

3

LAND USE PLAN & DEVELOPMENT STANDARDS

MIDTOWN SPECIFIC PLAN

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3.0 Land Use Plan and Development Standards

3.1 PROJECT VISION AND GUIDING PRINCIPLES

3.1.1 Vision: A Vibrant Midtown

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

3.1.2 Guiding Principles

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

1. Enhanced Mobility and Complete Streets

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

2. Safety and Wellness

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

3. A Sustainable Future

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

4. Supporting Urban Amenities

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

MIDTOWN VISION

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GUIDING PRINCIPLES

Enhanced Mobility and Complete Streets

Safety and Wellness

A Sustainable Future

Supporting Urban Amenities

Working with and for the Community

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

5. Working with and for the Community

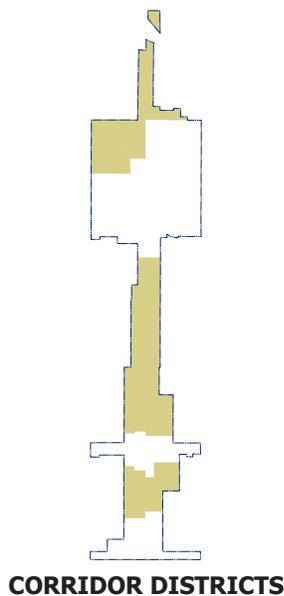
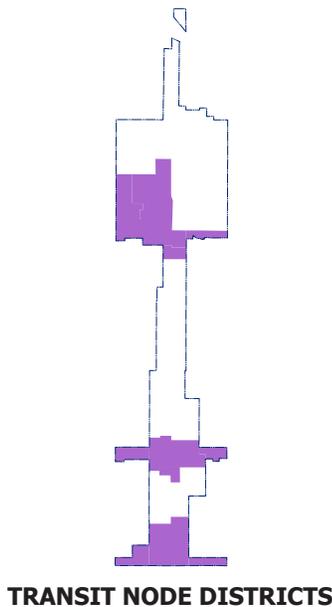
The ideas and plans presented in this Specific Plan were generated by close coordination with the existing resident, business, property owner, and development communities. Working with and for the community does not stop after the adoption of the Plan. This Plan places special emphasis on coordinating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

3.2 LAND USE DISTRICTS

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

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

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



Transit Node (TN)

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

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

Corridor (CDR)

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

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

Medical (M)

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

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

Open Space (OS)

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



MEDICAL DISTRICT



OPEN SPACE DISTRICTS

3.3 OPEN SPACE PLAN

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

3.3.1 Existing Open Space

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

Veterans Memorial Park

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

Fellowship Park and 14th Street Park

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

3.3.2 Proposed Open Space

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

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

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

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

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



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

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

3.4 DEVELOPMENT STANDARDS

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

3.4.1 Permitted Uses

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

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

Affordable Housing

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

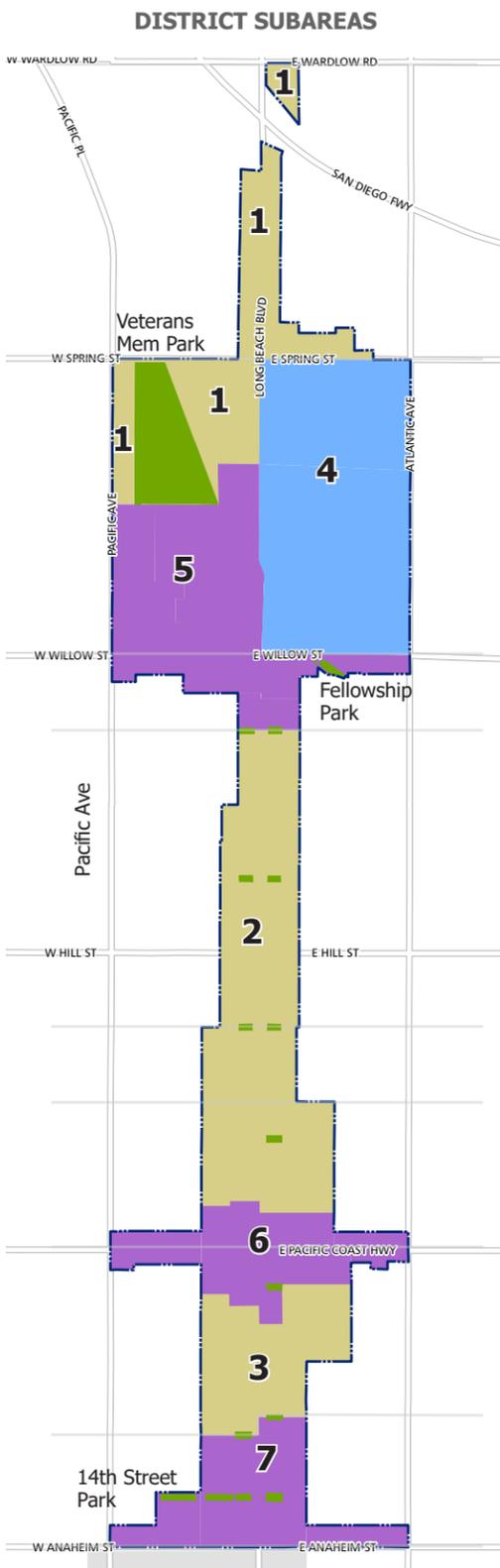
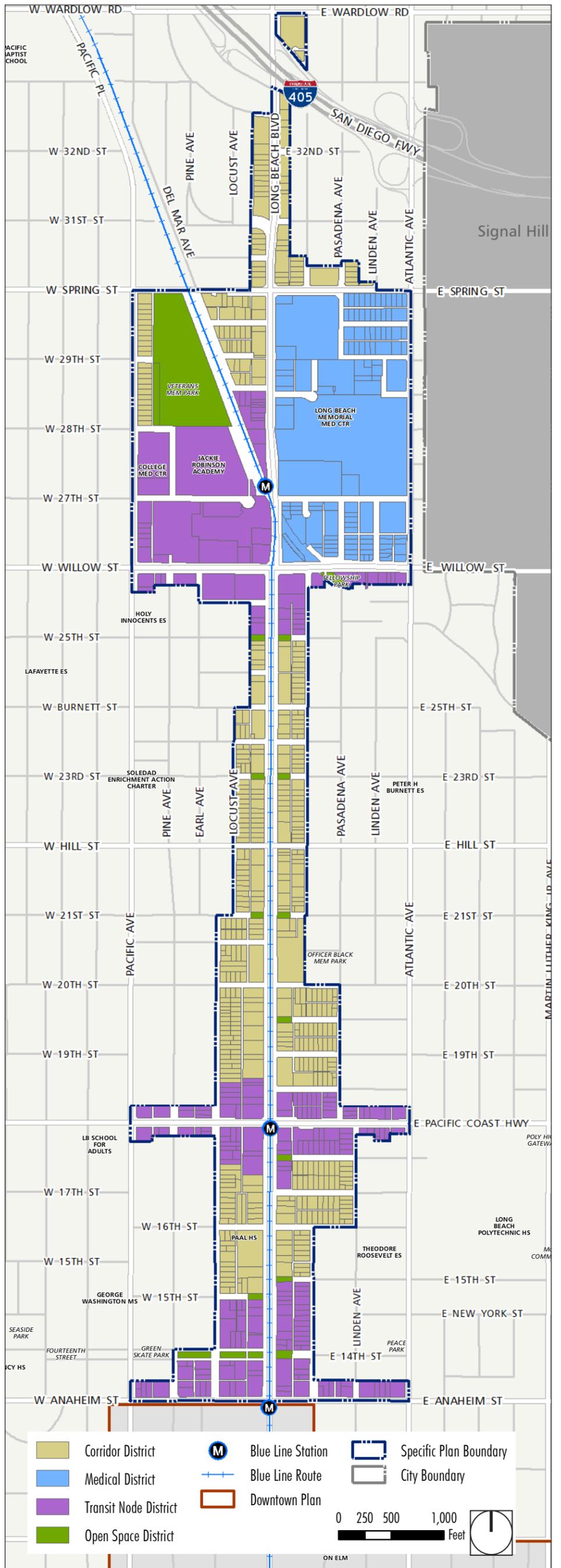
Key parcels remain under the ownership of the Long Beach Community Investment Company (LBCIC) and must be developed consistent with the regulatory requirements contained in the California Health and Safety Code, as amended by SB 341. Uses inconsistent with these requirements are prohibited, even on a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

TABLE 3-1 LAND USE SUMMARY BY DISTRICT

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

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

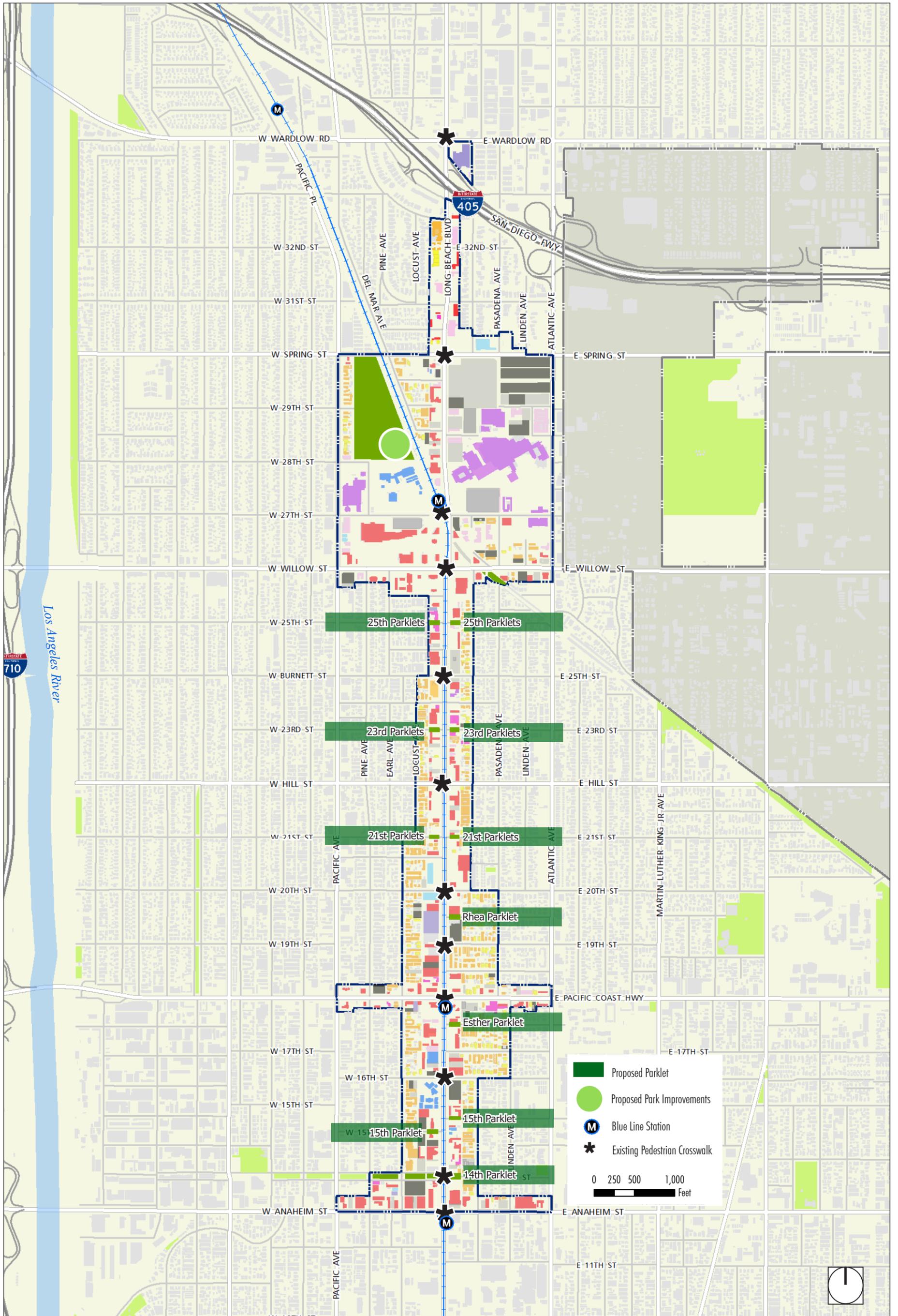
FIGURE 3-1 LAND USE PLAN



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

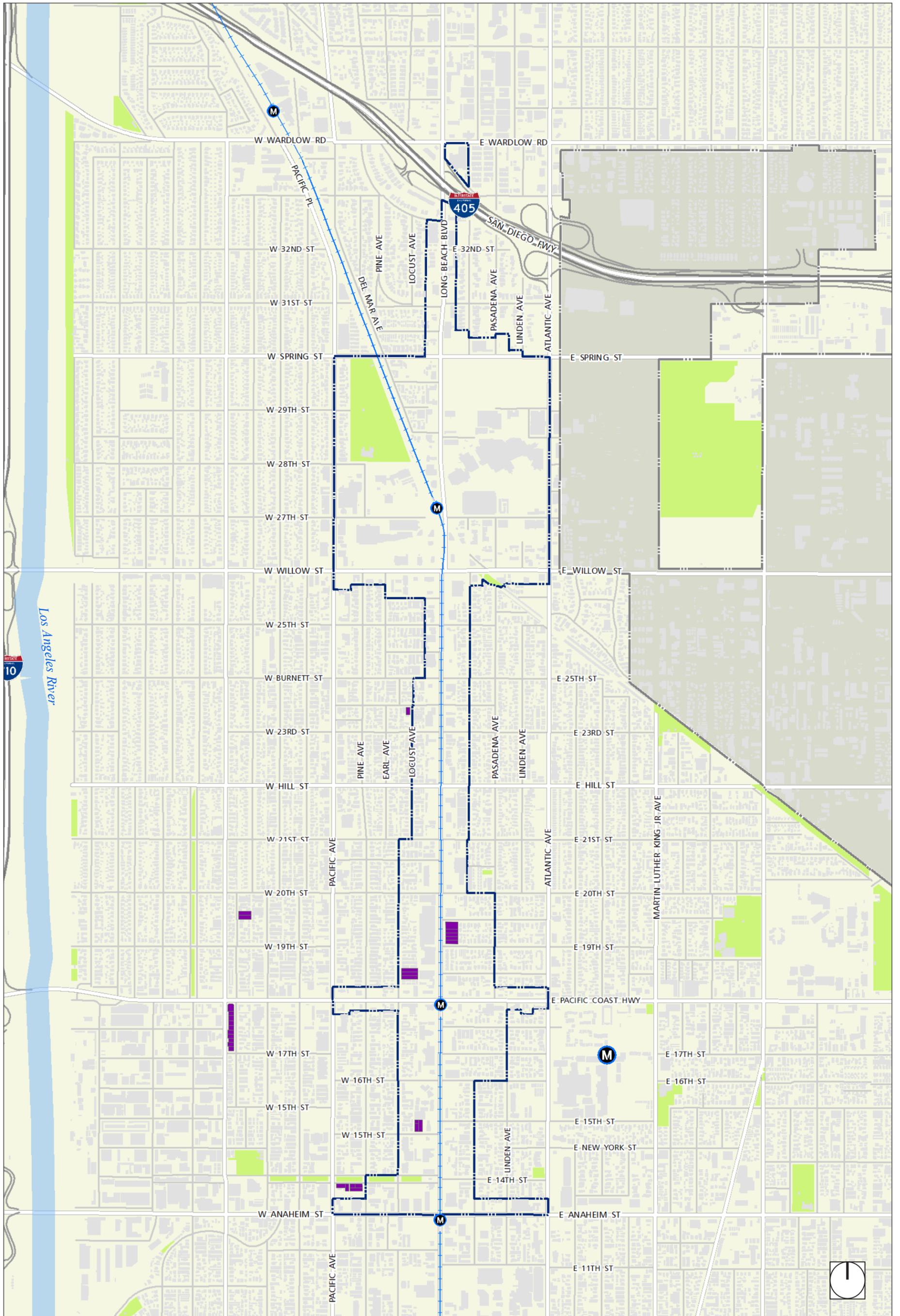
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FIGURE 3-2 OPEN SPACE AND CORRIDOR CONNECTIONS



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



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TABLE 3-2 PERMITTED USES

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

TABLE 3-2 PERMITTED USES

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

TABLE 3-2 PERMITTED USES

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

TABLE 3-2 PERMITTED USES

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

TABLE 3-2 PERMITTED USES

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



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

3.4.2 Development Intensity

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

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

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

TABLE 3-3 DEVELOPMENT INTENSITY STANDARDS

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

Notes:

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

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

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

3.4.3 Building Placement

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

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

TABLE 3-4 BUILDING PLACEMENT STANDARDS

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

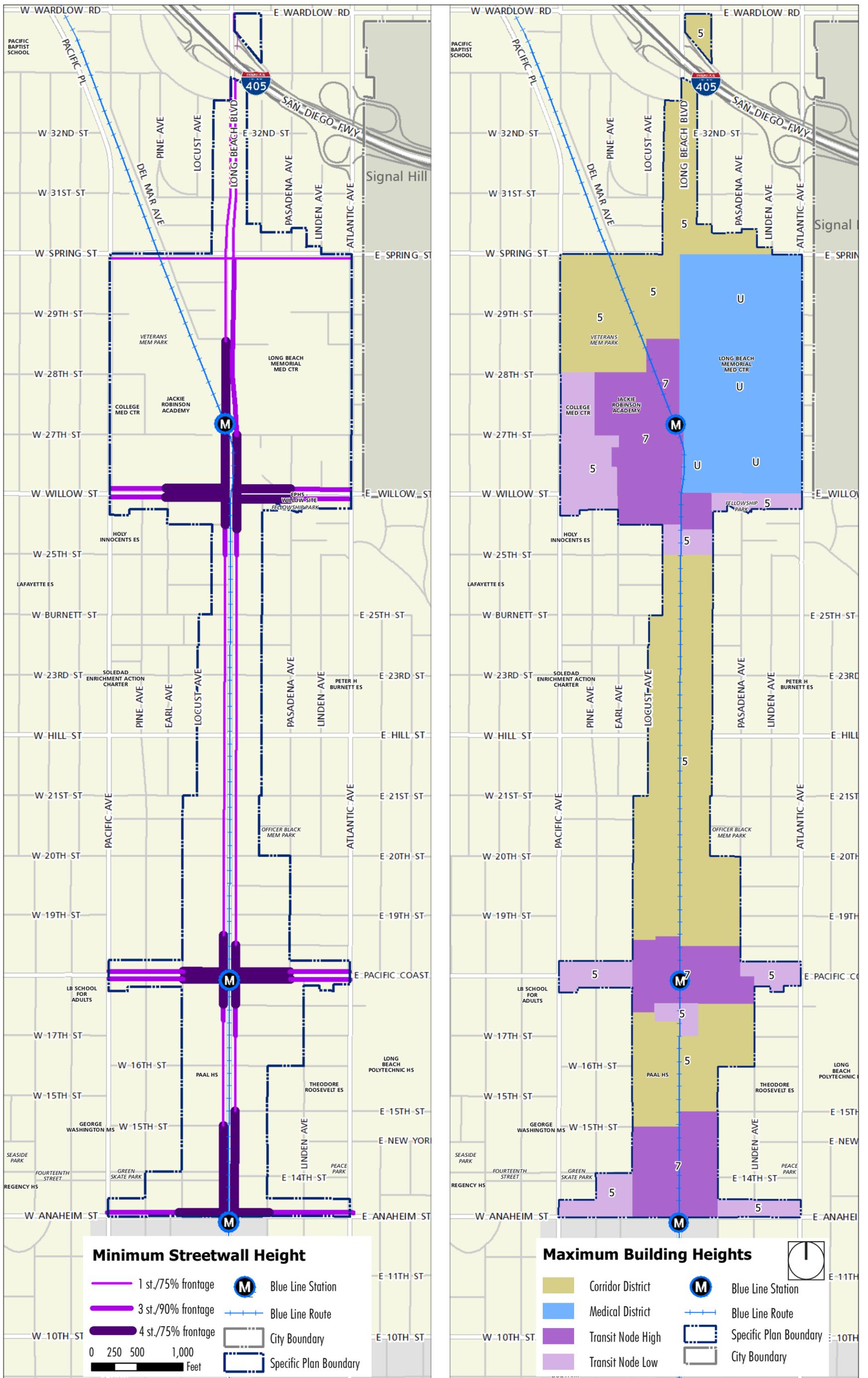
Notes:

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

Other building placement standards include:

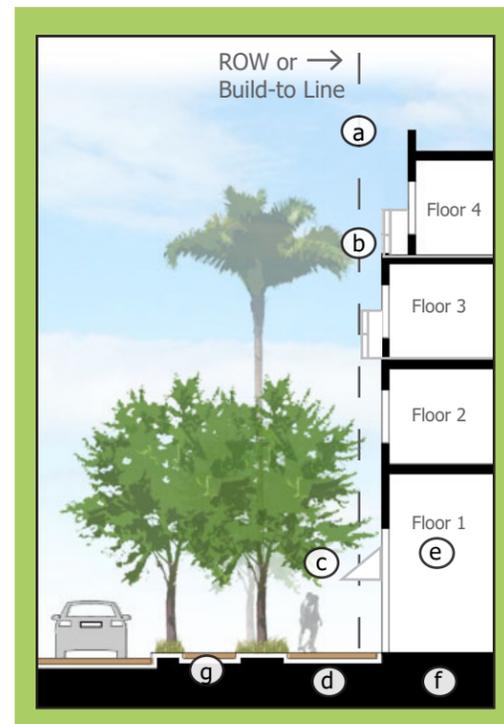
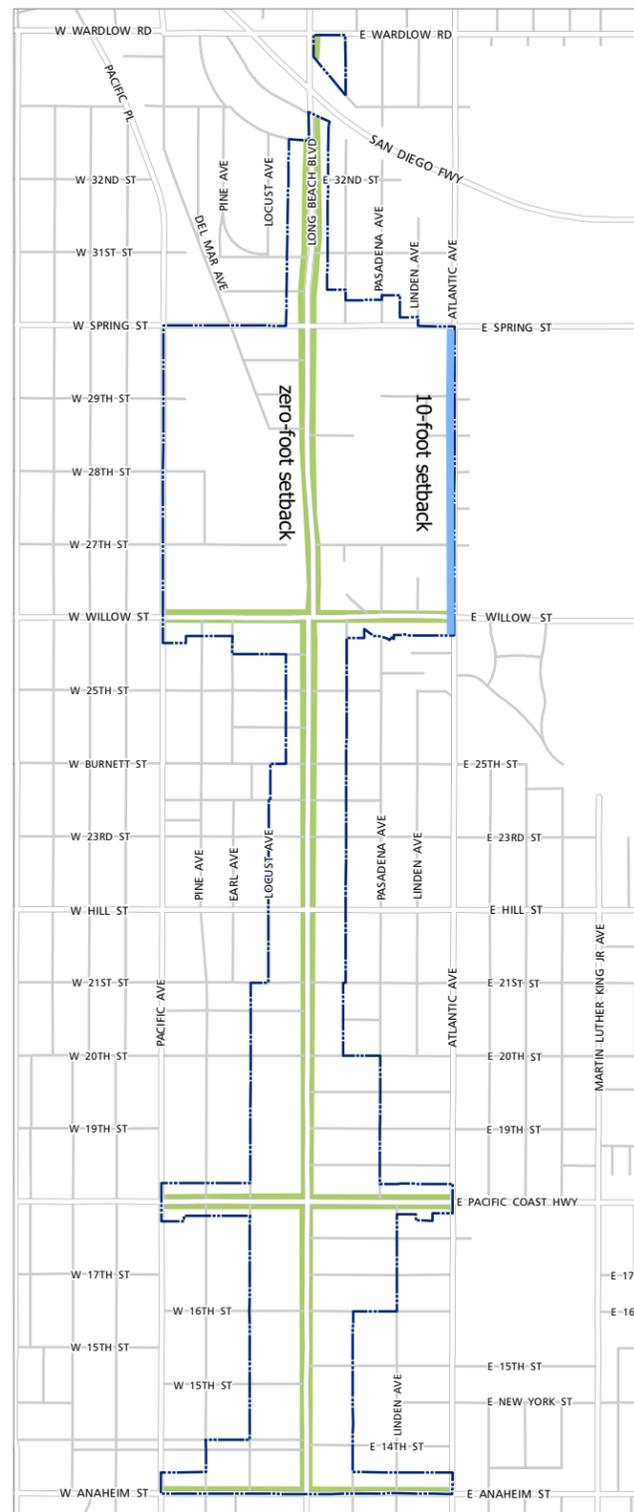
- Additional setbacks for entry plazas or courtyards, or to meet adjacent structures, may be permitted subject to additional design review. Arcades and colonnades may be used to satisfy setback requirements.
- Stoops, patios, gardens, balconies, and outdoor dining may be located within the setback and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

FIGURE 3-4 BUILDING AND STREETWALL HEIGHT STANDARDS



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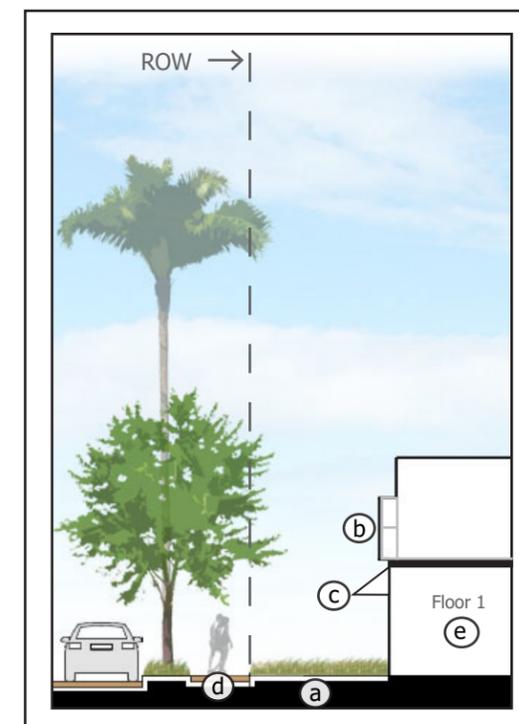
FIGURE 3-5 BUILDING PLACEMENT STANDARDS



ZERO-FOOT BUILD-TO LINE

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

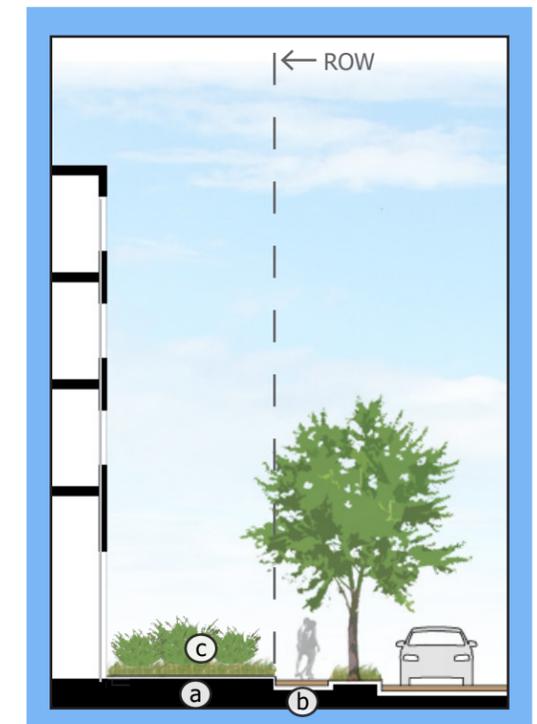
- a. A zero-foot build-to line requires no minimum setback with a maximum 5-foot setback.
- b. Projecting or recessed balconies are encouraged.
- c. Awning or canopy entry may encroach into the setback area.
- d. The sidewalk is the primary pedestrian walkway. Where building façades abut the property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



6-FOOT SETBACK

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

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



10-FOOT SETBACK

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

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

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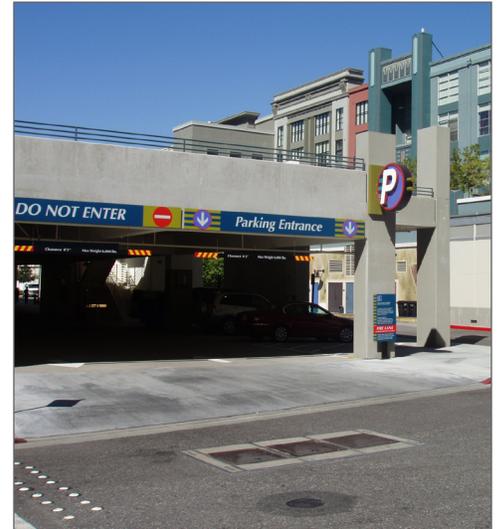
3.5 PARKING

3.5.1 Off-Street Parking

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

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

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



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

TABLE 3-5 MINIMUM OFF-STREET PARKING REQUIREMENTS

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



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

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

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

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

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

3.5.2 Bicycle Parking

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

TABLE 3-6 ON-SITE BICYCLE PARKING REQUIREMENTS

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

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

3.5.3 Transportation System Demand Management

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

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

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

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

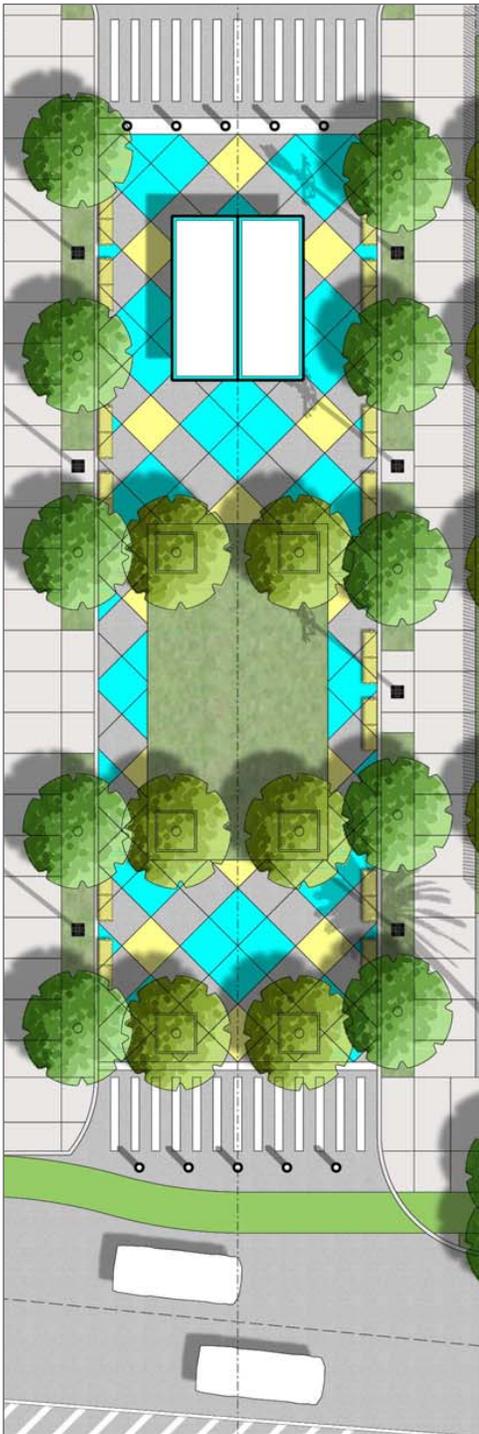
- Carpool/vanpools.
- Garage lifts (stacked parking).
- Unbundled parking (parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit).
- Off-site parking within 1,000 linear feet walking distance of the property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



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



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



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

The illustrative above is shown for conceptual purposes only.

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

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

3.6 OPEN SPACE STANDARDS

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

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

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

3.6.1 Public Park Space

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

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

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

3.6.2 Public Right-of-Way

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

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

3.6.3 On-Site Open Space

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

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

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

TABLE 3-7 ON-SITE OPEN SPACE REQUIREMENTS

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

Notes:

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



Photo Credit: Neman Garrison + Partners

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



Photo Credit: Green Fitness Studio, NYC

A rooftop can also provide a space for active recreation.



Photo Credit: RoadsideArchitecture.com

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

3.6.4 Green and Active Roofs

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

3.7 ADAPTIVE REUSE

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

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

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

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

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