signage at storm drain systems, and proof of ongoing BMP maintenance. The SUSMP also sets standards for design of outside material storage areas, trash storage areas, and structural or treatment control BMPs that would be followed by the proposed project. Therefore, as no long-term change to hydrology or water quality would occur, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The project would receive water service from the City of Long Beach Water Department. The site is already developed and the project would increase the amount of pavement on the site. Current stormwater regulations require the stormwater to be contained on-site, which would aid in recharge. Therefore, the project would not substantially decrease groundwater or interfere with groundwater recharge, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite?*
- d. *Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite?*
- e. *Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- f. *Otherwise substantially degrade water quality?*

The project would not alter the course of any stream or other drainage and would not increase the potential for flooding. The project site is located in the Lower Los Angeles River Watershed. As discussed above, adherence to the City's urban runoff programs and implementation of design features to capture and treat stormwater runoff would reduce the quantity and level of pollutants in runoff leaving the site. The project would not impact the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff that would degrade water quality. As such, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- g. *Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?*
- h. *Would the project place structures in a 100-year flood hazard area structures that would impede or redirect flood flows?*

The project site is in FEMA Flood Zone C, Minimal Flood Hazard, outside the 100-year flood plain and has a higher elevation than the 500-year floodplain (Long Beach Development Services 2016). No housing is proposed for the site and since the site is not in the 100-year flood plain, it would not place structures in the flood hazard area. There would be no impact.

NO IMPACT

- i. *Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding including that occurs as a result of the failure of a levee or dam?*

The project site is located away from any dams or levees. According to the City of Los Angeles General Plan Safety Element, the project site is not subject to flooding due to dam or levee failure nor would it increase exposure to risks associated with dam or levee failure (1996). There would be no impact.

NO IMPACT

City of Long Beach
Long Beach Citadel Project

j. Would the project result in inundation by seiche, tsunami, or mudflow?

The project site is located approximately 3.5 miles from the coastline and 1.3 miles from the Los Angeles River. According to the City of Long Beach General Plan Safety Element, the project site is located in a low hazard area for tsunamis, seiches, or mudflow (1975). Since the project would not expose people or structures to seiche, tsunami, or mudflow hazards, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

10 Land Use and Planning

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts?

a. Physically divide an established community	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with an applicable habitat conservation plan or natural community conservation plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. *Would the project physically divide an established community?*

The project site is surrounded by residential, commercial and industrial buildings. The project would be infill development. The project includes closure of part of Elm Avenue to allow for a pedestrian promenade. This project component would provide for better pedestrian connections in the area. Although the elimination of the Elm Street and East Spring Street Intersection would restrict access between East Spring Street and the neighborhood, it would not divide the established community, and the proposed pedestrian promenade at this location would allow for increased pedestrian access. Since no established communities would be divided, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

The project consists of the construction of a multi-purpose gymnasium building, parking lot, and a soccer field. The General Plan designation for the site is Mixed Use. As shown in Figure 4, the project site is has multiple zoning designations including Community Commercial Automobile-Oriented (CCA), Institutional(I), and Single-family Residential, standard lot (R-1-N). In order to accommodate the proposed project, the applicant is requesting a zone change from CCA and R-1-N to SP-1 within the Midtown Specific Plan. The project includes a request to add the site to the Midtown Specific Plan. This would be consistent with the surrounding zoning that currently exists west and south of the site. The incorporation of the project into the Midtown Specific Plan would alter (increase) the

City of Long Beach
Long Beach Citadel Project

existing boundary of the Plan Area. However, this change would only occur in the boundaries of the project site, and would not involve other parcels, or result in any broader changes pertaining to the goals, policies, and programs contained in the Midtown Specific Plan.

The project site is not located in the coastal zone and is not subject to the Local Coastal Program. The proposed uses are compatible with the Mixed Use General Plan Designation and are permitted in the Institutional zone district. With the requested zone change, the project would not conflict with applicable land use plans and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

The project site is comprised of previously disturbed parcels in an urban area characterized by residential, industrial and commercial development. As discussed in Section 4, Biological Resources, the project site is not inside the boundaries of a habitat conservation plan or natural community conservation plan. There would be no impact.

NO IMPACT

11 Mineral Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project have any of the following impacts:

a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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?*
- 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?*

Mineral Extraction

The Surface Mining and Reclamation Act of 1975 (SMARA) requires the state geologist (Division of Mines and Geology) to identify and classify all mineral deposits in California. In 1979, the California State Mining and Geology Board adopted guidelines that require local general plans to reference identified mineral deposits and sites that are identified for conservation. In addition, the board identified urban areas where irreversible land uses (development with structures) preclude mineral extraction.

According to the State of California Department of Conservation, the project site is located in the San Gabriel Production-Consumption Region, but is not located in a MRZ-2 area, which is defined as an area where geologic data indicates significant PCC-Grade aggregate resources are located (Kohler 2010). Per the most recent Department of Conservation’s Active Mine Operations Map, there are no active mine operations in the project area (Division of Mine Reclamation 2017). Since the project site does not contain significant mineral resources, extraction of mineral resources is not currently occurring, and the project does not involve mineral extraction operations or zoning for extraction, there would be no impact towards the loss of availability of known mineral resources.

Oil Extraction

The City of Long Beach is located in Oil and Gas District 1, which covers the following counties: Los Angeles, Orange, San Bernardino, Riverside, San Diego, and Imperial. Per the DOGGR well finder, the project site is located in the Long Beach Oil Field, and contains oil wells that have been previously plugged and abandoned (see Figure 6). There are no active wells in the project area (DOGGR 2018).

Although the existing wells are no longer extracting oil and have been previously plugged and abandoned, the project proposes to re-abandon these wells in compliance with Section 3229,

Figure 6 DOGGR Oil Wells



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Additional data provided by DOGGR, 2018.

Fig 6 Oil Wells

12 Noise

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above those existing prior to implementation of the project	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA).

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 are commercial and industrial land uses.

The City uses the State Noise/Land Use Compatibility Standards, which suggests a desirable exterior noise exposure at 65 dBA Community Noise Equivalent Level (CNEL) for sensitive land uses such as residences. Less sensitive commercial and industrial uses may be compatible with ambient noise levels up to 70 dBA. The City has adopted a Noise Ordinance (Long Beach Municipal Code Chapter 8.80) that sets exterior and interior noise standards.

Vibration is a unique form of noise. It is unique because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by man-made activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources inside buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

Construction-related vibration impacts would be less than significant for residential receptors if they are below the threshold of physical damage to buildings and occur during the City's normally permitted hours of construction, as described above, because these construction hours are during the daytime and would therefore not normally interfere with sleep.

Noise measurements were taken on the project site on Wednesday, October 19, 2016 during the a.m. peak hour (between 7 a.m. and 9 a.m.). Two measurements were taken along East Spring Street, and one near the intersection of East 31st Street and Long Beach Boulevard (see Figure 7). The measured noise levels at these locations were 70.0 dBA Leq, 70.0 dBA Leq, and 73.0 dBA Leq, respectively (Appendix B).

- a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The project consists of building a multi-purpose gymnasium building, parking lot, and soccer field. A noise measurement taken on the project site at the northwest corner of the project site, directly adjacent to the street, was measured at 73 dBA Leq during the a.m. peak hour. Based on the

Figure 7 Noise Measurement and Sensitive Receptor Locations



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ISMND-Fig 7 Noise Measurement and Sensitive Receptor Locations

attenuation rate of the traffic at the noise measurement location, the proposed multi-purpose building would be exposed to exterior noise levels around 66 dBA Leq during peak hours since the proposed buildings would be located approximately 150 feet from the street. The manner in which newer development in California is constructed generally provides a reduction of exterior-to-interior noise levels of about 25 to 30 dBA with closed windows (FTA 2006). Therefore, the exterior-to-interior noise level would be no greater than 140 dBA Leq during peak hour.

The project would not expose users of the multi-purpose building to noise levels in excess of the State Noise/Land Use Compatibility Standards for sensitive land uses, an exterior noise level of 65 dBA CNEL.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Project construction activities are anticipated to result in some vibration that may be felt on properties in the vicinity of the project site, as commonly occurs with construction projects. Table 6 identifies various vibration velocity levels for different types of construction equipment. Project construction would not involve the use of pile drivers, but could involve the use of a bulldozer and jackhammers on the project site. Additionally, loaded trucks carrying construction materials would operate on the project site and some surrounding streets during construction.

Table 6 Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB		
	25 Feet	75 Feet	700 Feet
Bulldozer	91	82	62
Loaded Trucks	91	82	62
Jackhammer	94	85	65
Grader	91	82	62
Paver	95	86	66

Source: Federal Transit Administration 2006

Construction would occur on site as close as 25 feet from the nearest residences and existing structures on the Salvation Army Campus. Construction would occur as close as 700 feet from the medical buildings across the street. At 25 feet, residences would be exposed to vibration levels of up to 94 VdB, which exceeds the 72 VdB threshold for residences and buildings where people normally sleep. However, this is below the 100 VdB threshold where vibration causes damage to buildings. Additionally, most of the construction would occur further than 25 feet from the nearest receptor since most construction would take place towards the center of the site and not along the perimeter. The Long Beach Noise Ordinance prohibits construction outside daytime hours. Therefore, construction vibration would not be significant at these receptors because activities would occur outside hours when people normally sleep. Therefore, the project would not result in excessive ground-borne vibration or noise, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?*

Noise associated with operation of the project would primarily be due to increased traffic on local roadways. On-site operations would also involve noise from rooftop ventilation, heating systems, trash hauling, and people playing soccer on the field. These would be consistent with the noise associated with the existing social service buildings, parking and administrative office spaces on the project site.

Permanent project-related changes in noise would be primarily due to increases in traffic volumes on Long Beach Boulevard, East Spring Street, Elm Avenue, Pasadena Avenue, Linden Avenue, and the driveways into the project site. For traffic-related noise, impacts would be significant if project-generated traffic results in exposure of sensitive receptors to unacceptable noise levels. The FTA recommendations in the May 2006 Transit Noise and Vibration Impact Assessment were used to determine whether or not increases in roadway noise would be significant. The allowable noise exposure increase changes with increasing noise exposure, such that lower ambient noise levels have a higher allowable noise exposure increase. Table 7 shows the significance thresholds for increases in traffic related noise levels caused by the project. Noise measurements taken on local roadways indicate that noise levels are 73 dBA Leq on Lakewood Boulevard and 70 dBA Leq on East Spring Street (Appendix B for noise measurement results and Figure 7 for measurement locations). Therefore, the project would result in a significant operational roadway noise impact if it would increase roadway noise by 1 dBA.

Table 7 Significance of Changes in Operational Roadway Noise Exposure

DNL or Leq in dBA	
Existing Noise Exposure	Allowable Noise Exposure Increase
45-50	7
50-55	5
55-60	3
60-65	2
65-75	1
75+	0

Source: FTA 2006

Off-site traffic generation on area roadways would incrementally increase noise in the area. Traffic noise was modeled using Traffic Noise Model 2.5 (TNM 2.5) to show noise levels under existing, existing plus project, cumulative, and cumulative plus project traffic scenarios based on traffic volumes from the Traffic Study prepared by Linscott, Law, and Greenspan (LLG) (Appendix C). Existing traffic noise and existing plus project traffic noise are shown in Table 8.

As shown in Table 8, project traffic would not generate roadway noise in excess of the significance thresholds on either roadway. The noise levels at sensitive receptor locations 2 and 5 were reduced due to the closure of a portion of Elm Avenue and the associated rerouting of traffic. The reduction at sensitive receptor location 6 was due to the rerouting of traffic that would occur with the

placement of the parking lot and associated driveways. The traffic is anticipated to cluster at the entrance and on East Spring Street instead of driving past the receptor. Therefore, development of the project would not create a substantial permanent increase in ambient noise levels above levels existing without the project.

Table 8 Comparison of Pre-Project and Post-Project Traffic Noise on Local Roadways

Receptor #	Projected Noise Level (dBA DNL)		Change in Noise Level (dBA DNL)	Significance Threshold	Exceed Significance Threshold?
	Existing (1)	Existing + Project (2)	Due to Project Traffic (2-1)		
1	71.5	71.6	0.1	1	No
2	68.4	67.8	(0.6)	1	No
3	66.9	67.0	0.1	1	No
4	68.9	68.9	0.0	1	No
5	61.9	60.0	(1.9)	2	No
6	59.0	58.9	(0.1)	3	No

Source: TNM 2.5, see Appendix B for noise model outputs and assumptions. Leq is the equivalent noise level over a period of time, typically one hour. Estimates of noise generated by traffic are from the centerlines of northbound/eastbound and southbound/westbound lanes on road segments during PM peak-hour traffic conditions.

Cumulative development in the project area would incrementally increase noise levels along area roadways. Cumulative noise levels were modeled with and without project-generated traffic, as shown in Table 9. In order for the project to cause a significant cumulative impact, the project would have to cause a significant portion of the increase.

Table 9 Comparison of Cumulative Traffic Noise on Local Roadways

Receptor #	Projected Noise Level (dBA DNL)		Change in Noise Level (dBA DNL)	Significance Threshold	Exceed Significance Threshold?
	Cumulative (1)	Cumulative + Project (2)	Due to Project Traffic (2-1)		
1	71.6	71.7	0.1	1	No
2	68.9	68.9	0.0	1	No
3	67.1	67.1	0.0	1	No
4	69.0	69.0	0.0	1	No
5	62.1	60.3	(1.8)	2	No
6	59.1	59.0	(0.1)	3	No

Source: TNM 2.5, see Appendix B for noise model outputs and assumptions. Leq is the equivalent noise level over a period of time, typically one hour. Estimates of noise generated by traffic are from the centerlines of northbound/eastbound and southbound/westbound lanes on road segments during PM peak-hour traffic conditions.

As shown in Table 9 at locations 1 through 4, development under the cumulative plus project scenario would cause a 0.1 to 0.5 dBA CNEL increase. However, without the project, the cumulative development would still cause a 0.1 to 0.5 dBA CNEL increase at these locations. The cumulative plus project scenario would also reduce noise levels at sensitive receptor location 5 due to the closure of a portion of Elm Avenue and the associated rerouting of traffic. Noise would also be reduced at sensitive receptor location 6 due to the rerouting of traffic that would occur with the placement of the parking lot and associated driveways. The traffic is anticipated to cluster at the

entrance and on East Spring Street instead of driving past the receptor. No noise reductions would occur under the cumulative project scenario. Therefore, the project’s contribution to the cumulative impact would be less than significant and impacts related to a permanent increase in noise would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Project construction would generate temporary noise levels that could be audible to sensitive receptors near the project site. Noise impacts are a function of the type of activity being undertaken and the distance to the receptor location. Nearby noise-sensitive land uses include residential units located directly north and east of the site and medical buildings 700 feet south of the project. During project construction, construction equipment would be active on the site, and construction workers and trucks would also drive to and from the site.

Table 10 shows typical noise levels associated with equipment used for the construction of the proposed project. Noise levels associated with these activities would temporarily affect the identified sensitive receptors near and on the project site. Noise from point sources generally decreases by about 6 dBA per doubling of distance for point source emitters.

Table 10 Typical Construction Noise Levels

Equipment	Typical Level (dBA Leq) 25 Feet from the Source	Typical Level (dBA Leq) 75 Feet from the Source	Typical Level (dBA Leq) 300 Feet from the Source
Bulldozer	91	82	62
Loaded Trucks	91	82	62
Jackhammer	94	85	65
Grader	91	82	62
Paver	95	86	66

Source: FTA 2006

Table 10 illustrates the noise levels that would occur with construction of the proposed project at the nearby sensitive receptors. As indicated, the maximum noise level during construction activities at the exterior of the residences on Elm Avenue, which are located approximately 25 feet from the proposed construction site, would be approximately 95 dBA Leq, while construction activities at the medical buildings across East Spring Street would be approximately 66 dBA Leq. Noise measurements taken in the vicinity of the project site indicate that existing noise levels during peak hour are approximately 70 dBA Leq along East Spring Street and noise levels are 55 dBA Leq at adjacent residences. Therefore, construction noise would exceed ambient noise levels in the area and may cause temporary disturbance to nearby residents. Construction noise impacts would be temporary, and construction contractors would be required to comply with Municipal Code requirements restricting hours of construction. Construction noise impacts would be potentially significant.

Mitigation Measures

The following mitigation measures would bring construction noise impacts to a less than significant level by utilizing quieter electric equipment instead of gas powered equipment whenever possible, reducing the number of equipment operating simultaneously and putting up noise reducing curtains and blankets. These measures along with compliance with the LBMC would be required to reduce construction noise impacts.

- N-1 Electrical Power.** Electrical power must be used to run air compressors and similar power tools.
- N-2 Construction Noise Complaint Line.** The applicant must provide a non-automated telephone number for local residents and employees to call to submit complaints associated with construction noise. The telephone number must be included and posted on near all project site entrances and must be easily viewed from adjacent public areas.
- N-3 Distancing of Vehicles and Equipment.** Noise and ground-borne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) must be conducted as far as possible from the nearest noise- and vibration-sensitive land uses. The location of vehicles and equipment must be designated on building and grading plans. Equipment and vehicles must remain in the designated location throughout construction activities.
- N-4 Avoid Operating Equipment Simultaneously.** Whenever possible, construction activities must be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. The construction schedule and timing of operation of each piece of equipment must be provided to the City by the applicant.
- N-5 Sound Control Curtains and Acoustical Blankets.** Flexible sound control curtains must be placed around all drilling apparatuses, drill rigs, and jackhammers when in use. Acoustical blankets (or similarly effective temporary noise barriers) must be placed along the northern and eastern project site boundaries to reduce noise transmission to existing land uses to the north and east, which are residential units along Elm Avenue and Pasadena Avenue. The equipment area with appropriate sound control curtains and the locations of acoustical blankets must be designated on building and grading plans. Equipment and shielding must remain in the designated location throughout construction activities.
- N-6 Newest Power Construction Equipment.** The project contractor must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

- e. For a project located in 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?*
- f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?*

As discussed in Section 8, Hazards and Hazardous Materials, the project site is located approximately 1.3 miles to the southwest of the Long Beach Airport. The project site is not inside

the Long Beach Airport Planning Boundary or Airport Influence Area (Los Angeles County Airport Land Use Commission 2003). The project site is not in the vicinity of a private airstrip. As shown in the Long Beach Airport Influence Plan, the project site is not within the airport's 65 dBA CNEL noise contour. Airport noise conflicts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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13 Population and Housing

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project consists of a multi-purpose gymnasium building, parking lot, and a soccer field. The project would not directly impact population growth through the increase in community service infrastructure. The DOF states that the population of Long Beach in 2017 was 480,173. SCAG estimates that the city's population will increase to 534,100 by 2035, an increase of 53,927. The project would not directly add population since the facilities are expected to service the existing community and employees would most likely come from the existing population. Since the project would not induce substantial population growth, this impact is less than significant.

LESS THAN SIGNIFICANT IMPACT

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

There are no housing units on the project site or people residing on the project site in any form of temporary housing. Therefore, since the project would not displace any existing housing units or people, there would be no impact.

NO IMPACT

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14 Public Services

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

- a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

1. Fire protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Other public facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a.1. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 fire protection?*

Fire protection is provided by the Long Beach Fire Department (LBFD) and the Los Angeles County Fire Department (LACFD). The Fire Departments provide medical, paramedic, and other first aid rescue service. The LBFD and the LACFD would be required to sign off on project activities prior to implementation of the portions project that are in their respective jurisdictions.

The fire station closest to the site is Fire Station 7, located at 2295 23rd Street, approximately one mile south of the site. The site is in the existing service area of the LBFD and LACFD and on-site construction would comply with applicable Fire Code requirements. The project would be required to comply with the California Fire Code and the Uniform Building Code and the site is in the existing service area of the LBFD. Therefore, the project would not significantly affect community fire protection services or result in the need for construction of fire protection facilities.

LESS THAN SIGNIFICANT IMPACT

- a.2. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 police protection?*

Police protection is provided by the Long Beach Police Department (LBPD) and the Los Angeles County Sheriff's Department (LACSD). The project would increase the number of buildings on the site and the programs offered would incrementally increase police demand on the site. However, the project site is in the LBPD and LACSD service areas and, thus, would not create the need for new or expanded police protection facilities.

LESS THAN SIGNIFICANT IMPACT

- a.3. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 schools?*

The Long Beach Unified School District (LBUSD) provides primary and secondary public education services to students living in the local area. The LBUSD currently provides services for 84 schools ranging from pre-K to high school (LBUSD 2015).

The project does not include any housing that would directly add students to the school district. Regardless, in accordance with State law, the applicant would be required to pay school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of development fees is considered full mitigation for the modified project's impacts under CEQA.

LESS THAN SIGNIFICANT IMPACT

- a.4. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 parks?*

The project consists of building a multi-purpose gymnasium building, parking lot, and a soccer field. While the project would add additional jobs to the site, it would not directly add residents to the area that would increase demand for parks. The project includes a gymnasium and soccer field that would be available for use by residents of the area. No impact to parks would occur.

NO IMPACT

- a.5. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 other public facilities?*

The closest public library branch is the Long Beach Public Library – Dana Branch, approximately one mile away, located at 3680 Atlantic Ave. The project includes the development of a multi-purpose gymnasium, parking lot, and soccer field. These types of uses do not cause a significant increase in the demand for libraries. Since the project would not necessitate the construction of new library facilities, and would not adversely affect the existing facilities servicing the project, this impact would be less than significant.

Impacts to other public facilities (e.g., sewer, storm drains, and roadways) are discussed in Sections 16, Transportation/Traffic, and Section 17, Utilities and Public Services, of this Initial Study.

LESS THAN SIGNIFICANT IMPACT

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15 Recreation

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- 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?*
- 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?*

The City owns and operates approximately 3,100 acres of public land for recreation, including community parks, neighborhood parks, sports parks, open spaces, beaches, community centers, and marinas. The park closest to the proposed site is the Stearns Champions Park, which is a quarter mile southeast of the site. The city's estimated 2017 population is 480,173 (DOF 2017). The ratio of public parks to residents in the city is 6.4 acres of parkland for every 1,000 residents, which is less than the City's goal to achieve and maintain a ratio of eight acres of parkland per 1,000 residents, but greater than the standard ratio of three acres of parkland for every 1,000 residents used by the Quimby Act.

The project includes a gymnasium and soccer field. The project would provide additional recreational facilities for the surrounding community and would not cause deterioration of existing parks.

NO IMPACT

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16 Transportation

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

a. Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?*

Construction of the project would generate temporary construction-related traffic, such as deliveries of equipment and materials to the project site and construction worker traffic. Construction traffic would be limited and temporary, and would not be substantial in relation to the existing traffic load and capacity of the street system.

The project would generate traffic during operation. Linscott, Law, and Greenspan (LLG) conducted a Traffic Impact Analysis (TIA) for the project in December 2016 (Appendix C). The total number of forecasted trips is shown in Table 11.

Table 11 Estimated Project Traffic Trip Generation

ITE Land Use	Weekday Peak Hour		Total Daily Trips
	AM	PM	
448: Soccer Complex	2	18	71
495: Recreational Community Center	50	67	832

Source: LLG 2016 (Appendix C)

The increase in the amount of trips due to the project has the potential to affect existing intersections and streets around the project site. The Intersection Capacity Utilization (ICU) Method of Analysis is intended for signalized intersections and estimates volume to capacity ratios. The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of intersection performance. Levels range from A- F, based on their performance, with A levels associated with excellent timing and low wait, and F levels for failing, delayed intersection. According to the City of Long Beach General Plan, LOS D is the minimum acceptable condition that should be maintained during the peak commute hours or the current LOS if the existing LOS is worse than LOS D (i.e., E or F). The LOS determinations and second per vehicle delays are shown below in Table 12.

As shown below in Table 12, a significant impact would occur at Pasadena Avenue at Spring Street due to the increase in delay. This intersection satisfies the peak hour signal warrant under existing traffic conditions. Through discussion with the City of Long Beach Public Works Department, mitigation measure T-1 has been developed and would mitigate potential impacts. The other five studied intersections would continue to operate at acceptable LOS and maintain acceptable ratios of delay and would not require any mitigation. As a result, this impact would be less than significant with implementation of mitigation measure T-1.

Table 12 Existing Plus Project Peak Hour Intersection Capacity

Key Intersection	Time Period	Existing Conditions LOS	Existing Plus Project Conditions LOS	Significant Impact	
				Increase s/v	Yes/No
Long Beach Boulevard at 31 st Street	AM	D	D	0.0	No
	PM	F	F	0.0	No
Long Beach Boulevard at Spring Street	AM	C	C	0.0	No
	PM	D	D	0.0	No
Pacific Avenue at Spring Street	AM	C	C	0.0	No
	PM	C	C	0.0	No
Elm Avenue at Spring Street	AM	B	-	-	-
	PM	B	-	-	-
Pasadena Avenue at Spring Street	AM	E	E	0.0	No
	PM	F	F	8.5	Yes
Atlantic Avenue at Spring Street	AM	C	C	0.0	No
	PM	D	D	0.0	No

- Not Applicable as the vacation of Elm Avenue would turn Elm into a Cul-de-sac and eliminate the intersection
For more information See Appendix C

Cumulative traffic conditions were also analyzed in the TIA, and a list of nine projects were used in addition to this project. Using the same LOS and delay factor analysis used above, the project would significantly impact the Pasadena at Spring Street intersection. The project is forecasted to degrade the LOS to level F during PM peak hours.

Cumulative traffic conditions for year 2018 were also analyzed. The cumulative plus project conditions in 2018 would significantly impact the same Pasadena Ave at Spring Street intersection. The cumulative plus project would degrade the LOS to F during the PM peak hours. The implementation of mitigation measure T-1 would improve the cumulative plus project conditions to a less than significant level.

Mitigation Measure

The following mitigation measure would be required to reduce impacts at the Pasadena Avenue at Spring Street intersection to a less than significant level.

- T-1 Fair Share Fees.** The applicant shall pay fair share fees to offset the incremental contribution of their project to identified traffic impacts. These fees may include, but are not limited to a form of first/last mile improvements connecting to blue line stations or bike projects within the City. A funding mechanism shall be established as a condition of project approval. Fee payment shall occur prior to issuance of building permits.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

- b. *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

The Congestion Management Program (CMP) was created as a result of Proposition 111 and been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). As required by the CMP for Los Angeles County, a review must be done to determine if a project must undergo a CMP traffic impact analysis.

The project's trip generation would not add more than 150 trips in either direction at the 1066 CMP monitored station during the weekday AM or PM hours. A CMP analysis is not required for projects adding less than 150 trips in either direction. Also, the project would not add more than 50 trips at the 37 identified CMP monitored intersection during weekday a.m. or p.m. hours. A CMP analysis is not required (LLG 2016). Since the project would not conflict with an applicable congestion management program, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

As discussed in Section 8, Hazards and Hazardous Materials, and Section 12, Noise, the project site is located approximately 1.3 miles to the southwest of the Long Beach Airport. The proposed multi-purpose building would have a maximum height of two stories tall (36 feet) and would not impact airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones. No impact would occur.

NO IMPACT

- d. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
e. *Would the project result in inadequate emergency access?*

Major boulevards are primarily used for travel between cities and neighborhoods. Adjacent to the project site, Long Beach Boulevard is a four-lane road with right and left turn lanes. East Spring Street also borders the project site and is similar in size.

The vehicular access to the site would be provided via existing driveways on both Long Beach Boulevard and East Spring Street, and a proposed driveway located on Pasadena Avenue. Based on the TIA, the project driveways are forecasted to operate at acceptable LOS B or better during both the AM and PM peak hours for existing plus project, as well as Year 2018 plus project traffic conditions. Therefore, project access would be adequate, and impacts would be less than significant.

The project includes closing an alley between the East 31st Street and East Spring Street to create a pedestrian promenade. The project includes closing Elm Avenue adjacent to the project site. Emergency vehicle access would be maintained by installing a gate at each end of the closure. In addition, a hammerhead turn would be installed on Elm Avenue, east of the proposed gymnasium. This would provide easier emergency access to the site, and the gymnasium facility. Therefore, the project would not increase hazards and emergency access issues would not occur.

LESS THAN SIGNIFICANT IMPACT

- f. Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?*

The project site is located in an area already served by public transportation and bicycle programs. Pedestrian circulation would be provided via existing public sidewalks along East Spring Street and Long Beach Boulevard near the project. These sidewalks would connect to the project's internal walkways. The existing sidewalk system in the project vicinity provides direct connectivity to the adjacent residential community, commercial development, and public transit along Long Beach Boulevard.

The City of Long Beach promotes bicycling as a means of mobility and a way in which to improve quality of life in the community. East Spring Street has bike lanes on both sides of the road adjacent to the project site and is currently a Class II bicycle route. The project proposes new routes including a Class III route on Long Beach Boulevard. See Appendix C for further information regarding bikeway facilities. The site is also located directly adjacent to a bus stop that is served by bus lines 51 and 52.

The existing transit service in the project area would be able to accommodate the project generated trips. The project would generate on average less than one new boarding per bus in the a.m. and p.m. peak hours (LLG 2016). Therefore, given the number of transit trips generated, the system would not be significantly impacted by the project.

The project would not affect or conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities.

LESS THAN SIGNIFICANT IMPACT

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17 Tribal Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a 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, and that is:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <p>a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>b. 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 2024.1. 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.</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a., b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is (a) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (b) 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 2024.1?

Tribal cultural resources are defined in Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1

AB 52 consultation letters were sent out to 5 tribal councils based on a list provided by the Native American Heritage Commission. The letters were sent via both email and certified email on January 29, 2018. Copies of the letters have been included as Appendix D to this Initial Study. A response letter was received from Andrew Salas of the Gabrieleno Band of Mission Indians on February 7,

2018. The letter requested that a Native American monitor be present on site during ground-disturbing activities. The project involves ground-disturbing activity. Therefore, a Native American Monitor shall be on site during all ground-disturbing activities. Mitigation measures TCR-1 and TCR-2 below have been designed in order to mitigate potential impacts.

Mitigation Measures

With the oversight and monitoring by a Native American monitor, the potential to disrupt tribal cultural resources would be less than significant. The following mitigation measures would be required to reduce impacts of impacting tribal cultural resources to a less than significant level.

TCR-1 Native American Monitoring. Prior to issuance of any Grading Permit for the project, the City of Long Beach Development Services Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. The provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur. The monitor(s) shall be approved by a local tribal representative and shall be present on-site during the construction phases that involve ground disturbing activities. The monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification. In addition, the monitor(s) shall be required to provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act (CEQA), California Public Resources Code Division 13, Section 21083.2 (a) through (k). Neither the City of Long Beach, the project applicant, or construction contractor shall be financially obligated for any monitoring activities. If evidence of any tribal cultural resources is found during ground-disturbing activities, the monitor(s) shall have the capacity to halt construction in the immediate vicinity of the find, in order to recover and/or determine the appropriate plan of recovery for the resource. The recovery process shall not unreasonably delay the construction process. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archaeological resources.

TCR-2 Recovery Procedures. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and Native American monitor. If the resources are Native American in origin, the tribe shall coordinate with the landowner regarding treatment and curation of these resources. The treatment plan established for the resources shall be in accordance with California Environmental Quality Act (CEQA) Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

18 Utilities and Service Systems

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project result in any of the following impacts?

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

City of Long Beach
Long Beach Citadel Project

- a. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- b. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*
- e. *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?*

Currently, a majority of the city's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation Districts. The remaining portion of the city's wastewater is delivered to the Long Beach Water Reclamation Plant of the Sanitation Districts of Los Angeles County. The JWPCP provides advanced primary and partial secondary treatment for 250 million gallons of wastewater per day (mgd), with a permitted capacity for 400 mgd of wastewater (2016). The Long Beach Water Reclamation Plant provides primary, secondary, and tertiary treatment for 25 mgd of wastewater (Sanitation Districts of Los Angeles County 2015).

Generation rates based on the project uses are calculated below in Table 13. Based on wastewater generation rates developed by the Sanitation Districts of Los Angeles County (2006), the proposed project would generate an estimated net total of 1,792 gallons of wastewater per day (gpd).

Table 13 Estimated Wastewater Generation

Land Use	Quantity	Generation Factor	Amount (gpd)*
Proposed			
Gymnasium	22,391 sf	80 gal/1,000 sf	1,792
Total			1,792

gpd = gallons per day

Soccer field and parking lot uses not included as these would not generate wastewater.

Source: Sanitation Districts of Los Angeles County 2006.

The increase associated with the project constitutes less than 0.1 percent of the available daily capacity. Thus, the project would not exceed wastewater treatment requirements, exceed the capacity of the city's wastewater systems, or require the construction of new wastewater treatment facilities, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

As discussed in Section 9, Hydrology and Water Quality, the project includes bio filtration planting areas as well as an underground pipe collector system and comply with State and Local storm water regulations. Therefore, since the site would not increase runoff from the site and would not require the construction of new storm water drainage facilities or expansion of existing facilities, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The City of Long Beach's 2015 Urban Water Management Plan (UWMP) reports total citywide water demand for 2015 at 55,206 acre feet. This is projected to increase by 3,900 acre feet (or 7.1 percent) to 59,106 acre feet in 2040. Adequate water supplies are identified in the UWMP to meet future demand. Long Beach Board of Water Commissioners declared a Stage 1 Water Supply Shortage on November 20, 2014 for the City of Long Beach. This declaration put into place regulations that limit the use of water in the city including when landscaping can be watered, when and how residential swimming pools can be filled, limit the use of water by restaurants, among other requirements.

Water demand is estimated to be 120 percent of the wastewater generated by the project. Based on the project's estimated wastewater generation, the project's water demand is estimated at 2,150 gpd (0.006 acre foot per day or 2.41 acre feet per year). The proposed parking lot and soccer field were not evaluated as water demanding land uses, as these uses would not generate wastewater or require consistent water supplies. Based on the Urban Water Management Plan, commercial entities demanded 14,359 acre feet in 2015. Projections expect this to increase to 16,374 acre feet by 2040. Project water demand would represent approximately 0.01 percent of the forecast citywide commercial increase in water demand, and the projected water demand is within forecasted water supply. According to the Long Beach UWMP, the City expects to meet project demand needs for the next 25 years (UWMP 2015). Based on the project's incremental contribution to future demand, new sources of water supply would be not required to meet project water needs. Since sufficient water supplies are available to service the project, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- f. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*
- g. *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

The project involves vacating portions of Elm and Pasadena Avenues and construction of a multi-purpose gymnasium building, parking lot, and a soccer field. CalRecycle maintains a waste characterization list of waste generation rates. The most recent information for public/institutional projects indicates a waste generation rate of 0.007 pounds of waste per square foot per day (CalRecycle 2016). The 22,391 square foot gymnasium building would generate solid waste. The proposed soccer field and 70-space parking lot were not included because these land uses would not generate continuous streams of solid waste. Based on the rate of 0.007 pound of waste per square foot per day, the project would generate a net amount of 157 pounds per day or 0.07 ton per day. This increase would be within the capacity of Scholl Canyon Landfill, which currently receives 1,400 tons per day, with 2,000 tons per day of capacity available (Scholl Canyon Expansion Draft EIR 2014). Based on the disposal capacity of landfills serving the project site, this incremental increase in solid waste generation would not affect the availability of solid waste disposal capacity and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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19 Mandatory Findings of Significance

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a. *Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, 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?*

As discussed in Section 4, Biological Resources, the project site and surrounding area contains trees that could possibly be used by birds for nesting. These trees would be adjacent to nearby construction and have a potential impact on nesting birds. Mitigation measure BIO-1 would reduce these impacts to less than significant. As discussed in Section 5, Cultural Resources, the project would involve disturbance of soils on the site which could potentially disturb cultural or archaeological resources. Incorporation of mitigation measures CR-1 and CR-2 would reduce this potential impact to a less than significant level. As discussed further in Section 17, Tribal Cultural Resources, the project has the potential to affect tribal cultural resources. A Native American

Monitor shall be on site during all ground disturbing activities. Mitigation Measures TCR-1 and TCR-2 would reduce potential impacts to a less than significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

- 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)?*

As described in the discussion of environmental checklist Sections 1 through 18, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. The project would be consistent with the current General Plan land use designation for the site as well as the land use pattern in the project site vicinity. A cumulative project list for projects in the vicinity of the project is provided in the TIA prepared by LLG (Appendix C). There are five planned or pending projects nearby in the city of Long Beach, and four nearby in the city of Signal Hill. As discussed in Section 16, Transportation, cumulative traffic conditions were analyzed and determined to be potentially significant unless mitigated. With the implementation of mitigation measure T-1, impacts would be less than significant. Due to the developed nature of Long Beach, these additional projects would not create cumulative impacts in respect to the other issue areas.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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

The project has been found in this Initial Study to have less than significant impacts to human health. As discussed in Section 12, Noise, although some construction noise and vibration may occur during daylight hours, mitigation measures N-1 through N-6 would reduce impacts to a less than significant level. The project would less than significant amounts of criteria pollutants during construction, however the amounts of pollutants are under SCAQMD thresholds, and are less than significant. Hazards and Hazardous Materials are discussed in Section 8 and all impacts would be less than significant. Overall impacts associated with operation of the project would remain similar to current conditions. Therefore, the project would not have an adverse effect on human beings, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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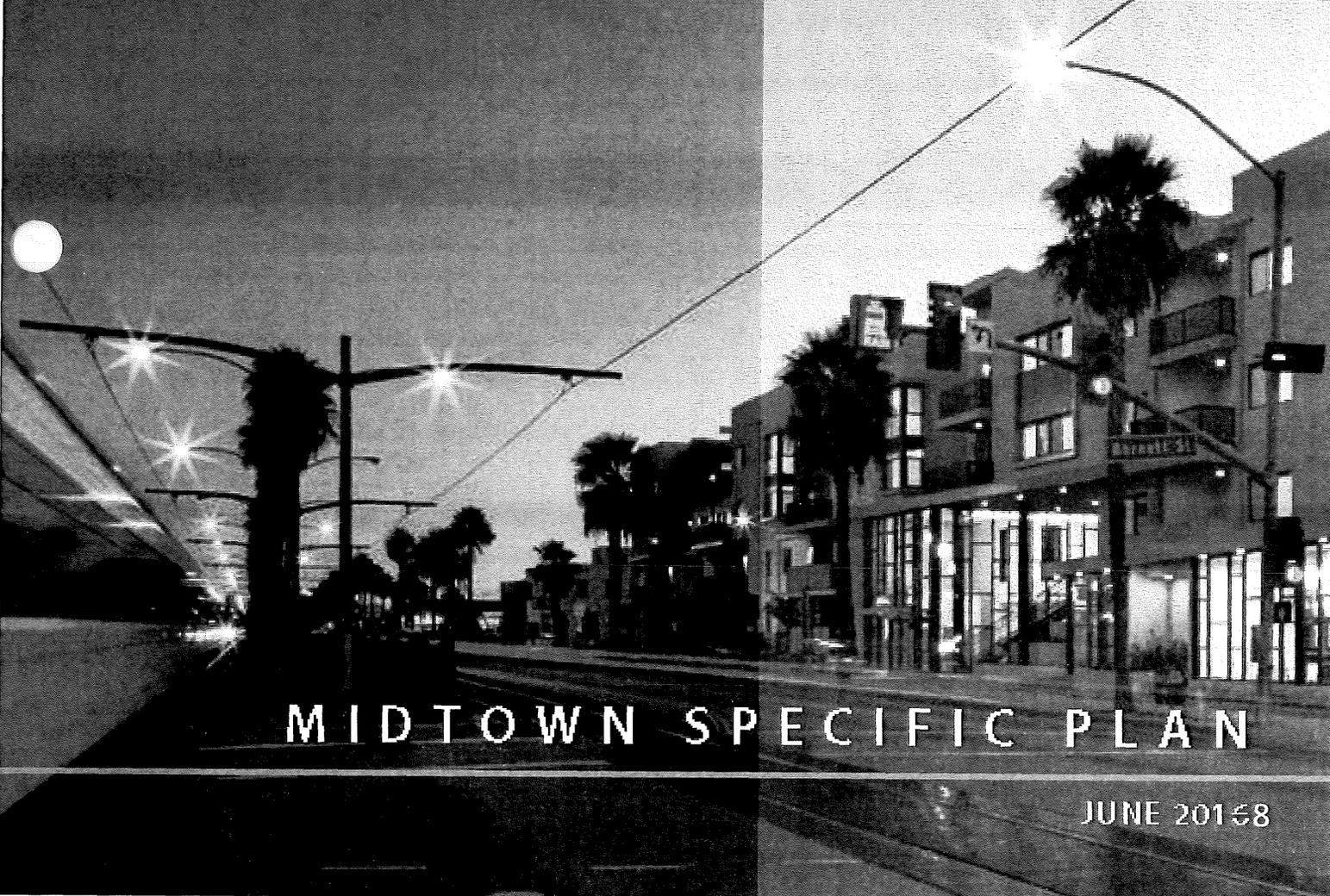
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Midtown will be a vibrant
and thriving community
for our children, family,
and friends.



MIDTOWN SPECIFIC PLAN

JUNE 20158

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CITY OF LONG BEACH

MIDTOWN SPECIFIC PLAN

ADOPTED BY THE LONG BEACH CITY COUNCIL ON JUNE 14, 2016

ORDINANCE NO. ORD-16-0009

AMENDED _____ [DATE]

ORDINANCE NO. ORD-XX-XXXX

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SCHEDULE OF CHANGES: FIGURES

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13	1-1 Land Use Plan	Updated to show new SP boundary
13	(image) District Subareas	Updated to show new SP boundary
22	2-1 Regional Context	Updated to show new SP boundary
23	2-2 Local Context	Updated to show new SP boundary
27	2-3 Existing Land Uses	Updated to show new SP boundary
31	2-4 Existing Circulation System	Updated to show new SP boundary
35	2-5 Existing Infrastructure	Updated to show new SP boundary
44	(image) Transit Node Districts	Updated to show new SP boundary
44	(image) Corridor Districts	Updated to show new SP boundary
45	(image) Medical Districts	Updated to show new SP boundary
45	(image) Open Space Districts	Updated to show new SP boundary
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85	4-3 Pedestrian Paths and Bike Facilities	Updated to show new SP boundary
87	4-4 Guide to Typical MidBlock Street Sections	No Changes
88	4-5 Boulevard (with separated bike paths)	No Changes
89	4-6 Boulevard (without separated bike paths)	No Changes
90	4-7 Regional Corridor	No Changes
91	4-8 Major Avenue (with bike lane)	No Changes
92	4-9 Major Avenue (without bike lane)	No Changes
93	4-10 Minor Avenue	No Changes
94	4-11 Neighborhood Connector and Local Street	No Changes
119	6-1 Water System	Updated to show new SP boundary
121	6-2 Sewer Capacity	Updated to show new SP boundary
123	6-3 2005 Master Plan of Drainage Deficiency Map	Updated to show new SP boundary

3.0 Land Use Plan and Development Standards

3.1 PROJECT VISION AND GUIDING PRINCIPLES

3.1.1 Vision: A Vibrant Midtown

Midtown will be a vibrant and thriving community for our children, family, and friends. Midtown will be known for its unique blend of parks, strong businesses, and transit-oriented housing. Additionally, Midtown will be an early leader in multi-modal transportation practices where a person can safely and easily travel by walking, riding a bike, catching a bus, taking a train, or driving a car.

3.1.2 Guiding Principles

Five principles accompany the vision to guide the Specific Plan and support citywide efforts to increase non-motorized transportation, promote healthy living options, and work toward a more sustainable future.

1. Enhanced Mobility and Complete Streets

Long Beach Boulevard must evolve to prioritize and enhance the walkability of the corridor, improve mobility options for bicycles and transit riders, and preserve functionality of the corridor as a thoroughfare for automobiles. The addition of trees, landscape, furnishings, and bikeways; improved pedestrian crossings; and small changes in travel lanes will enhance the public realm experience for all users.

2. Safety and Wellness

The physical environment plays a critical role in our community's overall health. Providing active and passive park spaces for urban neighborhoods along Long Beach Boulevard is critical to improve health and wellness. A well-designed street creates a safer and more appealing setting for families, bicyclists, and others along the corridor. Additionally, the Plan proposes physical and programmatic connections between health-related institutions, park areas, and the public right-of-way.

3. A Sustainable Future

The City of Long Beach supports a sustainable future for its residents, its businesses, and the environment. The Midtown area should improve and develop in a sustainable manner by decreasing the reliance on automobiles, reducing the urban heat-island effect, and promoting a balance of jobs and housing.

4. Supporting Urban Amenities

The supporting amenities serving Midtown must be improved to stimulate reinvestment and attract new development. Midtown must be an enjoyable place to live and do business. Improvements and new development will seek out urban amenities such as attractive rights-of-way, safe and efficient bikeway and pedestrian facilities, parks and parklets, and landscaping enhancements.

5. Working with and for the Community

The ideas and plans presented in this Specific Plan were generated by close coordination with the existing resident, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the Plan. This Plan places special emphasis on coordinating public and private

improvements and programming with Long Beach Memorial and other medical facilities in Midtown.

3.2 LAND USE DISTRICTS

The Specific Plan project area consists of 369,375 acres that cover a two and a half-mile segment of Long Beach Boulevard between Anaheim Street to the south and Wardlow Road to the north. The eastern and western boundaries generally range from roughly 300 feet at midblock locations to a quarter mile at transit nodes from Long Beach Boulevard.

The Midtown Specific Plan regulates the project area through the application of four development districts: Transit Node, Corridor, Medical, and Open Space. Each district has its own development standards and land use patterns.

Figure 3-1 and Table 3-1 summarize the development intensity and boundaries for each district, including the projected distribution of development potential by district subarea.

Transit Node (TN)

The Transit Node District supports compact, transit-oriented mixed-use and residential development centered on the three Metro Blue Line stations. This district is characterized by intense building types, including mid- and low-rise podium, mixed-use flex blocks, liners, stacked flats, and live-work units.

Building heights and lot coverage patterns reflect significant intensities, with minimum height requirements of three stories and maximum height limits of ten stories. The district accommodates retail, restaurant, entertainment, and other pedestrian-oriented uses at street level, with offices or flats above in mixed-use buildings.

Corridor (CDR)

The Corridor District is applied to properties along Long Beach Boulevard between Blue Line stations and the 405 Freeway. It is intended to provide housing options and neighborhood-serving uses within walking distance of a transit node.

Building types include lined block, stacked flats, courtyard housing, live-work, rowhouses, and tuck-under units. Multifamily residential and mixed-use projects are in two- to four-story buildings. Single-use, neighborhood-serving uses occupy buildings between one and three stories. Mixed-use and non-residential projects are centered on key intersections while residential and public/quasi-public uses infill at midblock locations.

Medical (M)

The Medical District establishes a comprehensive health campus based on the Long Beach Memorial Medical Center's master planning efforts. The district anticipates a campus that activates both Atlantic Avenue and Long Beach Boulevard with a mix of uses, connects physically to Veterans Memorial Park, and engages corridor businesses and the entirety of Midtown programmatically.

The district has the widest range of building types and multiple parking structures at varying heights and intensities. In addition to improved buildings, pedestrian access, and landscaping improvements on campus, the medical center is committed to improving the health and well-being of the community and will host events to strengthen its relationship with the local neighborhoods. Access to the campus, facilities, local events, and increased outreach will aid in creating a greater sense of community for the corridor.

Open Space (OS)

The Open Space District identifies existing areas reserved for community and mini-parks, and creates new space for parklets. Proposed parklets provide much-needed active and passive open spaces for neighborhoods along Long Beach Boulevard to promote an active lifestyle, community gardening, art, and safe places for children and other residents. Future park improvements are planned for a portion of the existing Veterans Park in connection with Long Beach Memorial Medical Center programming. Additional open space is encouraged along the corridor in connection with new development.

3.3 OPEN SPACE PLAN

Integrating open space into an existing urban corridor can be challenging. This Specific Plan builds on existing amenities and capitalizes on the right-of-way to offer new park opportunities. Enhancing open space is not only important for serving the Midtown area, but also as part of the City's overall goal of providing 1,000 new acres of park space.

3.3.1 Existing Open Space

Midtown's neighborhoods are currently underserved when it comes to accessible open space. Existing park space is primarily in the northern portion of the Specific Plan area, and the largest number of residents are in the central portion of the Plan area.

Veterans Memorial Park

This 14.7-acre park is the biggest continuous area of open space in Midtown and the only accessible large park space for many Midtown residents. Amenities in Veterans Park include sports fields/courts and a community recreation center. The park's proximity to the Memorial Medical Center and Willow Metro Blue Line station provides an opportunity for increased use of and connection to the park by residents, employees and visitors to the area.

Fellowship Park and 14th Street Park

Small neighborhood parks account for approximately two acres of the Open Space District. Fellowship Park is a mini-park that offers a small area of recreation for nearby residents. 14th Street Park serves the southern portion of Midtown adjacent to Anaheim Avenue. This open space area is home to a skate park and connects to Seaside Park west of Pacific Avenue. 14th Street Park has the opportunity to serve additional users and better connect and integrate with surrounding land uses.

3.3.2 Proposed Open Space

Open space opportunities in Midtown include the expansion of active programming in Veterans Park, the creation of new “parklets,” and the provision of other off-site and on-site open space.

This concept creates exciting outdoor spaces for recreation by capping side streets to create small street parks or parklets. This “Pavement to Plazas” concept is seen elsewhere in the City through on-street parking spaces converted into plaza space. The City’s Mobility Element further reinforces the continued implementation of the “Pavement to Plazas” concept. Adding open space to an urbanized area is difficult, but this Specific Plan identifies 11 sites for parklets throughout Midtown.

The “Pavement to Plazas” concept allows unused or low-volume segments of roadways to be reclaimed and turned into small public plazas. In Midtown, parklets could consist of a quarter acre of street right-of-way at select neighborhood streets intersecting with Long Beach Boulevard. A parklet could provide space for a community garden or sports area such as a basketball or handball court. Other amenities could include tables and chairs, playground equipment, or even a screen area to show movies.

As depicted in Figure 3-2, parklets are also strategically placed at block crossings to improve pedestrian connections across the street and to add shade and resting places for pedestrians traveling along the corridor. These small street parks can be implemented incrementally with a demonstration parklet to showcase community involvement, collaboration with the City, and potential sponsorship by local businesses. The creation of the first parklet would serve as a template for the City, and the remaining 10 parklets could be programmed for implementation over time.

The Specific Plan also designs better connections between existing and proposed open spaces through public realm improvements. Such improvements will create more pedestrian- and bicycle-friendly facilities, shade trees, and resting places along the corridor. Figure 3-2 shows existing and proposed open space within and near the Midtown Specific Plan boundaries. Open space standards are covered in Section 3.6.

3.4 DEVELOPMENT STANDARDS

The development standards translate the Specific Plan vision and principles into prescriptive evaluation standards and guidelines, ensuring that new development projects activate the public realm, exhibit high standards of urban design and landscaping, and maximize flexibility and development feasibility for public and private projects.

3.4.1 Permitted Uses

Table 3-2 shall regulate land uses in the Midtown Specific Plan area. The table provides uses by district: Transit Node District, Corridor District, and Medical District. The uses are indicated by abbreviation: e.g., permitted (Y), not permitted (N), permitted by Conditional Use Permit (C), permitted as accessory use (A), and permitted as a temporary use (T).

All land uses not listed in Table 3-2 shall be prohibited, except that the Zoning Administrator has the authority to interpret, in cases of uncertainty, the intent of this ordinance as to whether an unlisted land use shall be designated Y, N, C, AP, A, or T, subject to verification by the Planning Commission upon appeal by the applicant, through the Classification of Use process provided in Division VI of Chapter 21.25 of the Zoning Regulations.

Affordable Housing

As part of the redevelopment strategy for the former Central Long Beach Redevelopment Project Area, several parcels were assembled along the Long Beach Boulevard corridor to provide strategic investment for affordable housing development. These parcels are identified on Figure 3-3, Parcels Owned by the Long Beach Community Investment Company.

Key parcels remain under the ownership of the Long Beach Community Investment Company (LBCIC) and must be developed consistent with the regulatory requirements contained in the California Health and Safety Code, as amended by SB 341. Uses inconsistent with these requirements are prohibited, even on a temporary basis. The LBCIC intends to offer these parcels for development over the next year or two through competitive bid for low-, very low-, and extremely low-income affordable housing. The development of these parcels for affordable housing purposes is also consistent with the City's certified Housing Element for the period of 2013-2021.

TABLE 3-1 LAND USE SUMMARY BY DISTRICT

Land Use Summary by District					
District	Acres	Typical Density	Dwelling Units	Comm/Employ Sq Ft	Hotel Rooms/Hospital Beds
Corridor Districts					
1	2225	15-40	408	274,766	---
2	51	15-40	924	331,815	---
3	20	15-40	450	92,663	---
Total	9396	-	1,782	699,244	---
Medical District					
4	63	20-30	300	757,600	854 beds
Total	63	-	300	757,600	854 beds
Transit Node Districts					
5	44	30-60	774	924,296	175 rooms/ 148 beds
6	20	30-60	362	297,125	102 rooms
7	19	30-60	401	319,000	---
Total	83	-	1,537	1,540,421	277 rooms/ 148 beds
OS ¹	18	-	-	-	-
ROW	112114	-	-	-	-
Total	369,475	-	3,619	2,997,265	277 rooms/ 983 beds
Note: 1. The Open Space District consists of 15.2 acres of existing park area plus 2.6 acres of future parklets. Figures above subject to rounding.					

TABLE 3-2 PERMITTED USES

Use and Key to Permit Requirements Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T= Temporary Use	Transit Node District	Corridor District	Medical District	Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
Alcohol Beverage Sales				
Off-premise sales	C	C	C	see note (a)
On-premise sales	C	C	C	see note (a)
Automobile				
Auto detailing, with handheld machines only	AP	AP	A	Inside parking structures or garages only
Bus yard	N	N	N	
Car wash	N	N	N	
Gasoline sales	N	N	N	
General auto repair	N	N	N	Body work, painting, major mechanical work, etc., as defined in 21.15.280
Minor auto repair	AP	AP	N	Permitted only on the ground floor. Installation or sale of stereos and car alarms prohibited.
Limousine service	A	A	N	Accessory to hotel use only; no auto repair services
Motorcycle/scooter/jet ski sales	AP	AP	N	Conditional use permit when located above the 1st floor. Indoor showroom only. Drop-off for off-site repair is allowed. Oil changes and minor on-site repair of tires, lights, etc., are allowed; any engine repair is prohibited on-site. No engine demonstrations on-site.
Parking structure	A/C	A/C	A/C	Stand-alone and applicable as accessory use to multi-family, hotel, etc. (applies only to parking structure)
Recreational vehicle storage	N	N	N	
Rental agency	A	N	N	Accessory to hotel use only; no auto repair services
Vehicle/automotive parts	AP	N	N	No installation services permitted
Vehicle sales	AP	AP	N	Indoor showroom only, no outdoor sales
Billboards				
Billboards/off-site advertising	N	N	N	Regardless of size
Entertainment				
Amusement machines	A	A	A	Limited to four or fewer
Arcade, bowling alley, miniature golf, tennis club, skating rink, or the like	C	C	N	
Banquet room rental	A/AP	A/AP	N	Accessory use permit when accessory to restaurant or hotel; when not an accessory, an administrative use permit

TABLE 3-2 PERMITTED USES

Use and Key to Permit Requirements Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T= Temporary Use	Transit Node District	Corridor District	Medical District	Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
Dancing	A	A	N	Accessory to restaurant, hotel, banquet room only
Live or movie theater	Y	Y	N	
Private club, social club, night club, pool hall	C	C	N	City council hearing required for new and transferred business licenses
Restaurant with entertainment	Y	Y	N	City council hearing required for new and transferred business licenses
Financial, Professional, and Personal Services				
Basic professional services, non-medical	Y	Y	C	Examples include: barber/beauty shop, catering (w/o trucks), pet grooming, dry cleaner, housing cleaning service, locksmith, mail box rental, nail/manicure shop, repair shop for small appliances or electronics, bicycle sales/repair, tailor, shoe repair, tanning salon, travel agent, accounting, advertising, architecture, artist studio, bookkeeping, business headquarters, computer programming, consulting, contracting, engineering, insurance, law, marketing, photography, real estate, tax preparation, or visitor information center
Basic professional services, medical	Y	Y	Y	Examples include: chiropractors, dentistry, diet/nutrition center, medicine, medical laboratory, professional care providers, psychiatry, psychology, or veterinary clinic
ATM	Y/AP	Y/AP	Y	Permitted (Y) when in building interior; Administrative use permit when on building exterior or as a freestanding, walk-up machine
Bail bonds	N	N	N	Only within 600 feet of a police station, jail, or court
Bank, credit union, savings and loan	Y	Y	Y	Drive-thru windows prohibited
Business support service	Y	Y	Y	Copy, fax, mail box rental, supplies; business equipment rental, sale, and repair
Check cashing, payday loans, cash for gold	N	N	N	Subject to 21.45.116
Escrow, stocks, and bonds broker	Y	Y	Y	

TABLE 3-2 PERMITTED USES

Use & Key to Permit Requirements Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T = Temporary Use	Transit Node District	Corridor District	Medical District	Notes & Exceptions Code section numbers reference the Long Beach Municipal Code
Fitness center, gymnasium, health club, personal training, martial arts studio, dance/ballet studio	Y	Y	Y	
Laundromat	Y	Y	A	
Massage therapy	A/C	A/C	A/C	Subject to 21.51.243; accessory use permit when accessory to other uses; as a principal use, a conditional use permit
Major appliance repair	C	C	N	Permitted only on the ground floor. Stove, refrigerator, upholstery, lawn mowers, etc.
Self-storage, mini-warehouse, etc.	N	N	N	
Shoe-shine stand	A	A	A	Indoor or outdoor
Tattoo parlor	C	C	N	Minimum 1,000 feet from any public school and 200 feet from any residential zone
Termite and pest control	N	N	N	
Vending machines (exterior)	N	N	N	
Institutional				
Adult day care	Y	Y	Y	
Church or other house of worship	CY	CY	AY	Minor conditional use permit
College, university, business or professional school	Y	Y	Y	
Convalescent hospital or home	N	N	Y	
Day care or pre-school	Y	Y	A	When not accessory to a residence
Elementary or secondary school	Y	Y	N	
Emergency shelter	N	N	N	
Government offices, fire or police station, courthouse, library, or other government facility	Y	Y	Y	
Hospital, medical center, urgent care facility	C	C	Y	
Industrial arts trade school or rehabilitation workshop	AP	AP	AP	
Museum	Y	Y	A	
Mortuary or funeral home	N	N	N	Minimum 600 feet from any residential zone, as defined in 21.52.211
Parsonage	A	A	N	Accessory to a house of worship
Social service office	C	C	C	As defined in 21.15.2795 w/ or w/o food distribution

TABLE 3-2 PERMITTED USES

Use & Key to Permit Requirements Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T = Temporary Use	Transit Node District	Corridor District	Medical District	Notes & Exceptions Code section numbers reference the Long Beach Municipal Code
Residential				
Single-family detached	N	N	N	SP
Single-family attached or townhome	Y	Y	Y	Only in a vertically mixed-use project in Transit Node District
Multi-family	Y	Y	Y	
Live-work / artist studio with residence / shopkeeper unit	Y	Y	Y	
Child day care, 14 or fewer children	A	A	A	Subject to 21.51.230
Child day care, more than 14 children	C	C	A	Subject to 21.52.249
Community correctional reentry facility	N	N	N	
Special group residence	C	C	C	As defined in 21.15.2810 subject to 21.52.271
Restaurants & Ready-to-Eat Foods				
Restaurants & ready-to-eat foods	Y	Y	Y	Drive-thru lanes prohibited
Outdoor dining	A	A	A	
Vending cart (food only)	AP	AP	AP	Subject to 21.45.170
Retail Sales				
Basic retail sales	Y	Y	Y	
Building supply or hardware store with lumber, drywall, or masonry	N	N	N	Hardware stores w/o lumber, drywall, or masonry are considered basic retail
Flower stand or newsstand	Y	Y/AP	Y/AP	Subject to 21.45.135, except subsection (B.I.); permitted (Y) when a principal use; Accessory use permit when an accessory to another use
Itinerant vendor	T	T	T	Permitted only on the ground floor
Major appliance sales	Y	Y	N	Refrigerators, stoves, etc.
Manufacture of products sold on-site	A	A	N	
Outdoor flower, plant, fruit, or vegetable sales	A	A	A	Maximum of 6,000 Sq Ft
Outdoor swap meet, flea market, sales event	T	T	N	Permitted only on the ground floor
Thrift store, used merchandise, consignment	C	C	C	
Vending cart (non-food items)	AP	AP	AP	
Temporary Lodging				
Bed and breakfast inn	AP	AP	N	Subject to 21.52.209; inns with fewer than seven guest rooms are exempt from AP requirement

TABLE 3-2 PERMITTED USES

Use & Key to Permit Requirements Y = Permitted use N = Not permitted C = Conditional use permit AP = Administrative use permit A = Accessory use T = Temporary Use	Transit Node District	Corridor District	Medical District	Notes & Exceptions Code section numbers reference the Long Beach Municipal Code
Hotel	Y	Y	Y	As defined in 21.15.1380
Motel	N	N	N	As defined in 21.15.1380
Youth hostel	AP	AP	N	
Miscellaneous and Other Uses				
Adult entertainment business	N	N	N	
Cargo/shipping container for residential and non-residential uses	C	C	C	Permitted as building material for residential and non-residential uses when all other zoning and building code regulations are satisfied, and subject to Site Plan Review
Carnival, event, fair, fiesta, outdoor exhibition, seasonal sales, trade show, and the like	T	T	T	Subject to 21.53.109 and 21.53.113
Cellular or wireless facility	Y	Y	Y	Building or roof-mounted only, subject to 21.45.115; freestanding monopoles are prohibited
Electric distribution station/substation	N	N	N	
Firearms or other weapons sales or repair	N	N	N	
Medical marijuana dispensary, medical or recreational marijuana retail outlet, THC-laced foods or other edible or consumer product manufacture or sales, marijuana cultivation or grow facility, cannabis collectives or cooperatives, and other similar or related uses	N	N	N	Unless preempted by National, State or National-local legislation including ballot initiatives impacting Title 5 of the Long Beach Municipal Code
Park, community gardens, parklets	Y	Y	Y	
Recycling center	N	N	N	Permitted only on the ground floor. Subject to 21.51.265, no more than four vending machines at one location; excludes attended centers
Transportation facilities	C	C	C	Bus terminals, cab stands, heliports/helistops, train stations, etc.
Towing – accessory or principal use	N	N	N	
<p>Notes:</p> <p>(a) The following alcoholic beverage sales may be exempted from the Conditional Use Permit requirement:</p> <ol style="list-style-type: none"> 1. Restaurants with alcoholic beverage service only with meals. This generally means any use with a fixed bar is not exempt. A service bar is not considered a fixed bar. For example, a sushi bar, where alcoholic beverages are served at the same bar where meals are served, is considered serving alcoholic beverages only with meal service. A cocktail lounge without a bar, but with primarily service of only hors d'oeuvres and alcoholic beverages is not exempt. Any restaurant with more than 30 percent of gross sales consisting of alcoholic beverages shall lose its exemption and be required to obtain a Conditional Use Permit to continue to sell alcohol. 2. Department store or florist with accessory sale of alcoholic beverages. 3. A brew pub or other similar facility that produces for on-site consumption may offer off-premises sales in accordance with state law. 4. Grocery stores of 20,000 square feet or greater with accessory sale of alcoholic beverages. 				

3.4.2 Development Intensity

Within the Midtown area, development intensity is regulated by standards for height, floor area ratio (FAR), unit size, and lot size. Table 3-3 and Figure 3-3 provide the minimum and maximum intensity standards. The Transit Node District is divided into two areas, reflecting the need to transition between the more intense development immediately surrounding the transit stations and the surrounding neighborhoods.

To encourage lot consolidation and through-block development, the maximum building height and FAR standards are staggered based on parcel depth. Parcels that are currently at least 200 feet in depth are qualified to reach the maximum development intensity. Parcels of less than 200 feet in depth are permitted to reach a lower level of intensity, but are encouraged to consolidate with adjacent parcels to maximize development potential and avoid orphaned parcels. Development created through lot consolidation shall be developed as a unified site.

The standards in this Plan have been developed to foster an urban street environment. A minimum streetwall height has been established along key streets to maintain a consistent "public room" (as shaped by building

TABLE 3-3 DEVELOPMENT INTENSITY STANDARDS

Standard	Transit Node High	Transit Node Low	Corridor	Medical
Maximum building height ^{1,2,3}				
On parcels <200 feet deep	4 st / 50 ft	3 st / 36 ft	3 st / 36 ft	No Limit
On parcels ≥200 feet deep	10 St / 100 ft	5 st / 65 ft	5 st / 65 ft	
Minimum streetwall height	See Figure 3-34			
Minimum ground floor height ⁷	18 ft	18 ft	14 ft	14 ft
Maximum FAR ^{3,4}				
On parcels <200 feet deep	2.0	1.5	1.5	4.0
On parcels ≥200 feet deep	4.0	3.0	3.0	
Minimum unit size ^{5,6}	600 sf			
Minimum lot size	10,000 sf			none
Notes:				
1. Architectural projections are building elements (e.g., towers, cupolas) that are added to building faces to provide architectural interest without adding interior floor area. The maximum height of any architectural projection is 10 feet above the maximum building height.				
2. If a project straddles two or more height areas, each height area shall remain in effect, as identified on Figure 3-4, unless approved by the Site Plan Review Committee.				
3. Parcel depth shall be measured from the property line parallel to and/or fronting Long Beach Boulevard, Spring Street, Willow Street, Pacific Coast Highway, or Anaheim Street. If a parcel cannot be consolidated with an adjacent parcel (e.g., adjacent parcels are outside of the Specific Plan or adjacent parcels have already been developed under the Specific Plan), exceptions can be made by the Site Plan Review Committee. The Site Plan Review Committee shall also consider exceptions for parcels larger than 20,000 square feet where available lot depth is less than 200 feet however a mix of uses at increased height and density may be accommodated consistent with the design guidelines contained in Chapter 5.				
4. Sections 21.15.1070 and 21.15.1090 of the Municipal Code define and describe FAR.				
5. Up to 15 percent of a project's units may be a minimum of 450 sq ft if approved through the Site Plan Review process and if the Site Plan Review Committee finds that the reduced-size units are high-quality dwelling units with sufficient amenities to be livable, desirable dwelling units, to be determined at the sole discretion of the Site Plan Review Committee. A variety of housing unit types and sizes is required for all development projects.				
6. Replacement of any unit demolished, as defined in Section 21.15.750 of the Municipal Code, shall be subject to the required new unit size.				
7. The Site Plan Review Committee may reduce the minimum ground floor height to 15 feet if architectural treatments are included to accentuate the ground floor and building entrance.				

on both sides of the street). Minimum streetwall heights are provided on Figure 3-34. Streetwalls vary by district—shorter multi-story buildings in the Corridor District, a tier of more intense heights in Transit Nodes (dividing this district into two categories, high and low), and larger institution buildings in the Medical District.

The streetwall is the most visible component of a building. The design of the streetwall is what the user of the street will experience most intimately from the public realm; it is one of the biggest contributors to Midtown's character. See Chapter 5, Design Guidelines, for streetwall design standards.

3.4.3 Building Placement

The placement of buildings plays an important part in creating character and a sense of place in Midtown. Along Long Beach Boulevard and around the transit stations, the standards reflect an urban, walkable atmosphere where dense commercial, residential, and mixed-use buildings are placed close together and create a consistent streetwall that shapes the experience of pedestrians, bicyclists, and passing motorists.

Elsewhere, the setback standards emphasize minimum setbacks to provide attractive landscaping and a buffer from street activity for pedestrians. Standards are identified in Table 3-4 and on Figure 3-4.

TABLE 3-4 BUILDING PLACEMENT STANDARDS

Build-to Line / Setback ¹	Min	Max
Street Fronting		
Zero-foot build-to line ²	0 ft	5 ft
6-foot setback	6 ft	none
10-foot setback	10 ft	none
Interior		
Adjacent to property outside Specific Plan	5 ft	none
Adjacent to side or rear yard of property within the Specific Plan ^{3,4}	5 ft	none
Adjacent to an alley ⁵	10 ft	none
Building to building on same lot	0 ft (shared wall) or 10 ft	none
<p>Notes:</p> <ol style="list-style-type: none"> 1. Setbacks are measured from the closest point of a building to the property line. 2. Up to 20 percent of the building frontage may be set back more than 5 feet. 3. All uses are allowed to be attached horizontally. Accordingly, the setback requirement at the point of the shared wall is zero. 4. No setback is required for commercial or residential above ground-floor commercial; an 8-foot front street setback is required for ground-floor residential, and 5-foot side street setback is required for ground-floor residential. 5. Required alley setbacks are measured from the centerline of the alley. 		

Other building placement standards include:

Additional setbacks for entry plazas or courtyards, or to meet adjacent structures, may be permitted subject to additional design review. Arcades and colonnades may be used to satisfy setback requirements.

Stoops, patios, gardens, balconies, and outdoor dining may be located within the setback and are encouraged along the street edge. Projections are permitted into the required setbacks in accordance with Section 21.32.220(C) of the Municipal Code.

Additional standards for a required corner cut-off apply in accordance with Section 21.15.660 of the Municipal Code.

The Site Plan Review Committee may consider context-sensitive setbacks, deviating from the required setbacks or build-to lines on individual projects for both additions and new construction, if those deviations would be consistent with the intent of this Plan.

3.5 PARKING

3.5.1 Off-Street Parking

Table 3-5 provides the residential and non-residential parking requirements for development within Midtown. If different land uses are part of the same project (e.g., mixed-use development combining retail and residential), the parking requirements for each land use are applicable and shall be added together to determine the total parking requirements for the project.

Parking and loading requirements not provided in this section shall be subject to review by the City Traffic Engineer, who may require additional studies prior to

approval. All parking reduction requirements shall be approved at the discretion of the Site Plan Review Committee, which will determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis.

In the calculation of parking requirements, fractional numbers of parking spaces shall be rounded up to the nearest half or whole number, depending on the requirement.

TABLE 3-5 MINIMUM OFF-STREET PARKING REQUIREMENTS

Use	Corridor & Medical	Transit Node	Notes
Residential			
0-1 bedroom	1.0	1.0	per unit
2 bedrooms	1.25	1.25	per unit
3 or more bedrooms	1.5		per unit
Special group residence, assisted living, congregate care	1.0	0.75	per 3 bedrooms
Senior housing			
Market rate/rent	1	0.75	per bedroom
Income restricted/low rent	0.5	0.33	per bedroom
Shopkeeper or live-work	1.5	1.25	per unit
Guest parking	1.0	1.0	per 4 units
Non-residential			
Hotel	0.5	0.5	per room
Medical office	5	3	per 1,000 sq ft
Hospital	2	2	per bed
All other uses	2.0	2.0	per 1,000 sq ft In the Transit Node District, this requirement only applies to non-residential building space in excess of 4,000 sq ft Restaurants calculated based on sq ft of dining area; no additional parking requirement for the first 250 sq ft of outdoor dining space.

Off-street parking spaces can be satisfied through the provision of smaller spaces designed specifically for motorcycles or motorized scooters:

Up to 2 spaces for projects with up to 20,000 square feet of gross floor area of non-residential space or 50 residential units.

Up to 5 spaces for projects with more than 20,000 square feet of gross floor area of non-residential space or 50 residential units.

Development in the corridor is required to provide electric vehicle charging facilities:

For all new development at least 3 percent of the total parking spaces, but not less than one, shall be capable of supporting future electric vehicle supply equipment.

A label stating "EV Charge Capable" shall be posted in a conspicuous place at the service panel or subpanel and the EV charging space.

It is recommended that other off-site parking areas accommodate Level 2 electric vehicle charging stations in anticipation of changes to the California Building Code requirements.

3.5.2 Bicycle Parking

Table 3-6 describes the bicycle parking requirements for the Midtown planning area. Bicycle parking may consist of several types of facilities, hitching posts/staple racks, "A" frames, stand-alone racks, bicycle lockers, etc. Bicycle parking facilities are encouraged to be used as functional public art and should be located in convenient, visible, and well-lit areas. Non-residential property and business owners are also encouraged to consolidate bicycle parking into clusters within the public right-of-way along the street frontage.

TABLE 3-6 ON-SITE BICYCLE PARKING REQUIREMENTS

Use	Minimum Bicycle Capacity	Type of Parking Facility	Location
Residential, shopkeeper unit, or live-work unit	1.0 space per 2 units, 1 enclosed locker required for every 50 dwelling units	A-frame or freestanding rack	Near main entrance with good visibility, notto obstruct auto or pedestrian movement
Commercial	1.0 space per 5,000 sq. ft. of building area	Staple or new technology	
Retail	1.0 space for each 7,500 sq. ft. of building area	Staple or new technology	
Schools	8.0 spaces per 40 students	A-frame, freestanding racks	Near office entrance with good visibility, in fenced area
Public facilities	8.0 spaces per location	Staple or freestanding racks	Near office entrance with good visibility
Transit stations	1.0 space per 30 parking spaces	Lockers	Near platform or security guard

3.5.3 Transportation System Demand Management

Midtown is served by the Metro Blue Line light rail, local and regional bus services, and shuttle service. In addition, bicycling opportunities and the mixed-use character of Midtown decrease the need for parking spaces from what was required in the past.

New development projects (residential and non-residential), additions, demolitions, rebuilds, and remodels (refer to Sections 21.15.065, 21.15.750, 21.15.2250, and 21.15.225 of the Municipal Code, respectively) are eligible for a parking reduction by incorporating Transportation Demand Management (TDM) strategies. While TDM may reduce parking requirements, all development projects will be required to provide on-site parking. Transportation demand management strategies for Midtown will accomplish two broad objectives:

Reduce reliance on automobiles and associated congestion and emissions.

Provide economic incentives for residential, office, and employment projects in Midtown.

TDM strategies applicable to reduce parking requirements, subject to the discretion of the Site Plan Review Committee, include:

Carpool/vanpools.

Garage lifts (stacked parking).

Unbundled parking (parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit).

Off-site parking within 1,000 linear feet walking distance of the property line (a shared parking agreement may be required).

Joint use (shared parking).

Transit/bicycle/pedestrian system improvements.

On-street parking rates and time restrictions (adequately monitored).

Transit passes (provide free or reduced-price transit passes to residents or employees). An incentive program could be developed for developers, property managers, and employers to substitute a percentage of required parking spaces. A maximum limit will be determined.

Other proposals.

All parking reduction requirements shall be approved at the discretion of the Site Plan Review Committee, which will determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis; however, a TDM program shall not reduce parking to zero.

A "park once" policy shall also be promoted for Midtown. Rather than driving from one Midtown use to another, visitors are highly encouraged to park once and walk, bike, or take transit to one or more destinations within Midtown. Similarly, residents and employees are encouraged to walk, bike, or take transit from nearby residences or workplaces to Midtown destinations.

3.6 OPEN SPACE STANDARDS

Open space is a key feature in any urban place, offering residents, workers, and visitors places to relax, gather, and exercise. Additionally, open space provides visual relief and a connection to the natural environment. Finally, open space may be used for community gatherings and festivals. Though Midtown enjoys a variety of small and large open space amenities, many residents and workers lack easy access to open space.

Adding open space to an urbanized area is not easy. Open space standards often focus on privatized open space and offer in-lieu fees that may get spent outside the neighborhood. The City also recognizes that private property owners and the development community do not have endless funds to satisfy requirements for public parks, on-site common open space, on-site private open space, and ROW improvement.

The Midtown Specific Plan emphasizes improvement of the public realm through the provision of public park space and improved public rights-of-way and requiring new development to pay an in-lieu park fee that will go toward park improvements within the corridor boundary. This Plan also requires new development to provide on-site open space; however, it offers flexible alternatives for projects near parklets.

3.6.1 Public Park Space

Public park space serves the community at large and may consist of a variety of recreational amenities, including parklets, playgrounds, open grass fields, gardens, and plazas. This type of open space is available on publicly accessible land for all residents and visitors. Existing examples include Green Skate Park, Fellowship Park, and Veterans Memorial Park.

All new development in the Midtown planning area is required to contribute an in-lieu fee equivalent toward the City's public open space requirement. The in-lieu fee payments will be collected by the City with the goal of applying those funds toward the creation of open space and recreation amenities in the same general area where the fees were generated. These fees should be prioritized to construct and complete a parklet in its entirety before beginning construction on another. Park fees and the creation and improvement of traditional park space is in addition to reconfiguration of public right-of-way into new Parklets. In many circumstances new development will be subject to both separate fee and/or improvement requirements

3.6.2 Public Right-of-Way

Midtown's rights-of-way are one of its most visible features. For many visitors and Long Beach residents and workers, the rights-of-way define the image of Midtown. The Midtown Specific Plan establishes substantial improvements for the rights-of-way so that they are more attractive, safe, and functional for all to use and see.

Open space in the public right-of-way may consist of pedestrian and bicycle space, outdoor dining, landscaping, benches, and public art. The concepts and standards in this Plan require high quality design, materials, and landscaping for the right-of-way areas. Project applicants should treat the rights-of-way as an extension of public park space.

3.6.3 ~~Private, On-Site~~ Open Space

On-site open space is required for residential and non-residential development projects within the Midtown Specific Plan. Projects within 500 feet of a proposed parklet may pay an in-lieu fee to waive the on-site open space requirement. Requirements for development projects in Midtown are provided in Table 3-7. Up to 50 percent of required residential open space may be provided as common open space, subject to Site Plan Review Committee discretion on the quality and amenities provided in the common open space. Private residential open space may include balconies, patios, private roof decks and similar.

A property owner may provide on-site open space (common or ~~private unit-based~~) within their development as a desirable property amenity and a way to distinguish their project. However, the provision of such ~~private~~ open space shall not offset or

satisfy any portion of the public park space or ROW improvement requirements. Required build-to lines and street setback areas cannot be used to satisfy required open space areas.

TABLE 3-7-PRIVATE ON-SITE OPEN SPACE REQUIREMENTS

Use	On-Site Open Space Requirement	Minimum Dimensions
Residential	50 sq ft per unit	5 ft
Non-residential	10% of the project area	10 ft

Notes:

- Mixed-use projects are subject to the requirements of this table in an additive manner, residential and non-residential requirements apply to the proportionate area of each use within the project.
- All requirements apply to ~~attached, private open space.~~ on-site open space attached to a unit or building.

3.6.4 Green and Active Roofs

Green roofs, also known as eco-roofs, are encouraged in the Midtown Specific Plan area. These roofing solutions can create additional on-site open space, reduce stormwater runoff, lower energy consumption, and provide for a visually interesting roofscape.

Green roofs can support community gardens, small gathering spaces for barbecues, and areas for play.

Rooftops also provide an opportunity to offer on-site amenities such as fitness equipment, a small running track, and even a pool or basketball court. With temperate weather in Long Beach, these types of amenities could be enjoyed by building occupants year round.

3.7 ADAPTIVE REUSE

Adaptive reuse refers to a construction or remodeling project that reconfigures a site to accommodate a new use or a purpose other than for what it was originally designed. The City seeks to encourage adaptive reuse to allow for the conversion of existing structures into new land uses that maintain or enhance the character of the community and further extend the life of a building or space.

Examples include the conversion of an old office building into residential lofts, or the conversion of a historic home for office or retail space. The Midtown area contains some buildings, including the Packard Motors Building, that may be a candidate for adaptive reuse. Buildings of potential historical significance were studied in the EIR for this Specific Plan, see Chapter 7 Administration and Implementation, Section 7.3.2 Cultural Resources for information regarding development or redevelopment of these buildings, which includes adaptive reuse.

The City actively identifies structures that exhibit a special architectural and historical value as historic landmarks. The City Council designates historic landmarks, districts, places, and objects by ordinance. However, a building does not need to be a designated landmark to comply with the City's Adaptive Reuse Incentive Program.

Property owners and developers are encouraged to seek creative solutions when proposing new projects in Midtown. Adaptive reuse projects should maintain or enhance the character of the community and further extend the life of a building or space.

The City's Adaptive Reuse Program and Ordinance streamline the planning process, provide a framework for sustainable development and allow greater flexibility to better serve the needs of the changing community. The City offers preliminary consultations to facilitate adaptive reuse projects and applicants should also consult the City's alternative building standards which includes components from the Long Beach Municipal Code, the California Building Standards Code, and the State's Historic Building Code.



5.0 Design Guidelines

5.0.1 Purpose

The design guidelines are intended to promote quality design, consistent with overall vision, while providing a level of flexibility to encourage creative design. The guidelines direct the physical design of building sites, architecture, and landscape elements within the Specific Plan boundary. This comprehensive approach represents a more understandable and predictable role in shaping the physical future by emphasizing building form and landscape design that reinforce urban and transit-oriented development patterns.

These design guidelines are established to create a distinct character for Long Beach Boulevard and to ensure that new development is designed with a pedestrian emphasis that will cultivate a vital and active street life while creating an overall positive architectural aesthetic.

5.0.2 Applicability

The provisions of this chapter shall apply to all development within the Specific Plan boundary. Any addition, remodeling, relocation, or construction requiring a building permit that is subject to review by the Site Plan Review Committee shall adhere to these standards and guidelines where applicable.

5.0.3 Interpretation

Compliance with a design guideline written as a "shall" or "must" is required. A design guideline written as a "should" requires compliance unless a legitimate reason or acceptable design substitute is deemed acceptable through the design review process. A design guideline written with an action verb (e.g., provide, use, locate, create, establish, employ) is highly recommended.

A design guideline written as a "may" is permitted, but requires explanation of its necessity that is deemed acceptable through the design review process. Finally, a design guidelines written as "prohibited" or "not allowed" identifies an action or design that is not permitted.

5.1 BUILDING DESIGN

5.1.1 Massing and Scale

1. Quarter-block, half-block, and full-block development projects should all adhere to the character and objectives of the guidelines. Large and scaleless building masses should be avoided.
2. Substantial projects should be designed as a collection of suitably scaled buildings instead of a singular mass.
3. Buildings greater than three stories should provide variation by using balconies, fenestration, and sunshades to create an interesting pattern of projections and recesses, light, and shadow.
4. Building mass should be articulated to reflect a human scale, both horizontally and vertically. Examples of such building elements include articulated façades,

corner elements, inset windows, highlighted entry features, and prominent cornices and rooflines.

5. Building mass should be placed towards the public realm, forming a distinctive street wall that outlines and characterizes the corridor.
6. When adjacent to existing single-family homes, buildings over four stories should be made less imposing by stepping back from the street level on elevations above the fourth floor.
7. Courtyards and atriums should be used to bring light and air into interior spaces, where appropriate.

5.1.2 Corner Treatment

1. Buildings with special architectural elements (examples listed below) should be positioned on corners of significant intersections, entries, or near the center of grouped buildings.
 - a. Clock towers
 - b. Diagonal walls at the corner
 - c. A substantial art form or fountain
 - d. A taller, prominent rooftop element
 - e. Significant stepbacks on upper floors
2. Renovations to existing corner buildings with blank walls should include additional articulation and detail, display windows, and extended façade material, colors, and treatments.
3. Vertical focal elements, such as towers, spires, and domes become landmarks and serve as orientation points for the community. Vertical focal elements are encouraged, especially for buildings adjacent to intersections and transit nodes.

5.1.3 Roof Treatment

1. The style of the roof should be in accordance with the building's architectural character to enhance the value of the building design.
2. A variety of roof planes and ridge heights may be used.
3. Rooftop and other building mechanical equipment should be screened from public view and comply with the following:

The building mechanical equipment should be housed within the building or enclosed in a penthouse structure that is incorporated with the design of the building.

When mechanical equipment is placed on a rooftop, it should be located below the highest vertical element of the building wherever possible to avoid the use of penthouse structures or other special screening devices.

When mechanical equipment is added to an existing building, it should be screened in such a way as to match the architectural style and materials of the existing building without giving the appearance of being added on.

4. Roof drains should be designed as an integral part of the structure.
5. Roof access should be provided from the interior of the building. Exterior roof access ladders are not appropriate.

5.1.4 Building Colors and Materials

1. Buildings shall use durable, high quality materials to develop long-lasting buildings that can be adaptively reused over time.
 - a. Brick, natural stone, precast concrete, and factory-finished metal panels (heavy gauge only, in corrugated or flat sections) are preferred.

Alternatives to stucco are preferred. When stucco is used it should be applied with a smooth finish. Stucco seams should be used to create visual interest for the building's façade and form.

The finish, texture, and color of materials should be compatible with the overall architectural theme.

2. Greater attention to detail and quality should be used at the lower levels of a building to contribute to an enhanced streetscape.
3. Encourage buildings to express a variety of architectural styles, but with full awareness of, and respect for, the height, mass, articulation, and materials of the high quality (desirable) older buildings that surround them.
4. Architectural style and use of quality materials shall be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between the residential and commercial portions of the project.
5. Construction details should be authentic and applied with consistency. Faux architecture that mimics a past era is strongly discouraged.
6. Materials and colors should be used to imply form changes, particularly for entrance lobbies, massing changes, and different uses or tenants.
7. Bright color palettes should be tested on-site to verify appropriateness for the site and block.
8. Garage openings, entrance canopies, scuppers, downspouts, and metal railings should follow the aesthetic of the building theme.
9. The use of concrete is allowed as long as it is part of an overall architectural composition and should have a finished architectural expression.
10. Façade elements constructed of foam or foam molding are prohibited on the ground floor of buildings and should be avoided overall. If used, they should be well proportioned and constructed to avoid appearing glued to the building.
11. Concrete masonry units should only be used if they are fundamental to the building design and have a suitable appearance at the ground floor.

5.1.5 Windows, Doors, Balconies, and Walls

1. The rhythm of windows and entrances should provide interest and engage pedestrians.
2. Clear glass should be used on the ground floor of façades with marginal obstruction from window signs, permanent shades, or interior displays.
3. Balconies and bay windows in upper stories are encouraged to enhance activity and provide "eyes on the street."
4. The design, size, type, and location of windows should enhance interior daylight and potentially decrease the size/type of required heating/cooling systems.

5. For nonresidential storefronts, curtain wall, metal panel, frameless glass porch wall systems, and high quality glass storefront wall systems should be used.
 - a. Installation using a vertical cavity system and reinforced fiber cement panels is acceptable.

Windows and glass curtain wall systems should be transparent. Highly reflective or very dark glass is not allowed.

6. For residential buildings, windows should be of high quality and afford a shadow line and depth. This may be achieved through inset windows with an integral frame or inseting the window into the exterior wall.
7. Walls should have breaks, recesses, and offsets, especially at entries and important intersections. Long walls shall be made more attractive and visually interesting through the incorporation of surface articulation, pilasters, and view fencing, where appropriate.
8. Murals, trellises, or vines and espaliers should be placed on large expanses of walls at the rear or sides of buildings to soften the wall and create interest.

5.1.6 Architectural Lighting

1. Lighting should enhance the building's architecture and augment the street and sidewalk experience at night.
2. Direct lamp glare from unshielded floodlights is not permitted.
3. Lighting that aims light directly into the night sky is prohibited.
4. Internal and external storefront lighting should be designed for ground floor retail and restaurant spaces to augment the pedestrian space and encourage window shopping even when stores are closed.
5. Special illumination should be used to highlight main building entrances and add interest to the building façade. Subtle lighting to accent the architecture and special architectural elements (such as distinctive building rooftops) is encouraged.
6. Secondary building entrances and parking/loading/service access points should have lighting compatible with the project's lighting to maintain a safe environment around the entire project, especially where pedestrians and other building tenants circulate.
7. Warm white light is encouraged. Blinking, flashing, and oscillating lights are prohibited. Colored lights are not encouraged unless they contribute to the theming of commercial areas or establishments. Overly bright or glaring lights should be avoided.
8. Automatic timers should be programmed to maximize personal safety at night while conserving energy. They should be reset seasonally to match the flux of dusk/dawn.
9. Exterior lighting should be designed and located to not project off-site or onto adjacent uses. This is especially critical with neighboring residential uses.



5.2 FAÇADES AND STREETWALLS

5.2.1 Articulation and Details

1. Streetwalls should be consistent along Long Beach Boulevard, with articulation used primarily for entrances and outdoor dining areas.
2. Individual buildings along the streetwall should be delineated. Provide slight differences in materials, coloration, and embellishment while keeping consistent floor heights, structural bay patterns, and upper-story window placements.
3. The highest level of details should occur on the ground floor's front façade and façades visible from public streets. However, similar and complementary massing, materials, and details should be incorporated into side and rear façades.
4. Building façades should be articulated with a building base, body, and roof or parapet edge. This creates a shared point of reference that allows different buildings to relate to each other, regardless of individual architectural styles or approaches.
5. Monolithic building wall façades should be broken by horizontal and vertical articulation, including variation in the wall plane (projecting and recessing elements), variation in wall height, and roofs containing different forms and located at different levels.
6. Openings in the streetwall should be restricted to those needed to provide for pedestrian paseos, public plazas, entry forecourts, and permitted vehicular access driveways.
7. Building façades should include three-dimensional detailing such as cornices, belt courses, window moldings, bay windows, and reveals to create shadows and façade relief. Ample, articulated doors and windows create visual interest and allow one to see inside.
8. Materials, texture, patterns, colors, and details on building façades should vary to diminish the perceived mass of large buildings and to create the impression of smaller-scale buildings.

5.2.2 Entrances and Storefronts

1. Active uses along the streetwall should be focused at the sidewalk level with the greatest concentration at the intersection of two streets.
2. Entries to stores and ground-floor commercial uses should be visually distinct from the rest of the store façade, with inventive use of scale, materials, glazing, projecting or recessed forms, architectural details, color, and/or awnings. These entries should have direct at-grade access from the sidewalk.
3. Individual storefronts should be clearly defined by architectural elements, such as piers or changes in plane and/or materials.
4. Live-work or shopkeeper units should be designed to appear like a commercial storefront, gallery, or urban light industrial, compatible to the area it is most affiliated with in character.
5. Between 3 and 12 feet above the sidewalk, a minimum of 60 percent of the façade should contain windows of clear or lightly tinted vision glass that allows views of indoor space. Heavier tinted or mirrored glass should not be permitted.
6. Incorporate Crime Prevention Through Environmental Design (CPTED) design measures to design safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be

avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages.

7. The residential units must be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the non-residential uses and are directly accessible to resident parking areas.

5.2.3 Awnings, Canopies, and Marquees

1. Awnings, canopies, and marquees enhance the pedestrian environment by providing visual interest and a human scale. Their use is encouraged, but care must be taken so they do not negatively impact the pedestrian zone.
2. Ground supports for encroachments are prohibited.
3. A continuous series of awnings, canopies, or other coverings is encouraged along all retail street frontages. Awnings and canopies should be designed to correspond to individual storefront structural bays and should convey the outline and proportion of storefront window openings.

5.3 OPEN SPACE

5.3.1 Public Space

1. Public open spaces, such as plazas, arcades, and paseos, should be incorporated into the public right-of-way.
2. Public open spaces should be surrounded by attractively designed buildings and landscape elements, as well as uses that promote pedestrian activity.
3. Outdoor dining areas are encouraged within plazas to encourage activation of the pedestrian realm.
4. Buildings, signs, landscaping, and outdoor furniture should work together to create a pleasant pedestrian environment. Trees that provide shade are especially important and should be incorporated within public outdoor spaces.
5. Site amenities, such as seating areas, drinking fountains, provisions for bicyclists, water features, and public art should be incorporated into the public right-of-way and should complement its architectural character.
6. A perimeter feature such as a low hedge or seat wall may be included along the edge of a park or plaza, but fencing is prohibited unless hours are restricted.
7. String lights (non-blinking), can be used to accent trees or trellises within public spaces to create a festive atmosphere at night.

5.3.2 Pedestrian Pathways

1. Safe and convenient pedestrian connections should be provided between buildings, public open spaces, and parking areas. These areas should be visually emphasized through the use of landscaping, lighting, and/or distinctive paving.
2. Public paseos should be made available where blocks are greater than 400 feet in length or where a destination, view, or pedestrian path warrants a midblock pedestrian link.
3. The on-site pedestrian circulation system should be directly connected to off-site public sidewalks.
4. Pedestrian connectivity should be preserved and emphasized when transitioning between neighborhoods and differing land uses.
5. Walkways and paseos should be lit to ensure safe nighttime conditions.

6. Lighting should be scaled for pedestrians and of a style consistent with the surrounding architectural theme.
7. Where appropriate, pocket lighting may be incorporated into walls, stairs, or bollards.

5.4 CIRCULATION AND PARKING

5.4.1 Access

1. Vehicular access to each site must be designed to minimize conflicts between pedestrians, autos, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in final site designs. Entrance and exit points should be well marked with streetscape and landscape features.
2. The number of site access points should be minimized. Curb cuts should be located on minor secondary streets, which assists in eliminating pedestrian and vehicular conflicts.
3. Parking lot access points should be located as far as possible from street intersections to allow adequate stacking room.
4. Dead end drive aisles should be avoided.
5. Colored, textured, and/or permeable paving treatments at entry drives are encouraged.
6. The main vehicular access into a multi-family development should be through an entry drive rather than a parking drive.

5.4.2 Service and Loading Areas

1. Service and loading access points and doors should be designed as integral components of the façade and should use materials fitting with other materials used throughout the building.
2. Service and loading areas should be carefully designed, located, and integrated into the site plan so they do not detract from the street scene or create a nuisance for adjacent property owners or vehicle traffic.
3. Service and loading areas should be behind the primary structure out of public view whenever possible. Otherwise, they shall be shielded with berms, landscaping, attractive walls, or decorative screening.
4. When commercial properties are adjacent to residential properties, loading and delivery facilities should be away from the residences or screened with vegetation.
5. The location of the service and loading areas should consider noise impacts to adjacent properties, which may necessitate enclosing the service or loading area.
6. Service and loading areas should be designed so that service vehicles have clear and convenient access and do not block adjacent vehicular or pedestrian circulation.

5.4.3 Parking

1. The site area adjacent to the street should not be dominated by parking. Surface parking lots shall not front Long Beach Boulevard. Vehicular parking is encouraged to be hidden from view.

- a. Parking should be concentrated in areas behind buildings and away from the street. Parking can be provided underground, in above-ground garages, or behind street-facing buildings in interior parking courts.

Parking lots should be screened from adjacent street views but should not be hidden from the view of passersby and police. Headlight walls used to screen parking should provide breaks to allow pedestrian circulation. The walls should be low enough for safety and security purposes.

Parking structures and surface lots should be located or screened to enhance the pedestrian environment rather than detract from it and shall comply with landscaping standards in Chapter 21.42 of the Municipal Code.

2. Large projects should break up parking areas into a series of smaller connected parking areas to create visual interest.
3. Where parking structures are provided, shops, offices, or other commercial spaces should be incorporated on the ground level of the parking structure along street frontages to maintain a pleasant pedestrian experience.
4. Garages should be designed as an integral part of the architecture of the development. They should be of the same materials, color, and detail as the principal buildings of the development.
5. The functional façades of parking structures should be screened using architectural solutions and/or a landscaping that is be-integrated and visually consistent with the existing or proposed streetscape.
6. Sufficient tree coverage should be provided within surface parking lots to mitigate the heat island effect and improve views from adjacent streets and buildings.
7. Landscape elements such as green screens or shrub massings at least five feet wide should be provided along parking lots adjacent to a street. Landscape planters should be provided adjacent to garage entries along drive aisles to help soften the built environment.
8. Shared access to parking courts with neighboring parcels is highly encouraged.
9. Short-term parking should be on-street when permitted by the street design.
10. Accessible, secure, and lockable bicycle parking should be provided at strategic locations throughout the development.
11. Parking area lighting should be designed using many small-scaled lights versus fewer, excessively tall lights.
12. Lighting fixtures should be a continuation of the theme of surrounding architectural styles and in keeping with the quality of surrounding buildings.

5.5 LANDSCAPING

1. Trees should be used to create an intimate scale, enclose spaces, and frame views, but placement should respect the long-range views of surrounding neighbors.
2. Seasonal shading from trees and shrubs on southern and western façades should be used when developing planting schemes for courtyards and required setback areas. Deciduous trees provide solar control during summer and winter while providing fall color, seasonal flowers, and other desired effects.
3. Vines and potted plants should be used to provide façade texture and color, as well as to accentuate entries, plazas, and paseos.
4. Accent planting should be used around entries and key activity hubs.

5. Formal planting designs are encouraged in courtyards, plazas, and tree wells along the street frontages. Water features should be used with landscaping and natural materials in courtyards and plazas.
6. Vines, espaliers, and potted plants should be used to provide wall, column, and texture and color and to accentuate entryways, plazas, and paseos.
7. Incorporate roof gardens where possible. Soil depths, roof drainage, and waterproof membranes should be considered during the structural design of the building.
8. Irrigation systems should be designed to apply water slowly, allowing plants to be deep watered and reducing runoff. Low-volume irrigation drip systems should be used in all areas except turf irrigation and small ornamental planting. Each street tree should be watered by at least two deep watering bubblers separate from all other irrigation.
9. Landscaping directly below the eaves or at a rain gutter outlet should be sturdy and able to tolerate heavy sheet flow and periodic saturation.
10. Landscaping should be used to screen trash enclosures, parking areas, storage areas, loading areas, and public utilities.
11. The selected plant species and design and placement of landscaping should provide for natural surveillance of pedestrian areas and should avoid the creation of hiding places.
12. Trees and shrubs should be located and spaced to allow for mature and long-term growth of canopies and root spaces.

5.6 SIGNAGE

5.6.1 Overall

1. Signs should be compatible with or complementary to the building's character, including the architecture and landscape. Signs should enhance the overall theme of the site and building.
2. If multiple signs are on a single façade, the signs should be arranged in a hierarchical order and should be situated toward varying viewpoints.
3. A shared sign program should be used if multiple tenants are displayed on a single sign. Names should be of a consistent typeface, size, and color palette.
4. A joint sign program should be designed for multi-building sites or buildings that are part of corporate campuses.
5. Mixed-use projects with ground floor commercial should adhere to the standards for nonresidential signs.

5.6.2 Placement

1. Signs should typically be above the ground floor storefront and just below the second floor windows, or below the building cornice of one-story buildings.
2. Signs should be affixed so that they relate to the building design. If new bolt holes or brackets are needed, care should be taken that installation does not damage the building.
3. Signage attached to storefront windows should be kept to a minimum.

5.6.3 Design and Content

1. Signs should be cohesive with the building's architecture and landscape and express a well-defined hierarchy of information.
2. A sign's message should be as brief as possible.
3. Lettering on a sign should be legible and of an appropriate scale to be read by the intended user.
4. Typefaces, characters, and graphics for signage at the street level should be appropriately scaled for viewing by pedestrians.
5. Letters should be spaced an appropriate distance from one another to be easily readable. Letters spaced too close together or too far apart are difficult to read.
6. Lettering styles should be limited to three or less on a single sign to maximize legibility.
7. Symbols and logos may be used in place of words and are often a more efficient and effective way to display information.
8. A substantial contrast between the letters or symbols and the background will improve a sign's legibility.
9. A sign should typically include no more than three colors to be easily legible.

5.6.4 Structure and Materials

1. All raceway should be hidden from view. If this is not possible, then it should be finished to match the background wall.
2. Signage should be of a permanent type, neatly designed, well-constructed, and properly weather-proofed, and should incorporate original designs.
3. Signs should be constructed of durable materials.
4. Metal: formed, etched, cast, and/or engraved and powder-coated or otherwise protected
5. Wood: carved, sandblasted, or etched and properly sealed, primed, and painted or stained
6. High density preformed foam or similar materials
7. Rectangular sign cabinets and plastic are not recommended.
8. Signs composed of individual letters and/or symbols are desirable. Cut-out or open three-dimensional letters are encouraged.

5.6.5 Illumination

1. Signs should be externally illuminated by ambient lighting, lights attached to the façade, or exposed neon on the top. External illumination should use focused, low-intensity equipment.
2. Additional illumination should be used when street lights or display window lights do not provide adequate illumination.
3. Channel letters that are individually illuminated are desirable, but internally illuminated plastic cabinets are discouraged.
4. Signs illuminated by downward directed, wall-mounted lights with fully shielded lamps are encouraged.
5. Projecting light fixtures used for externally illuminating signs should not obscure the graphics of the sign.

5.6.6 Temporary Signs

1. A banner sign attached to a building wall should be the only type of temporary sign allowed.
2. Banners should be understated and observe the design standards of all permanent signs. Banners should remain only for a time period necessary for a specified event.
3. Banners should comply with Section 21.44 of the Municipal Code. Banners should not be displayed in any other fashion. Balloons, flags, etc., are not permitted.

5.7 PUBLIC ART

1. Public art should be developed in the most accessible and visible places and considered in relation to other visual elements and cues (signage and other elements that may impede or heighten its enjoyment).
2. Public art should reflect Long Beach Boulevard's visual and cultural setting. New installations shall provide a contextual understanding of and be clearly related to the City's overall network of public art.
3. Artists should create sustainable, maintainable works of art that aspire to the highest standards of innovation and aesthetic quality.
4. Public art shall be integrated into the project's design at an early stage of development to ensure cohesiveness of site design, architecture, art, landscape, and public space.

5.8 UTILITY, TRASH, AND RECYCLING AREAS

1. All utilities, such as backflow prevention devices, groupings of meters, etc., shall be located outside the public right-of-way within a building recess, utility room, or landscaped area and be fully screened from view of the public right-of-way.
2. The utility components of future commercial occupants (e.g., grease traps, exhaust chutes, air conditioning) should be thought of in advance, during the initial building design, to avoid problems when retrofitting buildings after construction.
3. A combination of elements should be used to screen utility, trash, and recycling areas, including solid masonry walls, berms, and landscaping.
4. Materials used on trash, recycling, utility, and mailbox enclosures and screens should be the same as or compatible with the primary building. Enclosures connected to or separate from buildings should have a solid, architecturally compatible roof structure.
5. Drainage from adjoining roof and pavement should be diverted around the trash and recycling area.

5.9 RESOURCE CONSERVATION

5.9.1 Energy Efficiency

1. Projects and buildings are encouraged to be more energy efficient than required by local and state codes.
2. Energy efficient building materials should be used whenever possible and appropriate.
3. EPA "Energy Star" labeled windows with low-e coatings are encouraged.

4. Energy-efficient and natural lighting should be used wherever possible. Maximize daylighting and views through window placement and design. Passive solar design can be used to reduce heating requirements by 30 percent to 50 percent, thus saving money and energy.
5. Materials that reduce the transfer of heat into and/or out of the building should be used. For example, the use of light-colored roofing materials to reflect heat and reduce cooling in buildings is encouraged.
6. South- and west-facing windows should be shaded with an overhang, deciduous trees, or awnings to reduce summer exposure.
7. Parking structures should integrate sustainable design features such as photovoltaic panels (especially on top parking deck), renewable materials with proven longevity, and stormwater treatment wherever possible.
8. Non-toxic, recycled-content materials should be used whenever possible.

5.9.2 Landscaping and Drainage

1. Projects are highly encouraged to use native and low-water-use plants consistent with the landscaping palettes recommended by the Long Beach Water Department.
2. Irrigation systems should incorporate water conserving methods and water efficient technologies such as drip emitters, evapotranspiration controllers, and moisture sensors. Explore opportunities to reuse rain water and/or gray water for irrigation.
3. Landscaping areas should use minimal water resources and impermeable surfaces. Drought-tolerant grasses should be used for lawn areas where possible, while lawn or turf shall be limited to areas that serve a functional purpose.
4. Drainage should be directed to permeable areas to minimize discharge to the storm drain system. Use pervious or open grid paving for parking areas whenever possible to reduce the negative effects of stormwater runoff and to facilitate groundwater recharge.

5.10 TRANSIT STATION AREAS

1. Transit amenities such as bus stops, seating, bike racks, bike storage, and showers should be integrated into new projects to promote the use of alternative transportation.
2. The ground floor of buildings should comprise mostly active commercial uses to enliven the pedestrian environment and provide retail experiences and services to transit users.
3. Enhanced pedestrian lighting should be incorporated into the design of new projects to augment the safety of the station areas.
4. The design of plazas, with seating and landscape elements, at the corners of buildings adjacent to transit station areas is encouraged to provide public open space for residents, visitors, and transit users.
5. The provision of publicly accessible restrooms as part of a new project in a transit station area is strongly encouraged.
6. Proposed projects within 100 feet of a Metro facility shall supply written notice to Metro upon filing of their Site Plan Review Application. Projects within 100 feet of a Metro facility shall be designed consistent with Metro policy and guidelines and shall offer the appropriate noise easement to the benefit of Metro.

5.11 OUTDOOR LIGHTING

1. Lighting fixtures should be compatible with the architecture of surrounding buildings to maintain a consistent and cohesive theme.
2. Light fixtures shall be made of materials that have long life spans and are able to withstand constant use and exposure to the elements.
3. Pedestrian-scale lighting shall be provided at building entryways, vehicle and bicycle parking areas, seating areas, transit stops, common open space areas, and pedestrian paths. The type, style, and intensity of lighting should reflect the use and character of the area.
4. The height, brightness, and spacing of lighting elements should be appropriate to the scale and classification of the roadway.
5. Pedestrian lights shall be placed at consistent height and interval to sufficiently illuminate pedestrian path of travel.
6. Lighting levels shall be adequate for safety while minimizing light spillage and glare.
7. Light poles and freestanding fixtures shall be placed outside of pedestrian walkways.
8. Lighting shall not be directly aimed onto adjacent properties. Outdoor lighting adjacent to residential areas should be shielded and directed away from the surrounding residential use.
9. Lighting of surface parking areas and common open space areas should be aimed downward and/or shielded to minimize light pollution and preserve views of the night sky.

See Section 5.6.5 for guidelines pertaining to the Illumination of Signage.

7.0 Administration and Implementation

7.1 GENERAL ADMINISTRATION

7.1.1 Authority

The City of Long Beach initiated and prepared the Midtown Specific Plan pursuant to the provisions of California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457). The law allows the preparation of specific plans as required for the implementation of the General Plan. Specific plans act as a bridge between the general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific area. Jurisdictions may adopt specific plans by resolution or ordinance.

The Midtown Specific Plan is the regulatory document guiding land use and development within the boundaries identified in this Specific Plan. Upon adoption by ordinance, this Specific Plan will serve as zoning for the properties involved. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent project-related development activities are to be based. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

7.1.2 Interpretation, Conflict, and Severability

Interpretation

In case of uncertainty or ambiguity to the meaning or intent of any provision of this Specific Plan, the Director of Development Services and/or the Zoning Administrator has the authority to interpret the intent of the provision.

The Director may, at his/her discretion, refer interpretations to the Planning Commission for consideration and action. Such a referral shall be accompanied by a written analysis of issues related to the interpretation. All interpretations made by the Director may be appealed to the Planning Commission in accordance with the appeal procedures in the Long Beach Municipal Code (LBMC).

Conflict

In the event of a conflict between the provisions of the Midtown Specific Plan and the provisions identified in the LBMC, the Specific Plan shall prevail. For any other topical issue, development standard or design guideline, and/or regulation not addressed or otherwise specified in the Midtown Specific Plan, regulation and approval shall be carried out in accordance with the provisions of the LBMC, particularly Chapter 21 (Zoning Code). The particular section of code shall be based on the most appropriate or closely matching land use type or procedure, as determined by the Site Plan Review Committee or Zoning Administrator.

Severability

If any chapter, subsection, sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the plan.

7.1.3 Environmental Clearance

The EIR is primarily a source of environmental information for the City of Long Beach, the lead agency for the project. The EIR describes the potential impacts from the adoption of the Midtown Specific Plan. Subsequent development projects within the Specific Plan are anticipated as it builds out. The EIR has been prepared as a Program EIR (PEIR), as defined by Section 15168 of the CEQA Guidelines, and subsequent projects that are within the scope of this EIR may be subject to a more limited environmental review process, as determined by the Planning Bureau of the City of Long Beach.

Use of a PEIR provides the City with the opportunity to consider broad policy alternatives and program-wide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis. Agencies generally prepare PEIRs for programs or a series of related actions that are linked geographically; are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways.

This approach is consistent with the tiering provision in California Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 for "Projects Consistent with a Community Plan or Zoning." This tiering opportunity is only available for plans (e.g., specific plan) for which an EIR has been prepared.

Note that tiering under these provisions will require environmental review and documentation to substantiate that a subsequent project does not result in any new potentially significant impacts. Such review (under 21083.3/15083) could be documented in the form of an Initial Study to ensure "topic by topic" review and substantiation. Once consistency has been substantiated and review shows that the project would not result in new significant impacts, neither a mitigated negative declaration nor an EIR would be required. Additionally, no formal public review would be required. Projects may also be exempt from CEQA review pursuant to other sections of CEQA (e.g., exemptions for residential infill projects, statutory exemptions, or categorical exemptions) depending on the size of the project and type of development. The type of CEQA review needed for each project will be determined by the City staff during their review of the type of project or development proposed.

In addition to a more limited review process, infill projects may qualify for streamlining. Streamlining for Infill Projects (Section 15183.3) allows eligible projects to streamline the environmental review process by limiting the topics subject to review at the project level.

7.2 REVIEW AND APPROVAL PROCESS

One of the primary goals of the Midtown Specific Plan is to enhance the area as a more vibrant, livable, and walkable area with well-designed, pedestrian-friendly streets. This will be achieved by allowing greater flexibility in the application of context-sensitive development standards oriented to a human scale rather than an automobile scale.

7.2.1 Consistency with Guiding Principles

Five guiding principles embody the vision of the Midtown Specific Plan. They were developed through extensive public input and are reflected throughout this document.

A Sustainable Future

Enhanced Mobility and Complete Streets

Supporting Infrastructure

Safety and Wellness

Working with and for the Community

7.2.2 Approval Authority

The responsibilities of the Director shall include administering, interpreting, and enforcing all requirements and standards of the Midtown Specific Plan, including the acceptance and processing of all land use permit applications.

The Director or designated representative may approve, conditionally approve, or deny applications that meet the requirements of this Specific Plan and do not require a conditional use permit. The Director holds final approval authority for and enforcement of building permits, certificates of occupancy, sign permits, and temporary use permits.

The Zoning Administrator shall have the authority to consider and act on requests for Standards Variances and Administrative Use Permits. The Zoning Administrator may approve, conditionally approve, or deny a request, or refer the application to the Planning Commission in accordance with Chapter 21.25 of the LBMC. The Zoning Administrator's actions may be appealed to the Planning Commission.

The Site Plan Review Committee shall have the authority to consider alternative configurations and compliances with certain development standards in this Plan, as noted throughout the Plan document, provided that these alternatives meet the fundamental intent of this Plan and further the goals of this Plan.

The Planning Commission shall have the authority to consider Conditional Use Permits and Site Plan Review applications, hear appeals on Zoning Administrator decisions, as well as make recommendations on Specific Plan Amendments (Zoning Code Amendments) to the City Council.

The City Council may decide upon Specific Plan Amendments (Zoning Code Amendments) upon recommendation by the Planning Commission, as well as hear appeals of Planning Commission decisions.

7.2.3 Site Plan Review

For all specific procedures not modified or otherwise specified within the Midtown Specific Plan, all planning entitlement and permitting processes for projects requiring said permits within the plan area shall be carried out in accordance with the procedures in Chapter 21.25 of the LBMC.

The Midtown Specific Plan establishes alternate thresholds for Site Plan Review, superseding the thresholds in Chapter 21.25 of the LBMC, as follows:

1. Nonresidential Development: 1,000 square feet or more of new building area.
2. Residential Development: Addition of or conversion into one or more new dwelling units, including the conversion of nonresidential space into residential unit(s) or the replacement of a dwelling unit demolished as defined in Section 21.15.750 of the LBMC.
3. Façade remodel: Any façade remodel consisting of 25 or more linear feet of façade. The 25 linear feet are counted cumulatively over the entire building frontage and need not be contiguous.
4. Thresholds for requiring Conceptual Site Plan Review and Site Plan Review approval by Planning Commission include projects of 50,000 square feet or more of new building area or projects of 50 or more new dwelling units.

7.2.4 Specific Plan Amendments

Approval of this Specific Plan indicates acceptance by the City Council of a general framework for community development. Part of that framework establishes specific development standards that constitute the zoning regulations for the Midtown Specific Plan. It is anticipated that certain modifications to the Specific Plan text, exhibits, and/or project may be necessary during the development of the project.

Any modifications to the Specific Plan shall occur in accordance with the specific plan amendment process and are required to be reviewed for approval by the Planning Commission and the City Council. In all cases, specific plan amendments must be found to be in conformance with the objectives and intent of the Midtown Specific Plan.

Amendments may be requested at any time pursuant to Section 65453(a) of the Government Code. Depending upon the nature of the proposed specific plan amendment, a supplemental environmental analysis may be required, pursuant to the California Environmental Quality Act (CEQA), Section 15162.

7.2.5 On-site Improvements

On-site improvements are intended to increase the value of a property and to provide public realm improvements as described in this Plan. They can occur within the parcel boundaries or within the ROW adjacent to the property. The City will require applicants to install or consent to on-site improvements through a development agreement or as a condition of approval, on subject property or in the ROW adjacent to the property bound by the centerline of the street.

7.3 IMPLEMENTATION

Because the City has limited resources for public realm improvements, one of the most effective ways to create successful mixed-use environments along Long Beach Boulevard is to begin implementation in concentrated activity nodes to maximize both the speed and the impact of the improvements. The implementation strategy identifies specific geographies on the corridor for infrastructure investments in the shorter term, prioritizing the following types of places:

- Locations that have already exhibited some market strength or experienced recent development activity, such as the Anaheim and Long Beach Boulevard node (Transit Node 7).
- Locations that are receiving public investments in the short term (projects already identified in the City's Capital Improvements Program or other public works project).
- Locations that offer opportunities to partner with private developers, nonprofits, and/or institutions (schools, hospitals, and colleges).

7.3.1 Mobility, Streetscape and Infrastructure Enhancements

This two-mile corridor of Long Beach Boulevard has the opportunity to connect people with a multitude of uses through several forms of transportation. Enhancements to infrastructure for bicycles, pedestrians, and transit riders will provide improved access to Midtown, while still adequately accommodating automobiles.

Additionally, adding open space areas such as parklets will increase parkland while providing a place for the community to gather. Parklets will complement mobility enhancements by offering bicyclists and pedestrians a shady place to rest as well as safer crossings along the corridor. A summary of enhancements to improve mobility, the streetscape, and general infrastructure are provided below. More detailed information can be found in corresponding chapters of this Plan.

Parks and Parklets. Midtown's neighborhoods are in need of open space and park areas. Open space opportunities in Midtown include:

- Creating 11 new "parklets" (street parks about a quarter acre in size).
- Introducing more active programming in Veterans Park.
- New requirements for other off-site and on-site open space as development occurs.

Mobility and Streetscape. Proposed infrastructure enhancements will create safer environments for pedestrians and bicyclists while encouraging healthy alternative transportation options for people living and working in the area. Improvements include:

- Designating bikeways and boxes along Long Beach Boulevard.
- Adding curb extensions to create space for the new lanes by reducing on-street parking and right turn pockets.
- Planting new canopy trees in the landscaping zone between the existing palm trees to create a buffer along designated sections of the bike lane and in bulb-outs.
- Building a pedestrian bridge across Long Beach Boulevard connecting Long Beach Memorial Medical Center to Veterans Park and the Willow Transit Station.
- Adding new pedestrian scale lighting along the sidewalk of Long Beach Boulevard.

Transit. This Plan creates three Transit Node Districts to foster multi-modal transportation in Midtown. Transit-related improvements complement pedestrian and bicycle enhancements as well as station improvement plans that the City is already implementing, these include:

- Adding bicycle racks and lockers to existing Metro Blue Line Stations.
- Encouraging bike rental or sharing programs.
- Improving bicycle and pedestrian access at each station.

7.3.2 Cultural Resources

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. Since many buildings in the Midtown Specific Plan area are nearing 50 years of age and one building (the Packard Motors Building) has already been designated on the National Register of Historic Places a historic resources study was conducted as a part of the EIR for this Specific Plan.

66 Properties were identified in the Historic Resources Report for the EIR as “potential historical resources”. These properties require further evaluation on a case by case basis if they are proposed to be altered or demolished as part of future development or redevelopment activities that would be accommodated under this Specific Plan. See Table 7-1 below for the list of buildings that require additional evaluation.

Evaluation of discretionary projects at any properties within the Midtown Specific Plan area not listed in the table below would be subject to evaluation by the Development Services Department based on the standards of the City’s Cultural Heritage Ordinance and the criteria of the California Environmental Quality Act.

TABLE 7-1 LIST OF PROPERTIES RECOMMENDED FOR FUTURE EVALUATION

Reference Number	APN	Street Number	Street Name	Build Date
1	7209010002	00350	20th Street	1919
2	7209011014	00330	20th Street	1923
3	7209011017	00405	20th Street	1928
4	7209011012	00425	20th Street	1939
5	7206005901	00101	28th Street	1952
6	7269014009	00141	Anaheim Street	1930
7	7269015018	00233	Anaheim Street	1946
8	7269029022	00501	Anaheim Street	1927
9	7269029021	00535	Anaheim Street	1929
10	7207010041	02801	Atlantic Avenue	1959
11	7207009030	02865	Atlantic Avenue	1960
12	7206023025	00220	Canton Street	1913
13	7206023001	00208	Columbia Street	1908
14	7209008013	00407	Dayman Street	1933
15	7269027006	01331	Elm Avenue	1915
16	7269023013	01551	Elm Avenue	1910
17	7269023012	01561	Elm Avenue	1906
18	7269023011	01567	Elm Avenue	1910
19	7269023009	01585	Elm Avenue	1919
20	7208022021	02219	Elm Avenue	1912
21	7208022019	02225	Elm Avenue	1895
22	7208022016	02255	Elm Avenue	1915
23	7208022900	02295	Elm Avenue	c1930s
24	7208010015	02425	Elm Avenue	1922
25	7208010014	02433	Elm Avenue	1915
26	7208010013	02443	Elm Avenue	1922
27	7269021017	00324	Esther Street	1926
28	7269020021	00351	Esther Street	1910
29	7269021039	00400	Esther Street	1913
30	7269021026	01711	Linden Avenue	1923
31	7269021028	01723	Linden Avenue	1915
32	7269021029	01731	Linden Avenue	1916
33	7269021030	01741	Linden Avenue	1922
34	7269020031	01765	Linden Avenue	1912
35	7207009051	02898	Linden Avenue	1959
36	7269014004	01333	Locust Avenue	1925
37	7269014800	01331	Locust Avenue	c1920s
38	7269016147	01427	Long Beach	1946
39	7209015009	01883	Long Beach	1954
40	7209015003	01885	Long Beach	1923
41	7209013009	02069	Long Beach	1925
42	7209011104	02070	Long Beach	1925

Reference Number	APN	Street Number	Street Name	Build Date
43	7209013037	02073	Long Beach	1923
44	7208027011	02160	Long Beach	1948
45	7208023018	02247	Long Beach	1907
46	7208022004	02268	Long Beach	1964
47	7208014028	02301	Long Beach	1958
48	7208003013	02500	Long Beach	1959
49	7207019018	03012	Long Beach	1967
50	7206011029	03069	Long Beach	1948
51	7269005009	01320	Pacific Avenue	1928
52	7206025029	02632	Pacific Avenue	1960
53	7206025028	02650	Pacific Avenue	1952
54	7206025027	02654	Pacific Avenue	1953
55	7206024016	02776	Pacific Avenue	1955
56	7206005024	02800	Pacific Avenue	1956
57	7269020053	00304	Pacific Coast	c1930s
58	7209007013	00401	Pacific Coast	1911
59	7269035015	000550	Pacific Coast	1931
60	7269005017	01301	Pine Avenue	1960
61	7209009007	00330	Rhea Street	1907
62	7209009008	00332	Rhea Street	1907
63	7209009012	00340	Rhea Street	1925
64	7209013016	00200	Willard Street	1923
65	7209013011	00237	Willard Street	1922
66	7206025032	00101	Willard Street	1967

Source: GPA Consulting 2015.

7.3.3 Implementation Tasks

The following six tasks are intended to guide the City through near-term implementation of the Midtown Specific Plan.

Task 1. General Plan Amendment

In order for the Midtown Specific Plan to be implemented, the City's General Plan may need to be amended for consistency.

Land Use Element Changes. If the current effort to update the City's General Plan Land Use Element has not been adopted within 12 months of adoption of the Midtown Specific Plan, the City shall initiate a General Plan Amendment. An amendment to the Land Use Element is required as some of the current General Plan land use designations do not allow for a mix or the density/intensity of uses as proposed in

this Plan. The General Plan Land Use Map also needs to be amended to change the current land use designations for the area to the designation of Midtown Specific Plan.

Mobility Element Changes. If implementation of the parklets move forward an amendment to the City's General Plan Mobility Element will be necessary to memorialize the closures and update roadway classifications consistent with the mobility plan in Chapter 4 of this Specific Plan. There is not a time frame for completion of this task as a General Plan Amendment to the Mobility Element will only be necessary if and when parklet projects are implemented.

Task 2. Adopt Interim Development Agreement Policy

It is likely that property owners and developers will propose new developments after the Specific Plan is adopted, but before other components of the public realm improvement implementation program are completed. In such cases, the City should negotiate with those developers to provide on-site and public right-of-way improvements and/or pay fees commensurate with the expected level of development impact fees.

In no case shall a development agreement be used to alter or in any way vary from any of the regulatory standards, design guidelines, or other requirements of the Specific Plan. The City shall adopt the interim development agreement policy either in conjunction with the adoption of the Specific Plan or within approximately 36 months of its adoption.

Project proposals occurring prior to the interim development agreement policy shall be subject to both payment of Park and Recreation Fees (as established in Chapter 18.18 of the City's Municipal Code) and a separate requirement to construct parklets and/or pay fair-share fees toward that construction within the public right-of-way.

Task 3. Prepare Development Impact Fee Nexus Studies and Adopt Impact Fee Ordinance

To assess the costs of public improvements to new development through impact fees, the City must conduct a nexus study to determine the proportion of improvement costs attributable to new development and then adopt an ordinance establishing the fees. Subsequent to the adoption of the Specific Plan, the City will prepare nexus studies for the implementation of parklets and other public realm improvements throughout the corridor.

Based on the outcome of these nexus studies, the City will adopt an ordinance establishing development impact fees for the Specific Plan area. The ordinance shall be submitted for public hearing by the City Council within six months of the completion of the nexus studies. In preparing the ordinance, the City will establish when the improvements will be made, how the City will pay the upfront costs, and how and when the City will be repaid through the collection of impact fees. The City shall determine whether or not a special fund is needed for the improvements paid through impact fees.

Task 4. Demonstration Project

Within a year of adoption of this Specific Plan the Planning Bureau should partner with the Public Works Department to include one or two demonstration projects from the Midtown Specific Plan in the City's Capital Improvement Program. Small sections of streetscape improvements to Long Beach Boulevard and/or a parklet could be implemented as a demonstration project to spur change along Long Beach Boulevard and within Midtown (see section 7.3.1 Mobility, Streetscape and Infrastructure Enhancements, for a complete list of proposed improvements).

As the lead for this task the Planning Bureau should also use this as an opportunity to develop relationships with the community to foster the creation of a contractual assessment district or sponsorship by the neighborhoods, local businesses or a community group to aid in maintenance and ongoing programming of these areas. This task can also help the City to test the implementation of designs from tasks 4 and 5 below.

Task 5. Prepare Ultimate Roadway Design and Specifications for Long Beach Boulevard in the Specific Plan area

The City shall prepare design and specifications for the ultimate roadway improvements, including on-street parking and/or bike lanes, sidewalk widening, and curb extensions. The design and specifications shall indicate which improvements are required as a condition of approval for new development. The City should also consider addressing other roadways at this time.

The design and specifications shall also indicate which improvements may be provided through a contractual assessment district and which the City may construct or install on its own using City revenues. The City should complete the ultimate roadway design and specifications within one year of adoption of the Specific Plan, dependent on funding availability.

Task 6. Create a Streetscape Plan

The City shall prepare a streetscape plan, covering street lighting, pedestrian lighting, street furniture, and landscaping. The plan shall indicate the improvements are required as a condition of approval for new development, which improvements may be provided through a contractual assessment district, and which the City may construct or install on its own using City revenues.

The City should identify funds for and complete the streetscape plan within one year of adoption of the Specific Plan, dependent on funding availability.

Task 7. Create a Contractual Assessment District(s)

The City should work with area businesses to create contractual assessment districts where appropriate along the corridor. See section 7.4.2 Funding and Financing Strategy for more information on property-based financing tools including contractual

assessment districts such as business improvement district (BID) or other special assessment districts. The City could work with a consulting firm that specializes in creating community development tools such as BID. A third party firm could assist the City to facilitate a participatory process with property owners, merchants, residents and other stakeholders to determine priorities and develop an overall management plan for Midtown or select districts along the corridor.

7.3.4 Funding and Financing Strategy

The funding and financing strategy for Midtown prioritizes the mobility, open space, and infrastructure improvement projects in Table 7-2. These projects represent important initial steps that can be taken to encourage new development. In addition to improving the public realm on Long Beach Boulevard, these projects can also boost investors' confidence by demonstrating the City's ongoing commitment to the neighborhood and the infusion of new ideas and life along the corridor.

The funding for the infrastructure improvements associated with each project are challenging because the majority of them (excluding potentially the transit improvements) do not generate revenues to pay for construction, operations, or maintenance. Access is free and unrestricted, and the benefits are spread throughout the community. Furthermore, the City is fiscally constrained, and new development is limited in its ability to contribute toward these improvements. Given these challenges, the following text describes the funding and financing options available for the improvement projects in the Midtown Specific Plan.

Table 7-2 Implementation Strategies

Improvements and Funding				
Improvement	Timing	Responsible Party	Funding Source	Notes
Parks:				
Parklets	Identify 1 or 2 parklets to start with as demonstration projects	City and possible partnership with local community groups or business associations	In-lieu fees, PBID or BID, Developer Agreements	
New Parks	As development occurs	City, Developer	Impact fees, developer agreements	
Existing Park Enhancements	As development occurs	Possible partnership between the City and Long Beach Memorial Medical Center	Grants, Public-Private Partnership	Veterans Park Enhancements: In conjunction with the expansion of Memorial Medical Center Campus
Mobility and Streetscape:				
Short-Term Bicycle Network Enhancements	As funding becomes available	City and possible partnership with business improvement district	General Fund, CIP, Grants	Determine if bike paths should be designated along Long Beach Boulevard in the Bicycle Master Plan; Create temporary bike path as a demonstration project
Long-Term Bicycle Network Enhancements	As funding becomes available	City and possible partnership with business improvement district	General Fund, CIP, Grants	Implement bikeways within the Specific Plan area per the City's Bicycle Master Plan
Streetscape	As funding becomes available	Creation of a PBID or BID, Developer Agreements	PBID or BID, Developer Agreements	Refers to the addition of street furniture, landscaping, lighting, etc.
Pedestrian Enhancements	As funding becomes available	General Fund, Grants, Developer Agreements	General Fund, Grants	
Transit:				
Metro Station Upgrades	As funding becomes available		Metro, Grants	Includes improving bicycle facilities (bike lockers, rental stations, etc.)

There are two basic ways to approach paying for infrastructure: “pay-as-you-go” and debt financing. In a pay-as-you-go approach, an improvement is made only after sufficient revenue is collected to cover the entire cost of the improvement. In a debt financing approach, the improvement is paid for immediately, typically by borrowing against future revenues—in other words, issuing debt (usually in the form of bonds) that is paid back over time. Both approaches require a designated funding source (i.e., revenue), to pay for the cost of the improvement itself and, when a financing mechanism is used, to cover interest and other costs associated with issuing debt (these are known as “debt service costs”). Nearly all infrastructure projects rely on a combination of multiple funding sources for implementation.

Typical sources of funding for new or enhanced infrastructure (transit, bicycle, pedestrian, streetscape, and parks) include:

- Local revenues, including revenues from the City’s general fund.
- User fees and rates, such as transit fares.
- Property-based financing tools, often known as “value capture” tools, take advantage of the property value appreciation and new development opportunities in a plan area to help pay for infrastructure investments.
- Development agreements and partnerships are negotiated on a case-by-case basis with key property owners, institutions, and developers.
- Grant programs, which typically require a competitive application process but do not need to be paid back.

Each of these funding sources and their potential use for projects in the Midtown Specific Plan area are described in more detail below.

Local Revenues

Many early projects in the Midtown Plan will require a contribution of local funds for capital improvements. These local funding sources include the City’s general fund contributions, local oil production tax revenues, gasoline tax funds, and the City’s share of county funds (particularly local return funding from Propositions A, C, and Measure R), state sources (such as non-competitive Transportation Development Act funds), and other federal tax proceeds.

User Fees

User fees are the fees charged for the use of public transit, roads, infrastructure, and utilities (e.g., fares, toll roads, water, wastewater). Such fees and rates are typically set to cover a system’s operating and capital expenses each year, which can include debt service for improvements to the system. It may be possible to use some portion of user fee or rate revenue toward financing the costs of certain types of infrastructure upgrades that may be needed to accommodate higher density development in the Midtown planning area. The most applicable of these are the improvements to the Willow Transit Station; however, the ability to raise the revenues for those improvements can only be determined by the transit agency. While user

fees are unlikely to be a major source of funding for implementation of these projects, they may be a funding source for other projects.

Property-Based Financing Tools

In California, common property-based funding and financing tools include the formation of business improvement districts, benefit assessment districts, and community facilities districts (CFDs). Assessment tools and CFDs leverage the value of new real estate development to capture additional tax revenues to finance infrastructure. The assessments can either be used to pay for improvements over time as the funds are collected, or can be bonded to make larger, up-front investments. One of the advantages of these property-based tools is that they can be applied toward districtwide improvements and are designed to ensure that properties benefitting from improvements also contribute to those public investments.

- **Business Improvement District (BID) or Property Based Improvement District (PBID).** A BID or PBID essentially creates a neighborhood-level economic development organization accountable to its members and with its own funding stream to improve business performance by addressing local needs. Business owners (within a BID) or property owners (within a PBID) agree to provide funding for specified services in the district. The district is formed through an affirmative majority vote of the businesses or property owners. Services can vary widely, but frequently include ongoing maintenance and cleaning of public areas, security patrols, marketing, and advocacy. Long Beach currently has five BIDs or PBIDs, with budgets typically below \$200,000.
- **Other Special Assessment Districts.** In an assessment district, property owners agree to pay an additional fee or tax to fund improvements in a specific geographic area. The amount that each property owner pays must be proportional to the benefit the property will receive from the proposed improvement. Assessment districts are established by an affirmative vote of property owners representing over 50 percent of the funding to be provided. A variety of assessment districts exist, and each features unique rules for formation and use; examples include sewer, utility, parking, and landscaping and lighting districts. Assessment districts are most useful for funding very specific categories of ongoing operations and maintenance costs.
- **Community Facilities Districts (CFDs).** Like assessment districts, Mello-Roos Community Facilities Districts are formed when the property owners in a geographical area agree to impose a tax on the land to fund infrastructure improvements. Unlike assessment districts, however, CFDs are most commonly formed in cases in which the geographic area encompasses a small number of property owners who intend to subdivide the land for sale. To be enacted, CFDs require a two-thirds vote of property owners, which is a difficult hurdle in Midtown given the fragmented nature of property ownership in the area. The Mello-Roos Community Facilities District Act allows the taxes to be proportionally subdivided and passed on to the future landowners. The revenue can then be used either for pay-as-you-go funding or to pay off bonds issued against the anticipated revenue from the CFD.

Private Funding Sources

Private Foundations.

Numerous private non-profit foundations, such as the Knight and Annenberg Foundations, provide nation-wide funding for parks and civic spaces. These types of grants/ private funding typically require an applicant to demonstrate how a project will expand cultural experiences, create a sense of place, enhance community identity and/or promote health and sustainability.

An important consideration in the case of all district-based assessment tools is that there is a limit to the amount that property owners are typically willing to contribute in annual property tax assessments and fees. A commonly used rule of thumb for calculating the feasibility of implementing new assessments is that total property taxes, assessments, and obligations should not exceed a percentage of a given property's assessed value.

The property-based financing tools described above may be challenging to adopt in the early stages of implementation, since it will take time to attract development and build value in the Midtown. However, the City should maintain dialogue with property owners in anticipation of forming district-based funding tools as market activity increases.

Impact Fees, Development Agreements, and Partnerships

This section describes contributions and investment from the private sector that can be used to pay for new infrastructure and services. The funding obtained from development impact fees and agreements will be directly tied to the magnitude of development that occurs in Midtown; as a result, these sources may take time to unlock. In the shorter term, the City may have more success negotiating with major public and nonprofit institutions already in the area to obtain desired improvements in some locations along the corridor.

- **Impact Fees.** Development impact fees are a one-time charge imposed on new development. These fees are charged to mitigate impacts resulting from the development itself and cannot be used to pay for existing deficiencies. "In-lieu" fees are similar to impact fees, but are charges paid in lieu of developers providing required on-site community benefits. The City of Long Beach currently collects impact fees for park facilities, traffic mitigation, public safety facilities (fire and police), and sewers. These impact fees can be applied toward improvements in the Specific Plan area in accordance with the existing programs.
- **Development Agreements.** Structured negotiations between cities and developers can be conducted to obtain desired improvements in exchange for development rights. The extent to which a new project can contribute to the provision of infrastructure depends on a number of factors, including the anticipated project revenues, construction costs, project size, site characteristics, and other factors. Therefore, the amount of public benefits that can be provided is unpredictable and must be negotiated on a case-by-case basis.
- **Partnerships.** The City should also pursue partnerships with local institutions, nonprofit organizations, and community or business organizations to implement projects and provide ongoing programmatic support. Examples of partners are LA Metro, Long Beach Memorial, Hancock University, and other area institutions. Institutional partnerships can often result in substantial new investments in infrastructure, such as a recent \$100,000 contribution by the Long

Beach Container Terminal to help construct Long Beach's Baker Street Park.

Grant Programs

A wide variety of regional, state, and federal competitive programs exist to distribute funds earmarked for specific types of projects. These programs vary in their availability from year to year. This list is not intended to be exhaustive, but provides guidance on several promising competitive grant programs that can fund early implementation of key capital cost components. The availability of some programs may vary, and therefore require vigilance in tracking and applying for grants. Long Beach has historically excelled in obtaining funding from such sources.

- **SCAG Regional Transportation Plan (RTP).** As required by law, SCAG assembles its RTP every four years to outline the distribution of transportation funds that it expects to receive from the federal government for the next 25 years. Inclusion in the RTP significantly enhances the potential for a project to receive funds and compete for other competitive grants. Projects proposed for inclusion must undergo a competitive evaluation process. The current RTP was approved in 2012, and the next plan will be adopted in 2016.
- **LA Metro Transportation Improvement Program (TIP).** LA Metro uses the TIP as its primary process for selecting transportation improvement projects for funding with discretionary federal, state, and local revenues. SCAG must also approve the projects and include them in the RTP. Relevant 2013 categories included bicycle, pedestrian, and transit improvements. A total of \$186.5 million was made available in 2013, but funding has historically ranged from \$120 to \$800 million. The TIP is revised every two years, with amendments allowed monthly. The most recent full TIP revision occurred in 2013, and the next call for projects is likely to occur in late 2015.
- **Caltrans/SCAG Active Transportation Program (ATP).** This program funds "active transportation" pedestrian and bicycle improvements and planning, and will significantly streamline the process of applying for grants. ATP combines several preexisting competitive grant programs for funding pedestrian and bicycle improvements, including the Bicycle Transportation Account, Safe Routes to School Programs, and a share of the Highway Safety Improvement Program funding. Forty percent of the funding will go to metropolitan planning organizations in urban areas. Small urban and rural regions will receive 10 percent, and the remaining 50 percent of the funds will be awarded to projects statewide. The Caltrans grants require a local funding match. The SCAG grant program will also release a call for projects upon approval of its guidelines by the California Transportation Commission.

Long Beach is historically competitive for funding under the programs absorbed into the ATP. Long Beach received \$433,500 from the Bicycle Transportation Account in 2010-2011 for closing gaps in the bicycle lane

Emerging Funding Sources

New funding sources may become available during implementation of this Specific Plan. Two tools, described below and on the next page, may eventually be available to fund improvements in Midtown.

It should be noted that these tools are not currently a proven short-term source of funding as their uses and applications are limited and evolving.

Infrastructure Financing Districts (IFD).

Recent legislation enabled the formation of IFDs in former redevelopment project areas, such as Midtown.

An IFD diverts new local property tax revenues to either pay directly for the construction of infrastructure and public facility improvements, or to issue bonds to finance those improvements.

However, IFDs cannot divert property tax increment revenues from schools and can only pay for public facilities like roads, sewer, water, libraries, and parks—not routine operations and maintenance

or, except in limited cases, affordable housing or economic development projects.

However, onerous approval requirements may limit the formation of an IFD: two-thirds of property owners or voters must vote in favor of forming the district, and all affected taxing entities (e.g., counties, special districts) must approve the contribution of their portion of the tax increment to the IFD.

network. The City received \$450,000 from the 2010-2011 Safe Routes to School Program for construction of a Class III bikeway, partially located within Midtown on 15th St. between Long Beach Boulevard and Pacific Coast Highway. And Long Beach received funding from the Highway Safety Improvement Program in 2011 for intersection and road diet improvements on Martin Luther King Jr. Avenue between Seventh Street and Sixth Street and Alamitos Avenue at Seventh Street.

Emerging Funding Sources continued...

Cap-and-Trade Auction Proceeds.

California established a cap-and-trade program to limit allowable greenhouse gas emissions. Beginning in late 2012, the state began regular auctions of greenhouse gas emission allowances.

The revenue produced by these allowance auctions may be available to fund transportation and sustainability improvements in Midtown.

However, the amounts, uses, and means of distributing the revenue are still evolving and will continue to change

as state agencies finalize programs and rules for their use in the context of the state budget process.

- **California HCD Housing-Related Parks Program.** The Housing-Related Park Program provides grants for the creation of new parks or rehabilitation or improvements to existing parks. The program criteria reward local governments that approve housing for low-income households and are in compliance with the state housing element law. Grant amounts are based on the number of bedrooms in very low and low income housing units in documented housing construction that starts within the 12 months preceding the notice of funding issuance. No local funding match is required. In 2013, a total of \$25 million was awarded, with a minimum award of \$75,000.
- **California HCD Infill Infrastructure Grant (IIG) Program.** The IIG provides grants to provide gap funding for new construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill. Eligible activities include new construction, rehabilitation, and acquisition of infrastructure required as a condition of or approved in connection with approval of Qualifying Infill Projects or Qualifying Infill Areas. The most recent release of funds was in May 2013 and provided \$70 million. A city must apply as a co-applicant with the developer of a qualifying affordable housing project. The 2013 round provided a minimum of \$500,000 and up to \$4 million to grantees; local funding matches were not required but improved competitiveness.
- **California HCD TOD Housing Program.** Low-interest loans are available as gap financing for rental housing developments that include affordable units near transit, and as mortgage assistance for homeownership developments. Grants are also available to cities, counties, and transit agencies for infrastructure improvements necessary for the development of specified housing developments or to facilitate connections between these developments and the transit station. The most recent notice of funding availability was issued in May 2013 and provided a total of \$60 million; maximum grants were \$4 million.
- **California Department of Parks and Recreation Land and Water Conservation Fund (LWCF) Competitive Program.** The state administers the competitive grant process for distributing federal Land and Water Conservation Fund resources. Grants are to be used for acquisition or development of parks. Up to \$2 million can be awarded, but the award may not exceed half the total project cost; a 50 percent, or higher local match is required.

- **U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG).** The CDBG entitlement program allocates annual grants to larger cities and urban counties to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. Long Beach may be able to direct CDBG funds for implementation of project components relevant to Long Beach’s CDBG priorities.

Other Potential Financing Tools

In addition to the financing tools described above, two emerging financing strategies that leverage multiple sources of funding could be used to make longer term and larger investments:

- **Structured Funds.** A “structured fund” is a loan fund that pools money from different investors with varying risk and return profiles. Structured funds have a very specific dedicated purpose, which is clearly defined prior to forming the fund, and they are managed by professionals with fund formation and loan underwriting experience. Because at least a proportion of the investors in a structured fund have an expectation of return on investment, the types of projects financed with these funds must be revenue generating. For example, many regions have begun forming structured funds to acquire and develop affordable housing near transit, which generates rental revenues that can be used to pay back investors. However, this tool is not well suited for infrastructure improvements, which are not revenue generating.
- **Revolving Loan Funds (RLF).** A “revolving loan fund” is a pool of money dedicated to specific kinds of investments. As the loans are repaid, the funding pool is reallocated and loaned out again. RLF initial funding sources are typically public or private “seed money”—such as a grant, other public funds, or the one-time proceeds from sale of an asset—and/or an ongoing stream of revenue like a dedicated portion of a new or existing tax. RLFs can provide low-interest loans and access to capital markets for projects that have poor risk profiles to meet economic development, environmental, or other public policy goals. In contrast to a structured fund, which is capitalized by investors with an expectation of return, the seed money used to start an RLF typically does not need to be paid back, so the funding can revolve indefinitely. If the City is able to identify a source for the seed money, an RLF may be a feasible financing tool for infrastructure in Midtown.

Table 7-3 provides a summary of the applicable funding sources by infrastructure improvement category for the improvement projects.

TABLE 7-3 FUNDING SOURCES FOR INFRASTRUCTURE IMPROVEMENTS

Funding Source Category	Funding Source	Improvement Category				
		Bicycle Network &	Pedestrian Enhancement	Streetscap	Park & Recreati	Transit Facilitie
Local Revenues & Fees	Local Revenues	X	X	X	X	X
	User Fees					X
Property-Based Financing Tools	BID/PBID	X	X	X	X	X
	Assessment District	X	X	X	X	X
	Community Facilities District	X	X	X	X	X
Development	Impact and In-Lieu Fees	X	X	X	X	X
	Development Agreements	X	X	X	X	X
	Local Partnerships		X	X	X	X
Grant Programs	SCAG RTP	X	X	X		X
	LA Metro TIP	X	X	X		X
	SCAG ATP	X	X	X		
	Caltrans ATP	X	X	X		
	HCD Housing-Related Parks				X	
	HCD IIG		X	X		
	HCD TOD Housing	X	X	X		X
	California Parks and Rec LMCF				X	
HUD CDBG	X	X	X	X	X	
Other Tools	Structured Funds					
	Revolving Loan Funds	X	X	X	X	X

7.4 RELATIONSHIP TO OTHER PLANS, PROGRAMS, AGENCIES, AND REGULATIONS

The Midtown area is an integral part of the overall fabric of Long Beach, and implementation of this Specific Plan will affect and be affected by activity and plans in the City and region. Although this Specific Plan serves as the new development or zoning plan for the area, several other City and regional plans influence the Midtown area. The following is a list of the most relevant plans, programs, agencies, and regulations that should be referenced in the future.

7.4.1 Local Plans, Programs, and Regulations

Long Beach Municipal Code

The Zoning Regulations (Title 21 of the Long Beach Municipal Code), in conformance with the General Plan, regulate land use development in the City of Long Beach. In each zoning district, the zoning regulations specify the permitted and prohibited uses, as well as the development standards, including setbacks, height, parking, and design standards, among others.

When a specific plan is adopted by ordinance, the specific plan effectively replaces portions or all of the current zoning regulations for specified parcels and becomes an independent set of zoning regulations that provide specific direction to the type and intensity of uses permitted or define other types of design and permitting criteria. The Midtown Specific Plan is adopted by ordinance and serves as the zoning for the project area. Where this Specific Plan is silent, the relevant sections and requirements of the zoning regulations shall still apply.

The City of Long Beach Downtown Plan

The Downtown Plan, also known as PD-30, seeks to guide how new private and public development can capitalize on existing strengths and enhance the Downtown area overall—making it a more complete place. This plan draws on form-based elements to emphasize the role of building design and character in defining and activating the nearby public realm.

Long Beach Boulevard is a main thoroughfare connecting Downtown to the subregion, I-405, and many Long Beach neighborhoods. This Specific Plan draws from many of the design principles, multi-modal strategies, and mixed-use development standards in the Downtown Plan to create consistency with and connectedness between the two planning areas.

Central Long Beach Redevelopment Project Area

Prior to the statewide elimination of redevelopment in 2012, the project was in the Central Long Beach Redevelopment Area. The overall vision for the redevelopment area was to redirect and concentrate commercial facilities within significant centers along major corridors while accommodating residential needs and preserving and rehabilitating existing neighborhoods. The vision for this Specific Plan carries over these vision elements, along with other more focused project objectives and principles. The loss of redevelopment means the City will need to evaluate a number of funding sources and partnerships to implement this Specific Plan.

Sustainable City Action Plan

The Sustainable City Action Plan includes focused initiatives, goals, and actions to guide Long Beach toward becoming a sustainable city. The plan emphasizes more natural processes and products, reduced consumption, and less waste to maximize benefits while imparting the smallest negative impacts. Improving quality of life, economic development, culture, and public and environmental health are just a few of the expected outcomes.

In concert with the Sustainable City Action Plan, the Midtown Specific Plan seeks to incorporate more sustainable housing, transit, and lifestyle options. Providing opportunities for transit-oriented, mixed-use housing and a multi-modal approach to circulation will increase pedestrian, bicycle, and mass-transit activity. Less reliance on automobiles and increased tree canopy, green space, and landscaping may assist in decreasing greenhouse gas emissions. The design guidelines and development standards in this Specific Plan also establish sustainable standards for energy efficiency, green building, landscaping, and drainage for the planning area.

Long Beach Bicycle Master Plan

The Bicycle Master Plan guides the development and maintenance of bicycle-friendly roads, bikeways, support facilities, and programs for the City. This policy document aims to reduce traffic congestion by providing better facilities for biking and enhancing alternatives to commuting by car. The City's commitment to being the nation's most bicycle-friendly city relies on implementation and integration of all of the City's mobility and transit-related plans.

With the integration of complete streets and enhanced mobility, this Specific Plan prescribes improved crossings and reevaluates the right-of-way design for Long Beach Boulevard to better accommodate bicycles along the corridor. Improvements to Long Beach Boulevard corridor include a new bicycle path along the boulevard, intersecting with bicycle parking at three transit stations and bicycle routes on cross streets. The City anticipates updating the Bicycle Master Plan in 2016.

Planned Development District 29 (PD-29)

Some areas of the City are zoned as special districts, called Planned Development Districts, which are more comprehensive than conventional zoning and are intended to achieve a specific outcome in a geographic area. In 2011, Planned Development District 29 (PD 29) regulated 311 acres along Long Beach Boulevard from Wardlow Road to 7th Street (including sphere areas and public right-of-way). In 2012, the City adopted the Downtown Plan which assumed regulatory control of the portion of PD 29, south of Anaheim Street along Long Beach Boulevard. With the adoption of this Specific Plan PD-29 is rescinded and land use for the remaining areas are now regulated either by conventional zoning or this Specific Plan.

Metro Blue Line Bicycle and Pedestrian Access Improvement Plan

The Blue Line Bicycle and Pedestrian Access Plan assesses and recommends physical infrastructure and safety improvements to increase bicycling and walking to nine Metro Blue Line light rail transit stations. The improvement plan includes new

crosswalks and countdown signals, a wayfinding plan, resurfacing of designated bikeways, improved lighting, and more bike parking.

The Willow, Pacific Coast Highway (PCH), and Anaheim stations are included in this improvement plan and in this Specific Plan.

Recommended improvements for the Anaheim and PCH stations include:

- Enhanced access at the southern end of the station.
- Widening sidewalks and installing buffers, such as bike lanes and landscaping, to protect pedestrians.
- Intersection improvements, including high-visibility crosswalks and bicycle loop detectors.
- Development of bicycle boulevards along 12th, 15th, and 20th streets.
- Recommendations for the Willow Station include:
 - Adding trees, street furniture, and increased lighting to create a buffer zone between pedestrians and street traffic.
 - Repaving sidewalks and installing curb ramps with truncated domes at all intersections.
 - Installing high-visibility crosswalks and increasing pedestrian crossing time.
 - Increasing the link between the station and Veteran’s Park by installing wayfinding signs and converting the existing sidewalk into a Class I shared use path.
 - Development of a bicycle boulevard along Pasadena Avenue.
 - Installation of bike parking in the plaza adjacent to the station.

The recommendations for intersection, pedestrian, and bike improvements in the improvement plan are consistent with the vision of the Midtown Specific Plan. The design guidelines and development standards of this Specific Plan should be used for implementing signage, landscaping, street furniture, and access to the transit stations. The implementation of improvements from both plans support the City’s goal to become the most bike-friendly city in America.

Willow Station Bike Transit Hub Access Plan

The Willow Station Bike Transit Hub Access Plan identifies improvements for Willow Station along Long Beach Boulevard. The assessment of the station found that it is underserved, with poor access and inadequate bike lockers and racks. Recommended improvements include new bike lanes, restriping, and intersection improvements such as bicycle signal detectors, modifications to signal timing, and reconfigured crosswalks.

The Midtown Specific Plan recognizes the importance of Willow Station as a multi-modal transit hub along the corridor. The goals and vision for the planning area are consistent with the access and onsite improvements in and leading to the transit

station. The design guidelines and development standards of this plan should be used for improving signage, landscaping, bike racks, and other furnishings.

Long Beach 2030-2035 General Plan

The General Plan sets forth the goals, policies, and directions the City will take in managing its future. It is the blueprint for development and a guide to achieving the long-term, citywide vision. The General Plan sets seven interrelated goals:

- Increased mobility
- Reduction in greenhouse gas emissions
- Compact & transit-oriented development
- Walkable neighborhoods & districts
- Affordable housing
- Enhanced quality of life
- Improved water quality

These goals are integrated with the Midtown Specific Plan and are discussed in relation to the two elements—mobility and housing—that have the greatest influence in guiding the vision and goals of the Midtown Specific Plan. The General Plan also introduces the concept of place types and identifies strategies to improve Long Beach neighborhoods. Additionally, the land use element identifies Long Beach Boulevard as one of the targeted change areas.

Mobility Element

The 2035 Mobility Element outlines the vision, goals, policies, and implementation measures required to improve and enhance the City of Long Beach’s local and regional transportation system. The future vision of the City’s transportation system includes a community which:

- Offers flexible, convenient, affordable, and energy efficient transportation options.
- Follows mobility practices that maintain and enhance safety while strengthening community, sense of place, urban design, and the natural environment.
- Encourages the use of the most efficient and convenient mode of travel for any particular trip.
- Embraces innovation and appropriate transportation technology.
- Maintains professional standards in transportation planning and traffic engineering, with safety as the highest priority.
- Integrates land use planning with a multi-modal mobility network, providing people with options to choose various forms of convenient transportation.
- Plans, maintains, and operates mobility systems consistent with the principles of complete streets, active living, and sustainable community design.

The Mobility Element also discusses the possible extension of Metro’s Green Line. Options for expansion include extending the line through South Bay to Torrance and

future connections across the Harbor Gateway into the Metro Blue Line Willow Station.

The Midtown Specific Plan and Mobility Element are consistent in their values and vision relative to circulation. Enhancing multi-modal transportation is a key strategy of both of these documents. The Mobility Element details improvements throughout the planning area—including synchronized traffic signals and reconfigured streets and freeway ramps to reduce congestion—as well as applying a context-sensitive approach to balance the mobility system throughout the City.

Housing Element

The Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes.

The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including residential infill projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in this planning area could also be used to address lower income housing needs.

Central Long Beach Design Guidelines

The Central Long Beach Design Guidelines (CLBDG) are intended to implement the goals, design standards, and guidelines of the Central Long Beach Strategic Guide for Development. The guidelines strongly influenced and in some cases are directly reflected in the design guidelines in this specific plan. Design principles that are carried throughout both documents include placemaking, green building, human-scale development, and auto/transit-oriented considerations.

The Midtown Specific Plan strives to create a lively corridor through the physical environment—to produce quality design that enhances the experience of those living, working, and visiting the planning area. Like the CLBDG, this plan takes a comprehensive approach to shaping physical features by emphasizing building form and landscape design to reinforce urban and transit-oriented development patterns.

Long Beach Boulevard Infill Analysis and Redevelopment Strategies

This SCAG Compass Blueprint Corridor Study analyzes leveraging recent investments to the Metro Blue Line to spur redevelopment along Long Beach Boulevard. The analysis found that PD-29 zoning regulations at the time were inhibiting private investment. The report recommends updating development and parking standards, establishing a Tax Increment Financing District, increasing the mix of land uses, and improving the streetscape.

Ultimately, this report resulted in the Long Beach Boulevard Midtown Specific Plan. The Midtown plan incorporates the analysis of the infill analysis and strategies into new development standards, design guidelines, mobility plan, and streetscape improvements.

7.4.2 Regional and State Programs, Agencies, and Regulations

Statewide Transportation Improvement Program

The California Transportation Commission administers transportation programming, which is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multiyear period to transportation projects. The Statewide Transportation Improvement Program (STIP) is a multiyear capital improvement program of transportation projects on and off the state highway system, funded with revenues from the state highway account and other funding sources. The California Department of Transportation manages the operation of state highways, including Pacific Coast Highway (State Route 1) and the freeways passing through Long Beach.

Southern California Association of Governments

The metropolitan planning organization (MPO) for each region must develop a sustainable communities strategy (SCS) that integrates transportation, land-use, and housing policies to plan for achievement of the emissions target for their region. Every four years, the Southern California Association of Governments (SCAG) updates the Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) for the six-county region: Los Angeles, San Bernardino, Riverside, Orange, Ventura, and Imperial counties. The 2012–2035 RTP/SCS vision encompasses three principles that collectively work as the key to the region's future: mobility, economy, and sustainability. It includes a strong commitment to reduce emissions from transportation sources to comply with California Senate Bill 375 (SB 375; the Sustainable Communities Act), improve public health, and meet the National Ambient Air Quality Standards set by the federal Clean Air Act. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play and how they will move around. The Midtown Specific Plan is consistent with several of the RTP/SCS goals:

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation.

Though many projects are scheduled through the 2012-2035 RT/SCS throughout Long Beach, none of them are specifically within the Midtown area. Every four years, SCAG updates the Regional Transportation Plan (RTP/SCS). Planning is currently underway for the 2016–2040 Regional Transportation Plan and Sustainable Communities Strategy.

Additionally, SCAG started a visioning process in 2001 that culminated in a regional strategy to accommodate the coming growth. This strategy, called "Compass

Blueprint,” is integrated with the RTP/SCS and promotes a stronger link between regionwide transportation and land use planning. The strategy also encourages creative, forward-thinking, and sustainable development solutions that fit local needs and support shared regional values, based on the following four key Compass Principles. This program is now known as the Sustainability Planning Grant Program which supports exemplary projects that illustrate the value effective growth planning can bring to the region. The program provides assistance to local jurisdictions to test planning tools by providing technical assistance to complete planning and policy efforts that enable implementation for the regional SCS. Grants of this nature may be a resource for implementation of this Specific Plan.

Global Warming Solutions Act

The Global Warming Solutions Act (AB 32) of 2006 established a comprehensive program to reduce greenhouse gas emissions to combat climate change. This bill requires the California Air Resources Board (CARB) to develop regulations to reduce greenhouse gas emissions to 1990 levels by 2020. As of January 1, 2012, the greenhouse gas rules and market mechanisms adopted by CARB took effect and are legally enforceable.

The reduction goal for 2020 is to reduce greenhouse gas emissions by 25 percent of the current rate in order to meet 1990 level, and a reduction of 80 percent of current rates by 2050. The AB 32 Scoping Plan contains the main strategies California will use to reduce the greenhouse gases. The scoping plan has a range of greenhouse gas reduction actions that include direct regulations, alternative compliance mechanisms, monetary and nonmonetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program.

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act (SB 375) of 2008 provides incentives for cities and developers to bring housing and jobs closer together and improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and thus help meet the statewide targets for reducing greenhouse gas emissions set by AB 32.

SB 375 requires each MPO to add a broader vision for growth—the sustainable communities strategy (SCS)—to its transportation plan. The SCS must lay out a plan to meet the region’s transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions.

California Complete Streets Act

The California Complete Streets Act (AB 1358) of 2008 requires circulation elements updated in 2011 or later to address the transportation system from a multi-modal perspective. The bill states that streets, roads, and highways must “meet the needs of all users in a manner suitable to the rural, suburban, or urban context of the General Plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate, including walking, biking, car travel, and transit.

The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled.

Los Angeles County Congestion Management Program

The County of Los Angeles and its transportation agency, Metro, updated the Congestion Management Program (CMP) in 2010 to assess the overall performance of the highway system and provide decision makers with quantitative input for funding improvements and programs. The CMP covers approximately 500 miles of freeway facilities that are divided into 81 key segment pairs. The traffic operations at each segment are evaluated every two years by Caltrans and published in the CMP for Los Angeles County. The CMP for Los Angeles County designated certain arterial roadways and freeway segments as CMP facilities:

Roadways: Pacific Coast Highway, 7th Street, Alamitos Avenue, Orange Avenue

Freeways: I-710, I-605, I-405, SR-91

The County's traffic congestion management policy is intended to determine appropriate transportation planning actions in response to a particular level of service (LOS). As a result, an intersection with a poor LOS does not necessarily preclude new development at or around that intersection. Instead, the local agency will need to respond to intersection LOS with a three-tiered approach:

1. Manage speeds and motorist behavior at intersections with high LOS.
2. Review traffic growth patterns when congestion begins to appear and planning for appropriate ways to address additional congestion.
3. Take steps to manage congestion, including moving from intersection-specific metrics to LOS for an entire corridor.

Los Angeles County Metropolitan Transportation Authority

Metro is the planning, coordinating, designing, building, and operating transportation agency for Los Angeles County. The agency's 2009 Long Range Transportation Plan (LRTP) lays out a 30-year vision for the Los Angeles County transportation system. The LRTP focuses on connecting highways and arterials with bus, urban, and regional rail systems while reducing greenhouse gas emissions through the following goals:

- Expand the Metro fixed guideway/busway network to over 177 stations covering nearly 230 miles.
- Expand the Metro Rapid network to provide over 400 miles of service through 35 cities and the County of Los Angeles.
- Continue the commitment to operate and expand the Metrolink commuter rail system.
- Continue the commitment to operate the paratransit bus system.
- Expand and improve bus and rail transit services throughout the county.