Southeast Area specific plan 2060

CITY OF LONG BEACH

City of Long Beach

Southeast Area specific plan 2060

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Prepared by Long Beach Development Services.

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Chapter 1

Introduction

1.1 Creating a Feasible Plan
1.2 Purpose of the Plan
1.3 Components of This Plan
1.4 Specific Plan Authority
1.5 Environmental Assessment
1.6 Connecting With the Community

1. INTRODUCTION

1.1 Creating a Feasible Plan

Approved in 1977, the Southeast Area Development and Improvement Plan was the first Planned Development District (PD) in the City of Long Beach. Often referred to as SEADIP, the document guided land use and development for this area as it was experiencing a period of rapid growth.

Almost forty years later, the City and the southeast Long Beach community spent time re-examining the role of the area and crafting a contemporary vision for the next 50 years. This document—the Southeast Area Specific Plan (SEASP)—is the culmination of two years of intensive outreach, analysis, and planning.

The goals and objectives of this plan were developed through an informed process that included preparation of a variety of technical studies and engaging City departments and decision makers, the public, property owners, and environmental groups. Input from all participants was carefully considered when crafting the SEASP.

Any jurisdiction that undertakes an initiative involving as much outreach, analysis, and investment of City resources as the SEASP process has, wants to ensure that the resulting document is sustainable and can be practically implemented. A sustainable plan is one that meets the needs of the present without compromising the ability of future generations to meet their own needs.

To create a sustainable, feasible, and effective plan, three primary planning "pillars" must be equally considered:

- Physical Benefits (amenities, design, placemaking)
- Environmental Benefits (conservation of coastal resources)
- Economic Benefits (can the proposed mix of uses be built under existing circumstances)

These three components are like the legs of a stool; they must all be in place for the stool to function effectively. A plan heavily focused on physical change or the environment while excluding economic feasibility

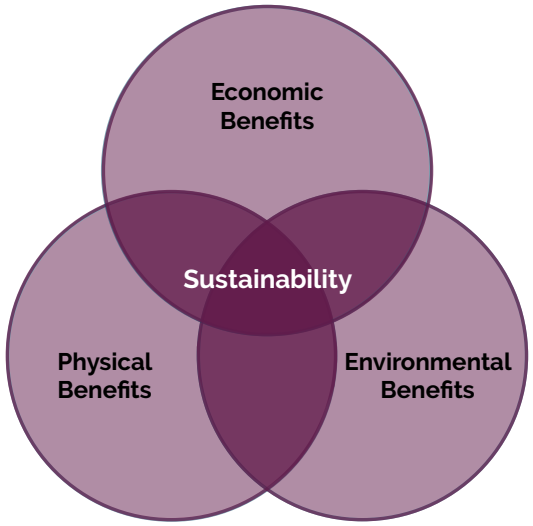
will not foster sustainable development. Alternatively, a plan that only takes into consideration economic benefits without regard for the social aspirations or environmental assets of the area also does not benefit the Long Beach community.

Aligning the three pillars of sustainability often requires compromise and identifying ways to fulfill today's needs while conserving for future generations.

For the SEASP area, this means thoughtful planning that accounts for the conservation and restoration of wetlands in the area; as well as access to nearby water amenities such as Cerritos Bahia Marina, Alamitos Bay, and the San Gabriel River; improved transportation facilities that balance the needs of all users—pedestrians, cyclists, motorists, and transit riders; flexibility in housing choices; the creation of mixed-use areas that allow the market to drive change; and design guidelines that set expectations for the physical environment.

The City has gone to great lengths to understand the trade-offs associated with various concepts and recommendations in this Specific Plan. The approach and ideas presented in this Plan are the City's best effort to work through and balance complex issues related to biological resources, transportation systems, community needs, etc., to come up with a reasonable solution to achieve the aspirations included in the community-derived *Southeast Area Specific Plan Vision* presented in Chapter 3.

THE THREE PILLARS OF SUSTAINABILITY



1.2 Purpose of the Plan

The SEASP area is comprised of several established neighborhoods and is frequently viewed as one of the last remaining areas of Long Beach that is not entirely built out. The area contains approximately 175 acres of undeveloped wetlands and several underutilized properties that are substantial in size, aging, and nearing the end of their useful economic life in their existing configurations. Residents, property owners, and the City have long recognized the importance of this area to Long Beach and emphasized the need for thoughtful long-term planning.

A specific plan is a planning tool used to guide the future of land use, mobility, and environmental features in an area. The purpose of this Specific Plan is to provide a regulatory framework for the SEASP area that includes customized land uses and development standards, provides expanded multimodal transportation choices, and identifies locations for future development potential that maintain and preserve valuable natural resources. This Specific Plan serves as the zoning for the SEASP area and establishes policy guidance for land uses, development standards, and design guidelines.

This Specific Plan replaces Planned Development District 1 (PD-1). Planned Development Districts in the City of Long Beach are special districts that have more comprehensive land use regulations than conventional zoning and are intended to achieve a specific outcome in a geographic area. With adoption of this Specific Plan, PD-1 is rescinded, and land use for the southeast area is regulated either by this Specific Plan or conventional zoning.

Ultimately, the Plan provides a collective community vision and strategy for the area that regulates land uses and design policies and standards, identifies locations for compact infill development and expanded multimodal transportation choices, promotes a healthy lifestyle through the availability of walking and bike paths, and maintains valuable natural resources. The Plan also implements the goals and policies of the City's 2030 General Plan update, which identified a need for a specific plan in this area.

1.3 Components of This Plan

This Specific Plan is the regulating document for future land use decisions and each chapter addresses a key component to guide future development in the southeast area.

Chapter 1: Introduction and Background

Covers the purpose of the Specific Plan, requirements for environmental review, and project outreach.

Chapter 2: Background and Context

Provides a history of the project area and an overview of existing conditions.

Chapter 3: Vision, Priorities, and Guiding Principles

Outlines the community's aspirations for the future, priorities, and guiding principles of the Plan.

Chapter 4: Community Structure and Land Use Plan

Lays out community structure, land uses, policies, and opportunity sites for change.

Chapter 5: Development Standards

Identifies standards such as building height, density, parking, and landscaping requirements; and details the uses permitted, conditionally permitted, and precluded in the project area.

Chapter 6: Mobility

Provides context-sensitive design solutions for the motorized and nonmotorized transportation network for the area.

Chapter 7: Design Standards and Guidelines

Guides physical design related to site configuration and building design, the natural environment, public spaces, and the street.

Chapter 8: Infrastructure

Focuses on the major infrastructure systems including: storm drain, sewer, and water, and the impact future development could have on these systems.

Chapter 9: Administration and Implementation

Provides the process for project approvals, funding and financing mechanisms, a list of implementation actions and anticipated phasing, and a summary of other state, regional, and local plans and programs related to this Specific Plan.

The bike path along the San Gabriel River is popular among cyclists. The Los Alamitos Power Plant can be seen in the background.

The Marina Shores shopping center has a mix of retailers serving the neighborhoods of the SEASP area.

Marine Stadium was built in the early 1930s for the 1932 Olympic rowing competition.

1.4 Specific Plan Authority

The Southeast Area Specific Plan provides customized regulatory guidance to enable development of land uses and building intensities that would not otherwise be allowed by the City's current development standards.

The Specific Plan is established through the authority granted to the City of Long Beach by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. The Government Code authorizes cities to adopt specific plans either by resolution as policy or by ordinance as regulation.

A Planning Commission hearing and City Council hearing are required to adopt the specific plan. This Specific Plan is both a policy and a regulatory plan: it establishes policy, including a conceptual land use plan which guides the development of the site. Development within this area must be consistent with this Specific Plan.

The California Government Code states that a "Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan, and further, that it may not be adopted or amended unless found to be consistent with the General Plan." The Specific Plan document has been designed to be consistent with the City of Long Beach General Plan goals and policies.

In response to government requirements, this Specific Plan has been prepared to provide an essential link between City of Long Beach policies and development in the Specific Plan area. Functioning as a regulatory document, the Southeast Area Specific Plan provides a means of implementing the City of Long Beach General Plan and detailing specific requirements and guidelines for future development in the Specific Plan area. In this regard, all future development plans, tentative parcel, and/or tract maps or other similar entitlements shall be consistent with regulations set forth in this document and with all applicable City regulations.

1.5 Environmental Assessment

The Southeast Area Specific Plan was adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code, Sections 21000 et seq.). Pursuant to the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, Sections 15000 et seq.), the City of Long Beach prepared an Initial Study and Notice of Preparation and made these documents available to responsible agencies, trustee agencies, and interested parties for a 30-day public review period, which extended from October 22 to November 20, 2015. Through the Initial Study, the City determined that implementation of the Specific Plan could result in potentially significant environmental impacts and that the preparation of a programmatic-level Environmental Impact Report (Program EIR) was required.

The Southeast Area Specific Plan EIR (State Clearinghouse No. SCH# 2015101075) is a Program EIR. As provided in Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. The Specific Plan establishes an overall development program that can be characterized as one large project, but its implementation will require a series of future discretionary actions (approvals of specific projects) by the City of Long Beach. The Specific Plan Program EIR is intended to serve as the primary environmental document for all future entitlements (later activities) associated with implementation of the Specific Plan, including all discretionary approvals requested or required to implement the project.

Pursuant to Section 15168 of the CEQA Guidelines, a later activity under the Specific Plan development program must be examined in the light of the Specific Plan Program EIR to determine whether additional environmental documentation must be prepared. Each later activity must undergo an initial study and analysis by the City to determine if the activity is within the scope of the Specific Plan Program EIR. Because these later activities are not new projects as defined by CEQA, compliance for each impact category is narrowed to a determination as to whether the activity would result in: (1) no substantial change from the previous analysis; (2) a more severe impact; or (3) a new significant impact. Based on the results of the initial study, the City will determine which of the following actions is applicable to the later activity:

- The later activity is a component of and consistent with the Specific Plan and has been previously analyzed as a part of the Specific Plan Program EIR and findings certified pursuant to the CEQA Guidelines. No additional CEQA documentation is required (CEQA Guidelines Section 15168).
- The later activity is a component of the Specific Plan and has been previously analyzed as a part of the Specific Plan Program EIR and findings certified pursuant to the State CEQA Guidelines; however, minor technical changes or additions are needed to make the previous documentation adequate to cover the project. An Addendum to the Specific Plan Program EIR is required (CEQA Guidelines Section 15164).
- The later activity is either not a component of the Specific Plan or has not been previously analyzed as part of the Specific Plan Program EIR, in which case an initial study and additional environmental review under CEQA will be required unless the later activity is exempt under CEQA.

In addition, future development projects within the Specific Plan area may be eligible for streamlining under CEQA Guidelines Section 15183.3, effective January 1, 2013. To be eligible, a project must:

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

A pop-up workshop event engaged the community at locations and events throughout southeast Long Beach including the MarketPlace, Marina Pacifica, and the Farmers Market.

1.6 Connecting With the Community

1.6.1 Previous Efforts

The Long Beach community has participated in multiple efforts to update the 1977 SEADIP document, most recently having been initiated in 2007. During the outreach phase of that effort, the City facilitated a community survey that identified four main priorities for the future of the SEADIP area: limited growth, preservation of wetlands, increased bike and pedestrian mobility, and identification of sites suitable for infill or redevelopment. However, issues such as how and where to accommodate new development sparked ongoing debates in the community that were never clearly resolved.

In 2011, a mixed-use project was proposed for the SeaPort Marina Hotel site. The project would have required revisions to the existing PD-1 to accommodate the uses proposed. At that time, the City Council directed staff to prepare a comprehensive plan for the entire SEADIP area. In 2013, the City prepared a grant application and was awarded a Strategic Growth Council Sustainable Communities Planning Grant through the State of California Department of Conservation to conduct a community-based and comprehensive update of the plan.

1.6.2 Creating a Transparent Process

Due to the controversial nature of the project, at the outset of the present effort the City Council stressed the importance of a transparent process—one that provided ample opportunity for the public to weigh in at critical milestones. The SEASP area has an active and engaged community of residents, businesses, and property owners who were eager to get involved. An extensive series of public outreach events was facilitated by the City throughout various stages of the Specific Plan and Environmental Impact Report process. This open dialogue with the community informed the vision for the area as well as the framework for this Plan. Outreach consisted of community workshops, pop-up workshops, the formation of a Community Advisory Committee (CAC), and an environmental scoping meeting, as well as a project website, online forum, and email notifications. Each of these outreach modes is described below; copies of the presentations and a summary of comments from each are compiled in Appendix A, *Outreach*.

Community Workshops

Four community workshops were conducted during the course of the project in the Specific Plan area—at either the Golden Sails or SeaPort Marina hotels. Various topics were covered including "big idea" visioning, land use, urban design, mobility, and development scenarios. The workshops were conducted using various formats—from small-group exercises to large presentations, and even an open house with topic-specific stations. The community was asked to provide feedback at these meetings via discussion with the project team, comment cards, vision drawings, and computer kiosk stations. Summaries of the workshops are provided in Appendix A, *Outreach*.

Participants at one of the community workshops engaged in small-group exercises to provide feedback on the future vision of southeast Long Beach.

Community Advisory Committee (CAC)

A 22-member CAC was selected to provide input and feedback to the project team. The committee consisted of property owners, business operators, and residents as well as stakeholders with interests in wetlands conservation, mobility, recreation, and sustainability. Each member was asked to represent the broader interest of the community and tasked with communicating back to their respective groups to help publicize other participation opportunities and to solicit input. The CAC was involved in identifying opportunities and constraints, visioning, and the formation of land use alternatives. The CAC met six times during the Specific Plan process, the presentations and meeting summaries are provided in Appendix A, *Outreach*.

At one of their first meetings, the Community Advisory Committee was asked to break into groups to discuss and record their impressions of southeast Long Beach. This graphic is representative of one group's preliminary ideas.

The Community Advisory Committee met throughout the SEASP process.

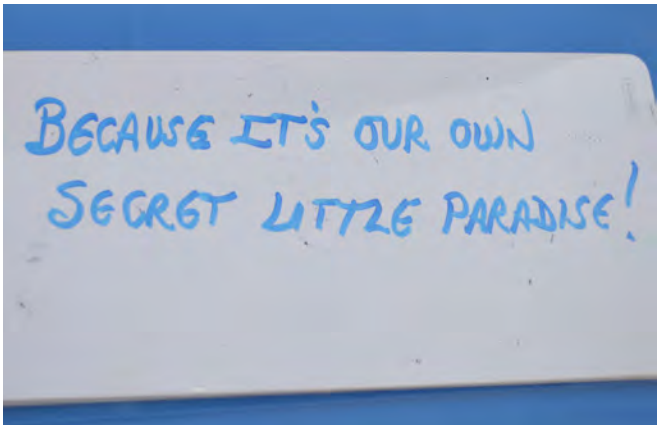
Pop-up Workshops

Pop-up workshops were used to engage the public out in the community. The City and project team set up booths in locations with high pedestrian traffic in the Specific Plan area, including the Farmers Market, MarketPlace, and Marina Pacifica. This type of mobile outreach was used to gain feedback from the community on what they love about southeast Long Beach and to help publicize community workshops and other ways to get involved with the Specific Plan process. Activities included capturing snapshots of locals describing what they love about southeast Long Beach, temporary tattoos promoting the theme, and mobile access to sign up for Long Beach Town Hall, as well as project information, maps, an FAQ sheet, etc. Summaries from the pop-up outreach events can be found in Appendix A, *Outreach*.

Many residents learned more about the Specific Plan process and provided feedback to the City regarding things that should be preserved, enhanced, or changed at pop-up stations such as this one held at the Farmers Market.

"I love the diverse culture and people's open-mindedness. I love the Farmers Market."

"I was born in Long Beach and I am not leaving!"



Why do you love southeast Long Beach?

"Eclectic. Fun. The Water. In Process...."

Scoping Meeting

In compliance with CEQA, an environmental scoping meeting and open house was held on November 4, 2015, at the Golden Sails Best Western Hotel to determine what should be analyzed in the EIR. Approximately 70 members of the community attended. Attendees were encouraged to provide their input on comment cards, which they could leave or return to the City by mail. All comments received from the scoping meeting are provided in the EIR.

Project Website and Long Beach Town Hall

The public was also encouraged to participate online. The City set up a dedicated mini-site through the Department of Development Services' Planning Bureau web page. This site was a resource for the public to get involved with and stay informed about the project. Relevant documents, announcements, maps, etc., were posted to this page for public review.

Long Beach Town Hall was the project's online community engagement tool. It was linked directly to the City/project website. It engaged the public through various topics that usually coincided with an in-person outreach event. This allowed people who could not attend an event to give their input and allowed attendees the opportunity to provide additional comments after the workshop. Topic reports from the forum can be found in Appendix A, *Outreach*.

Council District Updates

Periodic presentations were given to constituents in the 3rd and 5th Districts at the request of the respective Council members (two in the former and one in the latter) over the duration of the project. City Staff and representatives from the consultant team provided an overview of the project and provided an interactive forum for attendees to ask questions, review conceptual plans, and provide feedback about the big ideas presented. These town hall-style meetings allowed Councilmembers and City Staff to engage with individuals that were otherwise not in attendance and provide input at the regularly scheduled Community Advisory Committee meetings.

Planning Commission and City Council Updates

On May 21, 2015, after the CAC had developed a draft SEASP Vision and had arrived at a conceptual Land Use Plan, Staff and the consultant team provided the Planning Commission with a briefing of the progress of the Specific Plan, a report on outreach efforts conducted up to that point, and an overview of the vision, land use plan, and big ideas related to circulation and future design of the area. No action was taken at that time; the intent of the presentation was to give the Planning Commission a brief overview so that they could gain familiarity with the project in advance of the Specific Plan formally coming before the Commission for review and action.

Planning Commission and City Council Hearings

References and description to be added once the Planning Commission and City Council meetings have been scheduled and completed. Text will be included in the Final Specific Plan revisions.

Chapter 2

Background and Context

2.1 Location

2.2 Setting the Stage

2.3 Existing Conditions and Land Uses

2.4 Economic Market Conditions

2.5 Financial Feasibility

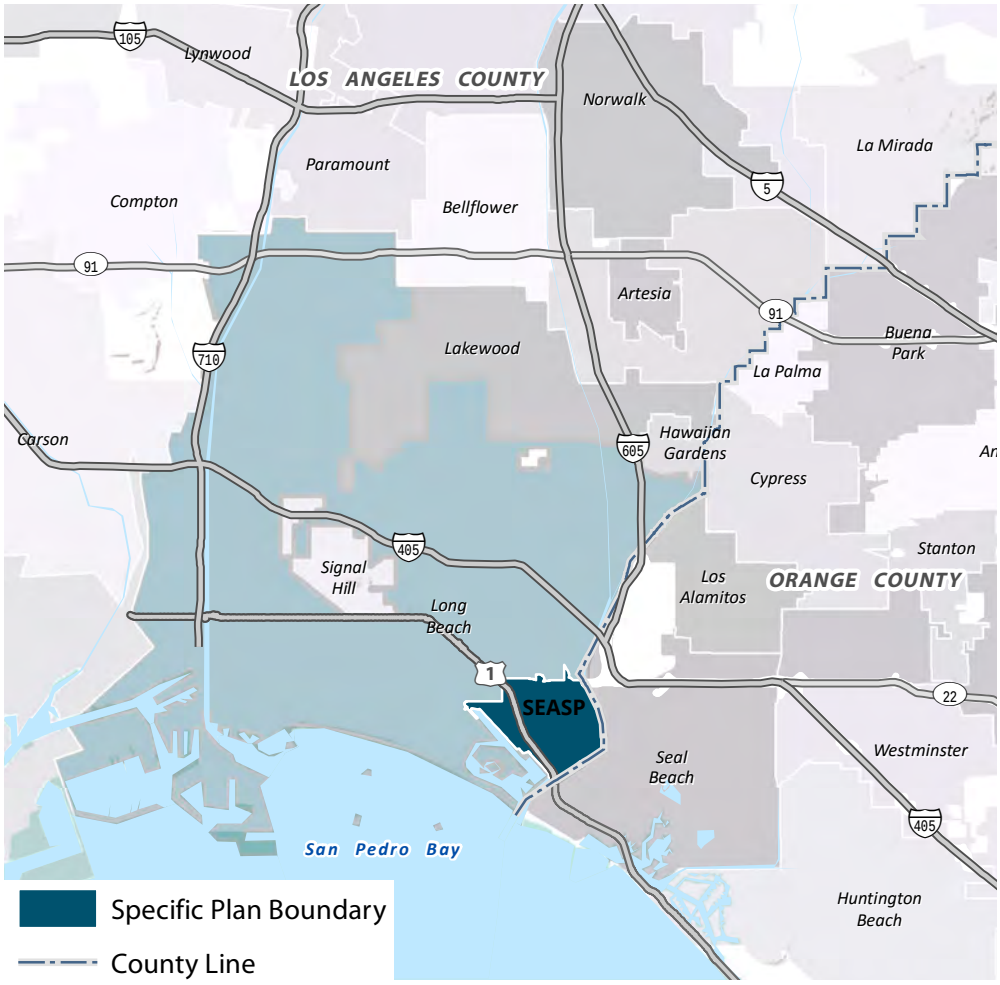
2. BACKGROUND AND CONTEXT

2.1 Location

The SEASP area is located in the southeast corner of the City of Long Beach in the County of Los Angeles. It borders the County of Orange to the east and south and the Pacific Ocean to the southwest, as shown on Figure 2-1, *Regional Location*. The Specific Plan area encompasses 1,472 acres and consists of land south of 7th Street, east of Bellflower Boulevard, east of the Long Beach Marine Stadium and Alamitos Bay docks, south of Colorado Street, and north and west of Long Beach's southern boundary. As shown on Figure 2-2, *Local Vicinity*, the Los Cerritos Channel and San Gabriel River run through the area toward the Alamitos Bay and Pacific Ocean.

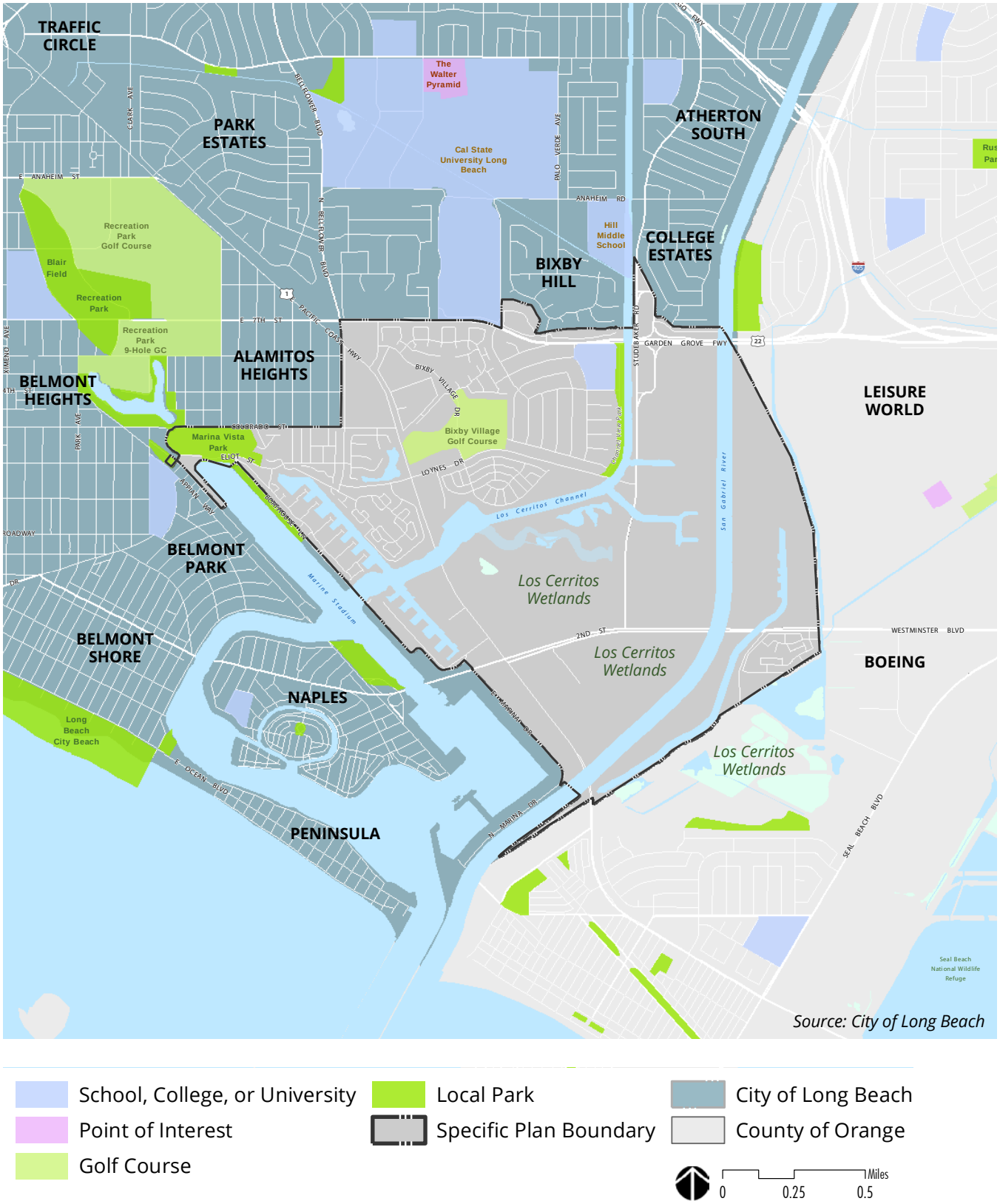
Access to the area is provided by Interstates 405 (I-405) and 605 (I-605) as well as State Route 22 (SR-22)—which terminates at 7th Street in the SEASP area. Pacific Coast Highway (SR-1/PCH) traverses the area from the northwest corner to the southeast corner. 2nd Street, Loynes Drive, and 7th Street all provide east-west connections across the area.

Figure 2-1 Regional Location



Source: County of Los Angeles and County of Orange

Figure 2-2 Local Vicinity



2.2 Setting the Stage

Before recommending a particular land use approach, various factors must be evaluated to inform the planning process. This section considers the previous plan, history of the area, needs and wants of the community, and summarizes existing conditions. Each of these factors influenced the Plan in a different way, required a specialized approach, and resulted in solutions that may differ from what the original 1977 Plan had proposed.

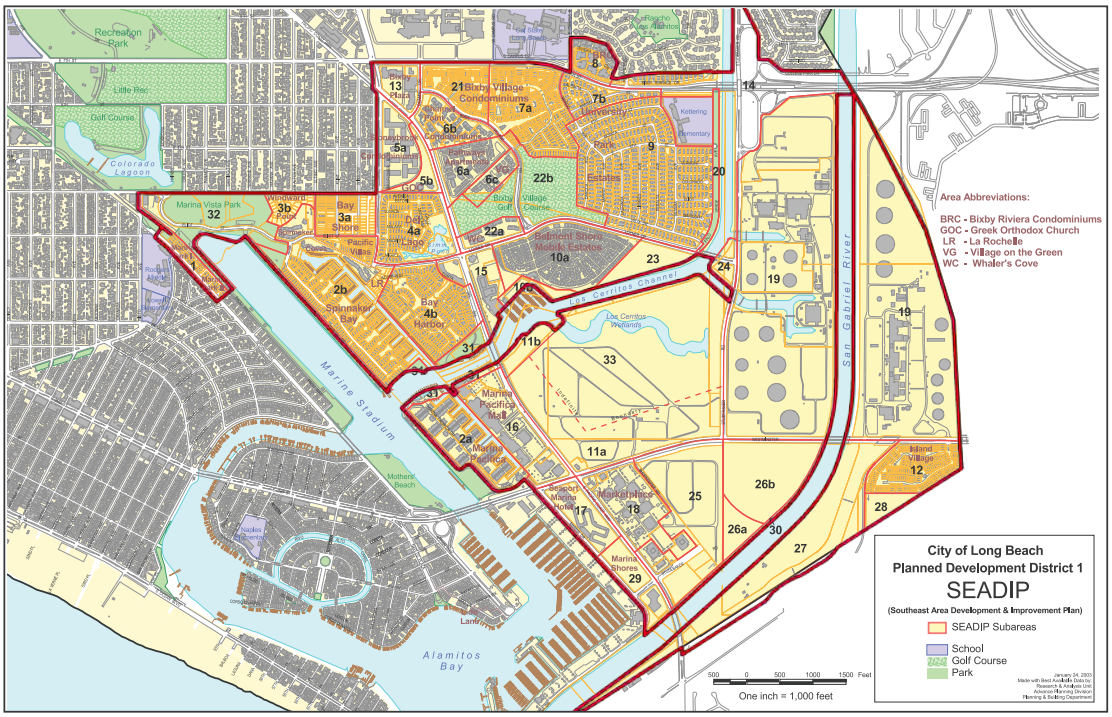
History

The SEASP area has an interesting development history that parallels the growth of Long Beach and regional trends observed throughout southern California. The phases and locations of development reflect a variety of drivers—oil extraction, regional flood control, upward and downward cycles of the real estate market, evolution in energy generation, waterfront recreation, commercial strip development, and increasing demand for residential development.

Most of the built environment in the southeast area is just over 50 years old and was developed in the latter half of the twentieth century. Aerial photographs from the 1920s reveal an undeveloped waterfront and river outlets. Photographs from the 1930s show petroleum extraction and the introduction of the Southern California Edison power plant, now the AES Alamitos power plant.

During the 1930s, the Long Beach Marine Stadium was created just west of the SEASP planning area. It was the first man-made watercourse built for an Olympic rowing competition. In addition to being used for the 1932 Olympics, Marine Stadium was also used for the 1968, 1976, and 1984 United States Olympic Rowing trials and was the site for an official United States Olympic Training Center. Listed in the California Register of Historic Resources as a Historical Landmark and Point of Historical Interest, it is an important historical feature of the City and connection to the Los Cerritos Channel.

Development began in earnest during the 1960s, when the residential communities of University Park Estates and Belmont Shore Mobile Estates were built. That decade brought commercial developments to 2nd and PCH (the existing SeaPort Marina Hotel). Since the SEADIP Plan had not yet been created, the majority of development during this time was approved through special use permits.



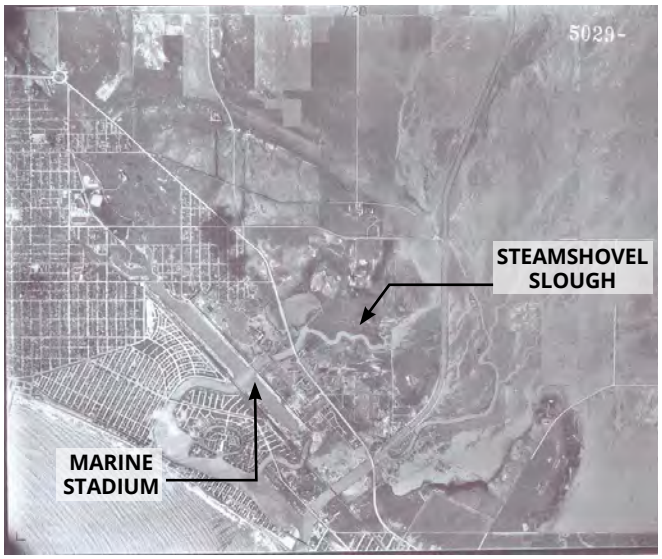
The 1977 SEADIP Plan divided the southeast area into 32 subareas.

The 1970s brought residential and commercial development at both ends of PCH. It was during this time that Sims' Pond—which started as a saltwater marsh and became a freshwater depression due to the development of PCH and Loynes—was deemed a biological reserve by the California Coastal Commission. During the 1980s more residential communities were built north of the Los Cerritos Channel. After the boom of the 1980s, there was limited development over the next two decades (1990s through 2000s). Aside from remodels and renovations of existing properties, there have been no major development projects in the SEASP area for the last 10 to 12 years.

Aerial from 1927

2.3 Existing Conditions and Land Uses

The SEASP area largely consists of residential, commercial, utilities, industrial, wetland, and open space uses, as shown on Figure 2-3, *Existing Land Use*. The discussion below describes the existing conditions of these uses as well as some of the constraints that will impact future development in the area, such as environmental factors, oil extraction, traffic congestion, and the availability of public services. Appendix B, *SEADIP Opportunities and Constraints Workbook*, also documents existing conditions as well as initial opportunities, constraints, and considerations that were identified through the Specific Plan process.



Aerial from 1938

Surrounding Area

North of the Specific Plan boundary are two important institutional facilities—California State University at Long Beach (CSULB) and the Veterans Administration Long Beach Medical Center (VA Medical Center). CSULB sits on 324 acres and has an enrollment of over 30,000 undergraduate students. Adjacent to CSULB is the VA Medical Center, a 237-bed hospital that provides a wide range of in-patient and out-patient medical services for veterans in southern California. Both of these facilities provide numerous jobs and a strong economic base for southeast Long Beach.

Residential developments can be found to the east and west of the SEASP area. Additional wetlands are adjacent to the area, located in the County of Orange.

Aerial from 1975

Residential

Residential neighborhoods in the SEASP area are mostly located north of the Los Cerritos Channel, consisting of both single-family and multifamily housing. The names of these residential neighborhoods reflect the many water-adjacent amenities in the southeast area:

- Bay Harbor
- Bayshore
- Belmont Shore Mobile Estates
- Bixby Village
- Bixby Riviera
- Channel Point
- Del Lago
- Island Village
- La Rochelle
- Marina Pacifica
- Marina Park
- Pathways
- Spinnaker Bay
- Spinnaker Coves
- Stoneybrook
- University Park Estates
- Village on the Green
- Whalers Cove
- Windward Point

Commercial

Existing commercial districts flank PCH with retail, office, and hospitality uses. Major commercial developments provide retail space, such as those at the MarketPlace, Marina Shores Shopping Center, and Marina Pacifica Mall. SeaPort Marina, at the corner of 2nd Street and PCH, and the Best Western Golden Sails at the corner of Loynes and PCH, offer hotel and banquet facilities. Two small neighborhood shopping centers, Bixby Village Plaza and Marina Plaza, are in the northwest corner of the area, along PCH, at the corners of 7th Street and Loynes Drive respectively. These centers provide restaurants and conveniences for the surrounding neighborhoods.

Today, the large commercial and hospitality uses along PCH need revitalization. Generally characterized by one- and two-story buildings, these sites were originally designed with the automobile in mind, and as a result, extensive surface parking lots are visible from PCH. Because of this, the lack of pedestrian accommodations and connectivity among these uses is a challenge for the area. Another challenge is the design of existing commercial buildings, which create a disconnect and lack of visibility to the wetlands and waterfront resources that have been identified as a priority in the community vision.

Additionally, the SEASP area has two office complexes. One is adjacent to the MarketPlace and the other is across PCH at the corner of PCH and N. Studebaker Road. These office spaces are currently leased to realtors; mortgage, escrow and title companies; property management companies; accountants; and other similar businesses. Generally the area is a desirable location for professional offices seeking smaller spaces in multi-tenant buildings.

Industrial

The east side of the SEASP area is home to two large power generation plants: AES Alamitos and Haynes Generating Station. The AES Alamitos power plant is located off the San Gabriel River between 7th and 2nd Streets. This 2,000-megawatt natural gas-fueled plant is one of the largest in southern California, providing clean, reliable electricity to some two million homes and businesses. As technology continues to evolve, it is anticipated that this facility will continue to be an important source for not just electric power generation but also energy storage.

The Los Angeles Department of Water and Power (LADWP) operates the Haynes Generating Station on the other side of the river from the AES power plant. This 1,600-megawatt natural gas and steam-powered plant provides electricity to approximately one million homes. The facility has undergone recent upgrades to increase fuel efficiency, lower fuel costs, and reduce the use of ocean water to cool the facility. Both of these facilities have helped to create hundreds of direct and indirect local jobs for the region.

Public/Institutional

Education

Kettering Elementary School is located between 7th and 5th Streets along Channel View Park. It provides kindergarten through 5th grade education to families in the SEASP and surrounding area. This public school is part of the Long Beach Unified School District.

Religious Facilities

A Greek Orthodox Church is just south of the Stoneybrook neighborhood on PCH. The church serves approximately 400 families with ceremonial facilities, a gymnasium, a banquet facility, and a bookstore.

Retaining Basin

A large area that may be mistakenly viewed as undeveloped land just southeast of the San Gabriel River is the Los Alamitos Retaining Basin. This property is owned by the Orange County Flood Control District. A pump station in the basin pumps or "discharges" stormwater into the San Gabriel River, when the pump station cannot keep up with the inflow, excess water is stored in this basin until it can be discharged. The basin is also shown on Figure 2-3, *Existing Land Use*.

Open Space

Biological Resources

The southeast area of Long Beach has a unique coastal amenity that serves as a focal point for the Specific Plan—wetlands. The area contains 300 acres of open space, of which approximately 175 acres are jurisdictional wetlands. Collectively, the wetlands in this area and nearby County of Orange are referred to as the Los Cerritos Wetlands Complex. The community views the wetlands as an asset and considers restoration a priority for the SEASP area. Groups such as the Los Cerritos Wetlands Authority (a joint powers agreement between the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, State Coastal Conservancy, City of Long Beach, and City of Seal Beach) and the Los Cerritos Wetlands Land Trust are actively exploring strategies, developing plans, and seeking funding for restoration and/or acquisition of wetland resources in the project area. Although considered to be undeveloped, active oil operations occur in portions of the wetlands and are expected to continue for the foreseeable future.

Open waterways throughout the southeast area are biological resources enjoyed by residents, visitors, and wildlife.

The Pacific Flyway is a major north-south flyway for migratory birds in America, extending from Alaska to Patagonia. The Los Cerritos Wetlands are part of this migration path, providing food, resting locations, and perhaps even breeding grounds. Migratory birds travel on an annual migration, using this flyway in both spring and fall.

Open water in the area includes the San Gabriel River, Los Cerritos Channel, Steamshovel Slough, Cerritos Bahia Marina, and Haynes Cooling Channel as well as the waterways found in the Spinnaker Bay and Marina Pacifica developments. Marine Stadium and Alamitos Bay are adjacent to the Specific Plan area.

Parks and Open Space

There are a variety of parks distributed throughout the SEASP area, including a public golf course. These parks provide a range of recreational opportunities and access to the waterfront, serving as destinations for residents and visitors:

- Marina Vista Park
- Bixby Village Golf Course
- Jack Nichol Park
- Channel View Park
- Jack Dunster Marine Biological Reserve
- Will Rogers Mini Park

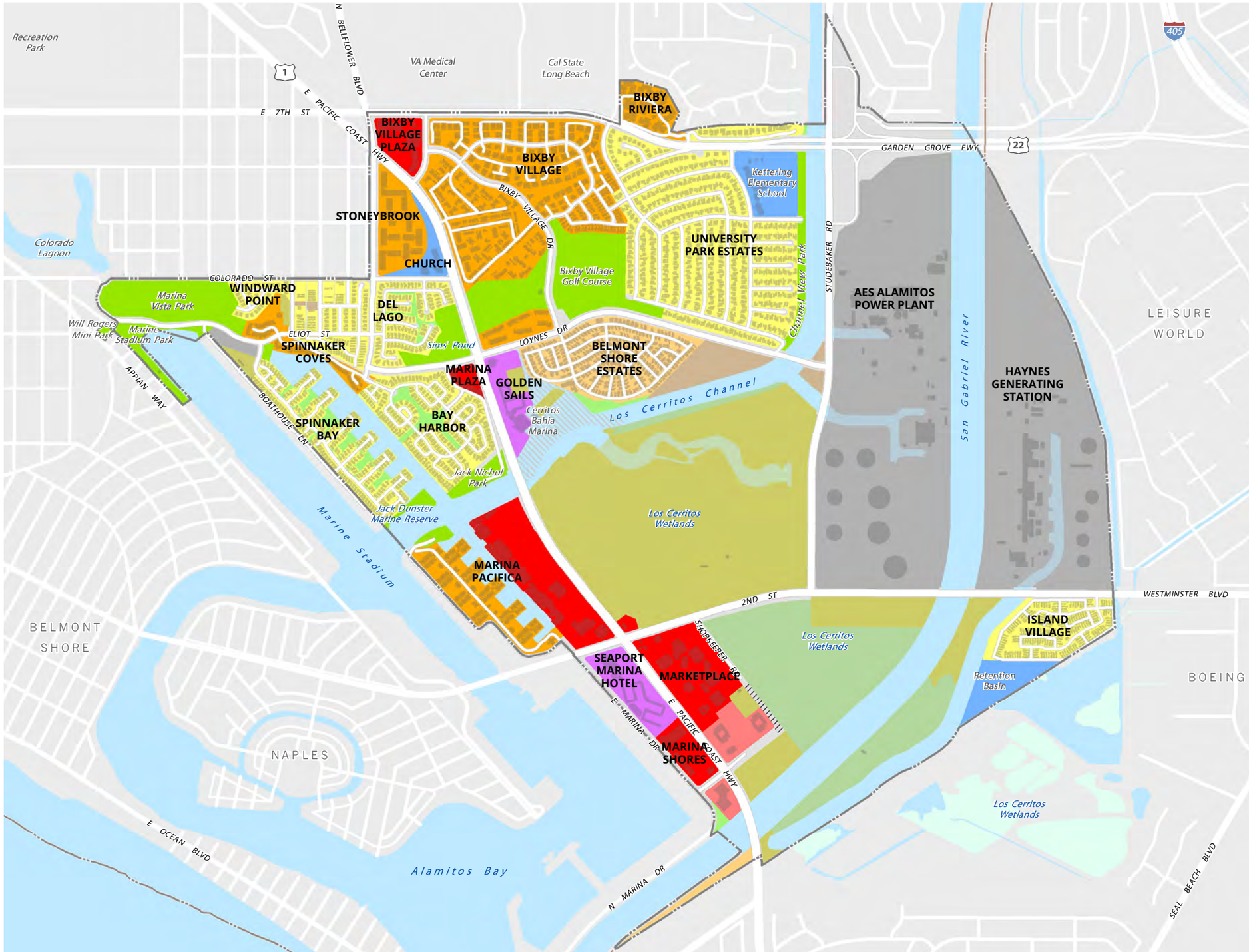


Figure 2-3 Existing Land Use

- Single-Family Residential
- Mobile Homes
- Multifamily Residential
- Commercial
- Office
- Hotels & Motels
- Industrial/Energy/Storage
- Mineral Extraction-Oil & Gas
- Public Facilities
- Open Space and Recreation
- Other Open Space
- Wetlands
- Vacant Undifferentiated
- Marina/Harbor Facilities
- Water Undifferentiated
- Right-of-Way - Dedicated But Not Built
- Specific Plan Boundary
- City Boundary

Source: City of Long Beach and PlaceWorks, 2013

0 400 800 1,200 Feet

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Oil Production

Portions of the SEASP area are in the Seal Beach Oil Field, where petroleum extraction activities began in the 1920s. Today approximately 58 oil wells operate in the area, many in wetland areas. Known oil fields in the vicinity are only 7 to 10 percent depleted, and several property owners in the area have oil rights associated with their properties that are currently unused. A lease agreement exists between oil operators and the LCWA regarding accommodating oil extraction operations in future wetlands restoration plans. The relocation of oil extraction facilities within the SEASP area has been proposed in order to continue oil production while establishing a wetlands mitigation bank for future restoration. The proposed project would require approvals from the City, Coastal Commission, Los Cerritos Wetlands Authority, and the South Coast Air Quality Management District.

Other Considerations

Fault Zone

State legislation has been enacted to help prevent property damage and injury in the event of an earthquake. The Alquist-Priolo Earthquake Fault Zoning Act of 1971 establishes zones around the most active and well-defined faults in the state. The Newport-Inglewood-Rose Canyon fault zone diagonally bisects the SEASP area, as shown on Figure 2-4, *Fault and Coastal Zone Boundaries*.

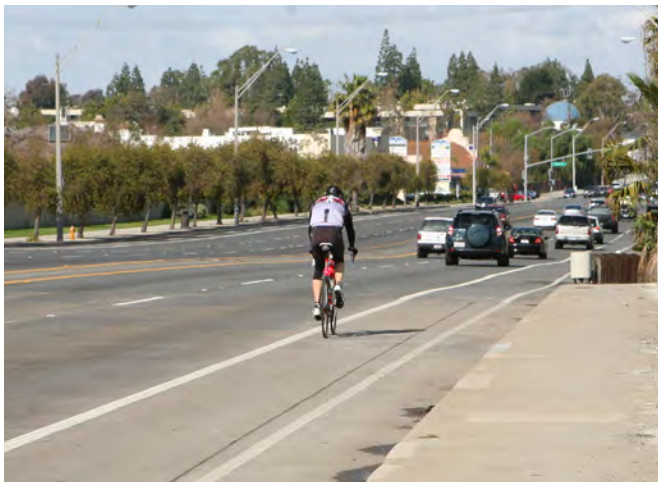
Although the fault hasn't been active since 1933, a fault study may be required for any potential property before development is approved. For properties already developed, the Alquist-Priolo Act requires all real estate transactions within the zone to be disclosed by the seller to the prospective buyers.

Coastal Zone

California's Coastal Zone and Coastal Commission were established with the adoption of the California Coastal Act in 1976. The mission of the Commission is to protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by future generations. The use of land and water in the Coastal Zone is regulated by the Coastal Commission in partnership with the City of Long Beach.

Approximately 1,000 acres of the SEASP project area are in the Coastal Zone. Activities that change the intensity of land use or public access to coastal waters generally require a coastal development permit (CDP) that is approved by either the Coastal Commission or City of Long Beach. The Coastal Zone boundary for the SEASP area is shown on Figure 2-4, *Fault and Coastal Zone Boundaries*. For more information regarding permitting requirements for properties in the Coastal Zone see the City's adopted Local Coastal Program (LCP). Originally, portions of the Specific Plan were not included in the LCP document approved by the Coastal Commission. Creation of this Specific Plan required an amendment to the City's LCP, which was prepared concurrent with this planning process and includes all properties within the SEASP boundary. For a description of the LCP, see Chapter 9, *Administration and Implementation*.

Oil operations in wetland areas are visible throughout the SEASP project area.



A multimodal roadway network allows bicycles and cars to share the road.

Existing Mobility Network

The SEASP area's transportation network is multimodal and consists of highways, streets, pedestrian paths, bicycle routes, and buses. The area is well served by regional bus service. However, the pedestrian and bicycle networks provide limited connections throughout the southeast area. Roadway congestion is also an issue for the area during peak periods. Several roadway segments and intersections operate below the standard level of service thresholds during those peak periods, posing a constraint to integrating multimodal facilities. Chapter 6, *Mobility*, provides a more in-depth discussion of the existing and future mobility network.

Infrastructure Systems

Stormwater, sewer, and water systems serving the SEASP area are currently operating without any major deficiencies. Flood and sea level rise have gained recent attention, and the City has begun to study future impacts of both using guidelines from the California Coastal Commission. Chapter 8, *Infrastructure*, provides an analysis of existing and future needs of these systems.

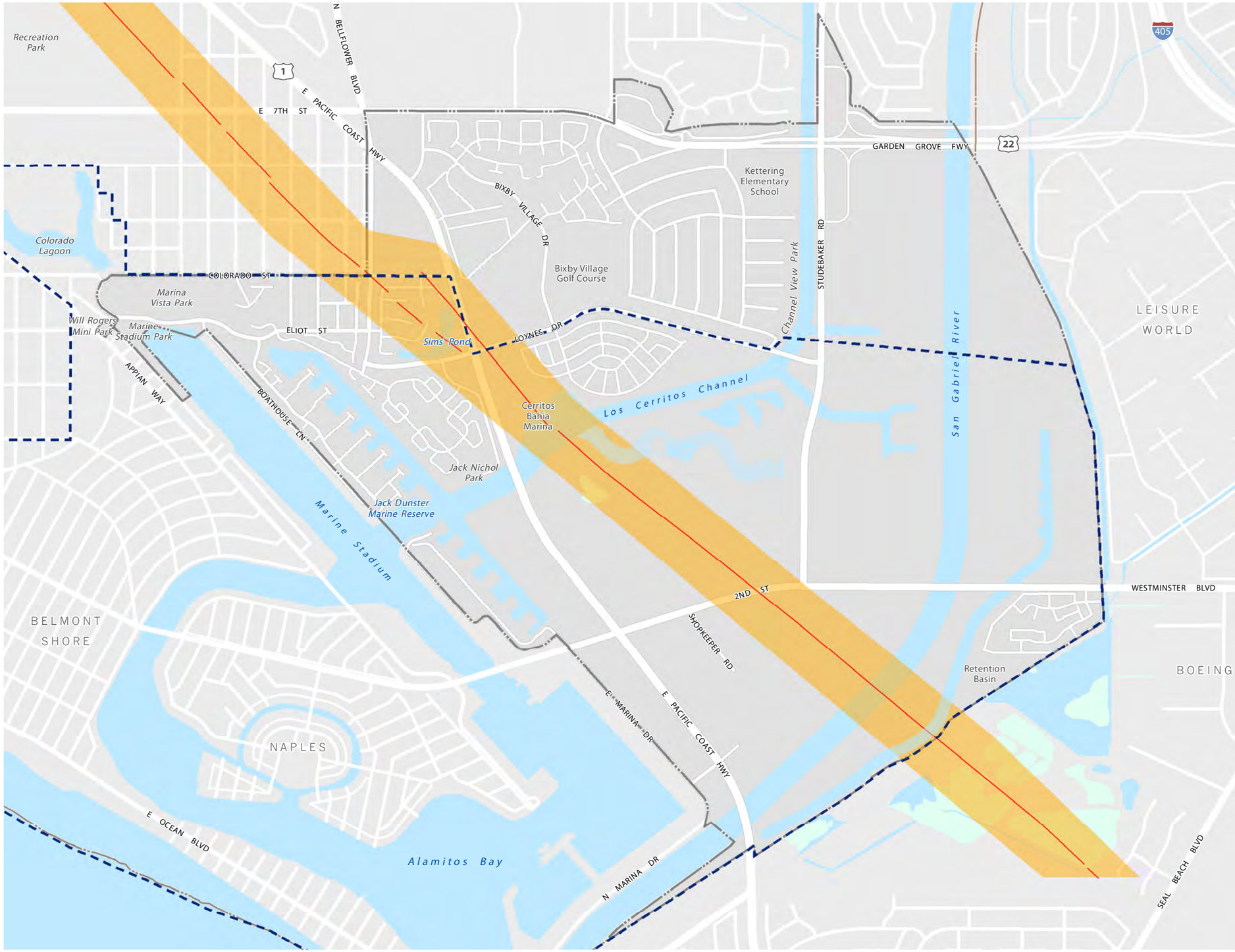


Figure 2-4 Fault and Coastal Zone Boundaries

- Fault Line
- Fault Zone
- Coastal Zone Boundary
- Specific Plan Boundary
- City Boundary

NOTES: The fault zone holds an active fault that may pose a risk of surface fault rupture to existing or future structures. A fault study may be required for any potential property before development. For properties already developed, the Alquist-Priolo Act requires all real estate transactions within the zone to be disclosed by the seller to prospective buyers.

Information on this map is not sufficient to serve as a substitute for detailed geologic investigations of individual sites. All faults may not be shown. The width and location of faults is approximate and should not be used in lieu of site-specific investigations, evaluation, and design.

Source: California Department of Conservation, Alquist-Priolo Potentially Active Faults, 2007

Coastal Zone Boundary, City of Long Beach, 2016

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2.4 Economic Market Conditions

One of the objectives of the Specific Plan effort was to determine what revisions to the existing zoning would be needed to create development opportunities that would implement the community vision for the SEASP area. As a result, a market assessment was conducted to gain a more clear understanding of the market trends influencing the project area and how these findings would shape the recommendations in the Plan. The market conditions analysis and a subsequent financial feasibility analysis, Appendix C, were used to understand the potential for new development in the area over a five-year period, and gave context for how conditions have changed since PD-1 was developed almost 40 years ago. The assessments describe existing economic conditions, provide an understanding of the potential for new development in the area, and also provide a mechanism to test whether the future development contemplated in the Plan is economically viable. The current demographics of the area, and the market conditions of the residential, retail, office, and hotel land uses are summarized below. Appendix B, *SEADIP Opportunities and Constraints Workbook*, provides the complete market assessment.

Demographics

Southeast Long Beach is a distinct community made up of long-time residents and established neighborhoods, with relatively "healthy" retail, hospitality, and office service markets. Households in the SEASP area have fewer people per household, are older, and less likely to include children than in the City at large. The area also has a higher share of "baby boomers" and senior households. When it comes to spending power, households in the southeast area are more affluent than in the City as a whole and housing values are higher. Residents in the area commute to major employment centers in Long Beach and throughout the region. Major employment centers that capture a significant number of area residents are Cal State University Long Beach, Downtown Long Beach, and the Long Beach Medical Center.

Not only do people commute out of the SEASP area for work, they travel out of Long Beach for goods, services, and entertainment. This creates an opportunity to provide those upgraded goods and services in the SEASP area.

The mix of retail, office, and hotel businesses in the SEASP creates an active community center for locals and visitors.

Housing

Building permit trends show that housing development in Long Beach is recovering from the 2008 recession. The vast majority of new housing developments are multifamily projects proposed for the Waterfront and Downtown areas. For-sale housing and rental prices are also recovering for the City. Overall, housing/rental prices in the SEASP area are significantly higher than in Long Beach as a whole yet when compared to other waterfront communities in Los Angeles and Orange Counties the SEASP area is a more affordable option. The SEASP area is generally attractive to buyers and renters because of its easy access to Los Angeles and Orange Counties, recreational activities, waterfront access, and desirable schools.

Overall, the southeast area is an attractive location for housing growth because of its higher-income demographics, easy access to jobs in the region, and diverse recreation opportunities.

Commercial

Retail

Retail sales have been growing in Long Beach since 2009. The City's highest sales categories include auto sales, building supplies, restaurants, and food stores. The retail environment is highly competitive in the southeast area with approximately 15 retail centers within a 5-mile radius. However, retail centers in the area are successful (meaning they have low occupancy rates and command high rents) because of high median incomes in the area, strong regional access, and visibility from surface streets.

Given the high median incomes of the market area and the lack of nearby luxury retailers, there may be potential to attract smaller upscale retail shops while maintaining the area's strength as a regional hub for well-kept convenience and big box stores. The creation of a unique retail environment that targets unmet retail preferences in the area could allow the southeast area to capture existing unmet demand in addition to future growth demand.

MARKET CONDITIONS AT A GLANCE

Housing

- The southeast area commands higher housing values than the City.
- Housing demand in the market area (which includes the cities of Long Beach, Signal Hill, Seal Beach, Los Alamitos, and unincorporated Rossmoor) is expected to grow by somewhere between 6,500 and 11,000 households by 2035. It is estimated that the SEASP area could capture between 1,600 and 2,900 of those units.
- The market is demanding higher-end apartments and condominiums serving smaller households.

Retail

- SEASP can attract higher-end retail and restaurants given its location, demographics, and existing retail offerings.
- The SEASP area has a strong, competitive existing retail concentration, but has a small share of overall City retail sales.
- Furniture/appliance, liquor, and recreation product sales generate a large percentage of the sales tax from the southeast area.
- Monthly rents for retail space commands a higher price per square foot than the City and surrounding market area.
- Retail demand is driven by projected household growth in the market area. This means that the SEASP area has the potential to attract between 70,000 and 110,000 square feet of new retail space by 2035.

MARKET CONDITIONS AT A GLANCE (CONTINUED)

Office

- The SEASP area contains small professional office space in multi-tenant buildings and overall the space performs well—has a low vacancy rate and competitive rents.
- The area could continue to attract smaller office development for professional firms, but is unlikely to attract major tenants or large-scale office development.

Hotel

- Tourism and the number of conventions are growing in the City of Long Beach.
- Occupancy at existing Long Beach hotels is strong.
- The southeast area's waterfront is a desirable location for hotel development.

Office

The regional office market has been relatively stagnant in recent years, with little change in lease or occupancy rates. However, current trends are showing demand preferences for Class A and smaller spaces. The southeast area has a small share of the City's office inventory. As described in Section 2.3 above, smaller spaces in multi-tenant buildings currently cater to small financial service companies.

Although the SEASP area is close to CSULB and the VA Medical Center, the absence of a large employment center for the area makes it unlikely to attract large-scale office development. The location, parking availability, and freeway access make the area suitable for smaller-scale office development targeted toward professional firms and medical uses especially in a mixed-use environment.

Hotel

Hotel property types in the City range from luxury and upscale to economy brands. The majority of hotels are located near Downtown and focus on the Long Beach Convention and Entertainment Center. As described in Section 2.3 above, there are two hotels in the SEASP area.

Over the next three to five years, a demand for new hotel rooms is anticipated in Long Beach. The Convention and Entertainment Center's bookings are projected to grow substantially over the next three years. Under the projected market conditions it is reasonable to expect new hotel development in the next three to five years. In the short-term, new hotel properties are likely to be small boutique hotels or larger full-service hotels.

Although the southeast area is approximately five miles from the Convention and Entertainment Center, it is still a good location for hotel development. Waterfront views and proximity to boating facilities in SEASP can attract potential hotels oriented to the SEASP "water to wetlands" coastal setting.

Quick shuttle access to the Convention and Entertainment Center, and proximity to Los Angeles and Orange Counties also make the SEASP area a good location for hotel development or expansion.

2.5 Financial Feasibility

In addition to the market analysis, a financial feasibility analysis of conceptual development scenarios was conducted to provide guidance on key questions for the SEASP planning process, including:

- What types of development are likely to occur under current market conditions?
- Are changes needed in order for new development to be economically feasible?
- What are the types of development that have the greatest capability to provide contributions to future infrastructure benefits (enhanced roadway/landscape improvements, wetlands restoration, etc.) in the SEASP area that are desired by the community?

A financial feasibility analysis is often used by cities to test the impact of land use policies such as height limits, densities, and other zoning requirements on new development projects. The financial feasibility analysis prepared was based on judgments about what might be possible in the SEASP area given current construction costs, land costs, and market conditions. Rather than being a predictive model of the future, the financial feasibility analysis was a planning-level tool intended to allow decision makers and community members to study and compare development scenarios based on today's conditions, and understand the implications of land use decisions they may wish to consider.

The analysis does not predict the type of development that will occur, but instead provides information that allows decision makers to compare a variety of conceptual development alternatives of a hypothetical site in the SEASP area and understand trade-offs of each. The analysis explored the feasibility of new development starting with the provisions of the existing PD-1 (maximum height 35 feet, for example) and also explored the feasibility of conceptual alternatives that mix multiple uses on a site and create a land plan that encourages a greater mix of uses and appeals to a diverse population.

RELATIONSHIP BETWEEN INTENSIFICATION, DEVELOPER PROFIT, AND COMMUNITY AMENITIES

The ability of development to deliver community amenities depends on its overall financial feasibility.

The relationship between density and feasibility is not a straight line.

Development costs go up for higher-density building types due to higher construction costs and infrastructure upgrades.

BUT, feasible higher-density projects can create more value and are better able to support community amenities compared to lower-density projects.

Feasibility analysis helped clarify whether various conceptual development scenario revenues exceeded costs sufficiently to not only be feasible, but also to support community benefits desired by the community (streetscape improvements, boardwalk, etc.).

Chapter 3

Vision, Priorities, and Guiding Principles

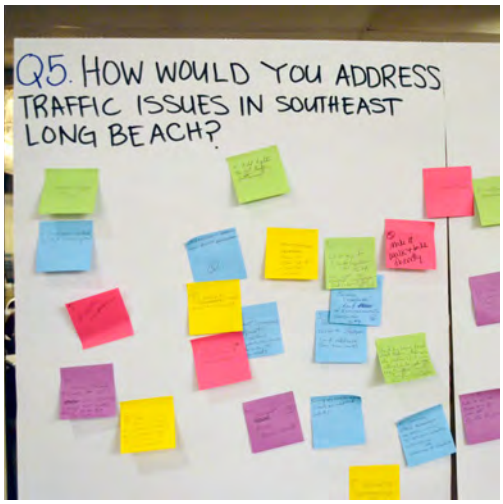
3.1 Introduction
3.2 Vision Statement
3.3 Priorities
3.4 Guiding Principles

3. VISION, PRIORITIES, AND GUIDING PRINCIPLES

3.1 Introduction

The Southeast Area Specific Plan has been years in the making. The primary objective of this Specific Plan effort was to provide a clear and achievable comprehensive plan for southeast Long Beach as directed by City Council. The framework for envisioned changes was tasked with two things: 1) address ongoing community concerns regarding height, traffic, and placemaking, and 2) enhance the aesthetics, vitality, economic value, quality of life, and amenities afforded by the project area's marina and wetland assets. The general purpose of the SEASP planning process was to identify planned and desired changes in the area, while preserving things that are already established and valued by the community.

In addition to an in-depth technical analysis of a wide swath of relevant topics—such as traffic, environmental protection, economic activity, community character, recreation, density, and public spaces, a robust stakeholder participation process was maintained throughout the planning process, as described in Chapter 1, *Introduction*. During those interactions with the Long Beach community, a number of aspirations and priorities for the project area emerged, which eventually found form in a new, broadly supported, contemporary vision for the area.



The SEASP community was actively involved in providing insights, recommendations, and input regarding the trade-offs of various planning solutions that are presented in the Plan.

3.2 Vision Statement

Since development of the area over the past 40 years has been without the benefit of a comprehensive plan or vision, the community's vision for the SEASP area is significant because it clearly articulates the community's aspirations for the type of place they want to experience 50 years from now. All standards and guidelines in this document are drafted as a means to achieve the vision statement, which serves as a touchstone for future decision making as it relates to the project area. The vision statement was crafted with community input and ultimately developed by the CAC. The committee refined the vision statement over several meetings which also included a vision mapping exercise, which the public also participated. Summaries of the meetings and public workshops can be found in Appendix A, *Outreach*.

VISION: SOUTHEAST AREA SPECIFIC PLAN 2060

The following is a vision of southeast Long Beach as described 50 years from now:

Southeast Long Beach is a livable, thriving, ecologically diverse and sustainable coastal gateway and destination in the City and southern California region.

Southeast Long Beach is an attractive, active, and important gateway and destination in the City of Long Beach and southern California region. People enjoy living, working, and visiting here because of the diversity of uses in close proximity to one another. Our established residential neighborhoods continue to anchor the area and are complemented by businesses, restaurants, hospitality uses, and recreational amenities that are frequent destinations for locals and visitors. We have developed connections to our local medical facilities and educational institutions; both provide significant resources to our area that positively contribute to our sense of community. The energy providers operating in the area have upgraded their facilities and seek to use the most current technologies available.

Our wetlands and local coastal habitat are thriving due to the ongoing efforts of the community and City to restore, maintain, and preserve our natural resources. Combined, the wetlands, San Gabriel River, marina, and access to the ocean contribute considerably to the livability and character of the area. We have protected and encouraged views to these areas and the mountains in the distance; creating a landscape that cannot be found anywhere else.

Southeast Long Beach is clearly defined by attractive streetscapes that create an immediate impression that you have arrived someplace special. Bike lanes and pedestrian walkways are carefully integrated in our safe and efficient network of roadways, and along with our transit system, provide attractive alternatives to the car in this active area of town.

Buildings are designed at a scale and with a form that allows for variety in the appearance of the streetscape, encourages the pedestrian environment, and creates central gathering areas to generate lively spaces. Great care has also been taken to implement thoughtful and carefully designed transitions between urbanized areas and natural areas and waterways so they are complementary of one another.

3.3 Priorities

Through an extensive outreach process, a list of priorities were compiled to develop the vision statement and guiding principles for the Specific Plan. The project priorities are listed below in order of importance to the community.

1. **Traffic.** Improve vehicular traffic flow and balance new development with roadway capacity.
2. **Wetlands Enhancement.** Improve accessibility and pursue opportunities to restore wetland viability.
3. **View Preservation.** Preserve views of the hills and mountains and maintain the scenic environment through control of building placement and/or height.
4. **Bike and Pedestrian Transportation Options.** Improve pedestrian and bicycle connectivity by creating an active streetscape that promotes safe walking and cycling.
5. **Gateway to Long Beach.** Use signage, landscaping, or the design of new development to clearly delineate the entrances to Long Beach and the SEASP area from Orange County and/or State Route 22.
6. **Public Access to Open Space.** Improve public access to the marina, waterways, wetlands, and parks.
7. **Building Form/Architectural Design.** Develop guidelines to guide the character and quality of development while creating a sense of place in southeast Long Beach.
8. **Consolidate or Relocate Oil Operations.** Consolidate or relocate oil operations where possible to facilitate wetlands restoration and minimize visual impacts.
9. **Retail and Hotel Development.** Encourage upscale shopping and dining as well as hospitality options such as a boutique hotel to the area.
10. **Greater Mix of Land Uses.** Create a land plan that encourages a greater mix of uses and appeals to a diverse population.

3.4 Guiding Principles

To achieve the vision and set the course for the Specific Plan, the follow guiding principles were developed based on community input and validated by the CAC.

- Implement projects within the Specific Plan area that give equal consideration to planning, environmental and economic feasibility.
- Balance responsible growth with resource preservation through a flexible land use plan that provides a greater mix of uses and through an implementation strategy that is tailored to the local economy.
- Provide clear standards and guidelines to encourage future development that respects the wetlands, protects views, and creates a sense of place through thoughtful building placement, form, and architectural design.
- Expand multimodal transportation options through enhanced pedestrian and bicycle connectivity without compromising vehicular traffic flow.
- Provide options to increase public connectivity to open space, including the marina, other waterways, the wetlands, and parks.
- Identify and plan for enhanced gateway and landmark locations that define the entrance to the City and contribute to a sense of place for the area.

Chapter 4

Community Structure and Land Use Plan

4.1 Introduction

4.2 Community Structure

4.3 Land Use

4.4 Land Use Designations

4. COMMUNITY STRUCTURE AND LAND USE PLAN

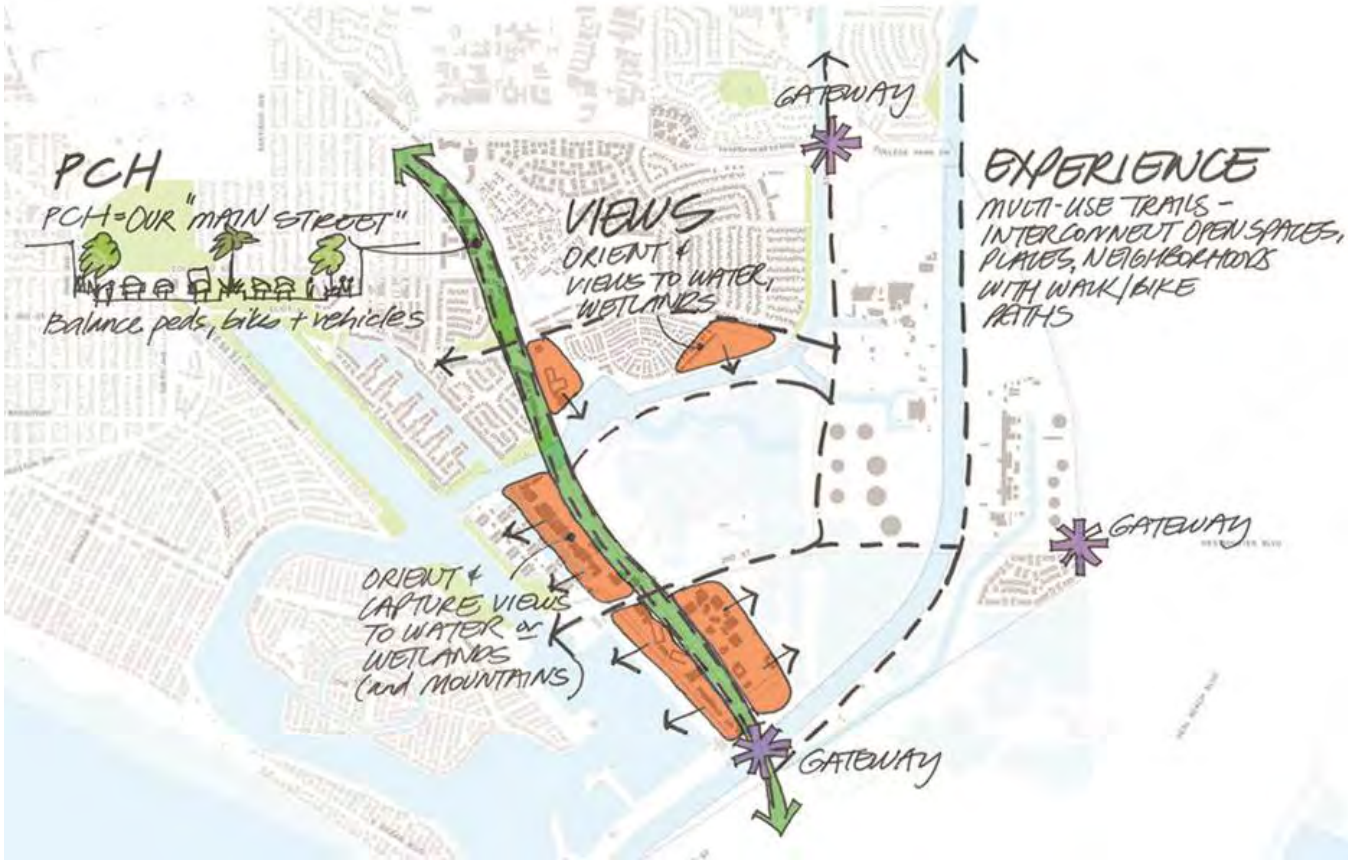
4.1 Introduction

A Comprehensive Approach

At the outset of the project, City Council specifically identified that a priority of the Specific Plan effort was to develop a comprehensive plan and vision for the southeast area of Long Beach. One of the limitations of the previous PD-1 zoning was that it divided the entire SEASP project area into over 30 "subareas" that all had specialized direction or requirements. Each subarea was regulated independent of the others, without the benefit of a clear understanding of the collective goals the individual actions were intended to achieve.

This Specific Plan removes the regulation by subarea and replaces it with guidance for future growth from a holistic approach, developing clear direction, strategies, standards, and guidelines that take into consideration the interrelationship between all uses in the area and how they could affect one another.

This chapter of the Specific Plan provides context for land use refinements incorporated into the Plan (ie, what was changed to implement the SEASP Vision and what remained the same) and summarizes the features that comprise SEASP's community structure such as: gateways, corridors, edges and views, special uses, and proposed activity centers. It also outlines the aspects of each feature that should be considered, enhanced, preserved, refined, or avoided. The land use plan, development standards, mobility plan, and design standards and guidelines included in subsequent chapters of the Specific Plan are also intended to implement the big ideas and goals related to community structure as discussed in this section.



An example of one of the graphics used during workshops with the Community Advisory Committee and the public that starts to identify some of the community structure features located within or desired for the SEASP project area.

PCH looking south. Existing commercial and hotel uses on either side of the street are the SEASP's primary opportunities to accommodate land use changes that can respond to future growth in the area and also to create a pedestrian-friendly activity center as described in the SEASP Vision. At the top of the photo, the bridge over the San Gabriel River that extends into Seal Beach serves as a visual and physical gateway into Long Beach and the SEASP area.

Land Use: Focused Areas of Change

The uses in the SEASP project area generally can be divided into two categories: areas that are established land uses and will generally remain the same, and areas where there are opportunities for change. As Figure 4-1, *Areas of Change*, illustrates, the majority of the properties that are located north of the Los Cerritos Channel will not experience any land use change from the original PD-1 provisions or special use permit. These areas are built out with established single-family and multifamily residential neighborhoods. Overall, the SEASP preserves, maintains, and enhances existing neighborhoods. In addition, properties located east of Studebaker Road also retained their industrial classification because of the significant energy structures and facilities that were envisioned to continue for the lifespan of this document. As a result, the vast majority of the land uses in the SEASP project area will remain unchanged.

During meetings with the Community Advisory Committee, it became evident that if any change were to occur in the SEASP area to achieve the new Vision, that the properties south of the Los Cerritos Channel—namely the commercial uses along PCH—would be the most suitable areas to accommodate a transition of uses over time. These properties have the greatest potential to integrate a mix of uses in a condensed area to minimize impacts to wetlands resources and also create pedestrian-friendly activity centers as called for in the SEASP Vision. Although north of the Los Cerritos Channel, the Golden Sails property was one other location identified as a practical location to accommodate land use changes that could respond to ongoing growth in the southeast area. New residential development in the project area would allow for a greater range of housing choices (ownership or rental) and are meant to complement a greater mix of hospitality and retail uses that are essential to the sustainability and future vitality of the SEASP area.

The community also views wetlands resources in the SEASP area as a significant community asset that should be preserved and restored to create value for the local area and as a regional asset for the City as a whole. Residential and commercial uses originally designated east of PCH in the 1977 Plan were changed to Coastal

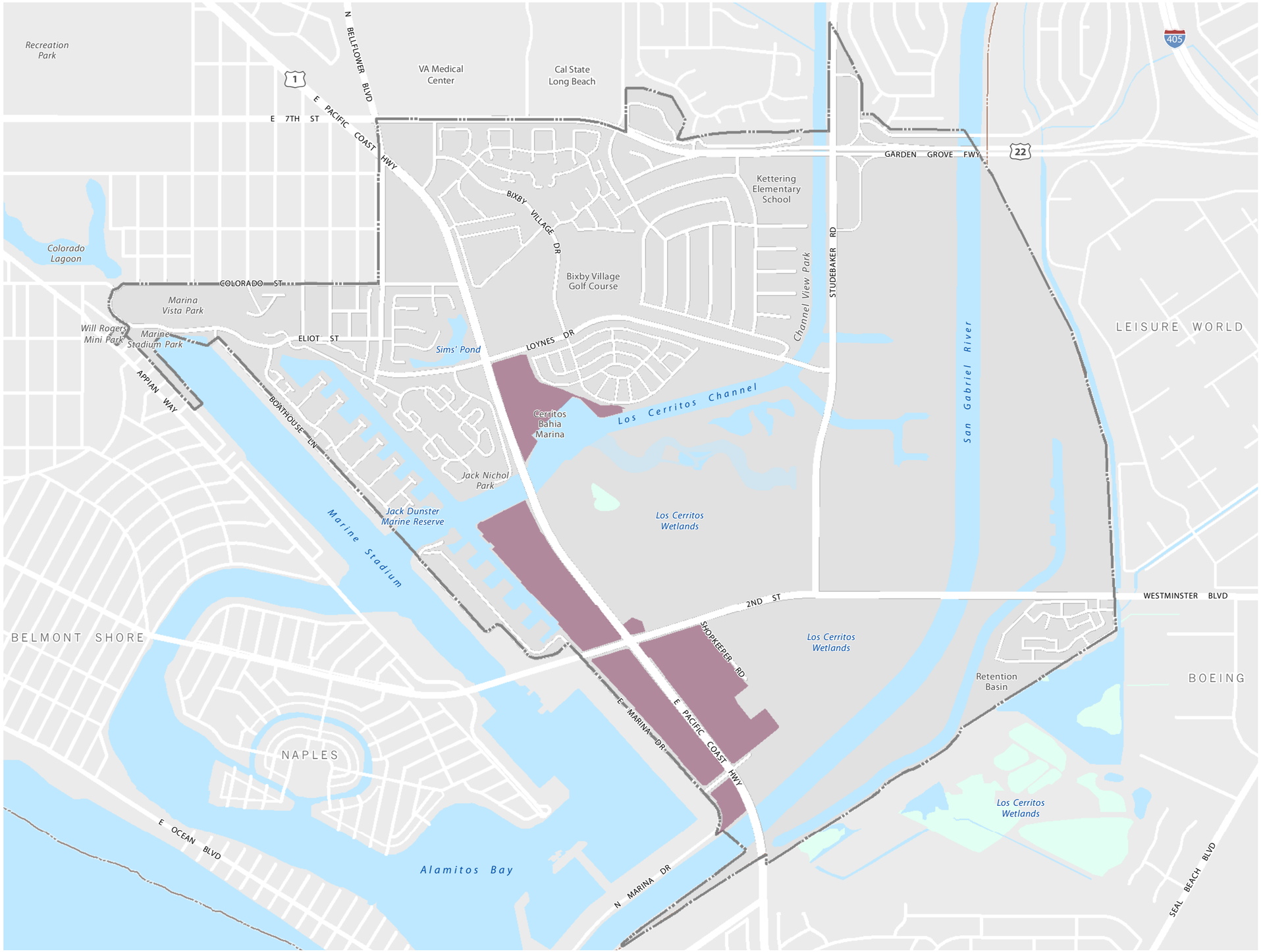


Figure 4-1 Areas of Change

Areas of Change
Specific Plan Boundary
City Boundary

NOTES: The majority of uses within the Southeast Area Specific Plan experienced no change other than clarifications to development standards for existing uses. The areas shown on this map indicate areas where the greatest change—from the 1977 Plan—are proposed. As shown on this map the changes are concentrated in a few areas, and the remainder of the original uses have been maintained in the Land Use Plan (Figure 4-4).

Land uses in the Los Cerritos Wetlands were also revised to eliminate commercial and residential uses that were previously permitted under the 1977 Plan. The revised Coastal Habitat, Wetlands, and Recreation designation preserves resources and provides access to coastal recreation opportunities.

Source: City of Long Beach and PlaceWorks

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Habitat, Wetlands, and Recreation uses in the Land Use Plan. The changes to these areas, generally located in the Coastal Zone, recognize the ongoing efforts of groups such as the Los Cerritos Wetlands Authority (LCWA), which has purchased several properties over the last 10 years for the purpose of preservation and restoration. Recent discussions have also included the potential of creating a mitigation bank to preserve and enhance existing wetlands resources on properties not currently owned by the LCWA. The addition of the Coastal Habitat, Wetlands, and Recreation designation to the Specific Plan land use map acknowledges the importance of these uses and reflects locations where these uses should be maintained or enhanced to support the community's vision.

Views into the SEASP area from the gateway at the 2nd Street bridge looking east toward PCH. The structures in the background serve as landmark features that help people orient themselves in the Specific Plan area.

4.2 Community Structure

Following is a brief description of the community structure features found in the SEASP along with bullet points that capture the general sentiments of the public related to each topic. These ideas and concepts were carried forward into the direction provided in the Land Use Plan, Development Standards, and Design Standards and Guidelines.

4.2.1 Gateways

Gateways are arrival points into a project area. They can be identified by signage, a change in building scale or character, or changes in land use. Gateways in the SEASP are all very clearly delineated by the intersecting of two roadways or significant boundaries (Studebaker and the 22 Freeway, or PCH and the bridge crossing to Seal Beach). Figure 4-2, *Community Structure*, illustrates locations of the five gateways that demarcate arrival into the SEASP area. Some of these gateways already have distinctive features such as median landscaping and signage (2nd Street) while others will become more prominent and recognizable as uses transition over time and buildings are brought closer to the street, serving as a visual cue that one has entered a special community (PCH and the County line at the southern end of the project area).

The existing gateway into southeast Long Beach (as viewed from 2nd Street looking west) contains signage and enhanced landscape treatments in the median to denote arrival into Long Beach and SEASP.

Wetlands in the SEASP are located in close proximity to existing roadways. As such, changes to roadways are primarily limited to changes in lane and striping configurations within the existing right-of-way.

4.2.2 Corridors

Corridors in SEASP serve two purposes. They provide mobility connections and significant view corridors throughout the project area. During the SEASP outreach program, the community identified a desire to "slow" traffic on PCH and make the SEASP area a destination instead of a location to drive through as quickly as possible. The following bullets recap community input that apply to corridors in the SEASP area:

- PCH is envisioned as the "main street" through the SEASP area.
- Separate bikes from cars, and pedestrians from bikes.
- Strong desire for more, better, and safer zones for walking and biking (multi-use trails and new bike lanes).
- Prioritize landscape enhancements on corridors to create a sense of arrival and delineate southeast Long Beach as a unique community in the City (especially along PCH).
- Reconceive PCH to become more user-friendly to all modes of travel, especially pedestrians and bikes.
- Consider a new cross-section design that incorporates medians, street trees, lights, safer pedestrian crossings, traffic calming, and gateways.
- Design and performance of PCH should serve the local community, not just commuters driving through—but we like it when it works efficiently!
- Consider "park & walk" strategies, but don't forget community has to drive too—so that should work well in tandem.
- Introduce trams and shuttles.

Mobility Considerations

The SEASP area is extremely constrained as wetland areas, the ocean, channels, and existing development limit the overall footprint of roadway enhancements that can be implemented. As such, some locations (like the 2nd Street/Pacific Coast Highway intersection and the 7th Street Corridor) that experience traffic

Figure 4-2 Community Structure

- Gateway
- Open Edge View
- Promenade View (urban area adjacent to water's edge)
- Corridor View*
- View Recovery Opportunity (water and wetlands)
- Specific Plan Boundary
- City Boundary

**Corridor views are roadway areas that provide special distinguishing features for the SEASP area. They include views to wetlands resources, entry views as visitors cross elevated bridges into the area, and the views created by the built environment that create a sense of arrival into the project area and particularly the proposed mixed-use activity center located at the heart of the southeast area (2nd and PCH).*

NOTE: View recovery locations in this graphic are meant to provide illustrative examples of how this can be achieved and are not intended to specify exact location or number of views that should be provided on each site. Locations and number of view opportunities will be evaluated upon Site Plan Review of each new project.

Source: PlaceWorks

0 400 800 1,200 Feet

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congestion now have no ability to be expanded (nor can new significant parallel roadways be constructed) to alleviate congestion without impacting wetlands. As such, improving mobility for other modes of travel (such as bicycles, pedestrians, and transit) allows users to access the area by other modes that do not include the automobile. Chapter 6, *Mobility,* provides illustrations of how each roadway accommodates cars, bikes, and pedestrians. In addition, many of the standards and guidelines identified in Chapter 7, *Design Standards and Guidelines*, are also required to create an effective mobility network in SEASP. Critical items include:

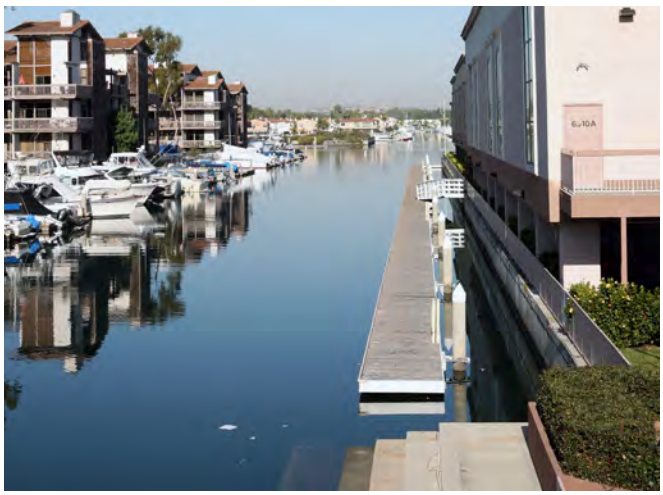
- Implementation of a mix of uses in the vicinity of 2nd and PCH to capture more internal trips to the area (minimize the number of vehicular trips that require use of dedicated roadways).
- Shorter block lengths near the 2nd Street and PCH intersection to promote walking and biking in the area.
- Additional connectivity for bikes and pedestrians that connect people to their destinations, such as bike paths and better pedestrian facilities between key destinations.
- Parallel pedestrian and bicycle linkages that can be implemented without adversely impacting wetlands resources.
- Improved biking and walking environments such that people do not have to get into their cars to make short trips.

4.2.3 Edges and Views

The open space views that are present in southeast Long Beach are different than any others in the City and are a significant factor defining the community character of the area. Figure 4-3, *Public View Sheds*, illustrates the various edge conditions and examples of public view sheds that are available in the SEASP. In some cases, opportunities exist to recover water to wetland views that have been blocked by buildings on either side of PCH over time. Views of water, wetlands, and mountains are most valued by the community (water to wetland views).

Long-distance views from waterways to mountains are a unique feature of the southeast area that should be preserved.

Existing view from the MarketPlace Shopping Center looking west across PCH to the SeaPort Marina Hotel. These buildings currently block water-oriented views and would be candidates for building redesign that frames the view across both properties.



Some existing developments within the SEASP "turn their backs" on water amenities. As projects in these areas transition, pedestrian promenades and boardwalks are encouraged to create walkability and enhance placemaking features of the area.

Pathways can include sidewalks, paseos, and even alley linkages. Landscaping and low barriers keep walkways from being obstructed while providing visual interest.

Architecture and building design should create areas that are "human scale" and comfortable to linger in.

» View corridors to these amenities should be integrated into design wherever feasible.

» Minimize signs and light pollution (urban clutter), create more opportunity to capture the open feeling generated by the natural, undeveloped areas.

» Transitions between buildings and the water as well as mixed-use areas and single-family residential areas should be designed with a gradual change in building massing and height.

» Linkages to provide pedestrian and/or bike access to wetland edges but internal access within the sites will be determined through restoration plans.

4.2.4 Pathways and Access

Opportunities exist to close gaps in existing sidewalks and bike lane linkages. Separate efforts are being undertaken to determine what level of access shall be provided within the wetlands (or if pedestrian access should be allowed at all) so the Specific Plan focus is to create opportunities for access around wetland areas. However, in developed areas:

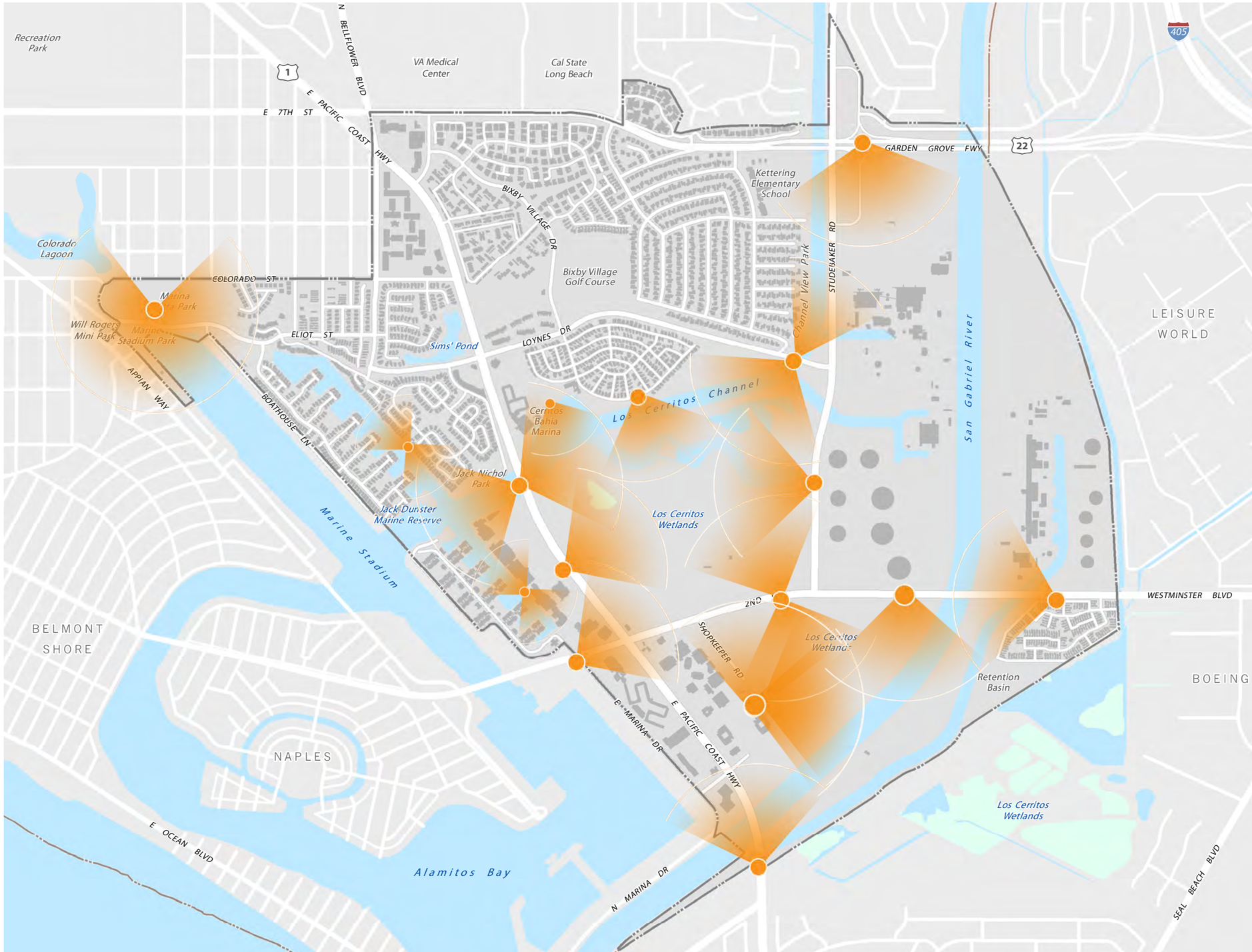
» Connections between places are important, an opportunity exists to connect or integrate "islands" of land uses.

» Break up large block configurations to smaller, more walkable sizes. Block size and building scale are important aspects in walkability. Creating more linkages encourages pedestrian activity and can help minimize the number of vehicular trips made between uses.

4.2.5 Site Design and Architecture

Site design, building placement, and quality architecture all contribute to the visual impression that a place creates. Since the retail uses located along PCH were developed at a time when cars took priority over pedestrians, the Plan presents opportunities to bring buildings closer to the street and create a more pedestrian-friendly, active environment at the heart of the southeast area near 2nd Street and PCH.

Figure 4-3 Public View Sheds



NOTES: A distinguishing characteristic of the SEASP area is the extensive view opportunities to water and wetland resources that can be found throughout the community. Views can be found along prominent corridors (PCH south of the Los Cerritos Channel to the County line), urban water edge views (behind Marina Pacifica), and open edge views (views into the Los Cerritos Wetlands from adjacent uses and roadways). Restoring and maintaining view opportunities is an essential component of the SEASP Vision—from water to wetlands. This graphic is not meant to be exhaustive of all the existing public views in SEASP. Instead, it illustrates examples of the many locations where views to nearby water and wetlands, or the mountains in the distance, are present throughout the southeast area.

While views can be from both public and private areas, the Specific Plan only provides direction to regulate and preserve public views, and does so in Chapter 7, Design Standards and Guidelines.

Source: PlaceWorks

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- There is room for improvement given the age and condition of existing development on PCH.
- Consider an "identifiable consistency" suitable for the southeast area.
- Desire for some areas with low, seamless, coastal qualities.
- Residential uses could overlook the wetlands.
- Building scale should be somewhere between Downtown and Seal Beach.
- Reduce amount and/or views of surface parking lots as seen from PCH.
- The new plan should recapture lost opportunities through design and architecture.

Plazas can serve both as a gathering space and a creative art installation and focal point of a space.

4.2.6 Placemaking

Since there are limited opportunities to provide open space areas in southeast Long Beach, the provision of plaza spaces, outdoor dining opportunities, and other gathering places within new development is critical to the livability of areas that will accommodate a new mix of uses.

- Land use changes and transitions should be focused in areas that have already been developed but may be underutilized or are in need of a redesign to minimize effects on wetlands resources.
- Create a memorable "sense of place" and sense of arrival.
- Existing gathering places in SEASP consist of retail, restaurants, boardwalk, farmers market, Marina Vista Park, Jack Dunster Reserve, Marine Stadium—but the community would enjoy some new ones too (plazas, paseos, etc.).
- Encourage "active" ground-floor uses to attract pedestrian activity.
- Focus on native plants in landscape design.
- Design a cohesive network of public and private open spaces.
- Connections to parking areas adjacent to Marina Drive.

Usable open space will be a critical component of placemaking in new mixed-use projects.

Creative store displays and transparent ground-floor spaces create interesting and interactive experiences for those who pass by.

Proximity to water resources allows for amenities such as boat storage in the SEASP area.

4.3 Land Use

The Southeast Area Specific Plan, previously known as Planned Development District 1 (PD-1), regulates the project area through the application of 11 land use designations. Each designation identifies specific development standards (Chapter 5) and land use patterns. Some designations follow the zoning provisions identified in the Long Beach Municipal Code (LBMC), while others have been further refined and are outlined in this chapter. Table 4-1, *Land Use Statistical Summary*, summarizes the projected distribution of development potential by land use designation. Figure 4-4, *Land Use Plan*, identifies the locations and boundaries for each designation.

Table 4-1 Land Use Statistical Summary

Land Use Designation	*Acres*	*Dwelling Units*	*Non-Residential Sq Ft*	*Hotel Rooms[a]*
Channel/Marina/ Waterway	162	-	-	-
Coastal Habitat/ Wetlands/Recreation[b]	293	-	15,000	-
Commercial - Neighborhood	9	-	133,350	-
Industrial	293	-	1,110,711	-
Mixed Use[c]	86	2,547	1,083,515	375
Mobile Homes	33	347	-	-
Multifamily Residential	117	2,329	-	-
Single-Family Residential	187	1,440	-	-
Open Space/ Recreation	75	-	4,670	-
Public	20	-	51,301	-
Right-of-Way (ROW)	197	-	-	-
Total[d]	1,472	6,663	2,398,547	375

NOTES:

(a) This statistical summary does not include square footage for hotel development; hotels are shown by number of rooms, not square footage.

(b) Includes approximately one acre that has been dedicated as right-of-way (but not built) for the extension of Shopkeeper Road. The location of the existing dedication has been conceptually shown on the Land Use Plan map (Figure 4-4). However, alternative roadway alignments may be considered to connect Shopkeeper and Studebaker Roads.

(c) Includes Mixed-Use Community Core and Mixed-Use Marina designations.

(d) The summary provided above is based on reasonable assumptions of future development. Individual projects will be reviewed on a case-by-case basis during the Site Plan Review process.

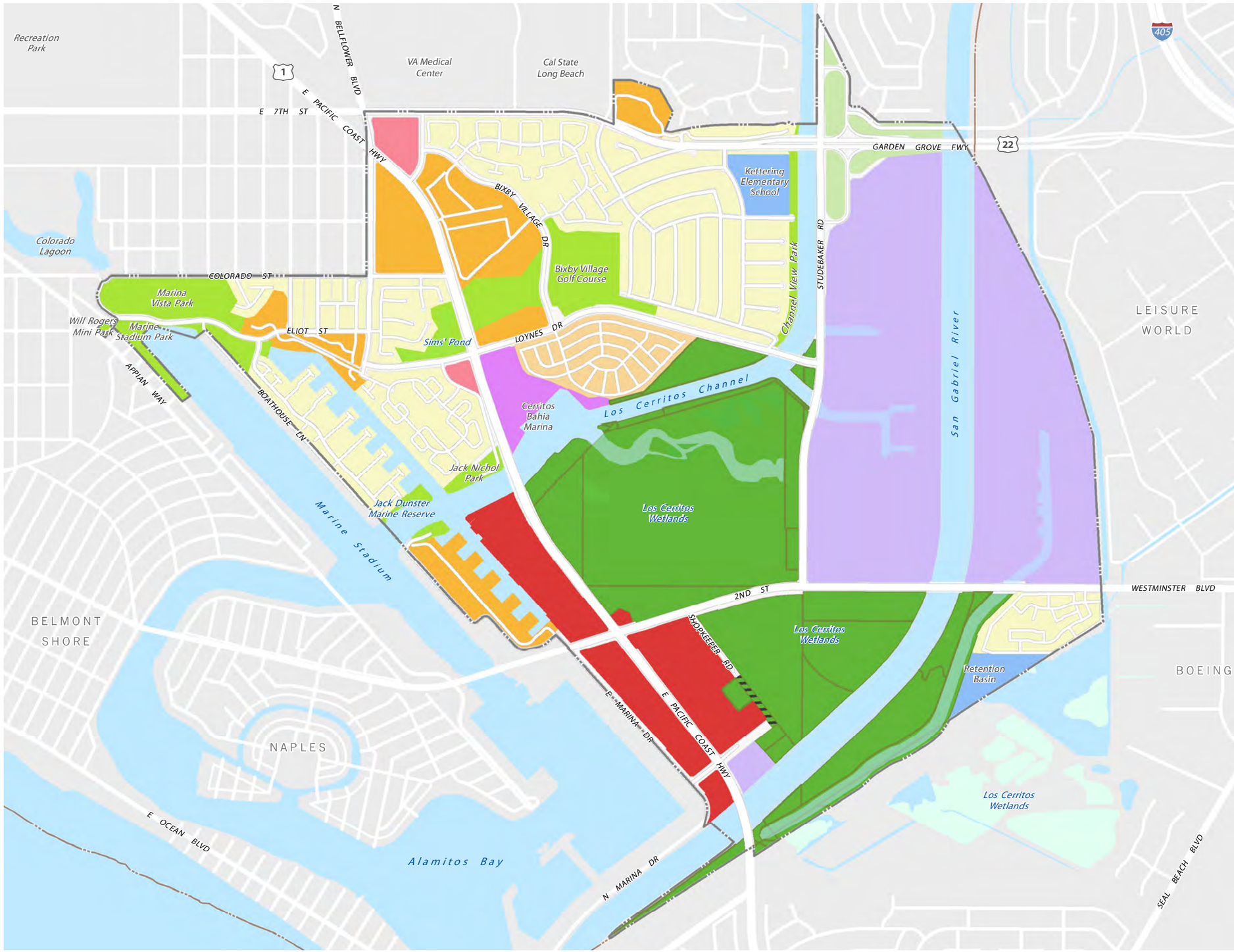

Figure 4-4 Land Use Plan

- Single-Family Residential
- Multifamily Residential
- Mobile Homes
- Commercial - Neighborhood
- Mixed-Use Community Core
- Mixed-Use Marina
- Industrial
- Coastal Habitat/Wetlands/Recreation*
- Open Space/Recreation
- Public
- Channel/Marina/Waterway
- Dedicated Right of Way (not built)**
- Right of Way/Caltrans Open Space
- Right of Way
- Specific Plan Boundary
- City Boundary

NOTES:

**Parcel boundaries within the Coastal Habitat/Wetlands/Recreation land use designation include owned parcels that may not have a delineated wetland pursuant to the requirements of (1) US Army Corps of Engineers (Corps) jurisdiction pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, (2) CDFW jurisdiction pursuant to Section 1602 of the Fish and Game Code, (3) RWQB jurisdiction pursuant to Section 401 of the Clean Water Act and Section 13260 of the Porter-Cologne Act, and (4) wetlands as defined under the California Coastal Act.*

***Ultimate alignment of Shopkeeper Road shall be designed so that it will not impact a delineated wetland.*

Source: City of Long Beach and PlaceWorks

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4.4 Land Use Designations

In conjunction with the land use plan, Figure 4-4, the following descriptions regulate land use in the SEASP area. Additionally, a comprehensive table is available at the end of this chapter (Table 4-4, *Permitted Uses)* that provides regulations for select land uses as described below. All land uses not listed in Table 4-4 or corresponding sections of the LBMC shall be prohibited, except that the Zoning Administrator has the authority to determine, in cases of uncertainty, whether an unlisted land use shall be Permitted (Y), or Not Permitted (N), or require a Conditional Use Permit (C), Administrative Use Permit (AP), or permitted as an Accessory Use (A), or require a Temporary Use Permit (T). See Chapter 9, *Administration and Implementation,* for more information regarding the permitting process.

The Specific Plan defers to the provisions of the Long Beach Zoning Code to guide development except where explicit exceptions have been called out in this chapter or in Chapter 5, *Development Standards.* The permitted uses table, in this Specific Plan was developed to regulate land uses that are not called out in the City's zoning code.

4.4.1 Single-Family Residential

This designation applies to established single-family residential neighborhoods that were built under the provisions of the PD-1 (1977 Plan). It provides for a range of single-family residential housing types, up to eight dwelling units per acre, characterized by traditional single-family neighborhood uses. The intent of this land use designation is to provide direction where the original PD was silent by establishing conventional residential zoning districts for each neighborhood. Single-family residential uses within SEASP must comply with the applicable designations of the City's Zoning Code—and future amendments—as identified in Table 4-2, *Single-Family Residential Zoning Districts,* and Figure 4-5, *Residential Zoning Key Map*. In some cases, project approvals may differ from the code. Where conditions of the original project approval differ from the Zoning Code provisions, the standards originally approved with the project's Site Plan Review, Tract Map, or Planned Development application as listed in Table 4-2 shall prevail.

Table 4-2 Single-Family Residential Zoning Districts

Area Designation[a]	*Development Name*	*Conventional Zoning Category[b]*	*Project Approval & Exceptions[c]*
A	Bay Shore	R-1-N	PD-9709-17
B	Windward Point	R-1-N	N/A
C	Del Lago	R-1-S	S-64-76/TR 32868 (Special front and rear yard setback requirements)
D	Bay Harbor	R-1-S	S-55-74
E	Bixby Village	R-1-N	PD-1-78/TR 35910
F	Bixby Village	R-1-N	Maximum density of 5.62 du/gross acre
G	University Park Estates	R-1-N	TR 37321
H	University Park Estates	R-1-N	S-158-62 (Front yard exception – 15 feet)
I	Island Village	R-3-T	S-140-72 (Special parking requirements)
J	Bixby Terrace	R-1-N	Maximum density of 3 du/gross acre
K	Spinnaker Bay	R-1-S	PD-379-87

NOTES:

(a) Corresponds to Figure 4-5.

(b) Residential uses in the SEASP area must comply with the applicable designations of the Zoning Ordinance, Title 21 of the LBMC, and all future amendments.

(c) Refers to the tract map, planned development, or special permit requirements or exceptions. Where development standards or conditions of project approval differ from Zoning Code provisions, the standards approved with the project's Site Plan Review, Tract Map, or Planned Development application shall prevail.

Table 4-3 Multifamily Residential Zoning Districts

Area Designation[a]	*Development Name*	*Conventional Zoning Category[b]*	*Project Approval & Exceptions[c]*
L	Whalers Cove	R-3-T	PD-61-82
M	Bixby Riviera	R-4-N	PD-4-77
N	Marina Pacifica	R-4-N	S-90-72/TR 30643
O	Stoneybrook	R-4-N	S-37-69/TR 30911
P	Greek Orthodox Church	R-4-N	If use ever transitions from a church facility to residential, R-4-N standards shall apply
Q	Pathways	R-4-R	S-27-73, S-38-75
R	Channel Point	R-4-R	PD-152-85, TR 44179
S	Village on the Green	R-3-T	A variety of housing types and densities encouraged; higher-density apartments should be oriented toward the golf course

NOTES:

(a) Corresponds to Figure 4-5.

(b) Residential uses in the SEASP area must comply with the applicable designations of the Zoning Ordinance, Title 21 of the LBMC, and all future amendments..

(c) Refers to the tract map, planned development, or special permit requirements or exceptions. Where development standards or conditions of project approval differ from Zoning Code provisions, the standards approved with the project's Site Plan Review, Tract Map, or Planned Development application shall prevail.

4.4.2 Multifamily Residential

This district applies to established multifamily residential neighborhoods that were built prior to or under the provisions of PD-1 (1977 Plan). It provides for a range of multifamily residential housing product types including condominiums, townhomes, and flats, up to 30 dwelling units per acre. The intent of this land use designation is to provide direction where the original PD was silent by establishing conventional residential zoning districts for each neighborhood. Multifamily residential uses within SEASP must comply with the applicable designations of the City's Zoning Code—and future amendments—as identified in Table 4-3, *Multifamily Residential Zoning Districts,* and Figure 4-5*, Residential Zoning Key Map*. In some cases, project approvals may differ from the code. Where development standards or conditions of project approval differ from Zoning Code provisions, the standards approved with the project's Site Plan Review, Tract Map, or Planned Development application as listed in Table 4-3 shall prevail.

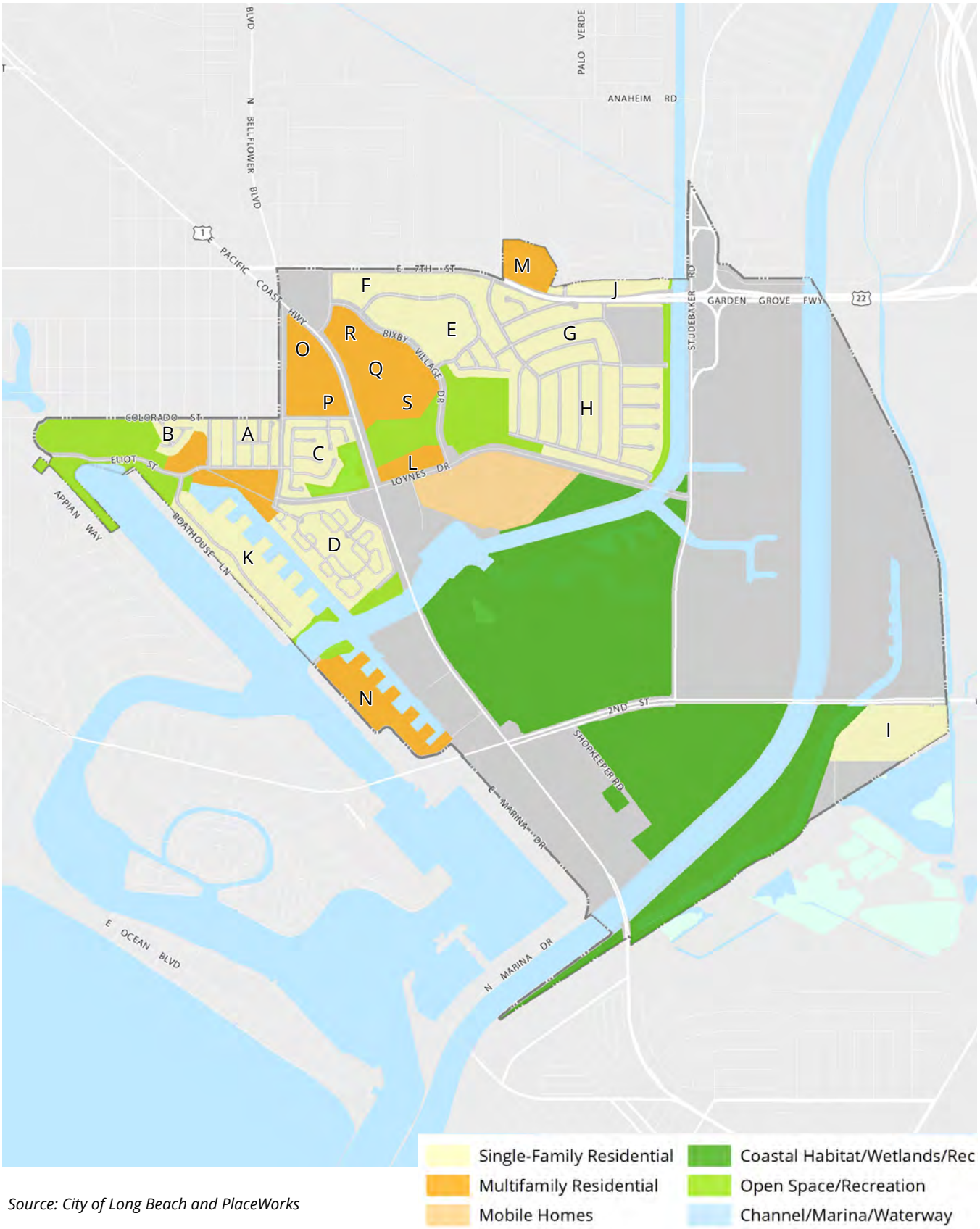
4.4.3 Mobile Homes

The SEASP area supports a variety of housing options within its boundaries. Only one neighborhood in the Specific Plan area was developed with mobile or manufactured homes—Belmont Shore Mobile Estates. The Mobile Home designation allows for the continuance of the existing mobile home community with a density of up to nine dwelling units per acre. Uses in this designation must be consistent with those permitted in the R-4-M district in Chapter 21.31, *Residential Districts*, of the LBMC and the provisions of Special Permit No. S-174-60.

4.4.4 Commercial Neighborhood

This designation provides for neighborhood-oriented retail uses, such as restaurants, grocery, personal services, etc. Intended to serve smaller-scale local retail needs (in contrast to the Mixed-Use Community Core retail uses that are envisioned to be both regional destinations and local retailers). Uses in this designation must comply with development standards identified in the LBMC Chapter 21.32, *Commercial Districts*; *Neighborhood Pedestrian (CNP) District*.

Figure 4-5 Residential Zoning Key Map



Source: City of Long Beach and PlaceWorks

4.4.5 Mixed-Use Community Core

This area is envisioned as the primary activity center in the SEASP area and provides for a mix of uses including residential, regional retail, hotel, and office uses. The focus of this designation is on creating a pedestrian-scale environment, including increased connectivity, gathering spaces, and linkages to the marina and wetlands. Permitted, conditionally permitted, and prohibited uses for this designation are identified in Table 4-4, *Permitted Uses*.

4.4.6 Mixed-Use Marina

This designation provides for a mix of uses including residential, neighborhood retail, hotel, visitor-serving recreation, and marina. The focus of this designation is on creating a strong interface and connections with Los Cerritos Channel and Cerritos Bahia Marina. This area is also a transition from the Mixed-Use Community Core areas to lower-density residential uses north of the Los Cerritos Channel. Coastal recreation uses (boating, kayaking, etc.) and public access to coastal waters is encouraged in this area. Permitted, conditionally permitted, and prohibited uses for this designation are identified on Table 4-4, *Permitted Uses*.

4.4.7 Industrial

The Industrial designation is intended to regulate the predominantly energy-related uses that are located in the eastern half of the SEASP area. This designation allows for retail sales, hospitality, and industrial uses including utilities and oil extraction operations. Industrial uses within the entire SEASP area must comply with LBMC Chapter 21.33, *Industrial Districts*. The General Industrial (IG) standards shall apply with the following exceptions:

- Retail sales, restaurants/eating places, service, and recreation and entertainment uses consistent with the MU-CC designation in Table 4-4, *Permitted Uses,* are allowed.
- Hotels and temporary lodging uses are permitted if fronting PCH.
- Residential uses are not permitted.
- Heavy industrial, commercial, distribution, warehousing, or public storage uses are not permitted.
- Parks and interpretive centers are permitted.
- Oil and gas operations consistent with Title 12, *Oil and Gas Production*, of the LBMC and also Section 30262, *Oil and Gas Development*, of the Coastal Act are permitted uses.

4.4.8 Coastal Habitat, Wetlands, and Recreation

This area provides for coastal restoration, access, visitor-serving recreation (boating, public launching, kayaking, paddle boarding, and similar uses that support coastal recreation and access opportunities), and biological reserves. Public access to coastal waters (via trails or viewing areas) is encouraged in these areas, where appropriate, with consideration given to coastal habitat and wetlands resources that comprise a significant portion of this designation. Uses such as interpretive centers and public parking associated with coastal resources are also permitted in this designation.

This designation also allows for ongoing oil operations and encourages the consolidation of wells. Oil operations within the entire SEASP area must comply with Title 12, *Oil and Gas Production,* of the LBMC and also Section 30262, O*il and Gas Development*, of the Coastal Act.

It should be noted that a dedication for the possible future extension of Shopkeeper Road has been made but has not yet been built within this land use designation. Constraints such as existing oil operations and proximity to wetlands may preclude the roadway from being completed in the configuration in which it is currently proposed and will likely require a realignment at some point in the future. Completion of the road shall not impact a delineated wetland. As shown on Figure 4-4, *Land Use Plan*, the underlying land use designation for this area is Coastal Habitat, Wetlands, and Recreation.

Permitted, conditionally permitted, and prohibited uses for this designation are identified in Table 4-4, *Permitted Uses*.

4.4.9 Open Space and Recreation

The Open Space and Recreation designation identifies existing areas that provide public, private, active, and passive recreational opportunities in the SEASP area such as: Bixby Golf Course, Marina Vista Park, Marine Stadium Park, Jack Dunster Marine Reserve, Jack Nichol Park, Channel View Park, Will Rogers Park, and Sims' Pond. Parks can be either dedicated to the City or designated as a park use and can serve community- or neighborhood-level needs. Uses in this designation shall comply with provisions of LBMC Chapter 21.35, *Park District,* and any conditions that were included as part of each project's original entitlement approval.

This designation also includes a parking lot located west/south of PCH at the southerly boundary of the project area. It is envisioned that this parcel will continue to operate as a parking lot for the adjacent residential uses in Seal Beach for the foreseeable future. However, if a change were to occur at some point on that property, open space uses are preferred for that area. Since the parking lot is associated with residential uses located in the adjoining City and County, an adjustment to the City and County boundary lines could be pursued at some point in the future.

Wetland areas in SEASP provide a valuable natural open space amenity for the community. However, access to these areas may be limited to the public in an effort to preserve the integrity of SEASP's biological resources.

SEASP's Open Space and Recreation uses (with the exception of Sims' Pond and the Jack Dunster Marine Reserve) complement the area's natural, passive open spaces by providing places that can be actively used by residents for recreational use (biking, golf, etc.). Retaining these uses is especially important as new opportunities for public spaces will likely be limited to plazas, courtyards, and other features envisioned with new development in the mixed-use areas.

4.4.10 Public

This designation provides for public and institutional uses such as elementary schools, museums and interpretive centers, parking, water tanks, and retention basins. Uses in this designation shall comply with provisions of Long Beach Municipal Code Chapter 21.34, *Institutional Districts.*

4.4.11 Channel/Marina/Waterway

The Channel/Marina/Waterway designation regulates marinas, moorings, pierheads, bulkheads, etc. Areas in this designation include Los Cerritos Channel, San Gabriel River, and Marine Stadium. Uses in this designation shall comply with provisions of Long Beach Municipal Code Title 16, *Public Facilities and Historical Landmarks*.

Navigable waterways in this designation shall not be extended unless it can be demonstrated that such extension will not have an adverse impact on water quality, wetlands, or boat traffic.

Table 4-4, *Permitted Uses*, provides a list of uses that are allowed, conditionally allowed, and prohibited in this designation.

4.4.12 Projects Within 100 Feet of Wetlands

Projects located within 100 feet of the Los Cerritos Wetlands (north or south of 2nd Street and along the east side of PCH) shall be required to submit a Site Plan Review application and shall be consistent with Section 5.8, *Wetland Delineations* and Section 5.10, *Wetland Buffers*.

4.4.13 Right-of-Way (ROW and ROW/Caltrans Open Space)

Designates public roads, including curbs and sidewalks, within the project. Right-of-way in the SEASP area is made up of two designations shown on Figure 4-4, *Land Use Plan,* which include ROW and ROW/Caltrans Open Space.

Currently Caltrans has ultimate authority over the design and signalization of Pacific Coast Highway, which is designated a regional corridor and Scenic Route (south of 2nd Street) in the General Plan. Caltrans also oversees the functionality and improvements made to rights-of-way at the SR-22 interchange. As modifications are made to the interchange over time, specialized landscape treatments will be required to create an identifiable and attractive entry into the City.

In some cases, only partial roadway dedications have been made along various corridors in the SEASP project area. As new development occurs, additional right-of-way dedications may be required to achieve the ultimate roadway configurations identified in Chapter 6, *Mobility*.

Table 4-4 Permitted Uses					
USE AND KEY TO PERMIT REQUIREMENTS **Y = Permitted Use** **N = Not Permitted** **C = Conditional Use Permit** **AP = Administrative Use Permit** **A = Accessory Use** **T = Temporary Use**	**Channel/Marina/ Waterway**	**Coastal Habitat/ Wetlands/Recreation**	**Mixed-Use Community Core**	**Mixed-Use Marina**	**NOTES AND EXCEPTIONS** **Section numbers reference the Long Beach Municipal Code**
Alcohol Beverage Sales					
Off-premise sales	N	N	C	C	See Note (a).
On-premise sales	N	N	C	C	See Note (a).
Automobile					
Auto detailing, with handheld machines only	N	N	Y	Y	Inside parking structure or garages only.
Bus yard	N	N	N	N	
Car wash	N	N	N	A	
Gasoline sales	N	N	N	C	
General auto repair	N	N	N	N	
Limousine service	N	N	N	N	Accessory to hotel use only; no auto repair services.
Minor auto repair	N	N	N	N	
Motorcycle/scooter/jet ski sales	N	N	N	N	Conditional use permit when located above the 1st floor. Indoor showroom only. Drop-off for off-site repair is allowed. Oil changes and minor on-site repair of tires, lights, etc., are allowed; any engine repair is prohibited on-site. No engine demonstrations on-site.
Parking structure CC	N	N	A	A	Stand-alone and applicable as accessory use to multifamily, hotel, etc. (applies only to parking structure).
Recreational vehicle storage	N	N	N	N	
Rental agency	N	N	A	A	Accessory to hotel use only.
Vehicle/automotive parts	N	N	N	N	No installation services permitted.
Vehicle sales	N	N	N	N	
Billboards					
Billboards/off-site advertising	N	N	N	N	Regardless of size.

Table 4-4 Permitted Uses					
USE AND KEY TO PERMIT REQUIREMENTS **Y = Permitted Use** **N = Not Permitted** **C = Conditional Use Permit** **AP = Administrative Use Permit** **A = Accessory Use** **T = Temporary Use**	**Channel/Marina/ Waterway**	**Coastal Habitat/ Wetlands/Recreation**	**Mixed-Use Community Core**	**Mixed-Use Marina**	**NOTES AND EXCEPTIONS** **Section numbers reference the Long Beach Municipal Code**
Entertainment					
Adult entertainment business	N	N	N	N	
Amusement machines	N	N	A	A	Limited to four or fewer.
Arcade, bowling alley, miniature golf, tennis club, skating rink, or the like	N	N	C	C	
Banquet room rental	N	N	A/AP	A/AP	Accessory use (A) when accessory to restaurant or hotel; when not an accessory, an administrative use permit (AP).
Dancing	N	N	A	A	Accessory use (A) to restaurant, hotel, banquet room only.
Live or movie theater	N	N	Y	Y	
Private club, social club, night club, pool hall	N	N	C	C	City council hearing required for new and transferred business licenses.
Private special event facility CC	N	Y	N	Y	Examples include: indoor or outdoor spaces for events such as weddings, conferences, classes, and small performances, as well as other social gatherings and facilities to serve those special event uses, including but not limited to indoor kitchens, bathrooms, and adequate parking. Subject to the physical, wetland, and habitat limitations of any individual site.
Restaurant with entertainment	N	N	Y	Y	Subject to Chapter 5.72 - *Entertainment and Similar Activities*. City council hearing required for new and transferred business licenses.
Financial, Professional, and Personal Services					
ATM	N	N	Y/AP	Y/AP	Permitted (Y) when in building interior; administrative use permit (AP) when on building exterior or as a freestanding, walk-up machine.
Basic personal and professional services, non-medical	N	N	Y	Y	Examples include: barber/beauty shop, catering (without trucks), pet grooming (without boarding), dry cleaner, house cleaning service, locksmith, mailbox rental, nail/ manicure shop, repair shop for small appliances or electronics, bicycle sales/repair, tailor, shoe repair, tanning salon, travel agent, accounting, advertising, architecture, artist studio, bookkeeping, business headquarters, computer programming, consulting, contracting, engineering, insurance, law, marketing, photography, real estate, or tax preparation.

Table 4-4 Permitted Uses (Continued)					
USE AND KEY TO PERMIT REQUIREMENTS **Y = Permitted Use** **N = Not Permitted** **C = Conditional Use Permit** **AP = Administrative Use Permit** **A = Accessory Use** **T = Temporary Use**	**Channel/Marina/ Waterway**	**Coastal Habitat/ Wetlands/Recreation**	**Mixed-Use Community Core**	**Mixed-Use Marina**	**NOTES AND EXCEPTIONS** **Section numbers reference the Long Beach Municipal Code**
Basic professional services, medical	N	N	AP	AP	Examples include: chiropractors, dentistry, diet/nutrition center, medicine, medical laboratory, professional care providers, psychiatry, psychology, or veterinary clinic. (See also Hospital, medical center, and urgent care facility under *Institutional* category).
Bail bonds	N	N	N	N	
Bank, credit union, savings and loan	N	N	Y	Y	Drive-thru windows prohibited.
Business support service	N	N	Y	A	Copy, fax, mailbox rental, supplies; business equipment rental, sale, and repair. Allowable as a business support center within a hotel.
Check cashing, payday loans, cash for gold	N	N	N	N	Subject to 21.45.116 and 21.52.212.
Escrow, stocks, and bonds broker	N	N	Y	Y	
Financial services not listed	N	N	C	C	
Fitness center, gymnasium, health club, personal training, martial arts studio, dance/ballet studio	N	N	Y	Y	
Laundromat	N	N	N	N	
Major appliance repair	N	N	N	N	
Massage therapy	N	N	A/C	A/C	Subject to 5.58.060 and 21.51.243; accessory use permit when accessory to other uses; as a principal use, a conditional use permit.
Office equipment sales, rental, or repair	N	N	Y	Y	If part of a retail establishment within a mixed-use project.
Self-storage, mini-warehouse, etc.	N	N	N	N	
Shoe-shine stand	N	N	A	A	Indoor or outdoor.
Tattoo parlor	N	N	C	C	Subject to 21.52.273.
Termite and pest control	N	N	N	N	
Vending machines (exterior)	N	N	N	N	
Veterinary clinic (no boarding)	N	N	AP	AP	

Table 4-4 Permitted Uses					
USE AND KEY TO PERMIT REQUIREMENTS **Y = Permitted Use** **N = Not Permitted** **C = Conditional Use Permit** **AP = Administrative Use Permit** **A = Accessory Use** **T = Temporary Use**	**Channel/Marina/ Waterway**	**Coastal Habitat/ Wetlands/Recreation**	**Mixed-Use Community Core**	**Mixed-Use Marina**	**NOTES AND EXCEPTIONS** **Section numbers reference the Long Beach Municipal Code**
Institutional					
Adult day care	N	N	N	N	
Church or other house of worship	N	N	C	C	Minor conditional use permit.
College, university, business, or professional school	N	N	N	N	
Convalescent hospital or home	N	N	N	N	
Day care or pre-school	N	N	AP	AP	See also *Residential* category for child day care services.
Elementary or secondary school	N	N	N	N	Permitted in residential areas only (Tables 4-1 and 4-2).
Emergency shelter	N	N	N	N	
Government offices, fire or police station, courthouse, library, or other government facility	N	N	AP	AP	
Hospital, medical center, urgent care facility	N	N	AP	AP	
Industrial arts trade school or rehabilitation workshop	N	N	N	N	
Museum	N	AP	AP	AP	
Mortuary or funeral home	N	N	N	N	
Parsonage	N	N	N	N	Accessory to a house of worship.
Social service office	N	N	C	C	As defined in 21.15.2795 with or without food distribution.
Mining					
Oil and gas extraction (new or relocation of existing facilities)	N	C	C	C	Subject to Title 12, *Oil and Gas Production*, of the LBMC.

Table 4-4 Permitted Uses (Continued)					
USE AND KEY TO PERMIT REQUIREMENTS **Y = Permitted Use** **N = Not Permitted** **C = Conditional Use Permit** **AP = Administrative Use Permit** **A = Accessory Use** **T = Temporary Use**	**Channel/Marina/ Waterway**	**Coastal Habitat/ Wetlands/Recreation**	**Mixed-Use Community Core**	**Mixed-Use Marina**	**NOTES AND EXCEPTIONS** **Section numbers reference the Long Beach Municipal Code**
Residential					
Single-family detached	N	N	N	N	
Single-family attached or townhome	N	N	C	C	Residential uses in mixed-use areas must demonstrate that residential use is a component of larger site that will accommodate a mix of uses either horizontally or vertically (master concept plan).
Multifamily	N	N	Y/C	Y/C	Residential uses in mixed-use areas must demonstrate that residential use is a component of larger site that will accommodate a mix of uses either horizontally or vertically (master concept plan). Residential incorporated as part of a vertical mixed-use project (with ground floor commercial uses) is permitted by right; horizontal mixed use (stand-alone residential) requires a conditional use permit.
Mobile or manufactured housing (new)	N	N	N	N	Existing mobile or manufactured housing may continue to operate under the provisions of Chapter 21.31 of the Zoning Code and the provisions of Special Permit No. S-174-60 (as described in Section 4.3.3 of SEASP).
Live-work/artist studio with residence/shopkeeper unit	N	N	AP	AP	
Common recreational facilities	N	N	Y	Y	Can include pools, tot lots, rec rooms, and exercise equipment for resident use only.
Child day care, 14 or fewer children	N	N	AP	AP	Subject to 21.51.230.
Child day care, more than 14 children	N	N	C	C	Subject to 21.52.249.
Community correctional reentry facility	N	N	N	N	
Group home (care of 6 or less)	N	N	N	N	
Special group residence	N	N	AP	AP	As defined in 21.15.2810 and subject to 21.52.271.
Restaurants & Ready-to-Eat Foods					
Restaurants & ready-to-eat foods	N	N	Y	Y	Drive-thru lanes prohibited.
Outdoor dining	N	N	Y/A	Y/A	
Vending cart (food only)	N	N	AP	AP	Subject to 21.45.170.

Table 4-4 Permitted Uses					
USE AND KEY TO PERMIT REQUIREMENTS **Y = Permitted Use** **N = Not Permitted** **C = Conditional Use Permit** **AP = Administrative Use Permit** **A = Accessory Use** **T = Temporary Use**	**Channel/Marina/ Waterway**	**Coastal Habitat/ Wetlands/Recreation**	**Mixed-Use Community Core**	**Mixed-Use Marina**	**NOTES AND EXCEPTIONS** **Section numbers reference the Long Beach Municipal Code**
Retail Sales					
Basic retail sales	N	N	Y	Y	
Boats, paddle boards, kayaks, and the like (also allows for rental) CC	Y	Y	Y	Y	Includes stand-alone rental and sales and uses integrated into another use (hotel, mixed use, etc.).
Building supply or hardware store with lumber, drywall, or masonry	N	N	N	N	Hardware stores without lumber, drywall, or masonry are considered basic retail.
Flower stand or newsstand	N	N	Y	Y	Subject to 21.45.135, except subsection (B.I.).
Itinerant vendor	N	N	T	T	Permitted only on the ground floor.
Major appliance sales	N	N	AP	AP	Refrigerators, stoves, etc.
Manufacture of products sold on-site	N	N	N	N	
Outdoor flower, plant, fruit, vegetable sales, or wetland nurseries	N	C	A	A	Maximum of 6,000 sq. ft .
Outdoor swap meet, flea market, sales event	N	N	T	T	Permitted only on the ground floor.
Thrift store, used merchandise, consignment	N	N	C	C	
Vending cart (non-food items)	N	N	AP	AP	
Temporary Lodging					
Bed and breakfast inn	N	N	AP	AP	Subject to 21.52.209; inns with fewer than seven guest rooms are exempt from AP requirement.
Camping facility CC	N	Y	N	N	Intended to allow for semi-permanent, short-term, recreational, overnight accommodations (ie, recreational vehicle parking, tents, pod cabins, etc.) and associated facilities including but not limited to bathrooms, showers, picnic and recreational facilities, and small accessory food store and restaurants. Subject to the physical, wetland, and habitat limitations of any individual site.
Hotel CC	N	N	Y	Y	As defined in 21.15.1380 and subject to 21.52.235.
Motel	N	N	N	N	As defined in 21.15.1800.
Youth hostel CC	N	N	Y	Y	

Table 4-4 Permitted Uses (Continued)

USE AND KEY TO PERMIT REQUIREMENTS Y = Permitted Use N = Not Permitted C = Conditional Use Permit AP = Administrative Use Permit A = Accessory Use T = Temporary Use	Channel/Marina/ Waterway	Coastal Habitat/ Wetlands/Recreation	Mixed-Use Community Core	Mixed-Use Marina	NOTES AND EXCEPTIONS Section numbers reference the Long Beach Municipal Code
Miscellaneous and Other Uses					
Boat storage facilities CC	Y	Y	N	Y	Includes dry stack storage.
Carnival, event, fair, fiesta, outdoor exhibition, seasonal sales, trade show, and the like	N	N	T	T	Subject to 21.53.109 and 21.53.113.
Cellular or wireless facility	C	C	C	C	Building or roof-mounted only, subject to 21.45.115; freestanding monopoles are prohibited.
Construction trailer	T	T	T	T	
Electric distribution station/ substation	N	N	N	N	
Energy generation and storage	N	N	N	N	
Firearms or other weapons sales or repair	N	N	N	N	
Interpretative or education center CC	C	C	AP	AP	May require Coastal Development permit or biological assessment depending on location.
Medical marijuana dispensary, medical or recreational marijuana retail outlet, THC-laced foods or other edible or consumer product manufacture or sales, marijuana cultivation or grow facility, cannabis collectives or cooperatives, and other similar or related uses	N	N	N	N	Unless preempted by State or National legislation.
Park, community gardens, parklets	N	C	C	C	Coastal Development permits and/or biological assessments may be required depending on the location. See Note (c) for definition of parklet.
Recycling collection containers for cans, bottles, etc.	N	N	Y	Y	Permitted only on the ground floor. Subject to 21.51.265, no more than four vending machines at one location; excludes attended centers.
Storage of hazardous material accessory to principal use	N	N	N	N	

Table 4-4 Permitted Uses

USE AND KEY TO PERMIT REQUIREMENTS Y = Permitted Use N = Not Permitted C = Conditional Use Permit AP = Administrative Use Permit A = Accessory Use T = Temporary Use	Channel/Marina/ Waterway	Coastal Habitat/ Wetlands/Recreation	Mixed-Use Community Core	Mixed-Use Marina	NOTES AND EXCEPTIONS Section numbers reference the Long Beach Municipal Code
Towing – accessory or principal use	N	N	N	N	
Transportation facilities	N	N	C	C	Bus terminals, cab stands, heliports/helistops, train stations, etc.

NOTES:

(a) The following alcoholic beverage sales may be exempted from the Conditional Use Permit requirement:

1. Restaurants with alcoholic beverage service only with meals. This generally means any use with a fixed bar is not exempt. A service bar is not considered a fixed bar. For example, a sushi bar, where alcoholic beverages are served at the same bar where meals are served, is considered serving alcoholic beverages only with meal service. A cocktail lounge without a bar, but with primarily service of only hors d'oeuvres and alcoholic beverages is not exempt. Any restaurant with more than 30 percent of gross sales consisting of alcoholic beverages shall lose its exemption and be required to obtain a Conditional Use Permit to continue to sell alcohol.

2. Department store or florist with accessory sale of alcoholic beverages.

3. A brew pub or other similar facility that produces for on-site consumption may offer off-premises sales in accordance with State law.

4. Grocery stores of 20,000 square feet or greater with accessory sale of alcoholic beverages.

(b) Uses demarcated with the following symbol CC *are uses that are priority uses in the Coastal Zone. Preference shall be given to projects that propose a mix of uses that include those that have been identified on this table (and uses that support the visitor-serving coastal resources that are located in the area). This shall not preclude a mix of other uses in the area (retail, residential) as the mix of uses may be necessary to support the inclusion of hospitality uses to create a financially feasible project.*

(c) A parklet is a sidewalk extension that provides more space and amenities for people using the street. Usually parklets are installed on parking lanes and use several parking spaces. Parklets typically extend out from the sidewalk at the level of the sidewalk to the width of the adjacent parking space.

Parklets are generally intended for people and can offer a place to stop, to sit, and to rest while taking in the activities of the street. In instances where a parklet is not intended to accommodate people, it may provide greenery, art, or some other visual amenity. A parklet may accommodate bicycle parking within it, or bicycle parking may be associated with it.

A parklet is generally designed for quick and easy removal in case of emergencies or other reasons without damage to the curb or street. Parklets can also be designed as private spaces for uses such as restaurants to create outdoor dining opportunities for patrons.

Chapter 5

Development Standards

5.1 Overview
5.2 Mixed-Use Community Core (MU-CC)
5.3 Mixed-Use Marina (MU-M)
5.4 Coastal Habitat, Wetlands, and Recreation (CHWR)
5.5 Industrial
5.6 Commercial Neighborhood
5.7 General Development Standards
5.8 Wetland Delineations
5.9 Wetland Conservation and Monitoring Fund
5.10 Wetland Buffers
5.11 Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands
5.12 Coastal Act Compliance

5. DEVELOPMENT STANDARDS

5.1 Overview

This chapter sets out the development standards that regulate new site and building development to ensure all proposed development supports the SEASP *Vision, Priorities, and Guiding Principles* included in Chapter 3.

The development standards shall be applied as required in the Long Beach Zoning Code for each land use identified in Chapter 4, *Community Structure and Land Use Plan*. Most of the SEASP land uses comply with the development standards associated with similar classifications that exist in the City's Zoning Code.

The provisions of this Specific Plan shall apply to new projects in the SEASP area. Where the Specific Plan is silent, the provisions in the City's Zoning Code shall be applied.

If any provisions in the SEASP and the Long Beach Zoning Code are in conflict, the provisions in the Specific Plan shall prevail.

The character and feel of the neighborhoods, mixed uses, and natural areas within the SEASP are regulated through the project's Development Standards and Design Standards and Guidelines.

5.2 Mixed-Use Community Core (MU-CC)

a. Development Capacity and Trip Allocation

The amount of development (square feet, units, or hotel rooms) permitted on properties located in the MU-CC designation is determined by a maximum number of trips associated with each site, and is allocated on a trips per acre basis. To determine the number of trips allocated to a site or project, see Section 9.2.5, *Trip Allocation for Mixed-use Designations*.

b. Mix of Uses

- For parcels over two acres in area, projects shall provide a mix of uses. The mix of uses can be achieved as vertical (on top of each other) or horizontal (neighboring buildings) mixed use.
- No ground floor medical uses are permitted.
- Hotels-/hospitality-oriented uses are a preferred use for MU-CC properties in the Coastal Zone.

c. Intensity

- Maximum 2.0 Floor Area Ratio (FAR).
- Maximum 2.25 FAR for hotel uses.
- FAR is measured by dividing the gross floor area of all buildings located on a MU-CC block (each block described below) by the total gross area of the lots or parcels of land that comprise each MU-CC block.
- MU-CC blocks are defined as:
  - The entirety of the mixed-use area bounded by the Los Cerritos Channel, PCH, 2nd Street, and waterway.
  - The entirety of the mixed-use area bounded by 2nd Street, PCH, Studebaker Road, and Marina Drive.
  - The entirety of the mixed-use area bounded by 2nd Street, PCH, Studebaker Road, and Shopkeeper Road.
  - The entirety of the mixed-use area bounded by Studebaker Road, PCH, and the San Gabriel River.

d. Block Structure

Ideally, a block face should be in the range of 250 to 400 linear feet to encourage slow vehicle speeds and allow for shared use between pedestrians (breaks allow for plazas or seating areas) and bicyclists.

Block faces in excess of 400 linear feet are visually imposing and generally do not foster walking or cycling.

- Where blocks are longer than 400 feet or where a destination, view, or circulation path warrants a midblock pedestrian connection, publicly accessible paseos shall be provided.
- Maximum block lengths are specified in Table 5-1. See also Section 5.7.b, *Block Structure*, for additional considerations.

e. Building Setbacks

- Buildings shall adhere to minimum and maximum setbacks as provided in Table 5-2.
- Building setbacks shall be measured from ultimate right-of-way (back of ultimate sidewalk) except on internal streets where it is measured from the back of the activity zone.
- Buildings shall be constructed at the required ultimate sidewalk shown on the street sections in Chapter 6, *Mobility.*
- Additional setbacks beyond the required minimum "build to" setbacks identified in Table 5-2 may be allowed for entry plazas, courtyards, or outdoor dining patios subject to approval by the Site Plan Review Committee.
- Developer shall be responsible for project impacts on adjacent rights-of-way and constructing street segments to match cross sections as provided in the SEASP.

Table 5-1 Block Face Length Requirements (MU-CC)

Block Face Orientation	*Max. Length*
Along Major Street	600 ft
Along Internal Street	400 ft

Table 5-2 Building Setback Requirements (MU-CC)

Setback from	*Min.*	*Max.*	*Other*
Pacific Coast Highway (PCH)	10 ft	10 ft	4 feet must be landscaped Additional setbacks are permitted to accommodate varying frontage types (Built Form and Frontages) Mobility Figures 6-7 and 6-8
2nd Street Between PCH/ Marina Drive	4 ft	N/A	4 feet must be landscaped Mobility Figure 6-11
2nd Street Between PCH/ Shopkeeper Road	0 ft	10 ft	Mobility Figure 6-12
Studebaker Road	4 ft	N/A	4 feet must be landscaped
Marina Drive	0 ft	10 ft	Mobility Figure 6-13
Shopkeeper Road Option 1	4 ft	10 ft	4 feet must be landscaped Mobility Figure 6-14
Shopkeeper Road Option 2	4 ft	N/A	4 feet must be landscaped (may include water quality treatment areas) On-site surface parking prohibited adjacent to street edge Mobility Figure 6-15
Waterway Promenade (With Vehicles)	0 ft	0 ft	Required to build to property line On-site surface parking prohibited adjacent to street edge Mobility Figure 6-18
Waterway Promenade (Pedestrians Only)	25 ft	25 ft	Promenade shall include min. 10-foot dining/retail zone Required to build to property line Mobility Figure 6-19
Internal Main Street Option 1	0 ft	10 ft[(a)]	Mobility Figure 6-20
Internal Main Street Option 2	0 ft	10 ft[(a)]	Mobility Figure 6-21
Internal Main Street Option 3	0 ft	10 ft[(a)]	Mobility Figure 6-22
Internal Main Street Option 4	0 ft	10 ft[(a)]	Mobility Figure 6-23
Internal Residential Street	0 ft	10 ft	Mobility Figure 6-24
Internal Paseo	0 ft	10 ft	Paseo width is 32-40 feet (20-28 paved), dependent upon emergency access requirements. Mobility Figure 6-25
Building to Building	Setbacks shall comply with Building Code and emergency access requirements		

NOTE:

(a) Flexibility in dimensions permitted to accommodate creative streetscape design within the sidewalk. Building setback measured from back of activity zone area.

Table 5-3 Building Floor Height Requirements (MU-CC and MU-M)

Floor-to-Ceiling Height	*Min.*
Nonresidential Ground Floor	15 ft
Residential Ground Floor	12 ft
Upper Floor Nonresidential Upper Floor Residential	10 ft 9 ft

f. Built Form and Frontages

- Buildings must include variation of frontage types as selected from those identified in the Urban Design Element of the General Plan (*Edges, Thoroughfares, and Corridors* section).
- Frontages are required on all streets in Mixed-Use Community Core with the exception of Studebaker Road.
- A public open space such as a corner plaza, public art, or architectural landmark form should be provided at the intersection of

Table 5-4 Building Story Requirements (MU-CC)

Adjacent to	*Min.*	*Max.*	*Other*
Pacific Coast Highway (PCH)	3-stories	5-stories[(a-c)]	Buildings shall stepback a minimum of 10 feet at their top floor (lower floors can also be stepped back, but at a minimum, the top floor must demonstrate it meets the 10-foot stepback requirement). Minimum story requirement shall not apply to buildings at the corners of PCH and Studebaker Road. The intent of the minimum building height is to provide a cohesive form to PCH and promote an appropriate density along the SEASP's most important multimodal street. Architectural features up to an additional 10 feet may be approved by the Site Plan Review Committee.
PCH and Studebaker Road (South Gateway)	N/A	3-stories, for the first 30 feet of building frontage	The street corners of PCH and Studebaker Road make up the South Gateway of the City. The maximum building height at this intersection is 3-stories with the top floor stepback minimum of 10 feet at the top floor. This differentiation in height with the rest of the buildings along Pacific Coast Highway will provide a gradual transition of height westward from the South Gateway, making it a recognizable entrance and exit for the City.
Shopkeeper Road and 2nd Street	N/A	5-stories	Buildings at the corner of Shopkeeper Road and 2nd Street shall stepback 10 feet at the 3rd floor and above.
Shopkeeper Road Fronting Wetlands	N/A	3-stories	Also applicable to properties adjacent to wetlands not separated by a road.
Architectural Features	N/A	N/A	May add up to an additional 10 feet subject to approval by the Site Plan Review Committee.

NOTE: Heights are measured as defined in Section 21.15.1330 - Height of Building in the Zoning Code.

(a) The northeast corner of PCH and 2nd Street shall be limited to 1-story.

(b) The southeast corner of PCH and 2nd Street shall be limited to a maximum of 5-stories and is not eligible for additional height incentives as identified in Section 5.7.a, Mixed-Use Community Core Height and FAR Incentives.

(c) Additional height may be considered up to a maximum of 7-stories for the following:

Hotel or projects including a mix of hotel, residential, and other uses, if it is demonstrated that significant community amenities are provided, above and beyond those that are required under the maximum height of 5-stories. Amenities can include plaza spaces, enhanced landscaping, public artwork, and public parking (see Section 5.7.a, Mixed-Use Community Core Height and FAR Incentives).

Seven-story buildings are intended to be an exception to the building massing for all structures within project. The majority of the buildings within the Mixed-Use Community Core designation are intended to be constructed at or near the maximum base height. Building footprint of all buildings using 7-stories cannot exceed 20 percent of the total acres in the MU-CC.

PCH and Studebaker Road to enhance the attractiveness of the South Gateway.

» Projects should be designed with open edge, promenade, and corridor views in mind. Projects in this designation should coordinate with adjacent properties to create water to wetland view corridors whenever feasible, which could include alignment of new areas for site access (roadways or entryways that are perpendicular to PCH).

g. Height and Stepbacks

» Buildings shall adhere to minimum floor-to-ceiling height requirements as provided in Table 5-3.

» Buildings shall adhere to minimum and maximum heights as provided in Table 5-4. No building or projection shall exceed a maximum of 80 feet in height (including non-habitable spaces such as architectural features or spaces required for mechanical equipment).

» Buildings greater than 3-stories should provide variation by including features such as balconies, varied window treatment, material changes, and sunshades to create an interesting pattern of projections and recesses, light, and shadow.

» Variation in height is required for groupings of buildings located on large sites or across several parcels that function as a cohesive site. Buildings across the entirety of each mixed-use block must demonstrate a variety of heights have been applied to the site plan layout consistent with Section 7.2.6, *Building Massing* and Section 7.2.7, *Building Placement and Orientation*. Proposals for development of individual buildings or parcels must take into consideration the heights of surrounding buildings (both existing and planned) and illustrate how the proposed building fits in context. If all the parcels in a block are not owned by the same entity, prior to Site Plan Review submittal, applicants must contact adjacent property owners to discuss the relationship of proposed building heights so that the context of height placement and conceptual master planning within the block can be coordinated by all parties.

» A site plan that proposes construction of all its buildings at the top end of the allowable range in each area is not permitted.

h. Unit Size and Mix

» A variety of housing unit types and sizes promotes a more balanced community. A mix of dwelling unit types and sizes is encouraged for all development projects.

» The required minimum unit size is 600 square feet.

» Up to 15 percent of the units may be a minimum of 450 square feet if the Site Plan Review committee finds that the reduced-size units are high-quality dwelling units with sufficient project amenities to create a livable, desirable residential environment.

i. Paseos

» Paseos should be at least 20-feet wide and include considerations for temporary and emergency vehicle access.

» Pedestrian paseos shall be considered open space and include elements such as shade, seating, and water features.

j. Open Space and Amenities

» Projects in mixed-use designations shall provide open space and amenities consistent with Section 5.7.c.

k. Parking

» Parking should be located underground or in structures, whenever feasible, to maximize opportunities for public spaces, such as plazas, courtyards, etc., at the surface level.

» See Section 5.7.f for additional parking provisions.

5.3 Mixed-Use Marina (MU-M)

a. Development Capacity and Trip Allocation

The amount of development (square feet, units, or hotel rooms) permitted on properties located in the MU-M designation is determined by a maximum number of trips associated with each site, and is allocated on a trips per acre basis. To determine the number of trips allocated to a site or project, see Section 9.2.5, *Trip Allocation for Mixed-use Designations*.

b. Mix of Uses

- For parcels over 2 acres, projects shall provide a mix of uses. The mix of uses can be achieved as vertical (on top of each other) or horizontal (neighboring buildings) mixed use.
- No ground floor medical uses are permitted.
- Hotels/hospitality-oriented uses are a preferred use for MU-M properties in the Coastal Zone.

c. Intensity

- Maximum 1.25 Floor Area Ratio (FAR).
- Maximum 1.5 FAR for hotel use.
- FAR is measured by dividing the gross floor area of all buildings located in the MU-M designation by the total gross area of the lots or parcels of land that comprise the MU-M area. Parking structures shall not be included in the square footage considered for maximum FAR.

d. Building Setbacks

- Buildings shall adhere to minimum setbacks as provided in Table 5-5.
- Building setbacks shall be measured from ultimate right-of-way (back of ultimate sidewalk).
- Buildings shall be constructed at the required ultimate sidewalk shown on the street sections in Chapter 6, *Mobility.*
- Additional setbacks beyond the required minimum "build to" setbacks identified in Table 5-2 may be allowed for entry plazas, courtyards, or outdoor dining patios subject to approval by the Site Plan Review Committee.
- Developer shall be responsible for project impacts on adjacent rights-of-way and constructing street segments to match cross sections as provided in the SEASP.

e. Height

- Buildings shall adhere to minimum floor-to-ceiling height requirements as provided in Table 5-3.
- Buildings shall adhere to minimum and maximum height in stories as provided in Table 5-6.
- Projects that include a hotel component may be constructed at the maximum 5-story height limit. All other uses may not exceed 4-stories in height.

Table 5-5 Building Setback Requirements (MU-M)

Setback from	*Min.*	*Other*
Pacific Coast Highway (PCH)	10 ft	10 feet must be landscaped Mobility Figures 6-7 and 6-8
Loynes Drive	10 ft	10 feet must be landscaped Mobility Figure 6-9
Residential Use	20 ft	
Building to Building	Setbacks shall comply with Building Code and Emergency Access requirements.	

Table 5-6 Building Story Requirements (MU-M)

Type	*Min.*	*Max.*
Building Height	2-stories	5-stories

NOTE: Heights are measured as defined in Section 21.15.1330 - Height of Building in the Zoning Code. See Section 5.3.d of this Plan for additional information related to height allowances.

» Four-story buildings that do not include a hotel component may not exceed a maximum of 60 feet in height and 5-story buildings with a hotel may not exceed 70 feet in height (including non-habitable spaces such as architectural features or spaces required for mechanical equipment).

» Architectural features up to an additional 10 feet may be approved by the Site Plan Review Committee.

» Heights shall taper down from PCH in transition to residential uses.

f. Open Space and Amenities

Projects in mixed-use designations shall provide open space consistent with Section 5.7.c, *Open Space Amenities in Mixed-use Designations*.

g. Parking

» Parking should be located underground or in a structure whenever feasible to maximize opportunities for public spaces, such as plazas, courtyards, etc., at the surface level.

» See Section 5.7.f for additional parking provisions.

Table 5-7 Building Setback Requirements (CHWR)

Setback from	*Min.*	*Other*
Pacific Coast Highway (PCH)	10 ft	Setback may be modified to minimize wetland impacts based on findings of a biological study and with approval of site plan review committee.
2nd Street	10 ft	Setback may be modified to minimize wetland impacts based on findings of a biological study and with approval of site plan review committee.
Studebaker Road	10 ft	Setback may be modified to minimize wetland impacts based on findings of a biological study and with approval of site plan review committee.
Loynes Drive	15 ft	10 feet must be landscaped.
Residential Use	20 ft	
SGR or LC Channel edge	20 ft	
Building to Building	Setbacks shall comply with Building Code and Emergency Access requirements.	

The Mixed-Use Marina designation provides for a mix of uses including residential, neighborhood retail, hotel, visitor-serving, recreation, and marina. Located along PCH and the Cerritos Bahia Marina, this area has unique views and access to the Los Cerritos Channel.

5.4 Coastal Habitat, Wetlands, and Recreation (CHWR)

a. Building Setbacks

- Building setbacks shall be measured from ultimate right-of-way (back of ultimate sidewalk).
- Buildings shall be built up to the required ultimate sidewalk shown on the street sections in Chapter 6, *Mobility*.
- Additional setbacks for entry plazas, courtyards, or outdoor dining patios may be permitted subject to the discretion of the Site Plan Review Committee.
- Developer shall be responsible for project impacts on adjacent rights-of-way and constructing street segments to match cross sections as provided in the SEASP.

b. Height

The intent of providing for 2-story buildings is to allow for buildings that support coastal recreation uses or uses that are ancillary to the wetlands (interpretive center). For instance, 2-story uses would allow for ground floor coastal recreation-related uses (kayak rental, etc.) and the upper floor may be a small ancillary office or storage use to support the ground floor use. Office uses must be related to the primary use or use on ground floor; stand-alone office uses are not permitted in this category.

Table 5-8 Building Story Requirements (CHWR)

Type	*Max.*
Buildings	2-stories (20 feet)
Dry stack boat storage	3-stories (35 feet)

NOTE: Heights are measured as defined in Section 21.15.1330 - Height of Building in the Zoning Code.

c. Other Requirements

See also requirements in Section 5.11, *Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands.*

5.5 Industrial

Provisions of Zoning Code Chapter 21.33, *Industrial Districts* (IG–General Industrial) shall apply with the following exception:

- The minimum front yard setback along Studebaker Road shall be 20 feet (of which at least 10 feet must be landscaped).

5.6 Commercial Neighborhood

Provisions of Zoning Code Chapter 21.32, *Commercial Districts* (CNP–Neighborhood Pedestrian District) shall apply with the following exception: The maximum building height shall be 35 feet.

5.7 General Development Standards

a. Mixed-Use Community Core Height and FAR Incentives

Projects in Mixed-Use Community Core areas have the potential to exceed 5-stories in height (up to 7-stories) additional amenities or improvements are provided. Following is a list of items that could be provided to be considered for additional height (up to 7-stories) or FAR in the MU-CC. A minimum of three of the following incentives must be provided to be considered for maximum height allowances. Not all properties in the MU-CC designation are eligible for these incentives see Table 5-4, *Building Story Requirements (MU-CC)*, for more information.

- Addition of common open space (plaza or boardwalk area with public amenity—public art, water feature, etc.) above what is required for a project.
- Additional public parking (above what is required for project) for water or wetlands uses.
- Purchase of wetland mitigation bank credits above what is required for wetland mitigation.
- Purchase of acres of wetlands to be conveyed to the LCWA for long-term operation, preservation, and maintenance above what is required for wetlands mitigation.
- Installation and maintenance of enhanced landscaping in parkways or medians along

primary corridors such as PCH, 2nd Street, and Studebaker Road beyond what is required per the setback requirements above and landscape requirements in Section 5.5.e.

- Installation of new renewable energy or solar facilities on the project.
- Provision of moderate income and workforce housing units.
- Installation of public art.
- Hospitality and coastal recreation uses.

b. Block Structure

An important feature of a walkable SEASP is the established block size. Blocks along PCH and at the intersection of 2nd Street are notably long, likely because the commercial projects on either side were constructed during a time when the automobile was the primary mode of travel. The wide roadway lanes on PCH and surface parking lots along the corridor are also an indication of automobile primacy.

Since the SEASP Vision calls for a more walkable community core and activity center, smaller block sizes are encouraged to make the area more walkable and pedestrian-friendly.

- New developments shall demonstrate how they support the SEASP Vision of providing a pedestrian-oriented environment that is inviting and interesting along public street frontages and internal roadways and pathways.
- New projects in the Mixed-Use Community Core should create midblock crossings, new internal streets, paseos, or pedestrian connections wherever possible to help break up large block configurations.
- Providing active uses along the waterway promenade, internal streets, and paseos within the Mixed-Use Community Core is highly encouraged.
- New internal connections and corridors shall be created when larger sites are developed and divided into smaller block configurations (See Section 7.2.3 *Block Structure and Site Access*).

Table 5-9 Open Space Requirements for Mixed-use Areas (MU-CC and MU-M)

Type	*Min.*	*Provisions*
Projects: < 10,000 sq. ft. 10,001-30,000 sq. ft. > 30,000 sq. ft.	 10% of project area 15% of project area 20% of project area	Max. 25% of project area may be private open space (balconies, patios, etc.) Remaining 75% of project area may be common open space (combination of public and private).
Residential Uses		No more than 25% of total required usable open space may be dedicated to residential private or common open space. The remainder shall be provided as public open space associated with nonresidential uses. Private open space can be provided on a balcony, patio, or roof terrace, with a minimum of 36 square feet and a minimum width of 6 feet. Courtyards shall have a minimum dimension of 40 feet in any direction (building face to building face). A minimum of 50% of the courtyard space (including courtyards that are on-structure) shall be landscaped.
Hotel and Hospitality Uses	125 square feet of usable open space per guest room, suite, or unit.	Not less than 50 square feet of such open space shall be private usable open space according to the provisions of Section 21.31.230. For buildings of 3-stories or more, all open space may be common open space. Areas used for health clubs or recreation rooms may be counted as common usable open space.

c. Open Space and Amenities In Mixed-use Designations

A variety of public open spaces throughout SEASP is needed to serve residents, workers, and visitors. All new development in the SEASP area is required to provide open space as outlined below and in Table 5-9, *Open Space Requirements for Mixed-use Areas*.

- Allowed types of open space include common outdoor open space, such as public plazas and paseos, and private open space, such as balconies and internal courtyards typically associated with residential uses.
- Public open spaces should include flexible areas for public gatherings, such as lawn area or a paved plaza, at a scale that maintains intimacy, form, and character and also contributes to a well-connected public realm.
- Public plazas shall be located at intersections or adjacent to midblock pedestrian crossings and be prominently integrated with internal sidewalks and streets. Plazas at corners are encouraged to include outdoor dining space for adjacent restaurants.
- Public plazas shall be located along view corridors or view edges (Waterway Promenade) to provide additional opportunities to maximize the public's opportunity to experience the water and wetlands amenities in SEASP.
- Required build-to lines and street setback areas cannot be used to satisfy required open space areas.
- The Site Plan Review Committee may consider alternate configurations and amounts of open space on a project-specific basis, if such changes would be consistent with the intent and goals of this plan.
- Developers shall construct public open space, trails, pathways, and bicycle trails for each development in a manner that will be generally accessible to the public and that will interconnect with similar facilities in adjacent developments so as to form an integrated system of open space and trails connecting activity centers, important views, and destinations in the SEASP project area.
- Usable open space is defined as any public or private space on a lot not enclosed within a building that is designed for specific recreational purposes, including active and passive recreational or gathering activities.
- Usable open space includes yards (except the required front yard setback), courtyards, plazas, paseos, balconies, decks, porches, roof decks, and patios. Indoor gyms associated with a residential or hospitality use may also be counted as usable open space. Usable open space does not include driveways, aisles, parking spaces, or side or rear yards less than eight feet (8') in width, or front yards unless permitted by the provisions of Section 21.31.242.
- Bicycle and pedestrian trails not included within the public right-of-way may be considered usable open space.
- Usable open space can be located above grade, including on rooftops, decks, patios, and the like.

d. Views

The scenic and visual qualities of coastal areas shall be considered and protected as resources of public importance as specified in the California Coastal Act Section 30251. The policies below reflect this mutual objective of the Specific Plan and the Coastal Act.

- Public views to water areas and public open spaces shall be maintained and enhanced to the maximum extent possible.
- Permitted development shall be sited and designed to protect views to (and along) the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

Table 5-10 Bicycle Parking Requirements

Use	*Minimum Bicycle Capacity*	*Suggested Type of Parking Facility*	*Location*
Multifamily Residential	1.0 space per 2 units, 1 enclosed locker required for every 50 dwelling units	A-frame or freestanding rack	Near main entrance with good visibility, not to obstruct auto or pedestrian movement.
Commercial/ Office	1.0 space per 5,000 sq. ft. of building area	Staple or new technology	
Retail	1.0 space for each 7,500 sq. ft. of building area	Staple or new technology	
Schools	8.0 spaces per 40 students	A-frame or freestanding racks	Near office entrance with good visibility, in fenced area.
Public Facilities	8.0 spaces per location	Staple or freestanding racks	Near office entrance with good visibility.
Hotel	1.0 space per 25,000 sq. ft. of building area	A-frame or freestanding racks	Near entrance with good visibility.
NOTE: Calculations that result in a fraction of 0.5 or higher shall be rounded up to the nearest whole number.			

New development in areas adjacent to edge views, in view corridors, or areas with public view sheds, such as those illustrated in Figure 4-2, *Community Structure*, Figure 4-3, *Public View Sheds*, and Figure 7-1, *View Opportunity Areas*, shall provide renderings with project submittal that illustrate how views from grade will look with a proposed new development. Illustrations or photo-simulations should demonstrate how the project will maintain or restore edge views or important view corridors into the project area.

e. Landscape

- Landscaping for projects (including right-of-way medians) within SEASP shall be consistent with the provisions of Chapter 21.42, *Landscape Standards*, in the Zoning Code. Landscaping shall be consistent with the efficiency standards in Title 21 of the California Building Code as well.
- For projects within the Mixed-Use Community Core and Mixed-Use Marina areas, the provisions of Chapter 21.42, *Landscaping Standards,* for R-3, R-4, and Nonresidential Districts shall apply.
- Landscaping shall be drought-tolerant and feature native, non-invasive, adaptive plants (per CALGreen standards and Cal-IPC species) to create a more seamless transition between the natural wetlands and development. Plant materials selected for each project shall comply with Appendix D, *Plant Palette*. Projects in mixed-use designations shall utilize at least 75 percent native California plant and tree species appropriate for the climate zone region (per Section A4.106.3 of CALGreen, 2013).

f. Parking

- Minimum parking (vehicular parking) for residential and nonresidential uses shall be the same as required Citywide by the zoning code for each use; except that, in that part of SEASP within the Coastal Zone, Coastal Zone standards shall apply.
- Minimum parking for commercial and industrial uses shall be provided in accordance with parking standards as specified in the zoning code.
- Shared, bundled, or pooled parking, off-site parking, or valet parking plans are permitted within the SEASP subject to approval by the Site Plan Review Committee.
- Electric vehicle charging facilities are encouraged and must comply with the applicable provisions of the LBMC.

» Minimum bicycle parking for residential and nonresidential uses shall adhere to the standards provided in Table 5-10, *Bicycle Parking Requirements*.

g. Transportation Demand Management (TDM) and Transportation Management Association (TMA) Establishment

Transportation demand management strategies for southeast Long Beach are intended to accomplish two broad objectives.

» Reduce reliance on automobiles and associated congestion and emissions.

» Provide economic incentives for residential, hospitality, and recreation uses in the area by allowing opportunities to reduce the number of parking spaces required for projects in a mixed-use area where shared parking can be facilitated.

Reduction of Peak Hour Trips

To reduce peak hour trips, the establishment and continuing maintenance of the Transportation Management Association (TMA) or a Transportation Management Organization (TMO) is a high-implementation priority for the success of this Plan. Projects that will generate more than 50 peak hour trips are required to join the TMA, while other property owners and tenants are encouraged to join and participate based on incentives and benefits that the TMA will offer. The following requirements shall be met in all applicable projects:

» A TMA or TMO with authority to implement strategies pertaining to trip reduction through transportation demand management shall be created within the project area. Responsibilities of the TMA/TMO shall include, but are not limited to: operation of all shared parking subject to the TMA program; providing signage, real-time information, and other wayfinding mechanisms; coordinating and offering programs to promote biking, walking, ridesharing, telecommuting, and other trip reduction strategies; data collection; and coordination of pricing for parking. The TMA/TMO shall actively engage existing and future parking lot and garage owners to lease, sell, or make spaces publicly accessible in order to be added to the district's pool of shared parking.

» All projects with new construction or that will generate more than 50 peak hour trips will have these requirements:

- The applicant and/or property owner shall join the TMA/TMO and shall ensure that all tenants are TMA/TMO members for the first 25 years from date of final inspection or certificate of occupancy.
- The applicant shall submit for the approval of Public Works or his/her designee a Transportation Demand Management (TDM) plan that complies with the plan's TDM requirements.

Reduced Parking Requirements

To encourage new developments to include facilities and amenities that promote biking, walking, and transit use, mixed-use projects in SEASP are eligible for a parking reduction by incorporating Transportation Demand Management (TDM) strategies, pending Site Plan Review approval.

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

- Car sharing
- Carpool/vanpools
- Unbundled parking (parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit)
- Joint use (shared parking)
- Transit, bicycle, and pedestrian system improvements
- Trip reduction incentives to employees, such as free transit passes
- Other proposals

- A "park once" policy shall be promoted for SEASP. Rather than driving from one use to another, visitors are highly encouraged to park once and walk to one or more destinations within the project area. Similarly, residents and employees are encouraged to walk from residences or workplaces to SEASP destinations.
- A parking reduction of up to 15 percent of the required spaces may be considered upon receipt of a parking study and/or trip reduction information. Any reductions beyond that require discretionary action (such as a variance).
- All parking reduction requirements shall be approved at the discretion of the Site Plan Review Committee, which will determine the appropriate level of parking demand reduction generated by these strategies on a project-specific basis.

h. Off-site Improvements

All development projects in the SEASP shall comply with the requirements of Chapter 21.47 of the Zoning Code - *Dedication, Reservation, and Improvement of Public Rights of Way*. In addition, off-site improvements may include such items as street lights, bumpouts, street trees, and intersection improvements as well as other public facilities. Such improvements are subject to the Site Plan Review process as discussed in Chapter 9, *Administration and Implementation*.

i. Public Access

Public access shall be provided to and along the boundaries of all public waterways and wetland areas. Also see requirements in Section 5.11, *Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands.*

j. Curb Cuts

Curb cuts shall be limited to the extent feasible on Pacific Coast Highway, 2nd Street, Studebaker Road, or 7th Street. New curb cuts should not be constructed unless it can be shown that there is inadequate access to a site from adjacent streets. New curb cuts are subject to the approval of the City Traffic Engineer and/or Caltrans, where appropriate. Abandoned curb cuts shall be permanently removed so as to improve the pedestrian environment.

k. Underground Utilities

All utility lines shall be placed underground and utility easements shall be provided as required unless waived by the Planning Commission or at the recommendation of the Director of Public Works.

l. Ongoing Maintenance

Developers shall provide ongoing maintenance of all common areas and internal roadways and rights-of-way that are not dedicated to (and accepted by) the City. This includes maintenance of street lighting, walks, curbs, storm drainage, water lines, fire hydrants, and street trees. Such provisions shall be perpetuated by their inclusion in the covenants, conditions, and restrictions of the property owners.

m. Infrastructure

Prior to issuance of a building permit, all infrastructure, including street improvements, fire hydrants, water lines, storm drains, and sanitary sewers shall be constructed on a block basis in accordance with the approved plans. Such improvements, including engineering plans, shall be financed by the project developer(s) or by an assessment district or both.

New development shall contribute on a fair-share basis to upgrades of the San Gabriel River bike and pedestrian trail.

5.8 Wetland Delineations

New projects within the Coastal Habitat, Wetlands, and Recreation designation require the preparation of a biological study to determine the location and extent of wetlands resources on a site, if any. When a wetland delineation is required by the City for a new development application or permit, one of two options may be provided by the applicant:

1. A preliminary jurisdictional delineation approved by the U.S. Army Corps of Engineers showing the location and extent of wetlands or sensitive resources, or
2. A letter signed by a qualified biologist declaring that no wetlands or sensitive resources will be impacted by the proposed development.

5.9 Wetland Conservation and Monitoring Fund

The City shall establish a Wetland Conservation and Monitoring Fund and establish fees pursuant to a Property Analysis Record (PAR). Each development or redevelopment shall contribute its fair share based on the size of the development to this fund, which will be created to provide restoration and long-term management to the publicly owned wetlands within the SEASP Plan area.

Mitigation for impacts to waters of the state and United States will be provided pursuant to Coastal Commission and regulatory agency permits.

5.10 Wetland Buffers

Buffers are typically required 100 feet from a wetland resource. However, due to site-specific conditions, a smaller buffer may be approved. Any portion of the buffer less than 100 feet shall require contribution to the Wetland Conservation and Monitoring Fund at the current market rate per each quarter of an acre as established by the City. At a minimum, the applicant must incorporate a 25-foot vegetated "habitat separation" area within the buffer which shall be approved by the City. The habitat separation area must be designed to shield the existing wetland from lighting, noise, urban runoff, and human intrusion resulting from the project. Buffers should:

- Minimize the disturbance to a wetland from adjacent development.
- Be designed, where necessary, to help minimize the effects of erosion, sedimentation, and pollution arising from urban, industrial, and agricultural activities; however, to the extent possible, erosion, sedimentation, and pollution control problems should be dealt with at the source not in the wetland or buffer area.
- Allow for passive recreational uses within the area, only if it can be shown that these uses will not adversely impact the wetland ecosystem or the buffer's function. These uses may include bird watching, walking, jogging, and bike riding, and may include the construction of paths and interpretive signs and displays. All access, trails, or paths should be constructed to minimize impact to plants and animals.

Buffers are intended to serve as a transition from urbanized areas to natural areas. No new residential, commercial, or industrial buildings will be located within 100 feet of a delineated wetland. Public facilities or buildings (utilities, interpretive centers, etc.) and uses in compliance with the CHWR land use designation may be allowed within the 100-foot buffer. Existing roadways are allowed within buffers. In addition, the future alignment of the completion of Shopkeeper Road between 2nd Street and Studebaker Road, as described in Chapter 6, *Mobility,* Section 6.6.8, shall be designed so that it does not impact any delineated wetland.

Developments with wetland buffers will be required to prepare and record covenants regarding maintenance obligations of buffer areas. The agency in charge of the management of the restored wetlands may provide comments and recommendations to those responsible for maintenance of the buffers if lack of proper maintenance is causing the buffers to fail in their primary mission to prevent visual and physical access to the wetlands habitats. Breaches in the buffer which seriously threaten habitat values in the wetlands, and which have been reported by the wetlands management agency and have not been repaired in a

timely fashion by the individual or agency responsible for maintenance, may be repaired by the wetlands management agency. Costs for such repairs shall be collected from the property owner's association.

5.11 Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands

Development projects in proximity to jurisdictional waters or habitat for special status species and all land within the Coastal Habitat, Wetlands, and Recreation land use shall comply with the following:

- Prior to approval of a trails/access plan within or adjacent to jurisdictional waters, the location, design, and text for urban-open space interface signage shall be developed. The signage shall be located at all pedestrian access points. The signage shall educate users on the responsibilities associated with the open space interface and shall address relevant issues, including the role of natural predators in the wildlands and how to minimize impacts of human and domestic pets on native communities and their inhabitants.
- Prior to approval of any development adjacent to jurisdictional waters or habitat for special status species and all land within the Coastal Habitat, Wetlands, and Recreation land use, the project applicant shall submit a photometric plan demonstrating that the project will be designed and shielded so that the nighttime lighting shall be no greater than 0.10 foot-candles at the edge of the habitat. This would ensure that spill light does not result in exposure of artificial light at levels exceeding the intensity of moonlight (approximately 0.5 foot-candles).
- Prior to the issuance of building permits, the project applicant and/or subsequent builder shall prepare an urban-open space interface brochure to be approved by the Long Beach Development Services Department to educate residents on the responsibilities associated with living near sensitive biological habitat. The brochure shall address relevant issues, including the role of natural predators in the wildlands and how to minimize impacts of human and domestic pets on native communities and their inhabitants. The approved brochure, along with attachments, shall be included as part of the rental/lease agreements and as part of the sales literature for future developments.

5.12 Coastal Act Compliance

The SEASP must be consistent with the provisions of the California Coastal Act of 1976 (California Public Resources Code §30000 et seq.) that establishes policies guiding development and conservation along the California coast. The SEASP Vision, approach, standards, and guidelines support the implementation of the provisions of the Coastal Act (in place at time of the adoption of this Specific Plan) as noted below:

Public Access in New Development Projects (Section 30212).

Public access to wetlands and water areas within the SEASP is a fundamental feature of placemaking in the project area. New pedestrian and bike linkages are proposed throughout the project area to close gaps in the existing bike and pedestrian network and in many cases link the public to views from the edges of the Los Cerritos Wetlands.

Distribution of Facilities (Section 30212.5).

The SEASP land use plan distributes mixes of uses and access to public views and public parking areas through the project area to minimize the impacts of overcrowding or overuse by the public of any single area. The waterway promenade and views into the Los Cerritos Wetlands are on opposing sides of PCH, providing multiple opportunities for the public to access and view the coastal amenities in the area.

Public Access (Section 30214).

The proposed location of bike and pedestrian trails within SEASP provides public access to the perimeter of the Los Cerritos Wetlands. Access within wetland areas will be determined at a later date based on factors such as the fragility of the natural resources in the area, the proximity of access points to adjacent uses, and wetlands restoration efforts currently underway that will determine if access within the wetlands is feasible.

Protection of Water-oriented Recreational Activities (Section 30220).

The SEASP project area includes a new designation, Coastal Habitat, Wetlands, and Recreation, that provides access to coastal areas suited for water-oriented recreational activities that cannot be readily provided at inland water areas. These areas shall be protected for such uses, or boat storage, boat launch ramps, and kayak/paddle board rental or sales. The addition of the Mixed-Use Marina designation also envisions the continuance of the marina and boat slip area located in the Los Cerritos Channel to support water recreation facilities.

Protection of Oceanfront Land for Recreational Use (Section 30221).

The SEASP includes two designations, Mixed-Use Marina and Coastal Habitat, Wetlands, and Recreation that protect oceanfront land suitable for recreational use. In addition, projects located within the Mixed-Use Community Core require new uses and buildings to be oriented toward the water's edge, activating the space and providing more opportunities for the public to have access to the water.

Private Lands; Priority of Development Purposes (Section 30222).

The Coastal Act specifies that the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry. The Mixed-Use Marina and Mixed-Use Community Core uses encourage the inclusion of a hospitality use to support public access to the wetland areas. New residential uses will also help to bring additional housing choices to the project area, and are intended to be combined with hospitality and retail uses to create an active, pedestrian-friendly environment. Additionally, the mix of uses will help to ensure that the project is economically feasible and sustainable over time.

Recreational Boating Use of Coastal Waters (Section 30224).

Dry boat storage areas, public launching facilities, additional berthing space in existing marinas, and new boating facilities in natural harbors are permitted uses in both the Coastal Habitat ,Wetlands, and Recreation and the Mixed-Use Marina designated areas.

Marine Resources and Environment (Section 30230).

Marine resources in SEASP are designated as Coastal Habitat, Wetlands, and Recreation uses. This designation, along with wetlands restoration plans and mitigation banking that may be created in the future, will help to ensure marine resources are maintained, enhanced, and, where feasible, restored in the project area. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term environmental, commercial, recreational, scientific, and educational purposes.

Biological Productivity; Water Quality (Section 30231).

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Protection From Oil Spills or Hazardous Substances (Section 30232).

The SEASP allows for ongoing oil drilling and production and consolidation of wells that comply with Title 12, *Oil and Gas Production*, of the LBMC and also Section 30262, *Oil and Gas Development*, of the Coastal Act. These regulations include provisions that help to protect against the spillage of crude oil, gas, petroleum products, or hazardous substances in relation to any development or transportation of such materials. The regulations also provide for effective containment and cleanup facilities and procedures for accidental spills that may occur.

In the event of a spill, the City of Long Beach Disaster Preparedness Bureau would be responsible for planning, coordination, and management of disaster preparedness, mitigation, response, and recovery. The Bureau provides a comprehensive program to prepare the City, residents, and non-governmental organizations (NGOs), to respond to natural or man-made incidents, and return to "normalcy" as quickly as possible. NGOs include school districts, hospitals, transportation agencies, utility companies, and the American Red Cross. The Bureau serves as the liaison with County, State, and Federal agencies responsible for emergency management, including the Los Angeles County Office of Emergency Management (OEM), California Emergency Management Agency (Cal EMA), and Federal Emergency Management Agency (FEMA).

Diking, Filling, or Dredging of Open Coastal Waters or Wetlands (Section 30233).

Where it has been determined that there is no feasible less environmentally damaging alternative and the proposed impacts are one of the allowable uses specified above, the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be mitigated to minimize adverse environmental effects through habitat replacement, restoration, and enhancement activities.

There shall be no net loss of wetland acreage or habitat value as a result of any land use or development activities. Specifically, when wetland impacts are unavoidable, replacement of the lost wetland shall be required through the creation of new wetlands at a ratio determined by the appropriate regulatory agencies. But in any case, at a ratio of greater than one acre provided for each acre impacted so as to ensure no net loss of wetland acreage. Replacement of wetlands on-site or adjacent, within the same wetlands system and in-kind mitigation, shall be given preference over other mitigation options.

Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge soils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish & Game shall be limited to very minor incidental public facilities, restorative measures, and nature study if otherwise in accordance with the provisions of the Coastal Act.

Environmentally Sensitive Habitat Areas; Adjacent Developments (Section 30240).

The SEASP land use plan proposes land use changes only within areas that have already been developed or urbanized in an effort to protect environmentally sensitive habitat areas in the Los Cerritos Wetlands against any significant disruption of habitat values. *Land Use*, Section 4.3 of this Specific Plan, further clarifies that only uses dependent on those resources shall be allowed within Coastal Habitat, Wetlands, and Recreation areas.

The Specific Plan provides direction in the Development Standards and the Design Standards and Guidelines that reduces the heights of buildings in proximity to the wetlands along Shopkeeper Road and also provides special Bird-Safe guidelines for buildings adjacent to the wetlands. The Specific Plan includes provisions to guide the design and siting of new development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas to prevent impacts which would significantly degrade those areas and shall be compatible with the continuance of those habitat and recreation areas.

Location; Existing Developed Area (Section 30250).

The Coastal Act requires new residential, commercial, or industrial development to be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it. As shown in Figure 4-1, *Areas of Change*, the areas where changes were made to accommodate the new growth anticipated over the next 50 years are located in a limited area of the Specific Plan and are on properties that already contain development that could be repurposed and redesigned to meet the objectives of the SEASP Vision.

Scenic and Visual Qualities (Section 20351).

Protection of views and re-establishment of views from the water to the wetlands is an essential component of the SEASP Vision. As illustrated on Figure 4-3, *Public View Sheds*, the views within SEASP are abundant and the community placed the preservation and enhancement of views at the top of the priority list of features that distinguish southeast Long Beach from other areas in the City and significantly contribute to the character of the SEASP project area. The provisions of the Design Standards and Guidelines preserve the scenic and visual qualities of coastal areas and protect them as a resource of public importance. Chapter 7, *Design Standards and Guidelines,* require development adjacent to the water and wetlands to: be designed to protect open edge views to and along the ocean and scenic coastal areas; be visually compatible with the character of the surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. The SEASP Design Standards and Guidelines encourage new midblock crossings that run perpendicular to PCH in the Mixed-Use Community Core to align so that the views can connect water to wetland resources. Figure 4-2, *Community Structure,* illustrates areas where view restoration opportunities could be added as part of new projects in the Mixed-Use Community Core.

Maintenance and Enhancement of Public Access (Section 30252).

One of the primary goals of the SEASP Vision is to provide alternative means to get around the project area other than the car. Transit stops along PCH, new cycle tracks along PCH and Studebaker Road, and the trails adjacent to the San Gabriel River all help to reduce automobile circulation within the project area and maintain and enhance public access to the coast. The SEASP limits new development in the majority of the area so as to target future growth in the Mixed-Use Community Core and Mixed-Use Marina areas. These areas allow for a mix of residential, hospitality, and retail uses in a focused area of the plan that will include new internal streets, pedestrian paseos, plaza spaces, and boardwalks along the waterways. All of these enhancements encourage people to park once and create new non-automobile circulation within the project areas. New plazas in mixed-use areas also encourage activity and are a draw for the community in close proximity to coastal resources.

5.13 Sustainability Requirements

All new buildings shall be designed to the highest standards of sustainability and maintained in a manner to protect natural resources, limit energy consumption and contribute to the physical and social wellbeing of both humans and wildlife. All new structures shall demonstrate eligibility for and conformity with the United States Green Building Council Leadership in Energy and Environmental Design (LEED) Silver certification.

Chapter 6

Mobility

6.1 Mobility Plan

6.2 Creating a Complete Streets Network

6.3 Parking

6.4 Transportation Demand Management

6.5 Synchronizing Intersection Signals

6.6 Street Classifications and Sections

6. MOBILITY

6.1 Mobility Plan

The mobility plan for the southeast area of Long Beach is established by the City's General Plan Mobility Element. Creating an efficient, balanced, multimodal mobility network is a priority of both plans.

To implement the aspirations of the Southeast Area Specific Plan Vision, the mobility network places an emphasis on increasing pedestrian and bike facilities and safety while also integrating other motor vehicles and public transit to create Complete Streets. Synchronizing traffic signals, reconfiguring roadway sections and freeway on- and off-ramps, and applying a context-sensitive approach to balance the mobility system in the area are just a few of the strategies that will help to create an enhanced experience in southeast Long Beach. The intent of this Specific Plan is to provide an increase in choices that are provided in the area as an alternative to using an automobile.

Promoting an increase in active transportation modes—walking, cycling, and skating—can help improve quality of life by increasing the number of travel options and reducing greenhouse gas emissions in SEASP. The use of alternative transportation modes can also help improve air quality, and help residents to improve their health and wellness. The bicycle and pedestrian infrastructure improvements in the SEASP are designed to upgrade the physical environment and improve the way people get around in the area.

Relationship to the General Plan

The City's 2013 General Plan Mobility Element presents future plans for improving the way people, goods, and resources move within and across the City. Goals of the General Plan include improving the quality of life for residents and protecting the natural environment—also priorities of the SEASP Vision.

The Mobility Element identifies many streets in SEASP as candidate corridors for "Character Change" meaning that they are roadways constructed with a focus on automobiles that may be better served by slowing vehicles and providing enhanced facilities for other travel modes. This direction is consistent with the feedback provided by the community for more and safer bicycle and pedestrian facilities in SEASP.

IMPLEMENTING THE VISION

Throughout the Specific Plan outreach process (see Chapter 1, *Introduction*, and Appendix A, *Outreach*) the community indicated that mobility—for all users—should be a priority addressed in this Plan.

This sentiment is also reflected in Chapter 3, *Vision, Priorities, and Guiding Principles*. Common themes included: better and more safe bicycle and pedestrian facilities, designing Pacific Coast Highway with a "Main Street" feel within the mixed-use areas, and identifying ways to make the SEASP area a destination with limited cut-through traffic.

To achieve the SEASP Vision, this mobility plan proposes:

- A mix of uses in the vicinity of 2nd and PCH to capture more internal trips to the area (minimize the number of vehicular trips that require use of dedicated roadways).
- Shorter block lengths near the 2nd Street and Pacific Coast Highway intersection to promote walking and biking in the study area.
- Additional connectivity for bikes and pedestrians that connect people to their destinations, such as bike paths and better pedestrian facilities between key destinations.
- Parallel pedestrian and bicycle linkages where they can be implemented without adversely impacting wetlands resources.
- Improved biking and walking environments such that people do not have to get into their cars to make short trips.
- Additional long-term mobility options such as the implementation of a privately financed shuttle circulator that could provide access to key destinations between the SEASP area, Cal State Long Beach, the Veterans Hospital, Belmont Shore, Naples, and possibly the Convention Center.

6.1.1 Streetscape Zones

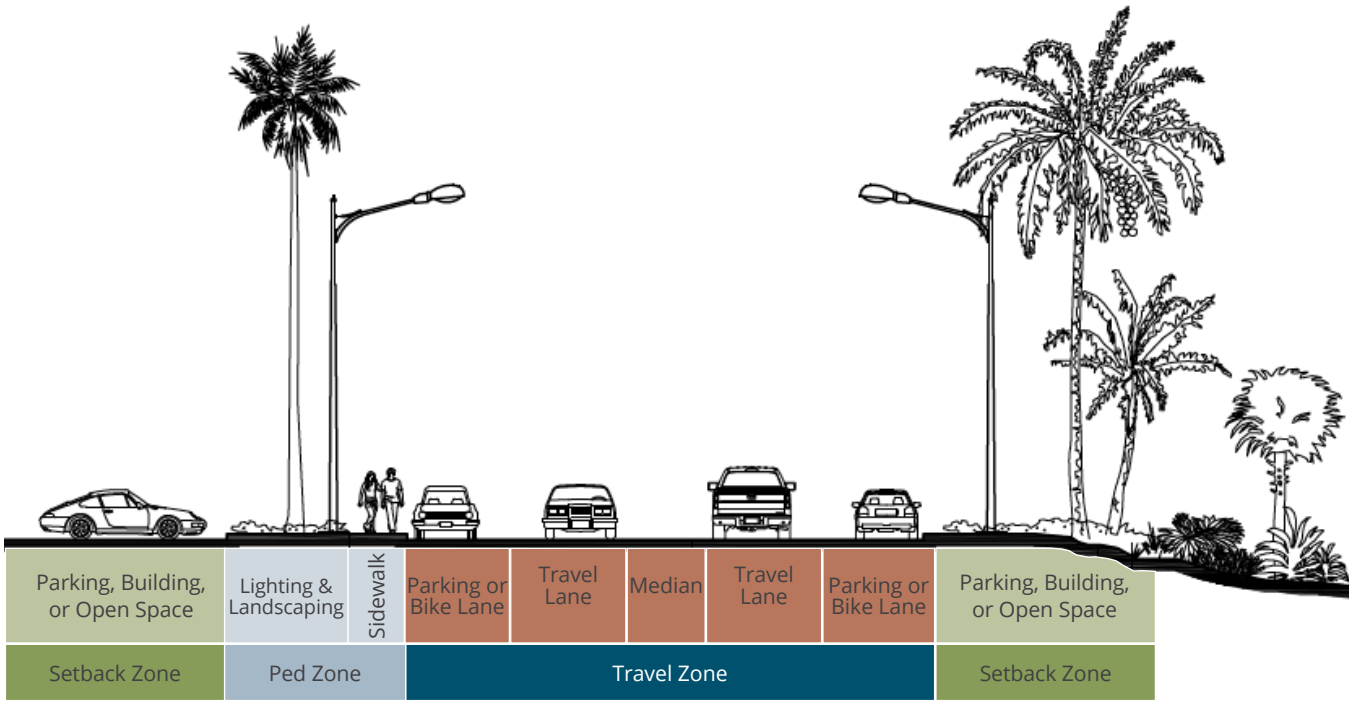
This mobility plan breaks the streetscape or right-of-way into three zones: travel, pedestrian, and setback. All three of these zones are critical to the user experience along the street and are typically implemented through a combination of publicly dedicated rights-of-way and private property. Careful attention to the design and interface of the users of each zone will contribute to the look and feel of the SEASP area.

Travel Zone. The travel zone consists of vehicular travel lanes and may include bike lanes, parking lanes, and medians. The travel zone is located in the public right-of-way.

Pedestrian Zone. The pedestrian zone consists of the pedestrian walkway and landscape area. The sections provided later in this section identify minimum widths for clear and unobstructed paths that shall be provided in this zone to accommodate pedestrian movement. The landscape area may include trees, planters, lighting, pedestrian amenities, street signs, and other public utilities. It may also include paved walkways to access adjacent buildings. The pedestrian zone is typically located on public right-of-way but may include parts of private property with a public easement.

Setback Zone. The setback zone is the area between the pedestrian zone and primary building facade. This area is typically used as the primary entry to adjacent buildings and may include outdoor dining space, plaza space, or landscaping. Setbacks are regulated through Chapter 5, *Development Standards*, of this Specific Plan, which are based upon the different streetscape and roadway types illustrated later in this chapter.

Effectively proving services for all of these zones, while accommodating all users of all ages and all abilities, is the intent of Complete Streets design. All of these improvements should be implemented consistent with the information provided below and consistent with Chapter 7, *Design Standards and Guidelines*.



The streetscape in the SEASP area is generally comprised of three zones—setback, pedestrian, and travel.

6.2 Creating a Complete Streets Network

Complete Streets have been defined by the National Complete Streets Coalition as, "...streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from transit stops."

Citywide mobility policies are guided by the City's General Plan Mobility Element. The Element establishes a balanced approach to multiple modes of mobility to create a system of Complete Streets that support and encourage all users. By adopting a Complete Streets policy, communities such as Long Beach, direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists—making the community a better place to live.

Caltrans has refined this definition and sees Complete Streets as "transportation facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility."

For the SEASP, a Complete Streets approach means providing mobility for all modes of transportation that serves users of all ages and all abilities. Given that the current transportation network in the area is focused largely on automobiles, this Specific Plan, in accordance with the City's General Plan Mobility Element, provides a plan for infrastructure focused on balancing motorized and nonmotorized transportation options. Providing enhanced mobility for modes such as bicyclists, pedestrians, and transit riders will improve accessibility to and within the SEASP area, which is a key component of this Plan's Vision.

COMPLETE STREETS

Much of the SEASP area transportation network developed over the last 50 years—a time where transportation was largely influenced by freeway expansions and an interest and desire to travel by personal vehicles. However, in recent years, the City has been taking steps to support Complete Streets. This includes development of the recently adopted General Plan Mobility Element and ongoing Bicycle Master Plan. Both of which comply with State laws requiring the implementation of Complete Streets. Recent laws pertaining to Complete Streets include:

AB 1358 – This requires all substantial changes to a General Plan in the State of California to include Complete Streets policies.

SB 743 – This directed the State Office of Planning and Research to identify an alternative metric (other than automobile level of service) to be used for identifying transportation impacts as part of CEQA.

SB 375 – This required Metropolitan Planning Organizations (MPOs) to look at the interface between land use and transportation; it also requires MPOs to develop strategies to reduce vehicle miles of travel, which is a precursor to greenhouse gas emissions (GHG).

AB 32 – This was a State commitment to reduce GHG statewide with specific reduction targets identified in the State law.

For more information regarding the effect other plans, programs, agencies, and regulations have on the mobility facilities in SEASP, see Chapter 9, *Administration and Implementation*.

Bulbouts could provide an enhanced pedestrian experience in the SEASP area by shortening the distance it takes to cross the street.

Midblock crossings provide greater connectivity and safe opportunities for pedestrians to cross the street.

6.2.1 Pedestrian and Bicycle Circulation and Access

Pedestrian Network

The SEASP provides pedestrian access within the southeast area along sidewalks, recreational pathways, and internal pathways. Many streets in the SEASP area currently do not have sidewalks or only have sidewalks on one side of the street. Critical streets that should be providing for the mobility of pedestrians that fall into the incomplete sidewalk category include: Shopkeeper Road, Marina Drive, 2nd Street, Studebaker Road, Loynes Drive, and portions of Pacific Coast Highway (PCH).

Figure 6-1 shows the network of proposed sidewalk connections for the area. In some cases, sidewalks are needed on both sides of the street to fill in gaps in the network and in other cases, sidewalks may only be needed or appropriate for one side of the street. Sidewalks shown on private property are conceptual, but are illustrated to show the importance to provide additional connectivity should any of the properties with a mixed-use designation redevelop over time.

Pedestrian connections shall be developed in coordination and pursuant to the standards of Chapter 7, *Design Standards and Guidelines*. Improved pedestrian connections, including buffered sidewalks, the addition of sidewalks, and/or a boardwalk are proposed along PCH, Channel Drive, Studebaker Road, 2nd Street, Marina Drive, and along streets internal to development that will occur in the Specific Plan area. See Figures in Chapter 6, *Mobility*, for proposed street sections, which include improvements to the pedestrian zone.

In addition to providing more sidewalks, this plan recommends "breaking up" the long block lengths in the SEASP area into shorter blocks. Shorter blocks are more walkable—they improve connectivity, making it easier for pedestrians to comfortably navigate an area, and as a result typically generate more activity, which is an essential component of placemaking.

Additionally, connectivity across major streets is needed to improve accessibility between destinations. Midblock crossings are proposed across PCH adjacent to areas designated as Mixed-Use Community Core

to provide greater connectivity and opportunities for people to get around within the SEASP area. Midblock crossings provide an added benefit of creating visual corridors that provide visual connections to amenities such as the marina or views to the wetlands as shown in Chapter 7, *Design Standards and Guidelines*, on Figure 7-2, *Conceptual View Corridor: Wetlands to Marina*. Lastly, to limit exposure and increase safety for pedestrians crossing the street, curb extensions are also envisioned at crossings possibly along Marina Drive or Studebaker Road as a transition into the mixed-use areas. They could also be used as a design feature for new internal streets that are proposed on properties in the Mixed-Use Community Core and Mixed-Use Marina land use designations.

Where appropriate, trail connections could be added in the SEASP area to provide access to open space and recreational amenities such as the Los Cerritos Channel, Marina, and along the perimeter of the Los Cerritos Wetlands. Trails and access plans within, or adjacent to, jurisdictional waters must comply with Chapter 5, Section 5.11, *Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands.*

Bicycle Network

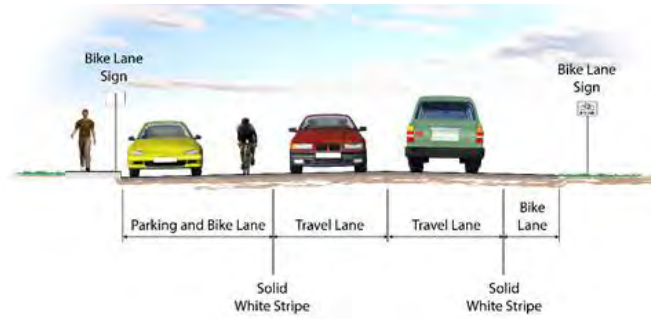
The enhanced bicycle and pedestrian environment has been developed to enhance the City of Long Beach's vision of being, "The most bicycle-friendly city in America." The goal is to provide mobility options for all modes of travel to the SEASP area by calming traffic on key roadways and providing facilities that enhance the bicycle and pedestrian experience. Existing and proposed bicycle connections are shown on Figure 6-2, *Bicycle Network*.

Bicycle circulation is provided on streets with designated bike lanes, separated bikeways (cycle tracks), and on off-street pathways. These facilities are classified in four bicycle facility classifications:

Class I Bikeway (Multi-use Path). Provides a separated corridor that is not served by streets and highways and is away from the influence of parallel streets. Class I bikeways are for non-vehicle use only with opportunities for direct access, commuter use, and recreational benefits, right-of-way for the exclusive use of bicycles and pedestrians, and cross flow conflicts are minimized. Existing Class I facilities include part of

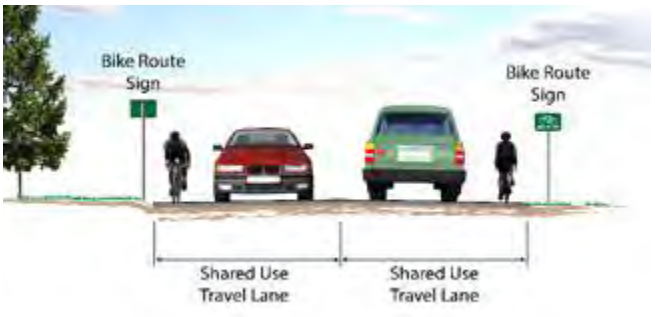
Class I – Multi-use Path

Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians.



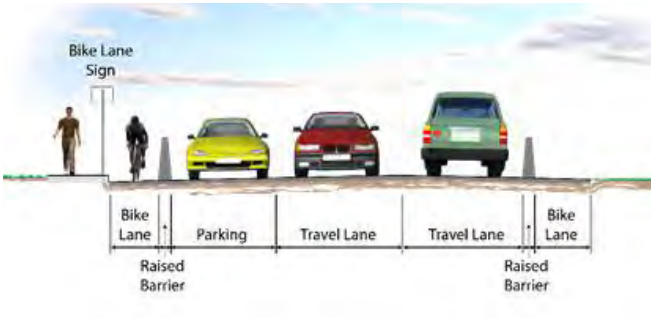
Class II – Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.



Class III – Bike Route

Provides a shared use route with pedestrians or motor vehicle traffic, typically used on lower-volume roadways.



Class IV – Separated Bikeway (Cycle Track)

Provides a protected lane for one-way bike travel on a street or highway.

A Class II bike lane provides a delineated right-of-way assigned to bicyclists.

A separated bike lane known as a cycle track provides a safe lane of travel for bicyclists.

the San Gabriel River Bike Trail and part of Long Beach Bikeway Route 10 (along Bixby Village Drive, portions of Loynes Drive, and the Los Cerritos Channel). A new Class I facility is proposed on the north side of the Los Cerritos Channel that would connect PCH to Loynes Drive if it does not impact sensitive wetlands in the area. A connection is also proposed that would link this route to the existing San Gabriel River Bike Trail located at the east end of the Specific Plan area.

Class II Bikeway (Bike Lane). Provides a delineated right-of-way assigned to bicyclists to enable more predictable movements, accommodating bicyclists through on-street corridors. Existing Class II bikeways exist along PCH, portions of 2nd Street (west of PCH and east of Studebaker), a portion of Studebaker Road (south of Loynes Drive), Margo Avenue, and 7th Street. New Class II bikeways are proposed along the Shopkeeper Road extension to PCH, N. Studebaker Road, and along Marina Drive.

Class III Bikeway (Bike Route). Provides a shared facility (shared by bikes and vehicles) that either connects with other bicycle facilities or designates preferred routes through high-demand on-street corridors. This type of bikeway is identified by signage or through installation of sharrows along the roadway. Although no new shared bike routes are proposed within the Specific Plan area, Class III facilities are proposed along Ocean Boulevard (south of the Specific Plan area) and along Nieto Avenue to the west of the SEASP area in the City's General Plan Mobility Element. It should be noted that the existing Class III facility along 2nd Street between PCH and Studebaker Road is envisioned to be improved as a Class II facility through implementation of this Specific Plan.

Class IV Separated Bikeways (Cycle Track). Provides delineated right-of-way assigned to bicyclists that have a physical separation between them and a vehicle. This separation can include parked vehicles, bollards, curbs, or any other physical device that provides separation. The most significant change to the bike and roadway network proposed for the SEASP area is the inclusion of two cycle tracks—one along PCH and the other along Studebaker Road. In general, implementing these improvements will have minimal impact on roadway capacity as the total number of

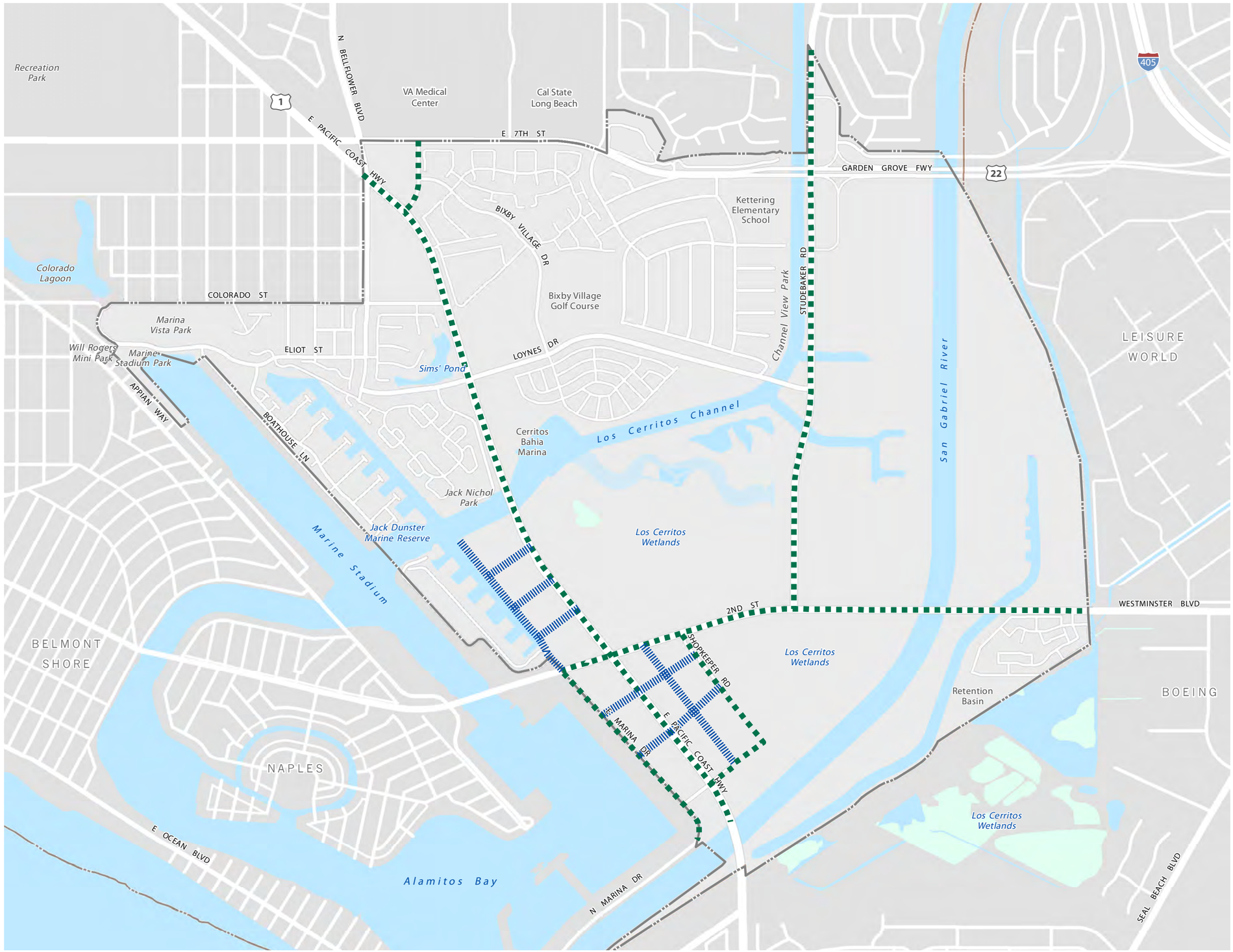


Figure 6-1 Sidewalks

- Future Sidewalks
- Proposed Private Sidewalks*
- Specific Plan Boundary
- City Boundary

**NOTES: Proposed pedestrian linkages illustrated in this graphic on private properties are conceptual in nature and are intended to illustrate that additional internal connectivity is required as a part of any new project. Ultimate sidewalk locations will be reviewed and approved during the application review process.*

A sidewalk is proposed to connect Shopkeeper and Studebaker Roads in the future. Ultimate alignment and final location will be determined at a later date (see Section 6.6.8). Ultimate alignment of Shopkeeper Road shall be designed so that it will not impact a delineated wetland.

Source: Fehr & Peers

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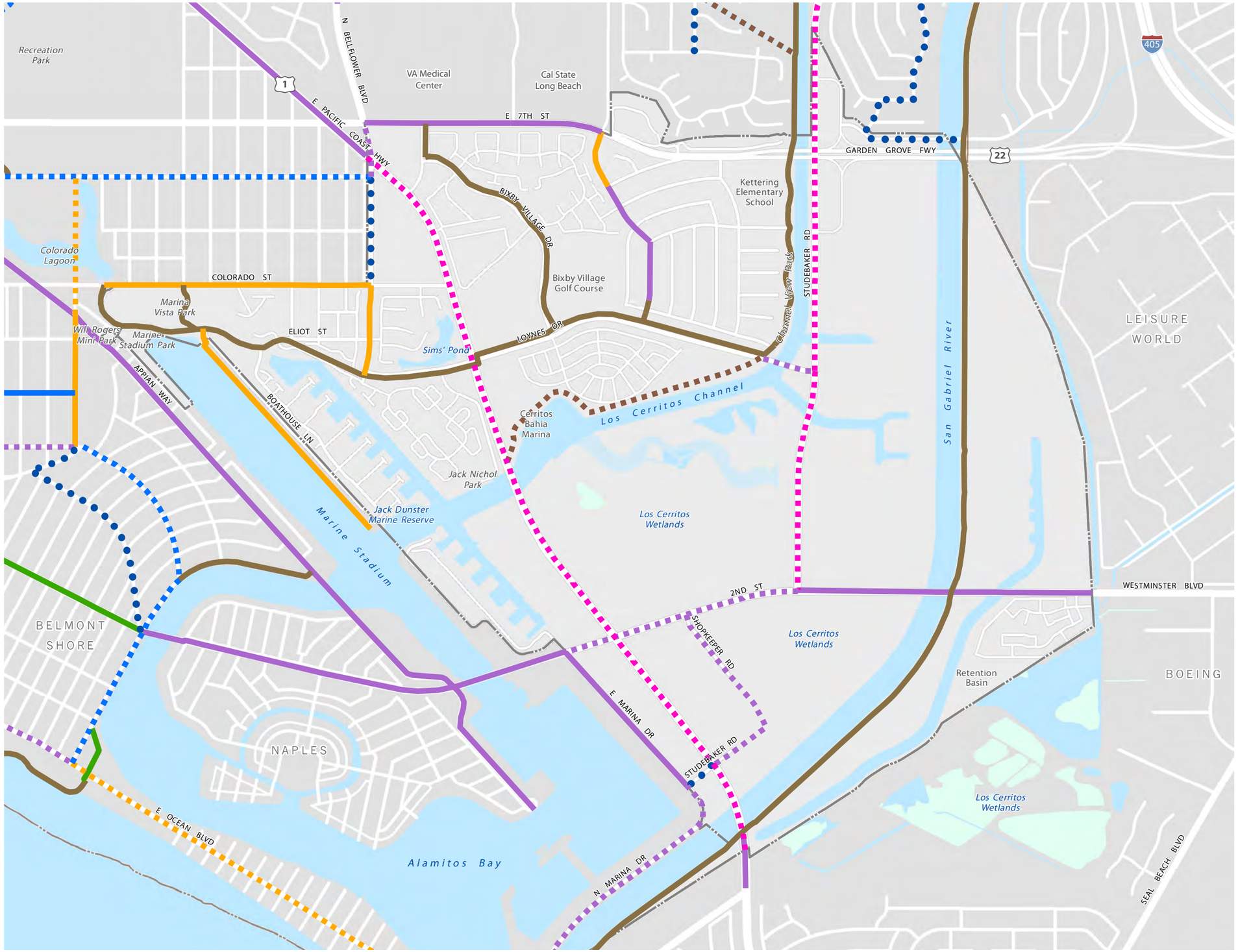

Figure 6-2 Bicycle Network

Proposed Bicycle Facilities

- Class I Multi-use Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Cycle Track
- Bike Boulevard
- Shared Green Lane
- To Be Determined

Existing Bicycle Facilities

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Bike Boulevard
- Shared Green Lane
- Specific Plan Boundary
- City Boundary

NOTE: The proposed Class III Bike Route between Shopkeeper Road and Studebaker Road depicts a future connection between the two roads. Ultimate alignment and final location will be determined at a later date (see Section 6.6.8). Ultimate alignment of Shopkeeper Road shall be designed so that it will not impact a delineated wetland.

Source: Fehr & Peers

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turn lanes at each intersection is expected to remain. Detailed standards, by street for sidewalks and bicycle lanes, are shown on Figures 6-5 through 6-24.

6.2.2 Transit

The SEASP does not propose any changes to the existing transit routes provided by LA Metro, Long Beach Transit (LBT), or Orange County Transit Authority (OCTA). The existing transit network is shown on Figure 6-3, *Transit Network*, and includes the route numbers for each line servicing the area.

Should a concentration of new uses occur in the mixed-use areas, the project area could benefit from the implementation of a "circulator," which is a privately funded shuttle system that would provide accessibility to the area. Circulators are generally funded by local business districts (and sometimes hotels) or home owner associations to provide accessibility to key destinations with frequent service in the area. If a circulator is proposed as new development occurs, it could link SEASP to areas such as Cal State Long Beach (where transit users can transition to local and regional bus routes), Naples, Belmont Shore, and the Long Beach Convention and Entertainment Center. This strategy can also help to reduce local trips and assist in reducing parking demand.

A circulator could serve the area by utilizing PCH, Shopkeeper Road, 7th Street, Ximeno Avenue, and 2nd Street. Circulator stops should be accommodated in future development and stops should include a bench, shaded cover, route information, bike racks, and other amenities that would support use of a shuttle and bus service in the area. Although the SEASP accommodates and supports a circulator, it would need to be privately funded and, as such, the details related to frequency, vehicle type, and routing will need to be developed by the entity or entities operating the circulator.

LBT could also support the area through extension of the Aqualink—water taxi service—and Aqua bus line. These services connect key destinations along the coast. Similar to the circulator described above, the SEASP supports and can accommodate extension of these services as another transportation alternative if implemented by LBT or other private service entity.

Existing transit stops in the area should also be upgraded concurrent with investment in the area. This would include improving bus stop areas to include benches, transit information, and shelters for transit users. Additionally, key destinations should consider accessibility to/from the transit stops and ensure that safe and appropriate pedestrian linkages are provided to/from the stops.

6.2.3 Vehicular Circulation and Access

Given the abundance of wetlands in the SEASP area, additional vehicular capacity and/or new roadway connections are limited.

For example, when PD-1 was approved in 1977, it included a provision to connect Studebaker Road north of 2nd Street to the existing segment that intersects with PCH near the entrance to the City. The wetlands were identified in the Vision as an asset to the community and a resource that should be retained and restored over time. As a result, this Specific Plan does not include a connection or completion of the Studebaker Road extension.

However, this Plan proposes a few new opportunities for vehicular access as well as connections to proposed regional improvements. The recommendations provided are generally limited to refinements within the existing right-of-way to minimize effects on adjacent wetlands resources.

Local Vehicular Opportunities

This mobility plan proposes two new vehicular connections; the extension of Shopkeeper Road to tie into Studebaker, then south to PCH, as well as a Waterway Promenade connection to the property north of 2nd street and west of PCH.

Right-of-way has already been dedicated for the extension of Shopkeeper Road from its existing origin off of 2nd Street connecting to Studebaker. Constraints such as existing oil operations and proximity to the wetlands may preclude the roadway from being completed in the configuration in which it was originally envisioned and will likely require a realignment at some point in the future.

A vehicular and/or pedestrian connection along the waterway adjacent to the existing Marina Pacifica development could create additional vehicular access

as well as integrate a unique pedestrian boardwalk environment that supports the SEASP Vision. A roadway extension in this area could be a public or private roadway. Two proposed street sections are envisioned here, as shown on Figure 6-17, *Conceptual Internal Street Section Key Map*; Section 6.6.9, *Internal Streets*; and are further discussed in Chapter 7, *Design Standards and Guidelines*.

Additionally, the creation of smaller blocks and increased accessibility to mixed-use areas are envisioned through connections such as the new roadway extensions mentioned above and further discussed in Chapter 7, *Design Standards and Guidelines*. Access to future development should be created by use of a smaller block pattern with access to major roadways such as PCH and 2nd Street. Signalized entries would be included at many of the new access points spaced between 500' and 1000' apart as long as safe and efficient access can be provided. Non-signalized entries would be stop sign-controlled and would include access with restricted turning movements.

Access points proposed along perimeter public streets would be coordinated with access to adjacent land uses. Internal circulation within each planning area would consist of private drives or alleys serving development. Section 7.2.3 of Chapter 7, *Design Standards and Guidelines,* provides an example of how smaller blocks could increase access to the Mixed-Use Community Core and Mixed-Use Marina areas.

Regional Facilities

In addition to the roadway facilities described above, several planned regional improvements should benefit the SEASP area. This includes improvements to the SR-22/Studebaker Road interchange consisting of roundabouts at the ramp-terminal intersections (identified in the City's capital improvement program), and a planned bridge enhancement/replacement on PCH just north of the 2nd Street intersection (planned Caltrans improvement). These improvements support regional access to the SEASP area.

As previously discussed, the community expressed a desire to "calm" traffic on PCH in the SEASP area. Although the proposed cross sections (Figures 6-7 and 6-8) for PCH incorporate treatments to provide for better mobility of non-automotive users and "calm" vehicle speeds, the facility is currently owned and operated by Caltrans. As such, the City will need to coordinate with Caltrans regarding implementation of the identified improvements along the corridor, including undertaking the procedures identified in the Caltrans Project Development Procedures Manual (more information on PDPM is provided in Chapter 9, *Administration and Implementation,* Section 9.4.1, *State Commissions, Legislature, and Guidance)*.

6.3 Parking

This section describes the approach to parking within the SEASP area.

6.3.1 Standard Parking

Parking within SEASP will be provided by a number of private surface parking lots, potential future parking structures, and on-street parking spaces. The City of Long Beach Municipal Code shall guide required parking for land uses in the SEASP area. For mixed-use sites, shared parking strategies (described below) shall guide parking requirements for the SEASP area.

All parking in the SEASP area located within the Coastal Zone must also be consistent with the parking and accessibilities policies of the Coastal Act, including public accessibility to the coastal area.

Since the SEASP is a long-range plan for the southeast Long Beach area, it is highly likely that traditional driving modes, habits, and patterns will evolve over the lifetime of the plan. For example, fully autonomous vehicles are anticipated to be a new transportation option that may be available in the future. Autonomous vehicles, especially if they are provided through a subscription-based service, could potentially decrease the overall demand for parking in the area. As such, parking structures developed in the SEASP area could be evaluated for reuse (for utilities or other uses) if it is found that parking demand is reduced.

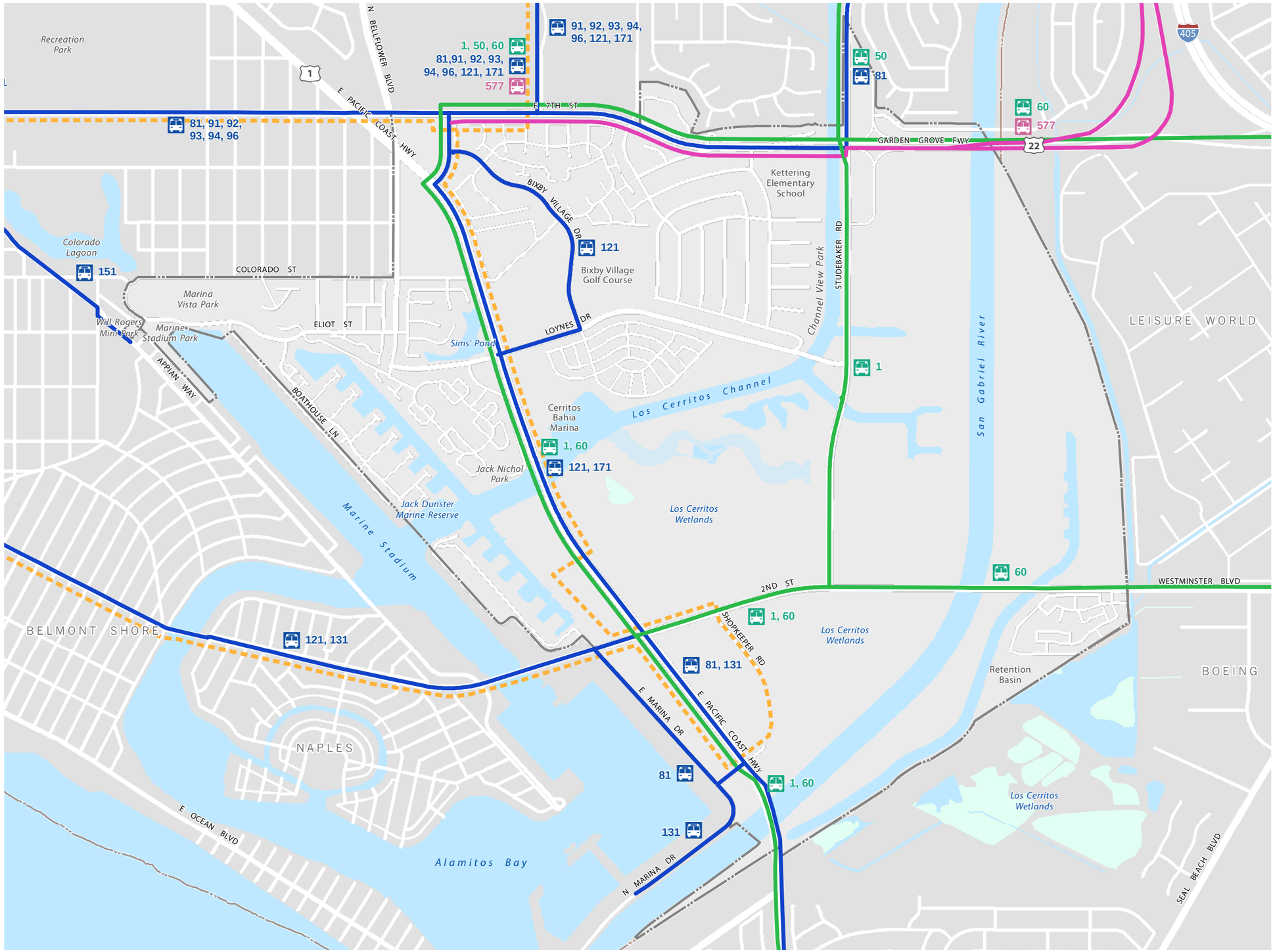

Figure 6-3 Transit Network

- LA Metro
- Long Beach Transit
- OCTA
- Specific Plan Boundary
- City Boundary

NOTE: Route numbers are provided for reference and should be verified with the appropriate service provider as they are subject to change.

Source: Fehr & Peers, LA Metro, Long Beach Transit, and Orange County Transportation Authority, 2015

0 400 800 1,200 Feet

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6.3.2 Shared Parking

This Specific Plan recognizes that different land uses peak in parking demand at different times during the day as residents, employees, retail customers, etc. come and go in the SEASP area. Shared parking identifies the temporary demand (eg, the parking utilization by time of day) and assumes that spaces can be shared by multiple users. Using this technique, mixed-use development may be eligible for reduced parking requirements to ensure that the sites are not over-parked. Shared parking tests of potential development within the Specific Plan area have indicated that, depending on the proposed mix of uses, a reduction of somewhere between 15 to 20 percent can be achieved. Given that specific tenants will dictate the ultimate shared parking demand, proposed development will need to conduct their own shared parking assessment and the City will need to review and approve each study's proposed reductions in the SEASP area.

6.4 Transportation Demand Management

The City of Long Beach Municipal Code provides minimum parking requirements for new development, eg, parking is not shared between uses. Reduced parking requirements for shared parking may be applied to new developments that are mixed use in nature, as described above. Additional parking reductions can be submitted for consideration to the City of Long Beach if a development proposes Transportation Demand Management (TDM) strategies that would reduce vehicle parking demand in the area. These strategies include bicycle parking (which is required for all development in the SEASP area, see Chapter 5, *Development Standards*), financial participation in a proposed circulator system, subsidized bus passes for employees, or any other strategy that could reduce the need for a vehicle to be parked at the project site. The specific parking reductions associated with these techniques shall be reviewed by the City of Long Beach as part of each development project in accordance with the process in Chapter 9, *Administration and Implementation*, of this Specific Plan.

6.5 Synchronizing Intersection Signals

Although more options for mobility and connectivity are provided as part of this Plan, specific intersections (such as 2nd Street and PCH and 7th Street and PCH) will continue to be congested even with implementation of the proposed improvements. Options to improve operations at these locations would likely have significant impacts to the natural environment and, as such, this Plan proposes mobility options to increase alternative modes of transportation—such as walking cycling, and riding transit—and acknowledges that as a trade-off, congestion will still occur during peak periods at these intersections.

However, there are options for the City to explore regarding the synchronization of signal timing to improve the flow of traffic. The roadway network in the SEASP area is made up of signalized intersections controlled by two Public entities—Caltrans and the City of Long Beach. Unfortunately, it is difficult to interconnect and coordinate signals operated by these two entities as they utilize different hardware and software that is not compatible. As such, vehicle progression between intersections is not performing as efficiently as it could.

To provide better progression of traffic signals in the SEASP area, any of the following strategies could be implemented:

- City enters a cooperative agreement with Caltrans to maintain the signals.
- Caltrans relinquishes sections of their facility to the City such that the City can update the equipment and maintain the signals.
- City works with Caltrans on a comprehensive signal timing program that is implemented to coordinate and maintain the timings, including hardware to ensure that the signal clocks do not drift from one another.

6.6 Street Classifications and Sections

The street cross sections in this section have been developed using a Complete Streets approach to achieve the goals and desires expressed by the community in the SEASP Vision. These embrace the character changes noted in the City's Mobility Element (and further explained below) and provide a comprehensive mobility network for the SEASP area. Additionally, typical street sections are provided for internal streets in the Mixed-Use Community Core areas that could be used to create smaller blocks as previously discussed in this chapter. Figure 6-4, *Public Street Section Key Map,* identifies the street segments that have corresponding sections and are envisioned to change through implementation of this Specific Plan.

The Mobility Element classifies several streets within the Specific Plan area as roadways that have potential for new character-changing features. These streets have excess vehicle capacity that could be redesigned to better accommodate the needs of pedestrians, bicyclists, and transit riders within the existing right-of-way to create a multimodal/complete street. This can be achieved by reducing the width or number of travel and parking lanes to provide wider sidewalks with trees, bike paths or lanes, dedicated transit lanes, landscaped medians, or curb extensions that make the streets more attractive and usable. The streets in the SEASP area identified as candidates for change are:

- 7th Street (at SR-22)
- Pacific Coast Highway
- Loynes Drive
- Studebaker Road
- 2nd Street
- Marina Drive
- Shopkeeper Drive

Furthermore, outreach for this Specific Plan identified that stakeholders desire the streets to be "calmed" as traffic moves too fast and the area would benefit from slower moving vehicles; especially on PCH.

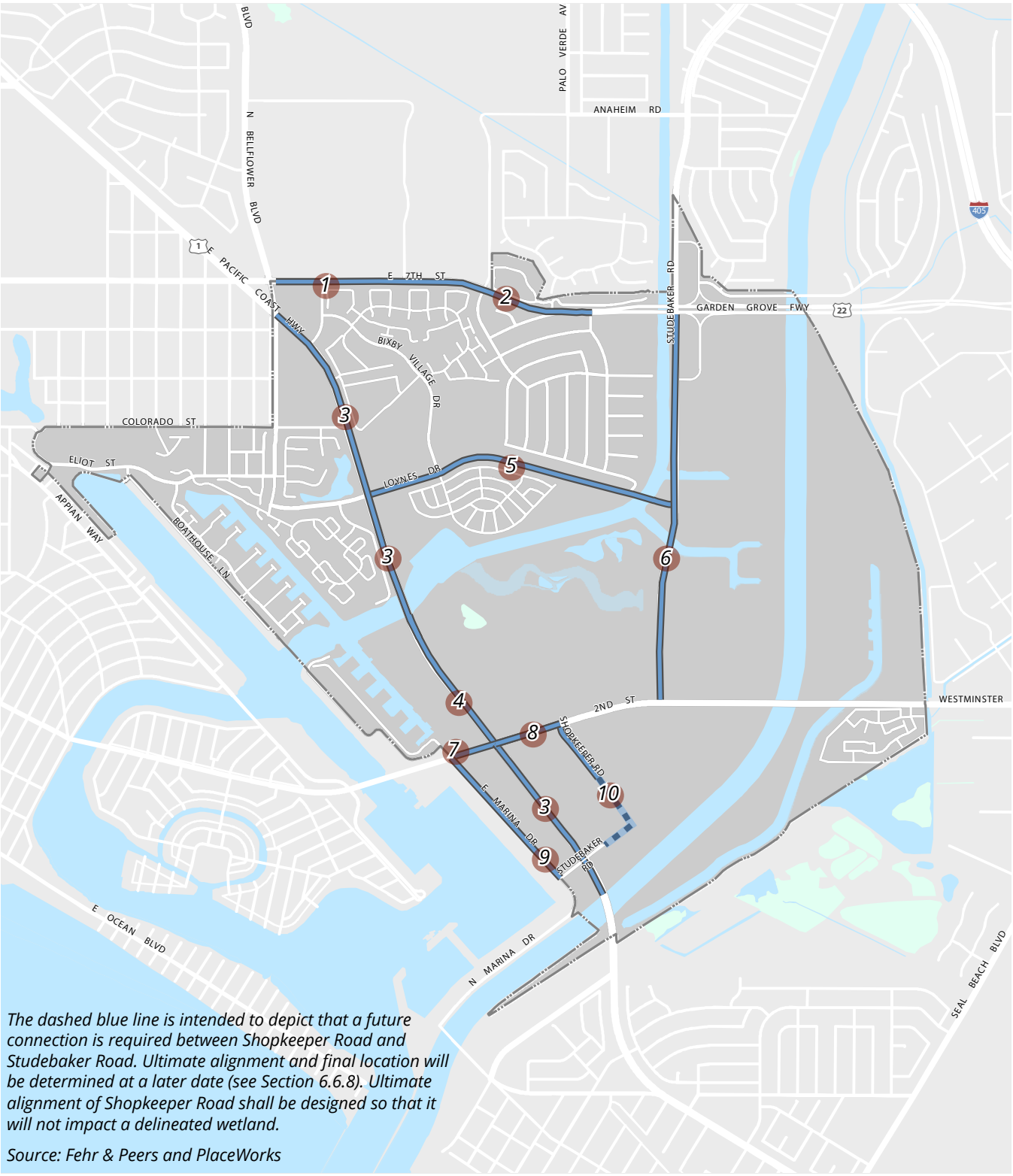
The street sections prepared for the SEASP project area have been developed and are responsive to context-specific opportunities and constraints (existing right-of-way widths, wetlands, etc.). The street classifications in the Mobility Element were used as a starting point for the SEASP circulation network, but the sections have been refined and customized based upon local context. Therefore, the Mobility Element still serves as a guide, but this section provides the more detailed direction to implement improvements.

CONTEXT-SENSITIVE DESIGN

A context-sensitive approach to street design was used to incorporate new multimodal features into the streets of the SEASP area. By prioritizing function and community context, the street sections proposed in this Specific Plan consider all users of the road as well as the character of adjacent properties and buildings.

The SEASP includes strategies to improve circulation and provide attractive alternatives to the car in this active area of town, including plans to increase bicycle lane miles by 79%.

Figure 6-4 Public Street Section Key Map



The dashed blue line is intended to depict that a future connection is required between Shopkeeper Road and Studebaker Road. Ultimate alignment and final location will be determined at a later date (see Section 6.6.8). Ultimate alignment of Shopkeeper Road shall be designed so that it will not impact a delineated wetland.

Source: Fehr & Peers and PlaceWorks

Dedicated But Not Built

Existing Streets With New Sections

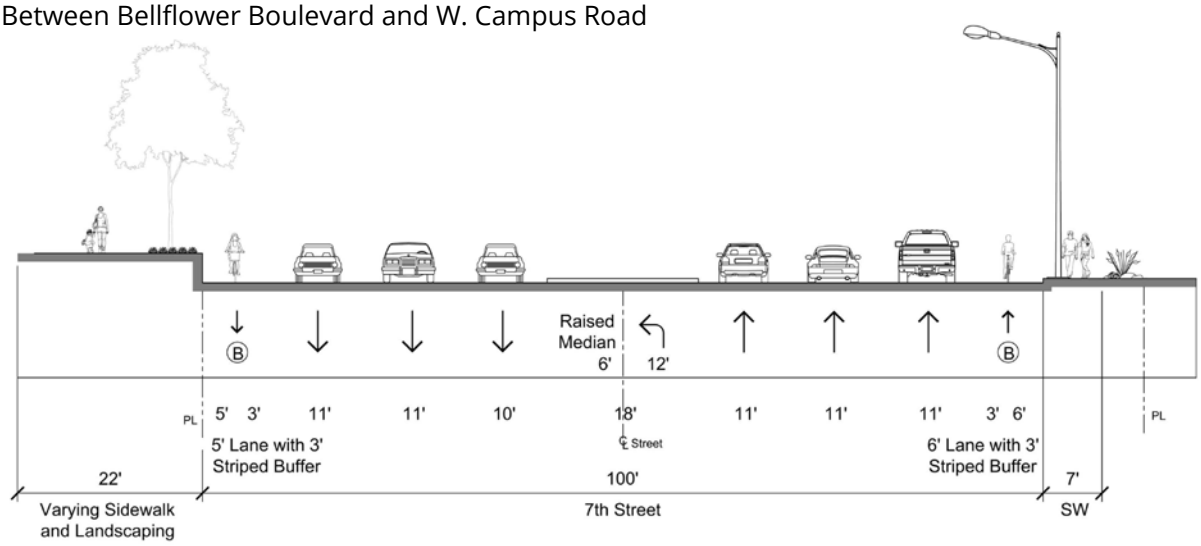
0 1,000 2,000 Feet

6.6.1 7th Street

State Route 22 (SR-22) becomes 7th Street in the City of Long Beach. The street has three lanes in each direction and is divided by a raised median. As an east-west connection to SR-22, 7th Street has been classified by the City's General Plan Mobility Element as a primary transit-priority street and a designated truck route between Studebaker Road and PCH. The segment of 7th Street that intersects Caltrans right-of-way at SR-22 has been designated as an area of opportunity for street character change. Another segment of 7th Street from Bellflower to W. Campus Road—in front of CSLB and the VA Medical Center—has also been designated as a pedestrian-priority area in the Mobility Element. Proposed context-sensitive multimodal improvements to 7th Street, which consider the designations described above, use the existing right-of-way to improve the street as shown in Figures 6-5 and 6-6.

Figure 6-5 7th Street

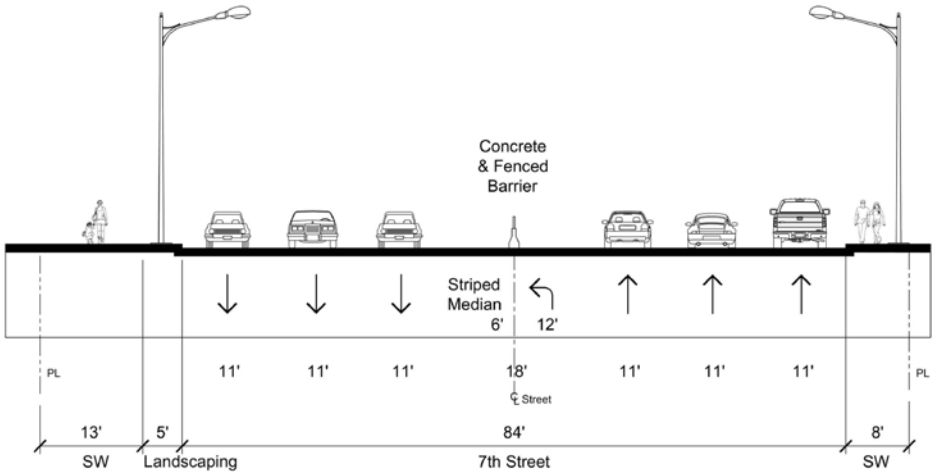
Between Bellflower Boulevard and W. Campus Road



Looking east. Not to scale. Where the sidewalk and landscaping zone vary on the north side of the street, efforts should be made to bring the sidewalk to a minimum width of 10'. Implementation of this street section does not require additional right-of-way. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

Figure 6-6 7th Street

Between W. Campus Road and Silvera Avenue



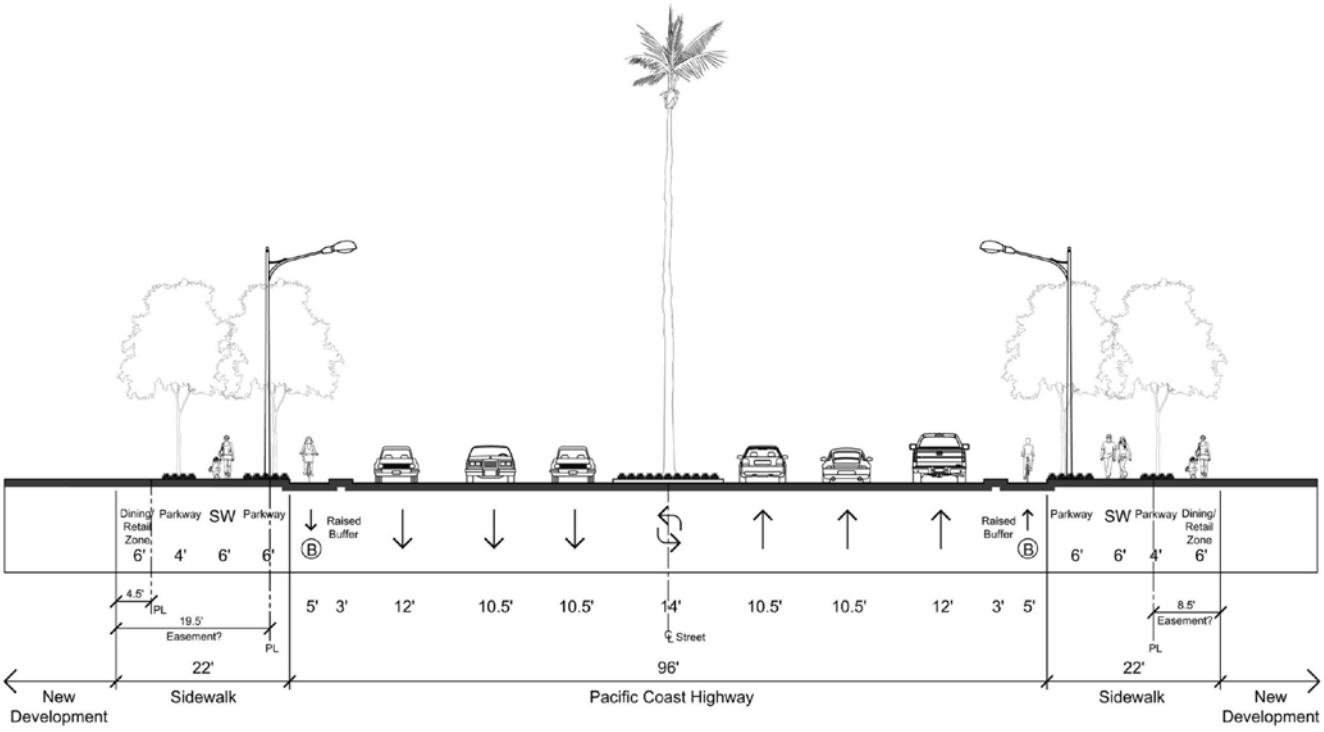
Looking east. Not to scale. Implementation of this street section does not require additional right-of-way. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

6.6.2 Pacific Coast Highway

Pacific Coast Highway is envisioned to be the primary multimodal and view corridor for the SEASP area. Serving as the area's "Main Street," the east-west orientation of this six-lane roadway accommodates vehicles, bicyclists, and pedestrians. Safety for pedestrians is a critical factor in the operation and functionality of PCH, as its current configuration gives highest priority to the automobile. Bicycles are accommodated on a Class IV bike lane, also know as a cycle track, that is separated by either a raised buffer or rolled curb similar to other streets in the City. The new section, as developed with community input, proposes improvements such as the addition of a buffered bike lane, reduced travel lanes, as well as a landscaped median. An increased pedestrian zone allows for improvements to landscaping and lighting as shown on Figure 6-7. The City's Mobility Element designates PCH as a street with potential for new character-changing features. Chapter 7, *Design Guidelines*, provides additional direction on the appearance and functionality of PCH through the SEASP project area. The section below illustrates the configuration of a segment of PCH that has buildings on both sides of the street.

Figure 6-7 Pacific Coast Highway

Between the San Gabriel River and 2nd Street and Los Cerritos Channel and Bellflower Boulevard



Looking north. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

NOTES:

The proposed street sections are not consistent with Caltrans design standards related to lane width. As such, implementation will require one of the following three actions:

1. *Work with Caltrans to obtain a design exemption to proceed with reduced lane widths.*
2. *Work with Caltrans to relinquish this segment of PCH to the City.*
3. *If options 1 or 2 are not feasible, revise the street section to meet Caltrans standards, currently a minimum of 11' wide lanes.*

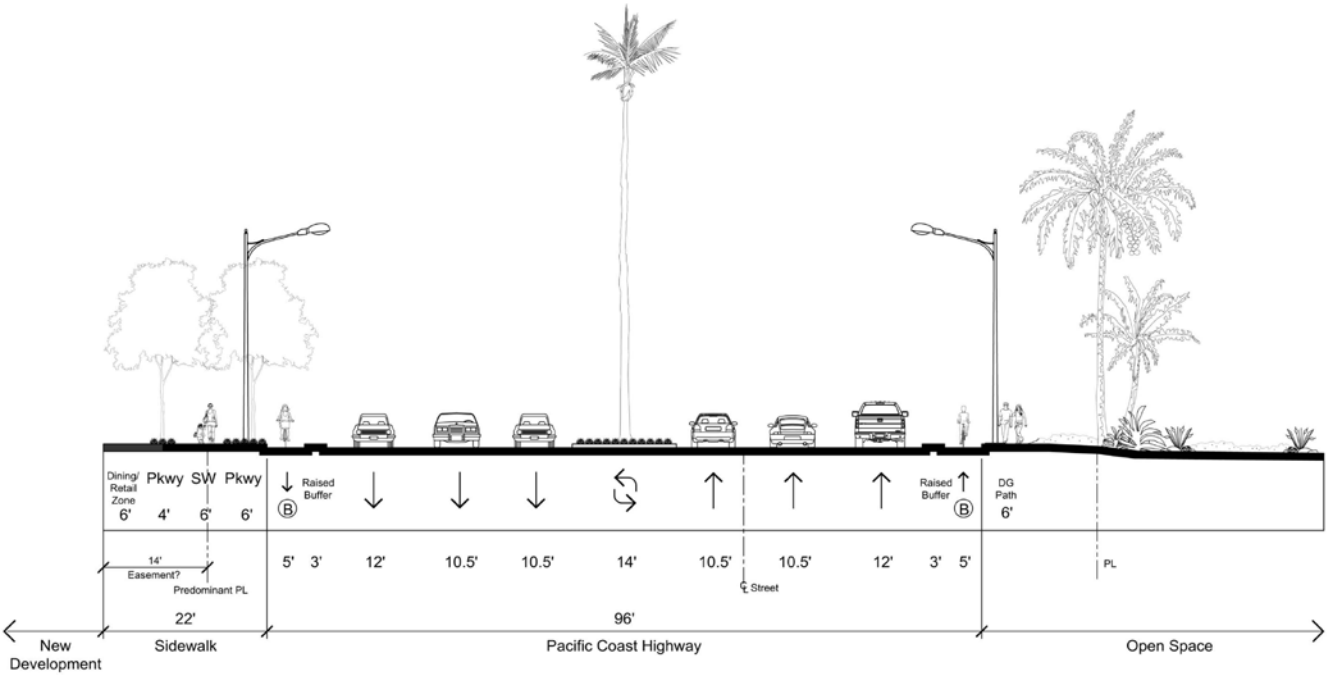
The configuration above may be narrowed to four lanes in special circumstances to accommodate special site or roadway considerations (such as reducing lanes over the Los Alamitos Bay Bridge).

6.6.3 Pacific Coast Highway Adjacent to Wetlands

This segment of PCH illustrates a segment that contains development to the west and wetlands to the east. Improvements to this section include a continuation of reduced travel lanes and a cycle track, with either a raised buffer or rolled curb, as shown in Figure 6-7, but is refined to accommodate pedestrians on a decomposed granite (DG) pathway along the wetlands edge as shown on Figure 6-8. In keeping with the intent of the SEASP Vision, this section provides pedestrian access and views to wetlands around the perimeter of the resource.

Figure 6-8 Pacific Coast Highway

Between 2nd Street and Los Cerritos Channel



Looking north. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

NOTES:

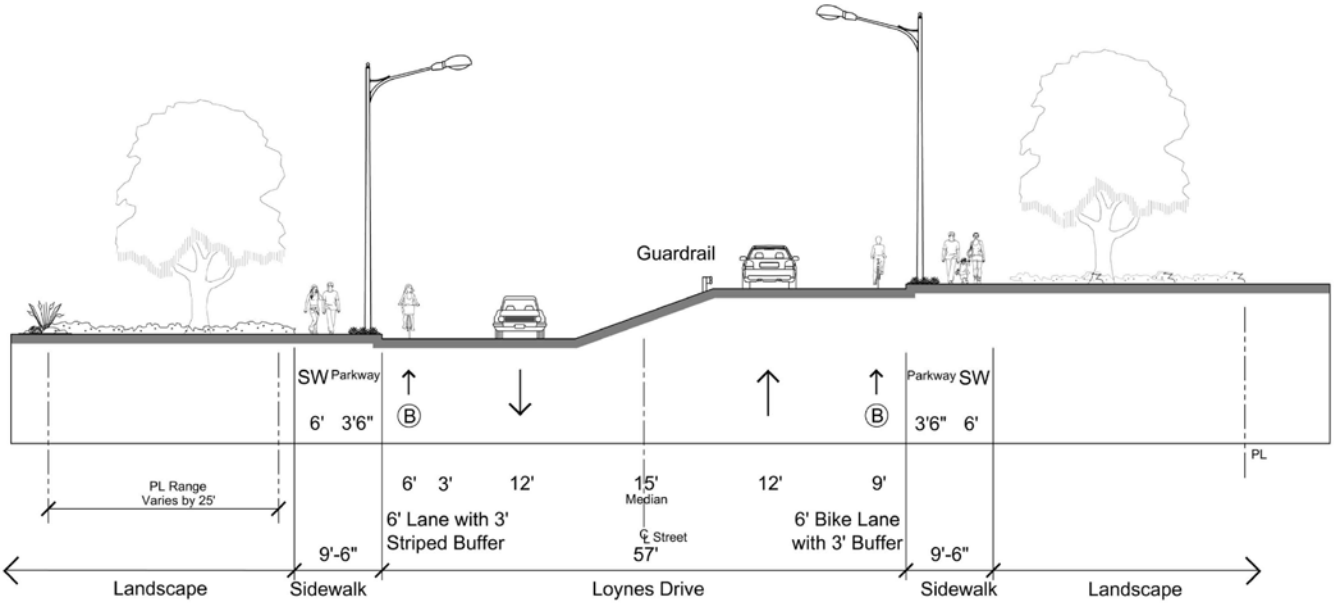
The proposed street sections are not consistent with Caltrans design standards related to lane width. As such, implementation will require one of the following three actions:

1. *Work with Caltrans to obtain a design exemption to proceed with reduced lane widths.*
2. *Work with Caltrans to relinquish this segment of PCH to the City.*
3. *If options 1 or 2 are not feasible, revise the street section to meet Caltrans standards, currently a minimum of 11' wide lanes.*

6.6.4 Loynes Drive

Loynes Drive is a east-west connector through the SEASP area beginning at Bellflower Boulevard and terminating at Studebaker Road. The Mobility Element designates Loynes Drive as an opportunity for street character change. This street is currently a four-lane roadway with bike lanes and a divided median. The proposed section in Figure 6-9, would create a multimodal street by reducing one travel lane in each direction and incorporating a painted buffered bike lane and sidewalk for pedestrians within the existing right-of-way.

Figure 6-9 Loynes Drive
Between PCH and Studebaker Road

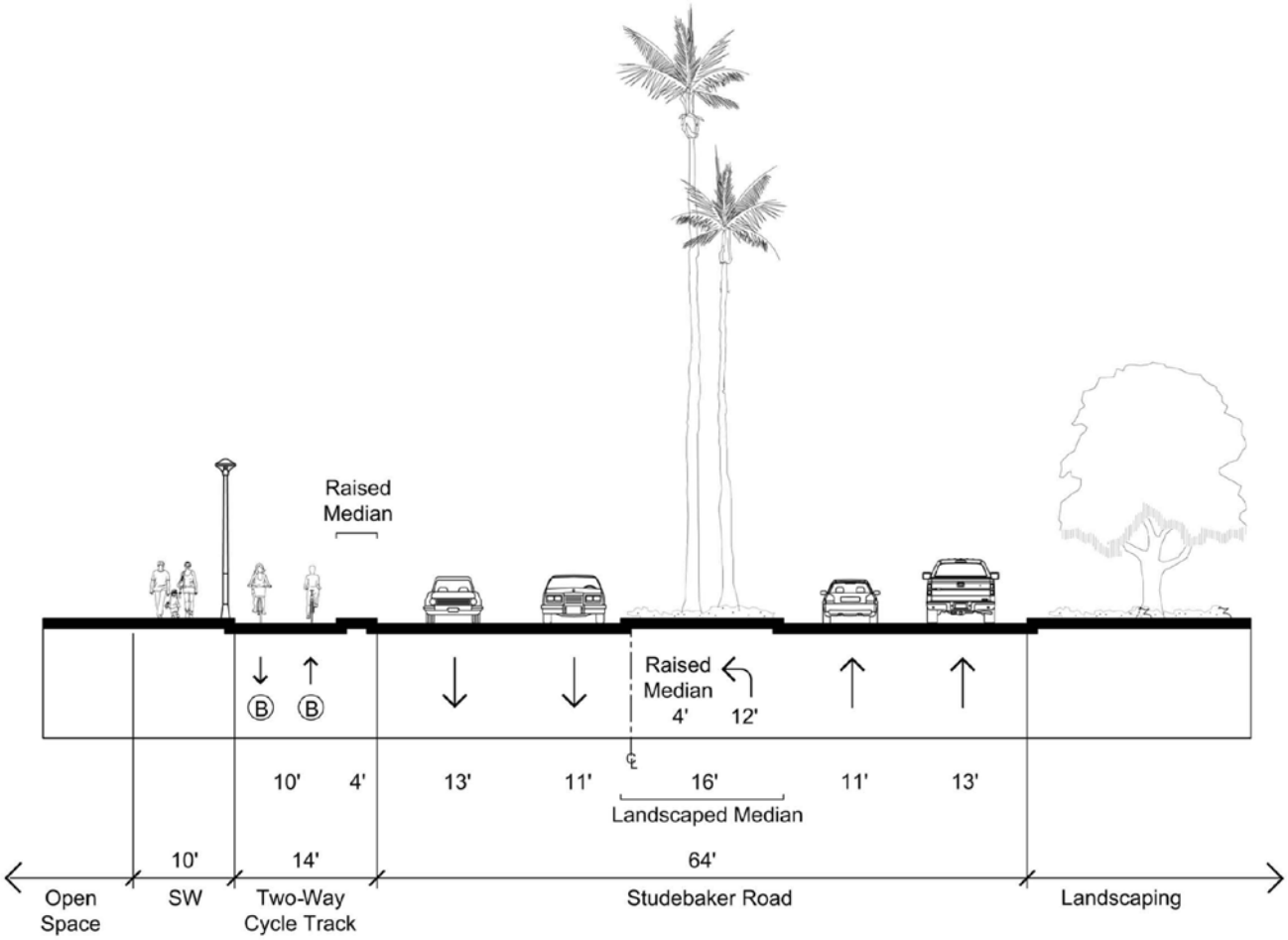


Looking east. Not to scale. Implementation of this street section does not require additional right-of-way. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

6.6.5 Studebaker Road

Studebaker Road is a four-lane facility divided by a two-way left turn lane or a raised median. The City's Mobility Element designates the road as an appropriate path of travel for trucks. The proposed street section for Studebaker Road includes implementation of a Class IV (cycle track) and widened sidewalk to improve pedestrian and bicyclist connectivity as shown on Figure 6-10. These new non-motorized connections provide an opportunity to create wetland overlook areas on the west side of the road that may be part of future wetlands restoration efforts—only if it can be shown that it will not adversely impact the wetland ecosystem. Uses along the trail may include bird watching, walking, jogging, and bike riding, and may include the construction of paths and interpretive signs and displays. All paths should be constructed to minimize impact to plants and animals.

Figure 6-10 Studebaker Road
Between 7th Street and 2nd Street



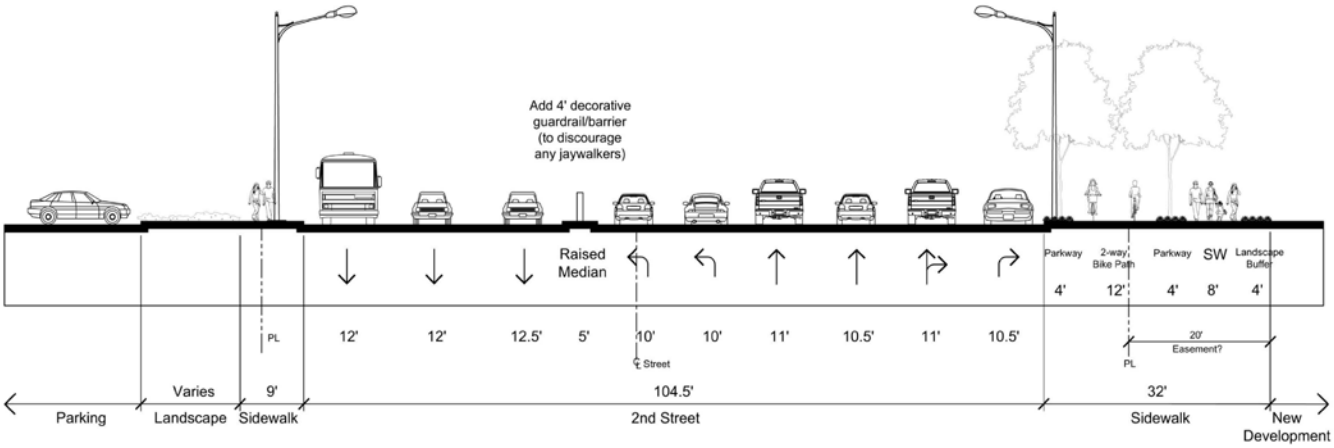
Looking north. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

6.6.6 2nd Street

In the SEASP area, Westminster Boulevard becomes 2nd Street within the City of Long Beach. From PCH to Studebaker Road, 2nd Street is a divided six-lane road. From Studebaker to the eastern edge of the SEASP area, 2nd Street is a divided four-lane road. The Mobility Element designates the segment of 2nd Street in the SEASP area an opportunity to apply new character-changing features. The Mobility Element also designates the street as a scenic route and a primary transit-priority street. East of Studebaker Road, 2nd Street is designated as an appropriate path of travel for trucks. The proposed street sections provide context-sensitive improvements for 2nd Street from Marina Drive to Shopkeeper Road. Proposed changes include improved pedestrian connections as well as a bike lane.

Figure 6-11 2nd Street

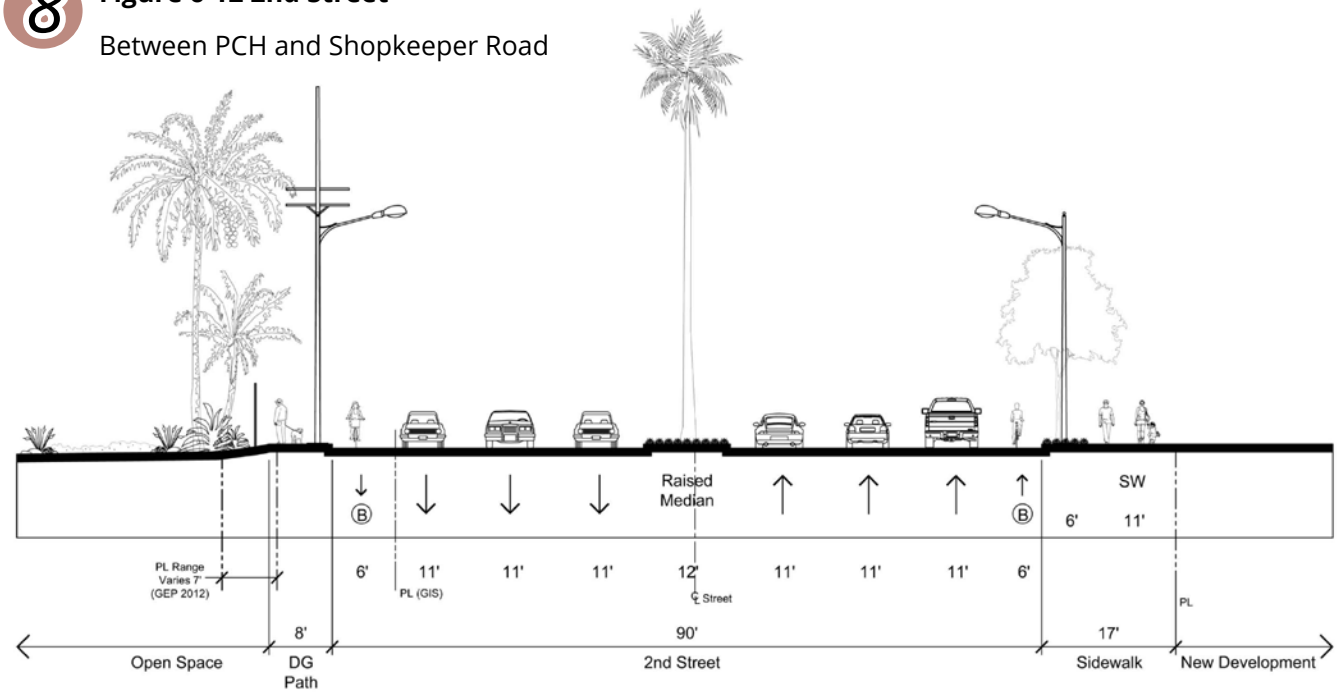
Between Marina Drive and PCH



Looking east. Not to scale. Implementation of this street section does not require additional right-of-way. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

Figure 6-12 2nd Street

Between PCH and Shopkeeper Road



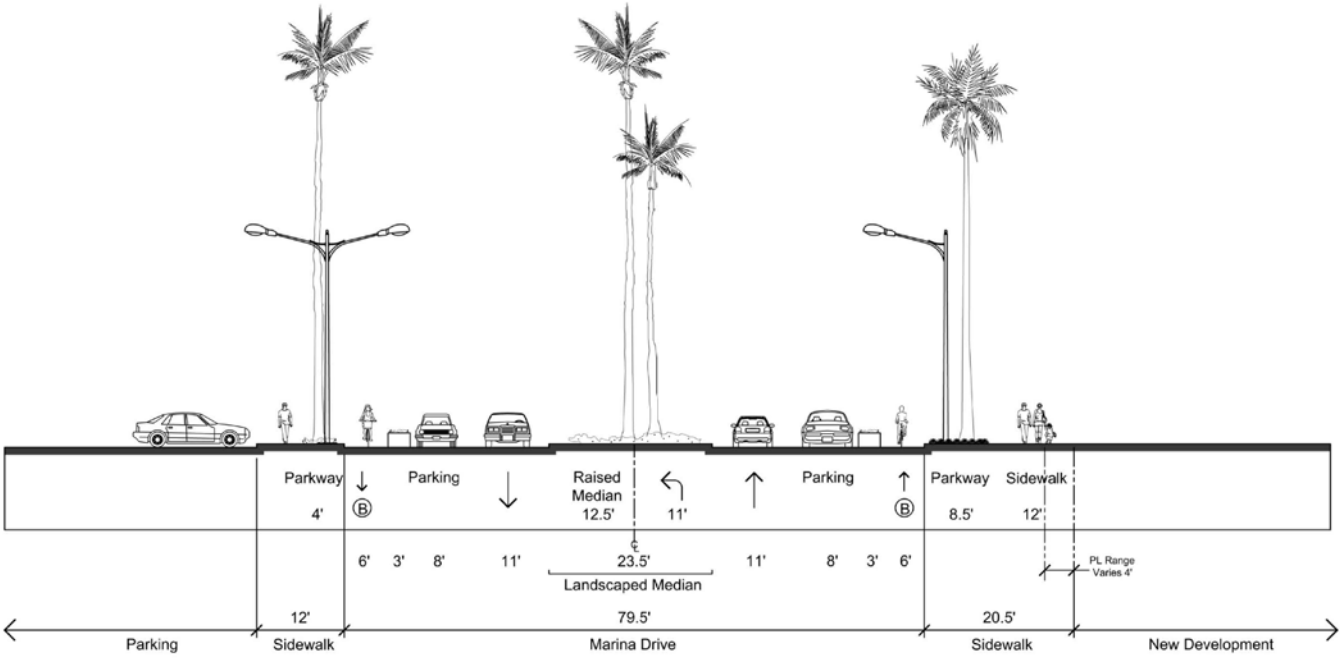
Looking east. Not to scale. Implementation of this street section does not require additional right-of-way. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed. Bike lanes shown may be upgraded to a protected/separated bike lane over time.

6.6.7 Marina Drive

Marina Drive begins north of 2nd Street and its southern terminus is at PCH. The street is a two-lane facility divided by a two-way left turn lane. This segment of Marina Drive is designated for new character-changing features by the City's Mobility Element. The proposed street section for Marina Drive, Figure 6-13, maintains much of the existing street condition but improves access and connectivity for pedestrians by implementing a sidewalk on the east side of the street. It is envisioned that, over time, buildings would be re-designed or renovated to face Marina Drive. Where that is not possible, enhanced architectural treatments of the backsides of buildings will contribute to the character of the streetscape.

Figure 6-13 Marina Drive

Between 2nd Street and N. Studebaker Road



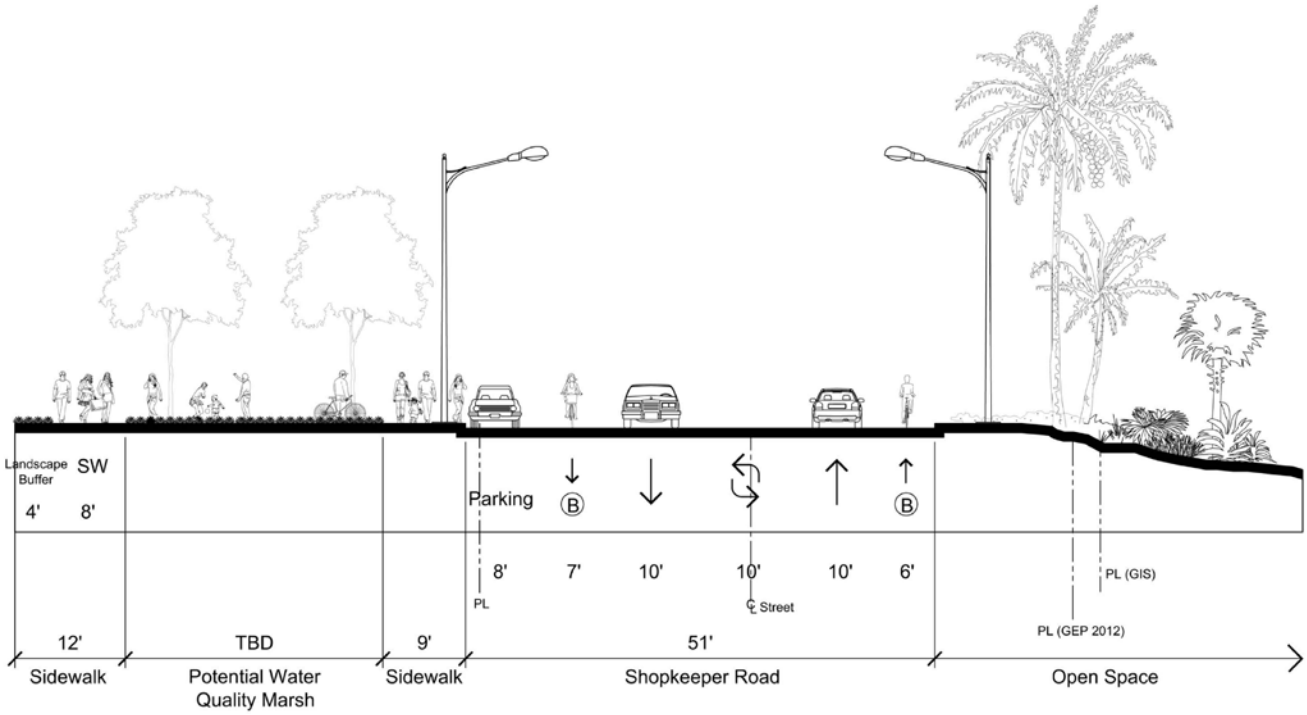
Looking north. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

6.6.8 Shopkeeper Road

A priority of the Plan is to connect Shopkeeper and Studebaker Roads—providing a missing connection between 2nd and PCH. The completion of the missing connection will provide additional access and circulation alternatives—both motorized and nonmotorized—for the SEASP area. Future improvements to Shopkeeper Road are essential for improved circulation. Since the roadway is located on a transition edge between urban and natural areas, the ultimate alignment must be designed to avoid impacts to delineated wetlands. The existing street is located adjacent to wetlands and is designated by the Mobility Element as having potential for new character-changing features.

Figures 6-14 and 6-15 present two options for configurations for Shopkeeper Road that enhance pedestrian and biking facilities. Option 1 (below) is the preferred design of Shopkeeper Road so that views of the wetlands and access around the perimeter of the area be provided to support the SEASP Vision. This may be achieved by shifting the centerline of the existing roadway to minimize the impacts to sensitive resources while still maintaining viewing opportunities for the public. Option 1 would also allow for the possibility of linking to pedestrian pathways that may be part of future wetlands restoration efforts only if it can be shown that it will not adversely impact the wetland ecosystem. Uses along the trail may include bird watching, walking, jogging, and bike riding, and may include the construction of paths and interpretive signs and displays. All paths should be constructed to minimize impact to plants and animals.

Figure 6-14 Shopkeeper Road Option 1
Between 2nd and N. Studebaker Road

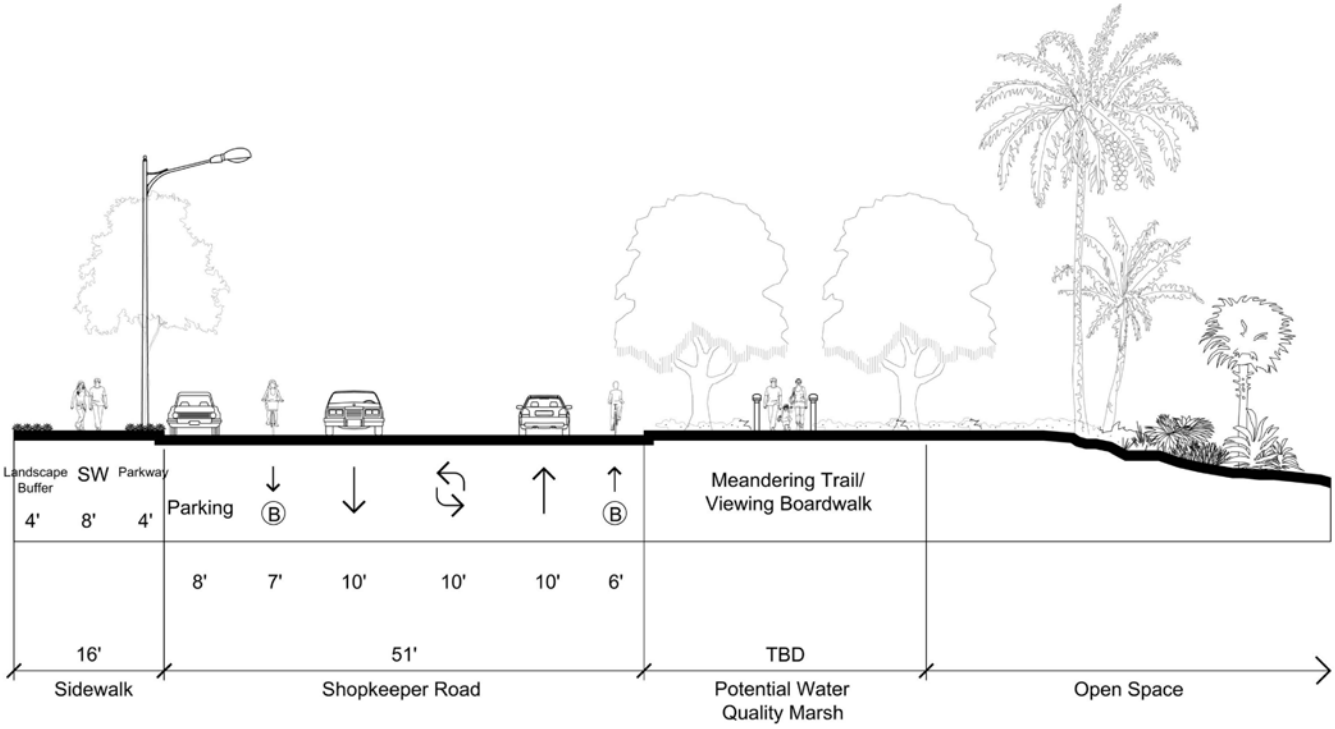


Looking north. Not to scale. The dedication for the possible future extension of Shopkeeper Road has been made but has not yet been built. Constraints such as existing oil operations and proximity to the wetlands may preclude the roadway from being completed in the configuration in which it is currently proposed and will likely require a realignment at some point in the future. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed. Ultimate alignment of Shopkeeper Road shall be designed so that it will not impact a delineated wetland. Bike lanes shown may be upgraded to a protected/separated bike lane over time.

Option 2 illustrates an alternative to the roadway configuration if a trail or boardwalk cannot be provided on the east side of Shopkeeper Road.

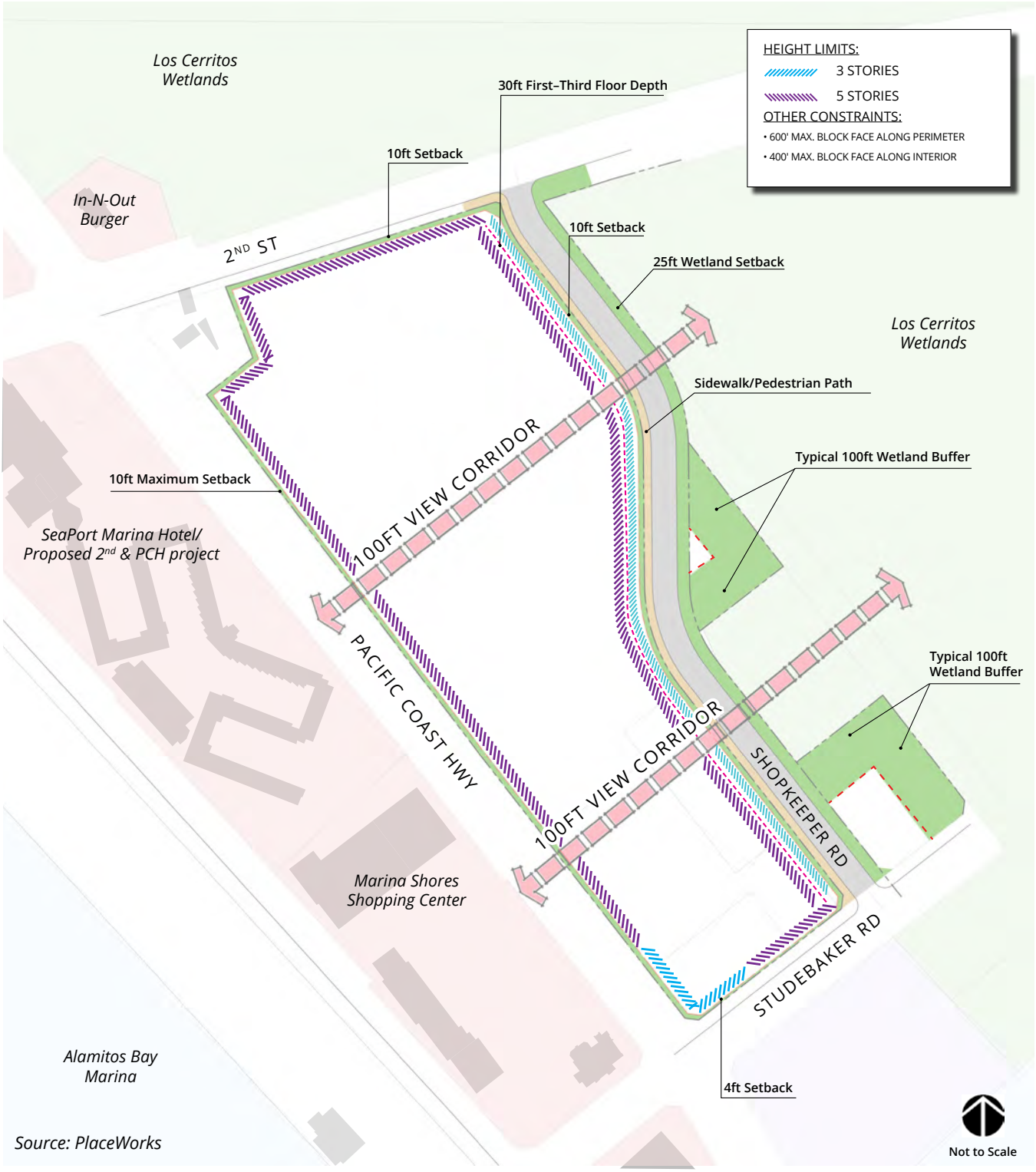
The remaining segment that would close the "gap" between Shopkeeper Road and Studebaker Road has been dedicated to the City but not built. Due to the dedicated alignment's proximity to sensitive wetlands, it is possible that the property next to Shopkeeper Road could accommodate the new connection internally as a private road to avoid wetland areas. If this occurs, one of the configurations identified in Section 6.6.9, Internal Streets, may be used as an option for the remaining segment. Coordination with the City will be required during Site Plan review to ensure the most appropriate street design is implemented.

Figure 6-15 Shopkeeper Road Option 2
Between 2nd and N. Studebaker Road



Looking north. Not to scale. The dedication for the possible future extension of Shopkeeper Road has been made but has not yet been built. Constraints such as existing oil operations and proximity to the wetlands may preclude the roadway from being completed in the configuration in which it is currently proposed and will likely require a realignment at some point in the future. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed. Ultimate alignment of Shopkeeper Road shall be designed so that it will not impact a delineated wetland. Bike lanes shown may be upgraded to a protected/separated bike lane over time.

Figure 6-16 Conceptual Alignment of Shopkeeper Road With Buffers

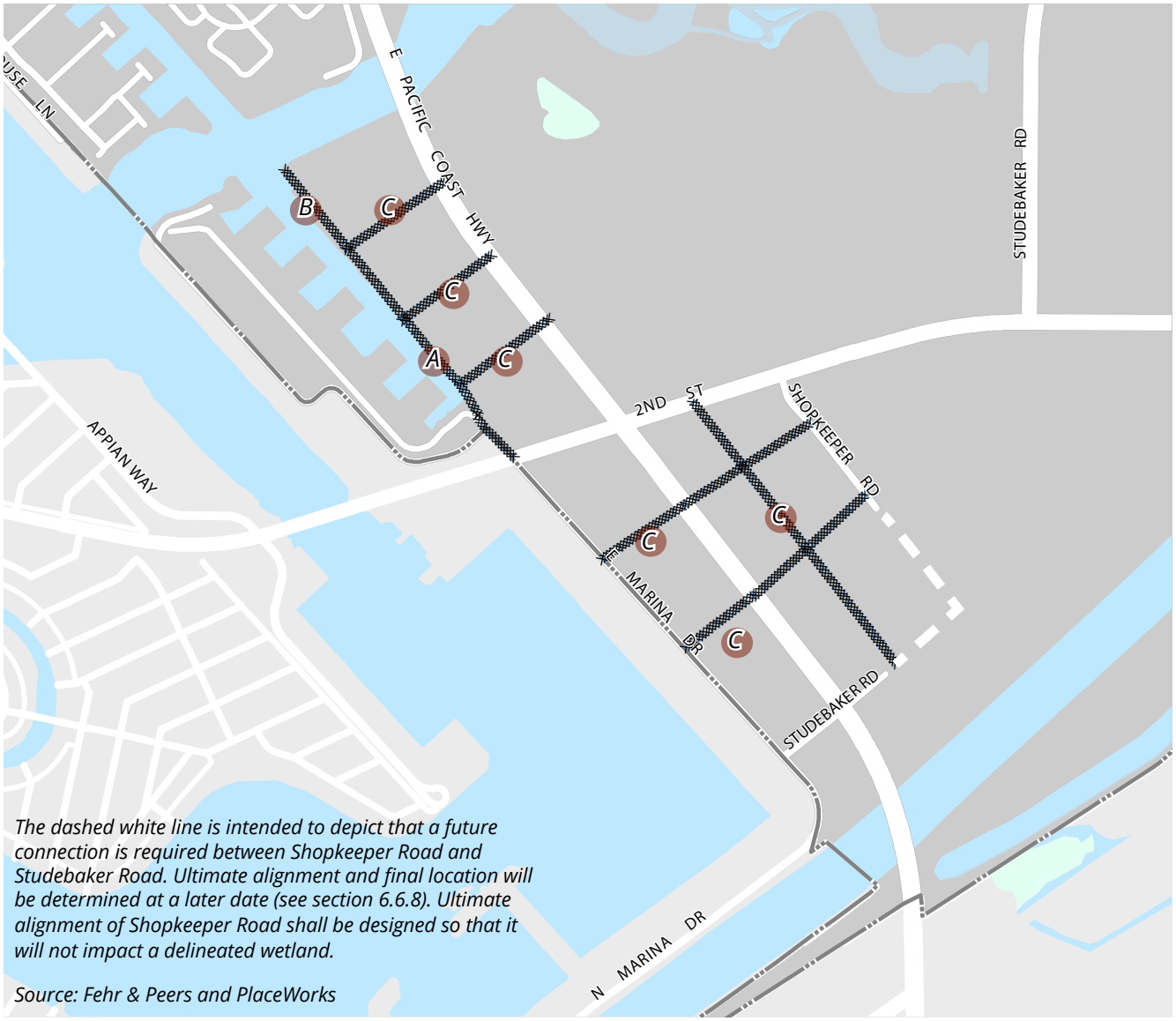


This site plan depicts a conceptual alignment connecting Shopkeeper Road to Studebaker Road. Consistent with the standards of this Plan (see also Chapter 5) the future alignment of the remainder of Shopkeeper Road shall be designed so that it will not impact a delineated wetland. Building heights and buffers are provided for general context and are reflective of the standards and guidelines of this Specific Plan. This conceptual site plan is for illustrative purposes only and has been provided to demonstrate what a connection of the two roadways could look like, it does not depict a specific project proposal or final alignment for Shopkeeper Road.

6.6.9 Internal Streets

Conceptual locations for internal streets are shown below for areas designated with a Mixed-Use Community Core designation. These areas provide the greatest opportunity to break blocks up so they are more walkable, and to add more vehicular connections throughout the project area. The map below and following street sections guide the design of internal streets for new development in these areas. New projects are required to provide additional vehicular and pedestrian access by creating a new, smaller internal block or grid as described in Chapter 4, *Community Structure and Land Use Plan*, and Chapter 7, *Design Standards and Guidelines*. The alignments shown below are shown to conceptually illustrate how the location and number of internal streets could be integrated into new projects to increase access within the Mixed-Use Community Core. The ultimate number, location, and configuration of internal roadways requires coordination with, and approval by, the appropriate regulatory agency (ie, Public Works and Caltrans) for any new intersections proposed along PCH).

Figure 6-17 Conceptual Internal Street Section Key Map



Conceptual Internal Streets

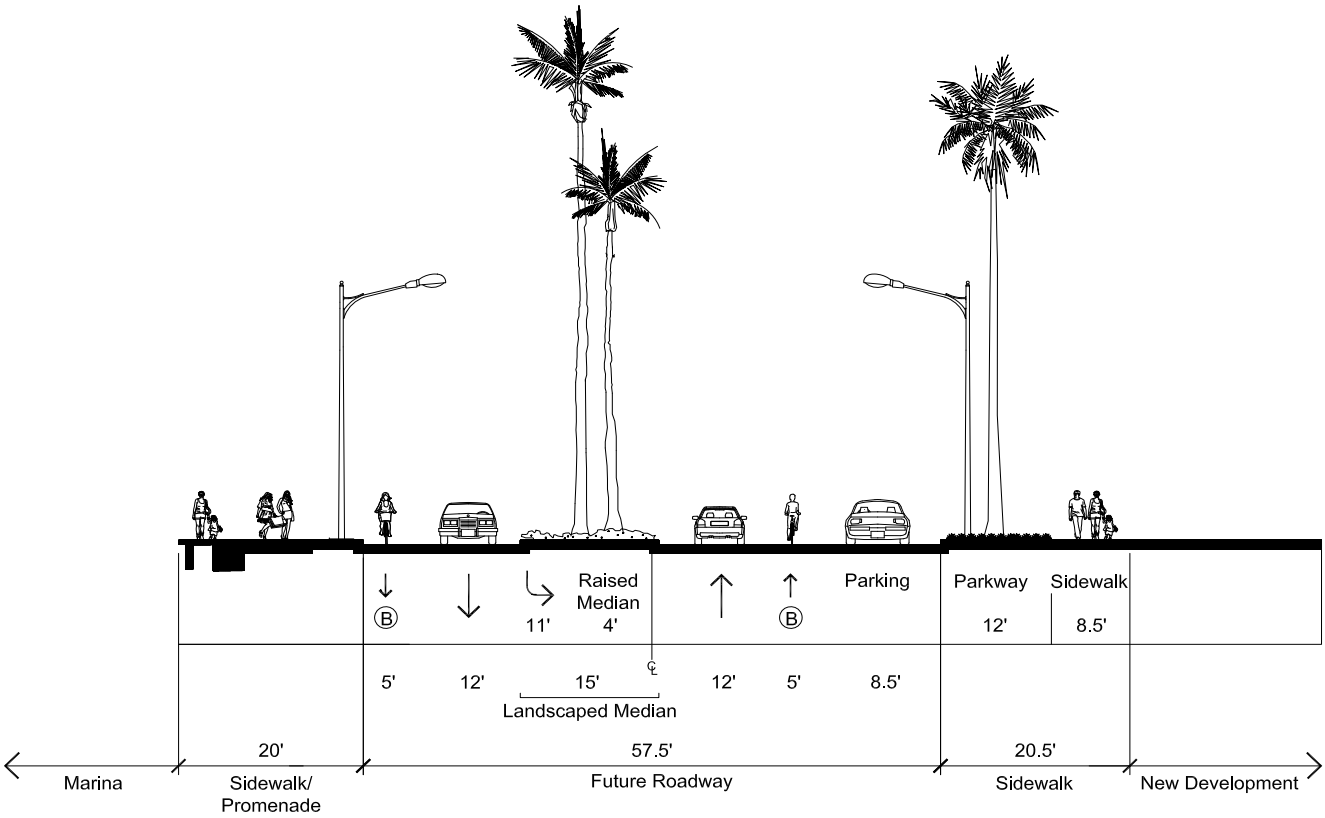
0 500 1,000 Feet

Waterway Promenade: Vehicles, Bikes, and Pedestrians

Waterway and marine features and views are an important asset in the SEASP area that contribute to its character and sense of place. Figure 6-18 provides an illustration of vehicular, bike, and pedestrian access extending north from 2nd Street into the property located west of PCH along the water in the existing Marina Pacifica area. A sidewalk promenade is the most unique feature of this conceptual point of access as it would provide pedestrian connectivity and create a unique sense of place along a defining feature of the SEASP community. This roadway could be dedicated as a public right-of-way or could be integrated into a new project as a private street. Ultimately, the intent of this section is to provide additional connectivity through the site to PCH, while taking advantage of the views for new buildings that would now face the water.

Figure 6-18 Waterway Promenade: Vehicles, Bikes, and Pedestrians

Between 2nd Street and Los Cerritos Channel



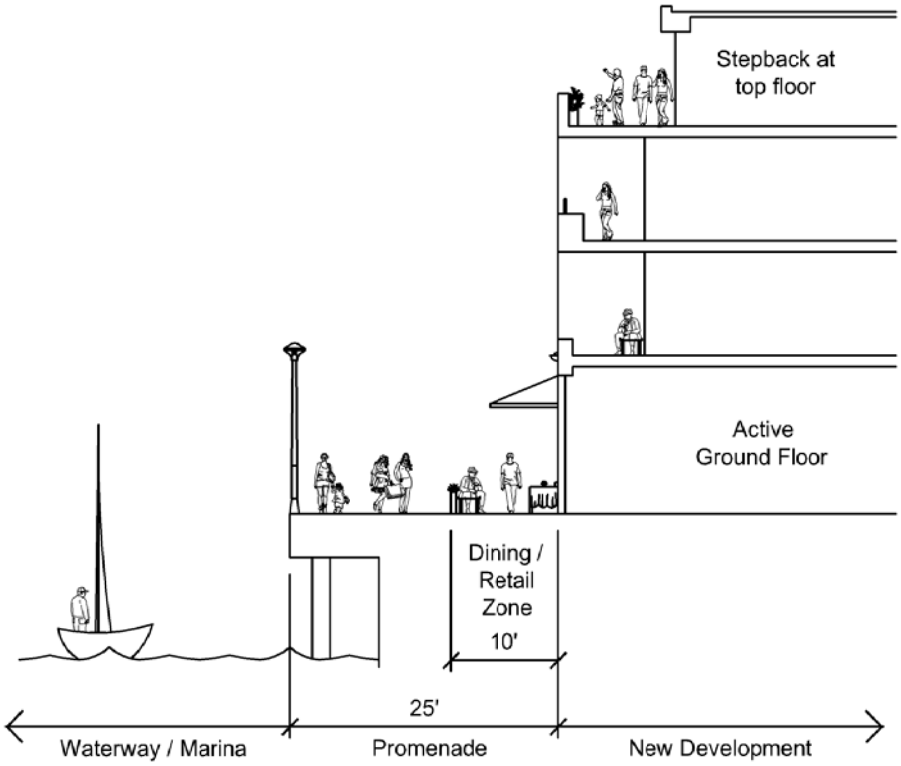
Looking north. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

Waterway Promenade: Pedestrian Oriented

Since placemaking and the integration of plaza spaces and public gathering areas is essential to the design of projects within the Mixed-Use Community Core, proximity to the water also creates a prime opportunity to create a pedestrian promenade along the marina edge, which also maximizes views. It is not envisioned that the vehicular access shown in Figure 6-18 would extend the entire length of the property as it faces the water. Figure 6-19 shows how this could conceptually work if this property were to be redeveloped with buildings that face, instead of turn their backs to, the water. A promenade of this nature could provide unique development opportunities for retail and dining along the waterfront. Proposed design of this area is further discussed in Chapter 7, *Design Standards and Guidelines*.

B **Figure 6-19 Waterway Promenade: Pedestrian Oriented**

Between 2nd Street and Los Cerritos Channel

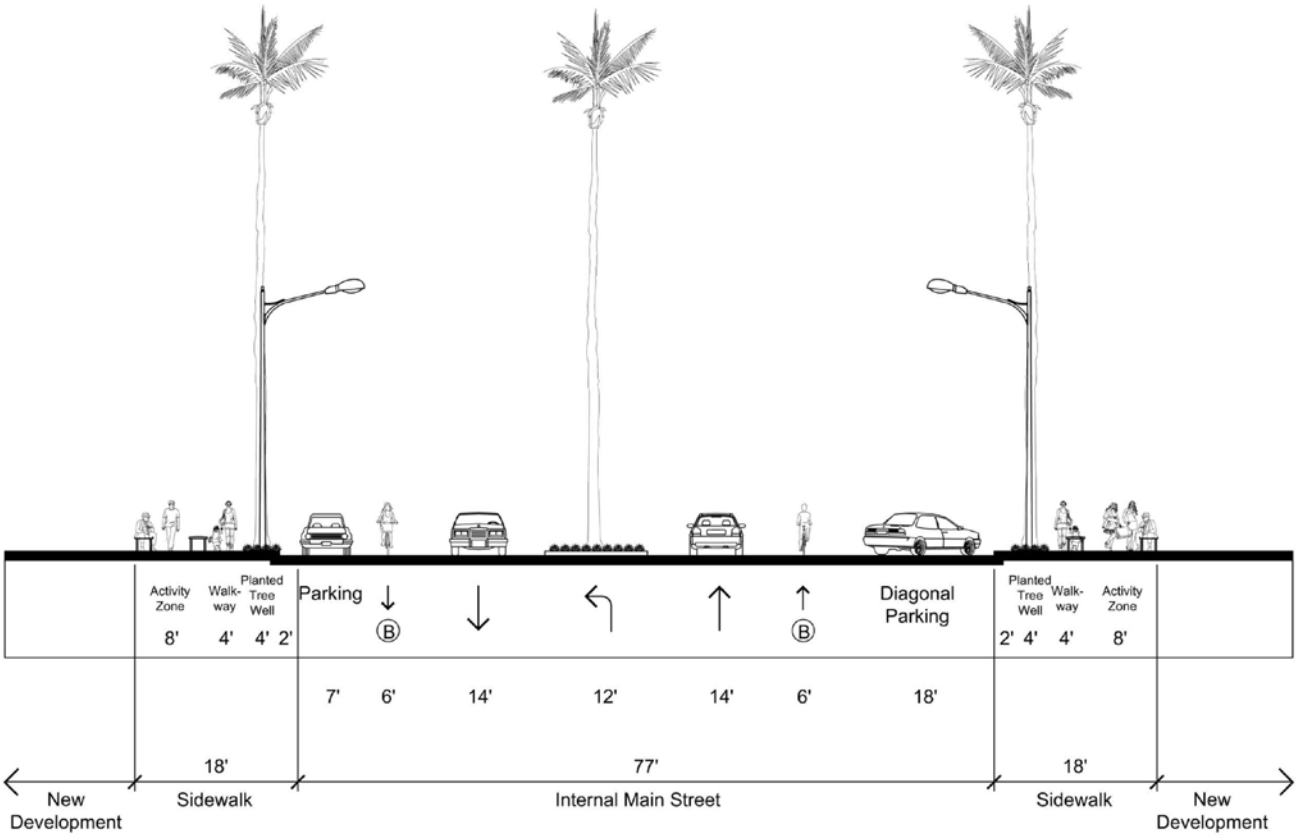


Looking north. Not to scale.

C Internal Streets

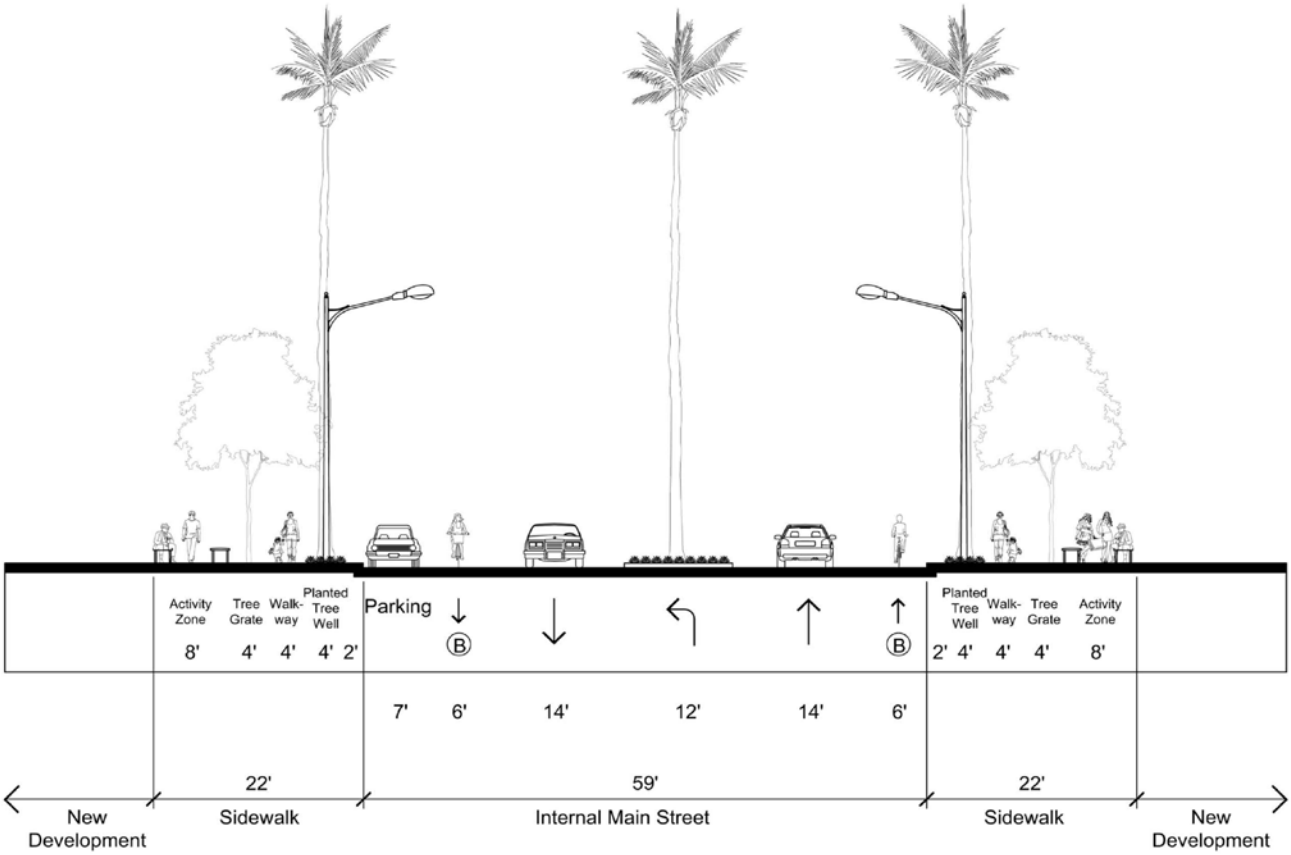
Creating a block or grid pattern for internal access to development in the Mixed-Use Community Core areas provides opportunities for development to create access, provide views, and establish a more intimate sense of place. Figures 6-20 and 6-21 could be used to create a "Main Street" like atmosphere allowing for a mix of uses on either side. The key differences in these options are the widths of the sidewalk areas and the activities that can be accommodated in each. In areas where the mix of uses are more residential in nature, the street section in Figure 6-22 could be used to create a neighborhood feel. The following internal street sections can be applied to all internal streets as conceptually illustrated in Figure 6-17.

Figure 6-20 Internal Main Street Option 1



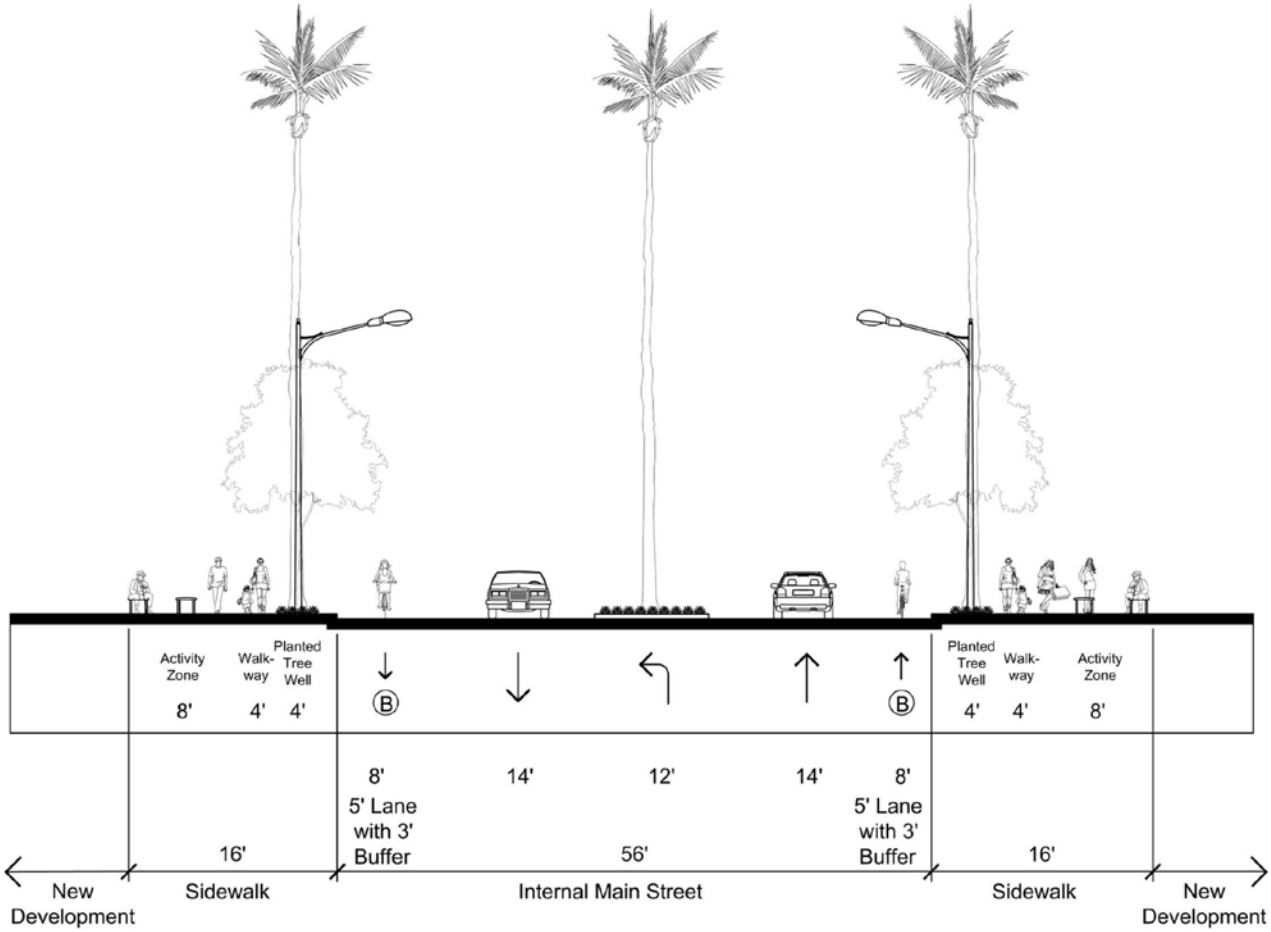
Suggested for mixed-use developments. Not shown on Figure 6-4, Public Street Section Key Map. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

Figure 6-21 Internal Main Street Option 2



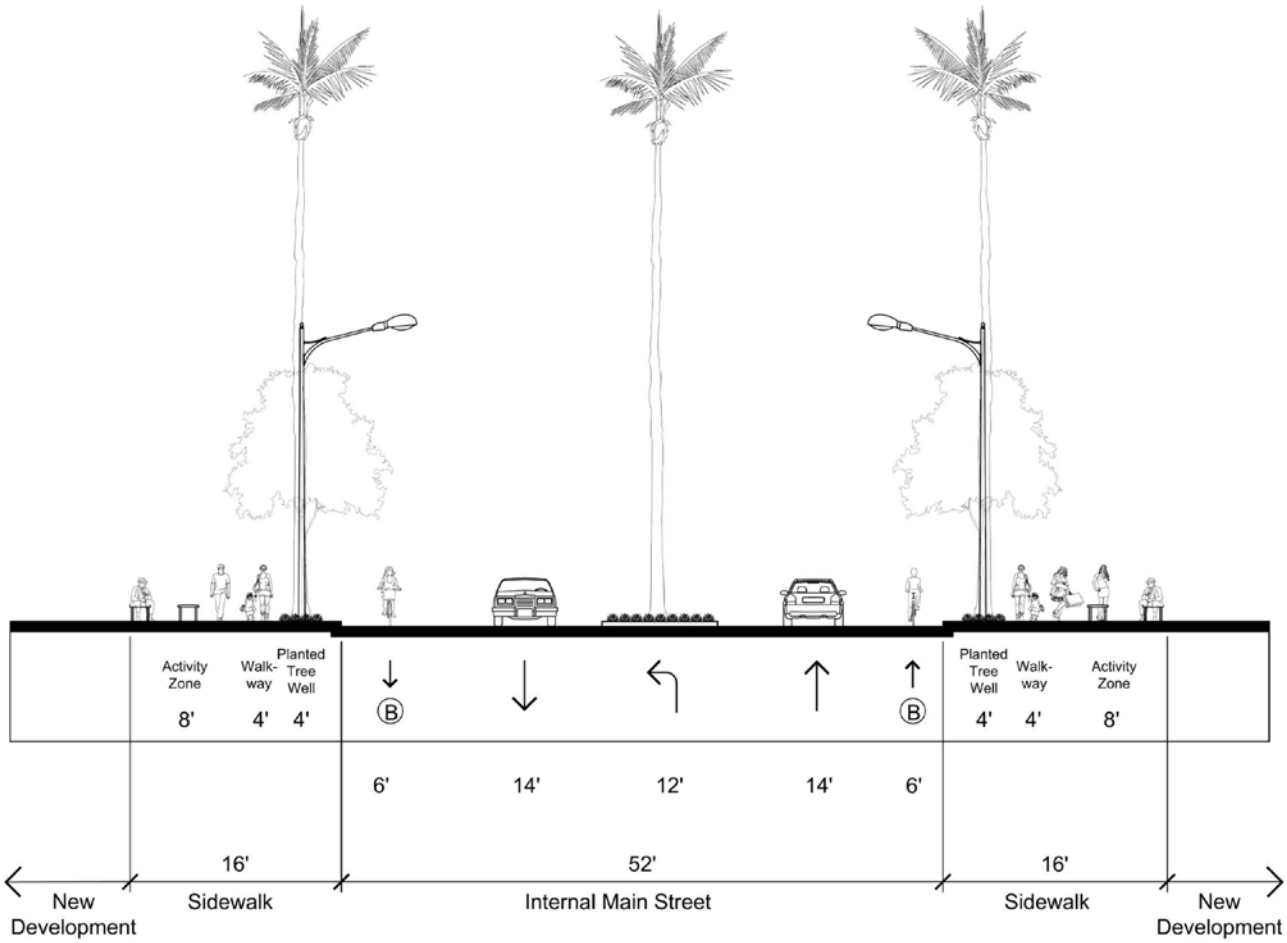
Suggested for mixed-use developments. Conceptual locations shown on Figure 6-17. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

Figure 6-22 Internal Main Street Option 3



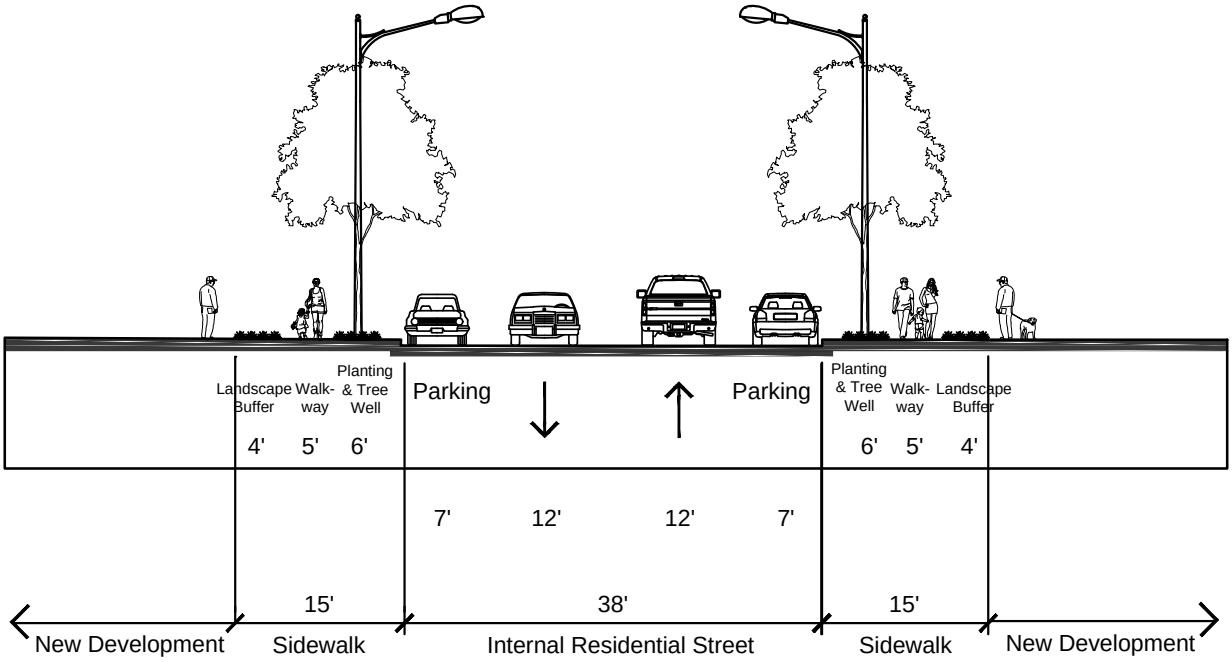
Suggested for mixed-use developments. Conceptual locations shown on Figure 6-17. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

Figure 6-23 Internal Main Street Option 4



Suggested for mixed-use developments. Conceptual locations shown on Figure 6-17. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

Figure 6-24 Internal Residential Street

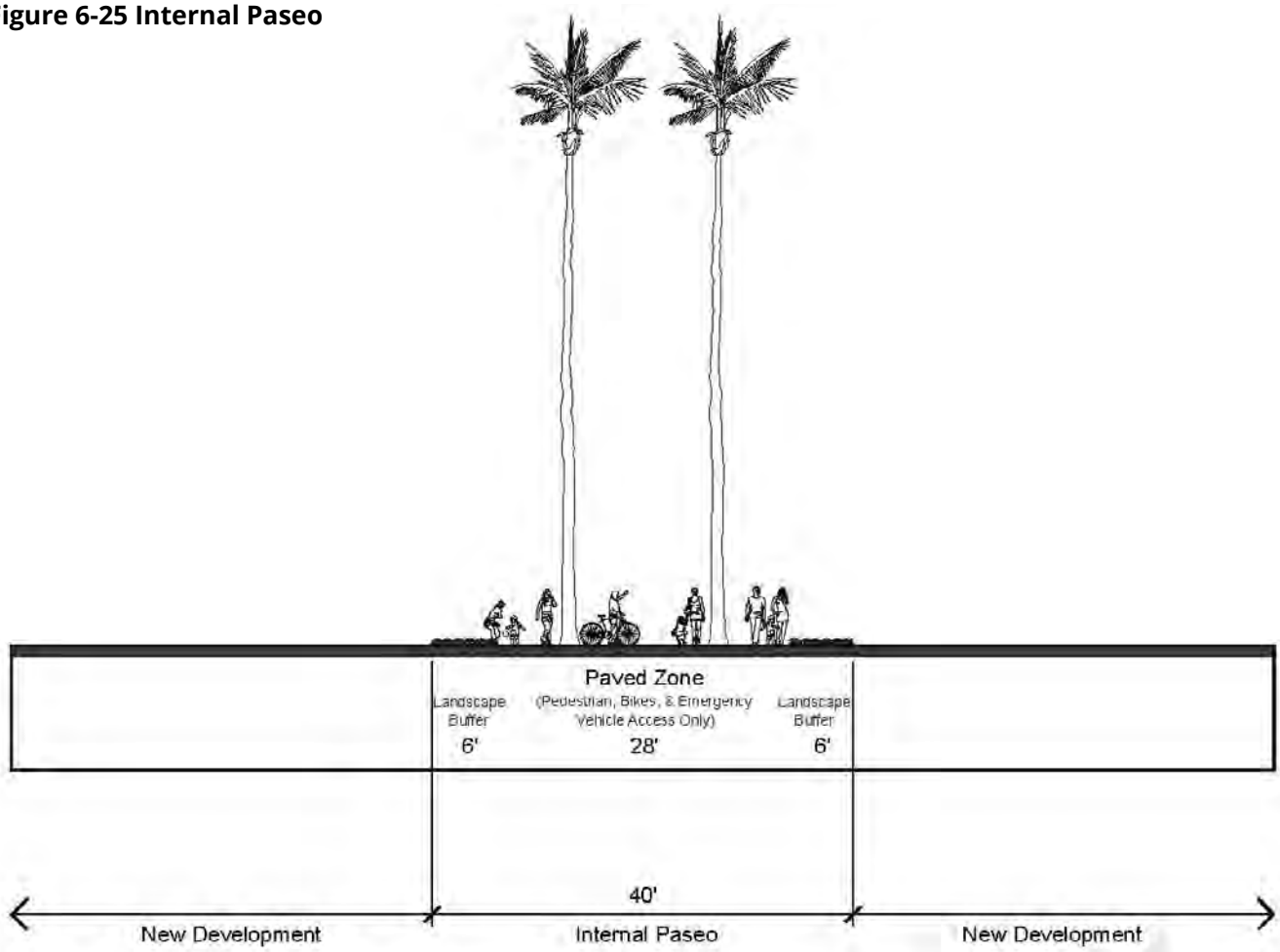


Suggested for mixed-use developments. Conceptual locations shown on Figure 6-17. Section design should be designed to accommodate a sharrow or a bike boulevard. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

Internal Paseo

In areas where vehicles are not desired, internal pedestrian and bicycle connections throughout the Mixed-Use Community Core areas will also help to create a sense of place and a walkable/bikeable environment. Figure 6-25 provides a conceptual section of how an internal paseo could be designed with a paved zone and landscaped areas to create internal activity spaces and view corridors for a project.

Figure 6-25 Internal Paseo



Suggested for developments. Not shown on Figure 6-4, Public Street Section Key Map. Not to scale. Landscaping shown is provided for conceptual, illustrative purposes only and does not depict actual species proposed.

Chapter 7

Design Standards and Guidelines

7.1 Introduction and Purpose

7.2 Urban Design

7.3 Building Design

7. DESIGN STANDARDS AND GUIDELINES

7.1 Introduction and Purpose

When considering a vision of the future, the community prioritized the creation of a neighborhood district that can be comfortably walked and biked toward the top of the list of priorities for the Specific Plan. Design will play a crucial role in implementing the vision through the layout of blocks, architectural character, lighting, and landscaping which will contribute to a "sense of place" that is unique to southeast Long Beach. Thoughtfully composed and context-sensitive architecture can help preserve the area's identity and linkages to the Los Cerritos Wetlands are also instrumental features of placemaking in the project area.

7.1.1 Purpose of the SEASP Design Standards and Guidelines

The focus of the standards and guidelines is to provide direction that will create a comprehensive approach to design in the SEASP area. General guidelines are identified for community-wide urban design elements such as gateways and entryways, streetscape design and other enhancements that create character, enhance the water and wetlands connections in the area, and distinguish southeast Long Beach from other neighboring communities in the City. More detailed guidelines that relate to building placement and design are also provided in this chapter.

These standards and guidelines are not meant to dictate a particular architectural style in the area, but rather to foster innovative design features and site-appropriate architecture that is constructed with quality materials and complemented by landscape and open spaces, that acknowledge the presence of the wetlands and water as essential to their design. The goal is to guide future development to complement the features discussed in Chapter 4, *Community Structure and Land Use Plan*, while guiding and/or requiring high-quality design, the use of appropriate materials, site design, and architecture while preserving and enhancing community character.

The design standards and guidelines of this chapter were developed to implement the community's vision for the SEASP area. Illustrations such as the one above are used throughout this chapter to provide a visual aid depicting how the implementation of these standards and guidelines will improve the built environment in southeast Long Beach.

7.1.2 Standards vs. Guidelines

This section contains both standards and guidelines. ***Standards***, as indicated by the words "*shall or must*," identify requirements, ***Guidelines,*** as indicated by the word "*should*," describes additional requirements that the City asks architects and developers to satisfy. Guidelines must be addressed for all development projects—alternatives will be permitted only if a physical condition constrains implementation of the requirement and if the applicant demonstrates the intent of the design guideline is met. Conditions that are restricted are indicated by the word "*prohibited*."

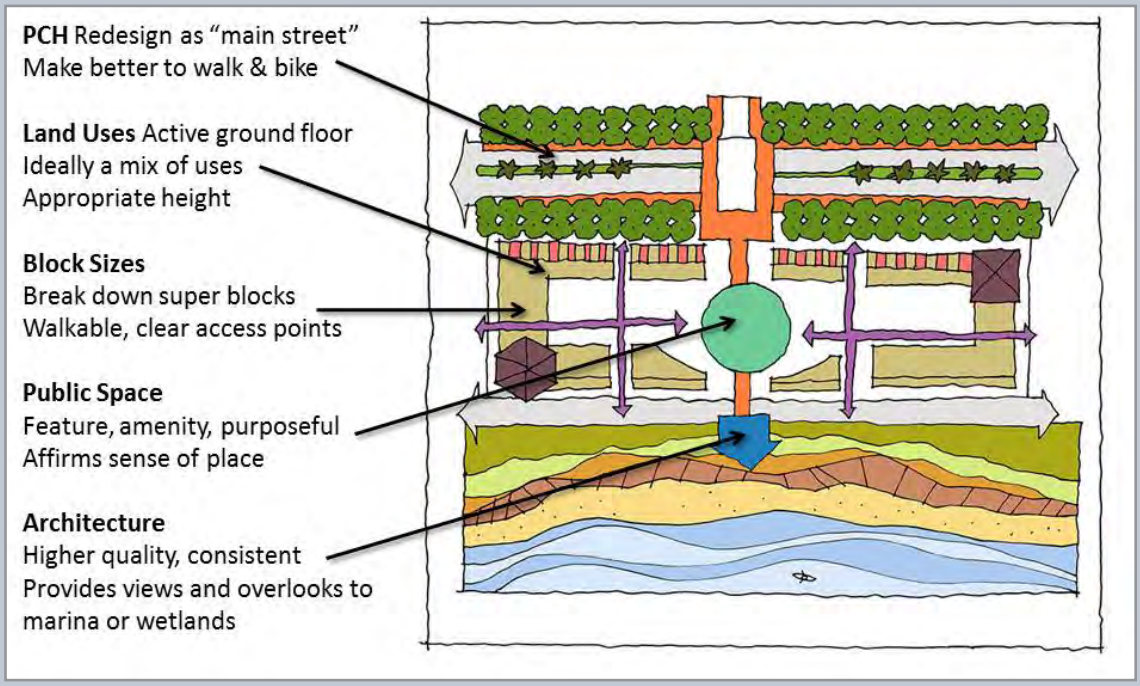
7.1.3 Relationship to the Urban Design Element

The City's General Plan Urban Design Element provides a foundation to support the evolution of the urban environment. Urban design describes the physical character and organization of the urban environment of a place. Quality urban design considers a multitude of factors including, but not limited to, history, organizational patterns, form, character, and the natural environment. The City's General Plan Urban Design Element contains guidance for topics such as single-family residential neighborhoods, multiple-family residential neighborhoods, commercial and industrial uses, corridors, and public spaces. Design guidance as it relates to particular uses in the SEASP area should start with the direction the City has already established in the General Plan. The guidance provided in this document is intended to guide development within the context of the southeast area's opportunities and constraints.

The majority of the properties in the SEASP area are designated as a Regional-Serving placetype in the General Plan Urban Design Element. Industrial uses located in the SEASP area shall look to the direction provided for the Industrial placetype and Community Commercial placetype in the Urban Design Element for design guidance. These documents and their relationship to this Plan are also discussed in greater detail in Chapter 9, *Administration and Implementation*.

Urban Design and Building Design

This chapter is broken into two distinct parts—urban design and building design. SEASP takes the same approach to urban design as the City's Urban Design Element by providing standards and guidelines for gateways, edges, corridors, building massing, placement and orientation, open space, and parking. Additionally, this chapter provides a set of standards and guidelines for building design—quality building design is equally as important. Building design considerations addressed in this chapter include architectural character, materials



A sketch of urban design elements for the SEASP area include the relationship of streets, land uses, public spaces, blocks, and architecture. Together they shape the community and user experience.

and color, façade, entry and corner treatments, windows and doors, lighting, guidance for utility and service areas, as well as bird-safe treatments.

Since the majority of the potential for transition and change in the SEASP project area will likely occur in the areas designated as Mixed-Use Community Core or Mixed-Use Marina, the majority of the direction provided in this section addresses those uses and the way future development will be designed with quality architecture, materials, and in harmony with the existing uses and neighborhoods. To support the community's desire to create a pedestrian activity center in southeast Long Beach, these design standards and guidelines articulate design principles that result in multimodal streets and vibrant places for people to enjoy.

7.1.4 Sustainability

Sustainability is also a core tenet in Long Beach and important to residents and stakeholders in the SEASP area. The community values sustainable site planning and buildings that are resource-efficient. New development should reflect these values and be designed to accommodate environmental changes and changes in global weather patterns (eg, sea level rise) that are anticipated to occur during a development's lifespan.

7.2 Urban Design

Site Design is an important process critical to any development that may occur in the mixed-use areas of the Specific Plan. The resulting outcome, conveyed in a project's site plan, will determine how buildings are placed on a site, where access will occur, and how structures and spaces are located in relation to each other and to adjacent off-site uses. Standards for site access, views, street types, building placement and orientation, bird-safe treatments, and parking are detailed in this chapter.

7.2.1 Gateways

Southeast Long Beach has several gateways that are demarcated by natural features, views, or manmade markers. Five major vehicular gateways mark arrival into the southeast area and include:

- 7th Street/Channel/Pacific Coast Highway/ Bellflower (Northwest gateway)
- 22/Studebaker (North gateway)
- 2nd Street (East gateway)
- Pacific Coast Highway (South gateway) and
- 2nd Street (Southwest gateway)

The North Gateway is defined by the Los Cerritos Channel and Long Beach Bikeway (Route 10) and pedestrian bridge over 7th Street. The East Gateway provides access from 2nd Street and adjacent Orange County neighborhoods near the AES Alamitos facility and San Gabriel River. The South Gateway makes the study area accessible from Seal Beach and other beach cities via PCH. The Southwest Gateway is an important connector to neighboring Belmont Shores and Naples from the bridge over Marine Stadium. For more discussion of the major gateways in the SEASP area, see Chapter 4, *Community Structure and Land Use Plan.*

There are also non-vehicular gateways leading into southeast Long Beach. Watercraft access is from Alamitos Bay into Marine Stadium, the Los Cerritos Channel, and marinas. The San Gabriel River and Long Beach Bikeways are gateways for regional bicyclists coming from the north, and bicycle lanes provide access from all the major streets, though these are unprotected.

A. Gateway signage *shall* be consistent and compatible with citywide signage standards.

B. New development *should* reinforce the five gateway locations noted through careful site design and building placement.

C. Important crossroads like PCH/Studebaker and PCH/2nd Street *should* feature landmark buildings or an appropriate open space that is functional. Open space can provide visual access into a larger mixed-use development from the crossroads.

D. Gateways *should* be informally demarcated with thoughtful architecture, landscape features, lighting that complies with bird-safe treatment and/or public art.

Existing open edge water view from the Alamitos Bay Bridge.

Existing promenade edge view of the Marina Pacifica area.

Existing view corridor down PCH.

7.2.2 Views

Southeast Long Beach is rendered unique by its proximity to the waterfront (marinas, waterways) and Los Cerritos Wetlands. On clear days there are also views of the San Gabriel Mountains, which provide a dramatic backdrop to the wetlands. Both the waterfront and wetlands are important resources for the community and, as such, views to them should inform site design and building placement for new development. Figure 7-1, *View Opportunity Areas*, identifies the areas and amenities (generally water and wetland uses) that new projects are required to create public views to through project design, building orientation, roadway configurations, or other design techniques. Additionally, Figure 4-2, *Community Structure*, identifies examples of view recovery opportunities that are present within the mixed-use designations. The following standards and guidelines, apply to public views and viewsheds within the SEASP area and, in conjunction with the development standards identified in Chapter 5, are designed to protect and preserve the special character of the area.

A. New projects or significant remodels *must* demonstrate that the proposed project design contributes to the view creation, preservation, or restoration goals that are identified in the SEASP Vision. Views of the mountains in the distance were also identified as important view opportunities by the southeast area community and *should* be considered where feasible.

B. There are three kinds of views that are most important to the character of southeast Long Beach and each plays a role in the visual appearance of the SEASP area:

Existing Open Edge Views *shall* be preserved along the open space edges where there are existing views into the Los Cerritos Wetlands that are adjacent to public streets (eg, Pacific Coast Highway, 2nd Street, Studebaker Road, and Shopkeeper Road).

Promenade Edge Views along the water's edge *shall* be created along new pedestrian promenades that run adjacent to a marina or waterway in new developments.

View Corridors (or viewsheds) *shall* provide unobstructed public views to the features at the terminus of the view. New view corridors from PCH to either the marina or wetlands are required in the design of any new project in a mixed-use designation. Where feasible, view corridors should be lined up on both sides of PCH so that the water to wetlands view corridors can be maximized. These are especially important where views are obstructed by buildings along PCH (between Studebaker Road and 2nd Street and west of PCH north of 2nd street) and visual restoration could occur with any future redevelopment of existing sites. An example of how a view corridor could be incorporated into a site is provided on Figure 7-2, *Conceptual View Corridor: Wetlands to Marina*.

C. Views from existing bridges that slope up over waterways (eg, PCH and 2nd Street) are picturesque views from southeast Long Beach that *shall* be considered when designing new projects that will be visible from these vantage points. New development should include renderings of proposed future views from these locations in design submissions.

D. The location of new activity centers *shall* be primarily limited to mixed-use areas to protect established patterns of land use throughout SEASP while providing for a high-quality, pedestrian-oriented environment.

E. Buildings and structures shall be clustered whenever possible to maximize the views to marina and wetland areas.

F. Buildings adjacent to a view corridor *should* be placed or set back to frame a view to the terminus, which may be the wetlands, a marina, or waterway.

G. Signage over 8-feet tall is *prohibited* within view corridors and *shall* be no more than 3-feet wide.

H. New billboards are prohibited.

I. The long-term growth of landscaping can also impact scenic views. As new projects are designed or as roadways receive ne w landscape treatments, care *should* be taken to select species that will not

Example of a streetview corridor to marina or wetlands.

Example of a paseo view corridor to marina or wetlands.

Existing view corridor across the Los Cerritos Channel and Wetlands.

obstruct important views as they become more established. For example, enhanced landscaping along PCH would likely enhance the view through corridor over time; however, overgrown or large trees near the terminus of the marina or wetlands views could have the potential to block site lines to these resources. Tree placement and species will be carefully evaluated during Site Plan Review.

J. Minimize the visual impacts of new cell towers or utility equipment by co-locating on existing structures or by screening equipment and antennas within building structures. Additionally, new buildings *should* include provisions for cellular equipment at the time of construction so that equipment is not obtrusively added later.

Wetlands in proximity to mixed use areas (like those adjacent to Shopkeeper Road) are fitting examples of View Opportunity Areas that need to be taken into consideration when designing new buildings to ensure views to community amenities are integrated into projects.

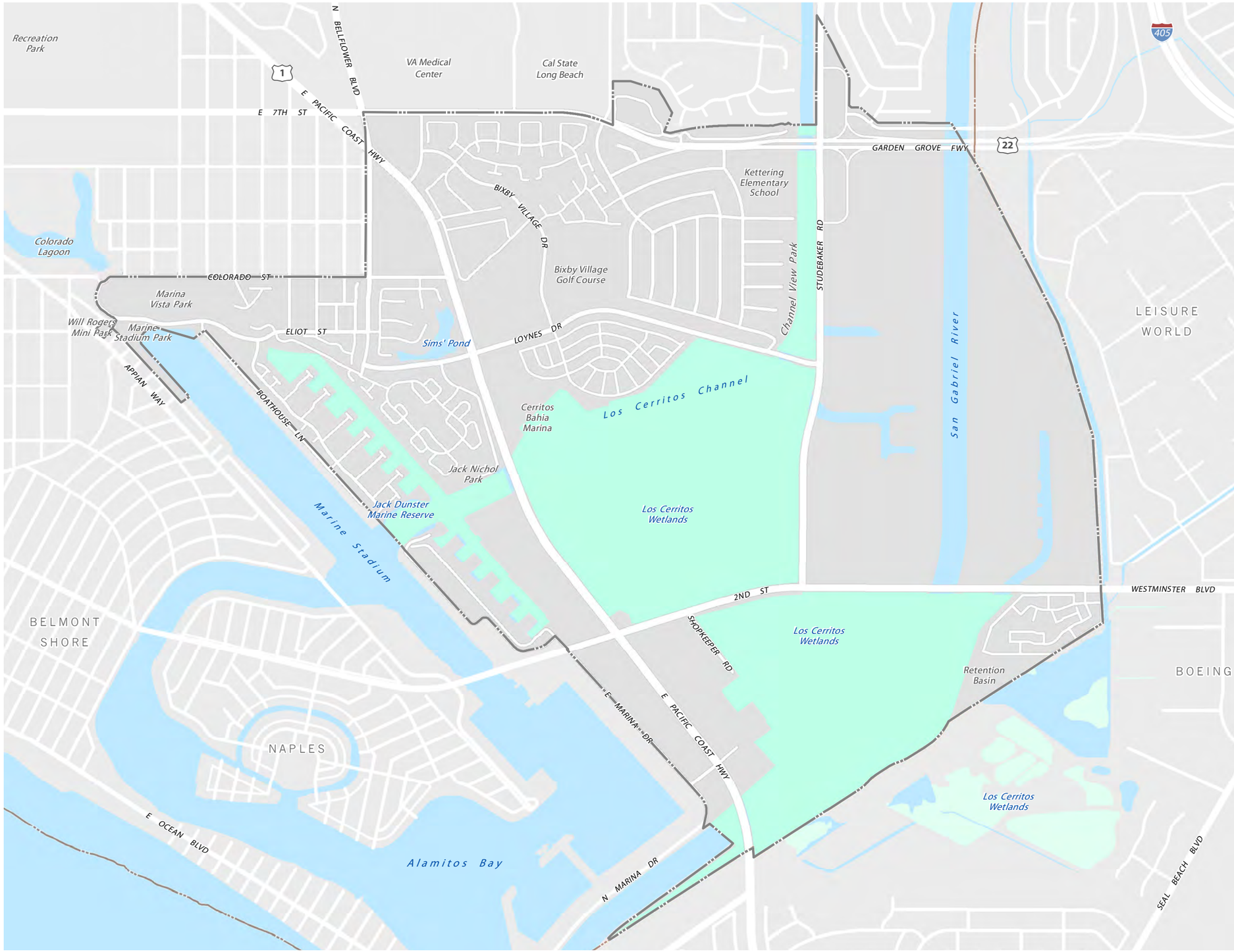


Figure 7-1 View Opportunity Areas

- View Opportunity Area
- Right-of-Way
- Specific Plan Boundary
- City Boundary

Source: City of Long Beach and PlaceWorks

0 400 800 1,200 Feet

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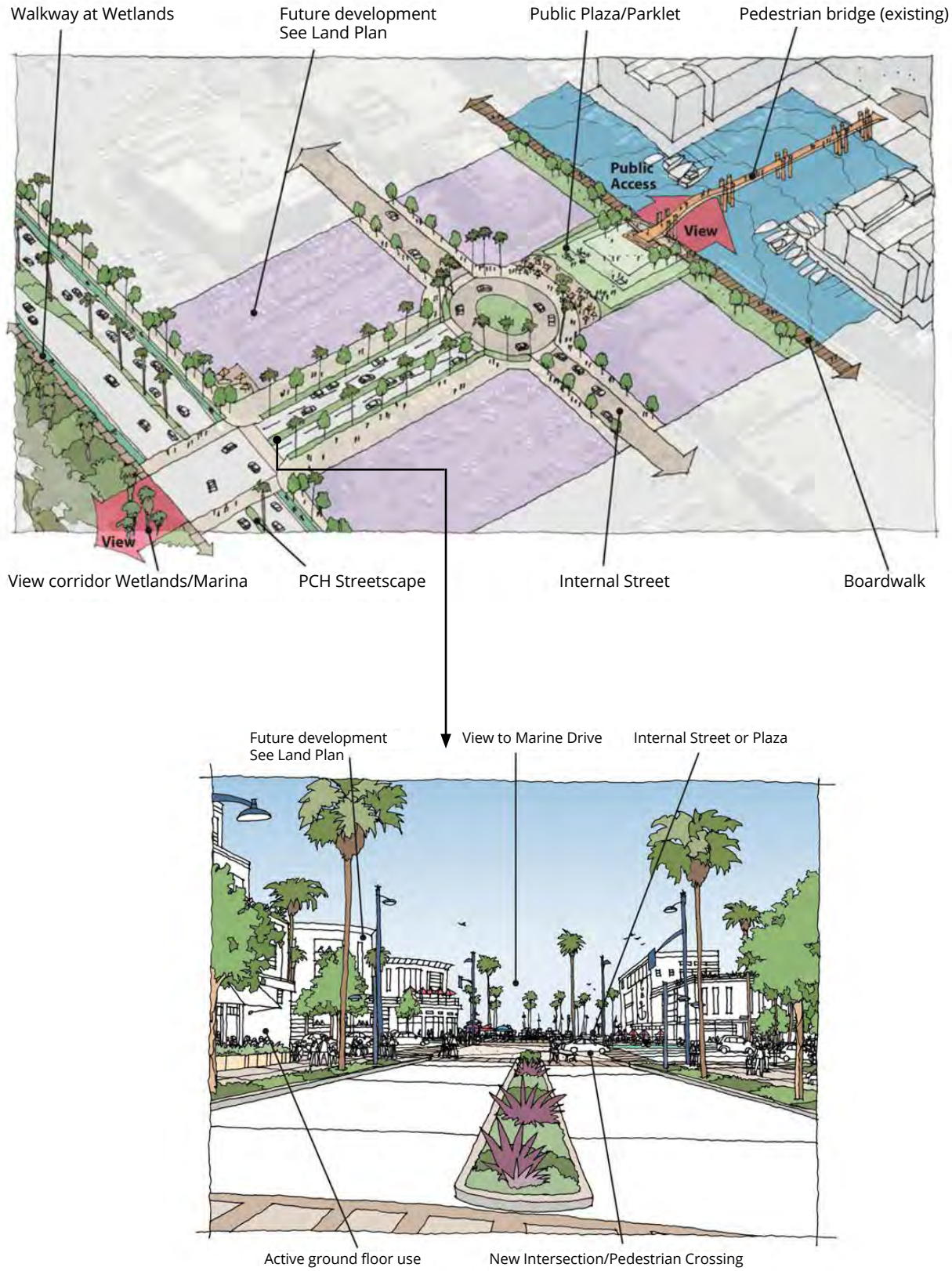
Figure 7-2 Conceptual View Corridor: Wetlands to Marina



7.2.3 Block Structure and Site Access

Site access in southeast Long Beach is strongly influenced by the block structure and street network. New projects should be designed with a block pattern that encourages walking and bicycling between development sites and complementary uses, while providing convenient access for residents and visitors who will arrive by car. In some cases, site access may be designed specifically for pedestrians and bicyclists so they do not have to interact with vehicles, for example, along a paseo or a promenade that provides a direct path to the water or wetland. Figure 7-3, *Block Structure in Mixed-use Areas*, provides examples of how block design and placement of internal streets can improve access for pedestrians, bicyclists, and vehicles while incorporating view corridors for new development in areas with a mixed-use designation.

A. Vehicular access to each site *must* be designed to minimize conflicts between pedestrians, cyclists, autos, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in developing a site plan. Entrance and exit points *should* be well marked with streetscape and landscape features.

B. In cases where through access is not feasible (such as properties abutting the wetlands or waterway), the developer/architect *must* articulate in a written summary and illustrations how the proposed development will contribute to a more pedestrian-oriented and bicycle-oriented southeast Long Beach.

C. Smaller block sizes are encouraged in order to make the area more walkable and pedestrian-friendly. Block faces *should* not exceed 600 feet in length on major streets like PCH, or 400 feet on internal streets in mixed-use developments. Ideally, a block face *should* be in the range of 250 feet to 400 feet.

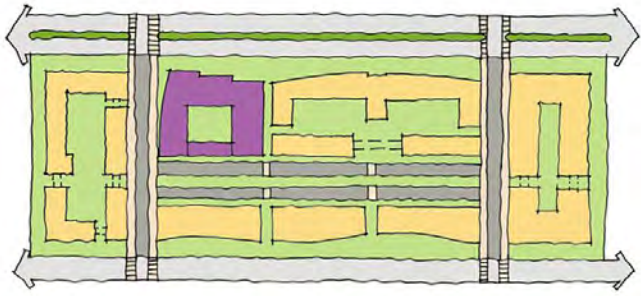
D. New streets, paseos, and walkways *should* connect to other similar paths and provide access to open spaces where public access is already allowed or planned.

E. Developments *should* make public frontages interesting and comfortable for a pedestrian walking alongside them.

F. The number of site access points for vehicles *should* be minimized. Curb cuts *should* be located on minor secondary streets, which assist in eliminating pedestrian and vehicular conflicts, and be as narrow as possible to minimize interruptions of the sidewalk zone.

G. Where new streets cross pedestrian and bicycle paths, high-visibility crosswalks *should* be provided (ladder-style). Where slower-speed roads within a development cross pedestrian and bicycle paths, crosswalks *should* be designed to heighten driver awareness (raised, special paving, color, and/or texture) in addition to warning signage.

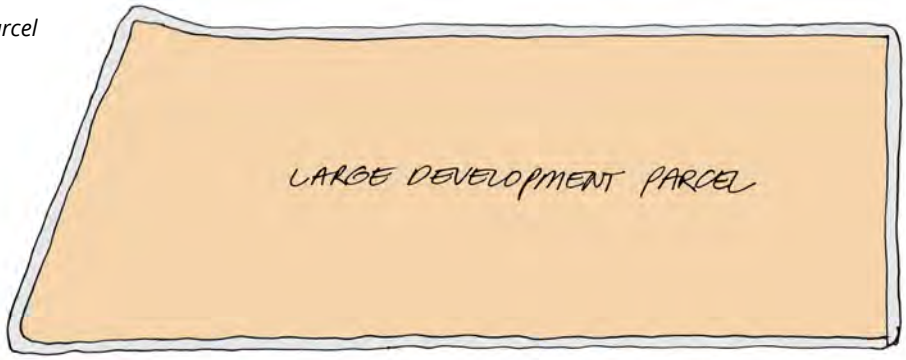
H. New development *should* integrate public transit stops into their site design based on City transportation staff input. Bus stop amenities (eg, shade, seating) *should* be designed into projects to reduce street clutter and to encourage transit use in southeast Long Beach.



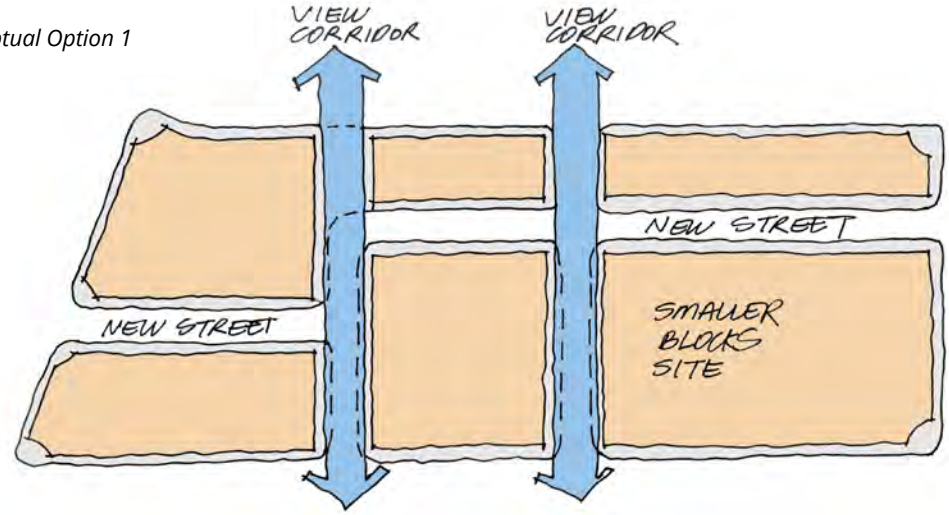
Smaller block configurations provide more points of access for all users while creating opportunities for a variety of building types.

Figure 7-3 Block Structure in Mixed-use Areas

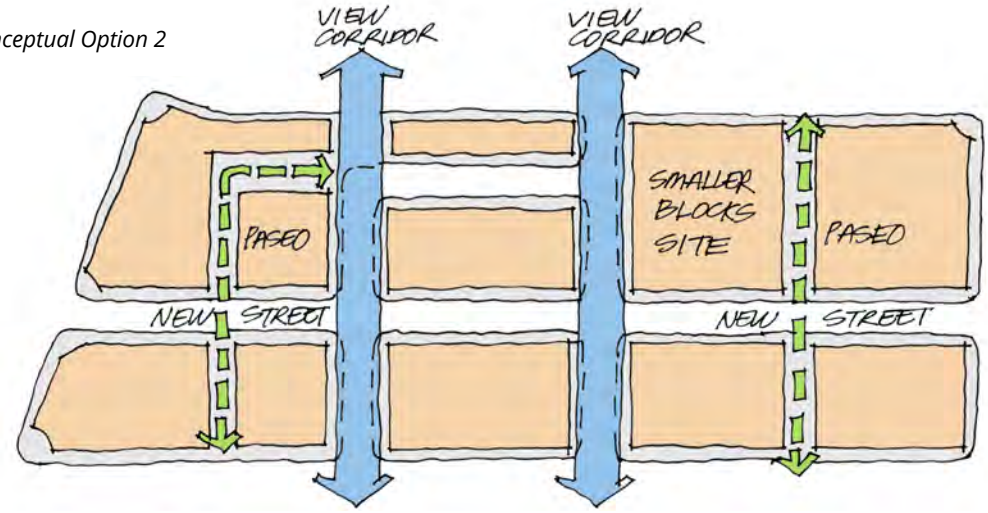
Example Parcel



Conceptual Option 1



Conceptual Option 2



Bus stop amenities should be designed into projects to reduce street clutter and encourage transit use.

Street furniture can add to the look and feel of a street but it should be used in a way that maintains a clear pedestrian walkway.

Outdoor dining and pedestrian-scaled lighting help to create a sense of place and a comfortable pedestrian atmosphere.

7.2.4 Streetscape Amenities

Street design is an important aspect of placemaking. Chapter 6, *Mobility*, provides detailed street cross sections, dimensions, and an overview of Complete Streets principles that have been applied in the area.

New development shall design and implement public realm improvements to reinforce the community's desire for more walkable sidewalks and bikeable streets. Streetscape amenities are an important detail that should be addressed during the site plan review process and provided by new development or when major public works projects are undertaken.

A. New streets *shall* include street trees, lighting, and pedestrian amenities (seating, bike racks, and trash receptacles, etc.) along all sidewalks in the Mixed-Use Community Core.

B. Parkways *shall* be planted with shade trees and drought-tolerant landscaping per City standards.

C. An amenity zone *shall* be established along the sidewalk so furnishings are consistently placed and do not impinge on the access zone used by pedestrians.

D. Street tree species *shall* be selected from an approved City list and selected based on site location and orientation, scale of the proposed buildings, scale of the street, and adjacent public spaces. At least one common street, tree *shall* be used along the entire length of PCH.

E. Major streets like PCH and new development, *shall* have a unique "family of streetscape amenities" for all streets and paseos (complementary furnishings, lighting, signage, etc.) that contribute to a sense of place for the SEASP area.

F. Streets *shall* have a consistent family or style of light fixtures (poles and luminaires) specified for roadway, pedestrian, and bollards that work well together. Solar lighting is highly encouraged.

G. Permeable tree wells (planted, decomposed granite, or similar) *should* be used wherever practical and are preferred over tree grates.

H. Where possible, enhanced paving *should* be used if it can be maintained by the City or private property owner.

7.2.5 Special Edge Conditions

The major character-defining features of southeast Long Beach—wetlands, marinas/waterways, and PCH—call for a different type of edge treatment where new development meets these features. With the community's desire to access the marina and waterways, the interest in preserving the wetlands, and future opportunities to recast Pacific Coast Highway as a grand boulevard, it is crucial that new projects are thoughtfully designed to increase access, preserve or frame views, and contribute to the overall setting of the wetlands, marinas/waterways, and PCH.

Defining the maximum building heights and stepbacks along these edges will influence the physical character of each edge. See Chapter 5, *Development Standards,* for height regulation. In addition, the following guidelines apply:

Pacific Coast Highway (PCH) Edge

Pacific Coast Highway (PCH) is a major thoroughfare for local access and regional travel across Long Beach. This being the case, the standards and guidelines are designed to create a south gateway that welcomes visitors traveling north on PCH and crossing Studebaker Road. In southeast Long Beach, PCH will evolve into a mixed-use corridor comprised of commercial and residential neighborhoods in the plan area. Figure 7-4, *Edge Conditions and Street Improvements for Pacific Coast Highway*, highlights the character-changing features proposed in this Specific Plan.

A. Buildings on PCH directly across from the Los Cerritos Wetlands *shall* be at least 100 feet from the wetlands unless a reduction can be achieved in accordance with Section 5.10, *Wetland Buffers*.

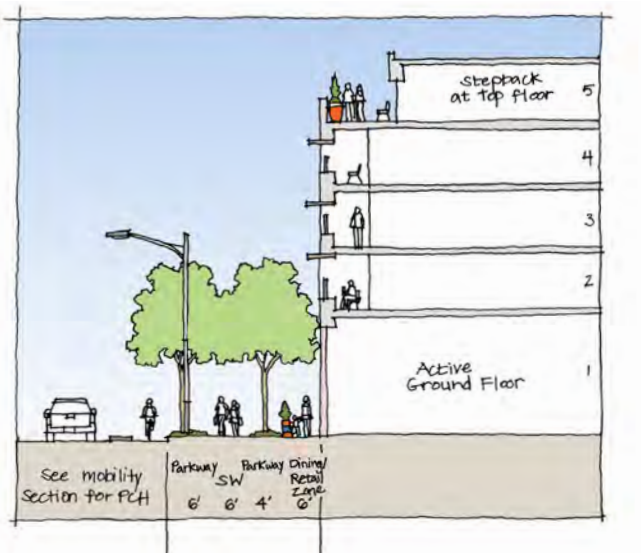
B. Buildings *shall* provide variation in their façades and openings for streets, paseos, and plazas so a "canyon effect" is not created. Buildings *shall* stepback a minimum of 10 feet at their top floor.

C. The street corners of Pacific Coast Highway and Studebaker Road make up the South Gateway of the City. The maximum building height at this intersection is 3-stories, the minimum top floor stepback *shall* be 10 feet at the top floor. This differentiation in height with the rest of the buildings along Pacific Coast Highway will provide a gradual transition of height westward from the South Gateway, making it a recognizable entrance and exit for the City.

D. Except at the corners of Pacific Coast Highway and Studebaker Road, new buildings *should* be a minimum of 4-stories to provide a cohesive form to PCH and promote an appropriate density along the SEASP's most important multimodal street.

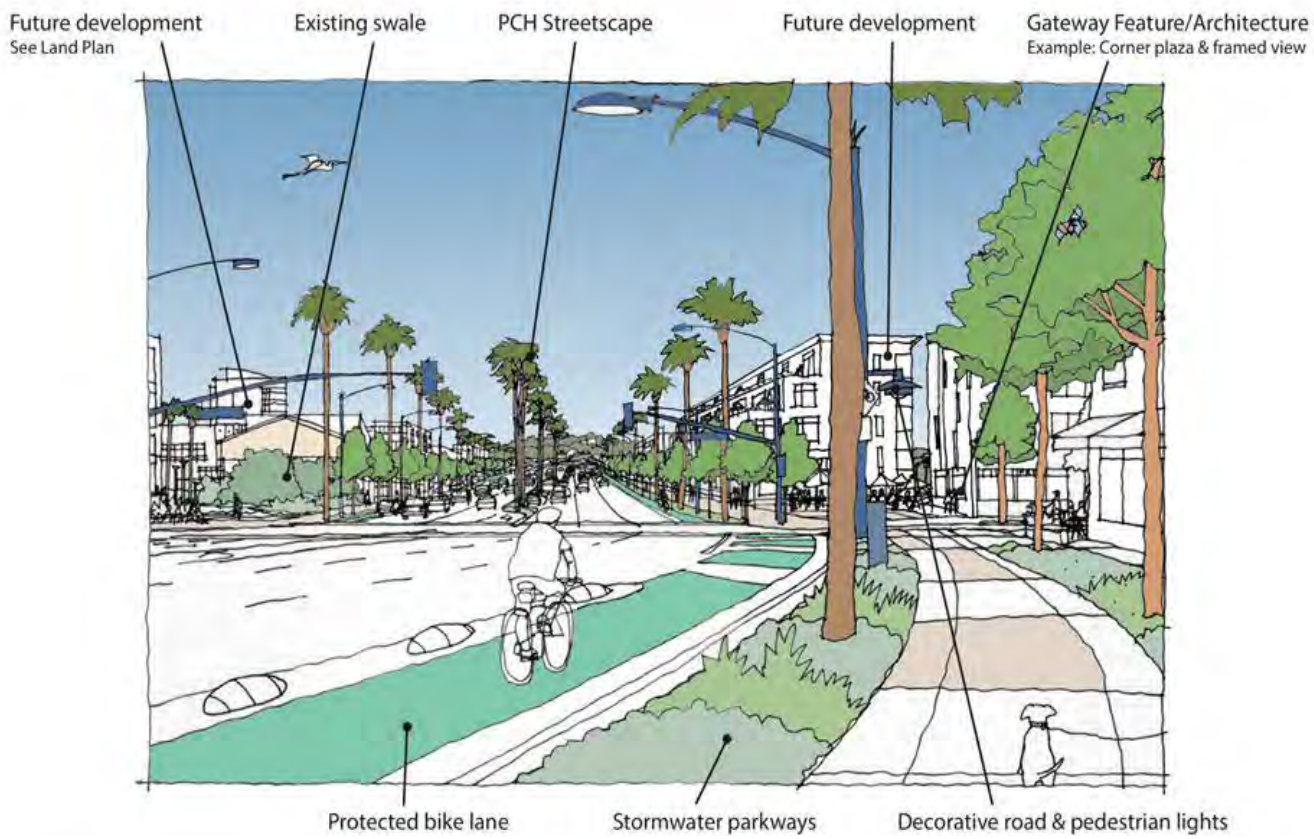
E. A public open space such as a corner plaza, public art, or architectural landmark form *should* be provided at the intersection of PCH and Studebaker Road to enhance the attractiveness of the South Gateway.

F. See Chapter 5, *Development Standards,* Section 5.11, *Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands* for additional development requirements.



This sketch illustrates the proposed Pacific Coast Highway improvements proposed in Chapter 6, Mobility, to implement new character-changing streetscape features.

Figure 7-4 Edge Conditions and Street Improvements for Pacific Coast Highway



The proposed street section for PCH is not consistent with Caltrans design standards related to lane width. As such, implementation will require the City to work with Caltrans to obtain a design exemption or possible relinquishment, see Chapter 6, Mobility, for additional information.

The existing conditions of PCH accommodate vehicles, bicycles, and pedestrians but could be improved to create a sense of place and the user experience.

Marina/Waterway Promenade

New development adjacent to a marina, or waterway leading to a marina in the Mixed-Use Community Core, shall include a minimum 25-foot-wide waterfront promenade between any building (including parking structures) and the water for public access and enjoyment. If a new street is proposed along a marina or waterway, a minimum 20-foot-wide sidewalk promenade shall be provided along the water's edge (eg, if there were an extension of Marina Drive north of 2nd Street).

A. Transitions between a non-vehicular promenade and street along the water's edge *shall* provide safe transitions for pedestrians and bicycles, and safe barriers to keep all but emergency vehicles from entering the waterfront promenade.

B. Railing adjacent to the marina *shall* only be as high as required by code and at least 85-percent open and translucent to maximize views to the water.

C. Pedestrian-scaled lighting *shall* be integrated into the railing edge to reduce clutter along the promenade. Pedestrian-scaled lighting can also be mounted on adjacent buildings if well-integrated into the architectural design.

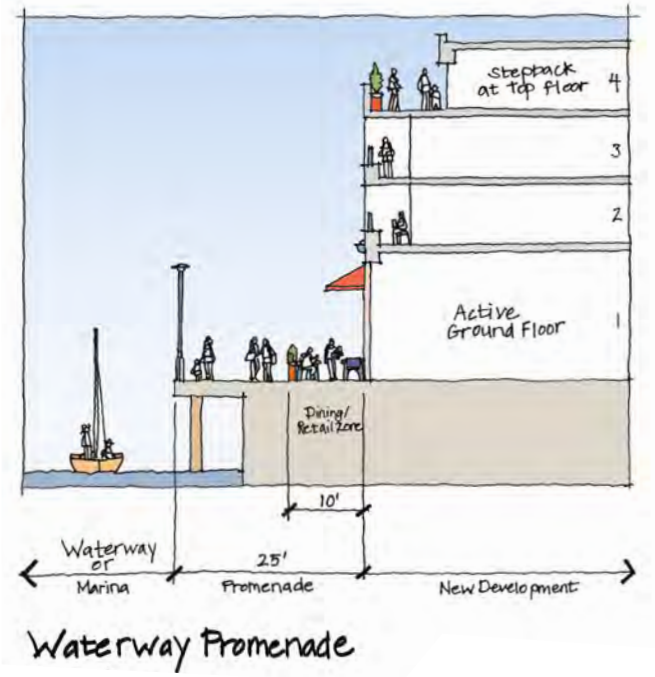
D. Buildings on the Marina/Waterway Promenade *shall* stepback a minimum of 10 feet at the top floor so they taper away from the water.

E. Back-of-house service functions are *prohibited* from facing onto the waterfront promenade.

F. The waterfront promenade *should* be fronted by active ground floor uses (eg, dining or retail) whose associated outdoor furnishings or displays do not extend more than 10 feet into the promenade, an example is shown in Figure 7-5. Retail or hospitality uses are preferred along the waterfront promenade but, if designed properly, unit entries and patios for residential uses may be considered.

G. Landscape planters *should* separate dining spaces from pedestrian access zones.

H. See Chapter 5, *Development Standards*, for the maximum building height and other requirements for development along the marina/waterfront.

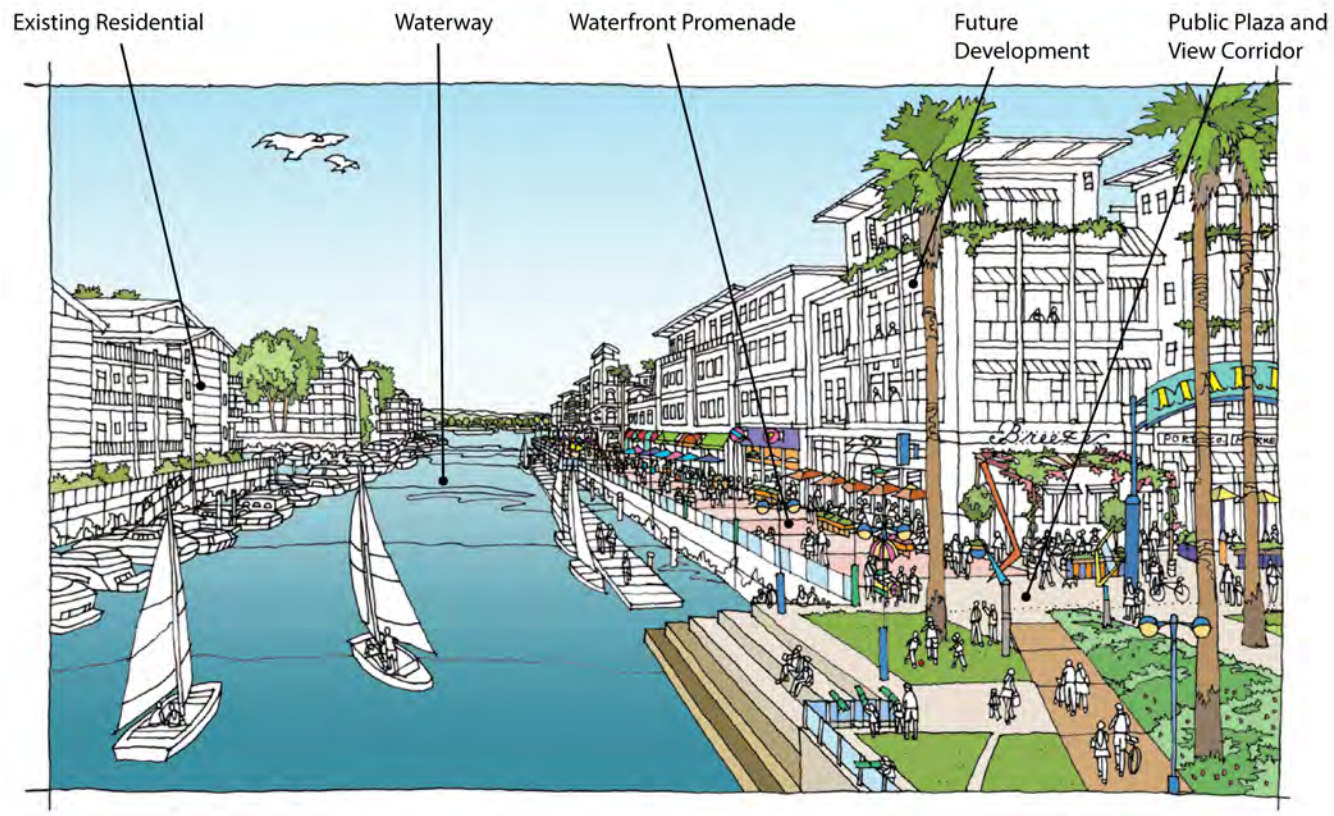


This sketch illustrates how a proposed promenade could be incorporated into the area near Marina Pacifica.

A multimodal, water-adjacent promenade provides areas for bicycles and pedestrians.

A dedicated pedestrian promenade provides access to the waterfront.

Figure 7-5 Conceptual Waterway Promenade



Existing buildings turn their back on the water in the Marina Pacifica area. Creation of a waterfront promenade provides increased access to a coastal amenity for residents and visitors and provides opportunities for new gathering spaces and view corridors from the water to wetlands.

Wetlands Edge at Shopkeeper Road

Standards and guidelines for development along Shopkeeper Road adjacent to the Los Cerritos Wetlands are intended to improve the character, quality, and design of new buildings to be more sensitive to the wetlands.

A. Buildings *shall* be designed to integrate any required buffers from wetlands as required in Chapter 5*, Development Standards.*

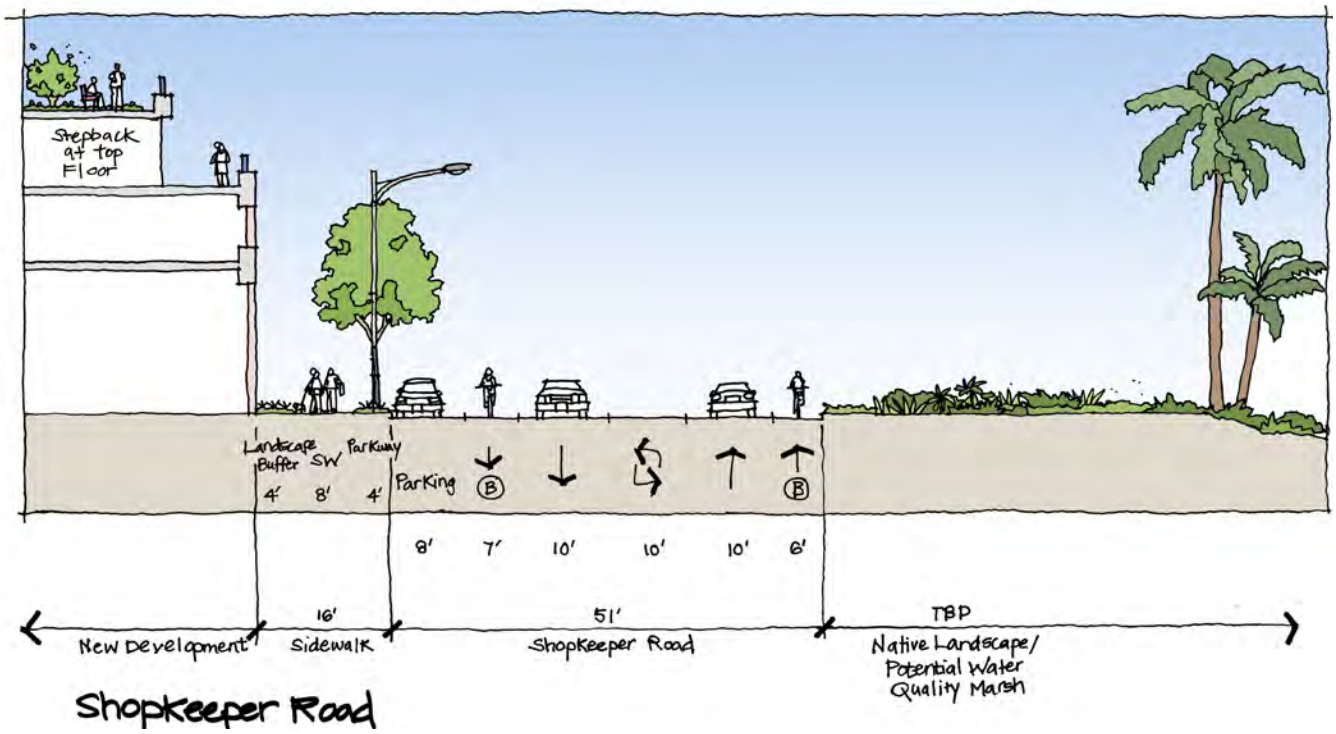
B. The maximum building height along Shopkeeper Road fronting the wetlands is 3-stories. Except at the corner of Studebaker Road and 2nd Street, the third floor *shall* stepback 10 feet.

C. Landscaping within 500 feet of natural areas along this edge shall consist of California native species or varieties that will not invade habitat or hybridize with existing native vegetation to create a more seamless transition between the natural wetlands and development (per CalGreen and Cal-IPC standards).

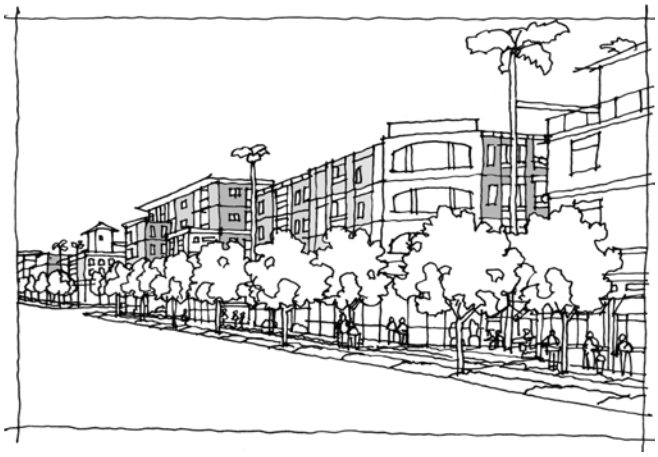
D. Green roofs are permitted atop buildings that face the wetlands if the specified plants and animals that would be attracted to the green roof are compatible.

E. Building façades *should* be designed so their form and materials are compatible and complement this unique setting of the wetlands, which may include historic references specific to southeast Long Beach (waterfront, wetlands, extraction).

F. See Chapter 5, *Development Standards,* Section 5.11, *Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands* for additional development requirements pertaining to sensitive areas.



This sketch illustrates how a new street configuration could be implemented for Shopkeeper Road, more information is also provided in Chapter 6, Mobility.



This sketch depicts how building massing and articulation can be used to provide an inviting frontage along a street.

The buildings feature variation in massing and facades while framing a large paseo with public art. These buildings reflect an emphasis of human-scale elements and accessibility. Source: Google Earth Pro

Example of a mixed-use building that provides an active street front and a stepback design to upper floors with residential uses.

7.2.6 Building Massing

Building massing refers to how the development program is shaped into a structure that gives a building its architectural form. For example, a building can have a taller mass in one wing, step down in another wing, and have a tower that emphasizes its entrance; all of which is achieved by modeling its massing. Building massing can be used to frame public spaces, step down to adjacent uses, and provide architectural variety. It can be more interesting to see multiple buildings with a variety of heights and massing, rather than a uniform large building block.

The southeast Long Beach community prefers that large developments locate relatively taller structures toward the center of the site (informally referred to as "nestled" during the public meetings), as shown in Figure 7-6, *Conceptual Site Plan With Example of Building Massing and Height Placement.* Community input showed interest in using massing to frame boulevards like Pacific Coast Highway, or to create a landmark (at an important corner or gateway into southeast Long Beach).

A. Mixed-Use Community Core and Mixed-Use Marina projects *shall* be designed as a collection of suitably scaled buildings that form a neighborhood.

B. Buildings along public streets *shall* have a consistent street presence that gives form and character to that street and the larger corridor (eg, along PCH). Buildings *shall* have façades with variation so they do not appear fortress-like from the street. Building massing (a combination of square footage and volume) *shall* be designed to reflect a human scale through details, proportion, and ground floor treatments. Examples of such building elements include façades with variation (surfaces and materials), corner elements (pop up, tower, inset), inset or bay windows, highlighted entry features, and varied rooflines or cornice treatments.

C. Buildings greater than 3-stories *shall* provide variation by including features such as balconies, varied window treatment, material changes, and sunshades to create an interesting pattern of projections and recesses, light, and shadow.

D. When adjacent to existing single-family homes, buildings over 2-stories *shall* be made less imposing by stepping back from the street level on elevations above the second floor.

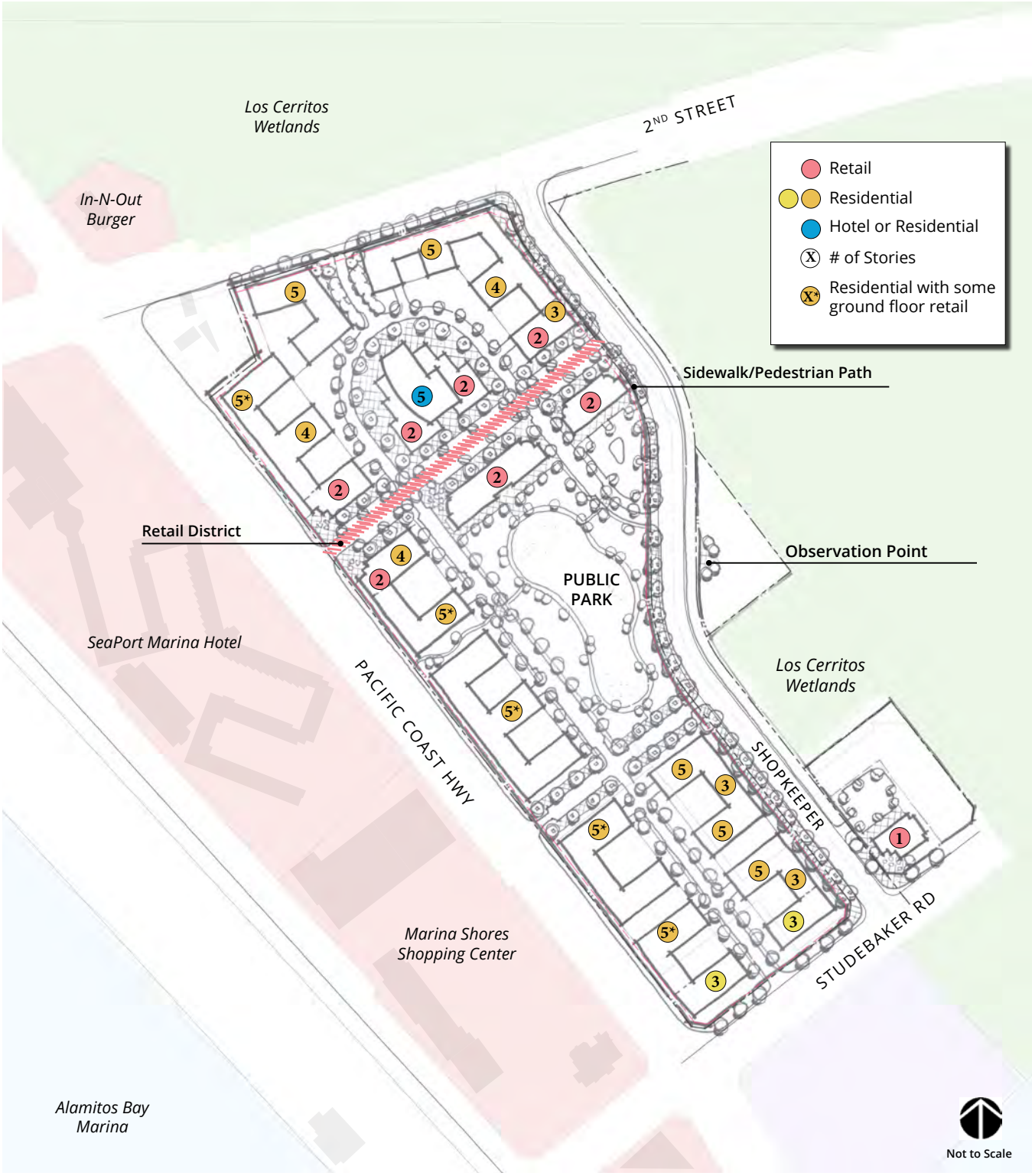
E. Buildings *shall* have a minimum 10-foot stepback on the uppermost floor (in order to taper a building's heights away from the sidewalk and street) at the following edges: PCH, 2nd Street, Marina Drive, and Shopkeeper Road. See Chapter 5, *Development Standards,* for allowable heights.

F. Courtyards and atriums *should* be used to bring light and air into interior spaces, where appropriate.

G. See *Bird-Safe Treatments*, Section 7.3.14, for required stepbacks of buildings along or directly across from the Los Cerritos Wetlands conservation area.

Stepbacks make building heights less imposing and create variation in building massing.

Figure 7-6 Conceptual Site Plan With Example of Building Massing and Height Placement



This conceptual site plan has been provided to illustrate what distribution of height across a property could look like. Note that taller buildings are located on the interior of the site or along PCH. Building heights and buffers are provided for general context and are reflective of the standards and guidelines of this Specific Plan (see Chapter 5). Consistent with the standards of this Plan, the future alignment of the remainder of Shopkeeper Road shall be designed so that it will not impact a delineated wetland. This concept is not based on a proposed project or specific development application submittal, final alignment is also subject to landform constraints and site design.

7.2.7 Building Placement and Orientation

Building placement and orientation have a large impact on the way people experience a developed site, and on the building's relationship with local conditions such as views, wind, and sun movements. Figure 7-7, *Building Placement*, provides examples of ways building placement should be approached in site design for the SEASP area.

Visually interesting buildings that are oriented toward the street shape the area's character as well as the visitor's experience. Locating parking behind buildings, placing buildings closer to the public street edge, and placing a majority of active ground floor uses on the same frontage can all contribute to making the public street frontage more inviting to pedestrians. When adequately wide sidewalks include pedestrian amenities, a true walkable boulevard can be created.

A. Buildings *shall* have a strong presence and encourage activity along the street frontage. Buildings *shall* face the street and provide entrances from the sidewalk.

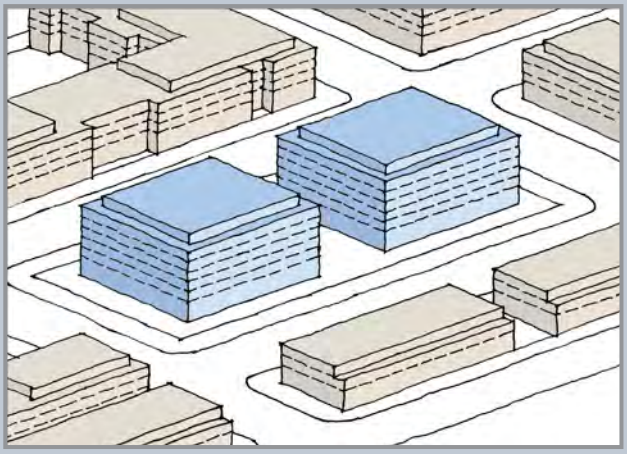
B. Buildings *shall* be sited to capitalize on views of the wetlands, marina, and waterways, and when adjacent to these features, buildings *shall* be oriented in a way that places only appropriate activities along the sensitive wetlands.

C. A development with more than one building *shall* place buildings in a composition that facilitates walking between them, so that the resulting open space is an appropriate scale for the uses that will be programmed there.

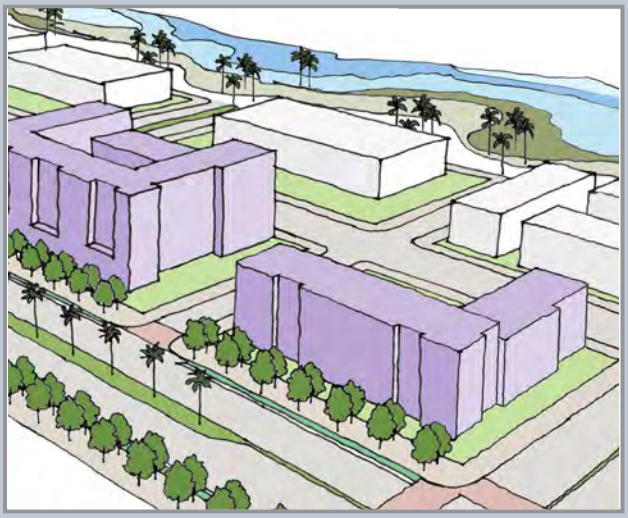
D. Buildings *shall* be oriented for energy efficiency (eg, to capture day lighting, minimize heat gain, take advantage of prevailing breezes for natural ventilation).

E. A development with more than one building *should* "nestle" taller buildings in the center of the site where feasible.

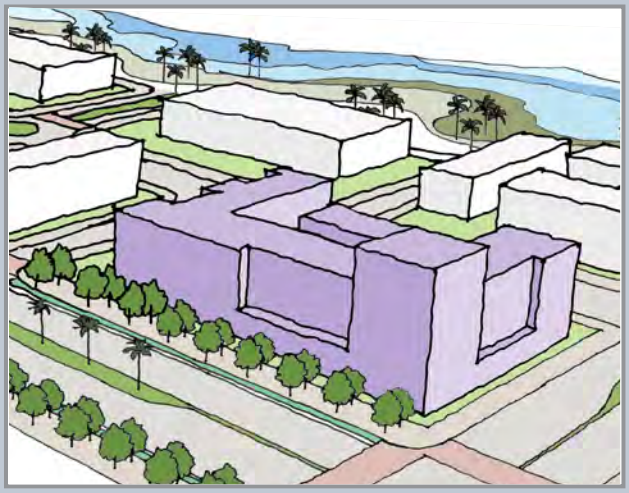
Figure 7-7 Building Placement



Preferred approach: height nestled within site.



Alternative approach: height along PCH.



Alternative approach: Height at gateways.

A courtyard fronted by doors, windows, and balconies that provides an interesting gathering space.

Open space with recreation space.

Plaza with community gathering space.

7.2.8 Public and Private Open Space

Public and private open spaces are essential components of placemaking. They contribute significantly to the character and activity levels of a place and also have an affect on how people experience their surroundings.

Public spaces are often developed on privately owned property. These spaces are not truly public but are quasi-public and can include plazas, paseos, and courtyards. Open spaces in the mixed-use areas of SEASP should be designed to provide human-scaled spaces that enable informal pedestrian activities such as sitting, strolling, and conversing.

The design of public open space should activate ground floor uses, engage residents and visitors, provide opportunities for outdoor dining areas and community gatherings, performances, fairs, and movie screenings. The general standards and guidelines in this section apply to all subsequent subcategories.

General Standards and Guidelines

A. Land uses *shall* be implemented that are compatible with natural resources and the scenic quality of the area (including preservation of significant areas of open space, habitat, and vegetation).

B. Open spaces *shall* include a visual focal feature or overall aesthetic in its design, blending together with buildings, signs, landscaping, and outdoor furniture, to create a pleasant pedestrian environment.

C. Open spaces *shall* be appropriately landscaped and provide adequate shade devices or shade trees to reduce heat island effects. Shade devices include, but are not limited to, umbrellas, awnings, trellises, and canopies that are integrated into the building or over open spaces.

D. Open spaces *shall* be clearly signed and accessible to residents and visitors. In addition, bicycle facilities such as bicycle racks and paths *shall* be incorporated throughout the project site.

E. The use of large planes of transparent glass or freestanding clear glass walls (eg, dining or wind screens) with uninterrupted glazed segments 24 feet and larger in size are *prohibited* in efforts to reduce bird collisions, consistent with Section 7.3.14.

F. Adequate seating, whether formal or informal, *should* be provided to encourage the highest and best use of the open space. In courtyards and plazas, moveable seats are encouraged for flexible use of the space.

G. Corner plazas or courtyards *should* be considered in any major intersection (ie, Pacific Coast Highway and 2nd Street, Pacific Coast Highway and Studebaker Road, 2nd Street and Shopkeeper Road) to elevate the attractiveness and use of the space.

H. For guidelines on public art in Long Beach, see the Urban Design Element of the General Plan 2035.

I. The Site Plan Review Committee may consider alternate configurations or approaches on a limited project-by-project basis, if such changes are found to be consistent with the goals of these Design Guidelines.

Promenades

A promenade is a multimodal, outdoor walkway that provides access for people to enjoy the marinas and waterways. See Section 7.2.5, *Special Edge Conditions*, in this chapter for more detail about promenades, including where they occur and specific guidelines.

A boardwalk or promenade can provide opportunities for outdoor dining and retail shopping along the waterfront.

Paseos not only serve as pathways but can also create spaces for gathering.

Shade structures along paseos can also provide opportunities for new solar facilities.

Paseos

A paseo is a linear open space for only pedestrian or emergency access located between buildings or blocks. Paseos are often distinguished from streets by the use of special paving and pedestrian-scaled lighting as well as the incorporation of pedestrian amenities such as at-grade landscaping and/or planters, ample seating, and public art.

A. In multifamily and mixed-use zones, where blocks are longer than 400 feet, one midblock pedestrian pathway or paseo, which is open to the public, *shall* be provided by a project that includes more than 300 feet of frontage.

B. A paseo *shall* be at least 40 feet in length and be at least 50 percent open to the sky or covered with a translucent material that allows sufficient sunlight to pass through.

C. A paseo *shall* include a landscape buffer of at least 6 feet in width on each side.

D. Paseos *should* be fronted with active ground floor uses or residential entrances.

E. To soften solid features from buildings, trees *should* line the paseos wherever possible.

A tree-lined paseo with active ground floor uses.

Plazas and Courtyards

A plaza is an open space that is a combination of hardscape and landscape framed by a building on at least two (2) sides. In comparison, a courtyard is a more enclosed space, with buildings framing it on at least three (3) sides. Plazas and courtyards often have special paving to create patterns that relate to the development's design. Figure 7-8 provides an example of how a courtyard could be incorporated into a project in the SEASP area.

A. Where blank spaces face a courtyard or plaza, landscape treatments such as vines, lattice, or plants with vertical form *shall* be used to soften the wall.

B. To provide an interesting gathering space, courtyards and plazas *should* be fronted by architectural features such as doors, windows, and balconies.

C. Plazas *should* be flexible for use in programmed special events, but also day-to-day use.

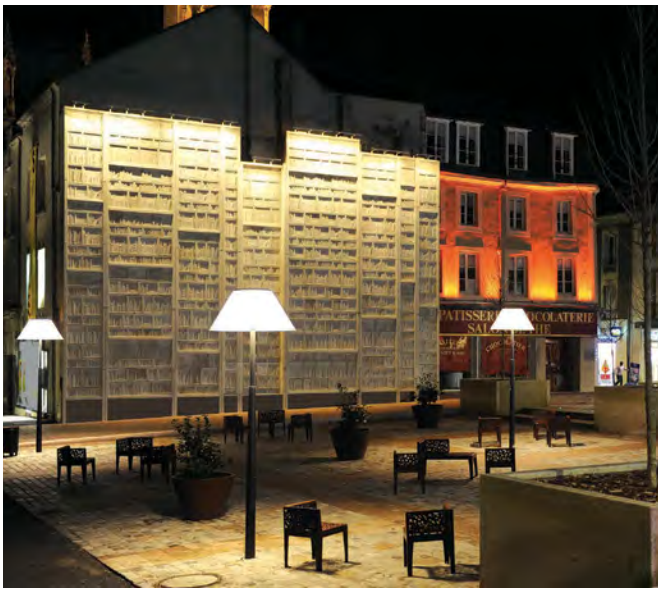
D. Plazas *should* incorporate shade, device charging, and Wi-Fi to create outdoor office opportunities.

Patios and Decks

A. Patios and decks *shall* be screened according to Municipal Code 21.31.230 Table 31-5.

B. Patios may be located in a courtyard if they are defined by a low wall (36-inch maximum) that is translucent or hedge, as to shield visibility of personal items from public view.

C. Satellite dishes are strongly discouraged on patios and decks.



Public art and oversized lamps are inviting and highlight the fact that this plaza functions as an outdoor room.

A multipurpose gathering space is part amphitheater, plaza, and evening fire pit.

A rooftop that provides a variety of seating options.

Plaza with landscaping.

Balconies that shield visibility of personal items from public view.

Rooftops and Green Roofs

Private open spaces such as rooftops, green roofs, and balconies provide personal spaces to relax, play, and exercise. Figure 7-8, *Types of Open Space*, provides an example of how a rooftop open space area could be incorporated into a project in the SEASP area.

A. Landscaping *shall* be planted in raised pots and beds. Private open spaces *shall* incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space. Plantings also shall not include any Cal-IPC-listed invasive species.

B. Fencing of private open spaces *shall* not be opaque or solid to avoid the sense of additional height. Furniture such as satellite dishes, building equipment, or fitness equipment *must* be setback so items may not be viewed from the ground level.

C. A variety of seating options *should* be provided, such as benches, picnic tables, and seat walls.

D. Green roofs, or eco-roofs, are permitted in the Specific Plan area because they are aesthetically pleasing and also reduce stormwater runoff, lower energy consumption, and are spaces for community gardens.

Balconies

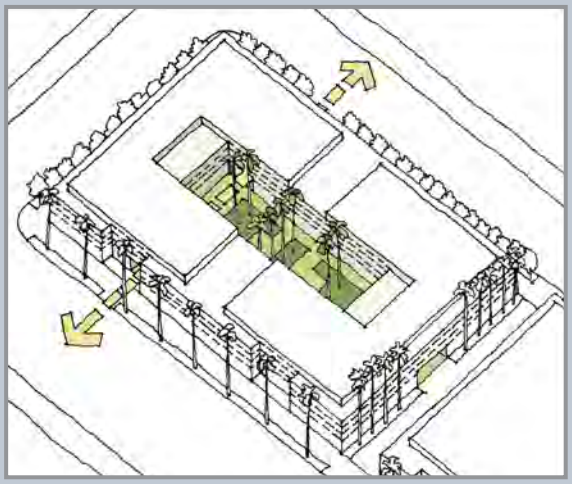
A. Private balconies *shall* be screened by translucent materials that shield visibility of personal items from public view.

B. Satellite dishes are strongly discouraged on patios and decks.

C. Balconies and bay windows in upper stories *should* be incorporated into building design to engage building occupants and provide "eyes on the street."

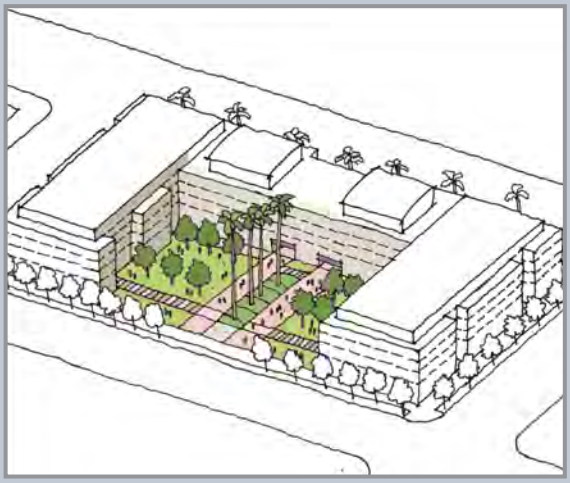
Figure 7-8 Types of Open Space

Courtyard



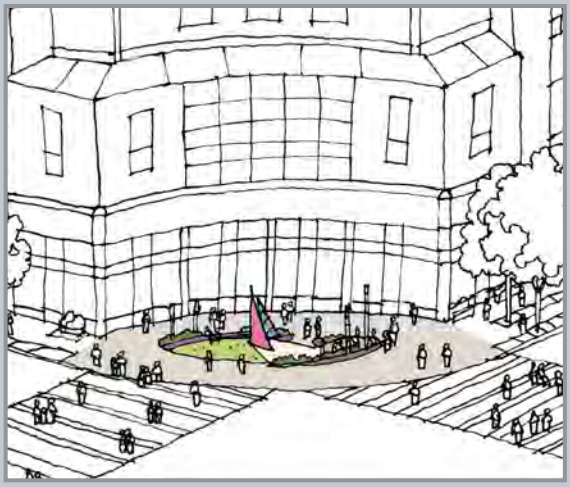
Open space in the courtyard of the building. This space remains hidden from the street and therefore becomes more private in nature.

Forecourt



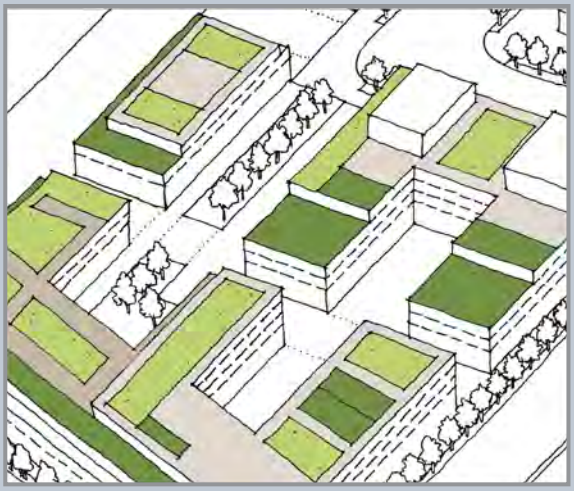
The building frames this plaza space on three sides.

Corner



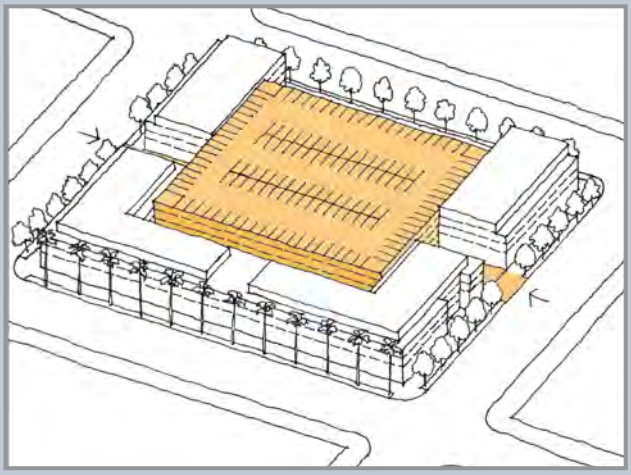
Open space and public art at the corner of buildings serves as a gateway and landmark.

Rooftop

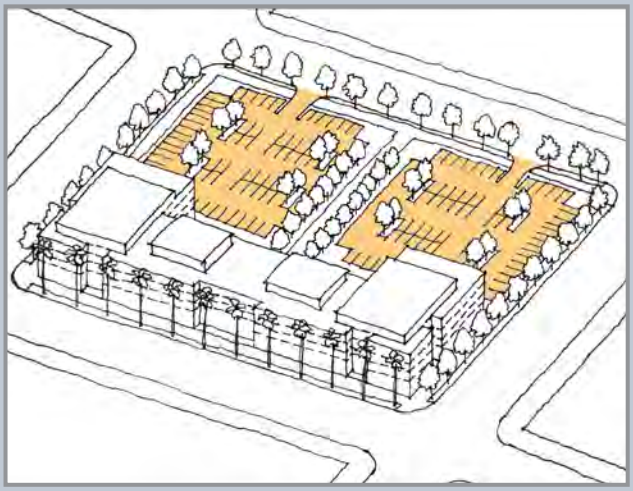


Rooftops can provide additional gathering places and green space for building occupants.

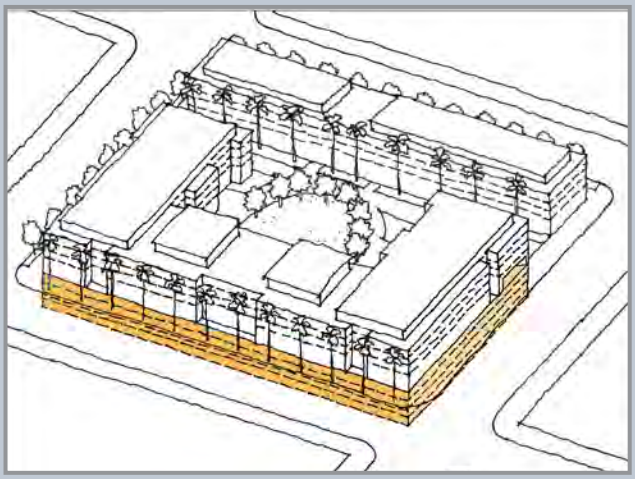
Figure 7-9 Types of Parking



Parking structure wrapped by buildings.



Surface parking behind buildings.



Underground parking beneath building.

7.2.9 Parking and Loading

The car will likely remain the predominant mode of transportation for the immediate future in southeast Long Beach. It is important to recognize that all residents and visitors who live, work, and shop in the area actually reach their final destination (front door) as a pedestrian. For this reason, designing parking areas for walking, bicycling, and transit interface will make these areas friendlier and safer for everyone. Figure 7-9, *Types of Parking*, provides examples of parking types that are suitable in the SEASP area.

Having adequate parking is vital for residents, visitors, and business owners. New development in the SEASP area should follow a park once and walk standard, where parking, site design, and pedestrian connectivity make it easy to make multiple stops without having to get back into a car. Parking should be easy to find, but its presence should not dominate the landscape, and wherever possible, should not diminish the quality of the pedestrian environment and the community's character. Well-designed parking lots and structures can accommodate the needs of vehicular traffic while minimizing any negative effects on the human experience.

General Standards and Guidelines

A. Driveways/access to parking *shall* be as far from intersections as possible to allow stacking.

B. Residential or hotel lobby drop-off areas *shall* be located within the project site rather than directly adjacent to the street to minimize the number of driveways/vehicular curb cuts on public streets (eg, one driveway maximum per street frontage). The higher number of curb cuts and width of curb cuts negatively affect the nonautomotive traveler experience.

C. Parking lots *shall* be screened from adjacent street views but should not be hidden from the view of passersby and police.

D. Low headlight walls or landscaping used to screen parking *shall* provide breaks to allow pedestrian circulation and be low enough for safety and security purposes.

E. Accessible, secure and well-signed bicycle parking and valet service (if provided) s*hall* be provided at convenient and visible locations throughout the development.

F. Surface parking or structures *should* not dominate the site area adjacent to the street. Vehicular parking *should* be hidden from view but well signed.

G. Parking *should* be provided underground wherever possible, in aboveground garages, or behind street-facing buildings in interior parking courts.

H. Short-term parking *should* be on street wherever possible, given the street design, as a traffic-calming method and to provide convenient short-term parking opportunities for ground floor retail or loading and unloading.

I. Shared access to parking with neighboring parcels is highly encouraged.

Surface Parking

A. Surface parking lots *shall* not front Pacific Coast Highway.

B. Large projects shall break up surface parking into a series of smaller interconnected lots to avoid large expanses of parking; it should be easy for visitors to understand where parking is available.

C. Parking lots *shall* integrate shaded pedestrian pathways with pedestrian-scaled lighting in key locations so visitors can opt to use a dedicated path versus being forced to walk up the parking aisle (which can be combined with handicapped access).

D. Sufficient tree coverage *shall* be provided within surface parking lots to mitigate the heat island effect and enhance views from adjacent streets and buildings.

E. Landscape elements such as green screens or shrub massing at least five-feet wide *shall* be provided along parking lots adjacent to a street. Landscape planters *shall* be provided adjacent to garage entries along drive aisles to help soften the built environment.

Parking structures should provide safe pedestrian access.

Parking structures can also be an opportunity for public art.

A bioswale in a parking lot can help to reduce stormwater runoff.

Entrance to a parking structure.

Parking structure screened with decorative panels.

F. Parking lots *shall* employ strategies to reduce and infiltrate stormwater run off due to proximity of waterways, wetlands, and the ocean (eg, drainage swale or permeable paving).

Parking Structures

A. Structured parking *shall* be provided underground whenever feasible. Otherwise aboveground structures should be internalized, screened, or wrapped with other active ground floor uses (eg, retail, office, or residential) along public streets so they are only visible at access points for vehicles and less visible from major streets, wetlands, and waterways.

B. The façades of parking structures that are not lined with active uses *shall* be screened using architectural solutions and/or a landscaping that is integrated into the structure's design (eg, perforated panels, landscape/vine screens, columnar trees, public art elements, or photovoltaic panels).

C. Parking structures *shall* be designed with compatible materials, color, and detail as the principal buildings.

D. Parking structures *shall* have shaded structures and/or photovoltaic arrays located on the top deck to reduce heat island effects.

E. Parking structures *shall* integrate audible warning systems when access driveways are near sidewalks.

F. Parking structure decks *should* screen night lighting to avoid uplighting, spillover, and glare on nearby properties (also see Section 7.3.14, *Bird-Safe Treatments*).

G. Parking structures *should* incorporate usage technology to assist visitors and minimize time spent searching for available parking.

7.3 Building Design

Well-designed buildings can contribute to the character and identity of a neighborhood and are one of the most important factors in "placemaking." Building massing and height should be respectful of adjacent structures, open space, and natural features, and respond in an appropriate manner. Particular attention should be given to creating pedestrian-oriented streetscapes and active public spaces. Buildings should employ techniques and materials that convey integrity and are long-lived, an important aspect of sustainability.

While these standards and guidelines do not dictate architectural style, developers should hire well-qualified architects who bring (or can learn) local sensibilities along with a strong portfolio of built work. Emphasis should be placed on innovative design that has references to southeast Long Beach's waterfront and wetlands, but does not result in buildings that look like they were derived from an unrelated southern California suburb.

Ideally, new development will contribute to the character of the built environment and be a "good civic neighbor" providing paseos and view corridors that respond outward to the community, rather than creating an inward-facing isolated development. A certain permeability of the site (visibility and access) will be important for people on foot and on bike. And lastly, having buildings and development respond to the presence of the wetlands, waterways, and marinas will be necessary in achieving good urban design and place-based architecture.

Buildings on corners should have architectural details and additional height that differentiate them from the rest of the building.

Buildings should face the street.

Walkways and lighting can be used to create an inviting atmosphere even at night.

A 2-3 story contemporary project uses complementary details such as dark wood panels and a metal roof to maintain a quiet presence along the buffer edge of a nature preserve.

A 7-story, high-end building uses modern materials and details in a sophisticated manner to appear as light as possible and to capitalize on views to a popular park and major museum across the way.

A variety of materials create a friendly pedestrian environment in this waterfront district.

7.3.1 Architectural Character

Southeast Long Beach has a unique development character due to existing variety of land uses and open-space features that come together at the water's edge. Today, there is not a defining architectural style associated with the area, in contrast to other parts of the City where historic neighborhoods are mostly intact. When the City was forming early in the last century, this area was mainly defined as a watershed zone with a few roads and small waterfront structures. Later, oil extraction and construction of the energy plant along the San Gabriel River were introduced. Development began in earnest with expansion of the City's post-war neighborhoods during the 1950s that added single-family neighborhoods into the southeast area. Commercial uses, contemporary townhouses, and marinas were added mostly between 1950-1980. Some of the existing buildings reference the marina and waterfront in their materials, but much of the recent development is not place-specific and ranges from California Spanish to Regional Modern. The southeast community has a desire for place-based architecture that is sensitive to its context and that reinforce qualities of the area, but no single architectural style is mandated. The guidelines purposefully allow for flexibility in architectural style and focus on how to achieve high-quality building design. Projects should be thoughtfully sited, and buildings should be sited and designed to capture views, and connect to desired access points. More importantly, a building's materials should be appropriate for a waterfront and the maintenance requirements that come with exposure to ocean air and weather.

A. New buildings located on major public street corners *shall* include design elements that differentiate them as landmarks. New buildings *shall* thoughtfully integrate transit amenities such as bus stops, seating, bike racks, bike storage, and showers where required by code and to encourage their successful use by residents, tenants, and visitors.

B. Final site plans and building plans *shall* locate vents, downspouts, life-safety features, and infrastructure so they do not adversely impact the architectural intention.

C. Detailed façade elements can be essential to reinforce the overall design concept, to create texture, shade, and shadow, and provide a human scale. Exaggeration of details or use of generic, applied details is *prohibited*.

D. New buildings *should* contribute to defining the character of the street and improving southeast Long Beach's pedestrian environment.

E. New development on each site *should* be compatible with, and sensitive to, the surrounding natural features and built environment of surrounding areas and should contribute to neighborhood character.

F. New buildings *should* represent a single architectural style that all materials and details are true to.

G. New buildings *should* respect the existing style and architectural character of adjacent properties while enriching both with complementary ideas and design elements.

H. Design submissions to the City *should* include a written summary of why the proposed style was selected for southeast Long Beach and the basis of material and color sections.

I. While improvements to existing façades are encouraged, quality architectural elements that may already exist on the building *should* be preserved. Preserving existing façade elements that are both durable and handsome will add to the sustainability of a project and enhance the building's existing attributes.

J. New buildings that face the Los Cerritos Wetlands *should* imbue a simple character that is respectful of this special setting and allows the focus to remain on the wetlands. The presence of new buildings *should* allow more people to enjoy views of the wetlands while building their understanding of the wetlands and their importance to southeast Long Beach and the region.

K. New buildings and their roof form *should* be simple and straightforward, proportional, and well-studied if referencing existing styles.

Architectural variation and color in façades creates a distinct differentiation between the ground floor and the floors above.

Buildings face pedestrian pathway.

Residential buildings face street to help create a friendly pedestrian environment.

L. Architects are encouraged to innovate, but with full awareness of, and respect for, appropriate height, massing, variety, and quality of materials that result in a building with architectural integrity.

7.3.2 Materials and Color

Buildings shall use durable high-quality materials that are long-lived. Bright colors and reflective materials should be avoided near the wetlands (see Section 7.3.14, *Bird-Safe Treatments*).

A. Buildings *shall* use durable, high-quality materials to develop long-lasting buildings that can be adaptively reused over time. Natural stone, precast concrete, and factory-finished metal panels (heavy-gauge only, in corrugated or flat sections, low reflectivity) are preferred.

B. Architectural style and use of quality materials *shall* be consistent throughout an entire mixed-use project; however, variations in materials and details may be used to differentiate between the residential and commercial portions of the project.

C. Materials *shall* vary in the vertical plane. Buildings shall exhibit greater detail and higher-quality materials at the lower levels, where viewed by pedestrians, and contribute substantially to the streetscape.

Materials shall vary in the vertical plane. Buildings shall exhibit greater detail and higher-quality materials at the lower levels, where viewed by pedestrians.

D. The finish, texture, and color of materials *should* be compatible with the proposed architectural character of the building.

E. Materials and colors *should* be used to imply form changes, particularly for entrance lobbies, massing changes, and different uses or tenants.

F. Construction details *should* be authentic and applied with consistency. Faux architecture that mimics a past era is strongly discouraged.

G. Alternatives to stucco are preferred. When stucco is used it *should* be applied with a smooth finish. Stucco seams should be used to create visual interest for the building's façade and form.

H. The use of concrete is allowed as long as it is part of an overall architectural composition and *should* have a finished architectural expression.

I. Concrete masonry units *should* only be used if they are fundamental to the building design and have a suitable appearance at the ground floor.

J. Façade elements constructed of foam or foam molding are *prohibited* on the ground floor of buildings and *should* be avoided overall. If used, they *should* be well-proportioned and constructed to avoid appearing glued to the building.

K. Bright color palettes *should* be tested on-site to verify appropriateness for the site and block.

L. Garage openings, entrance canopies, scuppers, downspouts, and metal railings *should* follow the aesthetic of the building theme.

M. New buildings that face the Los Cerritos Wetlands *should* integrate natural materials to the greatest extent possible (wood, stone).

N. Also see Section 7.3.14, *Bird-Safe Treatment,* for standards and guidelines appropriate for glass surfaces.

7.3.3 Façades and Ground Floor

The façade and ground floor of a building are the most visible components seen by pedestrians, bicyclists, and motorists who travel alongside within eye-level view. How the primary mass of the building "meets the street" is what humans experience most intimately when on the sidewalk and often becomes the biggest contributor to neighborhood character. Views of a building from a greater distance will also capture the façade and ground floor; the details will be less noticeable but nonetheless important as people approach and enter a building.

A. Monolithic structures that appear as a massive wall and that block views and overshadow the surrounding neighborhood are *prohibited*.

B. Exterior building walls *shall* have variation, recesses, and offsets in the surface especially at entries and important gateways. Long building walls *shall* be attractive and visually interesting by applying changes (by two to four feet to be read as a substantial change and provide a significant shadow line) in surface materials, colors, massing, fenestration, storefronts, public art, or other architectural elements that are well-composed. Pilasters or breaks in the wall plane are allowed where appropriate. Doors and entryways *shall* be provided along pedestrian frontages to encourage activity.

C. Buildings *should* have a major presence at important corners, crossroads, public entrances, or when viewed from key locations within southeast Long Beach. The ground floor *should* be designed to visually clarify where paseos occur, and any points where pedestrians can walk through a block.

D. The base of the building (within 18 feet above the sidewalk) *should* be differentiated from the floors above it with treatments such as a change in material and/or color, moldings, or built planters. A special ground base treatment of higher-quality materials within the first three feet *should* also be considered.

E. All large expanses of walls (even on nonstreet-facing façades) *should* be broken up by change in plane, color, or materials.

F. Large expanses of walls at the nonstreet-facing sides of buildings (less public) may also integrate murals, trellises, or vines and espaliers to add texture and create visual interest.

G. Buildings *should* have a variety of solid and nontransparent or treated transparent glass surfaces. Ground floor uses *should* be partially transparent to encourage pedestrian activity. See Section 7.3.14, *Bird-Safe Treatment*s, for additional direction as to how building façades near the wetlands should be treated.

Example of an activated storefront.

7.3.4 Building Entryways

Entryways that are well-designed can add interest and usually engage pedestrians and/or attract them to the interiors of the building. The primary building entry should be a prominent feature that is discernible from other parts of the building. The design, materials, lighting, and signage of an entryway will affect an entryway's ease of use and attractiveness. Active uses along the ground floor should be focused at the sidewalk level and oriented to a public street, pathway, or public open space. Primary entries should have direct at-grade access from the sidewalk. Primary entryways shall either face inward to activate paseos, outward onto promenades to highlight views of the water, or be concentrated at the intersection of the two streets.

A. Private residential street-level entrances *shall* be set back into the building to provide space for front porches or small entry courts.

B. Entrances and windows, not vehicular access points, *should* be the dominant elements on the public street façades.

C. For storefronts and other ground floor commercial uses, entryways *should* have distinct styles from the rest of the building façade through the inventive use of scale, materials, glazing, graphics, projecting or recessed forms, architectural details, color, and/or awnings. Individual storefronts *should* be designed to have unique characteristics with the use of architectural elements such as piers or changes in plan and/or materials.

D. Entry-adjacent patio walls *should* be well-integrated into the overall architectural idea and utilize the highest-quality materials.

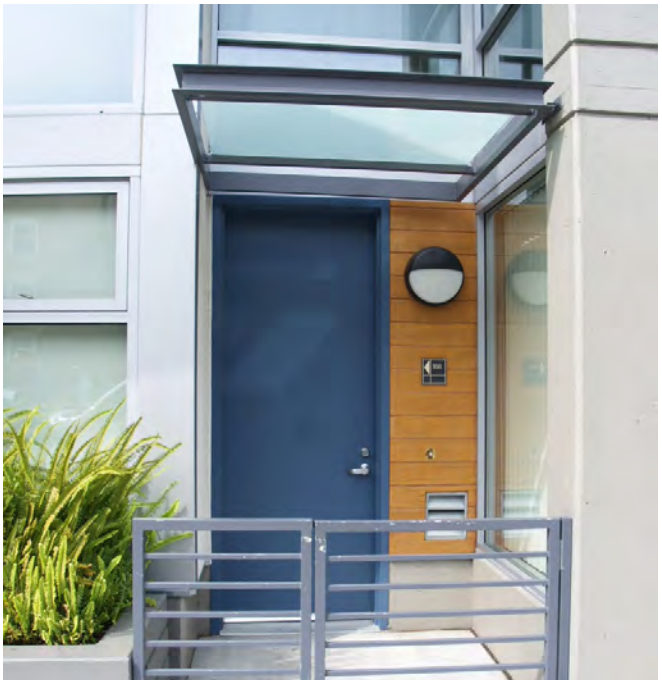
E. Double-height and transparent entry lobbies with glass treatments *should* be used for residential, mixed-use, and office buildings.

F. Secondary entrances are encouraged for buildings that face a secondary public street, pathway, paseo, or promenade.

G. Locate service areas and garage entrances to the less visible parts of buildings away from public streets. Landscaping, fencing, and canopies *should* be used to screen these activities.

H. Live-work or shopkeeper units *should* be designed to appear like a commercial storefront or gallery.

A covered, terraced patio with direct pedestrian access gives the entryway to this building character and adds interesting architectural elements.



Private residential street-level entrances shall be set back to provide space for front porches or small entry courts.

7.3.5 Windows & Doors

Windows and doors provide a connection between the activities in the interior of buildings and the exterior public life on the streets or natural waterways. Windows, the main source of natural light and fresh air into buildings, should be designed to maximize the light that enters and to take advantage of natural ventilation while using responsible materials that respect the bird population. The design, size, type, and location of windows should enhance interior daylight and potentially decrease the size/type of required heating/cooling systems. During hours of operation, open-wall storefronts are not encouraged to avoid excess energy use.

Recessed windows prevent buildings from having monotonously flat wall surfaces.

Large windows on ground floor level.

A. Commercial windows and doors *shall* comprise at least 60 percent of a building's street-level façade.

B. To prevent wall surfaces from being monotonously flat, windows and doors *shall* be recessed at least three inches from the face of the finished exterior wall to achieve a sufficient depth and shadow reading. Flush finish installations, especially with stucco, are not permitted.

C. When using transparent glass, treatments such as patterns that create a separation of the exterior and the interior of the building *shall* be used. See Section 7.3.14 for bird-safe treatments.

D. Buildings *should* be designed with a rhythm of windows and entrances that provide interest and engage pedestrians into activities within the building.

E. For residential buildings, windows *should* be of high quality and afford a shadow line and depth. This may be achieved through inset windows with an integral frame, in setting the window into the exterior wall, or in setting the window into the exterior wall. Windows for structures 4-stories or less can be composed of wood, wood with vinyl-clad exterior, recycled-content aluminum vinyl clad, steel casement, fiberglass, or anodized aluminum.

F. Building walls *should* have breaks, recesses, and offsets, especially at entries and important intersections. Long walls *shall* be made more attractive and visually interesting with variation in form and materials.

G. If a window contains divided lights (multiple panes), true divided lights or quality simulation *should* be included when using insulated glazing.

H. Where interior uses do not require windows, integrate murals, trellises, or vines and espaliers *should* be used on large expanses of walls at the rear or sides of buildings to soften the wall and create interest.

Awnings respond to each individual storefront.

A series of canopies and awnings is encouraged along all retail street frontages.

Outdoor seating underneath a covered walkway.

7.3.6 Canopies and Awnings

A. The materials, shape, rigidity, reflectance, color, lighting, and signage *should* relate to the architectural design of the building.

B. Encroachments such as awnings, canopies, and marquees are encouraged but *must* be well-designed, proportioned, and maintained so they do not adversely impact the sidewalk environment.

C. The minimum vertical clearance between the ground or street level and the encroachment should be 10 feet. Horizontal dimensions *should* relate to the bays of the building façade. The awning or canopy may encroach over the public sidewalk or pedestrian pathway provided at least two feet of clearance is maintained from the street curb line.

D. A series of canopies and awnings is encouraged along all retail street frontages. Awnings and canopies *should* be designed to correspond to individual storefront structural bays.

E. Encroachments that require ground support are *prohibited*.

7.3.7 Roofs

A. The roof or overhang *shall* enhance the architectural character of the building. The extent and type of roof detail should be appropriate to the architectural style.

B. Roofs visible from adjacent taller buildings that are not otherwise used for outdoor space or roof gardens *should* be visually pleasing when being viewed from above elevations (eg, graphic pattern or screened equipment).

C. Roof drains *should* be designed as an integral part of the structure.

D. Rooftop and other building mechanical equipment *should* be screened from public view and be housed within a penthouse structure that is consistent with the building's architectural style, unless equipment is not visible from the street or adjacent property.

E. Exterior roof access ladders are not appropriate. Roof access *should* be provided from the interior of the building.

F. Rooftop gardens and decks can also provide nesting areas for birds provided that they are balanced with solar and utility needs as discussed in Section 7.2.8, *Public and Private Open Space.*

Variation in the depth and material create architectural interest.

Variation in rooftop design can add interest to a building.

Building design should incorporate prominent architectural elements that contribute to placemaking and increase visibility to travelers.

Corner treatments can layer architectural elements with landscaping and lighting to create an inviting environment.

7.3.8 Corner Treatment

Corner treatments should be provided at major public street corners where Pacific Coast Highway intersects with 2nd Street, Loynes Drive, and Studebaker Road. Corner treatments can also be incorporated at primary entrances that occur on streets leading into development from Pacific Coast Highway.

A. Corners of significant intersections, entries, or near the center of grouped buildings *shall* feature special architectural elements. See the list of examples below. Buildings *shall* be set back to create space that marks the corner as significant with diagonal or curved walls at the corner. Well-designed corners contribute to placemaking and increase visibility to travelers on the corridor.

- Towers that are visually distinct from the rest of the building massing
- A corner plaza and or gathering space
- A lobby canopy
- A public art installation
- A landscape installation with columnar trees
- A prominent architectural element

B. Renovations to existing corner buildings with blank walls *should* include additional articulation and detail, display windows, and extended façade material, colors, and treatments.

Creatively integrated public art at corner entryways can enhance the street presence and building character.

7.3.9 Site Lighting

Lighting design should help to reinforce the character of the neighborhood, enhance pedestrian and vehicular safety, and highlight the building design and landscape features. Proximity to sensitive wildlife areas means that additional care should be taken to make sure that lighting is bird-friendly (also see *Bird-Safe Treatments*, Section 7.3.14). Bright lights can disorient birds, interfering with migratory patterns and increasing the number of collisions birds have with the built environment. Well-designed lighting fixtures establish quality design and add to the attractiveness of the area.

A. All exterior lighting (building and landscape) *shall* be integrated with the building design, create a sense of safety, and encourage pedestrian activity after dark while respecting bird-safety according to *Bird-Safe Treatments* in Section 7.3.14 of this chapter.

B. Pedestrian-scaled lighting *shall* be provided to illuminate paseos, promenades, alleys, and common open spaces for both vehicles and pedestrians to a minimum that still ensures safety.

C. Low-contrast lighting, low-voltage fixtures, and energy-efficient bulbs, such as compact fluorescent and light emitting diode (LED) bulbs *shall* be used for outdoor lighting.

D. New development projects within the Mixed-Use Community Core or Mixed-Use Marina *shall* submit a lighting plan, as a part of the Site Plan Review process, described in Chapter 9, *Administration and Implementation.*

E. Parking areas *should* be designed using many small-scale lights versus fewer, excessively tall lights.

F. Where appropriate, downward pocket lighting *should* be incorporated into walls, stairs, or bollards.

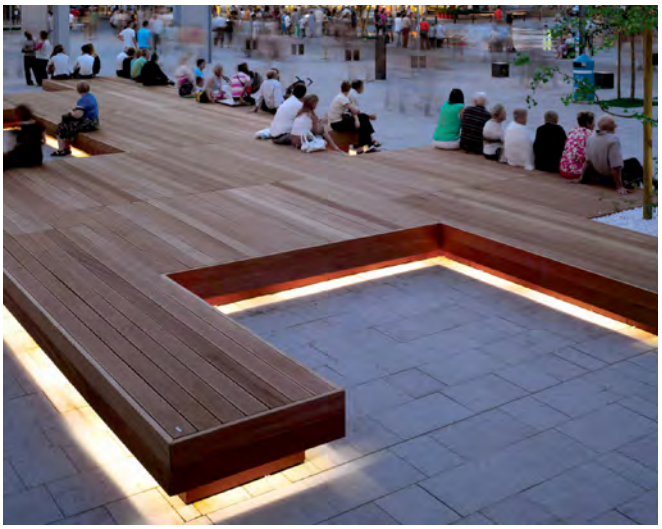
G. Solar-powered fixtures are encouraged for all lighting.

H. See Section 7.3.14 for additional lighting requirements related to bird-safe standards. As well as Chapter 5, *Development Standards,* Section 5.11, *Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands* for additional lighting requirements pertaining to sensitive areas.

Lighting can be used to complement the architectural details of a building.

Internal and external low-contrast lighting can be used to create a well-lit environment.

Lighting varies in scale and focuses on the pedestrian environment.



Outdoor seating is lit from beneath creating an inviting evening atmosphere. Photo Credit: www.idmetalco.com

Lighting can be used to highlight signage and architectural details without interfering with the night sky.

7.3.10 Building Lighting

Lighting should enhance the building's architecture and augment the street and sidewalk experience at night.

A. Direct lamp glare from unshielded floodlights is *prohibited*.

B. Lighting that aims light directly into the night sky is *prohibited*.

C. Internal and external storefront lighting *should* be designed for ground floor retail and restaurant spaces to augment the pedestrian space and encourage window-shopping even when stores are closed.

D. Special illumination *should* be used to highlight main building entrances and add interest to the building façade. Subtle lighting to accent the architecture and special architectural elements (such as distinctive building rooftops) is encouraged.

E. Secondary building entrances and parking/loading/service access points *should* have lighting compatible with the project's lighting to maintain a safe environment around the entire project, especially where pedestrians and other building tenants circulate.

F. Automatic timers *should* be programmed to maximize personal safety at night while conserving energy. They *should* be reset seasonally to match the flux of dusk/dawn.

G. Exterior lighting *should* be designed and located in such a way that it does not project off-site or onto adjacent uses. This is especially critical with neighboring residential uses.

7.3.11 Utilities and Service

All utilities, such as backflow-prevention devices, groupings of meters, etc., shall be located outside the public right-of-way within a building recess, utility room, or landscaped area and be fully screened from view of the public right-of-way.

A. Service/equipment areas *shall* be enclosed on all sides and screened; untreated concrete block or blank walls are *prohibited*.

B. The utility components of future commercial occupants (eg, grease traps, exhaust chutes, air conditioning) *should* be thought of in advance, during the initial building design, to avoid problems when retrofitting buildings after construction.

C. A combination of elements *should* be used to screen utility, trash, and recycling areas, including solid masonry walls, berms, and landscaping.

D. Materials used on trash, recycling, utility, and mailbox enclosures and screens *should* be the same as or compatible with the primary building. Enclosures connected to or separate from buildings *should* have a solid, architecturally compatible roof structure.

E. Drainage from adjoining roof and pavement *should* be diverted around the trash and recycling area.

F. Loading and service areas *should* be concealed from public streets, wetlands, and waterways.

Pergola used to screen utility area.

Brick and wood screen for utility area.

Metal screen used to screen utility area. Source: idmetalco.com

Well-designed boat storage facilities should screen views of service areas. Photo Credit: d'Albora Marinas

Partially screened panels can provide a transition from the boat storage facility to the natural landscape. Photo Credit: Inlet Watch Yacht Club

7.3.12 Boat Storage Facilities

The design of boat storage facilities should be sensitive to views of the wetlands. The below guidelines and standards are meant to prevent minimal, utilitarian facilities that do not integrate with the natural landscape. May include surface boat storage or dry stack storage.

A. Storage facilities *shall* be enclosed on all sides adjacent to the public streets and softened with native wetland landscape treatments to create an attractive appearance from the roadways.

B. Boat storage facilities *shall* feature neutral colors so not to detract from the beauty of the wetlands.

C. The sides of facilities most visible from across the wetlands *shall* be at least partially screened to gently transition facilities with the natural landscape.

D. All outdoor boat storage and service areas *should* be screened.

E. Facilities *should not* draw attention away from the wetlands, especially from views across the wetlands.

F. The sides *should* also be decorative to avoid large expanses of blank/featureless walls.

G. The boat storage facility *should* consider using natural materials such as sustainable wood for the exterior of the structure.

7.3.13 Landscaping

Landscaping standards shall follow Chapter 21.42 of the Long Beach Municipal Code and the standards as follows:

A. New landscape plantings *shall* utilize non-invasive species (prohibited species are published by the California Invasive Plant Council) and reflect native plants typically associated with wetlands into development around wetlands.

B. Educational plaques that give information about the Los Cerritos Wetlands *shall* be integrated into pathways and landscaping throughout the project site.

C. Plant material shall comply with Appendix D, *Plant Palette*.

Landscaped buffer adds color and creates separation between the street and pedestrian environment.

Educational plaques can be integrated into landscaped areas to provide interesting facts about natural resources such as the Los Cerritos Wetlands.

A variety of native plants and trees creates an inviting sidewalk.

Drought-tolerant landscaping can add interest and color to an area while being water wise.

7.3.14 Bird-Safe Treatments

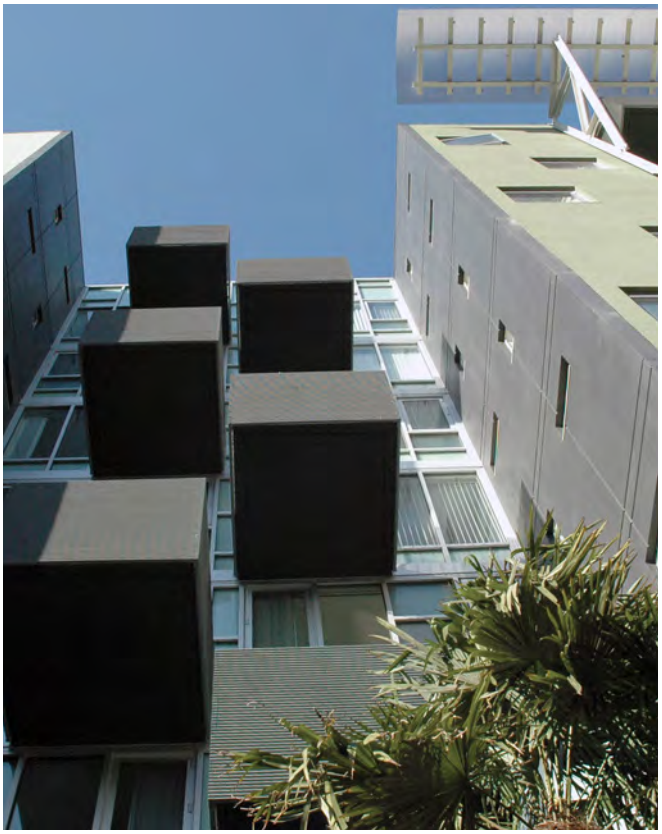
In deference to the presence of significant wetlands areas in the SEASP area, new projects should be sensitive to the interface and transition between urban areas and natural areas. Many of these areas provide habitats for birds and therefore special design considerations should be applied to three primary areas: lighting, landscaping, and façade treatments.

The reflectivity and transparency of glass are the primary hazards to birds. Highly reflective surfaces falsely imitate the sky, clouds, or nearby trees or vegetation. Sheets of transparent glass are invisible to birds and become dangerous barriers to migration routes, shelter, and food. Lights may also disorient and confuse birds by inhibiting their ability to see navigational markers such as the stars and the moon.

In particular, the Los Cerritos Wetlands conservation area attracts a variety of bird species that utilize this unique coastal habitat. The endangered California Least Terns and several populations of Belding's Savannah Sparrows have been documented as present in the study area. The proximity of new development to the Los Cerritos Wetlands warrants bird-safe treatments.

All new buildings, and major renovations of existing buildings, shall be required to provide bird-safe building treatments for the façade, landscaping, and lighting consistent with the standards of this section.

The following standards and guidelines were derived from bird-safe building standards identified by the cities of San Francisco and Oakland, the Audubon Society, and Leadership in Energy and Environmental Design (LEED) documents.



Balconies and overhangs can be used to block the view of glass from birds.

Fritted, frosted, or opaque glass reduce confusion and risk to birds.

Screens can also reduce collision risk for birds.

Bird-Safe Façade Treatments

All new buildings and major renovations of existing buildings shall be required to provide bird-safe building façade treatments to reduce the potential for bird strikes.

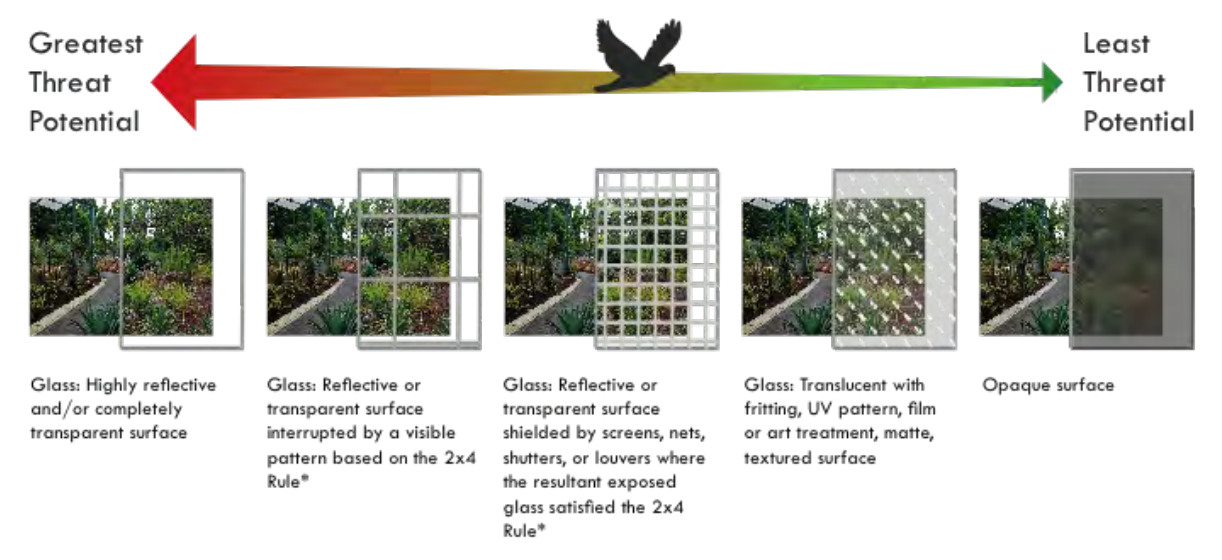
A. Glass treatment or architectural design visible to birds shall be used to reduce the amount of untreated glass or glazing to less than 10 percent of the building façade above the ground floor. These treatments are also required for the portions of ground floors that face the Los Cerritos Wetlands. Figure 7-10, *Bird-Safe Treatments for Transparent Surfaces*, depicts a range of surfaces from the greatest to the least threat for strike potential. Treatment options for glass and architectural building design ideas include, but are not limited to:

- **Film and Art Treatment of Glass.** This option may be used to reflect the community or type of use occupying the building through art. This method allows the windows to be used as art creating an attractive scene for the community that deters bird strikes.
- **External Screens.** Screens can be used as an inexpensive and effective method of preventing bird strikes. Screening or netting, stretched several inches over windows or entryways to create a visual barrier and prevent birds from hitting the glass.
- **Architectural Design Features.** The use of architectural features such as overhangs, louvers, and awnings can be used to block the view of glass from birds. They should be combined with window treatments to eliminate reflections.
- **Fritted and Frosted Glass.** Fritting is a commonly used and inexpensive solution that is most successful when the frits are applied on the outside surface. Ceramic dots—or frits—applied between layers of insulated glass can also be used to reduce transmission of light. Frits can be applied in different colors and patterns and can commonly be seen on commercial buildings.
- **Angled Glass.** Design buildings with angled glass at 20 to 40 degrees, most appropriate for low-scaled buildings with smaller panes and a limited amount of glass, generally this technique is not effective for large buildings.
- **Ultra-Violet Glass.** Use glass that reflects ultra-violet light, this type of light is primarily visible to birds but not to people. Insulated glass is also available with ultra-violet patterns that are designed to deter birds while largely being imperceptible to humans.
- **Window Signage.** Similar to film and art treatments, window signage could be used to deter bird strikes as long as consistent with Chapter 21.44, *On-Premises Signs*, of the Long Beach Municipal Code.

Angled glass is a dramatic architectural feature that reduces reflections of habitat and sky. Source: Minnesota Central Library, City of San Francisco Standards for Bird-Safe Buildings

Window graphics or interior hanging signage could be used as a form of business identification while also helping to prevent bird strikes. Source: designspiration.net

Figure 7-10 Bird-Safe Treatments for Transparent Surfaces



Levels of treatment are per Leadership in Energy and Environmental Design (LEED). The 2x4 Rule is defined as a collision-deterrent module based upon the physical profile of a bird in flight. Current research has established maximum module dimensions of 2" high x 4" wide.

B. Where applicable, vertical elements within the treatment pattern should be at least one-quarter-inch (1/4") wide at a maximum spacing of four inches (4") and horizontal elements should be at least one-eighth-inch (1/8") wide at a maximum spacing of two inches (2").

C. No glazing shall have a "Reflectivity Out" coefficient exceeding 30 percent. The fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed 30 percent.

D. Building features such as freestanding glass walls, wind barriers, balconies, and greenhouses are also required to comply with these glazing treatments. See Figure 7-10 for acceptable levels of treatment for transparent surfaces.

E. Equivalent treatments recommended by a qualified biologist may be used if approved by the City and/or the Coastal Commission.

F. Building and site designs such as transparent passageways, corners, atria, or courtyards that can trap birds are prohibited.

Bird-Safe Landscaping

Landscaped areas next to buildings, including patios and interior courtyards, shall be designed and sited to avoid or minimize bird-strike hazards caused by reflective building surfaces. Landscaping shall be designed to keep birds away from the building's façade through the following standards:

A. Trees and other vegetation shall be sited so that the plants are not reflected on building surfaces.

B. To obscure reflections, trees and other vegetation planted adjacent to a reflective wall or window shall be planted close to (no further than three feet from) the reflective surface.

C. For exterior courtyard and recessed areas, building edges shall be clearly defined by using opaque materials or nonreflective glass.

D. Walkways constructed of clear glass shall be avoided.

E. Plant material shall comply with Appendix D, *Plant Palette*.

Lights Out for Birds

A. The City shall encourage building owners and operators to participate in "Lights Out For Birds" programs or similar initiatives by turning off lighting at night, particularly during bird migration periods.

Bird-Safe Building Interiors

A. Light pollution from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.

Bird-Safe Lighting Design

Buildings shall be designed to use minimal external lighting (limited to pedestrian safety needs) and to minimize direct upward light, spill light, glare, and artificial night sky glow. Buildings shall also be designed to minimize light pollution from interior lighting to the maximum feasible extent.

A. Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.

B. Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent.

C. Building lighting shall be shielded and directed downward, up-lighting is prohibited. Use of "event" searchlights or spotlights shall be prohibited.

D. Landscape lighting shall be limited to low-intensity and low-wattage lights.

E. Red and blue lights shall be limited to only that necessary for security and safety warning purposes, warm-white lights or filtered LEDs designed to minimize blue emissions shall be used.

F. See Chapter 5, *Development Standards,* Section 5.11, *Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands* for additional lighting requirements.

LIGHTING

Lighting is an important part of any built environment and must be balanced to provide safety, be sensitive to ecological habitat, and enhance aesthetic/architectural use. As such the following lighting priorities, provided in order of importance below, shall be adhered to for new development in the SEASP area:

1. Safety.
2. Habitat/ Bird Safety.
3. Architectural and Aesthetic Enhancement.

Proposed development shall address the lighting requirements and guidelines of this Specific Plan as identified in Sections 7.3.9, 7.3.10, and 7.3.14.

SAN FRANCISCO BIRD STANDARDS

In 2008, the City of San Francisco became one of the first cities in the United States to implement a "lights out" program. Then in 2011, San Francisco adopted a set of bird-safe standards. Building on standards already in place in Toronto, New York City, Chicago, and Minnesota, the San Francisco Planning Department Standards for Bird-Safe Buildings has become the model for bird-safe building treatments across the country.

MORE BIRD-SAFE BEST PRACTICES

In addition to the bird-safe standards and guidelines, adjusting human activities, operations, and behaviors within buildings can also improve bird safety. Owners and tenants could implement the following practices:

- Use automated on/off systems and motion detectors and/or install interior blinds, shades, or other window coverings in windows above the ground floor visible from the exterior as part of the construction contract, lease agreement, or CC&Rs.
- Request building occupants to turn off task lighting at their work stations and draw office blinds, shades, curtains, or other window coverings at the end of the day.
- Schedule nightly maintenance during the day or to conclude before 11 p.m., if possible.
- Distribute educational materials on bird-safety practices for building occupants. Materials could include brochures that present information on how to live with wildlife (one for residents and one for businesses) as required in Chapter 5, *Development Standards*, Section 5.11, *Standards Applicable to All Areas Adjacent to Jurisdictional Waters and Wetlands*.

Wetlands Proximity

In addition to the standards above, buildings located 100 feet from delineated wetlands shall also comply with the following:

A. Limited height.

B. Minimize the number of and, whenever possible, co-locate rooftop antennas and other rooftop structures.

C. Monopole structures or antennas shall not include guy wires.

Chapter 8

Infrastructure

8.1 Infrastructure Plan

8.2 Stormwater and Water Quality

8.3 Sewer System

8.4 Sea Level Rise

8. INFRASTRUCTURE

8.1 Infrastructure Plan

This chapter focuses on the major infrastructure systems—including storm drain, sewer, and water—which support the land use plan discussed in Chapter 4. The goal of this chapter is to assure that changes in land use that transform the built environment to reflect the community vision also transform the supporting infrastructure and utilities that serve all of the residents, visitors, and employees to the area.

An assessment was conducted to compare baseline (2015) conditions with the land use designation of this Specific Plan. This comparison is used to identify potential infrastructure shortcomings that must be addressed in order to realize the community vision, goals, and associated land use changes set forth in the Specific Plan. Further technical details and analysis are provided in the Environmental Impact Report's technical report on infrastructure systems.

The community vision, represented in changed land uses, new public spaces, increased wetland areas, and Complete Streets are discussed in Chapter 4, *Community Structure and Land Use Plan*. Of particular importance to infrastructure and utilities are how changes in commercial, industrial and mixed-use development, new residential units, and hotel rooms will impact sewer and water systems in the Specific Plan area. New development associated with growth over time is also an opportunity to upgrade the stormwater system and assure that future changes in the SEASP improve the way stormwater is collected, treated, and conveyed.

All new public improvements including water lines, fire hydrants, storm drains, etc. are subject to the approval of the City's Public Works Department.

8.2 Stormwater and Water Quality

With the exception of the wetlands, the condition of the majority of the SEASP area can be described as highly impervious. The storm drain system in the area includes a wide range of pipe sizes, from 18 inches or smaller to 168 inches (14 feet), and nearly 65,000 linear feet of pipe to support stormwater management in southeast Long Beach.

Infrastructure to support stormwater management is visible throughout the SEASP area.

The majority of stormwater in the SEASP area drains directly into Marine Stadium.

According to the City's 2005 Master Plan of Drainage (MPD), the storm drain system for the SEASP area consists of City of Long Beach and County of Los Angeles storm drain facilities, with the majority of the facilities operated and maintained by the City. Most of the SEASP drainage areas discharge directly into Marine Stadium and Los Cerritos Channel, with a small amount discharging into City-owned open space areas behind existing retail development along Pacific Coast Highway (PCH). There are no storm drain pump stations within the SEASP area that support the City of Long Beach storm drain system. One pump station is located on the County of Orange Retention Basin site that supports the County of Orange storm drain system.

8.2.1 Flood Zones

The San Gabriel River has been identified as a major regional infrastructure flood control facility for the area. The majority of the SEASP area lies outside the 100-year flood plain, as shown on Figure 8-1, *Flood Zones*. Potential areas affected by a 100-year flood fall within Federal Emergency Management Agency (FEMA) Zone AE and include Spinnaker Bay, Marina Pacifica, Bay Harbor, Del Lago, and minor portions of land north of Los Cerritos Channel and just south of Belmont Shore Mobile Estates. A property in these areas may be subject to requirements such as elevated electrical, heating, ventilation, plumbing, air conditioning equipment, etc., as well as the requirement to carry flood insurance. These same areas are also susceptible to sea level rise, discussed in greater detail in Section 8.4. Approximately 90 acres would be potentially impacted by a 100-year event—less than 10 percent of the Specific Plan area.

LOW IMPACT DEVELOPMENT

The City of Long Beach defines low impact development (LID) as smart stormwater management that promotes the use of small-scale, natural drainage features to slow, clean, infiltrate, and capture rainfall. Not only is it economical, but it is an efficient way to replenish local aquifers, reduce pollution, increase the reuse of water, and improve the quality of the City's beaches and waterways.

The City of Long Beach adopted an LID ordinance in 2010 that imposes specific requirements for water quality treatment and runoff-reduction techniques for new development and redevelopment projects. The second edition of the "LID Best Management Practices Design Manual" went into effect in February 2013, with subsequent revisions in December 2013. The LID manual identifies stormwater management measures, best management practices (BMP) selection, off-site mitigation fees, and hardship determinations, among other items.

The City's LID manual identifies features that could be incorporated into private development and public/CIP projects—such as Complete Streets improvements and potential street extensions, including Shopkeeper Road from 2nd Street to PCH. In all cases, opportunities for green street LID features would be feasible, including curb extension bioretention basins, parkway flow-through planters, proprietary biotreatment systems, permeable pavement, and subterranean storage for retention. Incorporating these features is also discussed in Chapter 6, *Mobility*, and Chapter 7, *Design Standards and Guidelines*.

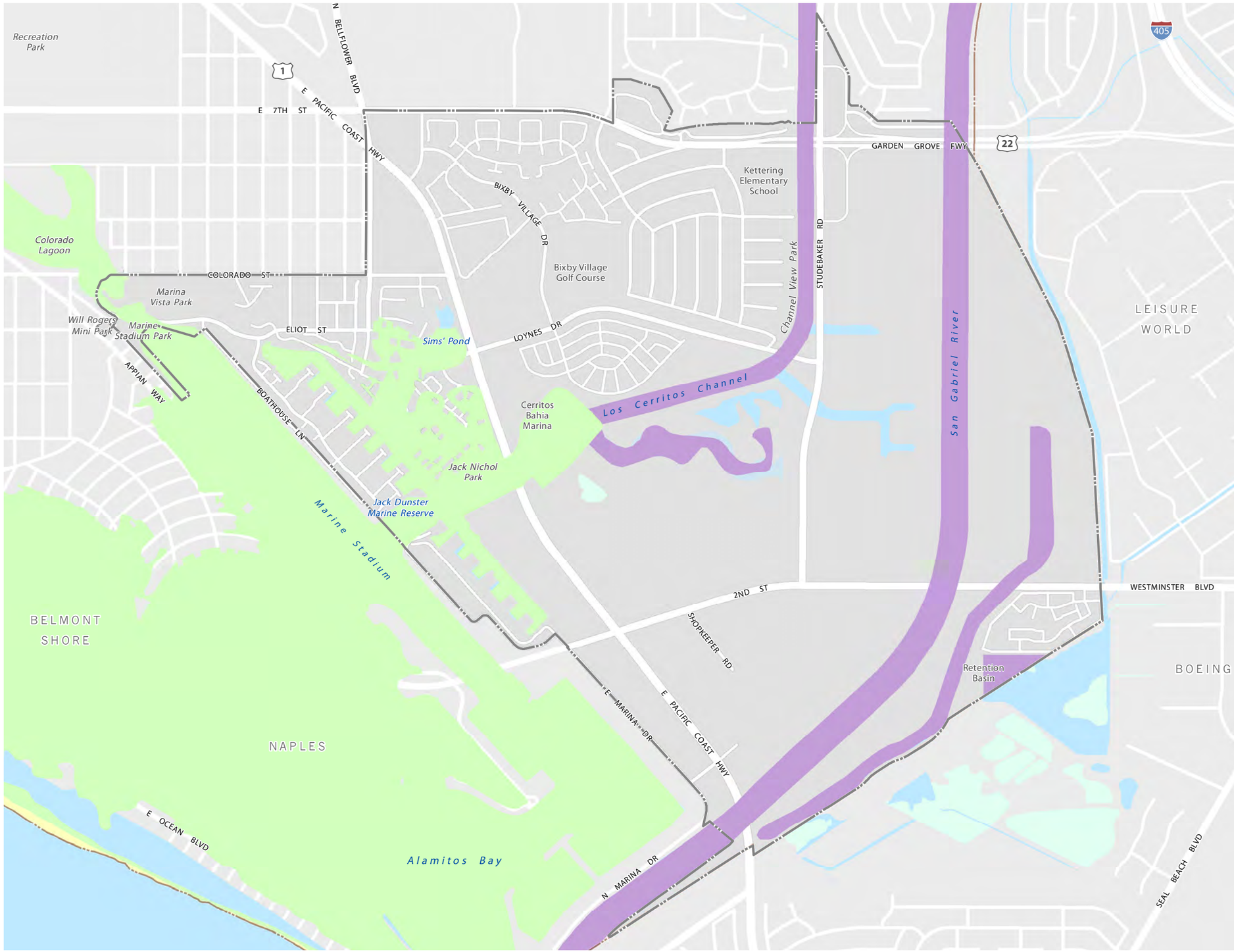


Figure 8-1 Flood Zones

- A - Areas with a 1 percent annual chance of flooding, no depth or base flood elevations available
- AE - Areas with a 1 percent annual chance of flooding, base flood elevations available
- VE - Coastal areas with a 1 percent or greater chance of flooding and an additional hazard associated with storm waves
- Specific Plan Boundary
- City Boundary

NOTE: Flooding is defined as a rise in the level of a water body or the rapid accumulation of runoff, including related mudslides and land subsidence, that results in the temporary inundation of land that is usually dry.

A 100-year flood zone is defined as land with a 1 percent annual chance of flooding. Structures in a 100-year flood zone have a 26 percent chance of being flooded over the course of a 30-year mortgage, and only a 4 percent chance of being impacted by fire during the same time frame.

Source: City of Long Beach and Fuscoe Engineering, 2015

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Since the SEASP area already has a relatively high amount of impervious surfaces, project runoff is not anticipated to increase over existing conditions. As specified in Chapter 5, *Development Standards*, and Chapter 7, *Design Standards and Guidelines*, new development projects will be required to implement more landscaping and open space than existing conditions, which will ultimately result in less impervious surface. New development will be required to retain water on-site and encourage development to implement low impact development (LID) features.

8.2.2 Storm Drains

The MPD identifies seven separate storm drain areas, within the Specific Plan boundary, each comprising several storm drain segments that are identified as undersized and do not meet the City's standard design capacity. Of these seven areas, three are within areas anticipated for a change in development and character and include mixed-use, multifamily, and commercial-neighborhood land use designations. As new development transpires in these areas, it is anticipated that portions of the storm drain system will require resizing. Figure 8-2 identifies existing lines and the segments identified for resizing.

The number of landowners and future projects contributing to each of these segments will dictate whether storm drain improvements are tied directly to individual projects or managed through a cost-sharing reimbursement program. The remaining deficiencies identified by the MPD for the SEASP area are in land uses not subject to any proposed changes. These deficiencies will be evaluated in the overall storm drain capital improvement program managed by the City's Public Works Department and improved based upon priority and available funding. Any new projects in the SEASP area will have to comply with the MS4 Permit for the City of Long Beach and include stormwater LID Best Management Practices (BMPs). Such features will ensure any increases in runoff from proposed land use changes will be sustainably managed and that the 85th percentile, 24-hour storm event will be treated through a variety of LID features. The 85th percentile storm event is measured by rainfall depth; for example, if

Low impact development measures such as this bioswale at the perimeter of the Marina Shores Shopping Center, are a best management practice for runoff capture, and biofiltration in the SEASP area.

Much of the supporting infrastructure for the SEASP area runs under major thoroughfares such as 2nd Street, Pacific Coast Highway, and 7th Street.

the 85th percentile storm event equals 0.5 inch, then 85 percent of all rainfall events will be equal to 0.5 inch or less of precipitation.

The use of LID features will be consistent with the prescribed hierarchy of treatment provided in the permit: infiltration, evapotranspiration, harvest/reuse, and biotreatment. For areas of the site where LID features are not feasible or that do not meet the feasibility criteria, treatment control BMPs with biotreatment enhancement design features must be used. Based on the local stormwater permit, the City of Long Beach encourages projects to implement natural biofiltration systems over proprietary biotreatment or treatment control BMPs to the extent feasible.

Typical water quality BMPs for new development in mixed-use areas include stormwater planters (raised or at grade), cisterns and reuse distribution systems (primarily for landscaping), proprietary detention/biotreatment flow-through systems, and subterranean infiltration systems. Since increased density is anticipated in mixed-use areas, the majority of the proposed features should be located within the landscaping along the perimeter of the project, adjacent to the buildings, or in some cases, within the buildings themselves.

8.2.3 Water System

The water system that serves the area includes a variety of pipe sizes, ranging from 2 inches to 30 inches, and covers almost 136,000 linear feet. The primary water system for the SEASP consists of a 30-inch line running along the northern boundary of the area (7th Street), a 20-inch line along the eastern portion of the area (Studebaker Road), and a 20-inch line along the southern portion (2nd Street). The water system is operated and maintained by the Long Beach Water Department (LBWD).

Anticipated growth over time could also potentially impact the existing water system. The largest increase in development potential is proposed for areas with the Mixed-Use Community Core designation, which is anticipated to have an increased water demand of 1.12 million gallons per day (MGD).

Cumulatively, new development has the potential to increase water demands by 1.31 MGD for the SEASP area. This increase is anticipated to be generally focused along PCH in the Mixed-Use Community Core and Mixed-Use Marina land use designations, thereby potentially impacting numerous City water lines. The PCH corridor is primarily served by a 12-inch water line than runs the entire length of PCH within the SEASP area. From this 12-inch line, a series of lateral pipes, ranging from 6 inches to 10 inches, serves the adjacent areas, as shown on Figure 8-3, *Water System*.

LBWD's staff determines criteria for each potable water system based on conditions at that particular location, anticipated level of development, planned use, or other criteria at a given point in time. In general, however, potable water pipelines and appurtenances are sized to handle the highest demand in the water network. New development or infill development in residential areas must test fire flow demand for existing hydrants and sprinkler systems, as well as additional fire flow requirements from LBWD. Commercial, institutional, and industrial development requirements are analyzed separately on a case-by-case basis.

The LBWD's hydraulic model incorporated the SEASP land use designations to evaluate impacts on existing water lines. The model indicated that the existing water mains serving the areas anticipated to accommodate growth over time—mostly Mixed-Use Community Core and Mixed-Use Marina—are capable of accommodating higher demands, and infrastructure improvements are not anticipated at this time. However, each project will require site-specific analyses for fire flows.

8.2.4 Recycled Water

The LBWD has been providing recycled water from the Sanitation Districts of Los Angeles County's (LACSD) Water Reclamation Plant (LBWRP) since the 1980s. According to the 2010 Recycled Water Master Plan (RWMP), LBWD has approximately 90 recycled water service connections, with a maximum monthly demand of 7 MGD. Within the SEASP boundary, two recycled water connections currently serve Marina Vista Park and Will Rogers Mini Park, which are in the northern part of the SEASP area.

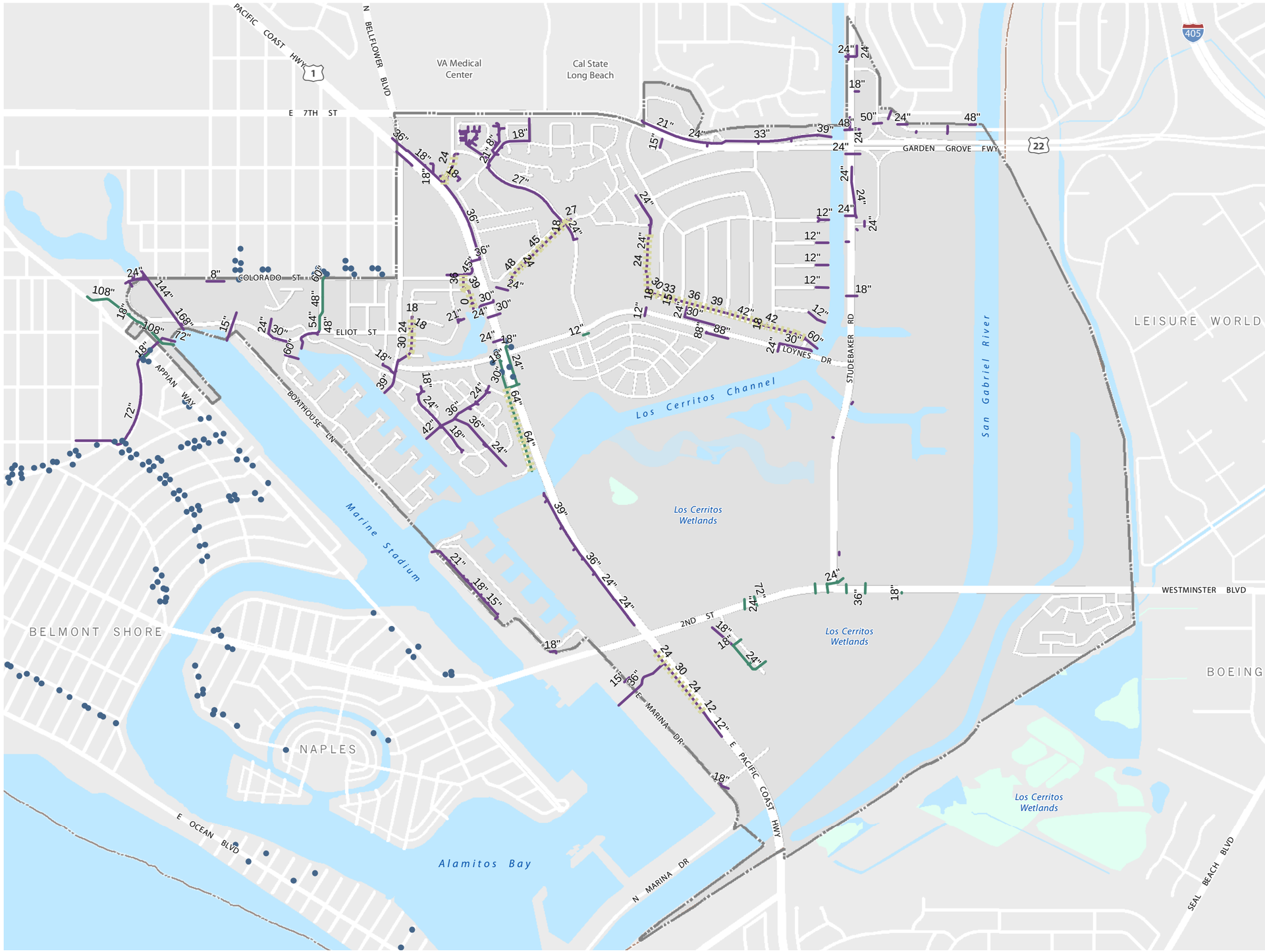

Figure 8-2 Storm Drain System

- City of Long Beach Storm Drains
- Los Angeles County Storm Drains
- Proposed for Upsizing (widths vary)
- Catch Basins
- Specific Plan Boundary
- City Boundary

Source: City of Long Beach and Fuscoe Engineering, 2015

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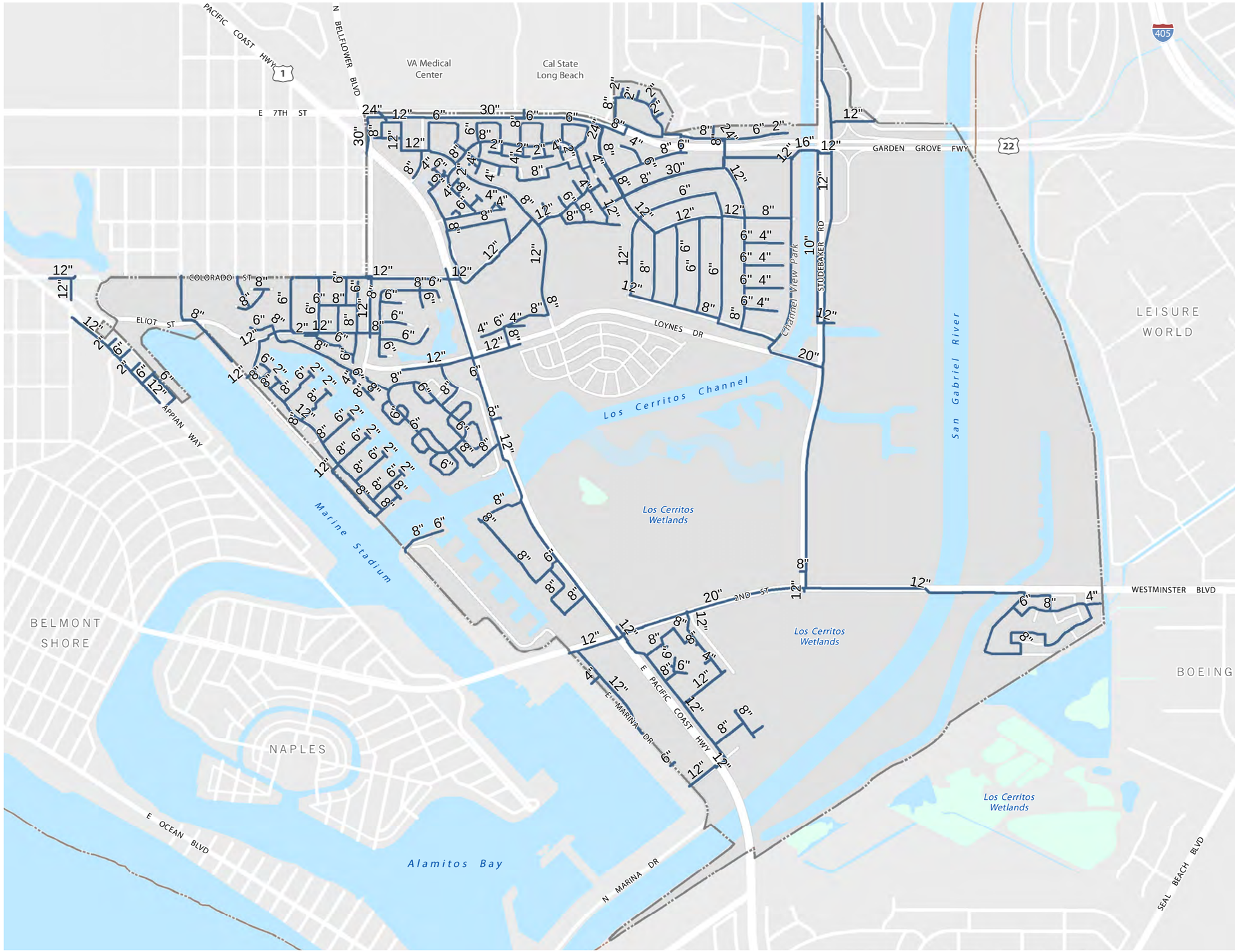

Figure 8-3 Water System

Long Beach Water Department

Specific Plan Boundary

City Boundary

Source: City of Long Beach and Fuscoe Engineering, 2015

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The RWMP identified several potential customers that could benefit from an extension of recycled water infrastructure farther south into the SEASP area. However, according to the LBWD the recycled water supply is already 100 percent allocated to existing demands. Due to the lack of recycled water and the high costs of new infrastructure, it is currently not practical to implement more recycled water in the area. In addition, there are no plans to expand the regional recycled-water production capabilities, making it unlikely that new recycled water lines will be implemented in the near future.

Incorporating stormwater treatment within the proposed landscaping (ie, biofiltration flow-through planter) is potentially feasible based upon the proposed grading. In addition, proprietary biotreatment BMPs designed at the allowable flow-through rates may be suitable for certain projects or specific locations within projects. A centralized harvest and use cistern to capture rain water and reuse for landscaping and internal building demands (toilet flushing and laundry services) is also an option. With this option, recent technology has increased the viability of gray water systems, which collect shower and sink water and then treat and disinfect to reusable standards. Gray water systems can be combined with stormwater harvest and reuse systems to provide sustainable solutions to reducing potable water usage by reusing water more than once. Lastly, in certain areas of SEASP project site, infiltration into deeper depths below the upper clay soils may be possible. However, the presence of shallow groundwater lenses would prohibit infiltration-based solutions.

8.3 Sewer System

The sewer system that serves the SEASP area is extensive, with over 133,000 linear feet of pipe in a variety of sizes ranging from 2 inches to 27 inches. The system is shared by the LBWD and LACSD. Typically, LBWD owns and operates sewer lines 15 inches or smaller, and LACSD owns and operates the lines 15 inches or greater. LACSD's sewer system is the primary system in the SEASP area, draining northerly along PCH and westerly along Colorado Street.

Growth in the project area over time could potentially impact the existing sewer system. Sewer flows could increase significantly due to increases in multifamily units and hotel rooms as well as mixed-use, commercial, and industrial square footage. Projected buildout of the SEASP land use plan has the potential to increase sewer flows by 1.07 MGD in the area, which represents an increase of approximately 114 percent over existing conditions. This increase is generally expected to be along PCH, which would potentially impact numerous City sewer lines and the LACSD trunk lines that run along PCH and Colorado Street. Figure 8-4, *Sewer System*, depicts the sewer system in the southeast area.

The majority of the sewer increases are anticipated to originate from anticipated growth in the Mixed-Use Community Core and the Mixed-Use Marina areas. The existing sewer lines serving this area are primarily 8-inch and 10-inch lines owned by LBWD. All flows end up in the LACSD-owned sewer lines in PCH, which drain northerly toward Colorado Street. LBWD maintains a sewer system hydraulic model to evaluate capacities, future improvements, and impacts of new projects. The model generally accounts for sewer lines 12 inches and greater, so the model does not cover the areas expected to change within the SEASP boundaries. Therefore, it is anticipated that several of the 8-inch sewer lines serving the Mixed-Use Community Core and the Mixed-Use Marina areas will require resizing to 10-inch or 12-inch lines, depending on the size, density, and location of the proposed projects. The requirements for evaluating existing lines and determining if resizing is required is covered in the LBWD Sewer Design Guidelines and reproduced below.

- All sanitary sewers shall be designed in accordance with certain design standards, Long Beach Water Department (LBWD) Rules and Regulations, and to accepted engineering principles.
- In areas experiencing growth or a change of use and/or in all existing areas where new sanitary sewers are required, the design shall include the provisions that the sewer systems size and capacity can adequately accommodate the ultimate anticipated conditions.

» A flow monitoring and sewer capacity study is required when proposed development intensifies the land use from the existing development on the site, proposed development requires a general plan amendment to a more intense use, or if required by the Department. Typically, the modeling of an "existing condition" scenario will be compared to an "existing condition with proposed development" scenario to determine any significant increases in sewer flows. The capacity study is to ensure the sewer system can accommodate a proposed development, and if not, help identify improvements required for the development. The developer is required to cover the costs associated with flow monitoring, sewer capacity study, and sewer modeling (consistent with LBWD Design Criteria for Sanitary Sewer Facilities).

Project applicants may need to pay for improvements to the sewer system, but they request a reimbursement agreement to recover a portion of the costs from other developments that tie into the system and benefit from the improvements. These agreements typically run about 20 years.

The increase in sewer flows may also affect the LACSD trunk lines. Based on technical correspondence with LACSD's planning department, there is existing capacity within the LACSD trunk lines to accommodate the projected SEASP sewer demand growth. However, there are a variety of trunk lines in the area (main lines, relief lines, parallel lines) with some trunk lines having less capacity than others. Therefore, individual projects will still be required to obtain a will serve letter and through this process, LACSD will ensure that projects are designed to connect to LBWD sewer lines that ultimately connect to LACSD trunk lines with the available capacity.

8.4 Sea Level Rise

Coastal cities must address future sea level rise (SLR) through a Local Coastal Program—part of a City's General Plan—and/or in relevant specific plans. In August 2015, the California Coastal Commission unanimously approved a document that provides guidance on how cities should incorporate sea level rise into their planning efforts. The document identifies several objectives for specific plans including:

» Projected range of sea level rise for the proposed project.

» Determine how impacts from sea level rise may constrain the project site.

» Determine how the project may impact coastal resources, considering the influence of future sea level rise on the landscape.

» Identify alternatives to avoid resource impacts and minimize risks.

» Finalize project design and submit Coastal Development Permit (CDP).

Moffatt & Nichol performed a site-specific sea level rise analysis for the SEASP area (July 2015). The analysis found that the majority of the SEASP area will be intact from projected SLR scenarios, with the exception of:

» Spinnaker Bay within Marine Stadium.

» Existing residential development (Spinnaker Coves, Del Lago, and Bay Harbor) between Azure Way and Marine Stadium.

» Jack Nichol Park adjacent to the Bay Harbor Residential Community.

» Existing parking lot of the Golden Sails Best Western Hotel (Mixed-Use Marina Land Use Designation).

» Los Cerritos Wetlands and adjoining undeveloped areas adjacent to the San Gabriel River.

Areas that have been identified as potentially impacted by SLR are shown on Figure 8-5.

Each of these areas can expect minor flooding by 2060 during dry conditions and 50-year storm/future high tide conditions. In order to protect against future SLR, several strategies are available to the City and landowners.

For existing residential areas not anticipated for redevelopment such as Spinnaker Bay, the existing bulkhead can be retrofitted or capped to a higher elevation. This would eliminate the impacts of SLR for Spinnaker Bay and the existing multifamily project off Azure Way.

For the Golden Sails Best Western Hotel parking site (Mixed-Use Marina Land Use Designation), redevelopment of this property will be required to create a shoreline management plan through the CDP process to account for future SLR. A shoreline management plan could include shoreline protection measures, such as raising the pad elevations of future buildings or extending of the existing bulkhead serving the marina facility to the east.

For the park and undeveloped areas, including the wetlands, soft defense and retreat measures can accommodate future SLR. Such measures include establishing habitat edge conditions or LID features that can accommodate temporary flooding, relocating of park features to higher elevations, or regrading the park to recontour. Hard defenses such as seawalls or bulkheads may also be considered.

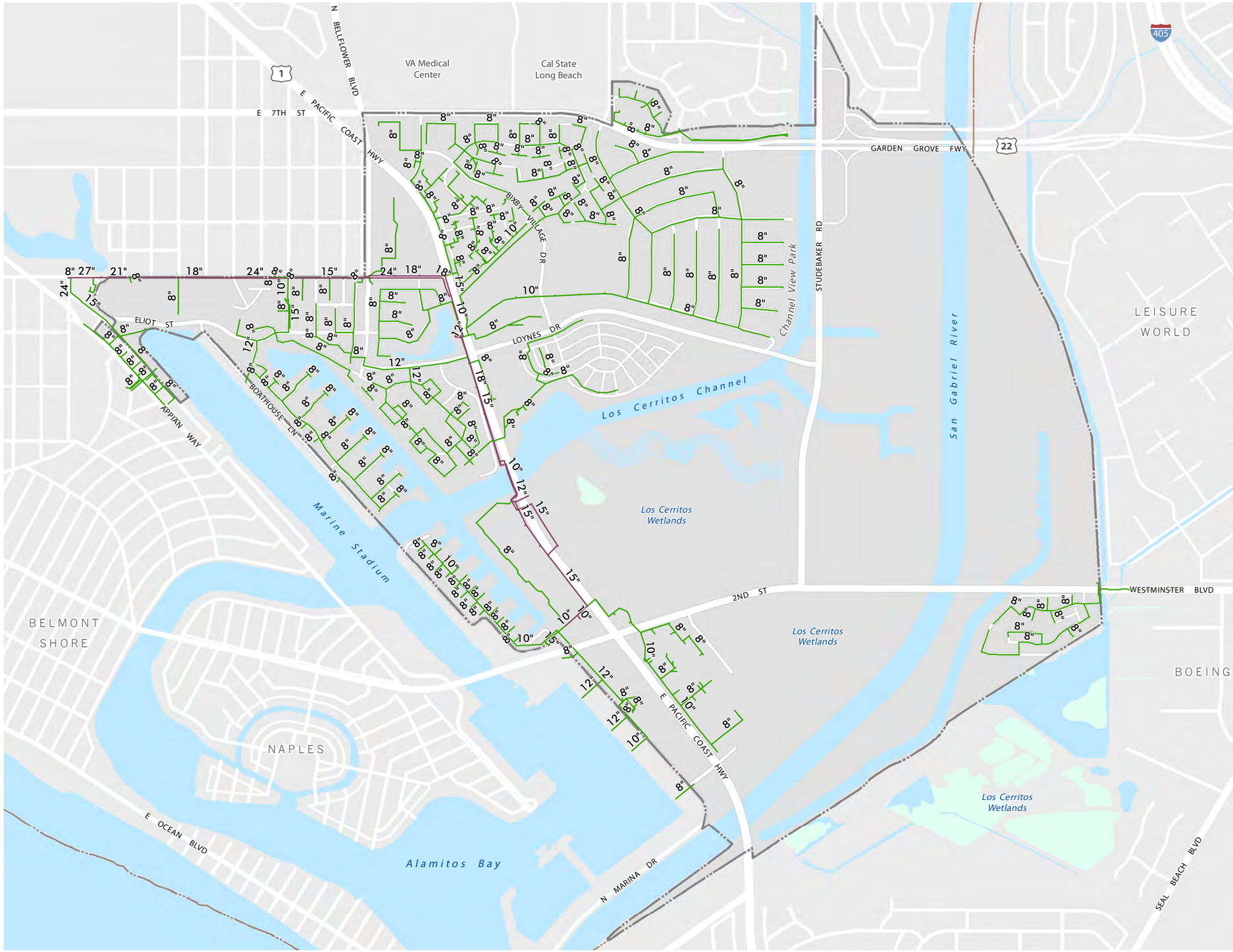

Figure 8-4 Sewer System

- Los Angeles County Sanitation District
- Long Beach Water Department
- Specific Plan Boundary
- City Boundary

Source: City of Long Beach and Fuscoe Engineering, 2015

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Figure 8-5 Projected Sea Level Rise by Year 2060

Inundation Level (SLR = 2.6 ft)

Specific Plan Boundary

City Boundary

Source: City of Long Beach and Fuscoe Engineering, 2015

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Chapter 9

Administration and Implementation

9.1 General Administration

9.2 Review and Approval Process

9.3 Implementation

9.4 Relationship to Other Plans, Programs, Agencies, and Regulations

9. ADMINISTRATION AND IMPLEMENTATION

9.1 General Administration

All proposed projects for the SEASP area are subject to Site Plan Review and must comply with code thresholds, Section 21.15.750 of the Long Beach Municipal Code. The Site Plan Review process (and review by the Site Plan Review Committee) will be the primary mechanism for processing applications in the Specific Plan.

9.1.1 Authority

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

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

9.1.2 Interpretation, Conflict, and Severability

Interpretation

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

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

Conflict

In the event of a conflict between the provisions of the Southeast Area Specific Plan and the provisions in the LBMC, the Specific Plan shall prevail. For any other topical issue, development standard, design guideline, and/or regulation not addressed or otherwise specified in the SEASP, regulation and approval shall be carried out in accordance with the provisions of the LBMC, particularly Chapter 21 (Zoning Code). The most appropriate or closely matching code section and land use type or procedure will be determined by the Site Plan Review Committee or Zoning Administrator.

Severability

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

9.1.3 Environmental Clearance

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

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

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

Note that tiering under these provisions will require environmental review and documentation to

Tiering for Future Projects Consistent With the Southeast Area Specific Plan and EIR

2015 CEQA Guidelines § 15183 (excerpt):

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

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

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

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

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

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

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

substantiate that a subsequent project does not result in any new potentially significant impacts. Such review (under 21083.3/15083) could be documented in the form of an Initial Study to ensure "topic by topic" review and substantiation. Once consistency has been substantiated and review shows that the project would not result in new significant impacts, neither a mitigated negative declaration nor an EIR would be required.

Additionally, no formal public review would be required. Projects may also be exempt from CEQA review pursuant to other sections of CEQA (eg, exemptions for residential infill projects, statutory exemptions, or categorical exemptions) depending on the size of the project and type of development. The type of CEQA review needed for each project will be determined by the City staff during their review of the type of project or development proposed.

In addition to a more limited review process, infill and transit-oriented infill projects may qualify for streamlined environmental review. 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. Public Resources Code Sections 21099 and 21155.4 also limit review of environmental topics and exempt certain types of projects.

9.2 Review and Approval Process

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

9.2.1 Approval Authority

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

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

The Zoning Administrator shall have the authority to consider and act on requests for variances. The Zoning Administrator may approve, conditionally approve, or deny a request, or refer the application to the Planning Commission in accordance with Chapter 21.25 of the LBMC. The Zoning Administrator's actions may be appealed to the Planning Commission.

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

The Planning Commission may recommend approval, conditional approval, or denial of conditional use permits, applications for variances, specific plan amendments, and appeals of the actions of the Director, Zoning Administrator, or Site Plan Review Committee.

The City Council may approve, conditionally approve, or deny conditional use permits, applications for variances, specific plan amendments, and appeals of the actions of the Planning Commission.

9.2.2 Consistency With Vision and Priorities and Guiding Principles

Five guiding principles embody the vision of the SEASP Specific Plan. All projects proposed in the SEASP project area must demonstrate that they support and reinforce the *Vision, Priorities, and Guiding Principles* outlined in Chapter 3. Project applications requiring entitlement shall include a narrative illustrating the project's compliance with the concepts outlined in each guiding principle.

9.2.3 Reduced Intensity Alternative Buildout Assumptions

All projects within the Specific Plan area shall be consistent with the Reduced Intensity Alternative in the Program EIR.

These development assumptions include a net increase of development including:

Table 9-1 Reduced Intensity Alternative Buildout Assumptions (Net Increase)	
Dwelling Units	2,547
Commercial/Employment Square Feet	307,071
Hotel Rooms	0[(a)]
NOTE: *(a) Baseline includes units at the SeaPort Marina Hotel that were open at the time of the SEASP Notice of Preparation. A total of 375 hotel rooms are permitted within the Specific Plan area.*	

The mix of uses proposed with new development does not need to be as specifically prescribed in the Reduced Intensity Alternative of the EIR. Consistency with the alternative will be primarily managed through the Trip Allocation for Mixed-use Designations (Section 9.2.5), which allows for flexibility in land uses in mixed-use designations so long as the mix of uses proposed does not exceed the trip allocations permitted for a site or project.

9.2.4 Site Plan Review

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

9.2.5 Trip Allocation for Mixed-use Designations

The SEASP Trip Budget Tracking System will be used to regulate the total allowable residential and nonresidential uses generated by new development, modifications to an existing development, or changes of use that are permitted in the SEASP mixed-use (MU) designations.

The SEASP Trip Budget establishes a baseline capacity of PM Peak Hour Trips for the total acreage of the MU areas in the Specific Plan, and controls the amount and intensity of residential and nonresidential use for these areas in addition to the standards identified in Chapter 5, *Development Standards*.

SEASP MU Trip Budget Capacity

The SEASP Trip Budget (total PM Peak Hour Trips) that regulates the amount of development allowed in mixed-use areas was derived from a combination of existing and anticipated net new residential and nonresidential trips for the MU-Community Core (MU-CC) and MU-Marina (MU-M) proposed in this Specific Plan and analyzed accompanying Environmental Impact Report (EIR).

The purpose of the tracking system is to allow flexibility in the types of uses that can be developed in the project area so long as the overall development proposed for all projects combined stays within the total PM Gross Peak Hour Trips assumed for the specific plan mixed-use areas.

Proposed projects will be analyzed in terms of:

a. Consistency with the mix of uses permitted in Table 4-4, *Permitted Uses*, for the MU-CC and MU-M designations;

b. The ability to demonstrate there are enough trips remaining in the SEASP Trip Budget to serve the project (overall SEASP Trip Budget will not be exceeded); and

c. The ability to demonstrate consistency with the allocation of PM Peak Hour Trips calculated as part of the Baseline Trip Budget (unless consistent with Trip Transfer provisions).

Existing and Net New PM Peak Hour Trips associated with each proposed project shall be documented to ensure sufficient trip capacity remains to accommodate projects proposed later in the implementation of the Specific Plan, which is anticipated to occur over several decades.

Each new development, modification to an existing development, or change of use proposed in the MU-CC or MU-M designations is required to submit documentation ("Traffic Report") for input into the City's SEASP Trip Budget Tracking System demonstrating the following:

- Estimation of existing trips generated by the site (derived using the greater of the trip generation estimate (average trips per acre) or by collecting traffic counts at the project driveways).
- Total number of PM Net New Peak Hour Trips generated by the project.
- Description of any Transportation Demand Management (TDM) measures that have been applied.
- Overview of on-site circulation plan (driveways, drive aisles, and any other measures that illustrate internal circulation or trip capture).

Prior to submittal, the applicant shall obtain a trip budget tracking worksheet from the City to estimate PM Net New Peak Hour Trips to ensure there is remaining capacity prior to submittal for approval of new uses or a change of use. It is required that an applicant use the budget tracking worksheet to estimate trips prior to completion of a site-specific traffic study if required.

Changes of Use in MU Designations

Changes of use in a tenant space or area that is already constructed shall also require completion of a trip generation estimate and an update to the SEASP Budget Tracking System as part of any building permit issuance and must be approved prior to issuance of the Certificate of Occupancy for the use.

Determining the Baseline Number of PM Peak Hour Trips Allocated to a Site or Project (Baseline Trip Budget)

Since the SEASP EIR is based on Net New Peak Hour Trips, the City's SEASP Trip Budget Tracking System also includes estimates for existing trips in the mixed-use areas to determine the total amount of development that is permitted on a site.

The Budget Tracking System can utilize either these trip estimates, updated existing trip generation at the site using more current trip generation data (described in the trip generation estimate), and/or utilize driveway counts for estimating existing trips on the system, whichever is greater. Total trips by area can be estimated by adding the existing trips from each site to the PM Net New Peak Hour Trips. Using these estimates, a total of 5,432 PM Gross Peak Hour Trips are available for use within the 86-acres of the Specific Plan designated for mixed-use. This translates to 58 PM Gross Peak Hour Trips per acre.

Formula to determine the number of PM Peak Trips available for use on a site or for a project in a mixed-use area:

Acreage of Proposed Project x 63 PM Gross Peak Trips per acre = Total number of baseline trips allocated to a site or project

Detailed PM Peak Trip Calculation

After an applicant estimates the baseline number of trips that are available for use on their site (by using the equation above to determine development potential), they will be required to prepare a Detailed PM Peak Trip Calculation that will be incorporated into the trip budget tracker that illustrates trips generated by each use proposed on a site.

Trips associated with each project or change of use will be subtracted or added to the total number of trips assigned to the mixed-use areas in the SEASP Trip Budget Tracker.

Trips shall be calculated by multiplying the total number of units, hotel rooms, or square footage for each nonresidential use by unique trip generation multipliers to determine the total number of PM Peak Hour Trips proposed with each project. Trip generation should be developed using similar approach as the traffic analysis associated with the EIR, which used MXD methodology (mixed-use development trip generation) and estimated internalization and pass-by reductions. This methodology is described in detail on pages 26 to 31 of the TIA in the DEIR.

The SEASP Trip Budget Tracking System worksheet provides the formula and methodology (including trip generation multipliers) required to calculate the PM Gross Peak Trips.

If the detailed PM Trip Calculation for the proposed project (described in the next section) results in the use of *fewer* trips than the number allocated to a site using the baseline number of PM Peak Hour Trips formula in the previous section, the remaining trip allocation shall remain available for reallocation and distribution across future development in other mixed-use areas within the Specific Plan at the discretion of the City.

Exclusions

Parking structures, mechanical rooms, hallways, and elevators shall not be included in the calculations for trip budgeting and tracking.

Trip Transfer

Development rights, in the form of PM Peak Hour Trips may be transferred between parcels under common ownership provided both sites are within an MU designation area. The effect of this transfer shall be recorded by covenant on both the donating and receiving parcel. No trips however may be sold, banked, or otherwise transferred for any purpose other than providing sufficient PM Peak Hour Trips to a proposed development.

Administration

Each project will provide a Trip Generation Study (narrative and worksheet) describing the number of PM Peak Hour Trips available for the site and the total number that will be utilized for consideration of project approval. Applicants must identify the number of trips associated with existing uses, trips associated with areas to be demolished, and trips associated with new development.

The calculation of total trips assigned to each project will occur upon approval of a site plan or design approval for new development, or submittal of an application for building permits, whichever occurs first. Refinements to calculations can be made at the building permit stage where square footage changes are proposed to a development project.

It is the responsibility of the Development Services Department to maintain the SEASP Trip Budget Tracking System. Approval of the number of PM peak trips assigned to each project is required by both Development Services and Public Works Department prior to issuance of any building permit for new units, hotel rooms, or nonresidential square footage.

Since traffic trip generation rates may vary over time, the formulas and totals used in the SEASP Trip Budget Tracking System may be updated periodically by the Development Services Department. Any changes to trip generation rates or Peak Hour Trips shall be documented in the SEASP Trip Budget Tracking System worksheet. Internalization of trips due to project design (internal trip capture) or TDM strategies applied shall be incorporated into the analysis using best practice methodologies. At time of publication of this Specific Plan, best practices include use of the CAPCOA methodology to estimate TDM reductions and the EPA's mixed-use trip generation (MXD) methodology.

The City shall review the trip budget information periodically and make updates as needed (as it monitors the effectiveness of the TDM program, for example). In instances where the area generates fewer trips than that assumed in the CEQA document, the trip budget tracking shall be updated to reflect available trips due to new or refined information or the effectiveness of the TDM program.

At a minimum, the Director of Development Services shall undertake a full review of the trip generation and use five years after the effective date of Coastal Commission certification of the Specific Plan and shall provide reports annually thereafter. These updates and reports shall be presented to the Planning Commission. The Department of Development Services shall complete and the City Council shall approve the General Plan Land Use Element and Urban Design Element Update (2040 Plan) prior to this first five-year review. If this General Plan Update is not completed prior to the five-year review, the Director of Development Services shall recommend necessary adjustments to this Specific Plan. The Planning Commission shall consider these adjustments and forward those recommendations to the City Council.

Table 9-2 Sample Project MU Trip Budget Calculations

Following is an example of the steps and resource material an applicant would use to calculate the baseline number of trips allocated to a site and the total trips generated by a new project. The information is based on total gross PM Peak Hour Trips and has been adjusted to account for internalization, pass-by trip reductions, and other factors that would affect trip generation. As such, the information is for gross trips per acre and trip generation rates are to assist with site planning, are subject to change over time, and are for the purposes of planning individual sites. As such, please consult the City to confirm the version and ultimate information that is used in the SEASP Trip Budget Tracking System which will take additional information into account to finalize the trip generation of a project and ensure that it is consistent with the assumptions from the SEASP environmental assessment. The following calculations are for a conceptual project of a 10-acre site and assumes a mix of hotel, residential, and nonresidential uses:

STEP 1 – PLANNING LEVEL SCREENING

10 acres x 63 PM gross trips per acre = 630 total trips allocated to the site/project

This is for planning purposes and, if the mix of land uses is appropriate, should be representative of what is allowed in the study area. Applicant may use the PM Gross Trip rate formula (shown below) for project trip estimation and its consistency with the 63 gross trips per acre estimate at this planning level step.

STEP 2 – PREPARE DETAILED TRIP GENERATION STUDY

Once a development proposal has identified that it should be consistent with the trip allocation budget, the applicant should develop detailed PM Peak Hour Trip generation estimates to calculate proposed trips, existing trips, pass-by trips, internalized trips, and trip reductions associated with TDM measures using state of the practice methodologies. The development should then work with the City to verify that the net new trips are consistent with the assumptions in the SEASP environmental document using the official SEASP Trip Budget Tracking System.

STEP 3 – DETERMINE IF PROJECT IS CONSISTENT WITH THE TRIP CAPACITY ALLOCATION

If Yes:

If the trip generation estimates prepared by the applicant are consistent with what is allowed within the SEASP Trip Budget Tracking System, then the project will be approved or recommended for approval (assuming other Specific Plan requirements are met).

If No:

Reduced project (square feet, units, or hotel rooms) to be consistent with capacity; *or*

Work with the City to enhance project features to improve trip internalization or reduce trips through TDM program enhancement; *or*

Determine if there are excess trips available (that are not being used in another block) that can be added to the trip capacity to allow for higher trips allocated to the project site.

For Planning Level Screening:
PM Gross Trips = 0.605 (R) + 0.683 (H) + 3.617 (C) + 1.03 (O)

Where:
R = Total Residential Units
H = Total Number of Hotel Rooms
C = Total KSF (Thousand Square Feet) of Commercial Use
O = Total KSF (Thousand Square Feet) of Office Use

9.2.6 Specific Plan Amendments

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

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

Amendments may be requested at any time pursuant to Section 65453(a) of the Government Code. Depending upon the nature of the proposed Specific Plan amendment, a supplemental environmental analysis may be required, pursuant to the CEQA Guidelines, Section 15162.

Amendments may also require revision of the City's Local Coastal Program and approval by the California Coastal Commission.

9.2.7 Coastal Permits

All development in the Coastal Zone shall be required to obtain either a coastal permit pursuant to Section 21.25.904 of LBMC or a coastal permit categorical exclusion pursuant to Section 21.25.906 of LBMC. Such approvals must be issued prior to the start of development and shall be required in addition to any other permits or approvals required by the City.

9.2.8 On-site Improvements

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

9.2.9 Caltrans Approval

All proposed modifications to Caltrans facilities are subject to Caltrans review and must be consistent with the Caltrans Project Development Procedures Manual (PDPM). See Section 9.4.1 for more information on the PDPM.

9.2.10 Periodic Reevaluation of Specific Plan

Beginning on the fifth anniversary of the Coastal Commission certification of the Specific Plan and associated Local Coastal Program Amendment and every five years thereafter, the Director shall periodically re-evaluate the Specific Plan and report those findings to the Planning Commission. During these evaluations, the Director at her or his sole discretion, may adjust the mix of development types within the development cap but subject to the same overall trip cap (85,964 total trips, 6,928 in the PM peak hour). Future adjustments may include revising down the commercial development cap and increasing the residential unit cap proportionately.

9.3 Implementation

This section identifies implementation strategies for the proposed transportation, infrastructure, and City-owned wetlands restoration improvements within the Specific Plan area. Streetscape improvements include implementing the street sections and green street designs from Chapter 6, *Mobility.* Infrastructure needs include upsizing storm drain facilities and as-needed sewer improvements as identified in Chapter 8, *Infrastructure*.

9.3.1 Implementation Funding Mechanisms

Various options are available to finance the required and desired improvements within the SEASP project area. Each funding and financing mechanism that could potentially be deployed to implement the Plan has a different structure, such as rules to dictate how the mechanism can be put in place, when payments are collected, and what funds can be used for. A detailed financing plan should be prepared to successfully implement the improvements and programs identified in the plan. Along with establishing specific goals and policies, financing plans should analyze a series of methods to fund roadway, infrastructure, landscape improvements, and wetlands restoration and maintenance; recommend preferred alternatives and establish a method to enact the preferred financing mechanism.

Capital Improvement Plans, Impact Fees, Development Agreements, and Partnerships

This section describes contributions and investment from the private sector that can be used to pay for new infrastructure and services. The funding obtained from development impact fees and agreements will be directly tied to the magnitude of development that occurs in southeast Long Beach. As a result, these sources may take time to unlock. In the shorter term, the City may have more success negotiating with private property owners in the area to obtain desired improvements in some locations along important corridors.

Capital Improvement Plans. Capital projects identified as priorities in the SEASP should be included in the City of Long Beach Capital Improvement Program. This program uses some portion of the City's General Fund and special fund revenues to pay for ongoing improvements, including maintenance, to City facilities such as local streets.

Impact Fees. Development impact fees are a one-time charge imposed on new development. These fees are charged to mitigate impacts resulting from the development itself and cannot be used to pay for existing deficiencies. "In-lieu" fees are similar to impact fees, but are charges paid in lieu of developers providing required on-site community benefits. The City of Long Beach currently collects impact fees for park facilities, traffic mitigation, public safety facilities (fire and police), and sewers. Impact fees could also be applied to improvements such as habitat and wetland restoration or maintenance in the Specific Plan area in accordance with existing programs.

Development Agreements. Structured negotiations between cities and developers can be conducted to obtain desired improvements in exchange for development rights. The extent to which a new project can contribute to the provision of infrastructure

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

Partnerships. The City should also pursue partnerships with local institutions, nonprofit organizations, and community or business organizations to implement projects and provide ongoing programmatic support. Examples of partners are LA Metro, Long Beach Memorial, California State University, Long Beach, the Veterans Administration, and other area institutions. Institutional partnerships can often result in substantial new investments in infrastructure.

Assessment Districts. Oftentimes, developer contributions described in the Development Agreement section (left) will not be sufficient or appropriate to pay for all types of desired improvements that are necessary to implement the Southeast Area Specific Plan. The benefits associated with Plan improvements do not accrue solely to new development. Therefore, assessment districts allow a greater range of beneficiaries, including existing property and business owners, to contribute to the successful implementation of the SEASP.

Although not currently being considered for use in SEASP, assessment districts such as Mello-Roos Community Facilities Districts (CFD), Landscape and Lighting Districts (LLD), and Infrastructure Financing Districts (IFD) are special taxing districts established to provide an ongoing funding stream that can be used either as a financing mechanism to repay debt, or accrue capital until sufficient funds are available to make a given improvement. Assessment districts can levy an assessment against a range of participants, as defined through the legal mechanism used to establish the district.

For example, some districts only levy a charge against commercial businesses or properties, while others can include residential properties. Any future consideration of a new assessment district, should identify the amenities that are urgently needed and/or will provide the greatest benefit and garner the most support of area property owners and businesses, an enactment of assessment districts requires a majority vote of the impacted parties. Some potential assessment districts may provide funding for street lighting, pedestrian enhancements, streetscape, sewer upgrades, district activities (such as regular farmers market, street fairs, or other events) and more.

9.3.2 Implementation Actions and Phasing

Plan implementation will occur over an extended period of time and will be driven by various key events, such as wetlands restoration efforts and development projects coming on line after 2016. To reflect the incremental nature of the process and to better understand when certain improvements should or could be made, Plan implementation has been broken into three phases.

For discussion purposes, the phases are identified as three separate and discrete time periods. However, in reality, these phases may overlap and/or their timing may be different, depending on such variables as development timing and funding availability from nondevelopment-driven sources. The three phases are tied to the best understanding, at the time of Plan adoption, as to when specific triggering events will occur.

It is more than likely that as things progress, the activities assigned to various phases may shift around. In addition, ongoing activities such as maintenance, conservation, and monitoring may span the life of the Specific Plan.

Phase 1. Short-term (1-5 years)

This time frame will include the very-short-term (next 1-5 years) measures necessary to lay the groundwork for community enhancements and new development. It is possible that new applications for redevelopment of private properties in the mixed-use areas could also be proposed during this phase or in Phase 2.

Short-term implementation activities are geared toward three key objectives: 1) begin to put in place the long-term funding and financing mechanisms and organizational structures that will ensure long-term plan implementation; 2) start to develop the transformative placemaking aspects of the SEASP Vision that enhance the identity of the area as a

distinctive coastal destination; and 3) start to build out the most basic mobility improvements that will allow for greater connectivity within the SEASP, including improved bicycle and pedestrian connections through the area and to other parts of the City.

Examples of projects that could be completed in this phase:

- Conduct a nexus study (as a basis for requiring development impact fees) or other fee study (to explore hotel use fees or residential resale fees) that would fund wetlands restoration and ongoing wetland maintenance in SEASP. This study should be conducted prior to implementation of this Specific Plan.
- New monumentation or other landmark features at gateway entrances.
- New and existing streets: enhancements including furniture, lighting, street trees.
- New crossings at existing streets (especially along PCH in the Community Core).
- Roadway restriping.
- Enhanced bike facilities on major roadways (particularly the bicycle track identified for PCH and Studebaker Road).
- Completing gaps in the existing sidewalk network.
- Explore the creation of a Transportation Management Association (TMA) or Transportation Management Organization (TMO) to reduce vehicular trips.
- Initiate discussions with AES representatives to enhance or improve landscaping along Studebaker Road.
- Conduct conversations with Caltrans representatives regarding signal timing and traffic flow, especially for 2nd and PCH.

Phase 2. Mid-term (5-10 years)

This period encompasses improvements that will primarily be associated with and/or funded by new development. The timing of these improvements will be closely tied to the timing of any new development construction. Although some improvements may occur in Phase 1, the majority will likely occur in the mid-term and long-term (Phases 2 and 3).

It is anticipated that some private development projects in the mixed-use areas could be underway or completed in the Plan area, based on community review and entitlement processes that occurred during the first phase. Therefore, the implementation actions anticipated for this phase focus on many capital improvements, including completing various street connections through the Plan area, as well as adding landscaping and other enhancements to some of the basic pedestrian and bike improvements made during Phase 1. Although it will also be necessary to initiate some additional implementation activities in this time frame, these actions will primarily build on existing organizational structures and/or enhance existing services in the area.

Examples of projects that could be completed in this phase:

- Enhanced intersection treatments (increasing pedestrian safety).
- New open space provided at private projects
- New right-of-way and functional improvements (Shopkeeper, Waterway Promenade extension, internal streets).
- On-site sewer/water/stormwater.
- Alamitos Bay Bridge retrofit and improvements along PCH (project initiated and overseen by Caltrans).
- New shuttle or circulator.

Phase 3. Long-term (10-20 years)

Long-term improvements will be funded by later development projects and the established funding and management mechanisms.

Examples of projects that could be completed in this phase:

- Area-wide sewer/water/storm drain improvements.
- Consolidation of oil derricks and removal of obsolete wells.

Ongoing

Ongoing improvements include programs that will span life of the Specific Plan, including ongoing conservation, monitoring, and maintenance.

Examples of projects that could be completed in this phase:

- Infrastructure maintenance (water/sewer/storm drain).
- Improvements to existing open space.
- Wetlands acquisition, restoration, and maintenance.
- Sea level rise (SLR) adaptation.
- Enhanced access to wetland amenities, including new viewing areas or creation of an interpretive center.

Each newly constructed project, remodel, street improvement, or public amenity incrementally adds to realization of the SEASP Vision. The City should periodically assess this progress, then evaluate and respond to subsequent projects based on an understanding of the then-current balance of uses and infrastructure capacity. The City should watch to ensure that priority is placed on environmental sustainability, vehicle trip management, and the need to minimize impacts of new development on existing neighborhoods.

Miscellaneous

Parking lot west/south of PCH at southerly border of project area—resolve ownership issues to facilitate a local agency formation commission (LAFCO) LA/OC County line boundary adjustment. Since parking lot serves condominiums in Seal Beach, it would be ideal to adjust City boundary to reflect this. Was attempted in a prior LAFCO application that proposed to adjust entire southerly boundary of SEASP project area (and County line) but only area east/north of PCH (Los Cerritos Wetlands area) was approved because property owner/parcel configuration complications prevented clean up of entire boundary (for area west/south of PCH).

9.3.3 Funding Strategies for Specific Improvements

The following implementation funding mechanisms are provided for three separate but related types of implementation projects: transportation, infrastructure, and City-owned wetlands property.

Transportation-Related Improvements

Funding transportation infrastructure improvements in the SEASP area presents a dynamic opportunity for the City to simultaneously generate funds and support for the effort. Two initial, potentially concurrent components of this effort could include:

- First, enact an impact fee program.
- Second, pursue an Active Transportation Planning Grant (ATP) or formation of an Enhanced Infrastructure Finance District (EIFD) that could issue bonds.

Under California and federal law, an impact fee program must demonstrate a nexus between development's impact and the purpose of the fee. Therefore, the objective of the first component is to draw on the availability of impact fee funds to begin the improvements.

Another component of the SEASP transportation infrastructure funding effort could include pursuit of an ATP grant or formation of an EIFD that could issue bonds.

The ATP grant option is uncertain, since the grant award process is quite competitive. A key feature of the SEASP transportation improvements is a multimodal approach that will increase access for transit users, bicyclists, and pedestrians. Implementation of this multimodal approach may lower carbon emissions and render the proposed improvements eligible for funding from sources tied to greenhouse gas reduction. The success of the California cap-and-trade auctions has exceeded expectations, and funding from the auctions, which currently goes to programs such as the ATP grants, is expected to increase over time. Future cap-and-trade funds will likely be tied to greenhouse gas reduction, and projects such as SEASP transportation improvements are well-positioned to benefit from these funding opportunities.

An EIFD could require a vote and would necessitate consent from Los Angeles County and possibly others to allow City access to incremental tax revenues. Despite challenges posed by ATP or EIFD funding mechanisms, they could present the City with significant resources. A recap of the funding sources for transportation infrastructure-related improvements is provided in Table 9-3, *Funding Options by Improvement Type*. Definitions of the available sources are provided in Table 9-4, *Funding Options for SEASP Improvements*.

Water- and Sewer-Related Infrastructure Improvements

Ultimately, the number of landowners and future projects contributing to upgrades needed for infrastructure systems (such as sewer and storm drain) will dictate how these improvements are funded. There are two primary options that the City may consider. The first is to establish an impact fee program establishing a "cost-sharing" reimbursement program where the City pays the up-front costs and is reimbursed by impact fees as development occurs. The second option is the use of local revenues such as the City's general fund. Improvement for water and sewer funded through the general fund should be identified by the Department of Public Works in the capital improvement program. Table 9-3 also provides a list of the funding options available for infrastructure improvements in the SEASP area.

City-Owned Wetlands Property Maintenance, Restoration, Conservation, and Monitoring

Funding wetlands maintenance, restoration, conservation, and monitoring in the SEASP area presents opportunities not only for the preservation and enhancement of a vital ecological space, but for organizing and growing support for the incorporation of the wetlands as a focal point of future SEASP area development. The wetlands maintenance, restoration, conservation, and monitoring funding effort could include an impact fee program or other approach based on a community-backed nexus study.

On the developer outreach side, community benefit agreements enable the City to work closely with property owners and builders to ensure that the wetlands maintenance future development relationship is reciprocal—development contributes financially to wetlands, and the wetlands contribute aesthetics and placemaking value to the built environment.

The objective of the impact fee program is to capitalize on interest garnered from the first component to complete the required nexus study and enact a permanent impact fee program, which imposes a fee on development to fund wetlands maintenance. Under California and federal law, this impact fee program must demonstrate a nexus between the development's impact on the wetlands and purpose of the fee. A study exploring the biological, aesthetic, and other impacts of the development on the wetlands would be necessary to draw the nexus in this case. Further, although it may not be a controlling factor in identifying a nexus, the lessons learned and support gained from other agreements may inform the nexus study and streamline ratification of the impact fee.

Table 9-3 Funding Options by Improvement Type

Funding Mechanism	*Mobility*	*Storm Drain and Sewer*	*City-Owned Wetlands*
Impact Fee Program	X	X	X
Enhanced Infrastructure Financing District (EIFD)	X		X
Active Transportation Planning (ATP) Grants	X		
City General Funds	X	X	X
Mitigation Bank			X
Community Benefit Agreement (CBA) or Program (CBP)			X
Property-Based Improvement District (P-BID)			X
Community Land Trust (CLT)			X

Source: Lisa Wise Consulting Funding Options Report, 2015

Table 9-4 Funding Options for SEASP Improvements	
Impact Fee Program	Local government may decide to charge a developer for the cost of additional burdens on infrastructure and services caused by their development. This payment is referred to as an impact fee, and the size of the fee is generally based on the type and size of development being proposed, as well as the potential cost to capital facilities needed to support the development. For example, if a developer wishes to construct new multifamily housing, the City may charge impact fees to the development for the added burden on local transit facilities, schools, or parks needed to serve the development.
Enhanced Infrastructure Financing District (EIFD)	Beginning in January 2015, California local governments have another tool to assist communities with their economic-development efforts—Enhanced Infrastructure Financing Districts (EIFD) (Senate Bill 628). Now part of the California Government Code, EIFDs can help replace some of the billions of dollars that cities lost when redevelopment agencies were dissolved in 2012. An EIFD may be created by a city or county to collect tax increment revenues to finance improvements. Entities participating in an EIFD can include cities, counties, and special districts, but not schools. Participating entities are critical to an EIFD's success as they must voluntarily agree to allocate their tax increment to the EIFD. One or more EIFDs may be created within a city or county, and an EIFD may include properties that are not contiguous. No vote is required to form an EIFD. However, issuance of bonds requires approval by 55 percent of the voters or landowners (if fewer than 12 persons are registered to vote, then the vote is by landowners). Note: EIFDs may be used to fund wetlands restoration, but not maintenance.
Active Transportation Planning (ATP) Grants	The Active Transportation Program (ATP) was created by the California Legislature (Senate Bill 99 and Assembly Bill 1010) to encourage increased use of active modes of transportation, such as biking and walking. The City of Long Beach could pursue ATP funding for multimodal transportation infrastructure such as bicycle lanes and walking paths in the SEASP area. The ATP consolidates various federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation. Program funding is awarded in two stages, beginning with a statewide competition led by Caltrans, and followed by a regional competition led by the Metropolitan Planning Organizations (MPOs) for each region. Recommendations for awards are then submitted to the California Transportation Commission for final approval.
City General Funds	A city's general fund provides the revenue needed to deliver critical municipal services including, but not limited to, public safety (police and fire operations), recreation, education, transportation, and administrative services. Unlike special revenue funds which are restricted to specific purposes, such as license fees and gas taxes which finance highway maintenance, general funds are discretionary and may be used to pay for a variety of expenses associated with municipal operations. The general fund gets most of its money from taxes, fees, and fines obtained from the general taxpayer base.
Mitigation Bank	A mitigation bank is defined by the Environmental Protection Area (EPA) as a wetland (or other aquatic resource area) that is restored, enhanced, or preserved in order to provide compensation for impacts to other wetlands. To set up a mitigation bank, a government agency, corporation, nonprofit organization, or other entity undertakes restoration activities that restore, enhance, or create wetlands (or other sensitive) habitat. After restoration has taken place successfully, regulators approve the mitigation bank. In exchange for undertaking restoration efforts, the mitigation bank entity is allowed to sell credits, typically on a per acre basis, to offset costs of restoration. Depending on market demand, credit values can be substantial so as to generate high profit levels for mitigation bank investors.
Community Benefit Agreement (CBA) or Program (CBP)	In exchange for award of a special land use, tax, or other benefit, a real estate developer or company may voluntarily or necessarily enter into an agreement with local government or a community organization to provide specified community benefits. The agreement is termed a Community Benefit Agreement (CBA) and codifies special benefits a developer or company is to receive and provide. CBAs are negotiated on a case-by-case basis. In addition to CBAs, local governments have the option to put into place a systemized approach, termed a Community Benefit Program (CBP) to confer and extract benefits to and from a real estate developer or company.
Property-Based Improvement District (P-BID)	In a Property-Based Improvement District (P-BID), property owners in a defined geographic area pay an assessment for certain infrastructure maintenance services. The assessment for each property is determined by the proportional value of services received. Although they can be initiated by local government, P-BIDs are generally self-imposed and self-governed. In most cases, property and business owners incorporate a nonprofit organization (eg, a downtown association), which, by contracting with the municipality, manages the funds collected and services provided. Charter cities, like Long Beach, have no duration requirement for a P-BID's initial term. The renewal rate for P-BIDs after the first term is relatively high. Property-based assessments fall under the weighted majority protest vote requirements of Proposition 218.
Community Land Trust (CLT)	Community land trusts (CLTs) are nonprofit organizations that acquire ownership of land to build assets for the community, including the development of affordable housing, commercial districts, and parks and open space. They also play a large role in community organizing, which helps empower communities to actively participate in projects. CLTs earn funding from various sources of public and private capital, but tend to rely on grants, federal programs, and donations. Typically, CLT board membership is comprised of CLT residents, other community members outside the CLT, and outside experts and stakeholders.
Source: Lisa Wise Consulting Funding Options Report, 2015	

9.4 Relationship to Other Plans, Programs, Agencies, and Regulations

Although this Specific Plan is the new development plan and zoning for the area, several other City, regional, and state plans and/or programs also shape southeast Long Beach. The following is a summary of the most relevant plans, programs, agencies, and regulations that should be referenced for consistency or compliance when implementing the SEASP. The summary starts with broad state requirements, which set up the context for implementation at the regional and local levels.

9.4.1 State Commissions, Legislature, and Guidance

Strategic Growth Council

The California Strategic Growth Council (SGC) is a cabinet-level committee that was created by SB 732 in 2008. The committee is tasked with organizing the activities of state agencies to: improve air and water quality, protect natural resources and agricultural lands, increase the availability of affordable housing, promote public health, improve transportation, encourage greater infill and compact development, revitalize community and urban centers, and assist state and local entities to plan sustainable communities and meet AB 32 goals.

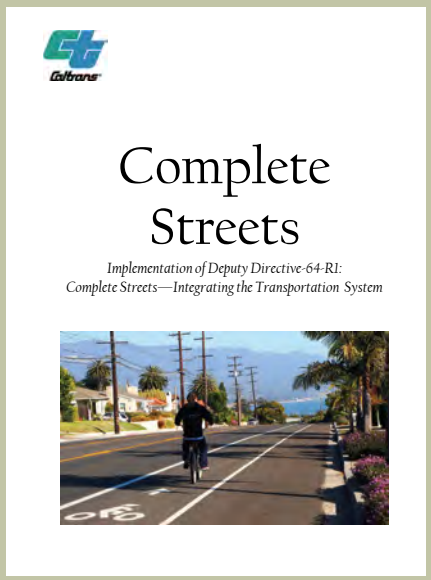
The SGC provides millions of dollars in grants for sustainable community planning and urban greening projects each year, funded through voter-approved Proposition 84 bond allocations. Cities, counties, regional and local agencies, and nonprofits are eligible to apply. This Specific Plan was funded in part through a Sustainable Community Planning grant. SGC grants may continue to be a source of funding for implementation of the SEASP.

California Complete Streets Act

The California Complete Streets Act (AB 1358) of 2008 requires cities and counties to address the transportation system from a multimodal perspective. A complete street network should provide safe and convenient access for all users of the roadway—motorized and nonmotorized—including motorists, cyclists, pedestrians, and transit riders. Complete streets are also required to be accessible to users of all ages and abilities. The design and operation of a complete street should make it easier for people to engage in everyday activities such as crossing the street, walking to shops, and bicycling to work. Chapter 6, *Mobility,* discusses the Specific Plan's circulation network and approach to Complete Streets.

Caltrans Project Development Procedure Manual

The Caltrans PDPM informs and guides officers and employees of Caltrans, as well as any local entity, private developer, or consultant engaged in project development activities involving California state highways. The manual reiterates many state and federal laws that affect the development of transportation projects in California while guiding users through established processes and procedures. Proposed infrastructure improvement projects to Caltrans facilities in the SEASP area—such as PCH and SR-22/7th Street—require approval through Caltrans and consistency with the PDPM.



Caltrans Guide to the California Complete Street Act, 2008

Global Warming Solutions Act

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

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

Sustainable Communities and Climate Protection Act

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

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

California Coastal Act

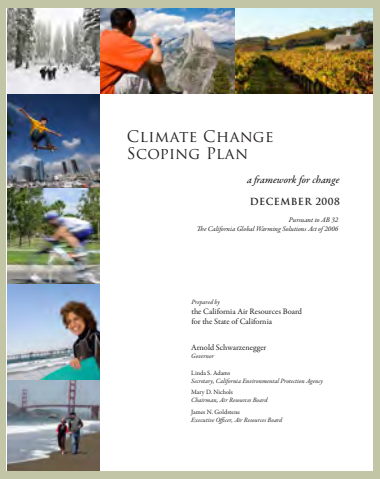
The SEASP area is partially in the state Coastal Zone and is therefore required to comply with the provisions of the California Coastal Act (California Public Resources Code, Division 20), which was enacted in 1976 and last amended in 2014. Several policies and standards in the latest California Coastal Act (CCA) apply to the SEASP area. Under the CCA, the City must adopt a Local Coastal Program (LCP), which is a basic planning tool used by local governments to guide development in the Coastal Zone. In conjunction with this Specific Plan, the LCP for this area was also updated and submitted to the Coastal Commission.

As a distinct and valuable natural resource, the California Coastal Zone is a delicately balanced ecosystem of vital and enduring interest. Therefore, it is essential to the economic and social well-being of the state and coastal communities that existing and future developments are consistent with the policies of the CCA. CCA policies address public access, recreation, marine environment, land resources, development, and industrial development, and have been integrated into this Specific Plan.

The basic goals of the state for the Coastal Zone are to:

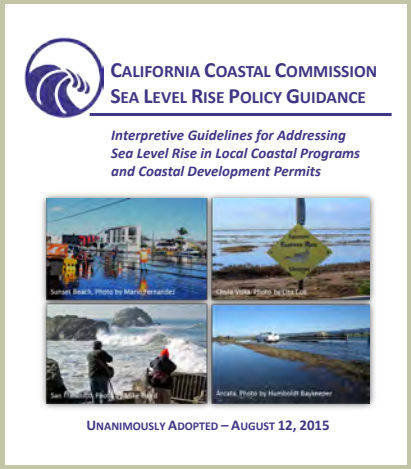
- Protect, maintain, and, where feasible, enhance and restore the overall quality of the Coastal Zone environment and its natural and artificial resources.
- Ensure orderly, balanced utilization and conservation of Coastal Zone resources, taking into account the social and economic needs of the people of the state.
- Maximize public access to and along the coast and maximize public recreational opportunities in the Coastal Zone consistent with sound resources, conservation principles, and constitutionally protected rights of private property owners.
- Ensure priority for coastal-dependent and coastal-related development over other development on the coast.
- Encourage coordinated state and local efforts to implement planning and development of mutually beneficial uses, including educational use, in the Coastal Zone.

Consistent with these values and goals, the policies of the CCA set the standards used to determine the adequacy of local coastal programs and the permissibility of proposed developments.



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

California Coastal Commission logo



California Coastal Commission Sea Level Rise Policy Guidance, 2015

California Coastal Commission Sea Level Rise Policy Guidance

Adopted by the Coastal Commission in 2015, the Sea Level Rise Policy Guidance is intended to provide step-by-step guidance, not regulations, on how to address sea level rise in new and updated LCPs and coastal development permits (CDPs) according to the policies of the California Coastal Act. The LCP amendment that was prepared with this Specific Plan addresses sea level rise pursuant to this guidance document. LCPs and the CDP process are the fundamental land use planning and regulatory governing mechanisms for properties in the Coastal Zone, and it is critical that they be based on sound science and updated policy recommendations. A step-by-step guide to sea level rise analysis is provided in the guidance document as a part of the CDP application process.

This guidance includes the sea level rise projections from the 2012 National Research Council's report, "Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future," which is considered the best available science on sea level rise for California. According to the report, sea level rise will cause flooding and inundation, an increase in coastal erosion, changes in sediment supply and movement, and saltwater intrusion to varying degrees along the California coast. These effects could have a significant impact on the coastal economy and could put important coastal resources and coastal development at risk, including ports, marine terminals, commercial fishing infrastructure, public access, recreation, wetlands and other coastal habitats, water quality, biological productivity in coastal waters, coastal agriculture, and archaeological and paleontological resources.

The guidance document is rooted in certain fundamental principles that generally reflect the provisions of the California Coastal Act. The principles can be divided into four groups.

Use Science to Guide Decisions. Local governments should acknowledge sea level rise and address it in planning and permitting decisions; using the best available science to determine locally relevant (context-specific) sea level rise projections for all stages of planning, project design, and permitting reviews.

Minimize Coastal Hazards through Planning and Development Standards. Local governments should avoid significant coastal hazard risks, minimize hazard risks to new development, and avoid or minimize coastal resource impacts to existing development. In addition, they should account for the social and economic needs of the people and ensure priority for coastal-dependent and coastal-related development over other development. Property owners should assume the risks associated with new development.

Maximize Protection of Public Access, Recreation, and Sensitive Coastal Resources. Local governments should provide for maximum protection of public beach and recreational resources and maximize natural shoreline values. They should address other potential coastal resource impacts (wetlands, habitat, scenic, etc.) from hazard minimization decisions, and the cumulative impacts and regional contexts of planning and permitting decisions.

Maximize Agency Coordination and Public Participation. Local governments should coordinate planning and regulatory decisions with other appropriate state, local, and federal agencies, and support research, conservation, and monitoring efforts. They should also consider conducting vulnerability assessments and adaptation planning at the regional level and provide for maximum public participation in planning and regulatory processes.

Sea level rise is currently being modeled for the City and is a component of Chapter 8, *Infrastructure*, of this Specific Plan.

California Environmental Quality Act

An EIR was developed concurrently with this Specific Plan in compliance with CEQA requirements. For more information regarding the EIR and CEQA compliance please see Section 9.1, *General Administration*.

SB 226 CEQA Streamlining

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

Under CEQA Guidelines Section 15183.3, a SEASP project may be eligible for streamlining if it meets all of the following conditions:

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

SB 743 CEQA Streamlining

Also signed by Governor Brown in 2013, SB 743 creates a new exemption for certain projects that are consistent with a specific plan and eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Public Resources Code Section 21099 states that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Under Section 21155.4, the exemption applies if a project meets all of the following criteria:

- It is a residential, employment center, or mixed-use project;
- It is located within a transit priority area;
- The project is consistent with a specific plan for which an environmental impact report was certified; and
- It is consistent with an adopted sustainable communities strategy or alternative planning strategy.

The California Green Building Standards Code regulates energy conservation through standards for new buildings and landscaping.

The California Invasive Plant Council maintains the California invasive plant inventory, which should be consulted when choosing landscape materials for plantings in the SEASP area.

California Landscaping Guidance

CALGreen

CALGreen Building Standards Code is part of the Title 24 California Code of Regulations, as part of these regulations the intent of CALGreen sensible minimum standards for new buildings and development through energy conservation. To accomplish this, CALGreen requires that landscape planting plans incorporate adaptive plant materials that grow well within a given region. Adaptive plants are plants that require minimal attention once established to reduce water, fertilization, and pest control measures. The adaptive plants are considered low maintenance and are not invasive plants in the regions they are planted in, as such native plants from a given region have already demonstrated that they are adaptive and non-invasive by virtue. CALGreen requires that a minimum of 75 percent of landscapes shall use native or adaptive plant material.

California Invasive Plant Council (Cal-IPC)

Cal-IPC is a nonprofit organization whose mission is to protect California's lands and waters from ecologically damaging invasive plants through science, education, and policy. Cal-IPC works closely with agencies, industry, and other nonprofit organizations to maintain the California Invasive Plant Inventory, a comprehensive list of invasive plants based on ecological impacts and also has a watch list for plants that have the potential to become invasive. Each plant is assessed using a transparent criteria system with documentation of sources. Cal-IPC serves as a resource that should be consulted as projects select their landscape palettes and should be used to check proposed species for invasive status.

9.4.2 Regional Plans, Programs, and Agencies

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is an established metropolitan planning organization, regional transportation planning agency, and a council of governments (COG), with jurisdiction over a six-county region including Los Angeles, San Bernardino, Riverside, Orange, Ventura, and Imperial counties. The agency develops long-range regional transportation plans that include a regionwide sustainable communities strategy and growth forecast, regional transportation improvement programs, regional housing needs allocations, and a portion of the applicable air quality management plan.

Regional Transportation Plan and Sustainable Communities Strategy

SCAG's long-range transportation plan (RTP) notes that there is very limited ability to add capacity to the region's highways and freeways over the next 25 years. The document focuses on increasing the efficiency of the existing network and encouraging greater reliance on carpooling and transit use. Policies and implementation to increase the efficiency of major city streets (arterials) include technical enhancements (such as optimizing signal timing), providing bus priorities, and improving interchanges between freeways and arterial streets.

Current and recent transportation plan goals generally focus on balanced transportation and land use planning that:

- Maximizes mobility and accessibility for all people and goods in the region.
- Preserves and ensures a sustainable regional transportation system.
- Maximizes the productivity of the regional transportation system.

An SCS is required by SB 375 to integrate land use and transportation strategies to achieve emissions reduction targets set by the CARB. SB 375 requires each MPO to integrate this plan into their RTP. As of 2010, the goals are an 8 percent per capita reduction by 2020 and a conditional reduction of 13 percent by 2035.

SCAG uses four key elements to integrate the SCS with the RTP:

- Land Use
- Transportation Network
- Transportation Demand Management
- Transportation System Management

Though many projects are scheduled through the 2012-2035 RTP/SCS throughout Long Beach, none of them are specific to the SEASP area. Every four years, SCAG updates the RTP/SCS. Planning is currently underway for the 2016-2040 RTP/SCS.

Through the Sustainability Planning Grant Program (previously known as Compass Blueprint), SCAG supports exemplary projects that illustrate the benefits effective growth planning can bring to the region. The program provides assistance to local jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Grants of this nature may be a resource for implementation of this Specific Plan.

Southern California Association of Governments logo and the Regional Transportation Plan, 2012

Gateway Cities Council of Governments

The Gateway Cities Council of Governments (GCCOG) covers an approximately 203-square-mile subregion of the SCAG region. It cover 27 cities and 9 unincorporated areas of Los Angeles County. Its mission is to improve the quality of life for the nearly two million residents of southeast Los Angeles County. The GCCOG's targeted initiatives include transportation planning, affordable housing, improving air quality, economic development, and other community-enhancing activities.

Gateway Cities Strategic Transportation Plan Active Transportation Element

In 2013, GCCOG released a draft strategic transportation plan (STP) to promote strategies to reduce traffic and energy consumption while enhancing the quality of life and personal health of the people in its communities. This plan focuses on walking and cycling as alternatives to motorized transportation. The active transportation element (ATE) of the draft strategic plan recognizes the importance of bicycling and pedestrian infrastructure in reducing the longstanding local and regional traffic. The STP and ATE contain policy and action items for making the GCCOG region a great place to bike and walk. Developing regional bicycle routes, access to schools, transit, and open space and identifying support programs are priorities of the STP. The most important purposes of the GCCOG ATE are to:

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

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

The ATE identifies two project ideas in southeast Long Beach. The first is a bicycle project to provide a regional connection between Los Angeles and Orange Counties along Westminster/2nd Street. The suggested project would provide a Class II bikeway for a 1.25-mile stretch of 2nd Street and Marina Drive providing connectivity to the San Gabriel bike trail. The second project is for pedestrian-oriented intersection improvements along Pacific Coast Highway.

GATEWAY CITIES
COUNCIL OF GOVERNMENTS

Strategic Transportation Plan

Gateway Cities Council of Government and Strategic Transportation Plan logos

San Gabriel River Corridor Master Plan

In 2006, the County of Los Angeles Public Works Department prepared a master plan to identify priorities and goals, provide guidance, and coordinate with multiple jurisdictions and other stakeholders that share access to the San Gabriel River. The master plan is a framework to encourage and guide the 19 cities along the river, in partnership with other public agencies, nonprofit groups, business interests, community organizations, and other stakeholders, to implement, design, and/or plan projects that will make the vision of the river a reality.

For the SEASP area, the master plan identifies habitat, flood protection, and water quality as issues that wetlands resources in the area can help to address. The habitat element of the plan identifies wetland and riparian restoration projects to preserve and restore habitat and wildlife along the river's wildlife corridor. This stretch of the river was also found to be under capacity for a 100-year storm, presenting the opportunity to develop flood protection measures either in the area or further upstream. Additionally, the wetlands are recognized as an opportunity area for water treatment.

River enhancements are also proposed by the master plan. Concepts include enhanced trails, signage, landscaping, lighting, and educational centers. Although, locations for these types of enhancements are not specified for the SEASP area, the master plan should be consulted for consistency when planning for improvements to these areas.

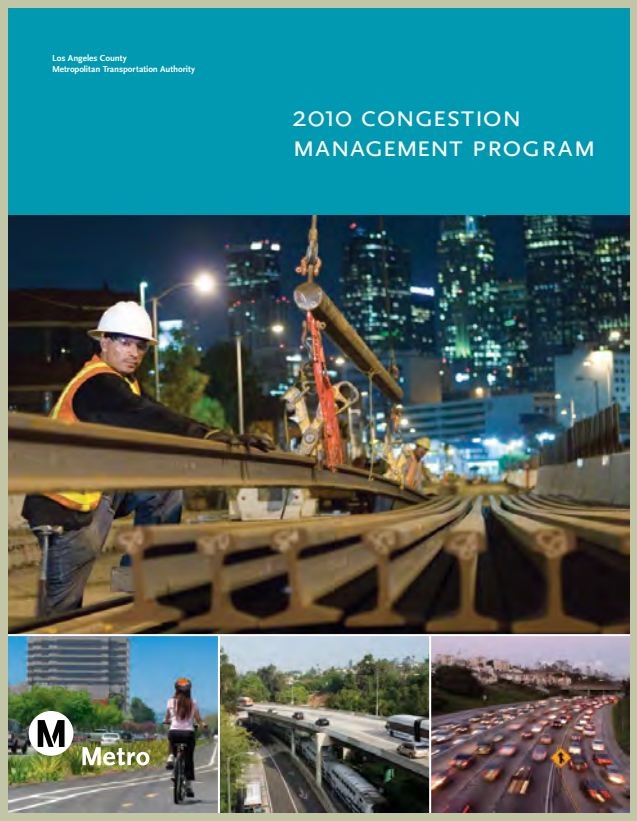
Local Agency Formation Commission

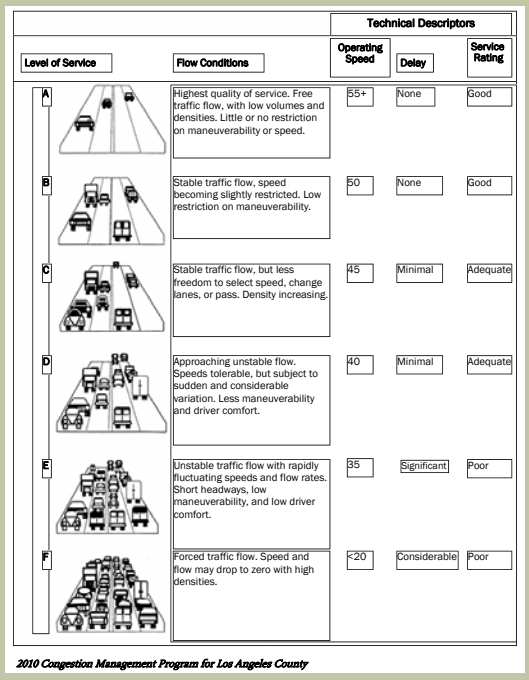
A local agency formation commission (LAFCO) is a state-mandated local agency that promotes orderly growth and development, discourages urban sprawl, and promotes the efficient delivery of services. Both the Los Angeles and Orange County LAFCO agencies will need to be engaged in the Specific Plan process to clarify an inconsistent boundary between the southeast corner of Long Beach (eastern boundary of the Specific Plan area) and the City of Seal Beach. Detailed requirements for an application for proceedings can be found on either agency's website. The application process requires several steps, including a prefiling meeting, application, map, and possible environmental documentation.

County of Los Angeles Congestion Management Program

In 2010 the County of Los Angeles updated its Congestion Management Program (CMP) to assess the overall performance of the highway system, which gives decision makers quantitative input for funding improvements and programs. This is the eighth CMP adopted for Los Angeles County since 1990. The CMP covers about 500 miles of freeway facilities. The traffic operations at each segment are evaluated every two years by Caltrans and published in the Congestion Management Plan for Los Angeles County.

San Gabriel River Corridor Plan, 2006, Orange County LAFCO and Los Angeles County LAFCO logos





Level of Service	Flow Conditions	Technical Descriptors: Operating Speed	Technical Descriptors: Delay	Technical Descriptors: Service Rating
A	Highest quality of service. Free traffic flow, with low volumes and densities. Little or no restriction on maneuverability or speed.	55+	None	Good
B	Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.	50	None	Good
C	Stable traffic flow, but less freedom to select speed, change lanes, or pass. Density increasing.	45	Minimal	Adequate
D	Approaching unstable flow. Speeds tolerable, but subject to sudden and considerable variation. Less maneuverability and driver comfort.	40	Minimal	Adequate
E	Unstable traffic flow with rapidly fluctuating speeds and flow rates. Short headways, low maneuverability, and low driver comfort.	35	Significant	Poor
F	Forced traffic flow. Speed and flow may drop to zero with high densities.	<20	Considerable	Poor

2010 Congestion Management Program for Los Angeles County

Los Angeles Metropolitan Transportation Authority County Congestion Management Program, 2010

The CMP for Los Angeles County designates certain arterial roadways and freeway segments as CMP facilities. The CMP arterial streets in Long Beach are Pacific Coast Highway, 7th Street, Alamitos Avenue, and Lakewood Boulevard. The CMP freeway segments in Long Beach include I-710, I-605, I-405, and SR-91.

The county's traffic congestion management policy is intended to determine appropriate transportation planning actions in response to a particular level of service (LOS). However, an intersection's reaching a particular level of service does not necessarily indicate that no more development can take place there. Instead, the local agency needs to respond to intersection LOS with a three-tiered approach.

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

Los Cerritos Wetlands Authority

In February 2006, a joint powers agreement was adopted by the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, State Coastal Conservancy, City of Long Beach, and City of Seal Beach establishing the Los Cerritos Wetlands Authority (LCWA). While it is not a regulatory body, the LCWA is a major planning and funding entity for the restoration for the Los Cerritos Wetlands Complex—which includes wetlands in the SEASP area. The purpose of the LCWA is to develop a comprehensive program for acquisition, protection, conservation, restoration, maintenance, operation, and environmental enhancement of the Los Cerritos Wetlands that is consistent with its goals of flood protection; habitat protection and restoration; and improved water supply, water quality, groundwater recharge, and water conservation.

LCWA Wetlands Conceptual Restoration Plan

The restoration plan is a future vision of the wetlands and consists of two reports—Opportunities and Constraints Report and Watershed Impacts Report. Six goals guide implementation of the plan:

- Restore tidal wetland processes and functions to the maximum extent possible.
- Maximize contiguous habitat areas and maximize the buffer between habitat and sources of human disturbance.
- Create a public access and interpretive program that is practical, protective of sensitive habitat and ongoing oil operations, and economically feasible, and that will ensure a memorable visitor experience.
- Incorporate phasing of implementation to accommodate existing and future potential changes in landownership and usage, and as funding becomes available.
- Strive for long-term restoration success.
- Integrate experimental actions and research into the project, where appropriate, to inform restoration and management actions for this project.

Although, funding has not been obtained for the restoration, the plan identifies funding opportunities such as mitigation credits as well as possible state and/or federal grants.

Watershed Conservation Authority

The Watershed Conservation Authority (WCA) is a local public entity of the state exercising joint powers of the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) and the Los Angeles County Flood Control District. The WCA is funded primarily by grants and was established in 2003.

The WCA's vision is to connect communities with nature by embracing a "work with nature" approach to water conservation and supply reliability, and to provide increased access to open space and recreational opportunities in the San Gabriel and Lower Los Angeles Rivers watersheds. The WCA partners with local and regional entities to implement plans and projects to

los cerritos wetlands

Los Cerritos Wetlands Conceptual Restoration Plan, 2012

improve watersheds and invest in open space, parks, trails, bikeways, greenways, and urban greening programs and projects.

2015 Draft Gateway Cities and Rivers Urban Greening Master Plan

The Watershed Conservation Authority in partnership with North East Trees is launching a web-based living document to promote and expand access to and development of greenways, parks, and access points along river corridors, and to extend greening projects throughout urban communities in the Gateway Cities region. The plan will identify new and improved facilities for parks, trails, and bikeways; water conservation and capture; Complete Streets; tree cover; and interpretive and wayfinding opportunities. For more information on the Gateway Cities region see the section on Gateway Cities Council of Governments, in Section 9.4.2.

Major focus areas of the plan are anticipated to include water quality and habitat improvements. In addition, the following three goals have been drafted.

- Move areas from grey to green by identifying park, greenway, trails, bikeway, and water reliability through green infrastructure and complete street project opportunities.
- Catalyze change by developing visioning imagery, sample concept design, and urban greening toolkits to inspire and engage the community and funders to pursue change.
- Spur investment by identifying implementation strategies and funding opportunities for cities, county, and community members to pursue to aid in implementing the greening vision and to improve overall quality of life and watershed health.

Since the Urban Greening Plan is still in the early planning stages, it has yet to be determined if the improvements that will be identified for the San Gabriel River area will include the SEASP area.

Draft Gateway Cities and Rivers Urban Greening Master Plan, 2015

9.4.3 Local Plans, Programs, and Regulations

Long Beach Municipal Code

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

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

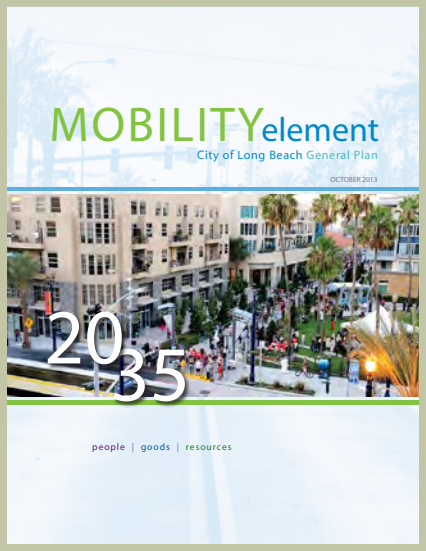
Planned Development District 1 (PD-1)

Some areas of the City are zoned as special districts, called Planned Development Districts, and are regulated by more comprehensive plans than conventional zoning. Similar to a specific plan, Planned Development Districts are intended to achieve a specific outcome in a geographic area. From 1977 through 2016, Planned Development District 1 (PD-1) regulated 1,381 acres of southeast Long Beach. PD-1 was also known as the Southeast Area Development and Improvement Plan and had commonly been referred to as SEADIP. With the adoption of this Specific Plan, PD-1 is rescinded, and land uses are now regulated either by conventional zoning or this Specific Plan.

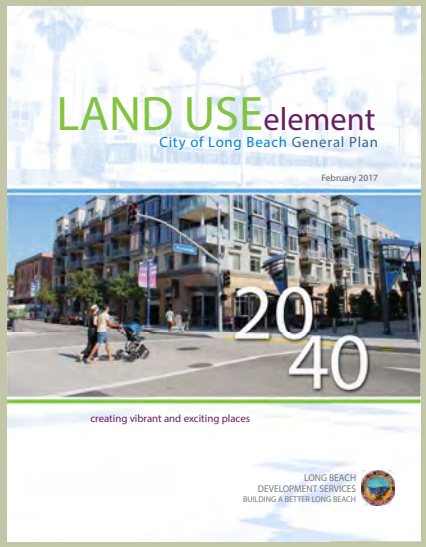
Long Beach 2040 General Plan

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

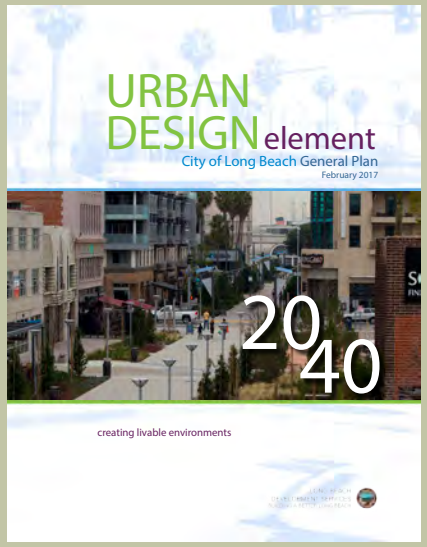
- Increased mobility
- Affordable housing
- Reduction in greenhouse gas emissions
- Enhanced quality of life
- Compact and transit-oriented development
- Improved water quality
- Walkable neighborhoods and districts



City of Long Beach General Plan Mobility Element, adopted 2013



City of Long Beach General Plan Draft Land Use Element, 2017



City of Long Beach General Plan Draft Urban Design Element, 2017

- These goals are integrated in the Southeast Area Specific Plan and are discussed below in relation to the three elements—mobility, land use, and urban design—that have the greatest connection to the General Plan. As an implementation tool of the General Plan, this Specific Plan is consistent with the vision, goals, policies, and strategies of the City's General Plan.

Mobility Element

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

- A community with flexible, convenient, affordable, and energy-efficient transportation options.
- A community with mobility practices that maintain and enhance safety while strengthening community, sense of place, urban design, and the natural environment.
- A community that encourages the use of the most efficient and convenient mode of travel for any particular trip.
- A community that embraces innovation and appropriate transportation technology.
- A community that maintains professional standards in transportation planning and traffic engineering, with safety as the highest priority.
- A community that integrates land use planning with a multimodal mobility network, providing people with options to choose various forms of convenient transportation.
- A community that plans, maintains, and operates mobility systems consistent with the principles of Complete Streets, active living, and sustainable community design.

The element proposes several guiding principles to realize the City's long-term mobility vision, as detailed below.

Balance the needs of all mobility users. Goals, policies, and implementation measures are designed to create a system of Complete Streets that support and encourage all mobility users, regardless of age or ability, including pedestrians, bicyclists, transit riders, motorists, and truckers. To create a more balanced system, some streets are redesigned to create corridors that prioritize walking, bicycling, and/or transit services. In addition, on street segments where automobile travel is not emphasized or where intersection or roadway widening is not practical, the City may accept a level of service below the City standard of LOS "D" in exchange for pedestrian, bicycle, and/or transit improvements.

Implement a context-sensitive and multimodal approach to street planning and design. In the past, the City of Long Beach has used a functional street classification system to plan and design street improvements. Functional street classification systems do not consider the context of adjacent land uses and buildings or the role of walking, biking, and transit along the street corridor. A context-sensitive street classification system categorizes a jurisdiction's streets into a hierarchy of street types organized by both function and community context, taking into account all road users and the character of adjacent properties and buildings. This approach will help to create a more balanced mobility system, give people more transportation choices, and will integrate mobility, land use, and urban design for better placemaking.

Increase the efficiency of the roadway and highway system through innovative facilities and programs. Long Beach is a nearly built-out city with a developed mobility network. As the population grows, there will be limited opportunities to acquire additional rights-of-way to widen streets and accommodate additional vehicular traffic. Future improvements will be aimed at making the mobility network more efficient by encouraging other modes of transportation (primarily walking, bicycling, and public transit) and by using innovation and technology to improve the flow of traffic along corridors.

Provide multimodal connectivity to create a seamless mobility system. Most trips involve more than one mode of transportation. The City's goal is to create a seamless link between all modes of transportation so that trips are not disrupted by system delays, burdensome ticketing procedures, unreasonable waiting times, and extended loading and unloading.

Support active transportation and active living. Active transportation uses the energy of the human body to get from place to place. Modes of active transportation include walking, bicycling, rollerskating, and skateboarding. By promoting active transportation as a viable option for everyday travel, the City can help alleviate roadway congestion, reduce greenhouse gas emissions, improve physical health and wellness, and reduce obesity rates.

Many of the streets in the SEASP area have been identified as "opportunity for street character change." These streets were identified by the Mobility Element as having excess capacity and the potential for redesign to better accommodate a multimodal network. Streets include:

- Pacific Coast Highway
- SR-22 and Studebaker off-ramps
- Bellflower Boulevard
- 7th Street
- 2nd Street
- Marina Drive
- Shopkeeper Road
- Loynes Drive

Reconfiguring these streets could include changes to street character, such as new pedestrian, transit, or bicycle facilities; traffic calming; or other treatments that would develop the area into a more balanced, high-quality mobility system with a variety of transportation choices.

Additionally, the General Plan Mobility Element identifies a list of capital improvement projects as a tool for the Department of Public Works to use for future project planning and funding decisions. While these projects are long-term and are not funded at this time, they should also be considered when implementing mobility enhancements in the SEASP area. The five projects identified for the Specific Plan area are:

- 2nd Street and Studebaker Road Streetscape Enhancements
- Studebaker Road and 7th Street Freeway Roundabouts
- 2nd Street and Pacific Coast Highway Enhanced Connectivity
- 2nd Street Intersection Improvements
- Bellflower Boulevard Livable Street Road Diet

The mobility plan of this Specific Plan, Chapter 6, is consistent with the goals, policies, and implementation measures of the General Plan's Mobility Element.

2017 Draft Land Use Element

The City of Long Beach is committed to continuing its tradition of improving the physical environment by achieving the following 10 interrelated land use goals:

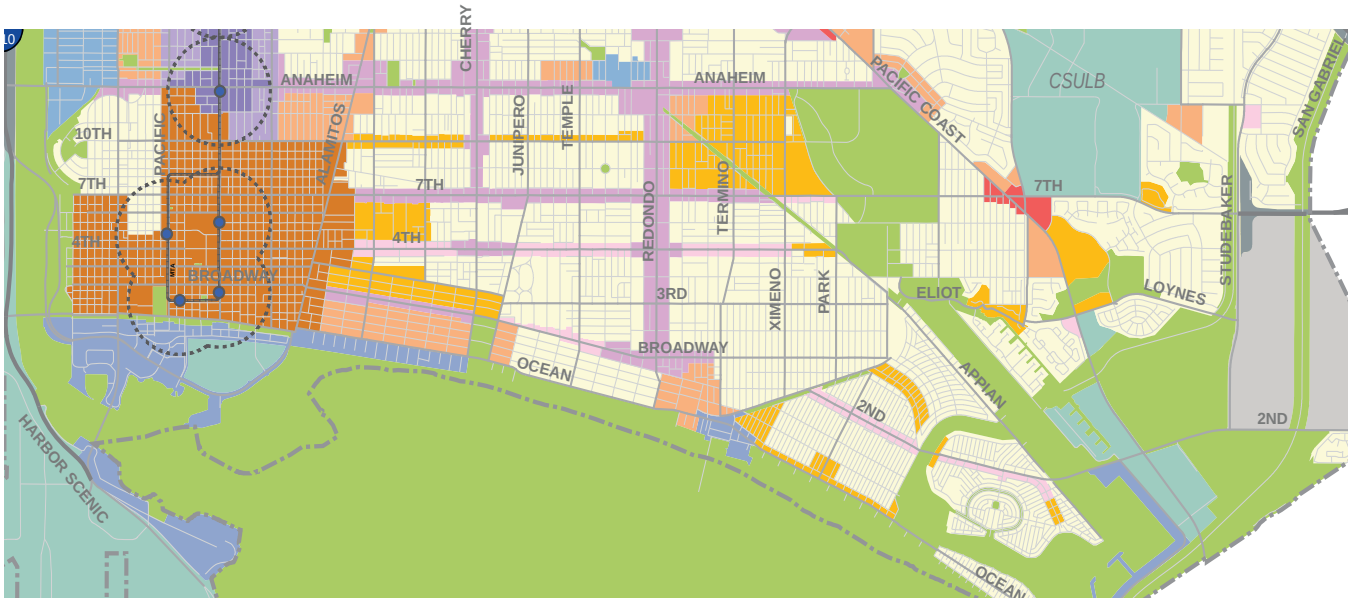
- Be a model for healthy and sustainable planning and development.
- Support continuous economic development.
- Grow smart and plan for change.
- Preserve and enhance neighborhoods and local retail hubs.
- Offer broad-based housing opportunities.
- Design for superior mobility and connectivity.
- Provide a fair and equitable land use plan.
- Provide reliable public facilities and infrastructure.
- Increase access to green and open spaces.
- Restore resources and reconnect to our natural environment.

To achieve these goals, this element introduces the concept of "PlaceTypes"—combining land use with the physical features and characteristics of the City. This innovative approach emphasizes flexibility and allows for a mix of compatible uses while providing a regulatory framework for land use, form, and character-defining features. PlaceTypes are context-based and also integrate the mobility needs of the community.

The PlaceTypes are:

- Open Space
- Founding and Contemporary Neighborhood
- Multifamily – Low and Moderate
- Neighborhood-Serving Centers and Corridors – Low and Moderate
- Transit-Oriented Development – Low and Moderate
- Community Commercial Centers
- Industrial
- Neo-Industrial
- Regional-Serving Facility
- Downtown
- Waterfront

The Founding and Contemporary Neighborhood, Multifamily - Low and Moderate, Community Commercial Centers, Neighborhood-Serving Centers and Corridors - Low, Waterfront, Industrial, Regional-Serving Facility, and Open Space PlaceTypes are all found in the SEASP area. This Specific Plan, including the land use policies provided in Chapter 4, *Community Structure and Land Use Plan*, is consistent with each of these PlaceTypes to meet the goals, strategies, and policies of the General Plan's Land Use Element.



PlaceTypes Map from the City of Long Beach General Plan Draft Land Use Element, 2017

2017 Draft Urban Design Element

The City's 2017 Draft Urban Design Element focuses on the form and character of neighborhoods and districts throughout the City. The purpose of the element is to aid and shape the evolution of the urban environment in Long Beach, while leveraging the unique relationship of the City to its natural environment. Emphasis is placed on development patterns, streetscapes, and urban form components of the environment, rather than the traditional land use perspective that is concerned with regulating the specific uses of property.

Four goals guide strategies and policies throughout the element: creating great places; defining urban fabric patterns as a component of place; integrating public spaces; and attention to edges, thoroughfares, and corridors as catalysts for improved environmental health, quality of life, and opportunities for nonmotorized modes of transit. Maps, photos, and illustrations educate and guide the user through the element.

Consistent with the Land Use Element, the Urban Design Element uses the same PlaceTypes to provide a comprehensive way of thinking about the City of Long Beach and the urban design relationships of its many neighborhoods and districts.

Each of the PlaceTypes is consistent with this Specific Plan, and the regulations and guidance provided in Chapter 5, *Development Standards*, and Chapter 7, *Design Standards and Guidelines*, meet the goals, strategies, and policies of the General Plan's Urban Design Element.

Multifamily Residential – Low: 3-story townhomes.

Figure UD-4: Multifamily Residential Bird's-Eye View

- **A** *Ensure neighborhood amenities are within walkable proximity (ie, parks, public facilities, commercial, transit).*
- **B** *Preserve and enhance streetscape character and connections.*
- **C** *Provide off-street parking to alleviate on-street parking demands. Provide bicycle paring facilities to encourage bicycle use.*
- **D** *Encourage streetscape furnishings and amenities.*

Example illustration from the City of Long Beach General Plan Draft Urban Design Element, 2015

Local Coastal Program

The LCP for the City of Long Beach is also an element of the City's General Plan. It was certified by the California Coastal Commission in 1980. The SEASP area is a stand-alone section of the LCP that was amended concurrently with the creation of the Southeast Area Specific Plan. The LCP specifies appropriate location, type, and scale of new or changed uses of land and water. It includes a land use plan (LUP) and measures to implement the plan (such as updates to the zoning ordinance).

Completed LCPs and LUPs must be submitted to the Coastal Commission for review and approval. Coastal Act policies are the standards by which the Commission evaluates the adequacy of LCPs. Amendments to certified LUPs and LCPs only become effective after approval by the Commission. After certification of an LCP, coastal development permit authority is delegated to the local government, but the Commission retains original permit jurisdiction over certain specified lands (such as wetlands and public trust lands).

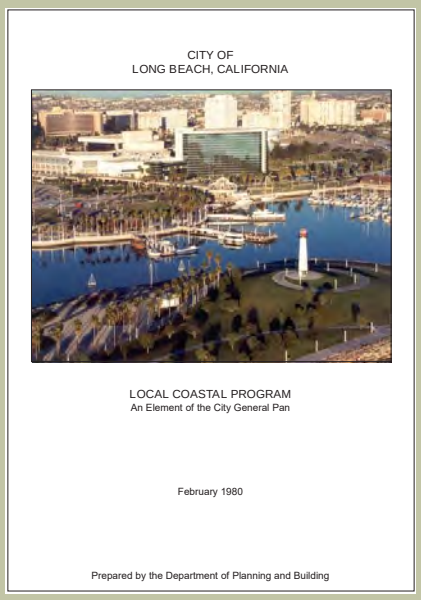
The Commission also has appellate authority over development approved by local governments in specified geographic areas and over certain other developments. Development within the Coastal Zone may not commence until a coastal development permit has been issued by either the Commission or a local government that has a Commission-certified local coastal program. Table 9-5 *Permitting Agency by Type of Development,* shows the permitting agency for projects in the Coastal Zone depending on the project location and type.

Table 9-5 Permitting Agency by Type of Development

Project Description	*City Issues Coastal Permit*	*Commission Issues Coastal Permit*
No wetland impacts, certified LCP	X	
No wetland impacts, not certified LCP		X
Wetland impacts, certified or not certified LCP		X

Subsequent to approval of the Long Beach LCP, the Commission's coastal permitting authority over new development in the Coastal Zone may be transferred to the City. However, the Commission's requirements in reviewing proposed new developments, including public infrastructure projects, will still apply.

Unlike updates to mandatory elements of the City's General Plan, which are limited to four times per year, General Plan amendments for the purpose of developing or revising a certified LCP would not be restricted, pursuant to Section 65358 of the Government Code and Section 30500 of the Public Resources Code.



City of Long Beach Local Coastal Program, 1980

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

In accordance with the Sustainable City Action Plan, the Southeast Area Specific Plan seeks to incorporate more sustainable housing, transit, and lifestyle options. Providing opportunities for mixed-use housing and a multimodal approach to circulation will increase pedestrian, bicycle, and mass-transit activity. Less reliance on automobiles and increased tree canopy, green space, and landscaping may assist in decreasing greenhouse gas emissions. The development standards and design guidelines, Chapters 5 and 7 of this Specific Plan, also establish sustainable standards for energy efficiency, green building, landscaping, and drainage for the planning area.

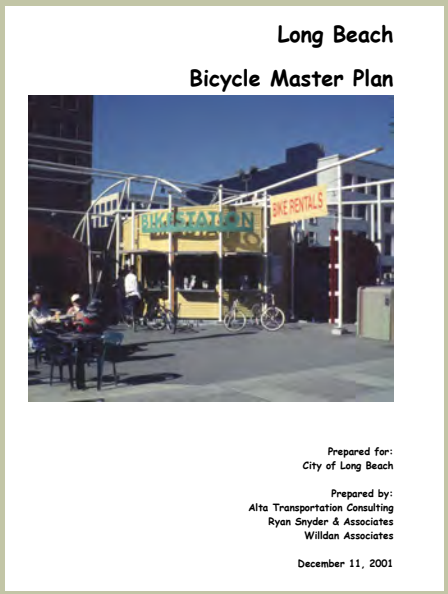
Long Beach Bicycle Master Plan

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

With the integration of Complete Streets and enhanced mobility, this Specific Plan prescribes improved crossings and reevaluates major roads to better accommodate bicycles within the SEASP area.

The City anticipates updating the Bicycle Master Plan in 2016. For the SEASP area, the new Bicycle Master Plan will align with the City's General Plan Mobility Element and this Specific Plan to prioritize improvements, promote utilization of existing resources, and identify sources of funding for implementation and maintenance over the next 20 years.

City of Long Beach Sustainable City Action Plan, 2010



City of Long Beach Bicycle Master Plan, 2001

City of Long Beach 2013 Sewer Master Plan Update

The master plan gives an overview of the sewer service area, the existing conditions of the lift stations, and an evaluation of the sewer system capacity under existing conditions. It also identifies and prioritizes near-term capital improvement projects. According to the master plan, the Specific Plan area has no major sewer deficiencies or capacity issues under existing conditions.

Low Impact Development Best Management Practices Design Manual and LID Ordinance

The City of Long Beach adopted a revised version of its low impact development (LID) manual and ordinance in 2013. The manual requires stormwater management measures, best management practices, off-site mitigation fees, and hardship determinations, among other items.

The LID manual identifies features that could be incorporated into private development and public/capital improvement projects—such as Complete Streets improvements and potential street extensions, including Shopkeeper Road and potential shifting of Marina Drive westward. In all cases, opportunities for green street LID features would be feasible, including curb extension bioretention basins, parkway flow-through planters, permeable pavement, and subterranean storage for retention. Chapter 8, *Infrastructure*, further outlines compliance with LID requirements and designs for the SEASP area.

9.4.4 Other Agency Approvals for Future Development

Depending on the type of proposed development, a number of other regulatory permits may be required prior to the start of work. Simple home improvement projects may require only a City building permit; new construction may also trigger a City-issued grading permit. Proposed projects, including wetlands restoration efforts, will require permits and/or coordination with the City and other regulatory agencies.

- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- NOAA National Marine Fisheries Service
- Regional Water Quality Control Board
- California State Lands Commission
- California Department of Fish and Wildlife
- Caltrans
- Orange County Flood Control District
- Los Angeles County Flood Control District
- Southern California Air Quality Management District

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