

# GENERAL PLAN

IMPLEMENTATION UPDATE



LONG BEACH  
DEVELOPMENT  
SERVICES

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## Introduction

The City of Long Beach's General Plan is a policy document required by State law, which establishes the goals and policies that will guide growth and development in the City through 2040. The aim of these documents is to guide Long Beach to a more sustainable future, improve mobility choices, expand transit access, improve air quality, reduce greenhouse gas emissions, and accommodate growth projections in accordance with state law. Cities and counties in California are required to prepare and adopt a general plan as a comprehensive guide for long-term development. The General Plan analyzes existing conditions and projects needs into the future, as a basis for determining policies, programs, and objectives. It also establishes the long-term policy framework for day-to-day decision-making based upon these objectives.

### Report Purpose

California law [Government Code §65400] requires cities and counties to provide annual reports on their General Plans to their respective legislative bodies and the Governor's Office of Planning and Research (OPR) as well as to the Housing and Community Development Department (HCD) for Housing Elements. Reports are required to provide the status of implementation measures found in each element, and with specific reporting requirements for the housing element portion of the annual report. The intent of this statute is to ensure that the General Plan directs all land use decisions and remains an effective guide for future development. The purpose of this annual reporting, then, is to provide enough information to allow local legislative bodies to assess how General Plans are being implemented in accordance with adopted goals, policies, and implementation measures (General Plan Guidelines, 2017, p. 259). Specifically, this report has been produced to satisfy this requirement for the General Plan, and to highlight the implementation achievements with an emphasis on progress in 2022. The most recently adopted updates to the General Plan include, the Mobility Element (2013), the Land Use and Urban Design Elements (2019), and the Housing Element (2022). Specific Implementation achievements for each of these Elements are discussed in this report.

### Housing Element

Despite changing development market conditions challenged by high materials costs, rising interest rates, and the economic downturn due to the impacts of the COVID-19 pandemic, 2022 was a successful year for new housing units approved and for starting construction of new housing units, with 970 housing units permitted, of which 508 are Accessory Dwelling Units (ADUs) and 255 are affordable housing units. Long Beach became the first large city in the region to have its 6<sup>th</sup> cycle 2021-2029 Housing Element certified by the state. Additionally, several initiatives that help implement the LUE and the Housing Element were either begun or made progress in 2022, including Zone In: City Core and Zone In: WestLB. Prior to the COVID19 pandemic, housing was already the number one social determinant of health in Long Beach. As the pandemic continued through its third calendar year, housing has become even more critical. The issues of household affordability and overcrowding, which the LUE seeks to address, turned out to be a significant vulnerability factor for community spread of COVID19 in Long Beach and across the Country. Due to the housing crisis and rising costs, overcrowding impacts more than 10 percent of all households and rental cost burden impacts 54 percent of all renters in Long

Beach<sup>1</sup>. These are both issues throughout the City, but both are most predominant in Long Beach neighborhoods with the least access to parks, fresh food, and open space, and the worst environmental health indicators.

On February 8, 2022, the Long Beach City Council adopted the 2021-2029 Housing Element Update. On April 8, 2022, the plan was certified by the California Department of Housing and Community Development (HCD). The certification signifies the City's compliance with State Housing Element law and enables the potential for considerable grants and State funding opportunities. This includes various implementation efforts. The updated Housing Element provides the City with a roadmap for accommodating the projected housing units needed to house existing and future City residents through 2029 and guides future decisions that impact housing. California law requires that all cities and counties submit to their legislative bodies as well as HCD a Housing Element which demonstrates that the City has sufficient zoning capacity to accommodate the 6th Cycle Housing Element Regional Housing Needs Assessment (RHNA) allocation or undergo a rezoning program to create that capacity. For Long Beach, the RHNA is approximately 26,500 new housing units by 2029 and will be accommodated through a rezoning program designed to implement the policy direction of both the Land Use and Housing Element. The Housing Element aims to achieve a number of housing related goals that include accommodating housing need in compliance with State law; increasing housing production for all income levels and household types, including special needs populations; improving housing affordability; preserving existing affordable housing; and promoting fair housing choice for all. Housing is a critical community priority and has been noted as one of the most important equity issues in the City as described in the Long Beach Framework for Reconciliation. The Housing Element Update was grounded in equity analyses based on extensive data combined with input from communities most impacted by the housing crisis that shaped the plan's goals, policies, actions, and strategies.

### Land Use Element

The City of Long Beach's General Plan Land Use Element (LUE) update and companion Urban Design Element (UDE) were adopted by the City Council on December 3, 2019. The LUE establishes the goals and policies that will guide growth and development in the City through 2040. This update of the City's General Plan aims to guide Long Beach to a more sustainable future, to improve mobility choices, expand transit access, improve air quality, reduce greenhouse gas emissions, and accommodate growth projections in accordance with state law.



The LUE and UDE accommodates the City's population and employment projections through the horizon year of 2040 while also advancing General Plan goals for open space, active living, improved urban design, sustainability, and overall quality of life. In addition to accommodating the City's population and

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<sup>1</sup> 2021 American Community Survey 5-year Estimates, United States Census Bureau:  
<https://data.census.gov/table?t=Occupants+Per+Room&g=1600000US0643000&tid=ACSDT5Y2021.B25014>



employment projections through the horizon year of 2040, the plan creates sufficient housing opportunity to address the City's existing housing need due to overcrowding. The plan focuses new development near transit and seeks to transform under-utilized commercial corridors to denser, more mixed-use corridors and nodes served by bus lines. This creates development opportunity while helping recycle under-performing strip malls, improving the pedestrian experience, increasing access to jobs, and minimizing direct displacement. The LUE advances several goals and policies for addressing equity in access to housing, jobs, community resources, and open space, while creating more opportunities for active living, improved urban design, sustainability, and overall quality of life for all.

The LUE introduces the concept of "PlaceTypes," which replaced the former Euclidean approach of segregating property through traditional land use designations. PlaceTypes divide the city into distinct neighborhoods, allowing for greater flexibility and mix of compatible land uses within these areas. This allows for the creation of more complete communities with a greater mix of housing, jobs, and retail within neighborhoods to shorten trips and allow more opportunity for people to take advantage of the City's significant investments in multi-modal transportation, building upon the City's Mobility Element. The LUE's companion UDE defines the physical aspects of the urban environment and facilitates the PlaceTypes established in the LUE by creating attractive and vibrant places; ensuring appropriate scale and massing; improving the urban fabric and public spaces; and defining edges, thoroughfares, and corridors to further enhance the public realm, walkability, bikeability and neighborhood character. Policies and regulations guiding how and to what intensity land can be used are one of the City's primary tools for shaping how the City will develop and evolve over time. How land is used impacts people's access to housing, jobs, shopping, and open space. The most fundamental decisions in planning begin with land use, and they impact a community's health, access to opportunity, the environment and quality of life. Given that property taxes are the number one form of revenue for the City, land use regulations also impact the City's fiscal health and ability to provide city services. Although there are many actions underway to implement the LUE, the primary mechanism for implementing the LUE is through a comprehensive update to the zoning code through the ZoneIn program, which is currently underway in several areas throughout the City.

## Mobility Element

On October 15, 2013, the Long Beach City Council adopted the Mobility Element, one of the seven mandated elements of the Long Beach General Plan. The Mobility Element provides direction for how residents, visitors and goods move around the City. The Mobility Element was shaped by extensive outreach to residents, property owners and other community stakeholders. It was based on the City's Principles for Complete Streets and Active Living. Since the Mobility Element was adopted, several supporting plans and policies have been developed, providing a comprehensive mobility planning framework for the City. Streets and sidewalks, known together as the "public right of way", comprise most of the public space maintained by the City of Long Beach. Therefore, it is critical that mobility planning focus on all users. A central theme of the Mobility Element is support for a balanced, multi-modal transportation network that enhances connectivity and supports existing development patterns, while retaining community character, and enhancing environmental sustainability by reducing gasoline consumption and greenhouse gas emissions and improving public health by improving air quality while providing greater opportunities to be physically active such as through walking and biking. A balanced transportation system uses multiple modes of travel including motor vehicles, public transportation, bicycle, pedestrians and to a lesser extent rail and air transportation.



The Mobility Element balances competing goals of accommodating trips generated by land uses, while striving to retain a transportation network that complements, rather than impacts, the character of communities. Just as poor mobility hinders quality of life, efficient, convenient, and affordable mobility systems have the potential to make life easier, better, and more enjoyable. This is especially true when these systems are combined with smart land use development. At their best, well-designed mobility systems have the power to:

- Provide options for all people to access jobs, shopping, and services, even if they do not own a vehicle
- Reduce commute times, freeing up time to spend with friends and family, cooking, resting or being physically active.
- Reduce transportation costs, freeing up disposable income particularly important for households on a tight budget
- Increase physical activity and help reduce obesity and related health problems and costs
- Reduce stress levels
- Reduce pollution and greenhouse gas emissions that contribute to global warming, resulting in improved air quality
- Reduce the amount of oil and particulates that enter the storm drains, improving the water quality of our streams, rivers, and oceans
- Support businesses by providing access to new customers and expanding business opportunities



As this report demonstrates, the City has made significant progress in implementing the Mobility Element since its adoption in 2013. This report provides a summary of the most important programs, projects, initiatives, and strategies for implementation. The City has been recognized for these

pioneering and successful efforts. As the City continues to develop plans, policies and projects that seek to make all modes of transportation accessible through land use patterns and efforts to reduce greenhouse gases while preparing for the impacts of climate change, the Mobility Element is important now more so than ever in achieving this cohesive vision and direction.



## Housing Development and Affordable Housing

This section of the report highlights implementation achievements related to the Housing Element and housing production. The full Housing Element Annual Progress Report (APR) in the format required by the Housing and Community Department (HCD) is found in Appendix A.

### Housing Element Adoption

In 2022, the City adopted its 6<sup>th</sup> Cycle Housing Element, which was subsequently certified by the California Department of Housing and Community Development (HCD), signifying the City's compliance with State Housing Element law. The certification enables the potential for considerable grants and State funding opportunities for various implementation efforts in Long Beach, including the production of additional affordable housing.

Adopted by the Long Beach City Council in February 2022, the 2021-2029 Housing Element is the sixth update and guides the City's policies and programs related to housing through 2029. The Housing Element update builds on previous City plans, goals, objectives, and strategies to ensure that the city meets the housing needs of current and future Long Beach residents and provides fair housing options for all.

The two-year planning process for the Housing Element update consisted of extensive technical analysis, community outreach and engagement with residents, businesses, community-based organizations, affordable housing developers and advocates, homeless services providers, neighborhood associations and stakeholders. City staff conducted various community forums, workshops, community listening sessions, focus groups, a survey and a mailer and social media campaign to solicit public participation and input on the plan. Information was provided in English, Spanish, Khmer, and Tagalog.

The plan aims to achieve several overarching goals and provides the City with a roadmap for accommodating projected housing demand, increasing housing production, improving housing affordability, preserving existing affordable housing, improving housing conditions, and facilitating the development of housing for all income levels and household types. The update focuses on removing barriers to housing production to address challenges related to housing shortages and homelessness in the city and introduces important new strategies to address documented fair housing disparities in Long Beach, including inequities in access to quality, affordable housing.

Pursuant to State law, the primary strategy for implementing the Housing Element is to update the City's zoning code to demonstrate that the City has sufficient zoned capacity to facilitate its Regional Housing Needs Allocation (RHNA), which estimates the number of additional housing units, including affordable housing units, needed for current and future Long Beach residents over the eight-year cycle. This work is already currently underway in Long Beach through the City's rezoning efforts to implement the 2019 Land Use Element (LUE) update, which provides sufficient zoning capacity to meet the RHNA.

Multiple efforts are underway to update the zoning code consistent with the General Plan. These efforts fall under the Zoneln program. This includes the Uptown Planning Land Use and Neighborhood Strategy (UPLAN), a collaborative effort between the City and North Long Beach community to guide future development through new zoning; and Zone In: City Core, a collaboration between the City and community to update zoning regulations in the area bounded by Pacific Coast Highway, 10th Street, Magnolia, and Ximeno Avenues. In late 2020, the City adopted 12 new zones and rezoned properties

along major corridors in North Long Beach through UPLAN, and a second phase of rezoning is anticipated for adoption later this year. Adoption of new zones through the Zone In: City Core effort is anticipated in 2023. Similarly, rezoning recommendations have been developed for Santa Fe and West Willow St through the Zone In: West Long Beach effort which will be brought forward for adoption in spring of 2023.

Table 1: 6th Cycle RHNA

	Long Beach		Los Angeles County		SCAG	
Areal/ Income	Number of Units	Percent	Number of Units	Percent	Number of Units	Percent
<b>Total</b>	<b>26,502</b>	<b>100%</b>	<b>812,060</b>	<b>100%</b>	<b>1,341,827</b>	<b>100%</b>
Extremely Low/ Very Low	7,141	26.9%	217,273	26.8%	351,796	26.2%
Low	4,047	15.3%	123,022	15.1%	206,807	15.4%
Moderate	4,158	15.7%	131,381	16.2%	223,957	16.7%
Above Moder- ate	11,156	42.1%	340,384	41.9%	559,267	41.7%

Source: Long Beach Housing Element 2021-20-2029

## Goals, Strategies, And Policies Supported

### Laws

- The HE is consistent with California Government Code §65300 requirements for a local general plan
- The HE is consistent with California Government Code §65580 requirements for Housing Elements.
- The HE is also consistent with §65580 requirements for cooperating with other local governments as well as the state to address regional housing need.
- The proposed HE update contains a Fair Housing Assessment including all components required pursuant to Government Code Sections 8899.50, 65583(c)(5), 65583(c)(10), and 65583.2(a)
- The general plan, as amended by the HE, is internally consistent, within and across elements pursuant to §65300.5
- Public involvement in preparation of the plan met the requirements of §65351, which requires the planning agency to provide opportunities for the involvement of citizens, California Native American Indian tribes, public agencies, public utility companies, and civic, education, and other community groups, through public hearings and any other means the planning agency deems appropriate
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### Land Use Element

- LU STRATEGY No. 12: Diversify Long Beach's housing stock.
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs.

- LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.
- LU STRATEGY No. 13: Facilitate housing type distribution.
- LU Policy 13-1: Promote an equitable distribution of housing types for all income and various cultural groups throughout the City; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods.
- LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.

## Enhanced Density Bonus

# ENHANCED DENSITY BONUS ORDINANCE

September 2021



Among top concerns and priorities expressed during the Housing Element process were concerns around availability and affordability of housing (Goal 1: Increase Housing Production and Goal 3: Housing Affordability); the need for housing for different populations, including senior and mixed-income housing (Goal 4: Housing for Special Needs Populations); the need for housing in high resource areas (Programs 1.5, 1.7, 2.3, 6.3, 6.9, 6.11; among other important concerns and priorities addressed by policies in the Housing Element. Adopted in October 2021, the Enhanced Density Bonus (EDB) ordinance is an early implementation measure of the Housing Element Update (HEU) that offers density bonuses above and beyond those permitted by the State Density Bonus Law in exchange for increased levels of affordable housing in order to facilitate the development of mixed-income, multi-family housing Citywide, as well as more stringent no net loss provisions.

The purpose of the EDB ordinance is to increase housing production outside of Downtown, provide an incentive structure adequate to support mixed-income, inclusionary housing, and implement several recommendations of the City's Mayor's Affordable Housing Taskforce study recommendations. The Enhanced Density Bonus Ordinance is another tool for encouraging mixed-income housing production Citywide including in high-opportunity areas. Specifically, the ordinance furthers HE Policy 1.11, which calls to utilize inclusionary housing and enhanced density bonuses that expand upon the density bonus and development standard concessions and incentives offered as tools to facilitate the development of more affordable housing, with a mix of affordability levels within mixed-income housing and responds to the additional HEU policies and actions listed below. Implementation of the nascent ordinance continues with the processing of several Pre-Applications proposing to utilize EDB since the adoption of the ordinance and one formal submittal in 2022 for a mixed-income building proposed in the PD-30 Downtown Area.

### Goals, Strategies, And Policies Supported

#### *Housing Element*

- HE Policy 1.7: Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts in alignment with the City's Climate Action and Adaptation Plan (CAAP) to minimize carbon emissions by focusing new housing near transit and jobs;
- HE Policy 1.11, which calls to utilize inclusionary housing and enhanced density bonuses that expand upon the density bonus and development standard concessions and incentives offered as tools to facilitate the development of more affordable housing, with a mix of affordability levels within mixed-income housing, as well as the following policies;

- HE Policy 1.12: Provide incentives for housing that is accessible and affordable to lower income households, seniors, and disabled persons (including persons with developmental disabilities), such as through density bonus incentive programs that offer bonuses and concessions beyond those offered by the State Density Bonus Statute (Government Code Section 65915);
- HE Policy 1.13: Promote mixed income and/or mixed-generation housing that fosters integration of residents of different socioeconomic backgrounds.
- HE Policy 2.3: Offer financial and/or regulatory incentives, such as density bonuses and fee reductions or waivers, where feasible, to reduce the costs and/or to remove impediments to developing affordable housing, particularly near transit.
- HE Policy 2.6: Provide density bonus incentives beyond those offered by the State Density Bonus Statute (Government Code Section 65915) to further facilitate the construction of affordable housing as part of mixed-income, multi-family housing development citywide, while also offering no net loss protections that exceed those required by the State and the City's local ordinance.
- HE Policy 6.4: Require a minimum the replacement of housing units that are demolished because of proposed development at the same or greater levels of affordability based on deed restrictions or incomes of previous tenants.
- Action 1.1.5: Make sites inventory available online and assist developers in identifying additional opportunities for residential development such as through technical assistance on how to use the Enhanced Density Bonus incentives.
- Objectives and Timeframes: By mid-2022, publish site inventory and public information bulletin
- Action 1.3.2: Pilot expanded no net loss provisions through the Enhanced Density Bonus Ordinance.

#### *Land Use Element*

- LU Goal No.5 Diversify Housing Opportunities;
- LU Strategy No. 12: Diversify Long Beach's housing stock which encourage the preservation and development of a variety of housing types to meet the diverse needs of City residents;
- LU Policy 1-2: Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs;
- LU Policy 1-5: Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects;
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of variety income ranges, ages, lifestyles and family needs;
- LU policy 12-2: Encourage the provision of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs;
- LU Policy 13-1: Promote an equitable distribution of housing types for all income and various cultural groups throughout the City; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods.
- LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown;

#### *Urban Design Element*

- UD Policy 14-2: Acknowledge transitions between commercial and residential uses by requiring new development in higher-density center and corridors to transition in height, massing, scale, and intensity in a thoughtful way to provide a buffer to lower density residential development.



## Unpermitted Dwelling Unit Amnesty Program

The Unpermitted Dwelling Unit Amnesty ordinance was adopted in 2021 to encourage the preservation of existing housing stock, bring unpermitted units into compliance with applicable Building Code standards, and maintain them as income-restricted affordable units in exchange for legalization. This ordinance is another tool in the housing toolbox and is intended to capture unpermitted dwelling units that are not eligible for as accessory dwelling units through the Accessory Dwelling Unit (ADU) process. Like the EDB ordinance, the Unpermitted Dwelling Unit Amnesty ordinance is also an early implementation measure of the HEU.

Implementation of this program is also underway. Most unpermitted dwelling unit cases have been resolved and legalized through an ADU permitting process.

### **Goals, Strategies, And Policies Supported**

#### *2021-2029 Housing Element*

- HE Policy 6.9: Improve the regulatory pathway for legalizing unpermitted dwelling units to help protect tenants in those units and preserve the housing stock.
- HE Policy 5.6: Create healthy neighborhoods by performing ongoing property inspections, eliminating threats to the public health, promoting business establishments that offer healthy food choices, and encouraging sustainable cooling options (solar panels, tree-planting, cool building materials and pavements) to protect at-risk populations such as children and older adults.
- HE Policy 5.9: Conduct education and outreach to tenants regarding the City's Code Enforcement program and their rights as a tenant to decent, safe, and sanitary housing.

#### *Land Use Element*

- LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.
- LU Policy 13-1: Promote an equitable distribution of housing types for all income and various cultural groups throughout the City; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods.
- LU Goal No.5 Diversify Housing Opportunities
- LU Strategy No.12: Diversify Long Beach's housing stock which encourages the preservation and development of a variety of housing types to meet the diverse needs of City residents.
- LU Policy 1-5: Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects.

## Micro-Unit Pilot Program



The last ordinance part of the suite of ordinances that serve as early implementation measures of the HEU is an ordinance that allows micro-units as an innovative housing typology in the Downtown (PD-30) and Midtown (SP-1) areas. Adopted in 2020, this ordinance establishes a 500-unit micro-unit pilot program with a focus on geographic areas that, based on existing development standards, can better facilitate micro-unit projects, and enable the City to test out regulations prior to developing permanent regulations to allow this housing typology as another strategy for housing production in the City.

Implementation of this ordinance is underway with 93 micro-units that are entitled out of 500 allowed in the pilot program. [https://uli.org/wp-content/uploads/ULI-Documents/MicroUnit\\_full\\_rev\\_2015.pdf](https://uli.org/wp-content/uploads/ULI-Documents/MicroUnit_full_rev_2015.pdf)

## Goals, Strategies, And Policies Supported

### *2021-2029 Housing Element*

- HE Policy 1.3: Achieve a balance of rental and homeownership opportunities, including apartments, townhomes, condominiums, single-family houses, and accessory dwelling units, micro-units and alternative housing options to accommodate the housing needs of all socioeconomic segments of the community, including large families.
- HE Policy 4.6: Proactively seek out new models and approaches for the provision of affordable housing, such as co-housing, micro units, motel/hotel conversions, and assisted living facilities.

### *Land Use Element*

- LU Policy 1-2: Support high-density residential, mixed-use and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.
- LU Policy 1-5: Encourage resources and processes that support sustainable development for adaptive reuse projects, as well as appropriate infill projects.
- LU Policy 7-9: Focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors.
- LU Policy 10-4: Enhance neighborhoods and connect housing to commercial uses to provide residents with an active choice to walk or bike within their local neighborhoods.
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs.
- LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.

## Zone In City Core (Previously known as Anaheim Corridor Zoning Implementation Plan (ACZIP))

### Inclusionary Housing Policy

In January 2021, the Long Beach City Council adopted the Inclusionary Housing Policy as part of an ongoing effort to ensure that Long Beach residents have access to affordable housing. The newly adopted ordinance encourages development of mixed-income housing by requiring that new residential developments in Downtown and Midtown areas of Long Beach must include a minimum percentage of units for low-income and very low-income households or that developers contribute to a fund that would be used for future development of affordable housing. The incentive-based requirement, which is one of many strategies that the City is implementing to address the housing crisis, is the result of years-long outreach efforts that were inclusive of renters, property owners and developers.



This ordinance supports the implementation of California Senate Bill 330, "The Housing Crisis Act Of 2019" and establishes regulations to prevent any reduction of the zoned capacity of housing development in the City below what was allowable as of January 1, 2018. It also ensures that the construction of any housing development project does not result in a net loss of affordable residential housing units in the City and establishes an inclusionary housing in-lieu fee. It is an early implementing action of the 2021 Housing Element Update and provides an important strategy for creating more mixed-income communities with both affordable and market rate housing.

The city has been tracking the Inclusionary Housing Ordinance within the context of the number of deed-restricted affordable units the ordinance is producing as part of mixed-income multifamily development. In 2022, the ordinance resulted in 83 affordable units proposed as part of mixed-income project entitlements.

### Goals, Strategies, And Policies Supported

#### *Land Use Element*

- LU Goal No.5 Diversify Housing Opportunities
- LU Strategy No. 12: Diversify Long Beach's housing stock which encourage the preservation and development of a variety of housing types to meet the diverse needs of City residents.

- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles, and family needs.
- LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.
- LU STRATEGY No. 13: Facilitate housing type distribution.
- LU Policy 13-1: Promote an equitable distribution of housing types for all income and various cultural groups throughout the city; avoid creating concentrations of below-market-rate housing in underserved and low-income neighborhoods.
- LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.

#### *2021-2029 Housing Element*

- HE Policy 1.2: Facilitate the development of affordable housing by streamlining the approval process for projects with substantial levels of affordable housing.
- HE Policy 1.11: Utilize inclusionary housing and enhanced density bonuses that expand upon the density bonus and development standard concessions and incentives offered as tools to facilitate the development of more affordable housing, with a mix of affordability levels within mixed-income housing.
- HE Policy 1.12: Provide incentives for housing that is accessible and affordable to lower income households, seniors, and disabled persons (including persons with developmental disabilities), such as through density bonus incentive programs that offer bonuses and concessions beyond those offered by the State Density Bonus Statute (Government Code Section 65915).
- HE Policy 1.13: Promote mixed income and/or mixed generation housing that fosters integration of residents of different socioeconomic backgrounds.
- HE Policy 2.3: Offer financial and/or regulatory incentives, such as density bonuses and fee reductions or waivers, where feasible, to reduce the costs and/or to remove impediments to developing affordable housing, particularly near transit.
- HE Policy 2.6: Provide density bonus incentives beyond those offered by the State Density Bonus Statute (Government Code Section 65915) to further facilitate the construction of affordable housing as part of mixed-income, multi-family housing development citywide, while also offering no net loss protections that exceed those required by the State and the City's local ordinance.
- HE Policy 4.4: Integrate and disperse special needs housing within the community and in close proximity to transit and public services.
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## Emergency Rental Assistance Program

Through various local, county, state and federal programs, Long Beach residents began accessing emergency rental assistance resources in 2020 in response to the impacts of the COVID-19 pandemic. On March 8, 2021, the City of Long Beach adopted its Proposed Long Beach Recovery Plan, based in large part on funding from the American Rescue Plan Act, which has now been signed by President Biden as a response to the COVID-19 pandemic. The plan supports three major tranches through this funding—Economic Recovery, Healthy and Safe Community, and Securing Our City’s Future. In support of these initiatives, the City launched the Long Beach Emergency Rental Assistance Program (LB-ERAP) in April 2021. The Federal Consolidated Appropriations Act of 2021, authorized the Emergency Rental Assistance Program (ERAP), which provided funding directly to some local jurisdictions and at the state level. Long Beach received a direct allocation from the U.S. Treasury in the amount of \$13.8 million, as well as a State Block Grant in the amount of \$16.4 million (totaling \$30.2 million). These funds established the local ERAP.

LB-ERAP covers 100% of rental and utility payments for renters who experienced income loss due to the COVID-19 pandemic and is designed to support housing security throughout the city while residents begin to recover from the financial impacts of the pandemic. Funded by federal, state and reallocated City funds, the program has dispersed more than \$67,900,000 on behalf of over 6,200 renters with plans to continue payments until all funds have been exhausted. As the effects of the pandemic have resulted in greater health and economic impacts to some communities than others, the Recovery Plan in all aspects utilizes an equity lens to identify the different needs for different communities and includes funding for specific programs, outreach, language access, and digital access to ensure the Recovery Plan will assist all those in need throughout Long Beach.

### **Goals, Strategies, And Policies Supported**

#### *Land Use Element*

- LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.

#### *2021-2029 Housing Element*

- HE Goal 1: Provide Housing Assistance and Preserve Publicly Assisted Units
- HE Goal No.1: promotes housing affordability and encourages a variety of strategies to rehabilitate and preserve the existing affordable housing stock and protect at-risk affordable units. As noted, existing informal units tend to be naturally occurring affordable units and fill an important housing need in the city. The proposed Zoning Code amendments advances the above General Plan
- HE Policy 3.1: Encourage the maintenance and improvement of the housing stock and the neighborhood context

## Housing Development

### Religious Facilities Overlay

The goals of Religious Facility Housing overlay are to adopt an overlay that would provide incentives and relief for developing affordable housing on religious facility properties, especially housing that includes units for extremely low-income households.

AB 1851 (Religious Facility Housing) provides relief in parking requirements when a religious institution partners with a nonprofit organization to provide affordable housing on site. This new state law applies only to religious facility properties in residential zones or nonresidential zones that also allow residential uses. Religious facilities are located throughout the city and oftentimes are situated on large sites with high proportions of undeveloped land, including in high resource areas where there is currently insufficient supply of affordable housing. The residential sites inventory has been expanded to include religious facility properties, particularly in high resource areas.

The City will Adopt the Religious Facilities Housing Overlay by the end of 2023 to address the following:

- Provide incentives and parking relief to religious facility properties, including in zones that do not normally permit residential uses.
- Designate religious properties in the Founding and Contemporary Neighborhood (FCN) PlaceType as part of the Overlay, with specific provisions to allow for affordable housing at an increased density of 30 units per acre.
- Given the religious facility opportunity sites in high resource areas of the city, this program is important to the City's strategy for creating more affordable housing opportunities in high resource areas to address fair housing goals.

### Goals, Strategies, And Policies Supported

#### *Land Use Element*

- LU Goal No. 5: Diversify Housing Opportunities
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles, and family needs.

#### *2021-2029 Housing Element*

- HE Policy 1.2: Facilitate the development of affordable housing by streamlining the approval process for projects with substantial levels of affordable housing.
- HE Policy 1.6: Facilitate adaptive reuse of existing structures for residential purposes.
- HE Policy 4.6: Proactively seek out new models and approaches for the provision of affordable housing, such as co-housing, micro units, motel/hotel conversions, and assisted living facilities.

#### *Housing Element actions and objectives/timeframes*

- Action 1.5.1: Adopt an overlay that would provide incentives and relief for developing affordable housing on religious facility properties, especially housing that includes units for extremely low income households. Adopt the Religious Facilities Housing Overlay by the end of 2023.

#### *Mobility Element*

- Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network
- MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles.



- MOP Policy 1-10: Encourage innovative and/or private transit-related systems to address discrete transit problems.
- MOP Policy 6-1: Match parking policies to land use and mobility goals.
- MOP Policy 6-5: Embrace innovative parking solutions that reduce the required space needed for parking, such as automated parking lifts and elevators.
- MOP Policy 6-6: Regulate and manage the supply of parking so that it remains reasonably available when and where it is needed.

### Site Inventory Portal

As part of the implementation for Long Beach's state-certified 2021-2029 Housing Element, the City has developed an interactive portal for its corresponding Site Inventory available online. The publicly available portal allows for anyone to look up a given address and determine whether said parcel(s) is in the site inventory, or conversely, point and click on any site inventory parcel shown on the map to get more information about it. Information shown includes the number of units allocated to a given parcel, its corresponding site identification number, the affordability breakdown of said units, and the zoning and general plan designations.

### Consolidated Plan Update

The Consolidated Plan is a requirement of the U.S. Department of Housing and Urban Development (HUD) and must be developed by local governments to receive funding under the following federal programs: Community Development Block Grant (CDBG), the HOME Investment Partnerships Program (HOME), and the Emergency Solutions Grant Program (ESG). The new Long Beach Consolidated Plan was approved by the City Council on July 19, 2022. The Consolidated Plan is a comprehensive planning document that assesses overall needs for affordable housing, homeless shelters and services, infrastructure improvements, and community and economic development. The Consolidated Plan has a total budget of around \$10 million and is implemented by Annual Action Plans, which provide a one-year implementation plan for meeting the goals stipulated in the Five-Year Consolidated Plan. More specifically, Actions Plans will include actions, activities, and the specific federal and non-federal resources that will be used each year to address the priority needs and specific goals identified by the Consolidated Plan.

The Consolidated builds upon the City's recently adopted Housing Element by incorporating the extensive feedback and analysis of existing and projected housing needs in Long Beach into the Plan's proposed programs and budget. The Plan has six primary goals identified: Create and Preserve Affordable Housing, Support Activities to End Homelessness, Eliminate Blight and Strengthen Neighborhoods, Expand Economic Opportunities, Promote Fair Housing Choice, and Planning and Program Administration.

### First Time Homebuyers Program

The First-Time Homebuyer Assistance Program will provide approximately 100 eligible households with up to \$20,000 in down payment and closing cost assistance.

The grant program is designed to assist low- and moderate-income families traditionally underrepresented in homeownership with purchasing their first home and building multi-generational wealth. Applicants will need to be first-time homebuyers currently living within a federal Community Development Block Grant designated census tract in Long Beach and meet other requirements to

qualify. Long Beach also receives an annual entitlement under the HOME program. HOME funds can be used for activities that promote affordable rental housing and lower-income homeownership

Housing & Neighborhood Services Bureau staff will host community information sessions in February 2023 to promote the program and help residents verify that they meet the program eligibility requirements. The application for the program will open in March 2023.

The Long Beach City Council's direction to create and fund a Down Payment Assistance Program was included in the Everyone In Economic Inclusion Implementation Plan proposed by Mayor Rex Richardson and cosponsored by former Councilmembers Lena Gonzalez and Stacy Mungo Flanigan and current Seventh District Councilmember Roberto Uranga, which was approved by the full City Council in June 2019. Enhanced funding was included in the City's Recovery Plan via a motion from Mayor Richardson, then-Vice Mayor, in March 2021. The Program also aligns with Goal 4, Strategy 3 of Long Beach's Racial and Reconciliation Initiative to explore funding of down-payment assistance programs, silent second mortgage programs and other opportunities to increase homeownership.

This Program is made possible by the Long Beach Recovery Act, a plan to fund economic and public health initiatives for Long Beach residents, workers and businesses critically impacted by the COVID-19 pandemic. A total of \$5 million has been allocated to support housing assistance, which includes \$3 million for the funding and administrative costs associated with facilitating this Program and \$2 million for additional housing programs. Additional information about the Long Beach Recovery Act is available at [longbeach.gov/recovery](https://longbeach.gov/recovery).

### **Goals, Strategies, And Policies Supported**

#### *Land Use Element*

- LU Goal No. 5: Diversify Housing Opportunities
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles and family needs.

#### *2021-2029 Housing Element*

- HE Policy 3.11: Assist first-time homebuyers with financial readiness, such as financial literacy and credit counseling.
- HE Policy 3.13: Pursue homeownership opportunities, with an emphasis on providing affordable options for lower and moderate-income households with a particular focus on black households and households of color who historically could not access homeownership.

## Century Villages at Cabrillo Specific Plan

The Century Villages at Cabrillo Specific Plan (CVCSP) was recommended for adoption by the Planning Commission in 2022 and was adopted in January 2023 by the Long Beach City Council to support significant expansion and redevelopment of the supportive housing campus. Century Villages at Cabrillo (CVC) is a unique supportive housing community in West Long Beach that first emerged in 1997 with the transfer of 27-acres of former naval housing stock to benefit veterans in need of housing and services. Over time, the CVC has partnered with more than thirty service providers to house veteran and non-veteran individuals, families, youth, and children within a continuum of supportive housing options offering specialized resources to assist the needs of residents. As the need for more supportive housing continues to grow, the Specific Plan will guide the redevelopment of portions of the CVC campus to increase the number of affordable units, which is a critical component of the City of Long Beach's larger housing strategy and implements the Housing Element. The creation of the CVCSP will allow for streamlined review and flexibility of future development while meeting the high standards of design and sustainability. Over the next ten years, implementation of the CVCSP will create a community of 1,380 affordable housing units to serve the existing and future residents of the CVC community while upgrading and expanding the housing stock, providing for new service providers, realigning existing amenities as well as creating opportunities for new amenities to better serve residents.



The Century Villages at Cabrillo Specific Plan can be found on the City's website:

### Goals, Strategies, And Policies Supported

#### *Land Use Element*

- LU Goal No.5 Diversify Housing Opportunities
- LU Strategy No. 12: Diversify Long Beach's housing stock which encourage the preservation and development of a variety of housing types to meet the diverse needs of City residents.
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles, and family needs.
- LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.

## Land Use Element Implementation

### Uptown Plan Land Use and Neighborhood Strategy (UPLAN) – Phase II

UPLAN is the first major rezoning collaboration between the City and the community to update zoning regulations in the North Long Beach area defined as the 90805-zip code. This project has updated zoning regulations for the first time since 1989 to support a comprehensive neighborhood mobility strategy and the development of new housing and a greater mix of uses particularly along commercial corridors in the area. The plan will create a more complete community where residents, businesses, jobs, and shopping are located near each other with a more pedestrian-friendly design and work in conjunction with planned infrastructure improvement projects by the Public Works Department to improve local mobility options.

UPLAN was a two-phased effort; the second and broader phase was funded through SB1 dollars from the California Department of Transportation (Caltrans) to encourage housing production and reduce Vehicle Miles Traveled (VMT) in the area. Caltrans awarded the City a total grant amount of \$733,000.

The plan's equity-based framework is focused on both changes to zoning and land use regulations, as well as changes to the planning process itself. The outreach has been grounded in a community power and capacity-building process in which the people most impacted by planning decisions, including young people, renters, and people of color, and prioritized in the process and have their voices heard.

The project kicked off in 2018 with two phases of outreach and technical work. The first phase was completed in 2019 and had its zoning recommendations adopted in 2020. The second phase had its grant period from 2019 to 2021; review and adoption of the phase of zones is planned for 2023.

### Goals, Strategies, And Policies Supported

#### *2021-2029 Housing Element*

- Goal 1: Provide Increased Opportunities for the Construction of High-Quality Housing
  - HE Policy 1.1: Implement the 2019 Land Use/Urban Design Element update through a comprehensive rezoning program citywide that will provide adequate sites, zoned at the appropriate densities and development standards, to facilitate the housing production and affordability goals set forth in the 2021-2029 RHNA.
  - HE Policy 1.3: Achieve a balance of rental and homeownership opportunities, including apartments, townhomes, condominiums, single-family houses, and accessory dwelling units, micro-units and alternative housing options to accommodate the housing needs of all socioeconomic segments of the community, including large families.
  - HE Policy 1.4: Facilitate the development of medium density housing options such as duplex, triplex, fourplex, garden court apartments, and cottages to bridge the “missing middle” housing gap between high density apartments and condominiums and low-density single-family houses.
  - » HE Policy 1.5: Encourage new high-quality rental and ownership housing through the implementation of objective design standards, and architectural and green building standards in alignment with the Urban Design Element of the General Plan.
  - HE Policy 1.7: Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts in alignment with the City’s

Climate Action and Adaptation Plan (CAAP) to minimize carbon emissions by focusing new housing near transit and jobs.

- Housing Element actions and objectives/timeframes
  - Actions Objectives and Timeframe Action 6.10.1: Identify and mitigate negative environmental, neighborhood, housing and health impacts associated with undesirable land uses in disadvantaged communities. By 2025, adopt new zoning districts for Central, West and North Long Beach to correspond with the new LUE to incentivize more desirable and sustainable uses in disadvantaged communities such as housing and grocery stores.

#### *2019 Land Use Element*

- LU-M-1: Update the Zoning Regulations and Zoning Districts Map to include new zoning districts and development standards that are consistent with the PlaceTypes, goals, strategies and policies outlined in this Land Use Element.
- LU Goal No. 4: Support Neighborhood Preservation and Enhancement
- Strategy No. 3: Maintain a strong, diversified economic base that creates jobs and attracts employers.
- LU-M-2: Update the Zoning Regulations to include urban form standards that address the interface with street frontage, appropriate massing and compatibility standards based on context and location. Ensure the regulations allow a mix of uses and accommodate transit, walking and biking facilities
- LU-M-3: Consider including development incentives in the Zoning Regulations that allow greater development flexibility if projects include affordable housing; creative open space; cultural amenities; historic preservation or green building elements beyond those required; renewable energy components; and transit, pedestrian and bicycle amenities
- LU-M-4: Reinvent commercial corridors by creating compact, mixed-use land use patterns and making streets safer for pedestrians, bicyclists and transit users.
- LU-M-43: Continue to implement the Historic Preservation Element.
- LU Policy 3-1: Implement land use regulations and economic development strategies that will help diversify the local economy and expand job growth. Accommodate a mix of industries in Long Beach, including high technology, telecommunications, aerospace, green technology, renewable energy, healthcare, higher education, manufacturing, port and shipping, professional services, restaurants, entertainment and the film industry.
- LU Policy 3-3: Promote the Neo-Industrial PlaceType to nurture creative class businesses and artists, including clean light industrial, artist galleries, studios and limited live/work units.
- LU Policy 3-4: Promote and attract a mix of commercial and industrial uses by emphasizing the flexibility of the PlaceTypes designations.
- LU Policy 4-2: Promote the transition of some heavy industrial and manufacturing sites to creative green and sustainable industries.
- LU STRATEGY No. 5: Expand the Long Beach promise to include not only access to higher education, but to appropriate housing and employment opportunities needed to enjoy the benefits of higher education.
- LU Policy 6-1: Encourage a mix of land uses that is diverse, innovative, competitive, entrepreneurial, local and sustainable, which thereby promotes economic development,

increases City revenues, expands job growth and increases value, access and usability for existing

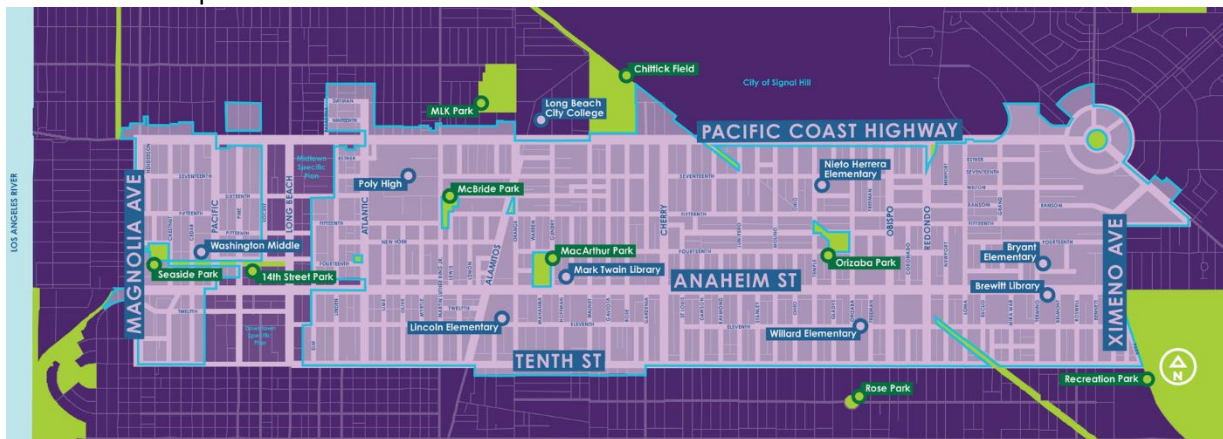
- neighborhoods and communities.
- LU Policy 6-12: Support growth of clean industrial businesses that contribute both high-paying jobs and point-of-sales revenue.
- LU Goal No. 3: Accommodate Strategic Growth and Change
- LU STRATEGY No. 7: Implement the major areas of change identified in this Land Use Plan (Map LU-20).
- LU Policy 7-2: Convert outdated and underutilized manufacturing and industrial sites to Neo-Industrial uses, particularly those adjacent to residential areas.
- LU Policy 7-3: Allow heavy industry uses, as well as oil and gas facilities, to transition to green industry where feasible and desired.
- LU Policy 7-4: Encourage degraded and abandoned buildings and properties to transition to more productive uses through adaptive reuse or new development. • LU Policy 7-5: Provide incentives for outdated and underperforming industrial areas to transition to commercial uses consistent with the
- PlaceTypes Map.
- LU Policy 7-10: Maintain consistency between the Land Use Element PlaceTypes and the updated Zoning Districts.
- LU Policy 9-1: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on residential living environments.
- LU- M-24 Implement major change areas identified in the Land Use Plan and Map LU-20.
- LU Policy 16-11: Work with residents to seek out proactive, forward-looking strategies not only to clean up but also protect neighborhoods already overburdened by adverse environmental conditions.



## Zone In City Core (Previously known as Anaheim Corridor Zoning Implementation Plan (ACZIP))

Zone In: City Core is the second major rezoning collaboration between the City and the community to update zoning regulations in the “City Core” area bounded by Pacific Coast Highway, 10th Street, Magnolia, and Ximeno Avenues. This project will update zoning regulations to support the development of new housing and a greater mix of uses particularly along commercial corridors in the area, including Anaheim Street and Pacific Coast Highway. The plan will create a more complete community where residents, businesses, jobs, and shopping are located near each other with a more pedestrian-friendly design.

The plan's equity-based framework is focused on both changes to zoning and land use regulations, as well as changes to the planning process itself. The outreach has been grounded in a community power and capacity-building process in which the people most impacted by planning decisions, including young people, renters, and people of color, and prioritized in the process and have their voices heard. The project kicked off in 2022 with three phases of outreach and technical work. Review and adoption of the new zones is planned for 2023.



In addition to meeting critical housing goals, the Zone In: City Core rezoning effort aims to implement goals to promote infill and redevelopment to support transit along key corridors in the City Core area, as outlined in the Land Use Element's Major Areas of Change (LUE, p. 114, 116).

## Project Timeline



## Goals, Strategies, And Policies Supported

### *Land Use Element*

- STRATEGY No. 7: Implement the major areas of change identified in this Land Use Plan (Map LU-20).
  - LU Policy 7-6: Promote transit-oriented development around passenger rail stations and along major transit corridors.
- STRATEGY No. 10: Create complete neighborhoods with identifiable centers and a full range of supporting neighborhood-serving uses to meet the daily needs of residents.
  - LU Policy 10-4: Enhance neighborhoods and connect housing to commercial uses to provide residents with an active choice to walk or bike within their local neighborhoods.
  - LU Policy 10-7: Utilize development incentives to attract full-service grocery stores to all communities and encourage stores to sell fresh, healthy foods in underserved areas.
  - LU Policy 10-8: Incentivize the inclusion of public amenities, community facilities, full-service grocery stores, childcare, and accessible open space areas in large mixed-use projects.
- STRATEGY No. 12: Diversify Long Beach's housing stock.
  - LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles, and family needs.
  - LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.
  - LU Policy 12-4: Allow new high-density residential growth to occur within Multi-Family neighborhoods in a manner that is context sensitive and compatible to surrounding uses and buildings and that provides a range of housing types and options that meets the needs of Long Beach residents.
- STRATEGY No. 13: Facilitate housing type distribution.
  - LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.
  - LU Policy 14-2: Promote land use policies and economic development strategies that embraces the diverse population of Long Beach.
  - LU Policy 14-8: Prioritize investments in disadvantaged communities that increase access to and availability of healthy food choices. Recognize the role of food deserts and unhealthy food in community health and seek to restore balance and a variety of food choices, including full-service grocers, markets, and farmers markets across all communities.
- STRATEGY No. 15: Foster community outreach and engagement in planning City projects and programs.
  - LU Policy 15-1: Inform and involve residents and facilitate neighborhood participation in implementing development and infrastructure projects and other planning programs or tasks.

## Globemaster Corridor Specific Plan (GCSP)

The Globe Master Specific Plan (GCSP) was adopted in 2021 by the Long Beach City Council. A response to the shuttering of Boeing's C-17 production pants, this Specific Plan allows for the reuse, development, and enhancement of the former C-17 facility property and the surrounding industrial and commercial areas in the Airport vicinity, as well as the streetscape on the two major arterials in the plan area, Cherry Avenue and Spring Street. The GCSP does not contain or permit any residential uses, given its proximity to the Airport and the noise sensitivity of residential uses. The purpose of the GCSP is to establish a long-term vision and framework for the development of the area into a 21st Century employment district. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the plan will attract and optimize new employment opportunities to retain the regional skills base, expertise, and competitive economies of the Airport, the City, and the Southern California region. In addition to becoming a flexible commercial-industrial district, incremental and strategic investments will foster pedestrian, bicycle, and transit mobility, improve connectivity, provide open space and amenities, and enhance the design and functionality of the workforce environment. The plan area will become a destination where leading-edge firms come to leverage their locational advantage adjacent to the Airport, Port of Long Beach, I-405, California State University, Long Beach, and a thriving residential and business community. Over the last year, there have been three key implementations for GCSP:

- The largest former Boeing C-17 manufacturing building, at 2400 E. Wardlow Rd., has been occupied by the aerospace manufacturer Relativity Space, who continues to build out their interior tenant improvements in the approximately 868,000-sq. ft. facility.
- The developer Goodman, who owns the former Boeing C-17 manufacturing site, has submitted a proposed master plan for a new light industrial development on the north side of Wardlow Rd., at 2401 E. Wardlow Rd., that would build out approximately 582,639 sq. ft. of new industrial space once approved. Approval of the master plan may take place in 2023.
- A new metal building system aircraft hangar, totaling 31,500 sq. ft., is under construction on the corner of Wardlow Rd. and Airflite Way.

The entire Globemaster Corridor Specific Plan can be found on the City's website:

<https://www.longbeach.gov/lbds/planning/globemaster-corridor-specific-plan/>

### Goals, Strategies, And Policies Supported

#### *Land Use Element*

- Goal No. 1: Implement sustainable planning and development practices. The Specific Plan does this by promoting sustainable urban development patterns and use of green building requirements for large-scale new developments, as well as complete streets and non-auto-oriented mobility strategies.
- Goal No. 2: Strengthen the City's fiscal health by stimulating continuous economic development and job growth. The Specific Plan accomplishes this by allowing the reuse and redevelopment of commercial and industrial properties within the plan area, especially the former Boeing facility that consists of a million-plus square feet of existing aerospace manufacturing building area, and a commercial-industrial business park development site of approximately 99 acres.
- Goal No. 3: Accommodate strategic growth and change. Closure of the Boeing facility was a major change, and the Specific Plan turns this challenge into an opportunity by accommodating

the reuse and redevelopment of that site, which is the centerpiece of the plan, in addition to the development potential for commercial retail and services on the Cherry Ave. corridor and other complementary commercial and industrial areas within the plan area.

- Goal No. 7: Provide reliable public facilities and infrastructure to encourage investment. The Specific Plan accomplishes this goal by providing for major development opportunities, which will be accompanied by significant public improvements to streets, mobility, and access, as well as guiding the infrastructure use, enhancement, and rehabilitation within the plan area
- LU-M-25: include flexible standards targeted for infill development.

#### *Open Space Element*

The Specific Plan also furthers goals of the General Plan's Open Space Element, preserving a site and providing for a new park or open space development in the southwest area of the plan

- Policy 2.7 Proactively seek out new models and approaches in the provision of affordable housing, such as co-housing and assisted living facilities.

#### *Urban Design Element*

The Specific Plan conforms to and furthers the goals of the General Plan's Urban Design Element, by requiring high-quality development, sustainable design, and serious architecture, as well as creating complete streets and a pedestrian- and bike-friendly mobility environment.

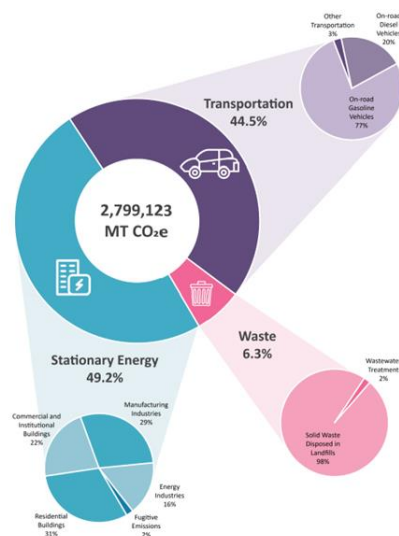
#### *Mobility Element*

- Goal No. 1: to create and efficient, balanced, multimodal mobility network; this includes establishing a network of complete streets, reconfiguring existing streets to emphasize modal priorities, strategically improving congested intersections and corridors, reducing the environmental impacts of the transportation system, and managing the supply of parking, all of which are achieved through the Specific Plan's development standards and guidelines.
- Goal No. 2: to maintain and enhance air, water, and ground transportation capacity; this includes maintaining and enhancing general and commercial aviation at Long Beach Airport while mitigating impacts on residents and businesses, which is accomplished by the Specific Plans' land use regulations and preservation of aviation-related uses on the Airport properties.
- Goal No. 3: to lead the region by example with innovative and experimental practices; this includes bikeway connections and enhancements, new mobility strategies in TDM packages, and continuing reevaluation of transportation programs to determine their effectiveness; these items are achieved through the Specific Plan's TDM requirements and mobility improvements.

## The Long Beach Climate Action Plan-LB CAP (formerly the Climate Action and Adaptation Plan)

The Long Beach Climate Action Plan (LB CAP), formerly the Climate Action and Adaptation Plan, is a mechanism for the City of Long Beach to establish a set of iterative programs and policies for how the City will achieve two main objectives: (1) meet the statewide greenhouse gas (GHG) target of 40 percent below 1990 levels by 2030 and generally minimize its contribution to global GHG emissions (Action); and, (2) adapt to the impacts of climate change while maintaining quality of life, prosperity, and equity for all of its citizens (Adaptation). The city completed technical studies of climate stressors and communitywide vulnerabilities to inform development of the LB CAP. The LB CAP establishes a framework for creating or updating its policies, programs, practices, and incentives to reduce the City's GHG footprint while enhancing local economic, environmental, and social benefits. In January 2021, the City Council received and confirmed the LB CAP Staff reached over 10,000 members of the public through over 60 outreach and engagement events in the process of developing the LB CAP. Over the last four years, Development Services staff have convened scientific, business, and community working groups; partnered with institutions and schools; and, conducted extensive community outreach to receive input on LB CAP development and to develop a plan of action. When the LB CAP was confirmed, the City Council directed staff to develop the Environmental Impact Report (EIR) for the LB CAP. On August 16, 2022, the Long Beach City Council formally adopted the LB CAP and certified the Subsequent EIR.

### Long Beach Production Inventory Emissions Summary



The LB CAP furthers a multitude of sustainability-focused policies and implementation actions contained in the LUE, and the LB CAP is being incorporated into the Long Beach General Plan as a required mitigation measure of the LUE/UDE EIR. Recognizing that the State obligates the City to create opportunities for increased housing and jobs to meet the needs of a growing population, the LB CAP outlines requirements, incentives, and potential policies to ensure sustainable development. Together, the Long Beach building energy and transportation sectors account for 94% of community GHG emissions. Therefore, land use and development policies are critical to the City's ability to reduce carbon emissions by encouraging the location of housing and jobs near transit. Sustainable development policies that minimize carbon

emissions from buildings are outlined in the LUE and core to the LB CAP. Finally, the LUE helps create more complete communities through PlaceTypes, to provide access to nearby housing, jobs, and services to make it easier for people to use low carbon and carbon free forms of transportation such as walking, biking, and taking public transit. The LB CAP prioritizes housing near transit with special attention to ensuring affordable housing near transit to maximize GHG reduction.

The LB CAP recognizes and seeks to begin addressing the environmental justice impacts on low-income communities of color in Long Beach, particularly in Central, West and North Long Beach where environmental pollution burden disproportionately impacts residents. The plan lays out an equity

approach to implementation of each LB CAP policy, seeking to maximize environmental, economic and health benefits of LB CAP actions such as reducing air pollution and creating green jobs. The LB CAP emphasizes the importance of working with residents, businesses, with other government entities and through changes in the development process to achieve these outcomes.

In October 2022, the Long Beach City Council adopted the Fiscal Year 2023 Budget which allocated \$654,093 for the creation of a new Office of Climate Action and Sustainability in the General Fund in the City Manager Department. This new Office consists of an Assistant to the City Manager to serve as program manager, two Administrative Analysts, an Administrative Aide, and \$50,000 in materials and supplies funding. The Office will incorporate the City's 5.3 FTEs in the Sustainability Office under the new Office of Climate Action, with 9.3 total positions now dedicated to Climate Action and Sustainability. This new Office will manage a coordinated City response to climate change in a manner that addresses public health disparities, fosters economic opportunity, and builds climate resilience and sustainability in our community. The Office will coordinate initiatives currently underway as well as strategies identified in the LB CAP to achieve GHG emission reduction targets and carbon neutrality in efforts led by both City Manager and Commission oversight departments. This team will also collaborate with external public and private agencies and institutions to ensure the most innovative strategies are used to minimize the impacts of climate change and achieve the City's goals for GHG emission reductions. Costs for this new office will be partially offset with charges to other departments and funds, representing the interdepartmental support and coordination that this Office will provide for these initiatives Citywide. The net impact to General Fund is \$130,819. Additional investments to support the implementation of the LB CAP includes the following:

- Add a Public Affairs Assistant in the Gas Fund and the Tidelands Oil Revenue Fund in the Energy Resources Department to provide communications and public educational leadership and support on the City's strategies and approaches to addressing climate change particularly in the areas of oil production operations, natural gas distribution operations, waste diversion, and clean energy. This position will help to educate, enhance, and support the City's messaging efforts as the city transitions over time to reducing its dependency on oil production and natural gas distribution operations.
- Add a Planner III in the Development Services Fund in the Development Services Department to implement 16 of the City's LB CAP actions. This position will assist with the Planning Bureau's LB CAP efforts, which include amending the zoning and building codes to implement LB CAP strategies, instituting, and implementing the new LB CAP Development Checklist to enable more streamlined environmental review, completing annual reporting to maintain compliance with state law, amending the Local Coastal Plan related to sea level rise, and supporting partner departments in implementing their LB CAP actions.
- Add a Combination Building Inspector in the Development Services Fund in the Development Services Department to support both the City's annual oil well inspection program and the oil well abandonment and methane gas mitigation programs. This position will help ensure all oil wells are inspected annually by the city and provide specialized expertise to review applications, plans, and reports for oil well abandonments near construction and methane gas mitigation projects. It will also promote consistent inspections and enhance the customer experience. Add one-time funds of \$37,200 in the General Fund and \$162,800 in the Tidelands Operating Fund (for a total of \$200,000) in the Citywide Department to prepare for a potential oil liability



assessment study to better understand the financial liability and feasibility considerations associated with ending oil production in the city. Understanding the financial liability and other considerations associated with ending oil production before the economic life of an oil field is a complicated task as there are significant and varied issues to consider. These issues may include but are not limited to the potential fiscal impacts associated with abandonment both in terms of cost and revenue loss, the value of any remaining oil in the ground (reserves) that would be unable to be recovered due to early abandonment, the City's existing contractual obligations, and potential litigation costs. A study is needed to understand the various considerations and multifaceted impacts, provide analysis, and identify potential next steps and implications of ending oil productions early. Due to the size and complexity of this topic, the city will engage with a consultant to assist in developing a comprehensive RFP for the study, including the scope and deliverables desired.

- AB 32 Cap-and-Trade Program: The Cap-and-Trade Program is a key element of California's strategy to reduce greenhouse gas (GHG) emissions. It complements other measures to ensure that California cost-effectively meets its goals for GHG emission reductions. Through the sale of allowances, the City's Energy Resources Department generates an average of \$4 million in annual revenue which support projects that can demonstrate a GHG emission reduction. In years past this has included projects such as LED conversion, facility retrofits (windows, roofs, HVAC systems, LED conversion, etc.), Zero Emission Vehicle (ZEV) transition, EV charging infrastructure, and solar. For FY 23, the city continues its commitment toward GHG emission reduction throughout Long Beach with an emphasis on disadvantaged and low-income communities where 82.6 percent of the total \$7,083,361 in allocations are invested in disadvantaged and/or low-income communities. Projects that will receive funds in FY 23 include:
  - Conversion of medium and heavy-duty vehicles from fuel to ZEV
  - Expansion of EV chargers at 11 separate City facilities (which will also be open to the public were installed in a public/communal space)
  - Match support to the CalStart Energize (CEC) for charging infrastructure at the Public Works Services Yard
  - Installation of charging infrastructure at the Fire Department Headquarters to support City fleet electric vehicles
  - City-owned solar at the Expo Arts Center
  - Support of the Youth Climate Ambassador Program
  - Support for the replacement of the roof and HVAC system to new energy efficient units at the Main Health Building and Multi Service Center
  - Energy efficiency improvements including LED lighting, plumbing, and HVAC systems at the Drake Park Community Center, Mark Twain Library and Burnett Library
  - Utility Customer Energy-Efficiency Improvement Initiatives Program that will retrofit water and natural gas products (toilets, showerheads, faucet aerators, communal coin-operated clothes washers and dryers, water

An early implementation effort led by the Department of Development Services includes the adoption of an expedited and streamlined Electric Vehicle Charging Station permitting process for homes and business in January 2022. In compliance with the California Government Code, the new process helps residents and businesses achieve timely and cost-effective installations of the charger stations and

related supply equipment for various electric vehicles. The city encourages the use of EVCSs by removing unreasonable barriers, minimizing associated costs, and expanding the ability of residents and business owners to install a charger station. Such efforts parallel the Department of Public Work's accomplishments in 2022, which include the installation of 15 Electric Vehicle (EV) chargers at various City-owned facilities and securing a \$200k grant for the development of the Zero-Emissions Vehicle Infrastructure blueprint. Ongoing implementation of the LB CAP will support LUE policies and goals. The City of Long Beach is dedicated to building out capacity to effectively meet the 2030 GHG reductions target and the aspirational achieve net zero emissions by 2045. The vision of the LB CAP is to create a more sustainable, resilient, and equitable city by addressing climate change in a way that remedies existing environmental health disparities while also improving health, quality of life, and enhancing economic vitality throughout Long Beach. The creation of the Climate Action Office demonstrates a commitment to LB CAP implementation across all city departments by breaking down work silos and encouraging collaborative innovation.

## Goals, Strategies, And Policies Supported

### *Land Use Element*

- LU STRATEGY No. 1: Support Sustainable urban development patterns.
- LU Policy 1-2: Support high-density residential, mixed-use, and transit-oriented development within the downtown, along transit corridors, near stations and at neighborhood hubs.
- LU Policy 1-3: Require sustainable design strategies to be integrated into public and private development projects.
- LU Policy 1-4: Require electric vehicle charging stations to be installed in new commercial, industrial, institutional, and multiple-family residential development projects. Require that all parking for single-unit and two-unit residential development projects be capable of supporting future electric vehicle supply equipment
- LU STRATEGY No. 2: Promote efficient management of energy resources to reduce greenhouse gas emissions and the impacts of climate change by employing a full range of feasible means to meet climate goals.
- LU Policy 2-1: Promote the establishment of local green energy generation projects along with the infrastructure to support such projects.
- LU Policy 2-2: Ensure that long-range planning processes consider impacts of sea level rise and propose mitigation measures.
- LU Goal No. 4: Support Neighborhood Preservation and Enhancement
- LU Policy 5-3: Work with students, faculty and alumni from California State University Long Beach and other higher educational institutions to identify and attract emerging employment sectors of interest to local students. LU Strategy No. 10: Create healthy and sustainable neighborhoods.
- LU Policy 11-2: Provide for a wide variety of creative, affordable, sustainable land use solutions to help resolve air, soil and water pollution, energy consumption and resource depletion issues. LU Goal No. 6: Ensure a Fair and Equitable Land Use Plan.
- LU Policy 14-7: Directly address Environmental Justice through programs and investments that reduce compound health risks within disadvantaged communities. Evaluate new land uses in a

manner that is conscious of the cumulative impacts of pollutants and history of pollutant burden and public under investment in disadvantaged communities.

- LU Strategy No. 15: Protect neighborhoods from adverse environmental conditions. LU
- STRATEGY No. 16: Prevent and reduce disproportionate environmental burdens affecting low-income and minority populations.
- LU Policy 16-1: Identify areas and populations of the City that are exposed to unsafe levels of environmental pollutants.
- LU Policy 16-2: Improve the environmental conditions of low-income and minority populations experiencing disproportionate environmental burdens by improving the physical conditions, safety, health, livability, and prosperity of their neighborhoods.
- LU Policy 16-4: Continue to work with the State, the Ports of Long Beach and Los Angeles, and other agencies and organizations to improve air quality around the ports and reduce vessel, truck, rail, and other equipment emissions from port operations.
- LU Strategy No. 17: Increase open space in urban areas.
- LU Goal No. 8: Increase Access, Amount and Distribution to Green and Open Space
- LU Policy 18-4: Increase the number of trees, first prioritizing areas identified as tree-deficient, to provide the maximum benefits of improved air quality, increased dioxide sequestration, reduced storm water runoff and mitigated urban heat island effect.

#### *Urban Design Element*

- UD STRATEGY No. 5: Integrate healthy living and sustainable design practices and opportunities throughout Long Beach.
- UD Policy 39-1: Accommodate large canopy street trees that contribute to the City's urban forest, enhance street character and neighborhood identity, and provide shade for pedestrians and parked cars and bikes.
- UD Policy 39-2: Identify gaps in street tree canopy and expand and maintain new tree plantings
- UD Policy 39-3: Explore cost-effective options to increase and sustain the Urban Forest; maintain trees to reduce the impacts of drought, diseases and pests, and construction and storm damage

## Southeast Area Specific Plan (SEASP)

On September 8, 2021, the California Coastal Commission (CCC) certified the final Southeast Area Specific Plan (SEASP) for Southeast Long Beach. The specific plan accommodates a substantial new opportunity for urban growth and habitat preservation within the 1,500-acre planning area. Multiple policies and strategies are put forward to address longstanding equity issues related to the built environment in Long Beach and in the Coastal Zone, including those related to access to affordable housing, quality jobs, coastal recreation, affordable visitor-serving accommodations, and open space. Since certification of the SEASP, the City of Long Beach has received entitlement applications for new mixed-use developments, commercial center renovation projects, and complete street projects. All applications are facilitated through the land use, mobility, and natural resource preservation goals and policies established in the specific plan. A summary of the plan's progress includes, but is not limited to:

- Public Works Projects
  - Studebaker Road Complete Streets Project
  - Loynes Avenue Protected Bicycle Lane Project
- Commercial Center Renovation Projects
  - Marketplace
    - 6405 East Pacific Coast Highway
    - 6501 and 6675 East Pacific Coast Highway
    - 6605 East Pacific Coast Highway
- Marina Pacifica
  - 6290 East Pacific Coast Highway (Lower Level)
- Marina Center
  - 6200 East Pacific Coast Highway
- Mixed Use Projects
  - 6500 East Pacific Coast Highway (600 units, 2,274 square feet of commercial)
  - 6615 East Pacific Coast Highway (390 units, 5,351 square feet of commercial)
  - 6700 East Pacific Coast Highway (281 units, 3,150 square feet of commercial)

## Goals, Strategies, And Policies Supported

### *Land Use Element*

- LU Policy 7-12: Develop and implement a plan for SEASP that establishes the area as an important gateway and builds on residential neighborhoods that are complemented by businesses and commercial services, protects wetlands and local coastal habitat, and creates attractive streetscapes with buildings designed at appropriate scale and form.
- LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.
- LU-M-31 Through a community collaborative process, develop and implement a specific plan for the SEASP area that addresses the maintenance and development of major underutilized properties, incorporates sustainability strategies, increases access to the waterfront, and balances development impacts with the preservation and rehabilitation of the Los Cerritos Wetlands.

## *2021-2029 Housing Element*

- HE Policy 1.1: Implement the 2019 Land Use/Urban Design Element update through a comprehensive rezoning program citywide that will provide adequate sites, zoned at the appropriate densities and development standards, to facilitate the housing production and affordability goals set forth in the 2021-2029 RHNA.
- HE Policy 1.5: Encourage new high-quality rental and ownership housing through the implementation of objective design standards, and architectural and green building standards in alignment with the Urban Design Element of the General Plan.
- HE Policy 1.7: Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts in alignment with the City's Climate Action and Adaptation Plan (CAAP) to minimize carbon emissions by focusing new housing near transit and jobs.
- HE Policy 4.5: Encourage California State University at Long Beach and other institutions of higher education to build student, staff, and faculty housing to meet the needs of their students and employees. Partner with educational institutions to expand on-campus and near-campus student housing, in order to relieve the strain on supply for the general city population/housing.

## Noise Element

The City is updating the Noise Element of the General Plan that has been underway since 2017. The Noise Element is one of the nine state-mandates General Plan Elements required for every city in California. In 1971, the California legislature mandated that a Noise Element be included as part of the General Plan for every City and County in the state due to potential impacts associated with elevated noise and vibration and the effects on citizens within its cities. The primary purpose of the element is to ensure that permanent sources of noise are effectively considered in future land use decisions.

The Long Beach General Plan Noise Element was first adopted in 1975, and the Noise Ordinance was last comprehensively updated in 1977 based on the Noise Element. Since then, the City's physical makeup, population regional context, and the regulatory guidance around noise has significantly changed since this time period. Today, Long Beach is home to a thriving port, airport, major freeways, transit lines, and tourist attractions. It is appropriate to update the City's policy framework to reflect these changes in the City's urban fabric and its soundscape, while identifying new strategies and policies to maintain healthy, livable neighborhoods for all residents.

### **The Noise Element and the General Plan**

The Department of Development Services Planning Bureau has prepared the General Plan Noise Element update and associated amendments to the Noise Ordinance to implement the proposed Noise Element. The proposed Noise Element update aims to provide a tailored approach to the noise policy across neighborhoods, recognizing the unique characteristics of urban mixed-use environments and major transportation infrastructure. The Noise Element consists of six chapters:

- 1) Vision: A City That Thrives
- 2) Introduction: What is a Noise Element?
- 3) Context: Understanding the Noise Environment
- 4) Noise Fundamentals: Characteristics of Sound
- 5) Noise Plan: Creating Livable Environments
- 6) Administration + Implementation: Maintaining the Noise Element.

As part of the Noise Element, 16 strategies related to noise are proposed, which would aid in the review of future development projects and their associated impacts. The 16 strategies are supported by numerous policies that work together to achieve the four general goals of the element which include: 1) creating a healthy, livable community; 2) Equitable distribution of noise; 3) Minimize exposures to excessive noise; and 4) Allowing for elements necessary for a dynamic, growing City.

## The Noise Plan



This Noise Element identifies strategies and policies to implement the vision of a healthy, livable noise environment in Long Beach. The strategies and policies outlined in Chapter 5: Noise Plan identify specific ways the City is working toward that vision. Long Beach is continuously pursuing innovative policies to lead the way in planning for noise in an evolving urban environment.

Chapter 5: Noise Plan provides strategies and policies organized into six areas:

- 1) PlaceType Characteristics & Land Use Compatibility
- 2) Mobility
- 3) Construction
- 4) Special Events
- 5) Environmental Justice & Social Equity
- 6) Noise Management. There are a total of 16 strategies and 108 policies found in the plan.

The strategies and policies in the Proposed Noise Element provide a comprehensive framework for minimizing noise impacts in Long Beach. The strategies and policies established by the Noise Element would reduce potential impacts related to incompatible land uses and would help promote a healthy noise environment in the City. The proposed changes to the Noise Ordinance are needed to implement the Proposed Noise Element. The City of Long Beach Noise Ordinance is contained in Title 8, Health and Safety, Chapter 8.80, Noise, of the City's Municipal Code. Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise. The amendments are designed to implement the Noise Element update and facilitate consistency with the LUE. Proposed amendments to Long Beach Municipal Code (LBMC) 8.80 include: 1) Update the Noise District Map for Consistency with the Land Use Element PlaceTypes; 2) Update the Noise Element Tables to include Mixed- Use; and 3) Update Administration and Enforcement Procedures.

According to State law, all General Plan elements must be consistent with each other. Policies and strategies in the Noise Element are intended to provide protection for land uses, as identified in the LUE, from excessive noise. The Noise Element identifies potential and anticipated noise sources and establishes programs to avoid or mitigate noise impacts. The Noise Element is related to other mandated elements, including Land Use, Housing, Circulation, and Open Space. In addition, the Noise Element is related to policies in the recently adopted Urban Design Element, a companion element to the updated LUE. The relationship between noise and these elements is briefly discussed:

- Land Use – A key objective of the Noise Element is to provide noise exposure information for implementation of the LUE. When integrated with the Noise Element, the LUE will show acceptable new land uses in relation to existing and projected noise contours.

- **Housing** – Since residential land use is among the most noise sensitive, the noise exposure information provided in the Noise Element must be considered when planning the location of and designing new housing.
- **Mobility** – The circulation system must be correlated with the LUE and is one of the major sources of noise. Thus, identifying ways to minimize noise exposure in the location and design of new transportation facilities is an important consideration, and planned land uses should incorporate project design features to minimize exposure to noise from existing transportation facilities.
- **Open Space** – Excessive noise can adversely affect the enjoyment of recreational pursuits in designated open space. Thus, noise exposure levels should be considered when planning for open space use. Conversely, open space can be used to buffer sensitive land uses from noise sources using setbacks and landscaping.
- **Urban Design** – Urban design techniques can be employed to mitigate noise impacts. The Urban Design Element therefore complements the Noise Element. The Urban Design Element builds from the LUE PlaceTypes approach to allowing a greater mix of compatible uses within Long Beach neighborhoods in a harmonious manner supported by urban design strategies and policies.

Pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, the City, as Lead Agency, prepared an Environmental Impact Report (EIR03-20) for the Noise Element Update and Noise Ordinance Amendments. The Draft EIR examines the potential impacts generated by the proposed project in relation to the following Environmental Analysis Checklist categories: Land Use and Planning, Noise, and Transportation. Impacts that were determined to be less than significant prior to the preparation of the Draft EIR were discussed and evaluated in the Initial Study

The General Plan Noise Element and associated amendments to the Noise Ordinance, and the EIR and associated findings are anticipated to be brought before to the Planning Commission in Spring 2023.

### **Goals, Strategies, And Policies Supported**

#### *Land Use Element*

- PlaceType Characteristics and Land Use Compatibility strategy, Strategy No. 1 applies site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential – Low and Moderate, and Neighborhood Serving Centers and Corridors – Low and Moderate PlaceTypes.

#### *Noise Element*

- Policy N 1-6: Encourage project site planning and the location of the various functional spaces within developments to minimize the potential adverse impacts of noise.
- Policy N 1-5: The use of urban design strategies such as the use courtyards, paseos, alleys, plazas, and open space areas to provide a buffer to noise sensitive use.



*2021-2029 Housing Element*

- HE Policy 5.1: Maintain and improve the housing stock and neighborhood conditions.

*Other Plans Implemented*

- Long Beach Climate Action Plan (LB-CAP)

## Planned Development District Updates

### Downtown Plan Update (PD 30)



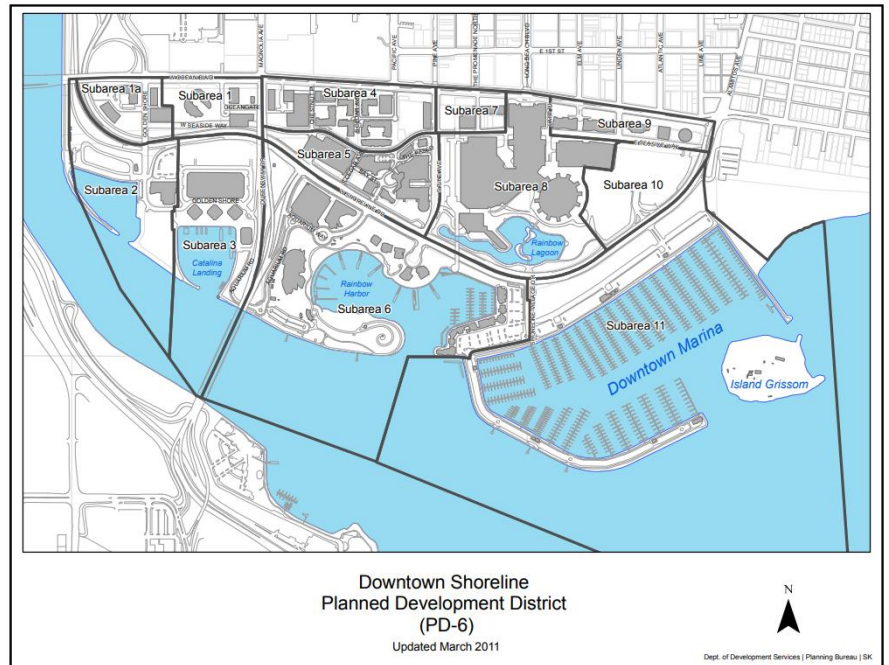
2022 marked the commemoration of 10 years of the [Downtown Plan](#), also known as PD-30. Since its adoption in 2012, the Downtown Plan (Plan) has set the City's visioning process into motion by providing refined development and design standards aimed at achieving a high-quality urban realm that serves as the heart of the city, connecting with neighborhoods and the coastline. Additionally, the Program Environmental Impact Report has reduced the cost and time associated with approving development projects and mitigating the process of projects and public improvements.

Downtown Long Beach had much to celebrate in 2022. The City welcomed new residents at the official grand opening of the city's tallest building, **Shoreline Gateway**, the Development Services Department and partnering agencies opened a 50-year-old time capsule buried by the former Redevelopment Agency in 1972 at the Oceangate Building; and many exciting new development projects were completed or are currently underway, many of which have been made possible through the Plan. A decade later, we are continuing to see the impressive results of the Plan in the form of an ever-changing skyline and a strong economy as Downtown Long Beach continues to be the hub of tourism, business, and transit for the entire city.

In 2022, 214 new businesses opened in downtown Long Beach; 29 percent included professional services such as architecture, attorneys, medical, and business; 18 percent were sale, such as retail and restaurants, 11 percent for personal services such as barbers, aestheticians, tattoo artists, and hair stylist, and 42 percent consisting of other services.

### Downtown Shoreline Plan (PD 6)

The Downtown Shoreline Plan Development District, also known as PD-6 is bounded by Ocean Boulevard and the coast from Golden Shore Drive to Alamitos Avenue. In December 2022, City Council passed a motion to approve the adoption of Specifications No. RFP DV-22-104 and award a contract to PlaceWorks, Inc., for the PD-6 Downtown Shoreline Vision and Plan update. This came after a three-year hiatus; City Council approved spending in 2019 to kick off a new visioning process for PD-6, but the project was halted as City staff were deployed to focus on the coronavirus pandemic in early 2020. The motion will allow for the Plan update to bring a consultant on board and begin community engagement and outreach.



The intent of the Downtown Shoreline Planned Development Plan (Plan) is to provide a framework to guide and control the development of the Downtown Shoreline. The area within the Plan boundary contains both public and private property, with some existing major land uses, but with significant undeveloped and underdeveloped property. The Plan is intended to coordinate future public and private improvements in a mixed land-use concept.

### Goals, Strategies, and Policies Supported

#### *Land Use Element*

- LU Goal No. 1: Implement Sustainable Planning and Development Practices
- LU Strategy No. 1: Support sustainable urban development patterns.
- LU Policy 1-1: Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.
- LU Policy 1-2: Support high-density residential, mixed-use, and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.
- LU Goal No. 3: Accommodate Strategic Growth and Change.
- LU Strategy No. 7: Implement the major areas of change identified in this Land Use Plan (Map LU-20).
- LU Policy 7-7: Continue to develop the Downtown into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified business and is easily accessible to surrounding neighborhoods and regional facilities.

- LU Policy 7-9: Focus infill development in the downtown, multi-family residential neighborhoods and transit-oriented development areas, and along specific corridors.

#### *Urban Design Element*

- UD Strategy No. 27: Protect and enhance established Downtown PlaceType.
- UD Policy 16-2: Continue to develop the Downtown into the city center that provides compact development, accommodates new growth, creates a walkable environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.

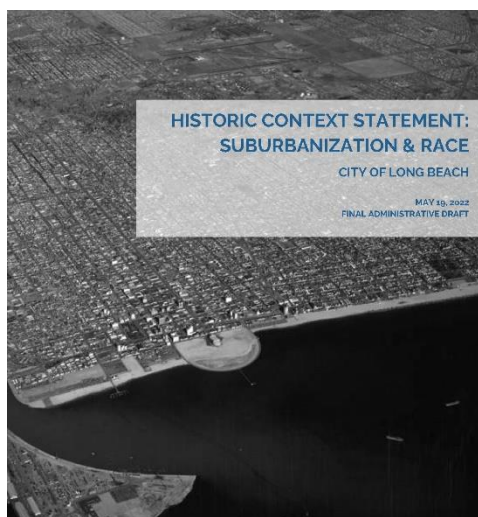
#### *Urban Design Element*

- Policy UD 27-2: Apply the development standards and guidelines prescribed in the Downtown Plan.
- Policy UD 27-5: Establish a bustling urban environment that will allow pedestrians to feel comfortable and welcome.
- Policy UD 38-2: Ensure that urban and downtown areas with high volumes of pedestrian travel have enlarged walk zones, street trees, and maximum use of street furnishings.

#### *Other Plans Implemented*

- Long Beach Climate Action Plan
- Mobility Element and its appendices (cX3 and Downtown/ TOD Pedestrian Plans, Bicycle Master Plan)

## The Suburbanization and Race Historic Context Statement



The Race and Suburbanization Historic Context Statement (the [Context Statement](#)) is the result of an internal review of existing City Historic Preservation documents by City of Long Beach (City) staff in 2015. The review included past historic preservation initiatives, including review of the 2009 Citywide Context Statement. As a result of this review, City staff identified the need to include recent history into City Historic Preservation documents including cultural history, civil rights, housing rights, and discriminatory practices that affected the City's growth patterns, as related to different communities in Long Beach.

The Context Statement is a study of how discriminatory practices and the fight for fair housing in Long Beach intersects with development patterns in the post-World War II era. It incorporates largely overlooked residents, and histories of Long Beach communities of color and the development

patterns, including exclusionary practices, that played a significant role in settlement in Long Beach. The Context Statement is intended to foster a greater understanding of the influence of race and discriminatory practices on the built environment, provide background information on subsequent waves of immigration in Long Beach, and document an important layer of the City's history.

The Context Statement was presented to Cultural Heritage Commission (CHC) on July 26, 2022, the Equity and Human Relations Commission on August 3, 2022, and for adoption by the CHC on August 30, 2022. The final Context Statement was also presented as an informational item to the Planning Commission on October 6, 2022, and City Council on November 14, 2022.

### Goals, Strategies, And Policies Supported

#### *Land Use Element*

- LU-M-57: In order to build equity considerations into planning and decision-making processes, work with the City of Long Beach's Office of Equity to ensure relevant Development Services staff are trained in equity principles and equity evaluation tools to develop, implement, and evaluate community engagement processes, plans and proposals from an equity lens.
- LU Goal No.4: Support Neighborhood Preservation and Enhancement.
- LU Policy 16-3: Develop public health equity and environmental protection programs that promote equity and that provide for the fair treatment of all Long Beach residents regardless of gender, sexual orientation, race, age, culture, religious beliefs, income and geographic location.

#### *2021-2029 Housing Element*

- HE Policy 6.1: Ensure planning policies and development regulations follow the principle of equal access to housing opportunities.
- HE Policy 6.16: Increase access to and knowledge of City resources for low-income neighborhoods.

#### Urban Design Element

- UD Policy 2-1: Encourage a mix of building forms that embrace key historic resources of a neighborhood, encouraging architectural preservation and allowing for innovative renovations to older structures that will contribute to neighborhood character.
- UD Strategy No. 9: Protect and enhance historic resources, distinguishing architecture, and other features that contribute to the unique character and identity of each neighborhood.
- UD Policy 9-2: Protect districts that are part of the City's history and possess a unique neighborhood character.

## Development at a Glance

With community-focused planning efforts, programming to assist renters and landlords and the development of new housing communities, the City continued efforts to ensure housing access for all Long Beach residents. The following development projects present the progress made in 2022:

### **Affordable Housing Developments Under Construction**

#### **AFFORDABLE HOUSING PROJECT**

2400-2450 Long Beach Blvd.

Construction is underway for this five-story affordable housing development in Midtown. The project will feature a contemporary design and provide 192 affordable housing units, two manager units, and more than 5,620 square feet of ground-floor commercial space. Residents will enjoy the transit-oriented development's proximity to the Metro A Line and access to nearby amenities

#### **THE COVE**

2121 W. Williams St

A new supportive housing community is currently under construction at the 27-acre Century Villages at Cabrillo community in West Long Beach, with funding support from The Long Beach Community Investment Company (LBCIC). Once completed, the four-story, 72,000-square-foot project will offer 89 affordable studios for veterans who have very low-income and veterans who are experiencing homelessness. Residents will have access to a computer room, study area, classroom, community room and bicycle storage along with a network of on-site supportive service providers, including U.S. VETS and the local Veteran Affairs office

#### **LONG BEACH SENIOR HOUSING**

941 E. Pacific Coast Hwy.

Construction of a new four-story affordable housing community for older adults is currently underway in Midtown. Funded by The LBCIC, the new project will consist of 67 affordable units, a manager's unit, 4,000 square feet of ground-floor commercial space, a communal garden, and a covered patio on the second floor and nearly 40 parking stalls. This affordable housing development will welcome residents ages 62 or older when completed in fall 2023.

#### **26 POINT 2**

3590 E. Pacific Coast Hwy.

A new 50,600-square-foot affordable housing community for individuals experiencing homelessness is under construction near the Traffic Circle area. The project, which received \$4 million in funding support from The LBCIC, will feature 76 affordable units, a manager's unit, a community room, and space for social service providers. Additional resident amenities include a multi-purpose room, community kitchen, flexible open space, and a recreational and barbecue area.

#### **WASHINGTON VILLAS**

200 E. 14<sup>th</sup> St.

Construction began in December 2022 for this 36-unit, mixed-income condominium project that will include 22 affordable units. The 43,580-square-foot, transit-oriented development will be comprised of four separate buildings that will be designed to enhance the pedestrian environment on 14th Street and will feature a mix of two- and three-bedroom for-sale units.

### **Affordable Housing Development Approved**

#### **AFFORDABLE HOUSING PROJECT**

946 Linden Ave.

The LBCIC approved up to \$5 million in funding for the development of a new affordable housing project in January 2022. The proposed transit-oriented project will consist of 100 units featuring a mix of one-, two- and three-bedroom units and 125 subterranean parking spaces. Amenities include a community room, fitness area, computer center, playground, courtyard, and a barbecue area.

#### **AFFORDABLE HOUSING PROJECT**

4151 E. Fountain St.

In August 2022, The LBCIC selected a developer for the purchase and development of this site that will consist of 69 new affordable rental units and one manager's unit. The proposed development will offer a mix of one-, two-, and three-bedroom units for individuals and families with developmental disabilities. Residents will enjoy a shared open space with vegetable gardens, patios and play areas with nearby public transit and connectivity to the Downtown area as well as local grocery stores, pharmacies, medical care, and parks.

#### **Affordable Housing Development Pending**

#### **AFFORDABLE HOUSING PROJECT**

2515-2545 Atlantic Ave. & 550-572 Vernon St.

This proposed 26,566-square-foot affordable housing development for older adults offers 175 affordable units with 21 units reserved for very low-income residents. The five-story project will include both common and private open space as well as a parking garage.

#### **Market-Rate Housing Developments Completed**

##### **200 WEST OCEAN**

200 W. Ocean Blvd.

Adaptive reuse of the former Verizon building was completed in January 2022. The development consists of 10 ground-floor studio lofts ranging up to 1,000 square feet in size; 88 apartment units ranging from studios PROJECT SHOWCASE: HOUSING PROJECT SHOWCASE: HOUSING to two-bedroom homes; and eight two-story townhome units on the upper levels. In addition to a variety of living options, residents will enjoy a wide selection of amenities including a pool, resort deck, lounge, and fitness center

##### **DORADO**

3655 Norwalk Blvd.

Completed in March 2022, this new five-acre gated community is breathing new life to the site of a formerly vacant church in East Long Beach. The community offers 40 single-family homes with a variety of two-story floor plans with two-car garages, private streets, two common open space areas, meandering open space paseos and picnic and barbecue areas.

#### **Market-Rate Housing Developments Under Construction**

##### **OCEAN + CHERRY**

2010 E. Ocean Blvd.

Formerly known as Beach Plaza, a long vacant site will soon be transformed into a new mixed-use project comprised of 56 condominiums and 40 hotel rooms. The building will feature staggered heights, standing



four stories tall facing north of Ocean Boulevard and seven stories facing the beachfront. The prime beachside location will provide amazing views of the coastline and the iconic Queen Mary. A new public stairway for coastal access will also be built as part of the project.

#### RTHM

5801-5893 Atlantic Blvd.

Construction is currently underway for this mixed-use project that will bring 84 new three-story townhomes to the ever-evolving Atlantic corridor in North Long Beach. The first development designed under the Uptown Planning Land Use and Neighborhood Strategy; this project will offer two-and-three-bedroom single family homes, including 13 live-work residences. The ground floor will include nearly 3,000 square feet of commercial space.

#### THE DAWSON

2200-2212 E. 7th St. + 600-620 Dawson Ave.; 621 Dawson Ave.

Currently under construction, this 23-unit residential development will feature four buildings offering two- and three-bedroom for-sale townhomes ranging from 1,247 to 2,036 square feet in size with rooftop decks and balconies. This is one of the first projects to seek and receive approval for a zone change that is consistent with and utilizes the Land Use Element and helps further address the growing demand for housing.

#### RESIDENTIAL PROJECT

4800 Long Beach Blvd.

A new energy-efficient townhome project is underway in North Long Beach. Once completed, the project will offer 18 three-story for-sale units ranging up to 1,740 square feet in size with three bedrooms and three bathrooms. The solar-powered townhomes will incorporate a variety of green technologies that will result in net zero energy. New homeowners will enjoy a large outdoor open space and be within walking distance to nearby Scherer Park.

#### RESIDENTIAL PROJECT

1115 E. Artesia Blvd.

Designed for working class families, this modern five-unit townhome project will be a wonderful addition to the North Long Beach community. Replacing a once vacant lot, each home will consist of up to five bedrooms and five bathrooms with a ground-floor two car garage, making the new development an ideal option for multi-generational households. The project is made possible through zoning changes made to the area as part of the Uptown Planning Land Use and Neighborhood Strategy.

### **Market-Rate Housing Developments Approved**

#### BIXBY WALK

3655 Elm Ave

The Planning Commission approved this new 15-unit condominium development in November 2022. Providing much-needed homeownership opportunities in the city, the project will offer three-story townhomes ranging up to 1,855 square feet in size with two- and three-bedroom floor plans. Each home will include an attached two-car garage.

#### RIVER PARK

712 Baker St

In November 2022, the City Council approved this 20-acre project following the recommendation of the Planning Commission. Proposed plans call for a new 226-unit gated community with 15.5 acres set aside for 74 two-story detached single-family homes, 99 two-story row townhouses and 53 three-story carriage townhouses. In addition to a multi-purpose community room and a swimming pool, residents will enjoy nearly five acres of park space when the project is completed.

#### **Market-Rate Housing Developments Pending**

#### ONNI MARINA SHORES

6500 E. Pacific Coast Hwy.

A new five-story mixed-use project at the site of the former Marina Shores Shopping Center is under review. Proposed plans call for two buildings with a total of 670 residential units and 4,000 square feet of ground-floor retail space. Resident amenities include a clubhouse, fitness center, pool, sundeck, and lush courtyard.

#### MIXED-USE PROJECT

6615 E. Pacific Coast Hwy.

Proposed plans for this new six-story mixed-use project are currently under review. The project, which will replace an office complex and surface parking lot, will offer 380 residential units, 71 of which will be set aside for affordable housing. The project will also include 4,800 square feet of ground-floor commercial space and is located adjacent to the proposed Onni Marina Shores project.

#### MIXED-USE PROJECT

6700 E. Pacific Coast Hwy.

Adding to the city's growing coastal gateway, this new 77,000 square-foot, mixed-use development is under review at the site of the former Congressional Place office building. Proposed plans consist of a six-story building with 281 residential units, 13 of which will be affordable, 3,105 square feet of ground-floor retail space, more than 31,000 square feet of common open space and over 475 parking stalls.

#### RESIDENTIAL PROJECT

615 E. Ocean Blvd.

Construction of a new 21-story high-rise in Downtown Long Beach is currently under review. Plans call for 203 residential units with common areas on various floors including a rooftop pool and community room. The project will also feature a fully automated parking system in above- and below-grade levels with 241 parking stalls and 41 bicycle stalls.

#### RESIDENTIAL PROJECT

4501 Orange Ave.

Construction of this modern townhome project in Bixby Knolls is currently under review. The proposed project consists of six buildings with 32 for-sale units with options of two- and three- bedroom floorplans. Each three-story unit will include a balcony. Homeowners will also have access to bike amenities and electrical vehicle charging stations.

#### **Goals, Strategies, and Policies Supported**

##### *Land Use Element*

- LU Goal No. 5: Diversify Housing Opportunities

- LU Strategy No. 5: Expand the Long Beach promise to include not only access to higher education, but to appropriate housing and employment opportunities needed to enjoy the benefits of higher education.
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles, and family needs.
- LU Policy 12-2: Encourage the provision of housing opportunities, services, and amenities for all income levels, age groups, and household types, with opportunities to age in place.
- LU Goal No. 1: Implement Sustainable Planning and Development Practices
- LU Strategy No.1: Support sustainable urban development patterns.
- LU Policy 1-1: Promote sustainable development patterns and development intensities that use land efficiently and accommodate and encourage walking.
- LU Policy 1-2: Support high-density residential, mixed-use, and transit-oriented development within the downtown, along transit corridors, near transit stations and at neighborhood hubs.
- LU Goal No. 3: Accommodate Strategic Growth and Change
- LU Strategy No. 7: Implement the major areas of change identified in this Land Use Plan (Map LU-20).
- LU Policy 7-7: Continue to develop the Downtown into a city center that provides compact development, accommodates new growth, creates a walkable urban environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.
- LU Policy 7-9: Focus infill development in the downtown, Multi-Family residential neighborhoods and transit-oriented development areas, and along specific corridors.

#### *Urban Design Element:*

- UD Strategy No. 5: Integrate healthy living and sustainable design practices and opportunities throughout Long Beach.
- UD Strategy No. 27: Protect and enhance established Downtown PlaceType.
- UD Policy 16-2: Continue to develop the Downtown into a city center that provides compact development, accommodates new growth, creates a walkable environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.
- UD Policy 27-2: Apply the development standards and guidelines prescribed in the Downtown Plan.
- UD Policy 27-5: Establish a bustling urban environment that will allow pedestrians to feel comfortable and welcome.
- UD Policy 38-2: Ensure that urban and downtown areas with high volumes of pedestrian travel have enlarged walk zones, street trees, and maximum use of street furnishings and lighting.

#### *Mobility Element*

- Strategy No. 1: Establish a network of complete streets that complements the related street.

## Livability Summit

The 7<sup>th</sup> Annual Livability Summit took place on Thursday, October 20, 2022. The theme was “Solving Complex Civic Problems Through Upstream Solutions.” City staff members from various departments worked together to engage in looking at the following areas of improvement:

- Climate Change
- Homelessness & Housing
- Violence Prevention
- Water Quality

The 2022 Livability Summit brought together City staff from 25 departments to discuss the four, above-mentioned, most pressing livability challenges throughout Long Beach. Participants discussed how the relationship between these four topics and social determinants of health impact Long Beach residents. The groups discussed their respective topics in-depth with subject matter experts. Participants were asked to utilize these conversations and their own personal and professional experiences to identify upstream solutions to these pervasive issues.

Here is an overview of Citywide involvement:

- 25 Departments
- 105 Participants
- 4 Activity Sites

The goals and principles of the Livability Committee are:

1. Promote active living and healthy lifestyles
2. Improve conditions for pedestrians, bicyclists and transit users
3. Address public safety concerns
4. Increase community engagement and participation
5. Improve beautification and sanitation
6. Increase access and visits to parks and beaches
7. Focus on vulnerable populations such as seniors, children, and people with disabilities
8. Address equity in high-need communities
9. Increase sustainability and environmental resilience
10. Equitably distribute projects throughout the City

## Goals, Strategies, And Policies Supported

### *Land Use Element*

- LU Goal No. 5: Diversify Housing Opportunities
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles, and family needs.
- LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.

### *2021-2029 Housing Element*

- HE Policy 6.1: Ensure planning policies and development regulations follow the principle of equal access to housing opportunities.

#### Mobility Element

- Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network
- MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles.
- MOP Policy 1-10: Encourage innovative and/or private transit-related systems to address discrete transit problems.

## Community Land Trust Request for Proposal

On December 9, 2022, the Department of Development Services released a Request for Proposals seeking a qualified organization with experience in affordable housing, and leadership among Long Beach residents and neighborhood associations, to establish a Community Land Trust (CLT). CLTs are non-profit, community-based organizations designed to ensure community stewardship of land. The city made available an \$800,000 grant to serve as seed funding for an organization to launch and identify additional operational, housing acquisition, and development funding. This program is part of the City's efforts to build stronger communities through investments in housing and neighborhoods. By creating homes that remain permanently affordable, CLTs provide shared-equity homeownership opportunities for generations of lower-income families and maintain mixed-income neighborhoods. It is anticipated that a two-year contract with a qualified organization will be executed by early March of 2023.

### Goals, Strategies, And Policies Supported

#### *Land Use Element*

- LU Goal No. 5: Diversify Housing Opportunities
- LU Policy 12-1: Allow a variety of housing types in new residential developments with the goal of establishing new opportunities for persons of varied income ranges, ages, lifestyles, and family needs.
- LU Policy 13-2: Provide new housing opportunities in neighborhood-serving centers and corridors, within transit-oriented development areas and downtown.

#### *2021-2029 Housing Element*

- HE Policy 6.10: Support Community Land Trusts, neighborhood investment companies and/or other models for facilitating community ownership of affordable housing and to provide ways to empower community members to participate in community development.
- HE Policy 6.16: Increase access to and knowledge of City resources for low-income neighborhoods.
- HE Policy 7.1: Dedicate staffing and resources necessary to deliver housing programs and services set forth in this Housing Element.
- HE Policy 4.5 Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts.
- HE Goal 4: Provide Increased Opportunities for the Construction of High-Quality Housing
- HE Policy 4.1 Provide adequate sites, zoned at the appropriate densities and development standards, to facilitate the housing production and affordability goals set forth in the 2014-2021 RHNA.
- HE Policy 4.2 Encourage a balance of rental and homeownership opportunities, including high quality apartments, townhomes, condominiums, and single-family homes to accommodate the housing needs of all socioeconomic segments of the community, including large families.

## Mobility Element

### Bicycle Master Plan: Vision Network Progress

#### Bicycle Master Plan (BMP) Updates Summary

The Bicycle Master Plan calls for a Vision Network of 300 total miles of connected bike boulevards, separated bike lanes, and bike paths that are welcoming to people of all ages and abilities. In late 2022, the City was awarded \$8.8M in grant funds from the Caltrans Active Transportation Program to implement 4.7-miles of east-west bicycle boulevards on 8<sup>th</sup> and 11<sup>th</sup> Streets in Mid-City Long Beach.

In 2022, the City implemented a new concrete curb separated bikeway design to replace the interim green bollards frequently seen throughout Long Beach. This concrete treatment is much easier to maintain and an aesthetic improvement, but most importantly, is a big step forward toward our goal of creating an all ages and abilities bike network. Public Works also debuted new bike racks in the City's signature Bayshore Blue in 2022. These bike racks are complimentary and provided to businesses upon request.



Additionally, the City celebrated Bike Month in May, with more events, rides, and features than in previous years. Bike Month highlights included community rides in West Long Beach, a Flower Power ride with the LGBTQ Center and Retro Row, four free Bike Check-Ups, and weekly Bikes of Long Beach features on the @goactivevb social media channels. The month concluded with a 30-mile ride of the Tour of Long Beach route.

In October 2022, dozens of volunteers and students participated in the 15th Annual Bicycle and Pedestrian Count, measuring active transportation usage at intersections across the City. Some of these volunteers took “before” counts at locations along corridors, where new bike projects are slated for construction in the coming years!

### Goals, Strategies, and Policies Supported

#### *Mobility Element*

- Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network
- Strategy No. 1: Establish a network of complete streets that complements the related street type.
- Strategy No. 2: Reconfigure streets to emphasize their modal priorities.
- STRATEGY No. 5: Reduce the environmental impacts of the transportation system.
- MOP Policy 2-21: Designate a system of bicycle boulevards with increased amenities and safety features such as bicycle detectors at signalized intersections.
- MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles.

- MOP Policy 2-14: Regularly update the Bicycle Master Plan to maintain a comprehensive plan to vigorously expand bicycle facilities throughout Long Beach to create a full network of connected safe, and attractive bikeways.

- 

*Other Plans Supported*

- LUE, Climate Action & Adaptation Plan (CAAP)



## Beach Streets University 2022

Saturday, September 17, 2022, marked the successful return of Beach Streets, Long Beach's popular open streets event since the onset of the COVID-19 pandemic. The University edition of Beach Streets closed streets near CSU Long Beach to vehicle traffic, providing residents and visitors with space to ride their bikes, walk, run, skate, scoot, roll, and enjoy all types of active mobility. An extreme sports hub at Spring Street and Palo Verde featured BMX demonstrations, while kids had the opportunity to play and enjoy activities in a special kids' hub at Whaley Park. All along the route, Beach Streets was a day of fun and a reminder of a future that can be possible when streets are open to all.



### Goals, Strategies, and Policies Supported

#### *Mobility Element*

- MOP Policy 2-10: Support the temporary closure of streets for community and commercial activity that encourages residents to see their streets as public spaces and promote biking and walking in the City

#### *Urban Design Element*

- Policy UD 34-6: Support programming of flexible use/ temporary spaces in the public right of way. Streamline the permitting process to encourage businesses and agencies to create active spaces.
- Policy UD 34-6: Support programming of flexible use/temporary spaces in the public right of way. Streamline the permitting process to encourage businesses and agencies to create active spaces.

- Policy UD 38-1: Explore opportunities to incorporate bulbouts, cycle tracks, bike corrals, parklets, mid-block crossings, medians, parkways, and landscape planting within the right-of-way
- Policy UD 38-6: Encourage collaboration between the City and businesses to convert curbside parking spaces into public spaces.
- Policy UD 11-2: Utilize public art to enhance pedestrian environments, such as sidewalks, paseos, plazas, and alleys.

Other plans Supported

- CAAP, Bicycle Master Plan, CX3

## Bicycle and Pedestrian Capital Projects

### Additional Mobility

#### Microtransit Pilot

Launched in October 2022, the LB Circuit micro-shuttle service is a free app-based on-demand rideshare service operating in two separate high-demand service areas in Long Beach – Downtown-Alamitos Beach and Belmont Shore-Alamitos Bay (including Naples Island). This program aims to reduce short car trips, minimize private vehicle use, reduce demand for on-street parking, improve connections to existing mass transit, and stimulate the local economy through better circulating



people within the city's dense business corridors. With a total of eight all-electric vehicles, each service area is served by three five-passenger vehicles and one 4-passenger ADA-accessible shuttle. The City has contracted with Circuit Transit, Inc. which operates similar services in over 40 communities across 9 states. In just the first two months of the program, LB Circuit served nearly 5,100 passengers while only operating Thursday through Sunday afternoons and evenings. The \$1.3 million program is funded through October 2024 thanks to the Long Beach Recovery Act and local transportation funds. Given sufficient demand and success of the service, the City may seek to find funding in order to continue or possibly expand the program beyond the initial pilot period.

#### Goals, Strategies, and Policies Supported

##### *Mobility Element:*

- Goal No. 1: Create an efficient, balanced, Multimodal Mobility Network.
- Strategy No.3: Strategically improve congested intersections and corridors.
- MOP Policy 3-2: Design and manage Long Beach's street to support public health and safety.
- MOP Policy 1-15: Pursue programs that reduce vehicle speeds and cut through traffic on local streets.
- ME Strategy No. 5: Reduce the environmental impacts of the transportation system.

##### *Other Plans:*

- Mobility Element, CX3, Downtown and TOD Pedestrian Plan

## E-Scooter Program

E-scooter permits are issued under the City's Share Micro Mobility program which began as a pilot program in September of 2018 with a total of 6 Operators. Long Beach City Council approved a permanent version of the pilot in 2020 with 4 Operators, 3 operational zones, and a third-party data aggregator software to track vehicle trip data.

In 2022 there were nearly a million scooter trips taken in Long Beach. Most trips were taken in Operational Zone 3 which encompasses the area south of Pacific Coast Highway from the west City limit to the east. Operators are currently permitted to have a vehicle fleet cap of 1,000 vehicles each (minimum threshold of 750 vehicles) and deploy 20% of the vehicles in each of the three operational zones. Vehicles must only be deployed at City staff approved locations. Operators are required to conduct their own outreach and marketing throughout to improve rider safety, helmet giveaways, monthly group rides, in coordination with local business, community groups and city staff.

The City uses two methods to report and remediate clutter, tipped scooters, and illegally parked e-scooters citywide on the public-right-of-way. An "e-scooter" category was added to the Go Long Beach app in 2021 which allows for residents and business owners to report a variety of scooter issues which require operators to remediate within a 2-hour time limit. If an operator does not resolve the issue with 2-hours their vehicles are subject to impound by city staff. The City also contracts with a sidewalk management company called Sweep to assist with the rebalancing of scooters, over deployment of vehicles by Operators, and resolve and report parking violations. Sweep operates Thursday through Monday from 6 am to 2pm.

Based on the popularity of scooters in Long Beach and the increase in total trips taken each year since the program's implementation, City staff is expecting to see an additional 10-15% increase in scooter trips in 2023. In preparation for the anticipated increase, staff has updated the city's Micro Mobility Regulations to include new fees and fines for violations (approved by City Council in August of 2022) and updated the parking and geofence parameters to improve compliance from Operators. A compliance tracking tool was also devolved by staff to monitor daily compliance. It is shared with Operators monthly so they can see where they are meeting the City standards and regulations, and where they are deficient and require additional focus and attention from the Operator. The Long Beach City Council also approved a \$.20 per trip fee for every scooter ride taken in Long Beach.

## Goals, Strategies, and Policies Supported

### *Mobility Element*

- Strategy No. 11: Adapt mobility strategies and programs based on new concepts and technologies that reduce environmental impacts and increase quality of life.
- MOP Policy 11-3: When new transportation methods emerge, such as personal mobility devices and personal rapid transit systems, explore the feasibility of integrating these methods into the existing mobility system.

### *Other Plans Supported*

- CAAP, Bicycle Master Plan, CX3, Downtown and TOD Pedestrian Plan

## Safe Streets Long Beach Action Plan (SSLBAP)

### SSLBAP Update Summary

In 2016, the Long Beach City Council approved a Vision Zero policy to eliminate fatal and serious injury roadway collisions by 2026, and, in July 2020, the Council adopted the Safe Streets Long Beach Action Plan. Based on in-depth data analysis and inspired by best practices from successful Vision Zero programs throughout the world, the Safe Streets Long Beach Action Plan outlines a series of policies and actions to achieve the ambitious but necessary goal of zero traffic fatalities.



At the end of 2022, Public Works drafted its first Progress Report evaluating implementation of the 2020 Safe Streets Long Beach Vision Zero Action Plan. Unfortunately, traffic fatalities in Long Beach have followed a national trend that began in 2020 with the COVID-19 pandemic, increasing from 31 deaths in 2019 to 49 deaths in 2020 and decreasing only slightly to 45 deaths in both 2021 and 2022. The City still has substantial work to do to reach Vision Zero, including dedicating more resources and hiring a full-time Vision Zero Coordinator.

However, Long Beach has also made progress in the plan's implementation, securing more than \$27 million in grant funding for complete streets projects introducing new roadway designs such as concrete curb-protected bike lanes, expanding education programs for street safety, and distracted and drug-impaired driving, and lowering speed limits on more 90 miles of road. Notably, thanks in part to state legislative changes City now has more than 45 miles of roads with speed limits of 20 mph or less. Work continues on all of these efforts, and the SSLB Progress Report provides a useful benchmark for evaluating and implementing the City's Vision Zero efforts.

### Goals, Strategies, and Policies Supported

#### *Mobility Element:*

- MOP Policy 1-15: Pursue programs that reduce vehicle speeds and cut through traffic on local streets.
- MOP Policy 2-11: Consider every street in Long Beach as a street that bicyclists and pedestrians will use.



## SSLBAP: Reducing Vehicle Speeds in Long Beach



Lower vehicle speeds lead to lower traffic fatality rates. A pedestrian hit by a vehicle traveling at 40 mph has a 73% chance of suffering a serious or fatal injury, but that likelihood decreases to 13% if the vehicle is traveling at 20 mph. While roadway design following the Complete Streets model provides the most effective behavioral change, Long Beach has also used more immediate policy and education initiatives to lower vehicle speeds.

California Assembly Bill 43 recently enabled local jurisdictions to use a wider range of safety goals and engineering considerations when setting speed limits, as well as to set speed limits below 25 mph. These changes allowed Public Works to recommend more than 100 street segments totaling more than 80 miles for speed limit reductions, including more than 37 miles of streets with speed limits of 20 mph or less and 3.5 miles of streets characterized as “business activity districts” with primarily retail and dining uses. Lower speed

limits can encourage pedestrian and bicyclist activity, improving the neighborhood character of key corridors. Public Works anticipates ongoing speed limit reductions based on scheduled annual traffic surveys and new components of AB43 scheduled to go into effect in 2024.

### Goals, Strategies, and Policies Supported

#### *Mobility Element:*

- MOP Policy 1-3: Improve auto-oriented streets (such as Pacific Coast Highway and Lakewood Boulevard) so pedestrians using the stores or services can walk comfortably and feel safer navigating the busy thoroughfare, regardless of their point of origin — from the surrounding neighborhoods or via transit.
- MOP Policy 1-15: Pursue programs that reduce vehicle speeds and cut-through traffic on local streets.
- MOP Policy 2-2: Design the character and scale of the street to support its street type and place-type designation and overlay networks (for example, create a bike boulevard or bicycle-friendly retail district, transit street, or green street).
- MOP Policy 2-11: Consider every street in Long Beach as a street that bicyclists and pedestrians will use.

## Program Highlights



In 2021, Public Works launched the Safe Streets Yard Sign Program to promote the message that “Safe Drivers Make Better Neighbors” and “Slower is Safer.” This campaign delivers free yard signs, available in English and Spanish, to residents across the city, encouraging drivers to consider the safety of other all road users in their neighborhood. To receive a sign, a resident must sign the Safe Streets Pledge, which asks the applicant to drive, bike, scooter, and walk safely per traffic laws without distractions or impairment. To date, over 400 signs have been distributed and continue to be available

upon request online on the [Go Active LB webpage](#).

## Goals, Strategies, and Policies Supported

### *Mobility Element:*

- MOP Policy 1-15: Pursue programs that reduce vehicle speeds and cut-through traffic on local streets.
- MOP Policy 2-11: Consider every street in Long Beach as a street that bicyclists and pedestrians will use.

### CX3 Pedestrian Plan Implementation

Education and encouragement are essential components of a comprehensive mobility element. These initiatives inform, inspire, motivate, or reward people for adopting and/or maintaining behaviors that reduce preventable crashes and related injuries and deaths. Effective multi-modal education and awareness begins at an early age, is age-specific, and continues through the years across all modes. Successful programs implement strategies that are fun,



engaging, and inclusive in seeking to establish good habits or change unhealthy or unsafe habits. To accomplish the education and encouragement goals identified in the City's CX3 Pedestrian Plan, Bicycle Masterplan, and Safe Streets Action Plan, the Health Department's Chronic Disease, and Injury Prevention (CDIP) Division leads city-wide bike and pedestrian safety, drug impaired driving prevention and distracted driving prevention programs. Over the past year, the CDIP Division has implemented the City's first Youth Ambassador programs focused on bike and pedestrian safety and safe driving behaviors; expanded encouragement and increased self-efficacy through Long Beach Walk to School Week and Bike Month events; utilized social media to educate and encourage safe multi-modal behaviors; has provided free bike helmets and safety gear to residents; provided opportunities for education via free bike and pedestrian safety rodeos conducted at schools, parks, and in community settings; led walking workshops for older adults; conducted walking audits to engage residents; and launched Walk to Shop Day and Walk to Play Day to encourage walking in designated project areas.



## Appendix B: Mobility Elements Implementation Project Updates

The following tables provide updates on implementation of specific policies, programs and projects from the Mobility Element and its appendices-- the Bicycle Master Plan, CX3 Pedestrian Plan and Downtown/TOD Pedestrian Plan.

## Mobility Capital Improvement Projects Implementation Update

	Project	Description on	Travel Mode	Cost	Status
1	Hill Street Bike & Pedestrian Bridge		Travel Mode	7m	Project concepts have been developed for inclusion in the I-710 Widening project
2	Dominquez Gap Bike & Pedestrian Bridge	This project will construct a new bike and pedestrian bridge over Los Angeles River to connect the Los Angeles River Bike Path to the Compton Creek Bike Path to significantly help minimize the use of Del Amo Boulevard as the only route over the Creek.	Ped/Bike	7m	No activity
3	Delta Avenue Bike Boulevard	Design and construct new bike boulevard generally traversing Delta Avenue.	Ped/Bike	1m	No activity
4	15th Street Bike Boulevard	Design and construct new bike boulevard generally traversing 15th Corridor.	Ped/Bike	1.5m	Complete
5	Del Mar Greenbelt	Design and construct greenway along Blue Line public right-of-way between Metro Willow and Wardlow Stations including walking and biking paths.	Ped/Bike	3.5m	City is working with Metro to identify the best approach to this project
6	Alamitos Ave/Ocean Blvd Beach Bike Path Access Improvements	Design and construct bicycle and pedestrian tunnel connecting Lime Avenue to the beach bike path.	Ped/Bike	1.5m	Project no longer needed. Purpose of the tunnel has been replaced with other projects via a bike ramp from Seaside Way to beach access
7	Jergens Pedestrian Tunnel	This project includes the restoration and activation of the Jergens Tunnel. The Tunnel is a pedestrian subway constructed in 1927 to connect the Pike amusement park and shoreline to upper Pine Avenue.	Ped/Bike	3m	Jergens Tunnel is slated for restoration via a development project on the south side of Ocean; the development project will restore public access to the tunnel but, after further study, it is not feasible to restore the pedestrian subway below all of Ocean due to subsequent changes made to Ocean Blvd.
8	Wilmore City Courts and Ways	Design and implement pedestrian enhancements and sustainable practice for Wilmore City Courts and Ways to improve pedestrian safety and connectivity.	Ped/Bike	2m	No activity
9	2nd Street/Studebaker Streetscape Enhancements	This project will include Second Street bike and pedestrian enhancements from Pacific Coast Highway to easterly City Boundary, including construction of sidewalk and landscaping median.	Enhance	2.7m	The bikeway and median reduction are complete; thanks to this project, the City was successful in dropping the speed limit by 10 mph from 50 to 40mph
10	Pine Avenue Streetscape Enhancement	Design and implement "complete street" improvements on Pine Avenue with sustainable design features including pedestrian and bike improvements and storm-water planters.	Enhance	10m	Completed 2015
11	Atlantic Avenue Streetscape Enhancement	Design and implement the visual environment on Atlantic Avenue for all modes of travel. Enhancements include: shade trees, pedestrian- scale light, and decorative crosswalk treatments.	Enhance	17.5m	Planning has evaluated potential multi-modal improvements through UPLAN and the Economic Development department evaluated the corridor and Public Works completed a traffic study related to multi-modal improvements, providing the basis for this effort
12	Santa Fe Avenue Streetscape Enhancements	Design and implement streetscape enhancements on Santa Fe Avenue from Pacific Coast Highway to Wardlow.	Enhance	5m	The City is working to add continental crosswalks in 2022

13	Market Street Enhanced Pedestrian Access	Design and implement “complete street” improvements on Market Street from Long Beach Boulevard to Cherry Avenue, including bike improvements and sidewalk widening and sustainable design features.	Ped/Bike	5m	Bicycle and pedestrian improvements are fully designed for this project. Construction began in 2022.
14	Wardlow Road Corridor Improvements	Design and implement corridor improvements on Wardlow Road between Long Beach Blvd and Cherry Avenue including freeway ramp access configuration, sidewalk improvements and signal system upgrades.	Multi- Mode	1.7m	No activity
15	4th Street Corridor Improvement	This project includes the construction of bulb-outs, and new signalized pedestrian crossing on 4th Street between Alamitos Avenue and Redondo Avenue.	Multi- Mode	3.5m	Minor improvements have been completed along 4th St., including new traffic signal at 4th St. and Obispo Ave. and bulb-outs at 4th St. and St Louis Ave.
16	“De-Freeway” Terminal Island Freeway	The Terminal Island Freeway Transition Plan would define the community’s vision for a future for the City-owned right-of-way that no longer carries freight trucks, but instead becomes a neighborhood scale multi-modal transportation corridor with contributing public amenities. As part of the plan, the designated truck route would end at the Pacific Coast Highway interchange with goods movement currently using the last mile of the Terminal Island Freeway would be shifted to the Alameda Corridor (State Route 47) less than a mile away.	Multi- Mode	10m	Green Terminal Island (TI) plan has been developed and adopted, no funding as of yet.
17	Anaheim Street Corridor Improvements	This project includes signal upgrades, synchronization communications for all modes, and streetscape, and pedestrian amenities.	Multi- Mode	5m	Grant from Caltrans has been secured for controlled access medians, upgrading all traffic signals to have protected left turns, pedestrian refuges. The City is looking at additional transit improvements through Prop A funds. Project is in design. Construction expected to begin in 2023.
18	Alamitos Ave Corridor Improvements	This project may include eliminating parking on Alamitos Avenue from Ocean Boulevard to 7th Street, and reconfigure street with bike lane and streetscape amenities, bus improvements left-turn pockets, complete utility under- grounding northward and strategic widening from Ocean Boulevard to Pacific Coast Highway.	Multi- Mode	3m	Bike lanes were added along Alamitos Ave. between 6th and PCH were completed in 2016, and the segment from Broadway to Ocean was completed in 2022; funding through an Active Transportation Program (ATP) grant from the state will connect Broadway to 6th Street add protected intersections at Alamitos & 3rd and at Alamitos & Broadway
19	Primary Transit Corridors Implementation	Add amenities to existing stops along primary transit corridors that could include solar powered non- advertising bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. Bus Rapid Transit or high capacity transit service investments are also anticipated.	Transit	5m	As Metro evaluates Transit Priority Corridors countywide, Atlantic Ave is a finalist being considered from East LA to the Beach for BRT. However LB City staff recommending a shift from Atlantic to LBB once the BRT hits LB
20	Metro Blue Line Willow and Wardlow Station Park and Ride	Develop increased vehicle capacity at Metro Blue Line stations park and ride facility to encourage ridesharing, transit use and multi-modal connectivity.	Transit	10m	Developing a concept for potential expanded parking to service the Wardlow Station, along with expanded pedestrian space and angled parking

21	Northeast Long Beach Transit Hub	Identify and develop transit hub to provide transit linkage to High Speed Rail stations, airport area and CSULB, and improving regional transit operations.	Transit	1m	No activity
22	Artesia Boulevard Complete Street Improvements	Artesia Boulevard improvements including adaptive/ synchronized signals and complete street features.	Multi- Mode	4m	Temporary dedicated bike lanes are in place. Construction of permanent multimodal improvements began in February 2023.
23	Magnolia Avenue Signal Improvements	Magnolia Avenue signal upgrades including video detection, signal coordination and wireless communications from Wardlow Road to Ocean Boulevard.	Auto	2m	No activity regarding traffic signals, but there have been improvements including dropping the speed limit and adding angled parking.
24	Cherry Avenue Signal Improvements	Cherry Avenue Signal Improvements from Pacific Coast Highway to Ocean Blvd.	Auto	1.2m	Complete
25	10th Street Signal Improvements	Signal upgrades and synchronize communications for all modes between Magnolia Avenue and Park Avenue.	Auto	3m	No activity
26	South Street Signal Improvements	South Street Signal Improvements from Atlantic Avenue to eastern City boundary.	Auto	2.5m	No activity
27	Studebaker Rd and 7th Street Freeway Entrance	This project includes dual roundabouts to simplify movements at freeway entrance and add sidewalk/ bike route.	Auto	4m	A settlement has been reached to leverage Caltrans to fund this project, and the project is now in the design and approval process with Caltrans for the westbound ramp.
28	Studebaker Rd and I-405 ramps	This project includes configuring Studebaker Rd and I-405 ramps to reduce neighborhood intrusion and improve access and provide cross-traffic control as needed.	Auto	750k	The City was awarded \$9 million from Metro for upgrades on Studebaker Rd, including fiberoptic signal synchronization, intersection upgrades and separated bikeway
29	Long Beach Blvd/Wardlow Road and I-405 ramps	This project includes ramp reconfiguration to improve connections to Long Beach Boulevard and reduce congestion at Pacific and Wardlow.	Auto	5m	710 widening may help address this initiative
30	Spring St and I-605 Ramps	This project includes adding ramps at Spring St and I-605 to reduce neighborhood intrusion, improve access, and provide cross-traffic control as needed.	Auto	15m	Ongoing discussions with Caltrans to remove the free right turn on southbound ramp because of five fatalities due to speeding there in the last six years
31	I-710 Freeway Terminus Realignment	This project proposes the realignment of Shoreline Drive to expand Cesar Chavez Park and off-ramp changes to Broadway, Third, Sixth and Seventh Streets. This project also includes bike and pedestrian access across the Los Angeles River.	Auto	80m	In the design, community outreach and environmental review process underway; Metro grant for \$4.5 million has been awarded to build a bike path on 6th St
32	Orange and I-405 Ramps	This project includes reconfiguring Orange Street and I-405 ramps to provide cross-traffic control and simplify connections.	Auto	1.5m	Grant funding received; next step will be developing specific plans for ramp realignment
33	Atherton Street Signal Improvements	This project includes adaptive traffic signal improvements to better accommodate school / event traffic near CSULB.	Auto	2m	No activity
34	Second Street and PCH Enhanced Connectivity	This project may include enhance connectivity of Shopkeeper Road and Marina Drive to improve left turn movements and add priority intersection improvements to offer bypass to 2nd and Pacific Coast Highway intersection.	Auto	5m	No activity
35	Armory Park Project	This project includes the reconfiguring intersections to improve safety and traffic flow, extend two-way 7th St westward at least one block.	Multi- mode	3m	Complete, including Gumbiner Park

36	Willow Street Bike Facility	This project includes a Class I facility on Willow Street Between Studebaker Road and the San Gabriel River.	Bike/Ped	2m	The access issue is being resolved through different projects adding separated bike lanes on Spring St and Studebaker.
37	Pacific Coast Highway Traffic Circle Redesign	This project includes reducing radius of Traffic Circle, improving approaches, improving pedestrian safety, adding crossings at outer circle and other locations, and work with Caltrans on regional bicycle facility.	Multi- mode	2m	Restriping complete and lane lines added
38	Spring Street Bridge at San Gabriel River widening	This project includes bridge widening to improve pedestrian.	Bike/Ped	1.2m	This project is mislabeled- it is intended to refer to Spring St at Coyote Bridge, which is an insufficient width, and is located in Los Alamitos. New protected bikeway was installed in 2022 from Studebaker to Eastern City Limit.
39	Walnut Avenue Bike Boulevard	Design and construct new bike boulevard generally traversing Walnut Avenue and 52nd Street.	Bike/Ped	2m	No activity
40	Cherry Avenue Widening	This project includes widening Cherry Avenue from PCH to Anaheim Street. Traffic improvement including spot widening from Anaheim to PCH.	Auto	2m	Complete
41	Multiple Intersection Improvements	The project includes new multiple turn pocket improvements and signal improvements to increase peak-hour throughput.	Auto	35m	Widened Redondo at Anaheim, added right turn pocket there in 2018. A project is in design for communication improvements and signal upgrades for 7 <sup>th</sup> St, Alamitos Ave, 4 <sup>th</sup> St, 3 <sup>rd</sup> St and Broadway
42	Bellflower Blvd. Livable Street	This project includes "road diet" to provide new bike lane and landscaped median.	Bike/Ped	n/a	Project Completed
43	PCH/7th Street/Bellflower Grade Separation	This project includes grade separation at the "Iron Triangle" including the closure of Bellflower SB, to simplify movements.	Auto	25m	Grade separation was determined to be infeasible, but Caltrans is improving capacity by adding dual left-turn lanes. This project is in design.
44	Rancho Dominguez Annexation Improvements	This project includes upgrading traffic signals, interconnect communication facilities, and other miscellaneous improvements.	Auto	13m	This area remains unincorporated, but LA County has made improvements including reconfiguration and bike lanes added, in close coordination with the City of Long Beach for bikeway design
45	CSULB Transit Hub	Identify and develop transit hub to provide transit linkage to High Speed Rail stations, airport area and CSULB, and improving regional transit operations.	Transit	n/a	No activity
46	South Waterfront Bike Path	The Pier J Bike/Pedestrian Path will provide a safe travel route from the existing Queensway Bridge Class 1 Path, on a waterfront route on Pier J in the Port.	Bike/Ped	n/a	Completed in 2021.
47	Ocean Blvd. Bike Bridge	This project would connect the Gerald Desmond Bridge bike facility to Downtown.	Bike/Ped	n/a	Construction completed in 2022. Port of Long Beach has not yet opened the bridge to bicyclists and pedestrians.
48	Airport Terminal Improvements	This project includes repairs and improvements of runways, taxiways, taxi lanes, and airfield access roads.	Goods	30m	No activity reported
49	Gerald Desmond Bridge Replacement	This project includes the replace the deteriorating five-lane Gerald Desmond Bridge with a new six-lane cable-stayed bridge with bike facility. This project also includes	Goods	1.1b	Construction was completed in 2020

		reconfiguring freeway and arterial interchanges approaching the bridge and bike facility connection to Ocean Boulevard.			
50	I-710 Freeway Reconfiguration	The scope of this project would likely include improving six key interchanges with east-west freeways as well as other major arterials between Ocean Blvd and SR-60.	Goods	40b	This project is on hold.
51	Pier S	The development of the last major vacant land in the entire San Pedro Bay.			No activity reported
52	On-dock rail support facility at Pier B	This proposal would expand the existing Pier B rail yard to serve a project increase in port rail traffic. The project would remove or realign West 9th Street between I-710 Freeway and the border of Long Beach and Los Angeles.	Goods	n/a	Project is in design

## Mobility of Goods

### STRATEGY No. 12: Be a leading collaborator on transportation issues related to the regional mobility of goods.

<p>MOG Policy 12-1: Maintain Long Beach as the hub for regional goods movement and as a gateway to national and international suppliers and markets while mitigating impacts of goods movement on the local community</p>	<p>The Port moved 9,133,657 TEUS in 2022 (second highest TEU volume in the Port's history), down by 2.7% compared with 2021; 49.6% were imports, 50.4% were exports (includes loaded and unloaded containers).</p> <p>The Port completed its 2019 Strategic Plan; several of its goals relate directly to achieving these policies:</p> <ul style="list-style-type: none"> <li>• Strengthen the Port's competitive position through secure and efficient movement of cargo while providing outstanding customer service.</li> <li>• Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement.</li> <li>• Improve the environment through sustainable practices and the reduction of environmental impacts from Port operations and development.</li> </ul> <p>The Port identified a list of strategic initiatives in 2023, in alignment with the Strategic Plan, which also relate to addressing the City's policies:</p> <ul style="list-style-type: none"> <li>• The creation of a Supply Chain Information Highway to support operational efficiency, cargo fluidity and velocity throughout the Port.</li> <li>• Facilitate development of the Port's Zero Emissions Program, in order to ensure zero-emission targets set under the 2017 update to the Clean Air Action Plan are met.</li> </ul>
<p>MOG Policy 12-2: Participate in the development and implementation of long-range regional plans. This includes plans that address regional commercial air carrier capacity to accommodate forecasted air cargo demands. Plans also include the integration of freight trucking connections to the regional aviation system.</p>	<p>The Port provided input and feedback on a number of regional and state long-range transportation plans, including the 2020 California Freight Mobility Plan, the Los Angeles County Goods Movement Plan, the SoCal Connect 2020 RTP/SCS, and the SCAG Integrated Freight and Passenger Rail Study. The Port completed its long-range Rail Study Update (see Policy 12-4). The Port also participated in the California Freight Advisory Committee (CFAC), CalSTA's IJIA Working Groups, and SB 671 Workgroup.</p>
<p>MOG Policy 12-3: Coordinate with Caltrans to ensure that regional highway improvements aid in the movement of goods from the Ports of Long Beach and Los Angeles, while also mitigating impacts to Long Beach neighborhoods and the environment.</p>	<p>Member of the LA Metro's Long Beach-East LA Corridor Task Force and the Gateway Cities COG I-710 Technical Advisory Committee, which coordinates with Caltrans, LA Metro, and other stakeholders on the planning, design, and construction of the Long Beach-East LA Corridor Mobility Investment Plan programs and projects.</p>
<p>MOG Policy 12-4: Coordinate with the BNSF and UP railroads to ensure that rail infrastructure at the Port of Long Beach appropriately meets existing and future cargo demands.</p>	<p>Port Planning Division completed its 2020 Rail Study Update, a long-range rail infrastructure plan that develops infrastructure and operational recommendations for the next 5-20 years of projected cargo demand.</p>
<p>MOG Policy 12-5: Coordinate with the Coast Guard and other law enforcement agencies to ensure the safety and security of the Port of Long Beach.</p>	<p>The Port of Long Beach coordinates operations, intelligence, and assets with a wide variety of federal, state, and local agencies to ensure a comprehensive approach to securing the San Pedro Bay Complex. We meet regularly with our counterparts to define risks and mitigation strategies from a longitudinal perspective. This is reinforced through the award of Port Security Grant Program funds. We track day-to-day operations and threats through the Maritime Coordination Center, a 24/7 operational center that works directly with the United States Coast Guard, Customs and Border Protection, California Office Emergency Services, Fish and Game,</p>

	and a multitude of local authorities, including the Long Beach Police and Fire Departments.
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**STRATEGY No. 13: Develop freight-related improvements consistent with the regional transportation network.**

Policy	Update
MOG Policy 13-1: Identify street improvements along designated truck routes that enhance freight mobility on major truck corridors and reduce impacts of freight on the community.	Operational closure of the Pico Ave. /9 <sup>th</sup> St. rail crossing near Pier B Street to limit truck access along 9 <sup>th</sup> St. into the North Harbor area. Proceeding with Design phase on the Heavy Haul Route Improvement project that stretches along Pier B Street to Anaheim Way to Farragut Ave to Anaheim Street. This project will facilitate the safe, efficient movement of oversize/weight vehicles from Port terminals to the I-710 corridor. Once the Heavy Haul Route Improvement project is complete, the Pico Ave. /9 <sup>th</sup> St. rail crossing will be permanently closed.
MOG Policy 13-2: Reduce truck congestion and parking impacts on city streets.	Due to the configuration of Long Beach Container Terminal (LBCT) entrance along Pico Avenue at Pier E Street, southbound trucks on Pico Avenue cannot safely make a right-turn into the terminal. The Port has implemented a special truck entry and queuing lane along northbound Pico Avenue up to LBCT entrance at Pier E. The intent is to reduce congestion along Pico Avenue by directing trucks south towards the intersection of Harbor Plaza, along a loop on Pier G Avenue, and towards the northbound Pico Avenue entrance into LBCT.
MOG Policy 13-3: Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.	Port has implemented the following projects to facilitate bicycle and pedestrian traffic movement through the Port, and connect to local and regional active transportation networks: South Waterfront Pedestrian & Bicycle Path (complete, open to the public) Mark Bixby Memorial Bicycle Pedestrian Path (constructed, anticipated opening Spring 2023) Coastal Bike Trail Connector (constructed, anticipated opening Spring 2023)
MOG Policy 13-7: Minimize the effects of truck traffic during peak times of the day on local streets and the 710 Freeway.	The PierPass appointment system used by the Ports of Long Beach and Los Angeles reduces the number of trucks picking up or dropping off containers at terminals. The Port also encourages the use of “dual transaction” pick-up/drop-off moves by a single truck at the same terminal, rather than separate trips for each move.
MOG Policy 13-8: Support infrastructure improvements and use of emerging technologies that will facilitate the clearance, timely movement, and security of domestic and international trade. This includes facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes.	The Port has continued to plan, design, and implement infrastructure projects that support an expand capacity for on-dock rail, including the following projects in the Port’s rail project portfolio: Middle Harbor Phase III (constructed; financial closeout Dec. 2023) Pier G to J Double Track (constructed; closeout anticipated 2023) Terminal Island Wye (bid & award phase) 4 <sup>th</sup> Track at Ocean (construction phase) Pier B On-Dock Rail Support Facility (design phase)
MOG Policy 13-9: Provide for the efficient circulation of truck and rail traffic within the Port and on the regional transportation network.	The Port Traffic Flow (PTF) and Port Traffic Management (PTM) task forces meet monthly to manage both ongoing construction and inter-project scheduling to coordinate street closures, traffic control, and other congestion management measures to minimize the impacts to traffic flow within the Port. The Port’s Rail Operations division coordinates with the PTF and PTM to coordinate and reduce the effects of major projects on the rail system.
MOG Policy 13-10: Maintain and enhance rail access to freight facilities.	See responses to Policies 12-4 and 13-9



MOG Policy 13-11: Support the Port in implementing the Port Master Plan	The Port Master Plan Update (PMPU) and the corresponding Program EIR is near completion. Both documents are currently undergoing final edits. Once completed and reviewed, both documents will be submitted to the Board of Harbor Commissioners (BHC) for approval and certification respectively in Spring 2023. After approval by the BHC, the PMPU will be submitted to the CCC for certification.
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#### **STRATEGY No. 14: Reduce the air quality impacts of freight transportation and Port-related traffic.**

MOG Policy 14-1: Provide for the efficient, clean, and safe movement of goods to support commerce and industry.	The Port is continuing to implement and regularly review aspects of the Green Port Policy as well as the ZEERO (Zero Emissions Energy Resilient Operations) Initiative, which will aim to create the necessary infrastructure and power systems to ensure a commitment to decarbonization at the Port.
MOG Policy 14-2: Adopt and enforce truck routes to minimize the impacts of truck emissions on the community.	The Port regularly communicates with trucking fleets and incorporates regulatory/wayfinding signage, limit the number of heavy-duty trucks traveling directly into the City via Ocean Blvd or the Queensway Bridges.
MOG Policy 14-3: Reduce congestion on freeways and designated truck routes.	The Port's Capital Improvement Program continues to support moving an increased share of cargo via on-dock rail, which reduces the amount of direct highway traffic leaving the Port.

#### **STRATEGY No. 15: Mitigate the impacts of increased freight transportation.**

MOG Policy 15-1: Support programs and projects that reduce conflicts between trucks and autos on freeways such as dedicated freight corridors separating heavy trucks from autos.	The Port has several separated shared use paths in the design and construction phases (see Policy 13-3 for list); all new intersection designs incorporate ADA-accessible curb ramps, pedestrian pushbuttons, and other mobility-enhancing features whenever feasible. The Port has organized Port Traffic Flow Task Force meetings to coordinate and respond to traffic activities throughout POLB.
MOG Policy 15-6: Limit the intrusion of commercial truck traffic on City streets by directing truck traffic to major arterials and enforcing related regulations on local streets.	See response to Policy 14-2
MOG Policy 15-10: Support programs that reduce truck traffic on I-710 during peak commute hours, such as the Port's PierPass Program.	The Port's Commercial Operations Division continues to emphasize increased dual transactions (see 13-7) through coordination with terminal operators and truck fleet operators.

#### **STRATEGY No. 16: Provide infrastructure for an efficient and modern seaport complex and promote innovative solutions for the environment.**

MOG Policy 16-1: Improve the efficiency of existing Port land and facilities.	The Port maintains a temporary use, Short Term Overflow Resource (STOR) facility on Pier S that addresses the congestion impacts from increased cargo volumes over the past few years. The Port is also currently evaluating additional terminal support facilities at other locations in the Harbor District.
MOG Policy 16-2: Promote responsible Port redevelopment that accommodates changes in trade and logistics trends.	The Middle Harbor Terminal Redevelopment Project Phases I (2016) and II (2018), with a goal to move a third of the terminal's cargo by rail, using the latest green technology in cargo handling and terminal equipment. Overall project construction is complete, but financial closeout of Phase III of the Project is anticipated by December 2023.
MOG Policy 16-4: Implement innovative and environmentally responsible solutions for local and regional infrastructure needs.	See Policy 16-2; the Port continues to support the City's Clean Air Action Plan, recently updated its Clean Truck Program, undertaken a Truck Charging Study lead by Environmental Planning Division,

	installed truck charging stations, participated as part of the ARCHES Green Hydrogen Alliance, started the Off-Shore Wind Initiative, and promote increased movement of goods by on-dock rail.
MOG Policy 16-5: Collaborate with all levels of transportation agencies to influence State and national goods movement policy. Develop partnerships to advocate for project prioritization and explore funding partnerships.	<p>The Port contributes to development of local, state, and federal goods movement policy, including the PIDP funding program, as well as participating in comprehensive private, local, state, and federal programs such as SEACANS (Supporting Environmental and Community Advancement and National Security).</p> <p>The Port also continues to reach key milestones and draw down existing funding awards. The Port has recently been awarded a federal grant for a key infrastructure project:</p> <p>America's Green Gateway Phase 1: Pier B Early Rail Enhancements Project - \$52.3 million in federal 2021 PIDP funds</p> <p>Middle Harbor Terminal Zero Emissions Conversion Project - \$30.14 million in federal 2022 PIDP funds</p>

## Opportunities For Character Change Key Accomplishments & Status

The Opportunities for Character Change map from the Mobility Element includes 56 miles of streets to be considered for multi-modal environments and reduced vehicle speeds. To date, major projects have been completed or are underway towards realizing this vision, including:

- Ocean Boulevard Road Diet: Achieved traffic calming goals by adding beach parking and reducing instances of speeding.
- Alamitos Avenue Road Diet: Introduced buffered bike lane between 7th Street and PCH.

Upcoming Projects, which are in design, include the Pacific Avenue Bikeway and the Shoemaker Bridge project, which involves reconfiguring the terminus of the 710 Freeway and converting highway-standard roadways to a more urban context.

Character Change	Miles	Progress
10th Street	2.3	None
7th Street	0.25	Complete
Alamitos Ave	1.7	1 mile complete, 2nd phase delayed
Artesia Blvd	3.2	Funded - In Design
Atlantic Ave	1	Analysis Complete
Bellflower Blvd	1.5	Complete
Broadway	2.9	Complete
Carson Street	1.3	None
Cherry Ave	3	Funded - In Design
Clark Ave	4.5	None
E 2nd Street	1	Complete
Livingston	0.5	None
Long Beach Blvd	2.75	None
Loynes Drive	1	Funded - In Design
Marina Drive	0.5	Complete
Market St	1.6	Design Complete
Ocean Blvd	1	Complete - extended down Peninsula
Pacific Ave	2	1 mile funded
Palo Verde Ave	2.4	1 mile funded
PCH	7	None
Redondo	1.5	None
San Antonio Dr	1.5	None
Santa Fe Ave	2.9	None
Shoemaker Bridge	1	Funded - In Design
Shoreline Dr	1.2	Funded - In Design
South St	0.5	Funded - In Design
TI Freeway	2.4	Conceptual
Willow St (West)	2	None
Woodruff Ave	2	None
Anaheim Avenue		ped improvements to be completed 2022
<b>Total</b>	<b>56.4</b>	

## TOD Pedestrian Master Plan

<b>TOD Pedestrian Master Plan Implementation Project</b>	<b>Status</b>
Wardlow Pacific Place Transit Access Project	Developing a concept for potential expanded parking to service the Wardlow Station, along with expanded pedestrian space and angled parking
Rhea Streetlet	This project has been incorporated through the Spark at Midtown affordable housing development, which was approved by the Planning Commission in late 2017. In 2018, a successful demonstration project was held to showcase the streetlet temporarily and test out programming. The permanent Streetlet will be constructed as part of the development.
11th Streetlet and Stitch Street	Conceptual plan phase. Grant funding requested for pedestrian and bicycle improvements along 11th Street corridor but was not successful for a second time. Local funding may be needed
5th Street Station Neighborhood Greenway, 6th Stitch and Linden Neighborhood Greenway	The city received \$4.5 million grant for bike path and landscaped median along this portion of 6 <sup>th</sup> St. Parking is being shifted from 6 <sup>th</sup> to 5 <sup>th</sup> . 5 <sup>th</sup> St will become 1 lane Westbound, with angled parking on both sides to offset parking impacts from the bike path. The design also includes a lot of landscaping and bioswales on 5 <sup>th</sup> St. The City just received close to \$8M from Metro to make those landscaping improvements.
1st Street Pedestrian Gallery	A grant funded by Metro has been secured to help implement this project. Project is currently in design.
Anaheim Stitch Street	Funding has been secured through the Highway Safety Improvement Program (HSIP); this project will include upgrading traffic signals, expanding transit stops and landscaped medians. The HSIP grant has catalyzed other investment on the corridor, including use of Prop A funds for expanded bus stops, and Measure A funds to pave the entire 3-mile project area.
11th Streetlet and Stitch Street	The City applied for funding in 2019 but was not awarded; staff applied again in 2020 but received a low score. Therefore, local funding may be needed.
14th Street Streetlet	A successful one-day streetlet demonstration project was held in late 2016 through a grant the City pursued. The more permanent streetlet is now underway. The street end has now been closed to traffic as phase 1 of the permanent installation.
Metro Beach Access Gap Closure	It is anticipated that this will be accomplished through a project condition

## BMP Updates to Chapter 5: Goals, Strategies, and Policies

Strategy 1: Develop a Comprehensive Bikeway Network	<p>3.7 lane miles of bikeways have been added to the City's cycling network in 2022, including curb-protected bike lanes on Del Amo, Spring, Loynes, and Costa Del Sol.</p> <p>In 2023, Public Works anticipates completing new protected bike lanes on South Street, Market Street, Studebaker Road, as well as new buffered bike lanes on Pacific Avenue and Pine Avenue.</p> <p>There are now 172 total miles of bikeway in Long Beach.</p>
Strategy 2: Implement Citywide Bicycle Support Facilities	<p>Public Works continues to install bike racks free of charge to businesses on a rolling basis.</p> <p>Bike rests are now located at 5 intersections throughout the City.</p> <p>Bike fix it stations are located at 12 locations throughout the City.</p> <p>The Go Active LB Hun (formerly Bikestation) facility located at 1st Street and Promenade provides long term bike storage and the City contracts to provide free educational workshops to the public from the Hub (now being held virtually).</p>
Strategy 3: Develop a Multimodal Transportation Network that Provides for Local and Regional Mobility to Meet the Challenges of Climate Change.	<p>Bike share was expanded in West and North Long Beach with 13 new hubs in 2022 and several hundred bicycles were refurbishment in 2022.</p> <p>The BikeShare fleet will expand rapidly in 2023 from a fleet of 600 to 1,400 bicycles with multiple hubs in every Council district and additional hubs planned throughout the city.</p>
Strategy 4: Increase Awareness of Bicycle Safety Practices	<p>The Health Department launched Walk and Roll Long Beach to provide outreach and materials throughout the year regarding bike safety. The program also hosts bike safety rodeos, conducts helmet checks, provides free bike safety equipment (helmets, lights, etc) and actively promotes biking to school</p> <p>Bike to School Day celebrated at select LBUSD every May.</p> <p>Bicycle Ambassador hosts bike rodeos and bike camps geared toward school-aged children</p>
Strategy 5: Strive for Social Equity	<p>Bike projects completed or proceeding to design in areas designated by Cal Enviro Screen 3.0 as disadvantaged (includes parts of North, Central and West Long Beach) include: Pacific Avenue Cycle Track, Pine Avenue Bicycle Boulevard, Downtown Walkable Corners, South Street Quick-Build, 6<sup>th</sup> St Bi-Directional Bikeway, Pine Ave &amp; Seaside Way Bike Lanes, Atlantic Avenue from 10<sup>th</sup> to Anaheim bike lanes.</p> <p>Increased effort to translate materials per the Language Access Policy and ensure multi-lingual staff attend community events.</p>
Strategy 6: Promote Bicycle Riding as a Fun and Easy Way to Travel	<p>Prior to the COVID19 pandemic, bike valet is provided at most large City-sponsored events, including Beach Streets, State of the City, Grand Prix and major planning events</p> <p>Public Works continues to update the bike map as projects are funded or completed and provides the public with free bike maps throughout City.</p> <p>Public Works is in the process of developing tools to improve public engagement and education around the benefits of active transportation use and infrastructure design.</p> <p>Public Works has expanded Bike Month to include more events, promotions, and rides throughout the City.</p>
Strategy 7: Identify and Pursue all Potential Funding Sources for Bicycle Enhancements Funding	<p>Public Works aggressively pursues grant opportunities with over \$43 million requested in ATP Cycle 4 2018.</p> <p>Public Works will submit another slate of infrastructure projects for ATP Cycle 5 and Metro MAT grant in 2020.</p>

	Public Works received \$8.8 million for ATP Cycle 6 projects in 2022. The City also applied for funding for bicycle improvements through the USDOT Reconnect Communities Program, USDOT Safe Streets for All Program, and the Caltrans Highway Safety Improvement Program Cycle 11 in 2022.
Strategy 8: Enhance Standard Operating Practices for Bicycle Facility Maintenance	<ul style="list-style-type: none"> <li>• Complete Streets Checklist adopted internally by Public Works.</li> <li>• New bikeways are continuously incorporated into repaving projects, including Loynes in 2022.</li> <li>• Bike signal detection and markings installed on all new bikeways.</li> <li>• Public Works currently drafting Complete Streets Design Guidance</li> </ul>
Strategy 9: Conduct Ongoing Planning and Evaluation for Bicycle Facilities	<ul style="list-style-type: none"> <li>• Annual Bicycle and Pedestrian Count held every October; Includes before and after project analysis; additional count methods are being piloted by Public Works including some automatic counters.</li> <li>- Opportunities for multimodal corridor studies currently under review</li> <li>• City Council adopted Safe Streets Long Beach Action Plan in 2020. In particular, the High-Injury Network map is a major tool in determining how projects are prioritized. <ul style="list-style-type: none"> <li>• Public Works aims to better engage the bicycling community to inform the development of future plans and projects.</li> </ul> </li> </ul>

## BMP Implementation Updates

### 1. 8-to-80 Bicycle Facilities in the Pipeline

Project	Status
15th St.	Complete
6th St.	Complete
Artesia Blvd.	Groundbreaking February 1 <sup>st</sup> , 2023
Atherton Bridge	Scope Change not approved by CTC – campus connections will be made with other projects on Bellflower Blvd and Studebaker Road
Bellflower Blvd	Complete
Daisy Ave./Myrtle Ave.	Complete
Delta Ave.	In Design
Gerald Desmond Bridge	Completed in 2020
Loma Ave.	Moved to Obispo Ave.
Orizaba Ave.	Moved to Molino Ave.
Pier J Phase 1	Complete

## Gap Closure Bikeway Facilities

Project	Status
Bellflower Bikeway south of 7th St.	Completed
2nd St. between PCH & Studebaker Rd.	Completed
Bouton Creek Path	Designed but on hold until funding can be secured
South St. from Orange Ave. to Dairy Ave.	City awarded SCAG funding for demonstration along South St. between Dairy Ave. and Atlantic Ave.
Pine Ave. Bike Blvd.	ATP grant funding application was pursued and scored well, but staff is awaiting results of regional funding allocation decision
Studebaker between Loynes Dr. & Anaheim Rd.	Funding has been awarded for a larger-scale project is being proposed for funding from Metro that would redesign Studebaker from Los Coyotes to 2nd Street. This project scope also includes improvement on Loynes

Project	Status
Golden Shore cycle track	Completed
Temple from Obispo to Spring St.	Construction will be completed in early 2021
Obispo Ave. from Pacific Coast Hwy. to 10th St.	Completed in 2020
Studebaker Rd. from the I-405 to Wardlow Rd.	Metro has funded a larger-scale project is being proposed for funding from Metro that would redesign Studebaker from Los Coyotes to 2nd Street

Project	Status
Bike lane along the peninsula	Completed
Broadway from Alamitos Ave. to Redondo Ave. reconfigured with protected bike lanes	Construction completed in 2019

## CX3 Community Engagement

CX3 Supported Community Engagement Strategy	Status
Involve citizens in transportation planning and project design decisions for improving the City's "Complete Streets" and bicycle and pedestrian network. (MOP P1-4)	This strategy is central to development of Safe Streets LB (Vision Zero), as well as the UPLAN Phase 2 grant which includes CX3 and the Health Department in a sustainable transportation planning process centered on community engagement and community capacity building while developing a Neighborhood Enhancement Plan.
Provide neighborhood and business groups the opportunity to review preliminary plans for major street improvements included in the CX3 Ped Plan before final design and implementation. (MOP IM3)	Public Works has been increasing early community engagement and partnerships in specific project plans. the UPLAN Phase 2 grant for sustainable transportation planning in North Long Beach is centered on community engagement and community capacity building early in the planning process and has included hundreds of voices in the process so far that are typically under-represented in planning, including young people, communities of color and renters.



Continue to implement programs to promote pedestrian safety through outreach to both pedestrians and motorists. (MOP M-6)	The Department of Health and Human Services has launched Walk and Roll Long Beach – a program to educate pedestrians, cyclists, and motorists to promote safety and active transportation. Additionally, the Department of Health and Human Services has launched their Drug Impaired Driver education program.
Continue to conduct annual bike counts, walk audits and other data collection and analysis related to bicycle facilities for program evaluation and to support grant-making efforts for both pedestrians and motorists. (MOP IM22)	<p>This action is being implemented in a number of ways, including:</p> <p>City's Annual Bike Count</p> <p>The Department of Health and Human Services, Walk and Roll Long Beach Program, conducts an annual bike helmet count.</p> <p>The Department of Health and Human Services is working with LBUSD to conduct walk and bike counts at select schools throughout the district.</p> <p>In 2018, the Department of Health and Human Services conducted walk/bike audits for each of the "CX3 Neighborhoods" included in the plan, and also expanded the "CX3" map to include walk/bike audits for the neighborhoods around Lee Elementary, Willard Elementary, Addams Elementary, and Starr King Elementary in North Long Beach.</p>

## Policies and Programs

<b>CX3 Supported Policies and Programs</b>	<b>Status</b>
Adopt Vision Zero	A comprehensive plan, development of which has been guided by representatives from all relevant public agencies and community partners, was adopted in 2020.
Accept Mayor's Challenge for Safer People, Safer Streets	Progress on Safe Streets LB (Vision Zero implementation Plan) helps to meet this challenge for safer people, safer streets.
Regular Collision Evaluation	Public Works has begun to do more regular post-collision evaluations for major collisions.
Regional Corridor Pedestrian Safety – improve auto-oriented streets (i.e.. PCH) so that pedestrians using local stores or services can walk comfortably and feel safe.	The Land Use Element Update provides opportunity for more local stores and comfortable walking destinations while de-emphasizing auto-orientation only on commercial corridors such as PCH.
Minimize Conflicts with Freight – Minimize conflicts between trucks and other modes, especially bikes and pedestrians.	This challenge is being examined through the Safe Streets LB process
Safety Education – continue to implement programs that promote pedestrian safety through outreach to both pedestrians and motorists	The Department of Health and Human Services recently launched Walk and Roll Long Beach – a program to educate pedestrians, cyclists, and motorists to promote safety and active transportation. Additionally, the Department of Health and Human Services recently launched their Drug Impaired Driver education program, Greenlight LB. Finally, the Department of Health and Human Services Healthy Active Long Beach program has expanded to include objectives related to Safe Routes to School and active transportation.

## CX3 Implementation Project Updates

### Projects Underway

CX3 Implementation Project	Status
15th Street Neighborhood Connector	Complete
Alamitos Avenue Road Diet	Complete
Daisy Avenue Neighborhood Connector	Complete
Pacific Avenue Road Diet	Complete
Willow Street Improvements	Complete
Villages At Cabrillo Transit Hub (see Figures 3 & 4)	Complete
8 <sup>th</sup> Street Improvements	Successfully applied for ATP funding for these improvements within the Mid-City Bicycle and Pedestrian Improvements Project
10 <sup>th</sup> Street Improvements	Successfully applied for ATP funding for these improvements within the Mid-City Bicycle and Pedestrian Improvements Project

### Short-Term Projects

CX3 Implementation Project	Status
14th Street Greenbelt Enhancements	Progress being made; funding applications have been submitted
20th Street Neighborhood Connector	Funding has been secured; design package being prepared but due to funding shortfall repaving needed prior to project implementation may not be feasible
Alamitos Avenue Complete Street	Design complete; implementation anticipated summer 2021
West Anaheim Complete Street	Project approved by Caltrans and expected to begin by Summer 2023.
East Anaheim Complete Street	Grant funded and in design on traffic signal upgrades, bulb-outs for expanded transit stops, crossing medians and street repavement
ADA Curb Ramps	In Fiscal Year 2020, 529 ADA curb ramps were installed, and 10 miles of sidewalk improvements were made
Orange Avenue Road Diet	Grant funding secured; design anticipated to begin in 2021 by new Complete Streets Division
Willmore City Courts and Ways	A successful pilot has been completed along the La Reina alley
Orange Avenue Safe Route	Installed a traffic circle at Orange and Hellman to kick off phase 1 of this project; signal upgrades in design for Orange/7th and Orange/4th