

CHAPTER 2.0 PROJECT DESCRIPTION

2.1 INTRODUCTION

The Globemaster Corridor Specific Plan (GCSP; Proposed Project) provides a framework for the development and improvement of the 437-acre Plan Area, located in the north-central portion of the City of Long Beach (City) on the west and south sides of the Long Beach Airport.

The applicant is the City of Long Beach. The City has developed the GCSP as part of a comprehensive transition program in the wake of the closure of the C-17 Globemaster military aircraft production facility owned by the Boeing Corporation (C-17 Site). The GCSP will build upon the work developed during phase one of the C-17 Transition Master Plan in 2016, and will provide a strategic planning framework for attracting quality industries and improving the character, design, and functionality of the Plan Area. The C-17 Site is located on the east side of Cherry Avenue adjacent to the west side of the Long Beach Airport. The central portion of the Plan Area encompasses the approximately 93-acre former Boeing aircraft manufacturing facilities, while the remainder of the Plan Area includes industrial and commercial corridors and nodes along Cherry Avenue and Spring Street.

Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the GCSP aims to continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. The GCSP represents the next step in the overall transition of the former Boeing C-17 Site and surrounding Plan Area. The GCSP assigns appropriate land use districts for land properties within the Plan Area, including six development districts and two overlay zones. The GCSP establishes a land use and mobility plan, land use and development regulations, urban design guidelines, infrastructure systems, and implementation strategies necessary to becoming a flexible commercial and industrial district in the City. No residential component is included in the GCSP.

2.2 BACKGROUND

Impacts of the C-17 Site Closure

In September 2013, the Department of Defense notified Boeing, manufacturer of the C-17 Globemaster military aircraft, that it would no longer place future orders for the C-17. In April 2014, Boeing announced it would close C-17 production plants by mid-2015 due primarily to the termination of Department of Defense contracts, which represented the single largest demand for the aircraft. Boeing closed the C-17 Site in December 2015. At its peak, the C-17 Site employed up to 5,000 people; however, since 2010, Boeing has steadily downsized the C-17 workforce in anticipation of the closure.

A study conducted by Economic Modeling Specialists International anticipated that the closure of the C-17 Site would result in an overall loss of nearly 5,000 jobs. This includes the elimination of approximately 1,600 Boeing jobs at the C-17 production site, plus an estimated 3,800 jobs in the related supply chain. EMSI's analysis shows that for every laid-off Boeing employee, 2.68 jobs in other industries will also disappear (a job multiplier of 3.68). The EMSI study also estimated that the closure would result in a \$417 million reduction in regional earnings, \$190 million of which stem from the jobs removed at the facility. Aside from manufacturing, engineering, and project management jobs within the aerospace/defense sector, other job losses are anticipated to occur in the service realm, including health care; retail trade; professional, scientific, and technical services; accommodation and food services; and administrative support services.

Department of Defense Grant

In anticipation of the C-17 Site closure and the potential effects the closure would have on the City and its surroundings, the City applied for and was awarded a grant from the Department of Defense Office of Economic Adjustments to prepare and implement the Boeing C-17 Transition Master Plan.

The City identified the following three separate activity tracks for the preparation of the C-17 Transition Master Plan:

1. **Economic Development Planning** – Activities under this track focused on the economic development planning necessary to adjust effectively to impacts from Boeing facility closures and identify opportunities to advance the site, the supply chain, and the regional cluster in a forward direction.
2. **Land Use and Infrastructure Planning** – Activities under this track focused on an assessment of the existing conditions of the C-17 Site, with specific attention on compatibility and the operational needs of the Long Beach Airport, as well as conceptual reuses of the site and prospective site development opportunities. Preparation and adoption of the Specific Plan that is the subject of this Program Environmental Impact Report/Environmental Impact Statement (PEIR/PEIS) implements this track.
3. **Assistance to Impacted Defense Firms and Workers** – Activities under this track focused on assistance to impacted firms and workers. Since announcing its closure in 2013, Boeing has worked with partners such as the City, Pacific Gateway, Los Angeles County Economic Development Corporation, and other groups to help transition both its individual workers and the regional sector as a whole. This track will establish a Boeing and defense dislocated worker case-management tracking and training program, and directly assist impacted suppliers through the City's existing contract with the California Manufacturing Technology Center (CMTC). Interaction with parallel efforts to dispose of excess C-17 production tooling and equipment is also a component of this track.

The C-17 Transition Master Plan resulted in a detailed analysis of existing economic, land use, and infrastructure conditions in the Plan Area; alternative land use scenarios for the C-17 Site; and a planning and urban design framework for the Plan Area’s C-17 Transition Master Plan. Other recently completed or current City plans include the Draft Land Use Element EIR, the recently completed EIRs for the Midtown Specific Plan and Southeast Area Specific Plan (SEASP), and the Noise Element and Climate Action and Adaptation Plans that are currently underway in the City.

As the results of the C-17 Transition Master Plan revealed the need for comprehensive planning that addressed land use, economic development, and infrastructure improvements in the Plan Area, the City determined that a Specific Plan was the appropriate tool to approach each need holistically. The GCSP provides a combined land use and mobility plan, development regulations, and design guidelines, as well as implementation measures that work together to advance the objectives of the C-17 Transition Master Plan.

The GCSP builds upon the C-17 Transition Master Plan to provide a strategic planning framework for attracting quality industries and improving the character, design, and functionality of the Plan Area.

2.3 PROJECT LOCATION

The Plan Area is located in the central portion of the City of Long Beach, bordering the Long Beach Airport to the west and south, and the cities of Lakewood and Signal Hill to the north and south, respectively. The Plan Area is approximately 3 miles northeast of downtown Long Beach. The Port of Long Beach, the second busiest port in the United States and a twin of the number one busiest port of Los Angeles, is located 8 miles south and is also owned and operated by the City. The Plan Area is afforded direct access from Interstate 405 (I-405) via Cherry Avenue, providing easy access and high visibility to the area from a regional standpoint. Figure 2-1, Regional Context, shows a map of the Plan Area in its regional context.

The Plan Area totals approximately 437 acres. Cherry Avenue and Spring Street form its central unifying spines. The historic California Heights District and the Bixby Knolls neighborhoods are located to the west of Cherry Avenue. To the east of the Plan Area, on the opposite site of the airport, is the Skylinks Golf Courses and the Long Beach City College (LBCC) Liberal Arts Campus. Figure 2-2, Local Context, provides a map of the Plan Area’s local context.

2.4 ENVIRONMENTAL SETTING

2.4.1 Existing Land Uses

The Plan Area and surrounding area is characterized as a developed urban area comprised of commercial, industrial, and residential uses. The most prominent land use adjacent to the Plan Area is the Long Beach Airport, which is generally located east of the Plan Area. The Plan Area is highly disturbed and consists primarily of commercial and industrial uses with some vegetation and small amounts of unpaved areas.

The Plan Area consists of a variety of low- to mid-rise commercial and industrial uses. Land uses are supported by a streetscape context largely auto-oriented in nature, and lacking in street trees and other pedestrian amenities. Figure 2-3, Existing Land Uses, illustrates the pattern of existing land uses within the Plan Area and surrounding area as of 2017.

Northern Area – Auto-Oriented Commercial

The Northern Area is occupied by single-story auto-oriented commercial uses, including auto-oriented service shops, car dealerships, and strip commercial centers. The Long Beach Town Square shopping center is the largest shopping center in the area.

Central Core Area – Industrial

The Central Core Area is home to primarily industrial uses, including the former Boeing C-17 Site comprised of approximately 1.1 million square feet (approximately 25 acres) of enclosed aerospace manufacturing production space and associated buildings. To the east of these buildings are airport-owned property used for airport-related uses and taxiing planes to the runways. Along Cherry Avenue in the central core are industrial uses and auto-oriented commercial establishments such as fast-food restaurants; car wash, rentals and sales; and a gas station.

Southern Area – Commercial/Industrial

The Southern Area includes primarily large scale industrial operations and warehouses west of Cherry Avenue. East of Cherry Avenue, uses transition to more commercial/office related businesses, including a new multistory office building, motorcycle dealership and a new retail center.

Southeastern Area – Industrial

The Southeastern Area north of Spring Street is airport-owned and comprised of aircraft buildings, including the Pilot Shop, Long Beach Flying Club, the Daughtery Sky Harbor building, and ATP Flight School. South of Spring Street consists of warehouse and construction.

2.4.2 Surrounding Land Uses

The Plan Area is surrounded almost entirely by development, consisting of residential, industrial, and commercial land uses, including the Long Beach Airport. The City of Signal Hill and the City of Lakewood are located immediately adjacent to the Plan Area. Specific land uses surrounding the Plan Area are detailed below:

North: The Plan Area extends north along Cherry Avenue and past Carson Street. The land use to the northwest of the Plan Area consists of single-family residential uses. A self-storage

facility and the All Souls Cemetery are directly north of the Plan Area. The Long Beach Airport also extends north of the Central Core of the Plan Area.

South: Industrial and commercial land uses within the City of Signal Hill are located directly south of the Plan Area. Additionally, an open space area associated with Willow Springs Park is located south of the Plan Area. The Long Beach Airport also extends south of the Plan Area.

East: The majority of the eastern boundary of the Plan Area is adjacent to the Long Beach Airport. The City of Lakewood is adjacent to the Plan Area to the northeast. Land uses in this part of the City of Lakewood include industrial properties, as well as a small amount of medium-density to high-density residential and low-density residential uses. The I-405 freeway passes through the Plan Area and continues southeast of the Plan Area.

West: The majority of the land located west of the Plan Area consists of single-family residential uses. The neighborhood adjacent to the Plan Area is California Heights, which is within the Bixby Knolls Community Plan Area. California Heights is a locally-designated historic district where Spanish Colonial style homes were built in the 1920s and 1930s, coinciding with the discovery of oil at Signal Hill. The City of Signal Hill borders the southwestern portion of the Plan Area and includes commercial and industrial land uses, as well as a small amount of low-density to medium-density residential uses, Reservoir Park (a small open space area associated with Gundry Reservoir), and Burroughs Elementary School. Additionally, the I-405 freeway passes through the Plan Area and continues west of the Plan Area.

2.4.3 Policy Context

Draft General Plan

The Notice of Preparation (NOP) and IS/EA for this PEIR/PEIS was distributed to the State Clearinghouse, interested agencies, and groups on September 12, 2018. At the time of issuance of the NOP, the City was in the process of updating the Land Use Element of the General Plan. The existing Land Use Element was last comprehensively updated in 1989. The 1989 General Plan identified the majority of the Plan Area as 9G (General Industry). Figure 2-4, General Plan Designations, depicts the prior general plan land uses and proposed general plan land uses for the City.

As shown in Figure 2-4, the northern portion to the east of Cherry Avenue, within the Plan Area, was designated as 9R (Restricted Industry), 8A (Traditional Retail Strip Commercial), and 1 (Single Family). The central portion of the Plan Area, east of Cherry Avenue, was designated 12 (Harbor/Airport), which requires special planning documents (i.e., an Airport Layout Plan) to govern land use development, and 9G (General Industry). The central portion of the Plan Area, to the west of

Cherry Avenue the Plan Area was designated 1 (Single-Family) and 8M (Mixed Office/Residential Strip). South of the I-405 freeway, which is designated 13 (Rights-Of-Way), the Plan Area was designated 9G (General Industry), 8A (Traditional Retail Strip Commercial), and 11 (Open Space/Parks). The southeast portion of the Plan Area was designated 12 (Harbor/Airport) and 9G (General Industry) (City of Long Beach 1989).

On December 3, 2019, the City Council adopted a resolution adopting the updated Land Use Element to the Long Beach General Plan, replacing the existing Land Use Element comprised of policies and the adopted General Plan Land Use Designation maps, with the updated Land Use Element, including revised policies and the PlaceType and Height maps. Figure 2-4, General Plan Designations, depicts the updated 2040 PlaceType and Height Standards approved.

As also shown on Figure 2-4, the northern portion of the Plan Area east of Cherry Avenue is designated Community Commercial and Founding and Contemporary Neighborhood. The central portion of the Plan Area, east of Cherry Avenue, is designated Regional-Serving Facilities, Community Commercial, Industrial, and Community Commercial. The central portion of the Plan Area, west of Cherry Avenue, is designated Neighborhood Serving Center or Corridor Low density, Community Commercial, Neo Industrial, and Industrial. South of the I-405 freeway, the Plan Area is Community Commercial, Industrial, Neo Industrial, and Open Space. The southeast portion of the Plan Area is designated Regional Serving Facility (City of Long Beach 2019).

Existing Zoning

The Zoning Regulations (Title 21 of the Long Beach Municipal Code), in conformance with the General Plan, regulates land use development within the City. Within 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. Figure 2-5, Existing Zoning, identifies the current zoning in the Plan Area.

As shown in Figure 2-5, the northern portion of the Plan Area to the east of Cherry Avenue is zoned as IL (Light Industrial), CHW (Regional Highway Commercial), CS (Commercial Storage), and CCA (Community Commercial Automobile-Oriented). The central portion of the Plan Area, east of Cherry Avenue, is zoned IG (General Industrial) and Douglas Aircraft Planned Development District (PD-19) zoning area. The central portion of the Plan Area, west of Cherry Avenue, is zoned IG (General Industrial), CNA (Neighborhood Community Automobile-Oriented) R-1-N (Single-family Residential, standard lot), and IL (Light Industrial). South of the I-405 freeway, the Plan Area is designated IM (Medium Industrial), IL (Light Industrial), CCA (Community Automobile-Oriented Commercial), and P (Park). The southeast portion of the Plan Area is zoned IG (General Industrial), and PD-13 (Atlantic Aviation Center Planned Development District).

2.4.4 Airport Compatibility

The proximity of the Plan Area to the Long Beach Airport will require compatibility between GCSP land uses and airport operations. The GCSP would comply with airport compatibility standards set forth by the 2011 Caltrans California Airport Land Use Planning Handbook (2011 Handbook), 2004 Los Angeles County Airport Land Use Plan (2004 CALUP), and Federal Aviation Administration (FAA) guidelines. The 2011 Handbook requires each County's Airport Land Use Commission (ALUC) to prepare an ALUP. In Los Angeles County, the Regional Planning Commission acts as the ALUC for all public use airports in the County. The compatibility criteria adopted by the ALUC for the Long Beach Airport are intended to protect the airport from encroachment by future incompatible land uses. Within the 2004 CALUP planning boundaries, certain proposed local land use actions must be submitted to the ALUC for review. The 2004 CALUP was prepared in conformance with the 2011 Handbook and FAA's guidelines at the time. However, the current 2004 CALUP for the Long Beach Airport is outdated and does not fully reflect the compatibility guidance provided in the 2011 Handbook. For example, the 2011 Handbook provides a set of generic safety zones and land use criteria for each safety zone. The Long Beach Airport 2004 CALUP does not include this safety compatibility criteria. Therefore, reference to both the 2004 CALUP and 2011 Handbook will be made.

Additionally, to ensure protection of the airspace essential to the safe operation of aircraft at and around airports, the FAA has established a process that requires project sponsors to inform the FAA about proposed construction that could affect navigable airspace. The standards by which the FAA conducts these aeronautical studies are set forth in Part 77 of the Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace. The height of development is subject to compatibility with the airport land use and applicable restrictions of the 2011 Handbook and FAR. During the Site Plan Review (SPR) process, the applicant must complete and submit all required forms (including Form 7460-1) to the FAA for a determination of no hazard to air navigation. Prior to issuance of a building permit, a copy of all written findings from the FAA regarding compliance with Part 77, height limit regulations related to the Long Beach Airport, shall be provided to the SPR Committee. Development projects in the FAA regulated height areas that are near or approach height limits, or any structures over certain elevations above ground level, would be required to file a Notice of Proposed Construction or Alteration with the FAA and otherwise provide compliance as required by the FAR and conformance to the recommendations of the 2011 Handbook. A project would not be permitted to proceed to the construction phase until compatibility with all applicable federal and local requirements related to air traffic and airport operations is demonstrated to the satisfaction of the City.

For compatibility planning purposes, four aeronautical factors are considered:

- **Noise** is the impact most directly affected by the airport activity forecasts. The City’s Airport Noise Compatibility Ordinance (Long Beach Municipal Code [LBMC] 16.43) and land use patterns protect noise-sensitive land uses (e.g., residences, schools, nursing homes, etc.) from being exposed to aircraft-related noise levels in excess of 65 decibels (dB) CNEL. The majority of the Plan Area is outside of the airport’s 65 dB CNEL contour (CALUC 2004).
- **Overflight** pertains to areas beyond the noise contours where aircraft noise can be annoying or disruptive. Locations underlying the airport’s typical traffic patterns are considered to be within the airport’s overflight impact area. Section V Statement of Land Use Compatibility, of the 2004 CALUP, identifies the compatibility of certain types of land uses within areas exposed to aircraft-related noise, which should be used to evaluate projects within the ALUC’s planning boundary (CALUC 2004).
- **Safety** is concerned with the risks that potential aircraft accidents or emergency landings pose to people and property on the ground. The 2011 Handbook provides a set of safety zones that delineate the locations where heightened risk levels may warrant restrictions on land use development.
- **Airspace protection** is critical to airport viability in that airspace obstructions can be hazardous to flight and can necessitate changes to aircraft flight procedures. Hazards to airspace include physical (e.g., tall structures, thermal plumes, etc.), visual (e.g., light, glare, dust, steam or smoke), and electronic (i.e., hazards that may cause interference with aircraft communications or navigation). The FAA has well-defined standards by which potential hazards to flight, especially airspace obstructions can be assessed. Height restrictions, as per FAA standards, range from a maximum of 36 feet in areas closest to the airport, to a maximum of 176 feet towards the outer boundaries of the Plan Area. Actual height restrictions per the City’s zoning development standards may be more restrictive than 176 feet.

2.4.5 Mobility

Street Network

The existing circulation network in the Plan Area is essentially a grid system of roadways generally oriented in the north–south and east–west directions. The I-405 freeway, Cherry Avenue, Carson Street, Spring Street, Bixby Road and Wardlow Road provide primary connectivity to local and regional areas. The main users for these facilities are commuters with major destinations occurring to/from the freeways and airport facilities. Due to the auto-orientation of the land uses in the Plan Area, there is not an emphasis in the overall block structure and public realm to support pedestrian,

bicycle, and other modes of active transportation. Unlike the grid pattern that exists in the blocks west of the Plan Area, the Plan Area lacks continuous sidewalks that allow for pedestrian mobility. Most streets in the Plan Area lack features and amenities such as shading, bike racks, benches, and bus shelters that are needed to support a multi-modal transportation network. The principal local network of streets serving the Plan Area includes Lakewood Boulevard, Willow Street, Cherry Avenue, Carson Street, Atlantic Avenue, Spring Street, Wardlow Road, Orange Avenue, Cover Street, Bixby Road, 32nd Street, 36th Street, Walnut Avenue, Temple Avenue, and Redondo Avenue. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

- **Lakewood Boulevard** is generally an eight-lane roadway south of Conant Street and a six-lane roadway north of Conant Street oriented in the north–south direction and is located east of the Plan Area and airport. On-street parking is not permitted on both sides of the street. Sidewalks are generally provided on both sides of the roadway within the project vicinity. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Lakewood Boulevard as a Regional Corridor.
- **Willow Street** is generally a six-lane divided roadway oriented in the east-west direction and provides connectivity between Atlantic Avenue and Lakewood Boulevard within the vicinity of the Plan Area. On-street parking is generally not permitted on either side of the roadway within the vicinity of the project. The posted speed limit on Willow Street is 40 mph. Sidewalks are generally provided on both sides of the roadway within the Proposed Projects’ vicinity. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Willow Street as a Boulevard.
- **Cherry Avenue** is generally a four-lane, divided roadway separated by a two-way left-turn lane, oriented in the north-south direction that traverses through the middle of the Plan Area. On-street parking is permitted on both sides of the street. Multiple driveways are located along Cherry Avenue, which provide full access to the existing businesses. Sidewalks are generally provided and are adequate north of Wardlow Road. However, south of Wardlow Road, sidewalks are generally located on one side of the road or missing altogether. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Cherry Avenue as a Major Avenue.
- **Carson Street** is a four-lane divided roadway west of Cherry Avenue and a six-lane divided roadway east of Cherry Avenue. Carson Street is oriented in the east–west direction and provides connectivity from Atlantic Avenue to Lakewood Boulevard within the vicinity of the Plan Area. On-street parking is not permitted on both sides of the street east of Cherry Avenue, but is permitted on both sides of the street west of Cherry Avenue within the vicinity of the Plan Area. The posted speed limit on Carson Street is 40 miles per hour (mph). Sidewalks are generally provided on both sides of the roadway within the Proposed

Project vicinity. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Cover Street as a Major Avenue.

- **Atlantic Avenue** is a four-lane, divided roadway oriented in the north-south direction and provides connectivity west of the Plan Area. The posted speed limit is 35 mph south of Spring Street and 30 mph north of Spring Street. Parking is generally not permitted on both sides of the roadway within the vicinity of the project. Sidewalks are generally provided on both sides of the roadway within the Proposed Project vicinity. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Lakewood Boulevard as a Major Avenue.
- **Spring Street** is generally a four-lane roadway with a center turn island. Spring Street is oriented in the east–west direction and provides a major point of access to the Plan Area from the south. On-street parking is permitted on both sides of the street. Multiple driveways are located along Spring Street, which provide full access to the existing businesses. Sidewalks are provided on both sides of the street in the Plan Area. Crosswalks are provided at all signalized intersections. The City’s Mobility Element designates Spring Street as a Major Avenue in the Plan Area.
- **Wardlow Road** provides east–west connectivity between Cherry Avenue and Walnut Avenue. Wardlow Road also extends to the eastern portion of the Plan Area and terminates at the airport. However, Wardlow Road continues just east of Lakewood Boulevard. On-street parking is generally permitted on both sides of the street, west of Cherry Avenue. Sidewalks are generally provided on both sides of the roadway within the Proposed Project vicinity. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Wardlow Road as a Minor Avenue.
- **Orange Avenue** is a two-lane, divided roadway oriented in the north-south direction that traverses through the south-western portion of the Plan Area. The posted speed limit is 35 mph north of Spring Street and 40 mph south of Spring Street. On-street parking is generally not permitted on both sides of the roadway, except north of 32nd Street where parking is permitted within the vicinity of the project. Sidewalks are generally provided and are adequate north of Spring Street. However, south of Spring Street sidewalks are generally located on one side of the road or missing altogether. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Orange Avenue as a Minor Avenue.
- **Cover Street** is oriented in the east–west direction and provides connectivity between Cherry Avenue and Lakewood Boulevard. On-street parking is not permitted on both sides of the street. Sidewalks are generally provided on both sides of the roadway within the project vicinity. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Cover Street as a Neighborhood Connector.

- **Bixby Road** is generally a two-lane undivided roadway oriented in the east–west direction and provides connectivity between west of Cherry Avenue. On-street parking is permitted on both sides of the street. The posted speed limit on Bixby Road is 25 mph. Sidewalks are generally provided on both sides of the roadway within the Proposed Project vicinity. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Cover Street as a Neighborhood Connector.
- **32nd Street** is oriented in the east–west direction. In direct proximity to the site, 32nd Street consists of an alleyway that traverses the Plan Area. Along this alleyway, multiple gated areas restrict through-traffic to some users. Sidewalks are generally provided and are adequate west of Orange Avenue. However, east of Orange Avenue, sidewalks are generally located on one side of the road or missing altogether. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates 32nd Street as a Local Street.
- **36th Street** is a two-lane undivided roadway oriented in the east-west direction and provides connectivity between Cherry Avenue and Walnut Avenue. 36th Street also extends to the eastern portion of the Plan Area and terminates at the airport. On-street parking is generally permitted on both sides of the street. The posted speed limit on 36th Street is 25 mph. Sidewalks are generally provided on both sides of the roadway within the Proposed Project vicinity. Crosswalks are generally provide at all signalized intersections. The City’s Mobility Element designates 36th Street as a Local Street.
- **Walnut Avenue** is oriented in the north–south direction and provides access to the site via multiple full-access driveways. On-street parking is permitted on both sides of the street. Sidewalks are generally provided and are adequate north of 33rd Street. However, south of 33rd Street, sidewalks are generally located on one side of the road or missing altogether. Crosswalks are generally provided at all signalized intersections. The City’s Mobility Element designates Walnut Avenue as a Local Street.
- **Temple Avenue** is oriented in the north-south direction beginning just south of the Long Beach Airport at Spring Street and continuing south towards Bluff Park at Ocean Boulevard. Temple Avenue is a two-lane roadway that has discontinuous sidewalks on either side. There is only a sidewalk on the west side of Temple Avenue in the Plan Area. A portion of the Plan Area includes the I-405 freeway overpass at Temple Avenue, which connects the Long Beach Airport industrial areas with other industrial uses to the south of the I-405 freeway. The City’s Mobility Element designates Temple Avenue as a Neighborhood Connector.
- **Redondo Avenue** is oriented in the north-south direction beginning just south of the Long Beach Airport at Spring Street and continuing south towards Bluff Park at Ocean Boulevard. Redondo Avenue is a two-lane roadway that connects industrial portions of

Long Beach near the I-405 freeway and the Plan Area with the residential portions moving towards the coast. Sidewalks are provided on both sides of the street in the Plan Area. The roadway borders the City of Signal Hill on its eastern boundary. The City’s Mobility Element designates Redondo Avenue as a Major Avenue.

Truck Routes

Designated truck routes provide for the regulated movement of truck traffic through the City, and minimizes intrusion of truck traffic in sensitive areas, such as residential neighborhoods. The designation of truck routes are intended to direct truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise, vibration, and other factors would have the least impact. Primary truck routes in close proximity to the Plan Area are provided via Cherry Avenue, Lakewood Boulevard, Carson Street, Spring Street, and Orange Avenue. Regional freeway access is provided at the Cherry Avenue/I-405 freeway interchange.

Transit Service

Transit modes in the City consist of both light rail and bus routes. Within the City, the Los Angeles County Metropolitan Transportation Authority (Metro) operates the Metro Blue Line, a passenger light rail line, which provides connection between Downtown Long Beach and Downtown Los Angeles. There are no Metro Blue Line stations in the Plan Area, and the nearest station is the Willow Street Station (approximately 0.6-miles southwest from the Plan Area).

The bus lines servicing the City consist of Long Beach Transit (LB Transit), Los Angeles County Metro, and Orange County Transit Authority (OCTA). LB Transit provides service throughout Long Beach, Lakewood, and Signal Hill. Most LB Transit routes run seven days a week and all routes are wheelchair accessible. There are four routes that travel to and from the Long Beach Airport, providing connections with the Metro light rail service to Los Angeles, El Segundo, and Norwalk, as well as to all Long Beach neighboring cities: Carson, Compton, Paramount, Bellflower, Artesia, Cerritos, Hawaiian Gardens, and Norwalk.

The Plan Area is serviced via LB Transit Lines 21, 22, and 131, which travel along Cherry Avenue and have stops at Carson Street and Wardlow Road.

- **LBT Line 21/22** operates between the northern and southern limits of the City. A major destination includes downtown Long Beach. In general, travel times from the Plan Area to downtown Long Beach would take around 30 minutes. Headways between buses vary throughout the day, but they typically arrive on 30-minute intervals.
 - **Line 21** Service is provided Monday through Friday from approximately 5:00 AM to 12:35 AM and on Saturdays/Sundays from 5:25 AM to 12:35 AM.

- **Line 22** Service is provided Monday through Friday from approximately 5:20 a.m. to 7:05 p.m. and on Saturdays/Sundays from 6:00 a.m. to 8:05 p.m.
- **LBT Line 131** operates between Redondo Beach and Seal Beach. Major destinations along Line 131 include the Wardlow Metro Blue Line Station, Belmont Shore, and Alamitos Bay. Service is provided Monday through Friday from approximately 6:39 a.m. to 9:06 p.m. and on Saturdays/ Sundays from 6:38 a.m. to 8:40 p.m. In general, travel times from the Plan Area to the Wardlow Metro Blue Line Station, Belmont Shore, and Alamitos Bay would take around 10 minutes, 15 minutes, and 50 minutes, respectively. Headways between buses vary throughout the day, but they typically arrive on 30-minute intervals.

Bicycle Network

In early 2010, the City earned an innovation award from the Institute of Transportation Engineers (ITE) for the installation of the City’s green lane project in Belmont Shore, which installed sharrows, bike boxes, and green bike lanes. In addition, the City has implemented wayfinding information for cyclists. The City has over 60 miles of off-street bike and pedestrian paths. Significant paths include Shoreline Pedestrian/Bicycle Path, Los Angeles River Bike Trail, San Gabriel River Bike Trail, El Dorado Park Bike Path, and Heartwell Park Bike Path.

The City of Long Beach Bicycle Master Plan outlines a vision that increases to increase the proportion of trips made my bicycle to increase by 10% each decade until 2040. The Bicycle Master Plan includes the provision of 200 miles of new bikeways. The Bicycle Master Plan also includes polices to eliminate traffic related facilities by 2026 (“Vision Zero”). The local bicycle facilities within and in close proximity to the Plan Area are located along Spring Street, Bixby Road, Carson Street, Orange Avenue, and Cover Street. The existing bicycle network identified in Figure 3-7 of the Bicycle Master Plan designates each of these facilities as follows:

- Spring Street – Bicycle Lane (Class II), Bicycle Route (Class III-B and III-C), and Sharrow (Class III)
- Bixby Road – Bicycle Lane (Class II)
- Orange Avenue – Bicycle Lane (Class II) and Bicycle Route (Class III-B and III-C)
- Carson Street – Off-Street (Exclusive Right-of-Way)
- Cover Street – Class II Bike Lane and Off-Street (Exclusive Right-of-Way)

The Bicycle Master Plan identifies Backbone Next Step Facilities, which would stretch across the City from the northern border to the southern border, as well as the eastern border to the western border. The Orange Avenue Backbone Project would add 4 miles of Class IV parking protected

bike lanes that will close network gaps, and improve existing infrastructure throughout Orange and Alamitos Avenues improving safety, mobility, multi – modal connectivity and equality for bicyclist of all ages and abilities (8-80). Additionally, Spring Street has been identified as a Backbone Next Step Facility. The Bicycle Master Plan recommends network spot improvements at Carson Street and gap closure of bicycle facilities on Cover Street from Cherry Avenue to Heinemann Avenue.

Each of these bike lanes is part of a larger proposed interconnected bicycle network in the City.

2.4.6 Infrastructure Systems

The public utility purveyors include water, wastewater, stormwater, gas, and electric utilities. This section presents a breakdown of the existing public utility infrastructure, including any deficiencies, for the Plan Area and immediately adjacent surroundings.

Water

The Plan Area is locally serviced by the Long Beach Water District (LBWD), which serves as the retail water purveyor. LBWD acquires its drinking water from two main sources: groundwater pumped and treated from a large underground aquifer below the City, known as the Central Basin, and imported water purchased wholesale and delivered by the Metropolitan Water District of Southern California (MWDSC) as part of the California State Water Project. Approximately 42% of LBWD’s total water supply is provided by groundwater with a small portion of their supply coming from reclaimed and recycled water that is used primarily to irrigate municipal landscapes. LBWD is also looking at plans to incorporate desalinated seawater as a future water source.

According to the 2015 Urban Water Management Plan (UWMP), LBWD has adequate supplies to meet projected demands throughout the 20-year planning period (through the year 2040) for a single dry-year supply and demand scenario and a multiple dry-year supply and demand scenario (City of Long Beach Board of Water Commissioners 2016).

The existing water pipe delivery network does appear to be older in age based on the utilized pipe materials, including ductile iron (DI), asbestos concrete, cast iron, cement mortar lined, and cement. Within the Plan Area and immediately adjacent service area, several large transmission water mains ranging from 20 to 36 inches in diameter exist along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street. Smaller tributary water mains ranging from 8 to 12 inches in diameter exist along Globemaster Way, Gardenia Avenue, 33rd Street, and Walnut Avenue. An existing 12-inch diameter water main is located along Orange Avenue between 29th Street and 32nd Street, and along Spring Street between Orange and Temple Avenues, with an existing 6-inch-diameter water main extending to the east of Temple Avenue that would service the southerly portion of the Plan Area. Ultimately, future PVC water improvements intended to service the Plan

Area will likely connect into the larger 20- to 36-inch transmission water mains located along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street.

Wastewater

The LBWD also services the Plan Area for wastewater collection and treatment. The LBWD operates and maintains approximately 765 miles of sanitary sewer lines and ultimately delivers the majority of the City's wastewater to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation District (LACSD). The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the LACSD. Tertiary treated sewage from these facilities is used to irrigate public landscaping through the recycled water program and recharge the groundwater basin.

The wastewater infrastructure for the immediate Plan Area vicinity primarily consists of vitrified clay pipe (VCP). There are 18-inch-diameter VCP sewer trunk main lines along Cherry Avenue south of Wardlow Road, 15-inch-diameter sewer lines along 32nd Street east of Cherry Avenue, 12- to 18-inch-diameter sewer lines along Wardlow Road west of Cherry Avenue, 12-inch-diameter sewer lines along Walnut Avenue, and 10-inch-diameter sewer lines along AirFlite Way. In addition, 8-inch-diameter sewer mains exist on Wardlow Road east of Cherry Avenue, Globemaster Way, and various other locations locally. An existing 15-inch-diameter sewer main extends to the north along the westerly right-of-way of Union Pacific Railroad with existing 8- to 10-inch-diameter sewer mains west of the intersection of Cherry Avenue/ Carson Street that will service the northerly portion of the Plan Area. Future sewer mains to service the Plan Area will more than likely connect into the existing larger sewer trunk mains.

Storm Drain

The Los Angeles County Flood Control District (LACFCD) has jurisdiction over the Plan Area and provides stormwater collection and conveyance for a majority of the City. In the immediate Plan vicinity, as-built storm drain plans show a collection system commencing near the intersection of Spring Street and Lakewood Boulevard that traverses northwest to Wardlow Road and ultimately terminates near Orange Avenue. Pipe sizes for this particular section of storm drain system range from 66- to 96-inch-diameter reinforced concrete pipe (RCP) and includes a 9- by 7-foot rectangular reinforced concrete box (RCB) for a small portion. An adjacent storm drain collection system running north and south along Cherry Avenue between 33rd Street and 36th Street contributes to the larger storm drain system described previously, which has pipe sizes ranging from 33 to 48 inches in diameter RCP.

The existing storm drain system starting near the intersection of Walnut Avenue and Tehachapi Drive, which flows east to Cherry Avenue, then south to Bixby Road, then east along Bixby Road, will service the northerly portion of the Plan Area with RCP pipes ranging from 36 to 78 inches in diameter.

The existing storm drain system starting near the intersection of Walnut Avenue and 28th Street, which flows north to Spring Street then west to Orange Avenue, will service the southwesterly portion of the Plan Area with RCP pipes ranging from 30 to 54 inches in diameter. Future storm drain laterals to service the Plan Area will more than likely connect into the existing storm drain system.

Gas

Gas utilities are currently being serviced by the Long Beach Energy Resources (LBER) Department (formerly Long Beach Gas and Oil), a municipal utility that provides gas services to the Plan Area along with the majority of the City. Based on atlas maps provided by LBER, existing gas mains ranging from 10 to 20 inches are located in Cherry Avenue with 4-inch-diameter gas mains also available along the Plan Area perimeter.

Electric

Electric utilities are currently being serviced by Southern California Edison (SCE), which provides energy services to the Plan Area, the City, and the greater Southern California area. Based on an SCE interactive distribution map last updated September 14, 2012, three substations (5738, 5753, and 5785) service the Plan Area with overlapping coverage. According to the data, substation 5738 has a maximum available capacity of 7.75 megavolt amperes (MVA) but no current available capacity (0 MVA), substation 5753 has a maximum available capacity of 4.37 MVA but also no current available capacity (0 MVA), and substation 5785 has a maximum available capacity of 10.0 MVA and a currently available capacity of 0.9 MVA. Although all of the substations servicing the Plan Area appear to be at or near capacity, the existing system is sufficient to meet the existing demands of the existing land use.

2.5 STATEMENT OF PURPOSE AND NEED FOR THE PROPOSED PROJECT

In 2013, the Boeing Corporation announced it would end production of the C-17 Globemaster III military aircraft, causing the closure of the C-17 Site in the City of Long Beach. This closure resulted in the layoff of approximately 1,600 workers and caused additional economic impacts across the supply chain. In addition to the manufacturing, engineering, and project management jobs within the aerospace/defense sector, other job losses within the service realm will occur. Further, the C-17 Site closures leaves vacant a distinctive site, which includes a 1.2 million-square-foot enclosed production space adjacent to the Long Beach Airport. To address these impacts, the City has undertaken the C-17 Master Plan to provide economic development planning, land use and infrastructure planning, and assistance to impacted firms and workers. As the results of the C-17 Transition Master Plan revealed the need for comprehensive planning that addressed land use, economic development, and infrastructure improvements in the Plan Area,

the City determined that a Specific Plan was the appropriate tool to approach each need holistically. The GSCP meets the City’s needs for a comprehensive planning tool to guide land use and infrastructure improvements to enhance the economic functionality of the Plan Area, following the C-17 Site closure.

The purpose of the GSCP is to provide the planning and regulatory framework for guiding future development and attracting quality jobs to the 437-acre Plan Area. The vision of the GSCP is to serve as a 21st Century innovation employment district. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the Plan Area will continue to attract and optimize new work opportunities to retain the regional skills base, expertise and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. The land use districts proposed within the GSCP are intended to create a flexible commercial and industrial district. In addition, the strategic implementation and administration framework will foster pedestrian, bicycle and transit mobility, improve connectivity, provide open space and amenities, and enhance the design and functionality of the workforce environment. The GSCP will become a destination where leading-edge firms come to leverage its locational advantage adjacent to Long Beach Airport, the Port of Long Beach, I-405 freeway, and a thriving residential and business community.

2.6 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires a project description to contain a statement of a project’s objectives and Section 15124(b) requires that the statement of objectives includes the underlying purpose of the project. Section 15012.13 of NEPA requires that the environmental statement briefly specify the underlying purpose and need to which the agency is responding in proposing the proposed action. The applicant’s objectives for the Proposed Project include:

- **Create a 21st Century Employment District that Fosters Innovation:** The workforce of the 21st century is seeking places that integrate jobs into active urban lifestyles. The GSCP will guide development and infrastructure investments to integrate business park, industrial, and commercial uses with supporting amenities in a flexible, commercial and industrial, multi-modal and sustainable campus-style environment. This will include breaking down the superblocks into a grid of walkable and bikeable streets and introducing sustainable and thoughtfully designed buildings, sites, open spaces and streetscapes. This goal also recognizes that while innovation has a spatial component (i.e., dynamic clusters of people working together are the source of social and technological breakthroughs), maintaining affordability through adaptive reuse of existing buildings to create small-scale, low-rent, urban environments are important to attract and retain innovators.
- **Stimulate Economic Development and Job Growth:** A principal driver of the GSCP is to stimulate economic growth and attract businesses that replenish high-quality jobs lost

from the closure of the former Boeing C-17 manufacturing plant. This will require a level of effort that extends beyond the controls of a land use plan, development standards, and implementing mechanisms found within the pages of the GCSP. Attracting key anchor tenants will rely on a coordinated effort between City staff, independent brokers, politicians, and the right mix of incentives to drive private investment to the district.

- **Cultivate the Existing Human Capital of Long Beach:** Human capital refers to the knowledge, skill sets, and motivation people have, which provide economic value. Human capital is directly related to economic growth as it can help to develop an economy through the knowledge and skills of people. Human capital realizes not everyone has the same skill sets or knowledge and that quality of work can be improved by investing in people's education. In addition to attracting quality businesses, investing in Long Beach's human capital and proactively connecting residents, and in particular former Boeing employees, with new job opportunities in the district, is an important goal of the GCSP.
- **Establish Cherry Avenue as a Multi-Modal Unifying Corridor:** Cherry Avenue is a central unifying backbone for the GCSP and provides key gateways to the district at its intersection with Carson Avenue and Spring Street. The corridor is well-located for future success based on its high visibility, regional accessibility, traffic counts, and proximity to flanking neighborhoods and businesses. The GCSP will guide the development of Cherry Avenue to become an economically thriving corridor with business and commercial infill development strategies that bring neighborhood and business-serving commercial uses, as well as employment opportunities within walking distance of existing neighborhoods. Cherry Avenue will also be improved as a street that enables active transportation, calms traffic, and creates a new identity for the district. Improving the "front door" of the GCSP by both incremental and comprehensive changes to Cherry Avenue will strengthen the economic, environmental, and visual performance of the district as a whole.
- **Increase Mobility Choices Throughout the Globemaster Corridor District:** Multiple transportation options can broaden the benefits of innovation to the City at large. For an innovation district, solid multimodal transportation means district employees have a greater choice of residence and lifestyle options. Connections between local transportation networks and regional or global transportation can also give a district a competitive edge. The GCSP will leverage its local, regional, and global transportation connections by enhancing internal connectivity and increasing mobility options within and to/from the Plan Area. Improvements will be focused on connectivity and accessibility for active transportation modes and shared mobility.

2.7 PROPOSED PROJECT

2.7.1 Globemaster Corridor Specific Plan

The Proposed Project involves the implementation of the GCSP, which serves as a planning and regulatory framework for the Plan Area. The GCSP would guide land uses for the approximately 437-acre Plan Area and allow development within this Plan Area as defined in the GCSP (Figure 2-6, Globemaster Corridor Specific Plan).

The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community. Key components of the GCSP include:

- **Summary.** This chapter provides a brief background and overview of the GCSP, and serves as a quick reference and summary of each chapter contained in the GCSP.
- **Context.** This chapter describes the location, history, and existing conditions of the Plan Area, along with a summary of community workshop meetings.
- **Vision and Goals.** This chapter describes the vision for the overall plan, as well as the goals and policies.
- **Land Use and Mobility.** This chapter describes recommended land use and transportation improvements to the Plan Area and its vicinity. It includes a street network plan and associated cross sections, and identifies bicycle and pedestrian facilities, and nearby transit. The chapter also describes the application of six development districts and two overlay zones proposed as part of the GCSP (as shown on Figure 2-6).
 - **Business Park (BP)** district is intended as a campus-style district that supports a range of employment uses, including professional office, research and development, light industrial, high cube warehousing and aviation-related uses. Warehousing uses shall be high-turnover and employment-generating warehousing subject to the authority of the Zoning Administrator to determine what constitutes a “high-turnover and employment-generating warehouse.” Development regulations are designed to achieve high-quality mid-rise structures served by a system of pedestrian pathways, passive and active open space areas, and amenities in a campus-style environment.
 - **Community Commercial (CC)** district supports medium-scale retail, hotel, and service uses intended to serve the entire community, including convenience and comparison shopping goods and associated services. Development regulations are designed to achieve a pedestrian-friendly environment where buildings face the sidewalk at the immediate intersections, and where mid-corridor streetscape enhancements provide a more inviting walking environment.

- **Industrial Commercial (IC)** district supports a mix of auto-oriented commercial and light industrial uses, including research and development, flex space, warehousing, and small-scale incubator industries, as well as community-serving commercial uses. Land uses are designed to operate entirely within enclosed structures, which pose limited potential for environmental impacts on neighboring uses with respect to noise, hazardous materials, odors, dust, light, glare, traffic, air emissions, and hours of operation. It is anticipated that buildings housing these uses will be within low-scale, adaptively reused structures or part of modern industrial complexes in campus-like settings. Development regulations are designed to address the streetscape to achieve a more inviting walking environment.
- **General Industrial (IG)** is preserved for traditionally heavy industrial and manufacturing uses such as large construction yards with heavy equipment, chemical manufacturing plants, and food processing plants. The buildings that house these operations may be older industrial buildings retrofitted to accommodate the use or new state-of-the-art manufacturing plants. The focus of the IG district is on the operating characteristics of the use, rather than the particular product created. Development regulations are designed to provide adequate parking and address the streetscape to achieve a more inviting walking environment.
- **Airport (AP)** district is reserved for property that is part of the designated airfield of the Long Beach Airport, and adjacent properties under Airport control. The Federal Aviation Administration (FAA) requires these areas to remain available for aviation operations and aviation-related uses. The property in the Airport district is managed by the Airport Department of the City of Long Beach. Land use and development standards reflect this aviation focus and are intended to accommodate any aviation-related uses approved by the Airport Department.

This district in the GCSP is created to unify the land use regulations for the western and southern areas of the Long Beach Airport and is intended to serve as a model for the future adoption of an airport zoning district into Title 21 (Zoning Regulations), LBMC, or adoption of a specific plan for the airport, either of which will cover the entire extent of the Long Beach Airport. At the time of the creation of this Specific Plan, land use at the Long Beach Airport was regulated through a mix of the IG (General Industrial) zoning district, and several Planned Development (PD) Districts, including PDs for the Long Beach Airport Terminal (PD-12), the Atlantic Aviation Center (PD-13), and Douglas Aircraft (PD-19). This Specific Plan replaces the western area of PD-19 (leaving the eastern area, which is east of Lakewood Boulevard, as-is) and absorbs all of PD-13, as well as the IG zone on the airport property within the extent of the Plan Area.

- **Open Space (OS)** district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including for recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area.
- **Cherry Avenue Overlay Zone (CAO)** is intended to allow complementary retail and restaurant amenities supportive of the underlying BP district and adjacent neighborhoods. Development standards are designed to ensure that new uses are pedestrian-oriented and address Cherry Avenue either as stand-alone buildings or integrated with new business-park or modern industrial complexes in a campus-style setting.
- **Airport Environs Overlay Zone (AEOZ)** encompasses the entire Specific Plan area. It is intended to ensure that future land uses within the plan area are compatible with airport operations with respect to noise, safety and airspace protection. The AEOZ includes the areas within: 1) the airport's 65 and 70 decibels (dB) Community Noise Equivalent Level (CNEL) contours; 2) the six safety compatibility zones applicable to each airport runway where heightened risk levels may warrant restrictions on land use development; and 3) the airspace protection surfaces that define the airport's airspace, including FAA Part 77 and TERPS surfaces. Each of these areas are mapped and addressed in detail in Section 2.3.2, Airport Compatibility, and again in Section 5.5, Development Regulations. The information pertaining to this Overlay Zone is informational only. Final authority and land use jurisdiction rests with the City, with the Federal Aviation Administration (FAA) serving as an advisory body with respect to land use and height. The City however intends to comply with all FAA airport land use planning guidelines in this plan, as well as Caltrans and County guidelines and regulations.
- **Land Use and Development Regulations.** This chapter provides development standards (permitted uses, building height, setbacks, open space, and parking) within each development district and overlay zone. Figure 2-7, Height Districts, establishes the height district for each parcel in the Plan Area, with a range of 30 feet to 153 feet. Table 1 establishes the maximum height and building story allowances within each height district. Each height district is determined by anticipated development type and per Federal Aviation Regulations (FAR), which are adopted by the FAA.

**Table 2-1
Development Potential**

Height Standard	Height District			
	A	B	C	D
Maximum height (feet)	153	65	38	30
Maximum stores	7	3	2	2

As shown in Table 2-1, height restrictions range from a maximum of 36 feet in areas closest to the airport, to a maximum of 176 feet towards the outer boundaries of the Plan Area. Figure 2-8, Example Development in Business Park District, illustrates the types of development that could be developed in the BP district with the provision of community benefits. Figure 2-9, Open Space Standards, establishes the open space requirements for each parcel in the Plan Area. Figure 2-10, Setback Districts, establishes the setback district for each parcel in the Plan Area:

- **Urban Design Guidelines.** This chapter describes the building design guidelines (massing, articulation, materials, openings, landscape, screening, signage, etc.) for each seven urban design areas. These include the BP District, IG District, CC District, IC District, new local street infrastructure, pedestrian corridors, and open space commons.
- **Infrastructure Systems.** This chapter discusses the proposed distribution, location, and extent of the utilities infrastructure (water, wastewater, stormwater, gas, and electric), and other essential facilities proposed to be located within the Plan Area.
- **Implementation and Administration.** This chapter discusses the general administration, review and approval process, actions for implementation of the GCSP, and a description of strategies for funding these improvements. The GCSP is the regulatory document guiding land use and development within the boundaries identified in the GCSP. Upon adoption by ordinance, the GCSP will serve as the zoning document for the properties within the Plan Area.

2.7.2 Development Potential

Table 2-2, Development Potential, provides the estimated development potential for the GCSP as well as the market demand over the 10-20 year market demand.

**Table 2-2
Development Potential**

GCSP Land Use	GCSP Development Potential (square feet)	Market Demand Plus Existing Development	
		10 years	20 years
Office	1,872,602	843,862	1,551,062
Medical Office	146,095	43,063	104,229

**Table 2-2
Development Potential**

GCSP Land Use	GCSP Development Potential (square feet)	Market Demand Plus Existing Development	
		10 years	20 years
R&D	234,651	11,398	22,797
Manufacturing	1,131,139	1,678,645	1,839,645
Light Industrial/Warehousing	4,455,892	3,088,389	4,703,389
Retail	795,457	601,205	821,032
Restaurant	107,623	133,351	241,624
Hotel	162,944	200,000	400,000
Total	8,906,403	6,599,913	9,683,778

As shown in Table 2-2, the anticipated development potential in the GCSP aligns closely with current market projections for most land use categories. The market projections reflect employment and development trends for the South Los Angeles (LA) County market area and the estimated market capture rate of the Plan Area in relation to other job centers in the market area. Based on the GCSP Land Use Plan, the GCSP includes development potential for approximately 8.9 million square feet of development.

Table 2-2 shows there is market demand for total development in the Plan Area for approximately 6.6 million square feet over 10 years and 9.7 million square feet over 20 years. Approximately 1.9 million square feet of development is existing occupied buildings in the Plan Area that are anticipated to remain in place.

Job creation in the GCSP area can be estimated based on the GCSP development potential. The approximately 8.9 million square feet of development would result in an estimated 11,170 new jobs. These would be new jobs in the Plan Area but may not be new jobs in Long Beach if existing businesses move to the site to expand or to obtain more suitable space in the new development. In calculating new job growth, it is necessary to remove that approximately 1.9 million square feet of existing occupied buildings from the total, as shown in Table 2-3.

**Table 2-3
Build Out Excluding Remaining Existing Uses**

Land Uses	Total	Sq. Ft. Per Job*	New Jobs
Office	1,770,554	429	4,127
Medical Office	127,992	429	298
R&D	234,651	532	441
Manufacturing	1,046,951	631	1,659
Light Industrial/ Warehousing	3,120,751	1,000	3,121

Table 2-3
Build Out Excluding Remaining Existing Uses

Land Uses	Total	Sq. Ft. Per Job*	New Jobs
Retail	453,077	550	824
Restaurant	89,351	160	558
Hotel	162,944	1,150	142
Total	7,006,271		11,170

Source: Svesson, 2020.

To further understand job growth, development potential has been projected out to 2040 in 5-year increments (Table 3). The projections for the first ten years are essentially consistent with the 2018 market study (Svesson 2020) (mid-point between high and low projections), accounting for minor land use changes in the GCSP. Those projections were based on detailed estimates obtained from EMSI, a source used by most workforce development agencies throughout the state. In order to obtain longer term projections which are not provided by EMSI, ADE has reviewed the Los Angeles County projections series provided by Woods & Poole Economics (W&P), a well-respected national economic forecasting firm. Over the longer term, W&P projects gradually declining growth rates for several of the key business sectors included in the GCSP. Consequently, by 2040, a little over half of the job growth potential in the GCSP remains undeveloped. For comparison, SCAG projects the City of Long Beach as a whole to add 15,900 jobs during this period (2016 RTP). Accounting for the loss of some existing jobs as discussed below, the Plan Area would account for about one third of total citywide net job growth (Svesson 2020). In order to provide a more conservative analysis of potential transportation impacts, the Traffic Impact Analysis (Appendix D) prepared for the Proposed Project assumed a larger total net square footage at buildout.

As of 2020, there are an estimated 3,700 existing jobs in the Plan Area. Ultimately, more than 1,200 of these jobs are planned to be replaced by new development and new jobs. During the 2020-2040 period, it is projected that more than 700 of these would be replaced, leaving about 3,000 existing jobs on site in 2040. Combined with the growth in Table 2-4 below, the total job count in the Plan Area in 2040 is estimated to be 7,880.

Table 2-4
Job Growth Projections, 2018-2045 and Beyond

Land Uses	Total New Jobs	Job Absorption					
		2020-2025	2025-2030	2030-2035	2035-2040	2020-2040	Beyond 2040
Office	4,127	512	512	437	353	1,814	2,313
Medical Office	298	69	69	59	47	243	55
R&D	441	51	51	43	35	180	261

**Table 2-4
Job Growth Projections, 2018-2045 and Beyond**

Land Uses	Total New Jobs	Job Absorption					
		2020-2025	2025-2030	2030-2035	2035-2040	2020-2040	Beyond 2040
Manufacturing	1,659	66	66	66	66	264	1,395
Light Industrial/ Warehousing	3,121	640	640	191	28	1,499	1,622
Retail	824	81	81	69	222	453	371
Restaurant	558	55	55	47	150	307	251
Hotel	142	62	62			124	18
Total	11,170	1,536	1,536	912	901	4,884	6,286

Source: Svesson, 2020.

2.7.3 Mobility Plan

New Streets

The GCSP involves the implementation of new streets and pedestrian connectors, which would be installed by developers incrementally as parcels are developed. Streets within the GCSP are divided into four street classifications and a pathway system: Major Avenue, Minor Avenue, Neighborhood Connector, Local Street, and Pedestrian Connection. Street classifications are consistent with the General Plan Mobility Element. The Pedestrian Connection typology represents pathways providing pedestrian/bicycle access through parcels. As previously shown, Figure 2-6 identifies conceptual locations for new streets within the Plan Area. New streets and pedestrian connections break down large blocks to enhance mobility and accessibility for all travel modes.

As shown in Figure 2-6, new Neighborhood Connector streets continue 36th Street and 32nd Street east of Cherry Avenue, forming an outer loop around the central core area with Cherry Avenue and Globemaster Way. New Local Streets extend 33rd Street east of Cherry Avenue and create new north/south mid-block connectors east and west of Cherry Avenue in both the central core and southwestern portions of the Plan Area. New pedestrian connections create internal pedestrian/bicycle pathways that further strengthen accessibility and mobility through and between parcels. Combined improvements achieve an integrated and multi-modal mobility system supportive of the land use districts.

The location of new streets and pedestrian connections are conceptual and designed to maximize the accessibility and connectivity for active transportation modes. Actual locations may deviate from those shown, provided the original intent is maintained. The actual locations will be

determined as developments are proposed and shall be approved by the Director of Public Works and the Director of Development Services.

Street Improvements

Improvements to existing streets and the design of new streets are important aspects of the GCSP. Bicycle facilities are proposed for Cherry Avenue, Wardlow Road, and all new streets in the Plan Area to help improve connectivity within the Plan Area and connect to existing bicycle infrastructure within the vicinity of the Plan Area, strengthening Long Beach’s commitment to be the nation’s most bicycle-friendly city.

Pedestrian improvements are also proposed for Cherry Avenue, Wardlow Road, and all new streets within the Plan Area to help ensure a continuous network of sidewalks and shaded parkways to facilitate and encourage walking through and to/from the Plan Area.

The following provides a description of the types of improvements planned for Cherry Avenue, Wardlow Road, and new streets within the Plan Area, including new pedestrian connections:

- **Cherry Avenue:** The new street section for Cherry Avenue removes on-street parking on both sides and provides a new 11’ 6” Class IV separated bikeway on both sides of Cherry Avenue. A curb, pole, planter, or striping will be placed to separate cyclists from traffic between the new bikeway and the street. A landscaped parkway is also incorporated into the pedestrian right-of-way to beautify and provide shade for pedestrians and cyclists.
- **Wardlow Road:** The new street section for Wardlow Road reduces the width of the two through lanes to add a raised Class VI separated bikeway with a vertical and mountable curb. A landscaped parkway is also incorporated into the pedestrian right-of-way to beautify and provide shade for pedestrians and cyclists.
- **New Neighborhood Connector Streets:** The new street section for the Neighborhood Connector classification provides three through lanes instead of four to accommodate a parking lane and landscaped parkway on one side of the street and a Class II bike lane on the other side of the street. These improvements to the Neighborhood Connector classification for new streets will facilitate access around the central core area and improve the experience and accessibility to the central core from Cherry Avenue for both pedestrians and cyclists.
- **New Local Streets:** The new street section for the Local Street classification converts through lanes to through/Class III bike lanes (i.e., signs or sharrows) and provides a landscaped parkway on both sides of the street. Alternative parking configurations (i.e., parallel or diagonal) are also possible and provide flexibility in the design of new Local

Streets. Improvements to the Local Street classification will enhance the experience and accessibility for both cyclists and pedestrians to sites within the Plan Area.

- **New Pedestrian Connections:** The design of pedestrian connections are flexible; however, new pathways should be flanked by landscaping to beautify and provide on-site shading.

It is important to note that similar improvements could be extended to other existing streets within the GCSP as determined necessary by the City and included in the design and specifications for the ultimate roadway improvements

2.8 INTENDED USE OF THIS PEIR/PEIS

The GCSP PEIR/PEIS is primarily a source of environmental information for the City and United States Department of Defense, the lead agencies for the Proposed Project. Per Section 15170 of the State CEQA Guidelines, a lead agency (in this case, the City of Long Beach) may under CEQA work with a federal agency (in this case, the United States Department of Defense) to prepare a joint document, which will meet the requirements of both CEQA and NEPA.

In compliance with CEQA and NEPA, this PEIR/PEIS has been prepared to analyze the potential environmental impacts that may result from implementation of the GCSP. This PEIR/PEIS also identifies feasible mitigation measures and/or alternatives that would minimize or eliminate the potential significant impacts associated with the Proposed Project. Lead agencies are charged with the duty to substantially lessen or avoid significant environmental effects where feasible (State CEQA Guidelines Sections 15002[a][3] and 15021[a][2]). Where a lead agency identifies unavoidable adverse environmental effects of a project, State CEQA Guidelines Section 15093 authorizes the agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable adverse environmental effects when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, these effects may be deemed acceptable by the agency as substantiated in a statement of overriding considerations.

The GCSP would require the discretionary approval of the Long Beach Planning Commission and the Long Beach City Council. This document evaluates potential environmental impacts associated with implementation of the GCSP and provides information regarding environmental effects of the Proposed Project. The PEIR/PEIS shall also serve to inform the public, decision-makers, elected officials, and other stakeholders regarding the Proposed Project, and to solicit input on the nature and scope of potential environmental effects. The PEIR/PEIS provides the City of Long Beach decision-makers with a technically and legally adequate source of information to be used in the decision-making process in considering the GCSP.

Program EIR/EIS

For the GCSP, a programmatic-level approach has been chosen based on CEQA Guidelines, Section 15168 (14 CCR 15168), which states that a PEIR can be based on a series of actions that can be characterized as one large project and are related, as follows:

1. Geographically,
2. A logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory 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, CEQA Guidelines Section 15183 for “Projects Consistent with a Community Plan or Zoning” and NEPA Title 40 Part 1502 for “Environmental Impact Statements.” This tiering opportunity is only available for plans (e.g., specific plan) for which an EIR or EIS has been prepared.

Using a PEIR/PEIS to assess a Specific Plan provides the advantage of looking at the whole of the action in a more thorough manner than might be possible on an individual project basis, the examination of cumulative impacts in a more comprehensive manner than on an individual basis, and the consideration of program-wide mitigation measures. It could also save time by doing one program-wide CEQA document rather than a series of multiple documents as each project arises. Subsequent activities would still have to be assessed in light of the PEIR to determine whether an additional environmental document must be prepared. If an agency finds that no new impacts would occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the PEIR, and no new environmental document would be required. As stated in CEQA Guidelines, Section 15168(c)(5), “a Program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the Program EIR, and no further environmental documents would be required” (14 CCR 15168(c)(5)).

When the term “Proposed Project” is used in this PEIR/PEIS, it refers to all the individual building projects proposed as part of the GCSP. Therefore, the Proposed Project is the entirety of the GCSP projects envisioned over the planning horizon and does not refer to any one individual project proposed under the GCSP. In addition to a more limited review process, infill projects may qualify for streamlining. Streamlining for Infill Projects (CEQA Guidelines Section

15183.3) allows eligible projects to streamline the environmental review process by limiting the topics subject to review at the project level.

2.9 REQUIRED APPROVALS

Consistent with State CEQA Guidelines Section 15065 (b), the City of Long Beach is the lead agency for the Proposed Project. As such, this PEIR will be used by the City to both evaluate the environmental impacts created by implementation of the Proposed Project, and develop conditions of approval, which would address those impacts for which mitigation measures are proposed in the PEIR.

The GCSP would require discretionary approval from the City of Long Beach prior to construction. In order to construct the Proposed Project, the following discretionary approvals from the City are required:

- Zoning Code Amendment
- Specific Plan Approval
- Certification of the Program EIR/EIS

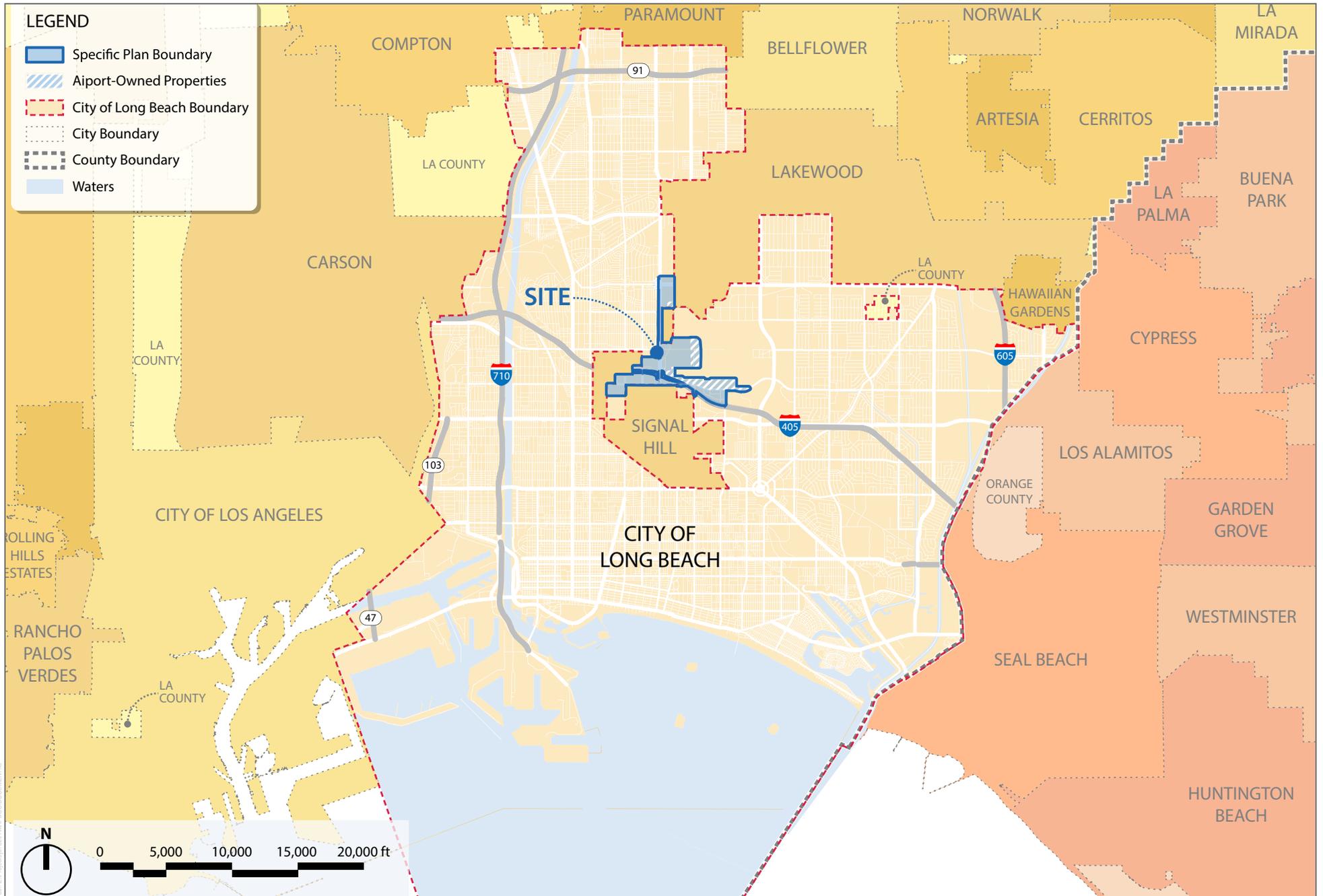
2.10 REFERENCES

City of Long Beach. 1989. *Long Beach General Plan Land Use Element*. Adopted 1989.
http://www.lbds.info/planning/advance_planning/general_plan.asp

City of Long Beach. 2019. General Plan Land Use Element. December 2019. <http://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/advance/lueude/land-use-element-final-adopted-december-2019>.

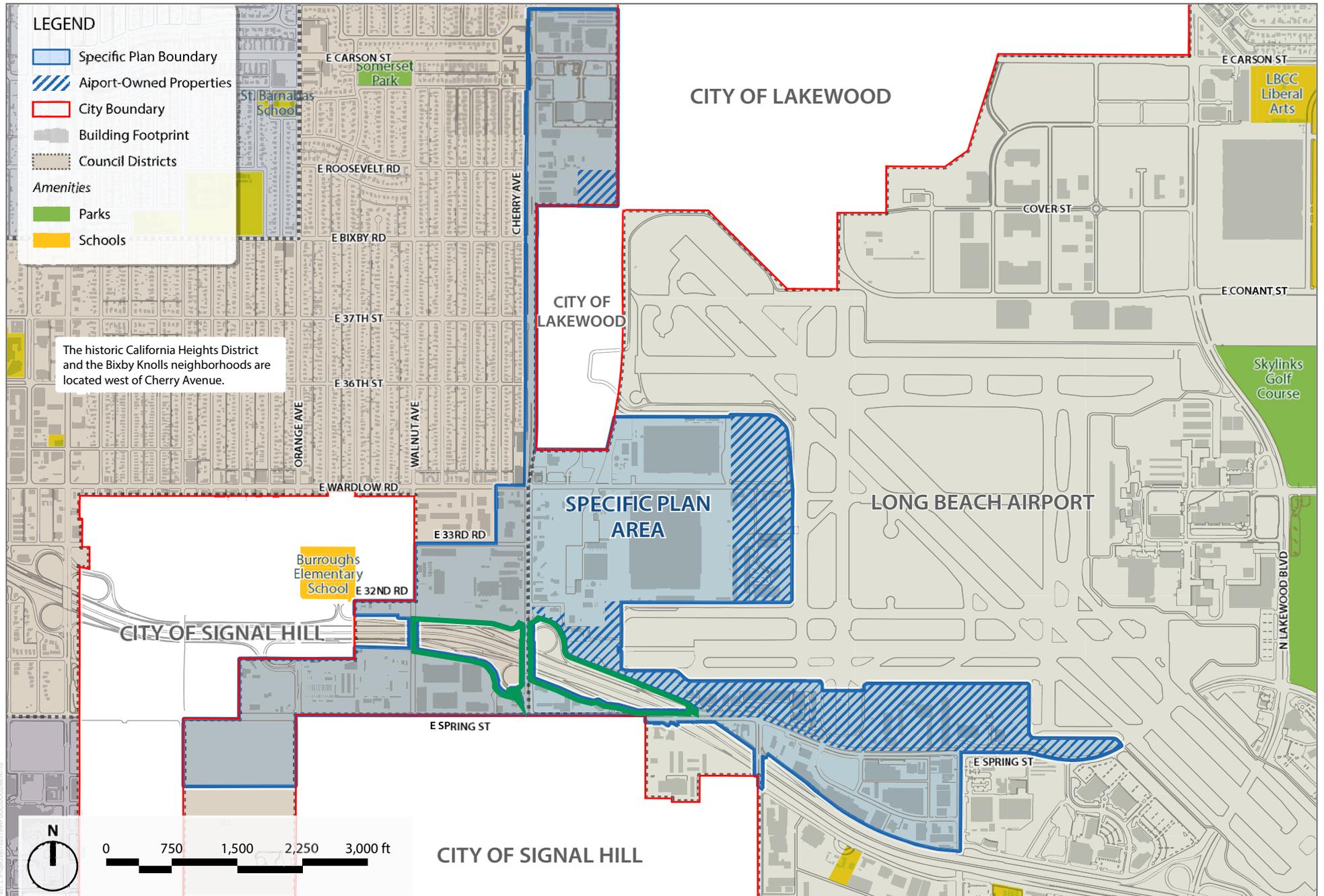
Svensson, D. 2020. “Revised Job Projections for Globemaster Specific Plan” Memorandum from D. Svensson (ADE) to R. Thomas and S. Wages (Dudek). April 20, 2020.

INTENTIONALLY LEFT BLANK



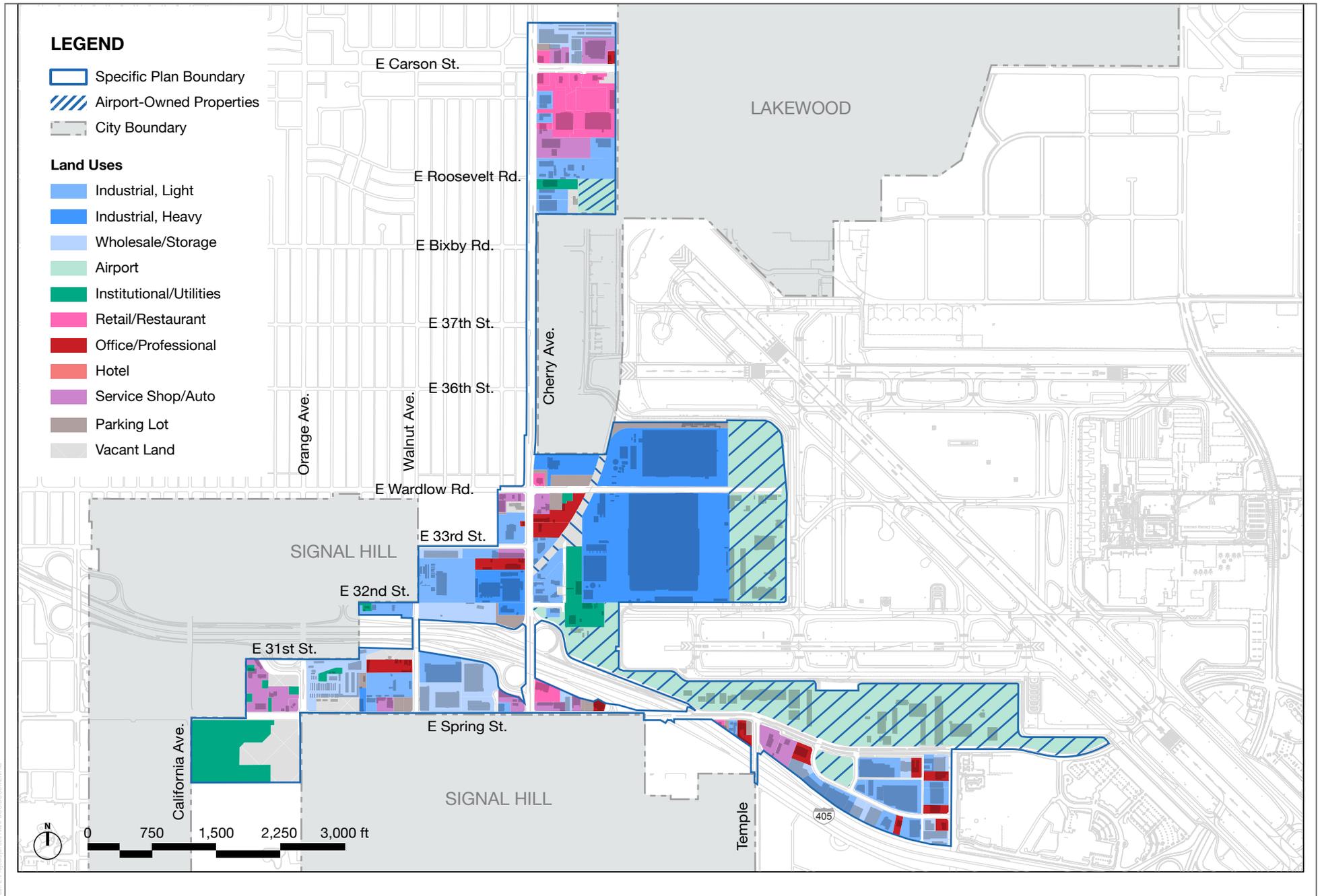
SOURCE: John Kaliski Architects 2016

INTENTIONALLY LEFT BLANK



SOURCE: John Kaliski Architects 2016

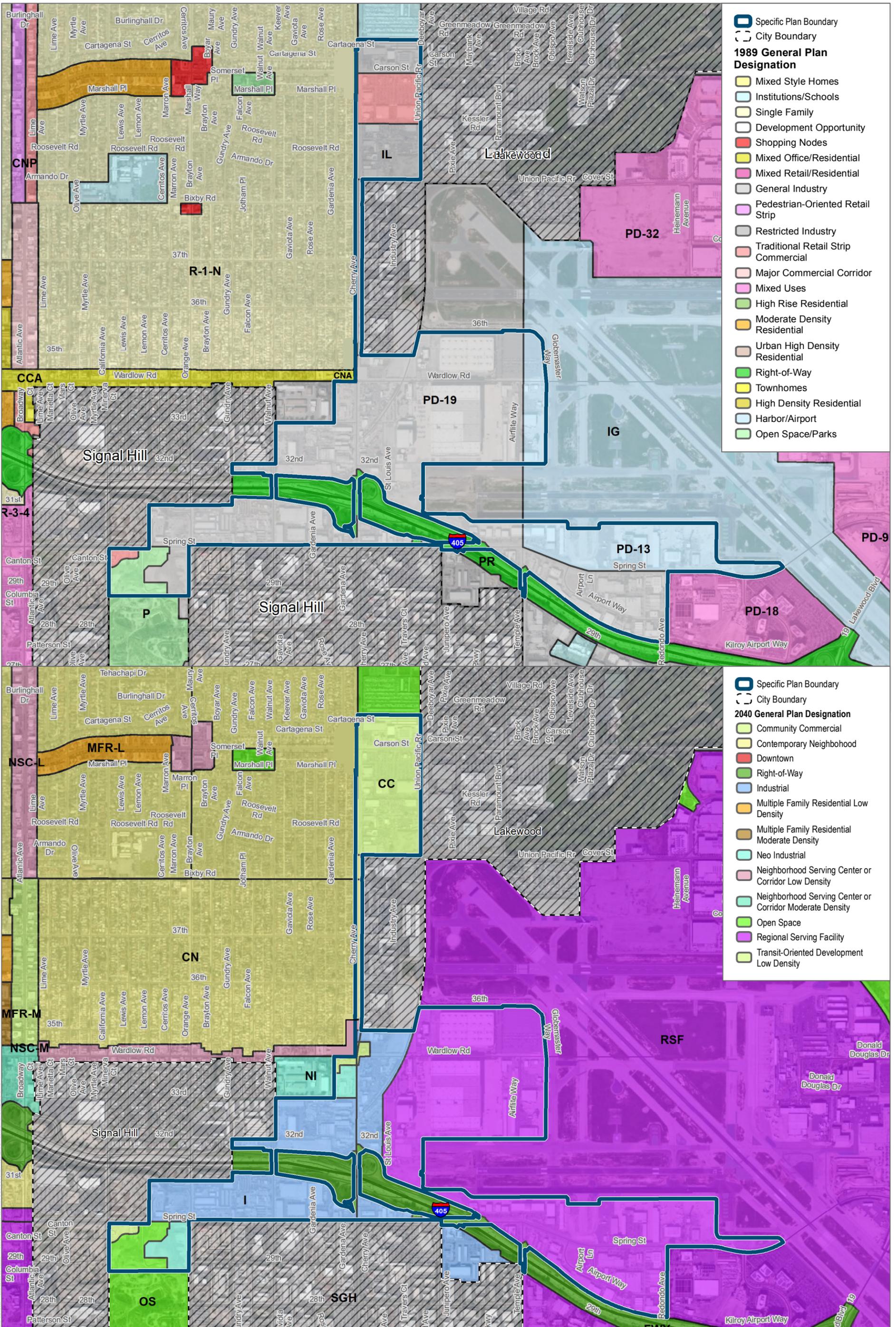
INTENTIONALLY LEFT BLANK



SOURCE: John Kaliski Architects 2016

FIGURE 2-3
Existing Land Uses

INTENTIONALLY LEFT BLANK

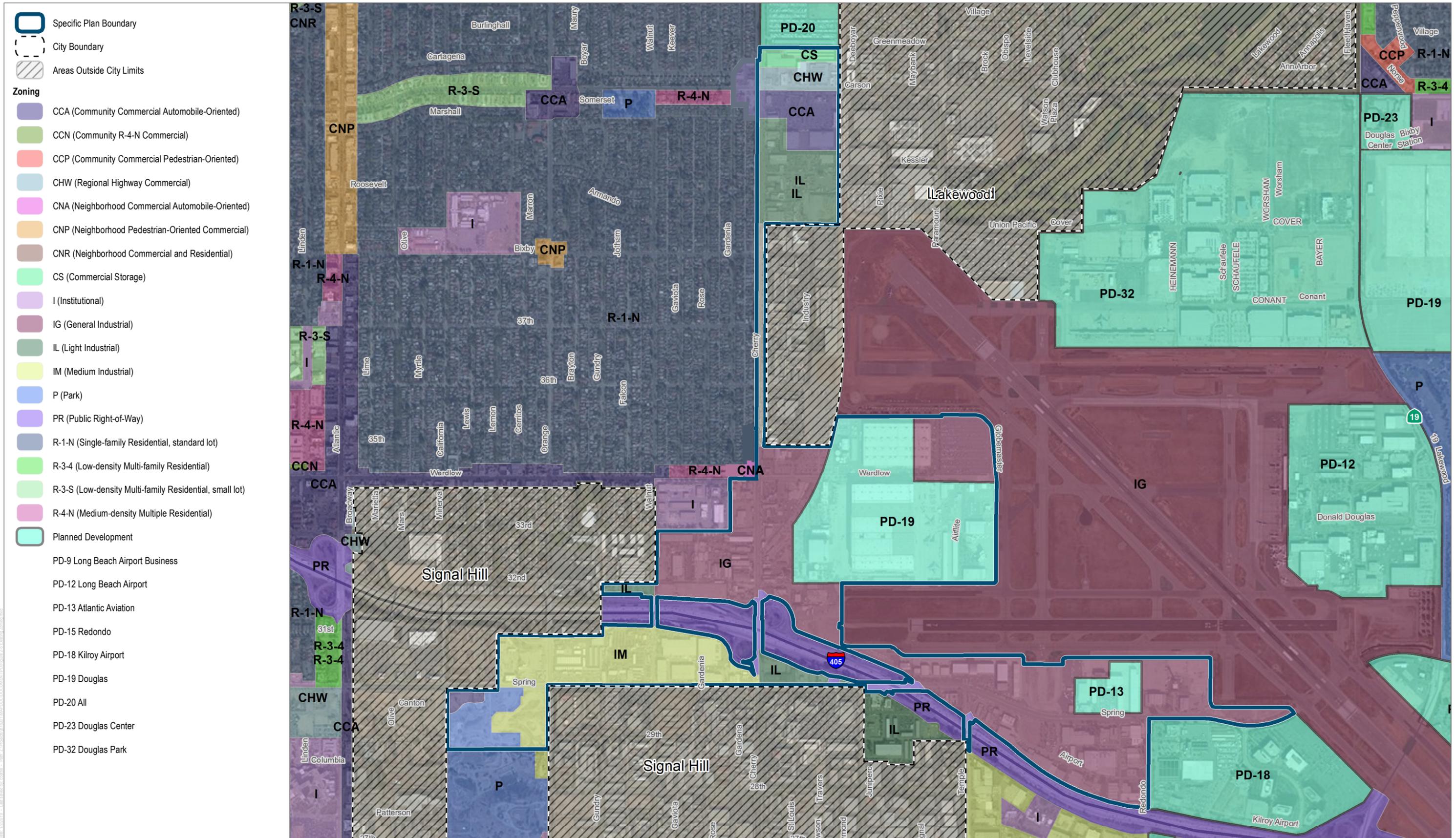


SOURCE: Bing Maps 2018; City of Long Beach, 2016



FIGURE 2-4
General Plan Designations
 Globemaster Corridor Specific Plan Initial Study

INTENTIONALLY LEFT BLANK



SOURCE: Bing Maps 2018; City of Long Beach, 2016

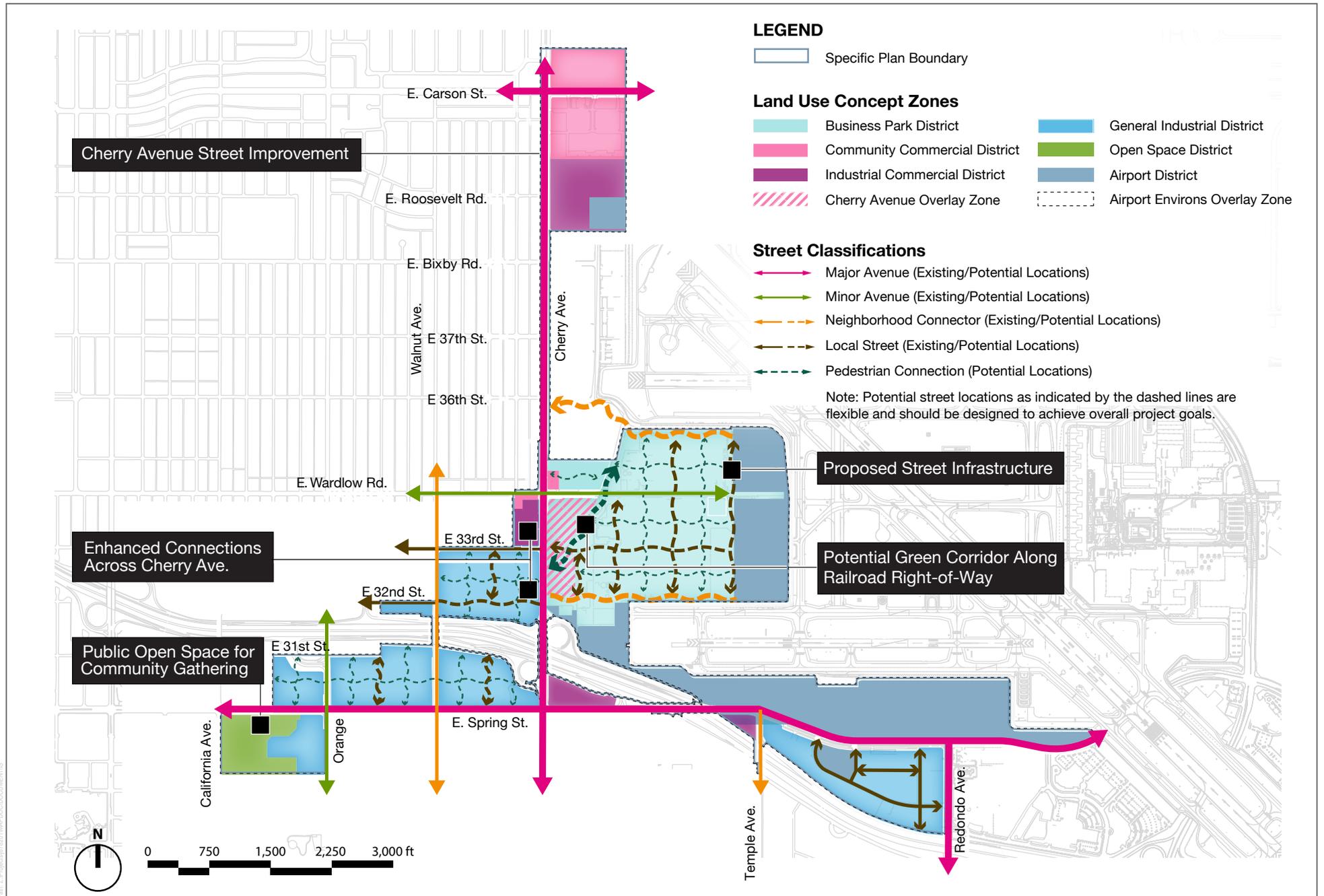


FIGURE 2-5

Existing Zoning

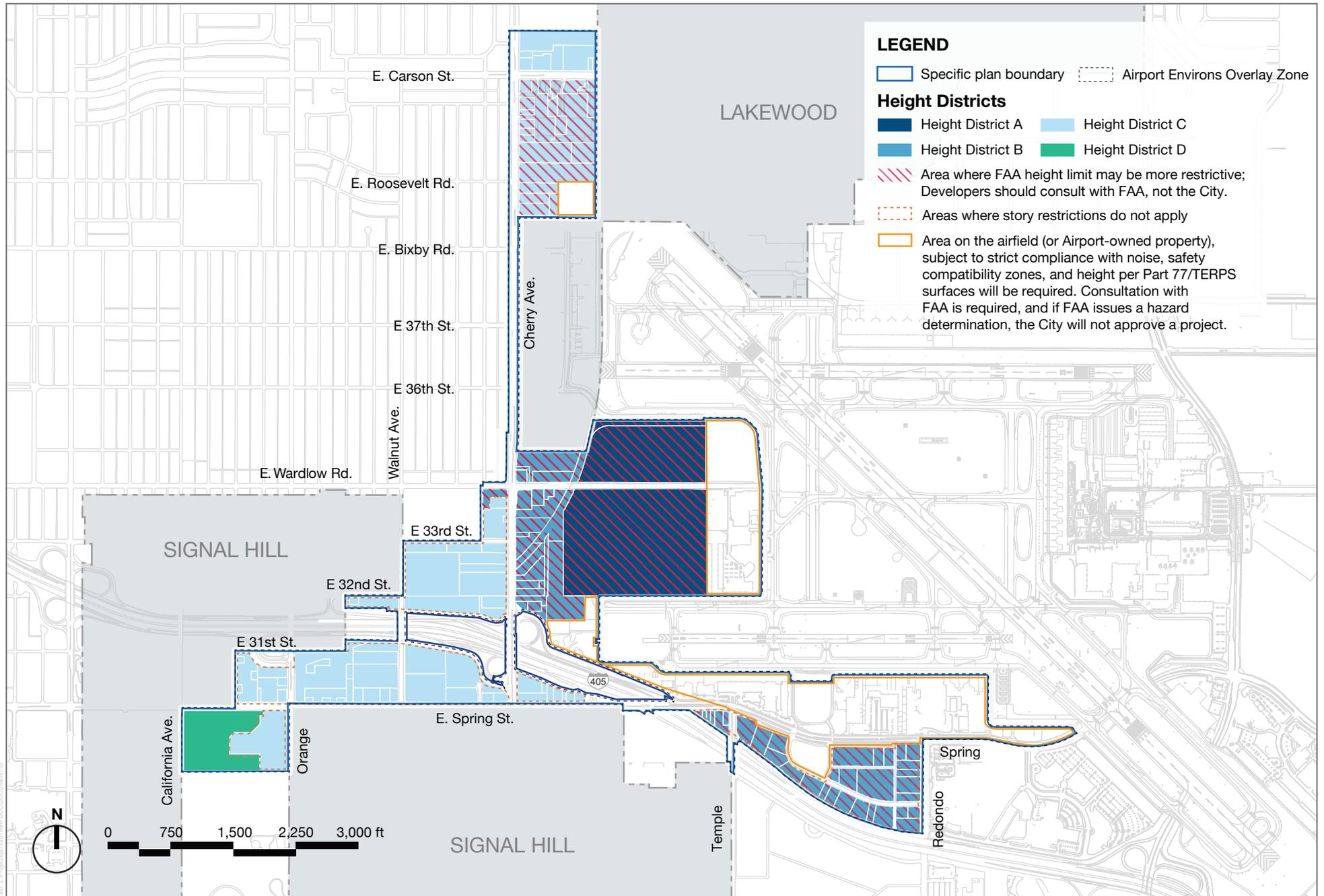
Globemaster Corridor Specific Plan Draft PEIR/PEIS

INTENTIONALLY LEFT BLANK



SOURCE: John Kaliski Architects 2016

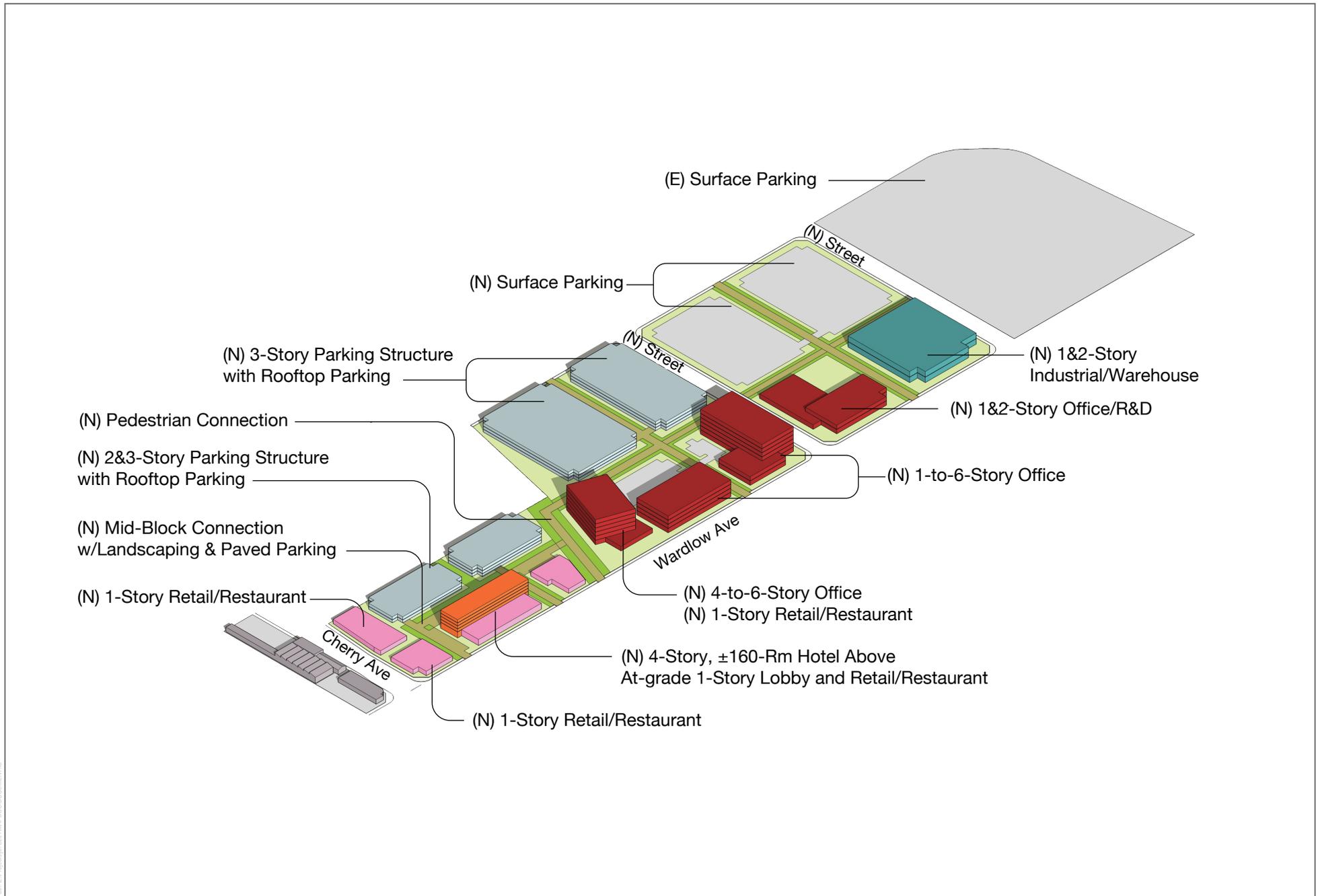
INTENTIONALLY LEFT BLANK



SOURCE: John Kaliski Architects 2016

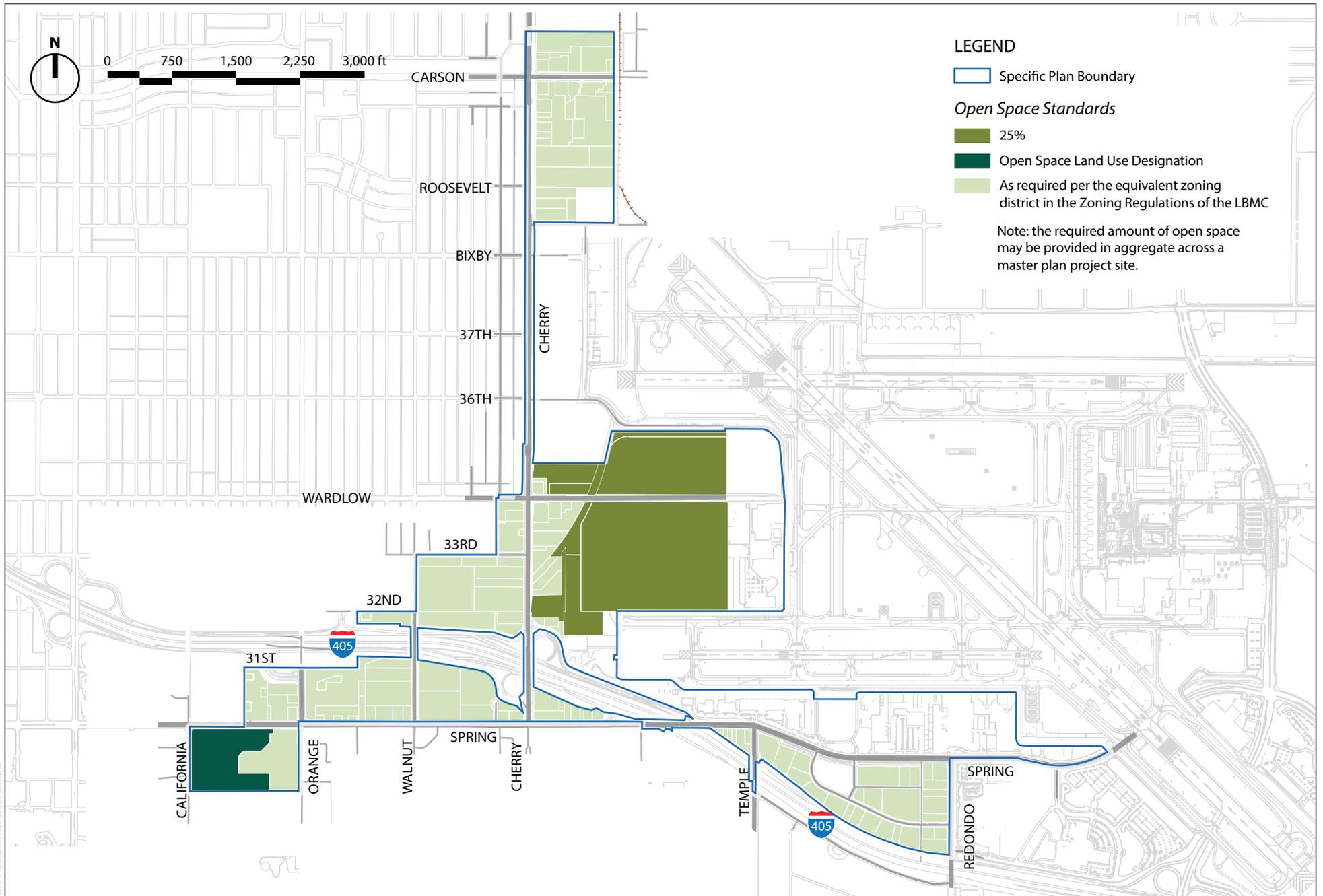
FIGURE 2-7
Height Districts

INTENTIONALLY LEFT BLANK



SOURCE: John Kaliski Architects 2016

INTENTIONALLY LEFT BLANK

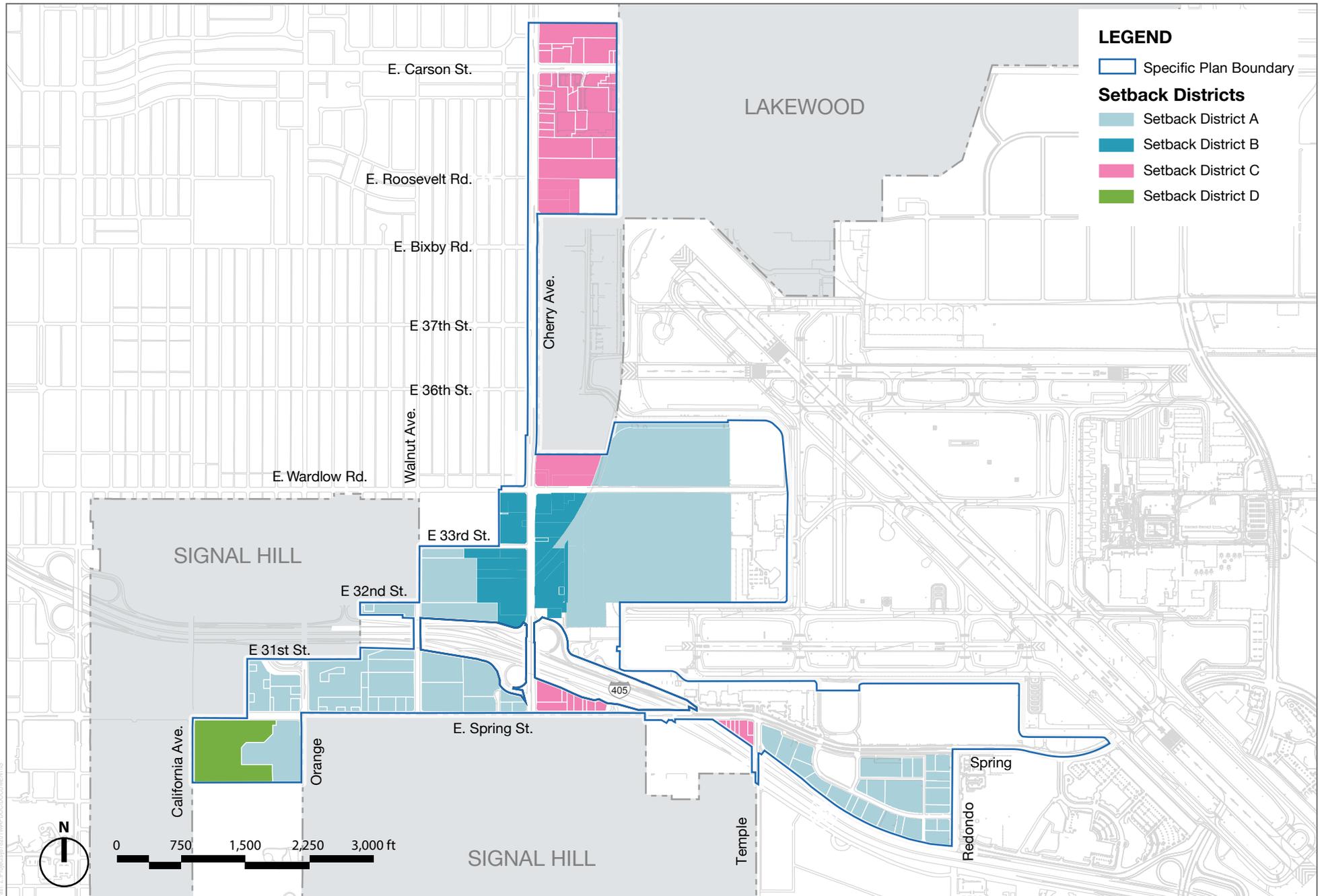


SOURCE: John Kaliski Architects 2016

FIGURE 2-9

Open Space Standards

INTENTIONALLY LEFT BLANK



SOURCE: John Kaliski Architects 2016

FIGURE 2-10
Setback Districts

INTENTIONALLY LEFT BLANK