3.0 PROJECT DESCRIPTION

This Recirculated Draft Environmental Impact Report (EIR) has been prepared to evaluate the environmental impacts that may result from implementation of the proposed General Plan Land Use and Urban Design Elements Project (proposed project). As Lead Agency, the City of Long Beach (City) has the authority for preparation of this Recirculated Draft EIR and, after the comment/response process, certification of the Recirculated Final EIR and approval of the proposed project as described in this Recirculated Draft EIR. The City and Responsible Agencies have the authority to make decisions on discretionary actions related to the approval of the proposed project. This Recirculated Draft EIR will serve as a Program EIR pursuant to the State California Environmental Quality Act (CEQA) Guidelines, Section 15168. A Program EIR is appropriate for a series of related actions that can be characterized as one large project. This Recirculated Draft EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. This Recirculated Draft EIR evaluates for a reasonable worst-case scenario of potential environmental impacts associated with the proposed project and provides mitigation where necessary. The analysis in this Recirculated Draft EIR is based on the General Plan Land Use Element and the General Plan Urban Design Element (City of Long Beach, March 2018) (Appendix H).

A Draft EIR was previously circulated for an extended period of 78 days (33 days longer than the required 45-day public review period), from September 1, 2016, to November 18, 2016. As per State CEQA Guidelines Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR, or when recirculation occurs after giving public notice of the availability of the Draft EIR for public review and before certification of the EIR. Based on comments received during the Draft EIR public review period, changes were made to the project design to address concerns related to height, density, additional housing units, and traffic. Therefore, in compliance with the California Public Resources Code (PRC) Section 21092.1 and State CEQA Guidelines Section 15088.5, the City prepared this Recirculated Draft EIR to evaluate whether the revised project would result in a new environmental impact or a substantial increase in the severity of an environmental impact as compared to the original project and the 2016 Draft EIR. Consideration was also given as to whether or not a feasible alternative or mitigation measure(s) could lessen the impacts of the project as compared to the 2016 Draft EIR. Therefore, in order to provide the public and agencies a meaningful opportunity to review and comment, the Draft EIR is being recirculated.

3.1 PROJECT LOCATION AND SETTING

As illustrated by Figure 3.1, Project Location, the City (also referred to as the “planning area”) includes the entire 50 square miles within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in Los Angeles County (County), California. The City is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower, and the unincorporated community of Rancho Dominguez; and on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach, and the
unincorporated community of Rossmoor. The Pacific Ocean borders the southern portion of the City, and as such, portions of the City are located within the California Coastal Zone.

Regional access to the City is provided by Interstate 710 (I-710, which traverses the western portion of the City from north to south), Interstate 405 (I-405, which traverses the central portion of the City from northwest to southeast), State Route 91 (SR-91, which traverses the northernmost portion of the City from east to west), State Routes 103 and 47 (SR-103 and SR-47, respectively, which traverse the western border of the City from north to south), and State Route 1 (SR-1, which traverses the central portion of the City from east to west), commonly referred to as Pacific Coast Highway (PCH or SR-1). In addition, Interstate 605 and State Route 22 (I-605 and SR-22, respectively, and located northeast and east of the City) provide access to the eastern portion of the City.

In addition, a variety of transit routes maintained by the Metropolitan Transportation Authority (Metro), the Long Beach Transit, and the Orange County Transportation Authority (OCTA) provide both regional and local access to and within the City. A variety of bicycle lanes and paths serve the City, including regional connections along PCH, the San Gabriel River pathway, and the Los Angeles River pathway.

3.2 COMMUNITY PROFILE

3.2.1 Historical Perspective

The City of Long Beach traces its roots to its early occupation by the Gabriellino-Tongva-Kizh Native American Tribe in areas adjacent to the Los Angeles and San Gabriel Rivers. For this tribe of hunters and gatherers, the Los Angeles and San Gabriel Rivers provided a source of water and food. However, the demographic composition of the area significantly changed in 1781, during the Spanish/Rancho period (1769 to 1848), when Rancho Los Cerritos and Rancho Los Alamitos were established. Together, these ranchos combined to comprise an area that now includes a large majority of the area within the City’s current geographic boundaries. The area experienced another demographic shift again in 1881 when entrepreneur William Willmore established a town named Willmore City (now known as the Willmore area of Downtown Long Beach). Following the establishment of Willmore City, thousands of families moved into the area, resulting in the City’s incorporation on December 13, 1897.1 Consequently, by the turn of the century, the Willmore City area was a popular tourist attraction as its amenities included a public wharf and pier, the Pacific Electric Railway line, and the Pike Amusement Park. The area continued to flourish following the discovery of oil in 1921 near Signal Hill. Similarly, the establishment of several U.S. Naval air bases in the City and associated conglomerate uses (i.e., Douglas Aircraft Company) furthered the City’s population growth and fueled the suburbanization of the City from 1930 to 1960. As part of the City’s suburbanization, roadways were constructed and low-density housing tracts were developed in the northern and eastern areas of the City. The presence of an expanded circulation system also served as a catalyst for new commercial establishments throughout the City. From 1970 to 1999, the City saw the closure of the Pike Pier and the revitalization of the Downtown area. In addition, the City established Shoreline Village in the 1980s and developed its first modern hotels and office

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1 California Association of Local Agency Formation Commissions, California Cities by Incorporation Date, last updated March 2011.
buildings in the Downtown area. Most recently, the City has developed a variety of new projects on infill sites within the Downtown area along the Metro Blue Line.

3.2.2 Long Beach Today

Today, the City of Long Beach is a unique community with strong ties to its historic roots. The City has established several historic districts and resources throughout the City for which protection should be provided and has established several development projects that pay homage to its historic past. For example, the Pike at Rainbow Harbor pays tribute to Willmore City and Long Beach’s origins as a thriving coastal community for residents, tourists, and U.S. Naval businesses alike. Currently, California State University, Long Beach; the Port of Long Beach; Long Beach Memorial Medical Center; the U.S. Department of Veterans Affairs Long Beach Medical Center; and several other regional-serving resources contribute to the City’s international reputation and serve to characterize the community as a City with strong ties to the technology, educational, and medical sectors.

As described further below, the City is seeking to improve its existing uses, including those regional-serving uses listed above, through a broadened approach to land use, economics, sustainability, and the environment.

3.2.3 Long Beach’s Vision for the Future

As Long Beach continues to evolve, the City aims to target growth and mobility, capitalize on existing strengths, build up existing businesses, and become a smarter and more sustainable City. Specifically, the City aims to promote new development projects on underutilized sites and to promote mixed-use development that is connected to the City’s larger alternative transportation network in order to reduce reliance on automobiles. The proposed project aims to establish development patterns and densities/intensities consistent with the adopted Mobility Element’s (October 2013) Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network and the Southern California Association of Governments’ (SCAG) 2016–2040 Regional Transportation Plan (RTP) goals of facilitating alternative modes of transportation and encouraging land use patterns to maximize mobility and accessibility for all people and reduce vehicular miles traveled and associated greenhouse gas emissions. In addition, the City aims to capitalize on its strengths and build up businesses by encouraging commercial, industrial, and technology industries to relocate to the City given its location near the borders of Los Angeles and Orange Counties, the Pacific Ocean, and the Port of Long Beach. In order to become a smarter and more sustainable City, Long Beach will encourage the development of green buildings, the provision of wireless internet in public spaces and on transit services, the provision of reliable renewable energy options, and the creation of community gardens along with the provision of healthy food options. Through the attainment of these objectives, the City aims to maintain its reputation as a unique and thriving community in which people choose to both live and work.

3.3 LONG BEACH GENERAL PLAN

The Long Beach General Plan represents a comprehensive approach for managing the community’s future. The Long Beach General Plan also reflects the City’s long-term strategy for directing physical, economic, and cultural development. The General Plan is a legally binding policy document intended
to serve as a guide by City officials, developers, and the community when making decisions regarding future development and the management of land and natural resources.

In relation to development, the Long Beach General Plan serves as a blueprint guiding the type of community the City desires for its future, and also provides the means by which that desired future can be obtained. The General Plan establishes goals, policies, and directions and utilizes text, maps, and graphic illustrations to express the organization of the physical, environmental, economic, and social environment sought by the community in order to achieve a healthful, functional, and desirable place in which to reside and work.

3.3.1 State General Plan Requirements

Government Code Section 65302 et seq. requires that every city and county in the State of California (State) prepare and adopt a “comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” As further mandated by the State, the General Plan must serve to:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;
- Provide a framework within which both the City Planning Commission and the City Council can make land use decisions;
- Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and
- Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City’s basic rules that will guide both environmental protection and land development decisions within the City and surrounding planning area.

State law requires that the General Plan include the following seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. While these seven elements are required, State law also allows flexibility in how each local jurisdiction structures these elements. In addition to these seven elements, the existing Long Beach General Plan includes elements addressing the following issues beyond those required by State law: Historic Preservation, Air Quality, Seismic Safety, and Scenic Routes. While State law does not mandate discussion of these issues, once adopted, “optional” issues have the same force and effect as policies related to the General Plan elements required by the State. In addition, the City also has a certified Local Coastal Program (LCP) governing land use in coastal areas of the City. As required by the California Coastal Act, the City’s LCP is consistent with the land use plan, goals, objectives, and policies established in the City’s General Plan.

Government Code Section 65040.2 requires the State Office of Planning and Research (OPR) to adopt and periodically revise the General Plan Guidelines (GPG). The 2017 GPG is used to guide cities and counties in the State regarding the preparation and content of general plans. In order to streamline the process and reduce costs associated with adopting or amending a general plan, the
2017 GPG provides free online tools and resources, promotes increased use of online data, and includes templates and sample policies.

### 3.3.2 General Plan Consistency

In addition to providing a comprehensive strategy for directing future growth, State law mandates that the General Plan be internally consistent. Specifically, Government Code Section 65300.5 requires the various components of a General Plan to, “comprise an integrated, internally consistent and compatible statement of policies.” The three primary components required to maintain internal General Plan consistency are as follows:

1. **Equal Status among General Plan Elements.** All elements of a General Plan have equal status and no one General Plan element takes precedence over any other. As such, the General Plan elements must be consistent in order to avoid potential conflicts between or among the elements.

2. **Consistency between Elements and within Individual Elements.** All General Plan elements must be consistent with each other. For example, policies and implementation strategies outlined in one General Plan element must not require or encourage an action that would be prohibited or discouraged by policies and implementation strategies in another General Plan element.

3. **General Plan Text, Diagram, and Map Consistency.** Text, diagrams, and maps must be consistent with one another and with goals and policies outlined in all elements of the General Plan.

It is also important to note that the General Plan aims to balance competing objectives and community priorities. As such, in interpreting goals, policies, and implementation strategies in the General Plan, care must be given to determine the “best fit” for the action to be taken, aimed towards achieving the City’s short-term and long-term priorities.

### 3.3.3 Comprehensive Nature of the General Plan

The Long Beach General Plan establishes goals, policies, and implementation strategies aimed at guiding the physical, social, environmental, and economic environments. In addition to addressing the State-mandated components of a General Plan, the Long Beach General Plan also responds to current and future issues the City faces. In order to fully address these issues, the Long Beach General Plan planning area encompasses the current City limits, while also keeping in mind the regional context of its planning efforts. For example, certain issues such as traffic, transit, air quality, and greenhouse gas (GHG) emissions have both a local and regional component. In such cases, the General Plan addresses the degree to which the City’s interests, values, and concerns are congruent or conflict with existing regional policies. Furthermore, it is also the role of the Long Beach General Plan to define the extent to which the City can address local issues and those issues that require cooperative actions among several jurisdictions.
3.4 PROJECT HISTORY

Over the last century, the City has evolved from a ranching community (associated with Rancho Los Cerritos and Rancho Los Alamitos) to a thriving metropolis. Since the late 19th century, the City has grown and been shaped by changes to the fiscal and natural environments. Noteworthy events that have characterized the City include the discovery of oil in 1921, the growth of the defense industry from 1930 to 1960, post-World War II suburban development, demographic changes and redevelopment efforts occurring from the 1970s to the early 1990s, reinvestment in the Downtown area and continued demographic changes from the early 1990s to 2012, and the maturity of the Downtown area and citywide population growth that occur today.1 In order to allow for increased flexibility in responding to such changes, the City proposes to update and replace the existing 1989 Land Use Element with a new LUE. The decision to update and replace its LUE was made in part to accomplish the following:

- Guide physical development in the City based on the projected population increases through the horizon year 2040 and address the need for new housing units to accommodate the 12.2 percent of existing households experiencing overcrowding;
- Allocate financial resources for necessary community services and infrastructure maintenance;
- Sustain a diverse and competitive local economy;
- Encourage sustainable development;
- Retain the character of existing residential neighborhoods;
- Provide a greater variety in housing, mobility, and lifestyle choices;
- Encourage land use patterns to maximize mobility and accessibility for all people and reduce vehicular miles traveled and associated greenhouse gas emissions;
- Improve the health of City residents through urban planning approaches; and
- Respond to changing technologies.

Similarly, the City has decided to adopt a new Urban Design Element (UDE) as part of its General Plan in order to aid in shaping the continued evolution of the urban environment in the City while also allowing for a balance between new development and the existing natural environment. The UDE and LUE General Plan Elements are collectively referred to as the “proposed project” throughout this Recirculated Draft EIR.

3.5 PROPOSED PROJECT

The proposed project is an update to the City’s existing General Plan and is intended to guide growth and future development through the horizon year 2040. While the existing General Plan does not currently include an UDE, the existing Scenic Routes Element (1975) (SRE) designates roadways within the City for which view protection should be considered and also establishes varying design standards to ensure the continued maintenance of the aesthetic character of these

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1 City of Long Beach. Draft General Plan Land Use Element. March 2018. Also refer to Appendix H of this Recirculated Draft EIR.
roadways. The proposed project includes the approval of both the General Plan Land Use and Urban Design Elements, which would replace the existing LUE and SRE. The following discussion summarizes the key components of each of the proposed General Plan Elements.

### 3.5.1 Land Use Element

At the heart of the City’s General Plan is the LUE, which serves as a roadmap directing the long-term physical development of the City. As required by Section 65302 of the California Government Code, the LUE is one of the primary required elements of a community’s General Plan. The emphasis of the LUE is on the desired use of land within a community, including future development in the City.

The existing 1989 LUE includes a summary of existing land use types and contains a discussion of the intended and allowable uses within each land use type. The LUE also corresponds to a General Plan Land Use Map, which illustrates the intended location and distribution of each land use type on a parcel-by-parcel basis. In addition to a description and map of land use categories, the existing 1989 LUE establishes goals and objectives aimed at guiding the orderly pattern of development in the City. The existing LUE also describes potential obstacles to future development in the City, such as areas subject to flooding, and identifies a plan for solid waste management to accommodate new development as allowed under the existing LUE. The LUE concludes by outlining the guidelines for amending the LUE to ensure that future amendments have a beneficial impact on the City.

The proposed LUE would replace the existing 1989 General Plan LUE. In the event that the proposed updated LUE is adopted by the City, the City’s existing LCP would subsequently be updated to allow for the land use changes proposed within those areas located within the California Coastal Zone boundary. Approval of the LUE would also result in updates to the City’s Zoning Code to resolve several specific inconsistencies. As described in Section 3.7, Project Design Features, later in this chapter, the proposed project includes a Project Design Feature (PDF) requiring that the City implement a Zone Change Program designed to resolve any zone change inconsistencies within 5 years of project approval. Approval of the LUE would also result in updates to the City’s LCP and adopted Planned Development areas to implement new long-range development plans within coastal areas of the City. This Recirculated Draft EIR addresses the proposed LUE and UDE projects, but does not analyze amendments to the LCP, Zoning Code, or Planned Development area plans.

The proposed updated LUE would divide the City into nine distinct Community Plan Areas, comprised of the following: (1) North Long Beach; (2) Bixby Knolls; (3) Westside and Wrigley; (4) Eastside; (5) Central; (6) Traffic Circle; (7) Downtown; (8) Midshore; and (9) Southeast. While there are over 70 neighborhoods identified by residents of the City, the community plan areas are defined by strong physical boundaries such as freeways, rivers, city boundaries, and railroad tracks. For each Community Plan Area, the proposed LUE provides a description of its geographic context, outlines issues and needs unique to the area, and establishes neighborhood-specific land use strategies. Refer to Figure 3.2, Community Plan Areas, for a map of community plan areas and neighborhoods.

In addition to establishing Community Plan Areas, the proposed updated LUE would introduce the concept of “PlaceTypes,” which would replace the current approach in the existing LUE of segregating property within the City through traditional land use designations and zoning classifications. Refer to Figure 3.3, Existing General Plan (1989) Land Use Map, for an illustration of
the City’s existing General Plan Land Use Map. The updated LUE would establish 14 primary PlaceTypes that would divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas (refer to Figure 3.4, Project PlaceTypes). While the text of the LUE notes 11 PlaceTypes, this EIR and the impact analyses contained therein refers to a total of 14 PlaceTypes in order to acknowledge the varying intensities (i.e., Low and Moderate) within certain PlaceTypes (the Multi-Family Residential, Neighborhood-Serving Centers and Corridors, and Transit-Oriented Development PlaceTypes). Each PlaceType would be defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that PlaceType within the City. The proposed 14 PlaceTypes are illustrated on Figure 3.4 and are described in further detail below.

1. **Open Space.** The Open Space (OS) PlaceType aims to promote and conserve the emotional and physical health of the City’s residents through the provision of natural environments, which include recreational open space; scenic, natural, or cultural features; and utilities and/or infrastructure with environmentally sensitive resources. Allowable uses within this PlaceType include parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine habitats, estuaries, wetlands, lagoons, and limited commercial recreation uses that support existing programs and facilities. By establishing this PlaceType, the City hopes to preserve land and water areas that are undeveloped for use as passive/active recreational uses, conservation purposes, historic or scenic purposes, or visual relief from areas characterized by urban development. The maximum height of support structures allowed under this PlaceType is two stories.

2. **Founding and Contemporary Neighborhood.** The Founding and Contemporary Neighborhood (FCN) PlaceType represents the City’s low-density residential neighborhoods, from older street car urban neighborhoods (Founding Neighborhoods) to post-World War II suburban housing (Contemporary Neighborhoods), which are predominantly characterized by single-family uses separated by large commercial centers. The purpose of this PlaceType is to preserve older urban neighborhoods and historic districts within the City that contain a mix of land uses and housing types, while simultaneously promoting new infill development (in the form of residential single- and multi-family uses and neighborhood-serving commercial uses) that would provide flexibility for residents to reinvest and adapt their homes to meet changing lifestyles and long-term maintenance needs. As such, the establishment of this PlaceType would create transition areas within the City between single-family neighborhoods, neighborhood edges, and key intersections. This PlaceType would also encourage neighborhood enhancements aimed at increasing mobility (e.g., bikeway and pedestrian connections), visual improvements (e.g., façade improvements), and sustainability improvements (e.g., transit improvements to reduce vehicular emissions). Allowable uses within this PlaceType include single-family low-density housing and neighborhood-serving commercial uses. The maximum density, intensity, and height allowed under this PlaceType are 7 to 18 dwelling units per acre (du/ac), a 0.25 to 0.50 floor-to-area ratio (FAR), and typically two stories (with a three-story allowance on the Peninsula due to sea level rise projections), respectively.
3–4. **Multi-Family Residential—Low and Moderate.** The Multi-Family Residential (MFR-L and MFR-M) PlaceTypes aim to provide a variety of housing options (i.e., condominium duplex, triplex, and garden apartment uses) adjacent to neighborhood-serving commercial uses to meet the range of lifestyles of the City’s community members. These PlaceTypes would be scattered throughout the City and are intended to be utilized as a buffer use between less intense and more intense residential neighborhoods. The Multi-Family Residential PlaceTypes also are intended to be pedestrian-oriented and would mostly be located in areas with bus and light rail services. The maximum density, intensity, and height allowed under the MFR-L PlaceType are as follows: up to 29 du/ac based on lot size, a 0.25 to 0.50 FAR, and up to four stories, respectively. The maximum density, intensity, and height allowed under the MFR-M PlaceType are as follows: up to 62 du/ac based on lot size, a 0.50 to 0.75 FAR, and up to six stories respectively.

5–6. **Neighborhood-Serving Centers and Corridors—Low and Moderate.** Commercial corridors and centers are located throughout the City. As such, the Neighborhood-Serving Centers and Corridors (NSC-L and NSC-M) PlaceTypes aim to locate low- to moderate-intensity mixed-uses (i.e., residential/retail) near these areas in an effort to provide goods and services near housing. The intention of these PlaceTypes is to strengthen the identity of those neighborhoods surrounding commercial corridors and centers, to enhance pedestrian and bicycle connections, and to provide community gathering places. Allowable uses within these PlaceTypes include low- and moderate-intensity residential and commercial uses. The maximum density, intensity, and height allowed under the NSC-L PlaceType are as follows: up to 44 du/ac based on lot size, a 0.50 to 1.00 FAR, and four stories, respectively. The maximum density, intensity, and height allowed under the NSC-M PlaceType are as follows: up to 54 du/ac based on lot size, a 1.00 to 1.50 FAR, and up to seven stories, respectively.

7–8. **Transit-Oriented Development – Low and Moderate.** The City is currently served by bus, shuttle, and other transit services. In particular, the Metro Blue Line light rail has a significant presence along Long Beach Boulevard and the City’s Downtown area. As such, the Transit-Oriented Development (TOD-L and TOD-M) PlaceTypes aim to provide multi-family residential uses near areas adjacent to the Metro Blue Line in an effort to establish regional transit connections and promote transit use in the City. The Transit-Oriented PlaceTypes would also encourage the continuation of mixed-uses (residential and community-serving commercial uses) at a higher intensity to promote a pedestrian-friendly, active streetscape. Although these PlaceTypes have specifically been concentrated near Metro Blue Line stations, this PlaceType could also be applicable to areas containing future transit systems in the City. Allowable uses within this PlaceType include moderate urban density apartment and condominium uses and moderate-intensity commercial uses. The maximum intensity and height allowed under the TOD-L PlaceType is a 1.50 to 3.00 FAR and five stories (consistent with the Midtown Specific Plan). The maximum intensity and height allowed under the TOD-M PlaceType is a 2.00 to 4.00 FAR and ten stories.

9. **Community Commercial.** Although the aforementioned PlaceTypes emphasize the City’s transition to allow for more mixed-uses, the City is also aware of the community’s need for auto-oriented goods and services. As such, the Community Commercial (CC) PlaceType
emphasizes this need by allowing for auto-oriented commercial development along primary arterials in the City, with residential uses strictly prohibited. It is important to note that while this PlaceType would accommodate auto-oriented commercial uses, these areas would be designed to be consistent with any surrounding neighborhood developments and would also be served, where possible, by transit stops to encourage alternative modes of transportation. Allowable uses within this PlaceType include commercial uses that serve community-based needs for goods and services. The maximum intensity and height allowed under the CC PlaceType is a 2.00 to 4.00 FAR and seven stories.

10. **Industrial.** The Industrial (I) PlaceType would allow for light industrial research parks, warehousing or storage activities, industrial manufacturing, and machining operations in areas generally separated from residential uses. The intention of this PlaceType is to preserve and protect industrial lands in the City and generally discourage the conversion of these lands to non-industrial uses. Allowable uses within this PlaceType include research and development activities, storage, industrial, and manufacturing activities, tank farms, and oil-drilling activities. Non-industrial uses, with the exception of on-site caretaker units and commercial accessory units required to serve the Industrial PlaceType, are strictly prohibited within this PlaceType. The maximum height allowed under Industrial PlaceType is 65 ft.

11. **Neo-Industrial.** The Neo-Industrial (NI) PlaceType encourages light industrial activities, particularly those related to innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, and information industries. As permitted by the updated LUE, office uses may comprise 50 percent of the uses within this PlaceType. It should be noted that limited retail and live/work uses that support the Neo Industrial uses are also allowed within this PlaceType. It is the intent of the City that by establishing this PlaceType, innovative and small incubator businesses would co-locate and form symbiotic relationships with other small businesses in the area. Allowable uses within this PlaceType include light industrial, clean manufacturing, offices, commercial uses to support business endeavors, and repurposed buildings with live/work artist studios. Neo Industrial PlaceTypes would generally be located in areas above Market Street in North Long Beach, the Zaferia area on Anaheim Street and Obispo Avenue, and the Magnolia Industrial Group area located between Anaheim Street and PCH west of Magnolia Avenue. The maximum density, intensity, and height allowed under the Neo Industrial PlaceType is up to 36 du/ac, a 0.50 to 1.00 FAR, and 65 ft, respectively.

12. **Regional-Serving Facility.** Due to its size and location between the City of Los Angeles and the County of Orange, the City of Long Beach is home to a variety of regional-serving facilities that serve the sub-region and region. Primary examples of these facilities include, but are not limited to, the following: medical centers; the Port of Long Beach; Long Beach City College; the Long Beach Airport; California State University Long Beach; the Department of Motor Vehicles; the City’s Health Department; and Ability First (provides programs for children and adults with disabilities or special needs). Allowable uses within this Regional-Serving Facility (RSF) PlaceType include medical centers, higher education campuses, port services, airport uses, regional destination retail centers (i.e., Douglas Park) and recreation uses, public facilities, and the Southeast Area Specific Plan (SEASP) area.
The SEASP area, which is comprised of approximately 1,500 acres and largely consists of residential, commercial, industrial, wetland, and open space, is targeted as an area with new opportunities for pedestrian-oriented development and the revitalization of the Los Cerritos Wetlands. The City adopted the SEASP in 2017 as part of its effort to encourage responsible growth while balancing resource preservation in this area of southeast Long Beach.

Existing regional-serving facilities in the City generally consist of large properties that are generally disjointed from other regional-serving facilities within the City. As such, the Regional-Serving Facility PlaceType would increase connectivity between these facilities to foster their growth and economic vitality. The height limitations vary by the facility proposed for the Regional-Serving PlaceType designation. For example, the height limitations in areas near the Long Beach Airport are lower than in other areas due to height standards established by the Federal Aviation Administration (FAA).

13. Downtown. The Downtown (DT) PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area; therefore, the establishment of the Downtown PlaceType in the updated LUE would serve to support the current Downtown Plan to ensure high-quality development in this area. Specifically, the Downtown Plan, as well as the updated LUE, calls for a mix of land uses and housing types, emphasizing the placement of shops, restaurants, and cafes on the ground floor of these uses within the Downtown area. The height limitations proposed for this PlaceType designation are set forth in the existing 2012 Downtown Plan.

14. Waterfront. The Waterfront (WF) PlaceType includes three primary areas along the City’s shoreline, including the Downtown Shoreline waterfront, Alamitos Bay Marina, and the Belmont Pier and Pool Complex area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area (e.g., the Queen Mary and the Long Beach Aquarium of the Pacific). The Belmont Pier and Pool Complex area is specifically targeted as an area with significant opportunities for improvements that would revitalize this area and improve recreational opportunities for residents and visitors to the City utilizing the Belmont Pool Complex. It is the City’s stated vision in the updated LUE that these Waterfront PlaceTypes should be characterized by mixed-uses, and because of the location of this PlaceType adjacent to waterways, the LUE calls for pedestrian-oriented development to decrease environmental impacts and the creation of recreation uses to allow visitors to access waterways within the Waterfront PlaceType. In addition, future development within both the Waterfront PlaceType and the California Coastal Zone would be subject to the goals, policies, and strategies established in the updated LUE and would be required to comply with the City’s LCP, which regulates land use in areas within this Zone. The height limitations proposed for this PlaceType designation vary by area. For example, the proposed LUE would allow for heights of

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1 The Belmont Pool facilities were demolished in December 2014 due to structural instability. Plans for the redevelopment of the Belmont Pool facilities are currently on-going.
240 ft and over in waterfront areas near the City’s Downtown area, whereas height limitations are proposed at two-to-three stories in waterfront areas further east along the City’s coastline.

Table 3.A, PlaceType Densities, Intensities and Heights, summarizes the residential densities, non-residential intensities, and maximum building heights allowed within the proposed PlaceTypes. The allowable heights proposed for each PlaceType are also illustrated in Figure 3.5, PlaceType Height Limitations.

**Table 3.A: PlaceType Densities, Intensities, and Heights**

<table>
<thead>
<tr>
<th>PlaceType</th>
<th>Residential Density (du/acre)</th>
<th>Non-Residential Intensity (FAR)</th>
<th>Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>N/A</td>
<td>See Open Space and Recreation Element of the General Plan</td>
<td>2 stories</td>
</tr>
<tr>
<td>Founding and Contemporary Neighborhood</td>
<td>7–18</td>
<td>0.25 to 0.50</td>
<td>2 stories</td>
</tr>
<tr>
<td>Multi-Family Residential:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td>Up to 29 du/ac based on lot size</td>
<td>0.25 to 0.50</td>
<td>4 stories</td>
</tr>
<tr>
<td>Moderate</td>
<td>Up to 62 du/ac based on lot size</td>
<td>0.50 to 0.75</td>
<td>6 stories</td>
</tr>
<tr>
<td>Neighborhood-Serving Centers and Corridors:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td>Up to 44 du/ac based on lot size</td>
<td>0.50 to 1.00</td>
<td>4 stories</td>
</tr>
<tr>
<td>Moderate</td>
<td>Up to 54 du/ac based on lot size</td>
<td>1.00 to 1.50</td>
<td>7 stories</td>
</tr>
<tr>
<td>Transit-Oriented Development:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td>N/A</td>
<td>1.50 to 3.00</td>
<td>5 stories</td>
</tr>
<tr>
<td>Moderate</td>
<td>N/A</td>
<td>2.00 to 4.00</td>
<td>10 stories</td>
</tr>
<tr>
<td>Community Commercial</td>
<td>N/A</td>
<td>2.00 to 4.00</td>
<td>7 stories</td>
</tr>
<tr>
<td>Industrial</td>
<td>N/A</td>
<td>N/A</td>
<td>65 ft</td>
</tr>
<tr>
<td>Neo-Industrial</td>
<td>Up to 36 du/ac based on lot size</td>
<td>0.50 to 1.00</td>
<td>65 ft</td>
</tr>
<tr>
<td>Regional-Serving Facility</td>
<td>N/A</td>
<td>N/A</td>
<td>See Figure 3.5, PlaceType Height Limitations</td>
</tr>
<tr>
<td>Downtown (See Downtown Plan)</td>
<td>Regulated through FAR and height</td>
<td>Regulated through FAR and height</td>
<td>See Downtown Plan</td>
</tr>
<tr>
<td>Waterfront</td>
<td>Vary by area; see descriptions</td>
<td>See descriptions (vary by area)</td>
<td>See Figure 3.5, PlaceType Height Limitations (varies by area)</td>
</tr>
</tbody>
</table>


1 FAR refers to the floor area of all principal and accessory buildings on a site as a ratio of the total size of the land on which it is developed.

2 Height may be increased to 3 stories consistent with the existing land use pattern. See Figure 3.5 (PlaceType Height Limitations) for maximum height.

du/ac = dwelling unit per acre
du/lot = dwelling unit per lot
FAR = floor-to-area ratio
ft = foot/feet
N/A = not applicable
3.5.1.1 Major Areas of Change

The project proposes to update the current General Plan LUE with a new LUE that would reflect the current needs and opportunities within the City, update land uses and bring the General Plan into conformity with the City’s recently adopted General Plan Mobility Element (October 2013). The project would also provide for future development opportunities that would alleviate overcrowding documented in the City’s Assessment of Fair Housing, and would accommodate projected growth and housing needs established in the City’s General Plan 2013–2021 Housing Element and the 2016–2040 SCAG RTP/SCS.

The proposed LUE would allow for the opportunity for major changes to approximately 13 percent of the City. These areas are referred to as “Major Areas of Change” throughout the LUE and signify areas where growth is anticipated to be most profound. However, areas that are not designated as “Major Areas of Change” and/or are not anticipated to result in changes in existing land use patterns may also experience demographic growth. Major Areas of Change are illustrated on Figure 3.6, Major Areas of Change. There are eight primary areas where changes associated with the updated LUE would be focused, as described in further detail below.

1. The first Major Area of Change involves the creation, restoration, and preservation of more open space throughout the City.

2. The second Major Area of Change proposes to convert industrial edges and districts to Neo-Industrial uses.

3. The third Major Area of Change aims to promote regional-serving uses by maintaining existing regional-serving facilities throughout the City.

4. The fourth Major Area of Change proposes to convert some industrial uses to commercial to and regional-serving uses.

5. The fifth Major Area of Change aims to promote transit-oriented development.

6. The sixth Major Area of Change aims to continue development in the Downtown area.

7. The seventh Major Area of Change aims to promote infill and redevelopment to support transit.

8. The eighth Major Area of Change aims to revitalize the Belmont Pier Complex and Alamitos Bay to their “highest and best use.”

The identification of these Major Areas of Change reflects the City’s desire to address land use issues primarily within these areas of the City.

In establishing PlaceTypes and focusing new development within the Major Areas of Change, the proposed LUE takes into account existing land use patterns in the City, adopted land use plans, and the demand for new land uses and increased densities to alleviate overcrowding of existing residences and accommodate the projected population growth (refer to Table 3.B, Anticipated
General Plan Build-Out Summary, and Section 4.6, Population and Housing, for further information related to population growth). The proposed LUE also considers the location of undeveloped or underutilized parcels that are best suited for future development and accounts for which types of land uses and infrastructure would be required to serve new development facilitated by the new PlaceType categories. While the proposed LUE would provide for new development opportunities, it would not cause development to occur. Rather, the proposed LUE recognizes that ultimately growth and development depend on the initiative of individual developers and property owners.

3.5.2 Overview of the Land Use Element

Overall, the proposed LUE would allow for a greater mix of land uses throughout the City through the establishment of PlaceTypes in place of standard parcel-by-parcel land use designations. The proposed PlaceTypes would allow for greater flexibility in development types to create distinct residential neighborhoods, employment centers, and open space areas. The proposed LUE would also accommodate new business opportunities, expand job growth, revitalize corridors, enhance existing neighborhoods, create a smarter city, protect the environment, and encourage sustainable planning practices and development.

3.5.3 Changes from the 2016 LUE to the 2018 LUE

As discussed previously, a Draft EIR was previously circulated for an extended period of 78 days, from September 1, 2016, to November 18, 2016. Based on comments received during the Draft EIR public review period, the City Council directed staff to hold additional community meetings and revise the project to address concerns related to height, density, additional housing units, and traffic. Through changes in allowable building height and PlaceType designations, the revised LUE addresses community concerns raised during the Draft EIR public review period. Also in response to community comments and concerns, several policy changes from the 2016 LUE were made to the 2018 LUE.

3.5.3.1 PlaceType Designations

Figures 3.7.a through 3.7.e show parcels within the City that changed PlaceType designations when comparing the 2016 LUE to the 2018 LUE. The figures show how PlaceType designations have been revised from the December 2016 version to the March 2018 version of the LUE. The PlaceType labels shown directly on the figures indicate designations from the December 2016 version of the LUE. The colors shown on the map indicate designations from the March 2018 version of the LUE and can be interpreted in the map’s legend. Changes to PlaceTypes were varied throughout the City and are described below.

As shown in Figure 3.7.b, the largest acreages of change in the North Long Beach area PlaceTypes were primarily changed from Industrial to Neo-Industrial. Other similar area changes among North Long Beach PlaceTypes were varied; many were changed to Neighborhood-Serving Center or Corridor – Low and Moderate and Multi-Family Residential – Low and Moderate. In the Bixby Knolls area, PlaceTypes were primarily changed from Neighborhood-Serving Center or Corridor to Founding and Contemporary Neighborhoods, representing a decrease in density. Changes from Community Commercial to Neighborhood-Serving Center or Corridor – Low and Moderate were also common in Bixby Knolls.
As shown in Figure 3.7.c, the Westside and Wrigley area PlaceTypes were changed to reflect more Founding and Contemporary Neighborhoods overall. In addition, Multi-Family Residential – Low PlaceTypes were changed to the Neighborhood-Serving Center or Corridor – Low PlaceType. The Central area primarily had various PlaceTypes changed to the Neighborhood-Serving Center or Corridor – Moderate PlaceType. The Midshore area primarily had changes from Multi-Family Residential – Low to Multi-Family Residential – Moderate, thereby increasing density. In other Midshore areas, PlaceTypes changed from Neighborhood-Serving Center or Corridor – Moderate to Neighborhood-Serving Center or Corridor – Low, thereby reducing density. Negligible changes were made to the Downtown area.

As shown in Figure 3.7.d, there were varied changes in PlaceType in the Traffic Circle area, including changes from Community Commercial to Neighborhood-Serving Center or Corridor – Low and Moderate, changes from Neighborhood-Serving Center or Corridor – Low to Community Commercial, and changes from Multi-Family Residential – Moderate to Multi-Family Residential – Low and Founding and Contemporary Neighborhood. Changes in the Southeast area were minimal, but overall reflective of reducing proposed densities: PlaceType changes were made from Neighborhood-Serving Center or Corridor – Moderate to Neighborhood-Serving Center or Corridor – Low, and from Multi-Family Residential – Moderate to Multi-Family Residential – Low.

In the Eastside neighborhood, a majority of the changes were made to reflect more Community Commercial PlaceTypes (refer to Figure 3.7.e). In addition, more Multi-Family Residential PlaceTypes are represented along the periphery of the Eastside area.

### 3.5.3.2 Building Heights

Figures 3.8.a through 3.8.e show parcels within the City where building heights were changed when comparing the 2016 LUE to the 2018 LUE. The building height labels shown directly on the figure indicate how maximum allowable building heights have changed from the December 2016 to the March 2018 versions of the LUE. The colors shown on the figure indicate whether the change involved a reduction or an increase in building height and can be interpreted in the map’s legend. As illustrated by Figures 3.8.a through 3.8.e, heights were primarily lowered along the coast and within the Wrigley, Traffic Circle, Southeast, and Eastside Districts. In contrast, heights were increased in the Central area, as well as along primary arterials and existing Industrial areas throughout the City.

### 3.5.3.3 LUE Policies

Several policies were amended or added from the 2016 LUE to the 2018 LUE. Many of the changes were technical fixes, clarifications, or new policies requested by various stakeholders. Where applicable, these updated and/or new policies have been added to relevant sections of this Recirculated Draft EIR. The following list summarizes the policy changes that were implemented:

- At the request of community members, several new policies were added around environmental justice and equity, including stronger language around Green Zones and policies facilitating collaboration with the City’s Office of Equity.
- At the request of community members, policies were added to promote sustainable design and planning practices.
• At the request of community members, a policy was added to locate schools and other sensitive receptors at least 500 ft away from freeways.

• At the request of a local US Navy contact, policies were added to better ensure collaboration between the City and the Seal Beach U.S. Naval Weapons Station.

• Policies were added to better strengthen the City’s fiscal health and align economic development.

• Policies were added to reflect the City’s intent to support development and preservation of affordable housing.

• Policies were added to promote and accommodate all modes of travel and reduce Vehicle Miles Traveled in accordance with the State’s guidelines.

• Policies were added to strengthen and improve the City’s current practice of coordinating and consulting with Native American Tribes during the planning process.

• Policies were added that focus on community needs and resources for students.

• Policies were added to create incentives for grocery store development.

• Policies were added related to natural resource protection.

• In addition, implementation programs were added to support new policies and strengthen policy direction.

3.5.4 Urban Design Element

Unlike the proposed LUE, the proposed UDE would be an entirely new element of the City’s General Plan and would replace the existing SRE upon approval by the City Council. The decision to include a UDE in the City’s General Plan grew from the City’s stated need to provide an urban framework that addresses the varying aesthetic characteristics associated with the historic districts, traditional neighborhoods, auto-oriented commercial centers, urbanized centers, and corridors located throughout the City. As the City continues to evolve, the UDE seeks to shape the urban environment by preserving the character of existing neighborhoods that define the City’s unique physical and aesthetic character while allowing for the continued evolution and improvement of the City in areas targeted for new development.

The UDE would define the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City’s PlaceTypes established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors (see Figures 3.9.a and 3.9.b, Urban Design Principles in Commercial and Residential Areas, respectively). It is the City’s intention that creating great places would provide gathering spaces for community members to meet and provide a space for spontaneous activities to occur. By improving the urban fabric, the City would allow for new development that would complement the existing historical development while serving as a unique and distinctive feature of the City.

Similar to the concept of creating great places, the City aims to provide public spaces to allow for community engagement opportunities. The creation of edges, thoroughfares, and corridors would
define the larger commercial and business centers of the City while also integrating pedestrian amenities that would provide transitions into adjacent PlaceTypes. Examples of such pedestrian amenities include the creation of “public rooms” where pedestrians can dine and gather along street frontages adjacent to ground-floor cafes and retail uses.

In addition to creating great places, urban fabrics, and public spaces, and defining edges, thoroughfares, and corridors, the City intends to utilize the UDE to foster healthy, sustainable neighborhoods; promote compact and connected development; minimize and fill in gaps in the urban fabric of existing neighborhoods; improve the cohesion between buildings, roadways, public spaces, and people; and improve the economic vitality of the City.

3.5.4.1 Overview of the Urban Design Element

By implementing the goals and strategies in the specific target areas described in detail above, the UDE aims to strengthen the existing areas of the City that define its unique character. In addition, the UDE aims to decrease land use and visual conflicts in the City to ensure that the City’s PlaceTypes are defined as individually unique areas representative of their respective location within the City.

3.5.5 Changes from the 2016 UDE to the 2018 UDE

In order to address the aforementioned changes made in the currently proposed LUE, the proposed UDE has incorporated similar changes related to PlaceType designations and building heights. In addition, several policy changes were implemented from the 2016 LUE to the 2018 LUE. Through changes in allowable building height and PlaceType designations, the UDE addresses community concerns raised during the Draft EIR public review period related to height, density, additional housing units, and traffic.

3.5.5.1 UDE Policies and Textual Revisions

Several textual changes and policy changes in the 2018 UDE were made in response to changes made to the proposed 2018 LUE from the 2016 LUE. The majority of these changes were technical fixes, clarifications, and/or new text/policies in response to requests made by various stakeholders. Where applicable, updated text and policies from the 2018 UDE have been added to relevant sections of this Recirculated Draft EIR. The following list summarizes the policy changes that were implemented:

- At the request of community members, several new policies were added to encourage the creation of “complete neighborhoods” defined by a balance of housing, goods, and services, and amenities for all income levels and age groups.
- At the request of community members, policies were also added to ensure that new projects subject to Site Plan review would be analyzed for consistency with applicable provisions of the UDE.
- Policies were added to encourage sidewalk dining, parklets, and other public amenities that would enhance the character of the “public room” along roadways.
• Text was added to provide definitions of Streetscapes, Planting and Amenity Zones, Walk Zones, and Dining and Display Zones.

3.5.6 Anticipated General Plan Build Out (2040)

Socioeconomic growth projections associated with approval of the proposed LUE are used throughout this Recirculated Draft EIR to estimate the maximum expected development that could occur as a result of the anticipated General Plan build out scenario (horizon year of 2040) as compared to existing 2012 conditions.¹ The following discussion outlines how demographic growth projections associated with the proposed LUE were developed and provides context on how these projections correlate to land use changes outlined in the proposed LUE.

3.5.6.1 Background of Demographic Growth Projections for the City

The proposed project would direct the long-term physical development in the City by guiding use, form, and characteristics of land improvements through the horizon year 2040. In order to plan for future growth in the City through the horizon year 2040, the proposed LUE accommodates demographic projections provided to the City by State and regional agencies. For the City and much of the Southern California region, the Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) that prepares demographic projections. SCAG projects population and employment growth as part of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) process. For the 2016 RTP/SCS, SCAG forecasts population growth of 18,320 new residents and employment growth of 28,511 new jobs in the City by 2040.

The proposed LUE also incorporates housing projections provided by the Department of Housing and Community Development. Unlike other data projections, rather than being simply informative, the housing allocation provided to jurisdictions through the Regional Housing Needs Assessment (RHNA) process is enforceable through the Housing Accountability Act. As an outcome of the most recent RHNA process, the City is required to plan for 7,048 new dwelling units by the year 2021. Further, due to insufficient construction of new housing units within Long Beach and the region in the past, the City has many residential areas where existing housing units are overcrowded. In order to identify the number of new housing units required to alleviate overcrowding, the City engaged in an Assessment of Fair Housing with the United States Department of Housing and Urban Development. As an outcome of this assessment, it was determined that the City has anticipated housing needs for 21,476 housing units to address existing housing needs. In total, 28,524 housing units are required to address future (7,048) and existing (21,476) housing needs. It is this number of units, which complies with both the State and federal assessments, which must be accommodated in City planning documents, including the proposed LUE. Of the 28,524 new units, a total of 13,403 new housing units are already accommodated in recently approved specific plans (e.g., Downtown

¹ Data for the year 2012 were utilized to represent existing demographic and socioeconomic conditions, as 2012 is the most current year for which SCAG and the Department of Finance (DOF) have information related to population, housing, and employment for the City of Long Beach. Throughout the Recirculated EIR in other topic areas, the existing conditions were revised with more updated data whenever they were available.
Plan, Midtown Specific Plan, and Southeast Area Specific Plan). Therefore, the City would be required to facilitate the development of 15,121 new housing units outside of these specific plan areas.

As a result of the processes described above, the anticipated General Plan build out (2040) scenario includes the following quantities of demographic data growth. Throughout this EIR, "project build out", "build out", or "anticipated buildout" refers to the scenario described below:

- Population: 18,230 new residents, for a total of 484,485 by 2040
- Housing: 28,524 new dwelling units, for a total of 192,318 by 2040
- Employment: 28,511 new jobs anticipated, for a total of 181,665 by 2040

3.5.6.2 Distribution and Allocation of Growth

Current trends related to overcrowding indicate that population growth is likely to occur whether or not it is planned for in City. PlaceType designations outlined in the proposed LUE have some effect on the location of housing and places of employment. Many of the proposed PlaceTypes accommodate existing Specific Plans that have been adopted by the City, such as the Downtown Plan, Midtown Specific Plan, Douglas Park Rezone Project, and Southeast Area Specific Plan. Under the proposed LUE, neighborhoods with previously approved Specific Plans are anticipated to experience substantial demographic growth. For example, in the Downtown area, housing is anticipated to increase 42 percent, population is anticipated to increase 12 percent (much of the housing growth is needed to alleviate existing overcrowding), and employment is anticipated to increase 31 percent over baseline conditions (i.e., 2012). Similar large increases in housing and population are anticipated in the Transit Oriented Development PlaceTypes (which account for much of the Midtown Specific Plan). In the Regional Serving Facility PlaceType (much of which is within Douglas Park), employment is anticipated to increase 52 percent over baseline conditions. As stated previously, 13,403 new housing units are accommodated in recently approved specific plans.

The remainder of the City’s projected growth is expected to occur outside of the Specific Plan areas and is likely to occur based on the approved density levels associated with each of the proposed PlaceTypes. For example, the Founding and Contemporary Neighborhood PlaceTypes are anticipated to experience a 2 percent housing increase, a 0.5 percent increase in population, and a 1 percent increase in employment over baseline conditions by 2040. Refer to the Socioeconomic Methodology Memorandum (LSA 2019; included as Appendix E) for further discussion regarding the allocation of future growth in the City through 2040.

---

1 In total, 39.3 percent of the anticipated future housing growth would occur within these Specific Plan areas (i.e., 17.5 percent in the Downtown area, 12.7 percent in the Transit-Oriented Development areas of the Midtown Specific Plan, and 9.1 percent in the Southeast Area Specific Plan).
3.5.6.3 Demographic Growth Projections

As illustrated by Table 3.B, Anticipated General Plan Build-Out Summary, the proposed LUE would allow for a population increase of up to 18,230 persons, an employment increase of up to 28,511 jobs, and a net increase of up to 28,524 housing units by the horizon year 2040. Specifically, the proposed project would allow for an increase in 1,274 and 27,250 single-family and multi-family units, respectively, and an increase of 13,542,617 sf of non-residential uses; see Table 3.C, Table 3.D, and Table 3.E.

Citywide Housing Units and Non-Residential Square Footage, and Table 3.D, Anticipated General Plan Build-Out (2040) Housing Units and Non-Residential Square Footage. The projected increases in population and employment are consistent with growth projections for the City included in SCAG’s 2016 RTP/SCS. The project-related increase in housing units is greater than SCAG projections, but is consistent with the number of housing units that were determined to be required in the City as part of the RHNA process and the Assessment of Fair Housing.

3.5.7 Project Summary

The proposed project includes the approval of an updated LUE and a new UDE for incorporation into the City’s General Plan. Although the project proposes to replace the existing LUE and adopt a new UDE, future project-specific design details facilitated by approval of these General Plan elements are unknown at this time. The proposed project involves the adoption of citywide programmatic policy documents; future project-specific actions would be subject to further environmental review and the regulations contained in the adopted General Plan. As such, the following individual development components would be finalized on a project-by-project basis following approval of the proposed project:

- Type of use and number of units/square footage
- Circulation plan and number of parking spaces
- Building design and finalized site plan
- Lighting and landscaping
- Project design features
- Conservation and sustainability features
- Phasing and construction information

Following approval of the proposed project, the future physical improvements associated with changes in the LUE and UDE would be subject to further review on a project-specific basis. In other words, each future discretionary project would be subject to a project-level CEQA review at the time it is proposed for consideration by the City. Therefore, the impact analysis contained in this document addresses the potential environmental implications associated with the adoption of the LUE and the UDE at a programmatic level, not for a project-specific development or for any specific proposal.
Table 3.B: Anticipated General Plan Build-Out Summary

<table>
<thead>
<tr>
<th>PlaceTypes</th>
<th>Housing Units</th>
<th>Population</th>
<th>Employment</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>2012</td>
<td>2040</td>
<td>Δ</td>
</tr>
<tr>
<td>Open Space¹</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Founding and Contemporary Neighborhood</td>
<td>104,019</td>
<td>106,215</td>
<td>2,196</td>
</tr>
<tr>
<td>Multi-Family – Low</td>
<td>7,326</td>
<td>8,474</td>
<td>1,148</td>
</tr>
<tr>
<td>Multi-Family – Moderate</td>
<td>12,124</td>
<td>14,419</td>
<td>2,295</td>
</tr>
<tr>
<td>Neighborhood Serving Centers and Corridors – Low</td>
<td>5,216</td>
<td>6,364</td>
<td>1,148</td>
</tr>
<tr>
<td>Neighborhood Serving Centers and Corridors – Moderate</td>
<td>9,538</td>
<td>11,833</td>
<td>2,295</td>
</tr>
<tr>
<td>Community Commercial</td>
<td>2,922</td>
<td>2,922</td>
<td>0</td>
</tr>
<tr>
<td>Transit-Oriented Development-Low</td>
<td>2,741</td>
<td>7,995</td>
<td>5,254</td>
</tr>
<tr>
<td>Transit-Oriented Development-Moderate</td>
<td>1,955</td>
<td>8,355</td>
<td>6,400</td>
</tr>
<tr>
<td>Neo-Industrial</td>
<td>1,384</td>
<td>1,484</td>
<td>100</td>
</tr>
<tr>
<td>Industrial</td>
<td>958</td>
<td>958</td>
<td>0</td>
</tr>
<tr>
<td>Downtown</td>
<td>11,768</td>
<td>16,760</td>
<td>4,992</td>
</tr>
<tr>
<td>Waterfront</td>
<td>2,843</td>
<td>2,943</td>
<td>100</td>
</tr>
<tr>
<td>Regional Serving Facility</td>
<td>1,000</td>
<td>3,596</td>
<td>2,596</td>
</tr>
<tr>
<td>TOTAL</td>
<td>163,794</td>
<td>192,318</td>
<td>28,524¹</td>
</tr>
<tr>
<td>SCAG Totals</td>
<td>163,800</td>
<td>175,500</td>
<td>11,700</td>
</tr>
</tbody>
</table>

Source: *Methodology for Calculating Growth in Socioeconomic Data Associated with the Long Beach General Plan Land Use Element (January 2, 2019)* (Appendix E).

Note: Future forecasted values are estimates and may not be exact where Specific Plan or Traffic Analysis Zone boundaries overlap multiple PlaceTypes.

¹ Marinas are included in the Open Space PlaceType. Marinas not only include small-scale uses (such as concession stands), but also other beach serving uses (such as boat repair facilities, and off-shore oil wells, etc.) that generate employment.

SCAG = Southern California Association of Governments
### Table 3.C: 2012 Citywide Housing Units and Non-Residential Square Footage

<table>
<thead>
<tr>
<th>PlaceTypes</th>
<th>Residential Units</th>
<th>Non-Residential Building Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Single Family</td>
<td>Multi-Family</td>
</tr>
<tr>
<td>Open Space</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Founding and Contemporary Neighborhood</td>
<td>60,524</td>
<td>43,495</td>
</tr>
<tr>
<td>Multi-Family – Low</td>
<td>611</td>
<td>6,715</td>
</tr>
<tr>
<td>Multi-Family – Moderate</td>
<td>411</td>
<td>11,713</td>
</tr>
<tr>
<td>Neighborhood Serving Centers and Corridors – Low</td>
<td>760</td>
<td>4,456</td>
</tr>
<tr>
<td>Neighborhood Serving Centers and Corridors – Moderate</td>
<td>486</td>
<td>9,052</td>
</tr>
<tr>
<td>Community Commercial</td>
<td>85</td>
<td>2,837</td>
</tr>
<tr>
<td>Transit-Oriented Development - Low</td>
<td>272</td>
<td>2,469</td>
</tr>
<tr>
<td>Transit-Oriented Development - Moderate</td>
<td>195</td>
<td>1,760</td>
</tr>
<tr>
<td>Neo-Industrial</td>
<td>88</td>
<td>1,296</td>
</tr>
<tr>
<td>Industrial</td>
<td>145</td>
<td>813</td>
</tr>
<tr>
<td>Downtown</td>
<td>345</td>
<td>11,423</td>
</tr>
<tr>
<td>Waterfront</td>
<td>6</td>
<td>2,837</td>
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<tr>
<td>Regional Serving Facility</td>
<td>6</td>
<td>994</td>
</tr>
<tr>
<td>2012 Total</td>
<td>63,934</td>
<td>99,860</td>
</tr>
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</table>

Source: MIG (March 2016).
### Table 3.D: Anticipated General Plan Build-Out (2040) Housing Units and Non-Residential Square Footage

<table>
<thead>
<tr>
<th>PlaceTypes</th>
<th>Residential Units</th>
<th>Non-Residential Building Square Footage</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Single Family</td>
<td>Multi-Family</td>
</tr>
<tr>
<td>Open Space¹</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Multi-Family – Low</td>
<td>611</td>
<td>7,863</td>
</tr>
<tr>
<td>Multi-Family – Moderate</td>
<td>411</td>
<td>14,008</td>
</tr>
<tr>
<td>Neighborhood Serving Centers and Corridors – Low</td>
<td>760</td>
<td>5,604</td>
</tr>
<tr>
<td>Neighborhood Serving Centers and Corridors – Moderate</td>
<td>486</td>
<td>11,347</td>
</tr>
<tr>
<td>Community Commercial</td>
<td>85</td>
<td>2,837</td>
</tr>
<tr>
<td>Transit-Oriented Development - Low</td>
<td>272</td>
<td>7,723</td>
</tr>
<tr>
<td>Transit-Oriented Development - Moderate</td>
<td>195</td>
<td>8,160</td>
</tr>
<tr>
<td>Neo-Industrial</td>
<td>88</td>
<td>1,396</td>
</tr>
<tr>
<td>Industrial</td>
<td>145</td>
<td>813</td>
</tr>
<tr>
<td>Downtown</td>
<td>345</td>
<td>16,415</td>
</tr>
<tr>
<td>Waterfront</td>
<td>6</td>
<td>2,937</td>
</tr>
<tr>
<td>Regional Serving Facility</td>
<td>6</td>
<td>3,590</td>
</tr>
<tr>
<td><strong>2040 Total</strong></td>
<td><strong>65,208</strong></td>
<td><strong>127,110</strong></td>
</tr>
<tr>
<td><strong>2012 Total</strong></td>
<td><strong>63,934</strong></td>
<td><strong>99,860</strong></td>
</tr>
<tr>
<td><strong>Δ</strong></td>
<td><strong>1,274</strong></td>
<td><strong>7,250</strong></td>
</tr>
</tbody>
</table>

Source: Methodology for Calculating Growth in Socioeconomic Data Associated with the Long Beach General Plan Land Use Element (January 2, 2019) (Appendix E).

Note: Future forecasted values are estimates and may not be exact where Specific Plan or Traffic Analysis Zone boundaries overlap multiple PlaceTypes.

¹ Marinas are included in the Open Space PlaceType. Marinas not only include small-scale uses (such as concession stands), but also other beach serving uses (such as boat repair facilities, and off-shore oil wells, etc.) that have non-residential square footage.

Δ = change
EIR = Environmental Impact Report
3.6 PROJECT DESIGN FEATURES

PDFs are specific components of the proposed project that have been incorporated to reduce potential environmental effects. Because the proposed project is a programmatic policy document, the PDF is also a programmatic program. This PDF is a part of the project design, and does not constitute a mitigation measure. It is, however, included in this Recirculated Draft EIR because it is a significant part of the project proposal to reduce potential project impacts. In addition to being listed below, PDFs are also described in the relevant sections of Chapter 4.0 for reduction of environmental effects of the proposed project. PDFs are not included for each environmental topic.

Project Design Feature 4.4.1: To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Zoning Code, the project shall implement a Zone Change Program and Local Coastal Program (LCP) update to ensure that changes facilitated by the adopted Land Use Element (LUE) are consistent with the Zoning Code and LCP. The Zone Change Program and LCP update shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

- **Year 1:** Within the first 12 months following project approval, all Land Use Element/Zoning Code/LCP inconsistencies shall be identified and mapped. The City shall evaluate these inconsistencies and prioritize areas needing intervention.

- **Year 2:** Following the identification and mapping of any zoning and LCP inconsistencies, the City shall, within 24 months following project approval, begin processing zone changes, zone text amendments, and LCP updates in batches, as required to ensure that the Zoning Code and LCP are consistent with the adopted LUE.

- **Year 3:** The City shall, within 36 months following project approval, begin drafting new zones, or begin preparation of a comprehensive Zoning Code and LCP update, to better reflect the PlaceTypes identified in the adopted LUE.

- **Year 5:** All zoning and LCP inconsistencies shall be resolved through mapping and text amendments by the end of the fifth year following project approval. The City shall also submit the updated LCP to the California Coastal Commission (CCC) for consideration and approval by the end of the fifth year following project approval.
3.7 PROJECT OBJECTIVES

The City has established the following intended objectives, which would aid decision-makers in their review of the project and its associated environmental impacts:

1. Promote livability, including environmental quality, community health, and safety, the quality of the built environment, and economic vitality.

2. Meet the City’s housing needs as identified in the and Regional Housing Needs Assessment Requirement (7,048 new dwelling units by the year 2021) and the Assessment of Fair Housing (21,476 housing units to address existing housing needs) by diversifying housing opportunities through the provision of a variety of housing types and the provision of market-rate and affordable housing units.

3. Accommodate strategic growth in the Downtown area, around regional-serving facilities, along major corridors, and in transit-oriented development areas; create and preserve open space; accommodate economic development by converting industrial areas to neo-industrial uses in appropriate locations, promote regional-serving uses, convert industrial uses to commercial uses in locations more suitable for commercial character, and revitalize the Waterfront areas.

4. Implement sustainable planning and development practices by creating compact new developments and walkable neighborhoods to minimize the City’s contribution to greenhouse gas emissions (GHGs) and energy usage.

5. Create job growth allowing for new businesses while also maintaining and preserving existing employment opportunities at the City’s regional facilities and employment centers. Promote increased employment opportunities for Long Beach residents at differing levels of educational and skill attainment.

6. Promote changes in land use and development that reflect changes in the regional economy. Promote land uses that transform now-vacant or under-utilized former employment centers into new sources of employment.

7. Provide high-quality housing in a variety of forms, sizes, and densities to serve the diverse population of the City.

8. Preserve low-density neighborhoods while improving pedestrian, bicycle, and transit access in these areas.

9. Ensure fair and equitable land use by making planning decisions that would ensure the fair and equitable distribution of services, amenities, and investments throughout the City.

10. Provide reliable public facilities and infrastructure by expanding and maintaining the current infrastructure to serve new and existing developments in the City.

11. Increase access to green and open space through the creation of urban open spaces and greenscapes and providing for clean beaches, waterways, preserves, and parklands.
12. Restore and reconnect with local natural reserves through the utilization of clean energy, best management practices (BMPs), and current technologies.

13. Create “Great Places” places by improving the connectivity, the visual appearance of and development of public spaces; promote sustainable design practices; encourage design techniques that foster economic development; preserve historic districts and the unique character of each neighborhood; provide for public art; and expand the unified sign program to increase wayfinding within neighborhoods and PlaceTypes.

14. Improve the urban fabric by creating complete neighborhoods and community blocks, properly place and design new development to prevent visual and land use conflicts; promote compact urban and infill development, clearly define boundaries between natural and urbanized areas, preserve iconic buildings; and provide pedestrian furniture and wide sidewalks to create walkable blocks.

15. Preserve the City’s natural features, open space, and parks throughout the City, while also providing new public spaces throughout the community, parks, and plazas at infill sites, and parklets along sidewalks, particularly in areas with the least access to greenspace.

16. Encourage building form and design to improve the interface between buildings and streets; develop areas along public sidewalks that promote streets as “public rooms;” design parking lots and access points to be pedestrian-friendly; provide buffers along streetscapes to buffer parking areas and promote walkability; provide bicycle infrastructure; establish safe transit infrastructure; and design streetscapes utilizing sustainable streetscape strategies.

17. Promote high-quality design of the built environment. Enhance visual interest, improve functionality, and inspire pride through thoughtful design, high-quality materials, and a diversity of architectural styles throughout neighborhoods and the entire City.

In addition to these 17 objectives, both the LUE and the UDE contain numerous goals, implementation strategies, and policies to guide the use of land, urban form, and the aesthetic character of the City. These citywide policies aim to provide a holistic and comprehensive guide for the City, whereas future projects facilitated by project approval would provide a refined direction for distinct areas within the City.

3.8 DISCRETIONARY ACTIONS, PERMITS, AND OTHER APPROVALS

This Recirculated Draft Program EIR analyzes and documents the environmental impacts of the proposed project and all discretionary actions associated with the project. Refer to Chapter 2.0, Introduction, for a discussion of the uses of this Program EIR. In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.
The legislative and discretionary actions to be considered by the City as a part of the proposed project include:

- **General Plan Update/Amendment:** The project would require approval to replace the existing General Plan LUE with a new LUE that would result in a citywide redesignation of land uses. The project would also require approval to replace the existing General Plan SRE with the proposed UDE.

- **Local Coastal Program Amendment:** The project would require future amendments to the LCP at the time individual applications for development within the City’s Coastal Zone are proposed.

- **Rezone Amendment:** The proposed LUE would require a future rezone amendment to update the City’s Zoning Code and Zoning Map to resolve potential zoning inconstancies resulting from adoption of the proposed PlaceTypes. As discussed further above, the City would comply with a Zone Change Program as part of Project Design Feature 4.4.1, which would include Rezone Amendments for all zoning inconsistencies resulting from adoption of the proposed land use plan.
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FIGURE 3.3
Existing General Plan (1989) Land Use Map

LEGEND
- City Boundary
- General Plan Land Use
  - Single Family (LUD 1)
  - Mixed Style Homes (LUD 2)
  - Townhomes (LUD 3A)
  - Moderate Density Residential (3B)
  - High Density Residential (LUD 4)
  - Urban High Density Residential (LUD 5)
  - High Rise Residential (LUD 6)
  - Mixed Uses (LUD 7)
  - Major Commercial Corridor (LUD 8)
- Traditional Retail Strip Commercial (8A)
- Pedestrian-Oriented Retail Shop (LUD 8P)
- Mixed Retail/Residential Strip (LUD 8R)
- Mixed Office/Residential Strip (LUD 8M)
- Shopping Nodes (LUD 8N)
- Restricted Industry (LUD 9R)
- General Industry (LUD 9G)
- Institutions/Schools (LUD 10)
- Open Space/Parks (LUD 11)
- Harbor/Airport (LUD 12)
- Right-of-Way (LUD 13)

SOURCE: Bing Maps (2018); City of Long Beach (1989)
I:\CLB1804\GIS\MXDS\GPLU.mxd (6/4/2019)
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Legend

Maximum Building Heights

- Building Height Boundary
- Building Height (Feet and/or Stories)
- 40 FT
- 4 ST

Please refer to the Port Master Plan for Height Limit

Zoning Code Regulates Height

FAA and Zoning Code Regulates Height

Refer to the Port Master Plan for Height Limit

Source: Proposed Land Use Element, City of Long Beach, March 2018

FIGURE 3.5

Long Beach General Plan
Land Use and Urban Design Elements
PlaceType Height Limitations
Areas of Change Description

1. More Open Space
2. Convert to Neo-Industrial Uses
3. Promote Regional-Serving Uses
4. Transition from Industrial to Commercial Uses
5. Promote Transit-Oriented Development Uses
6. Continue Downtown Development
7. Promote Infill and Redevelopment to Support Transit
8. Redevelop to Highest and Best Use
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* This map shows how PlaceType designations have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The PlaceType labels (in lettering) shown directly on the map indicate designations from the August 2016 version of the LUE. The colors shown on the map indicate designations from the March 2018 version of the LUE and can be interpreted in the Legend.

PLACETYPE

- Community Commercial - CC
- Founding and Contemporary Neighborhood (Single Family and Low Density) - N
- Downtown - DT
- Industrial - I
- Multiple Family Residential Low Density - MFR-L
- Multiple Family Residential Moderate Density - MFR-M
- Neo Industrial - NI
- Neighborhood Serving Center or Corridor Low Density - NSC-L
- Neighborhood Serving Center or Corridor Moderate Density - NSC-M
- Open Space - OS
- Regional Serving Facility - RSF
- Transit-Oriented Development Low Density - TOD-L
- Transit-Oriented Development Moderate Density - TOD-M
- Waterfront - WF

FIGURE 3.7a

General Plan Land Use and Urban Design Elements

Compare PlaceTypes by Community Plan Area: 2016 to 2018
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FIGURE 3.7b

Compare LUE PlaceTypes: 2016 to 2018 - North Long Beach and Bixby Knolls

* This map shows how PlaceType designations have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The PlaceType labels (in lettering) shown directly on the map indicate designations from the August 2016 version of the LUE. The colors shown on the map indicate designations from the March 2018 version of the LUE and can be interpreted in the Legend.
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FIGURE 3.7c

*This map shows how PlaceType designations have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The PlaceType labels (in lettering) shown directly on the map indicate designations from the August 2016 version of the LUE. The colors shown on the map indicate designations from the March 2018 version of the LUE and can be interpreted in the Legend.

PLACETYPE

- Community Commercial - CC
- Founding and Contemporary Neighborhood (Single Family and Low Density) - N
- Downtown - DT
- Industrial - I
- Multiple Family Residential Low Density - MFR-L
- Multiple Family Residential Moderate Density - MFR-M
- Neo Industrial - NI
- Community Plan Area

Legend:
- Neighborhood Serving Center or Corridor Low Density - NSC-L
- Neighborhood Serving Center or Corridor Moderate Density - NSC-M
- Open Space - OS
- Regional Serving Facility - RSF
- Transit-Oriented Development Low Density - TOD-L
- Transit-Oriented Development Moderate Density - TOD-M
- Waterfront - WF

General Plan Land Use and Urban Design Elements

Compare LUE PlaceTypes: 2016 to 2018 - Westside & Wrigley, Central, Downtown, and Midshore
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FIGURE 3.7d

Compare LUE PlaceTypes: 2016 to 2018 - Traffic Circle and Southeast

* This map shows how PlaceType designations have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The PlaceType labels (in lettering) shown directly on the map indicate designations from the August 2016 version of the LUE. The colors shown on the map indicate designations from the March 2018 version of the LUE and can be interpreted in the Legend.
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* This map shows how PlaceType designations have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The PlaceType labels (in lettering) shown directly on the map indicate designations from the August 2016 version of the LUE. The colors shown on the map indicate designations from the March 2018 version of the LUE and can be interpreted in the Legend.
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**FIGURE 3.8a**

Compare Building Heights by Community Plan Area: 2016 to 2018

*The building height labels (in lettering) shown directly on the map indicate how maximum allowable building heights have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The colors shown on the map indicate whether the change involved a reduction or an increase in building height and can be interpreted in the Legend.*
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* The building height labels (in lettering) shown directly on the map indicate how maximum allowable building heights have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The colors shown on the map indicate whether the change involved a reduction or an increase in building height and can be interpreted in the Legend.

Legend

- **Reduction in Building Height (Stories/Floors)**
- **Increase in Building Height (Stories/Floors)**
- **Community Plan Area**
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*The building height labels (in lettering) shown directly on the map indicate how maximum allowable building heights have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The colors shown on the map indicate whether the change involved a reduction or an increase in building height and can be interpreted in the Legend.
*The building height labels (in lettering) shown directly on the map indicate how maximum allowable building heights have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The colors shown on the map indicate whether the change involved a reduction or an increase in building height and can be interpreted in the Legend.

Legend

- Reduction in Building Height (Stories/Floors)
- Increase in Building Height (Stories/Floors)
- Community Plan Area
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* The building height labels (in lettering) shown directly on the map indicate how maximum allowable building heights have changed from the August 2016 to the March 2018 versions of the Land Use Element (LUE). The colors shown on the map indicate whether the change involved a reduction or an increase in building height and can be interpreted in the Legend.
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Defined public spaces along transportation corridors to promote “pedestrian-friendly” atmosphere.

Bicycle and pedestrian facilities along waterfront areas.

Multi-modal transportation opportunities along improved thoroughfares to reduce reliance on the automobile.
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Example of stoop in residential area to promote transparency and vibrancy.

RECOMMENDATIONS FOR STOOPS

A Stoops are elevated entry porches where stairs are usually placed much closer to the property line than a porch.

B Stoops have an elevation change from the sidewalk to the ground floor that helps create transition and privacy.

C Stoops may be seen on single-family or attached housing product, and may or may not be covered by a roof.

D Stoops generally do not have livable extensions from the home, as porches do, and are rather platforms at a building’s entrance.
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Consider providing bulbouts at intersections to keep crossing distances as short as possible, to increase landscape areas, and to slow traffic at intersections.

Incorporate bike route information on bike-friendly streets designated as Class III Bike Routes.

Revitalize landscape parkways with appropriate landscaping.

Flow-through planters in bulbouts treat stormwater run-off. Use bulbouts to help reduce traffic speed provide planters for additional street trees.

Incorporate pinchpoints where curb extensions may be applied mid-block to slow traffic.

Enhance the street corridor with consistent street tree planting.
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