

ADMINISTRATION & IMPLEMENTATION

MIDTOWN SPECIFIC PLAN

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7.0 Administration and Implementation

7.1 GENERAL ADMINISTRATION

7.1.1 Authority

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

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

7.1.2 Interpretation, Conflict, and Severability

Interpretation

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

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

Conflict

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

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

2013 CEQA Guidelines § 15183 (excerpt):

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

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

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

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

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

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

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

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

Severability

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

7.1.3 Environmental Clearance

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

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

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

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

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

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

7.2 REVIEW AND APPROVAL PROCESS

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

7.2.1 Consistency with Guiding Principles

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

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

7.2.2 Approval Authority

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

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

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

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

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

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

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

7.2.3 Site Plan Review

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

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

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

7.2.4 Specific Plan Amendments

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

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

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

7.2.5 On-site Improvements

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

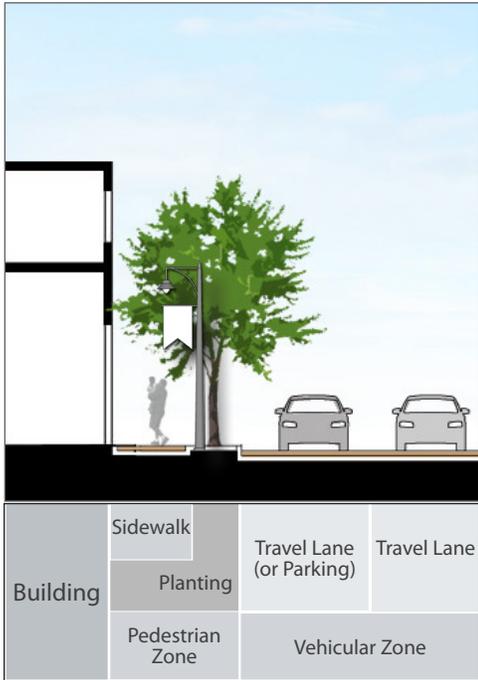
On-site ROW improvements could include but are not limited to:

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

7.3 IMPLEMENTATION

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

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



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

7.3.1 Mobility, Streetscape and Infrastructure Enhancements

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

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

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

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

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

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

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

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

7.3.2 Cultural Resources

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

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

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

TABLE 7-1 LIST OF PROPERTIES RECOMMENDED FOR FUTURE EVALUATION

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

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

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

Source: GPA Consulting 2015.

7.3.3 Implementation Tasks

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

Task 1. General Plan Amendment

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

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

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

Task 2. Adopt Interim Development Agreement Policy

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

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

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

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

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

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

Task 4. Demonstration Project

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

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

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

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

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

Task 6. Create a Streetscape Plan

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

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

Task 7. Create a Contractual Assessment District(s)

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

7.3.4 Funding and Financing Strategy

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

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

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

TABLE 7-2 IMPLEMENTATION STRATEGIES

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

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

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

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

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

Local Revenues

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

User Fees

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

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

Property-Based Financing Tools

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

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

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

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

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

Impact Fees, Development Agreements, and Partnerships

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

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

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

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

Grant Programs

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

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

Private Funding Sources

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

Emerging Funding Sources

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

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

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

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

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

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

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

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

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

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

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

Other Potential Financing Tools

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

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

Emerging Funding Sources continued...

Cap-and-Trade Auction Proceeds.

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

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

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

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

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

TABLE 7-3 FUNDING SOURCES FOR INFRASTRUCTURE IMPROVEMENTS

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

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

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

7.4.1 Local Plans, Programs, and Regulations

Long Beach Municipal Code

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

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

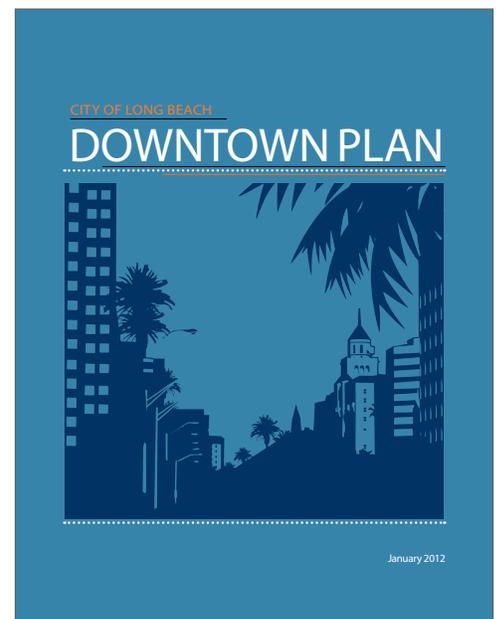
The City of Long Beach Downtown Plan

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

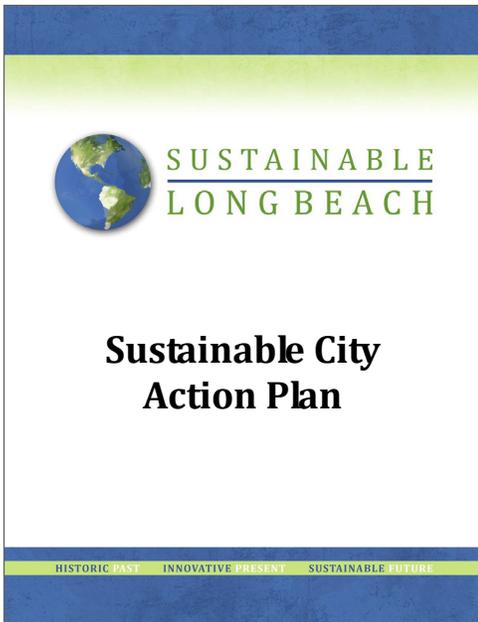
Long Beach Boulevard is a main thoroughfare connecting Downtown to the subregion, I-405, and many Long Beach neighborhoods. This Specific Plan draws from many of the design principles, multi-modal strategies, and mixed-use development standards in the Downtown Plan to create consistency with and connectedness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

Central Long Beach Redevelopment Project Area

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



City of Long Beach Downtown Plan, 2012



City of Long Beach Sustainable City Action Plan, 2010

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

Sustainable City Action Plan

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

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

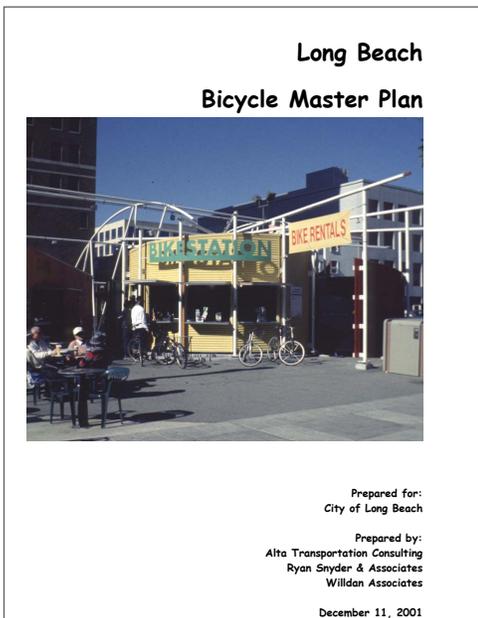
Long Beach Bicycle Master Plan

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

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

Planned Development District 29 (PD-29)

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



Long Beach Bicycle Master Plan, 2001

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

Metro Blue Line Bicycle and Pedestrian Access Improvement Plan

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

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

Recommended improvements for the Anaheim and PCH stations include:

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

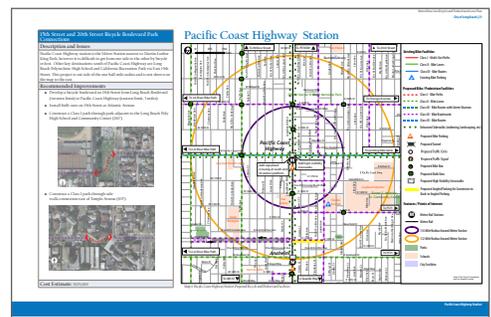
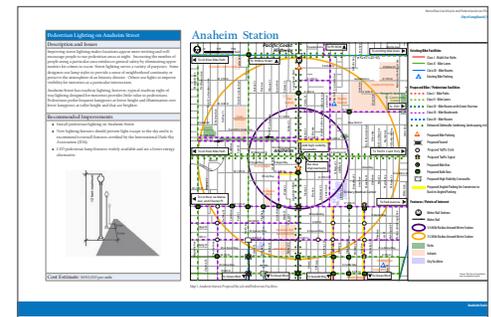
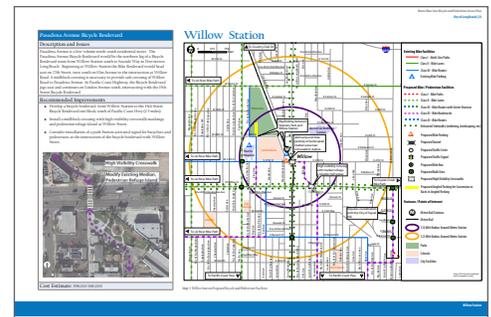
Recommendations for the Willow Station include:

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

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



Metro Blue Line Bicycle and Pedestrian Access Improvement Plan, 2011



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

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

Willow Station Bike Transit Hub Access Plan

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

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



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

Long Beach 2030-2035 General Plan

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

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

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

Mobility Element

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

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

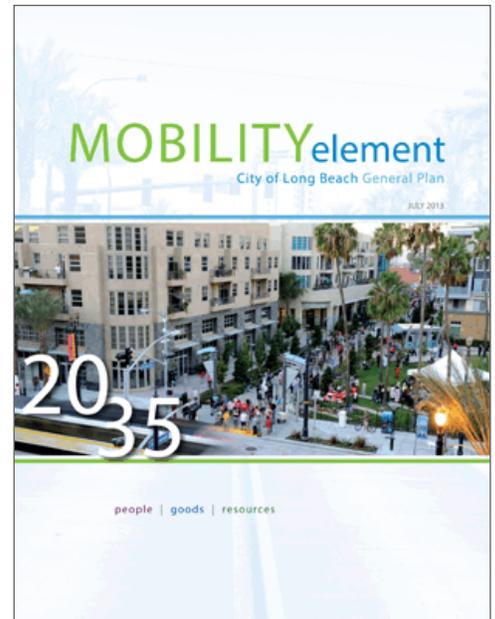
The Mobility Element also discusses the possible extension of Metro’s Green Line. Options for expansion include extending the line through South Bay to Torrance and future connections across the Harbor Gateway into the Metro Blue Line Willow Station.

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

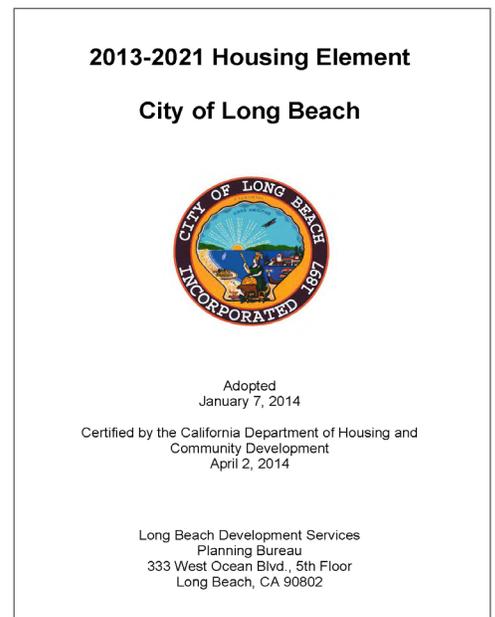
Housing Element

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

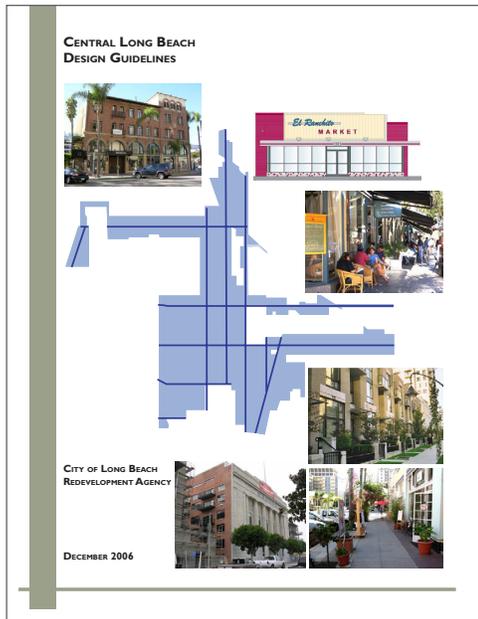
The Midtown Specific Plan promotes the economic and aesthetic revitalization of Long Beach Boulevard, including residential infill projects. It promotes a mix of uses and levels of residential intensity that benefit from existing and future mobility options. Higher density residential uses in this planning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



Long Beach General Plan Mobility Element, adopted 2013



Long Beach General Plan Housing Element, 2013-2021



Central Long Beach Design Guidelines, 2006

Central Long Beach Design Guidelines

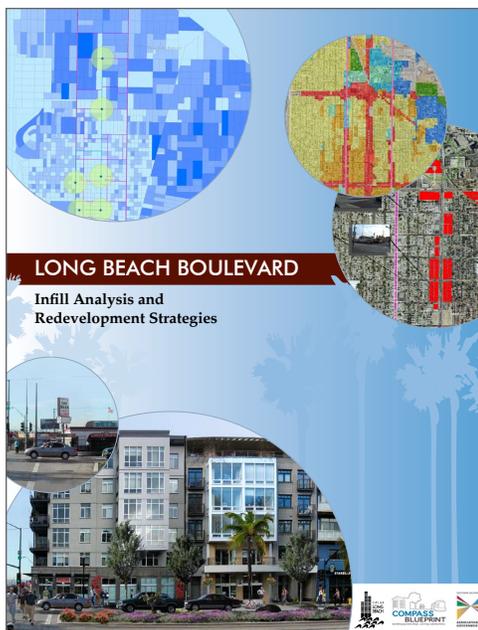
The Central Long Beach Design Guidelines (CLBDG) are intended to implement the goals, design standards, and guidelines of the Central Long Beach Strategic Guide for Development. The guidelines strongly influenced and in some cases are directly reflected in the design guidelines in this specific plan.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

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

Long Beach Boulevard Infill Analysis and Redevelopment Strategies

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

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



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

7.4.2 Regional and State Programs, Agencies, and Regulations

Statewide Transportation Improvement Program

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

Southern California Association of Governments

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

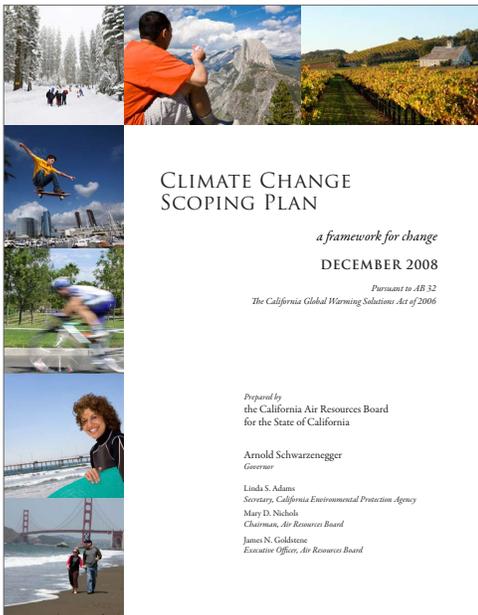
- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment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

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

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



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



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

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

Global Warming Solutions Act

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

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

Sustainable Communities and Climate Protection Act

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

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

California Complete Streets Act

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

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

Los Angeles County Congestion Management Program

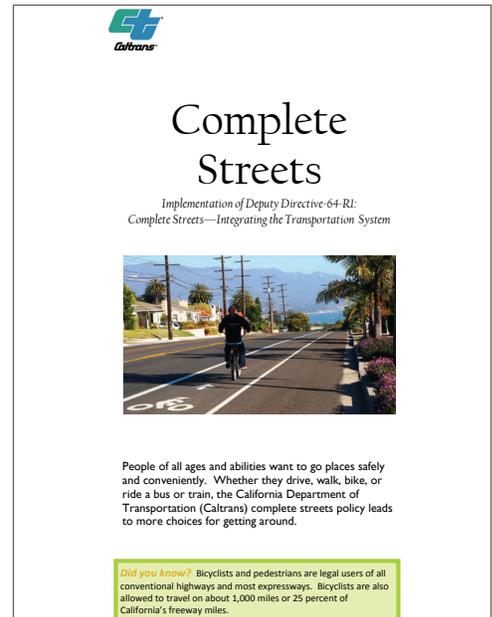
The County of Los Angeles and its transportation agency, Metro, updated the Congestion Management Program (CMP) in 2010 to assess the overall performance of the highway system and provide decision makers with quantitative input for funding improvements and programs. The CMP covers approximately 500 miles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

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

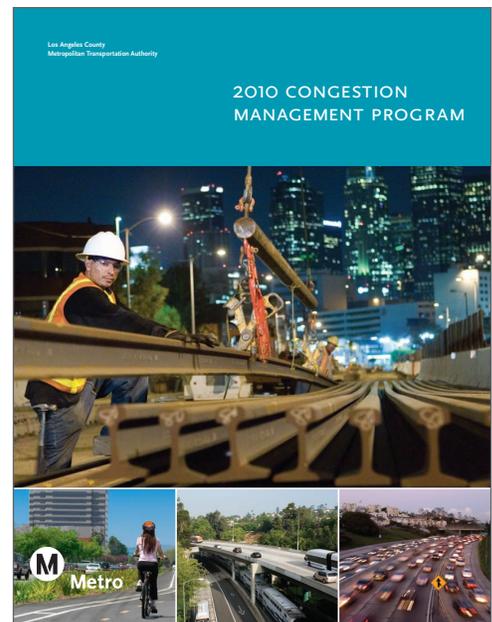
Freeways: I-710, I-605, I-405, SR-91

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

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



California Complete Streets Act, 2008



Los Angeles Metropolitan Transportation Authority County Congestion Management Program, 2010



Los Angeles Metropolitan Transportation Authority Long Range Transportation Plan, 2009

Los Angeles County Metropolitan Transportation Authority

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

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

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

Gateway Cities Strategic Transportation Plan Active Transportation Element

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

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

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

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

SB 226 CEQA Streamlining

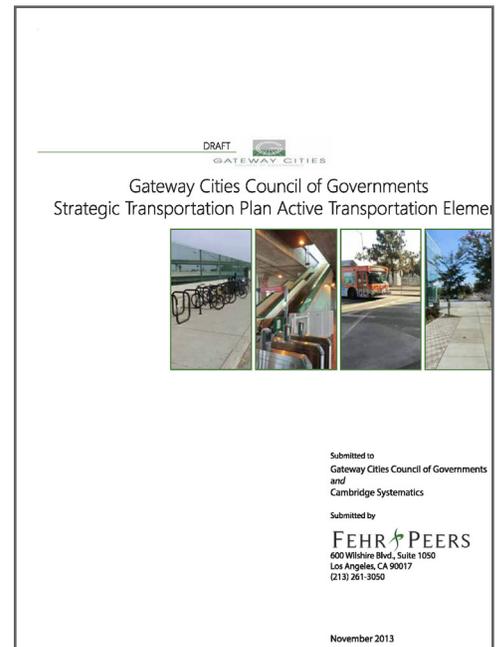
In 2011, Governor Jerry Brown signed into legislation SB 226, which became effective in 2013. This bill streamlined the environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been addressed in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

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

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



GATEWAY CITIES
COUNCIL OF GOVERNMENTS



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