CITY OF LONG BEACH
LAND USE AND MOBILITY ELEMENTS
UPDATE OF THE GENERAL PLAN:

TECHNICAL BACKGROUND REPORT

Prepared for
City of Long Beach

Prepared by
EIP Associates

In Association with
Stanley R. Hoffman Associates, Inc.,
Meyer, Mohaddes Associates, Inc. and
Long Beach Advanced Planning Division

May 2004

CONTENTS

Chapter 1 **Introduction 1-1**
- 1.1 Purpose of the Technical Report 1-2
- 1.2 Relationship of the Updated Land Use and Mobility Elements 1-3
- 1.3 Brief description of City and Community Clusters 1-3
- 1.4 Regional Perspective 1-6
- 1.5 Sphere of Influence 1-7

Chapter 2 **Socio-Economic Conditions and Trends 2-1**
- 2.1 Existing Conditions 2-1
  - 2.1.1 Long Beach and Los Angeles County 2-1
  - 2.1.2 Community Cluster Socio-Economic Profiles 2-24
- 2.2 Socio-Economic Projections 2-109
  - 2.2.1 City of Long Beach 2-109
  - 2.2.2 City of Long Beach Compared to Los Angeles County 2-109
  - 2.2.3 Community Clusters 2-111
- 2.3 Economic Conditions 2-112
  - 2.3.1 Taxable Sales Trends 2-112
  - 2.3.2 Office and Industrial Real Estate Markets 2-116
  - 2.3.3 Non-Residential Building Activity 2-118
  - 2.3.4 Residential Building Activity 2-119
  - 2.3.5 Potential Demand for Non-Residential Square Feet 2-120
- 2.4 Economic Development 2-122
  - 2.4.1 Economic Development Programs 2-122
  - 2.4.2 Federal and State Programs 2-123
  - 2.4.3 Redevelopment Tools 2-124
  - 2.4.4 Redevelopment Tax Increment Trends 2-125

Chapter 3 **Land Use 3-1**
- 3.1 Historic Development Pattern 3-1
- 3.2 Existing Land Uses 3-2
  - 3.2.1 Existing Land Uses by Community Cluster 3-9
  - 3.2.2 Characteristics of Existing Land Uses 3-13
  - 3.2.3 Developed Land Uses 3-14
- 3.3 Currently Adopted General Plan Land Uses 3-15
  - 3.3.1 General Plan Land Use Districts by Community Cluster 3-15
  - 3.3.2 General Plan Land Use Districts 3-22
  - 3.3.3 1989 Land Use Policies 3-31
- 3.4 Currently Adopted Zoning 3-32
  - 3.4.1 Residential Zones 3-32
  - 3.4.2 Commercial Zones 3-38

3.4.3 Commercial Only Zones 3-39
3.4.4 Commercial Mixed Use Zones 3-39
3.4.5 Industrial Zones 3-40
3.4.6 Institutional Zone 3-41
3.4.7 Park Zone 3-41
3.4.8 Planned Development Districts 3-41
3.4.9 Overlay Districts 3-42
3.5 Historic Preservation 3-47
3.6 Redevelopment Plans and Project Areas 3-47
3.6.1 West Beach 3-48
3.6.2 Poly High 3-48
3.6.3 Downtown 3-48
3.6.4 West Long Beach Industrial 3-53
3.6.5 Los Altos 3-53
3.6.6 Central 3-53
3.6.7 North 3-54
3.7 Vacant Sites 3-54
3.8 Planned and Approved Development Projects 3-57
3.9 Existing Land Use Conflict Areas in the City 3-57
3.10 Housing Density 3-63
3.11 Population Density 3-63
3.12 Overcrowded Housing Units 3-64
3.13 Major Employment Centers 3-71

Chapter 4 **Mobility 4-1**
4.1 The Highway Network 4-1
4.1.1 Roadway Network 4-1
4.1.2 Functional Classification of Streets 4-2
4.1.3 Average Daily Traffic Volumes 4-2
4.1.4 Study Intersections 4-15
4.1.5 Locations of Capacity Constraints 4-16
4.1.6 Signal System/ITS 4-27
4.1.7 Planned Improvements 4-28
4.2 Neighborhoods 4-33
4.2.1 Areas of Neighborhood Traffic Intrusion 4-33
4.2.2 Neighborhood Traffic Management Plan 4-34
4.3 Public Transportation 4-37
4.3.1 Long Beach Transit 4-37
4.3.2 Other Public Bus Transit 4-41
4.3.3 Metro Rail 4-41
4.3.4 Transit Mall 4-41
4.3.5 Planned Improvements 4-42
4.4 Other Modes of Transportation 4-42
4.4.1 Bicycle Route System 4-42
4.4.2 Pedestrian Facilities 4-45
4.4.3 Accessibility 4-49
4.4.4 People Movers 4-49

4.4.5 Travel Statistics 4-49
4.5 Regional Airport System 4-49
4.5.1 Long Beach Airport 4-50
4.6 Port of Long Beach 4-51
4.6.1 History and Existing Conditions 4-51
4.6.2 Planned Improvements 4-53
4.7 Truck Transportation 4-53
4.7.1 Existing Truck Route System 4-53
4.7.2 Truck Volumes on Streets 4-53
4.8 Railroad Service 4-54
4.8.1 Railroad Lines 4-54
4.8.2 Level of Train Activity 4-54
4.9 Locations of Major Pipelines 4-54
4.10 Parking 4-54
4.10.1 On-Street Parking 4-54
4.10.2 Preferential Parking Districts 4-61
4.10.3 Public Off-Street Parking 4-69
4.10.4 Beach Parking 4-76
4.10.5 Parking Issues 4-76

Chapter 5 **Infrastructure 5-1**
5.1 Water 5-1
5.1.1 Existing Supply and Sources 5-1
5.1.2 Future Needs 5-2
5.2 Recycled/Reclaimed Water 5-3
5.2.1 Existing System and Need 5-3
5.2.2 Future Improvements 5-4
5.3 Sanitary Sewer 5-6
5.3.1 Existing Conditions 5-6
5.4 Flood Control / Stormwater 5-7
5.4.1 Existing Conditions 5-7
5.4.2 Regulatory Setting 5-7
5.5 Telecommunications 5-8
5.5.1 Existing Conditions—City of Long Beach 5-8
5.6 Solid Waste 5-9
5.6.1 Regulatory Context 5-9
5.6.2 Existing Setting 5-9
5.6.3 Recycling 5-10
5.6.4 Private Haulers 5-11
5.6.5 Household Hazardous and Electronics Waste 5-11
5.6.6 Greenwaste 5-12
5.6.7 Construction and Demolition Debris 5-12
5.6.8 Disposal 5-12

Chapter 6 **Issues 6-1**
6.1 Socio-Economic 6-1
6.2 Land Use 6-3

6.3 Mobility 6-4
6.4 Infrastructure 6-4
6.4.1 Water 6-4
6.4.2 Sewer/Waste Water 6-5
6.4.3 Stormwater Drainage 6-5
6.4.4 Telecommunications 6-6
6.4.5 Solid Waste 6-6

Appendices

Appendix A Socio-Economic Resources

Figures

Figure 1-1 Community Cluster Map 1-4
Figure 1-2 Sphere of Influence 1-9
Figure 2.1-1 Growth Trends: City of Long Beach 2-2
Figure 2.1-2 City of Long Beach and Los Angeles County Age Distribution in 2000 2-4
Figure 2.1-3 City of Long Beach and Los Angeles County Racial and Ethnic Composition in 2000 2-6
Figure 2.1-4 City of Long Beach and Los Angeles County Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars) 2-7
Figure 2.1-5 City of Long Beach and Los Angeles County Average Housing Value: 1990 and 2000 (in constant 2000 dollars) 2-10
Figure 2.1-6 City of Long Beach and Los Angeles County Median Contract Rent: 1990 and 2000 (in constant 2000 dollars) 2-11
Figure 2.1-7 City of Long Beach and Los Angeles County Housing Tenure: Percent of Total Occupied Housing Units in 2000 2-13
Figure 2.1-8 City of Long Beach and Los Angeles County Distribution of Housing Units: 2000 2-14
Figure 2.1-9 City of Long Beach and Los Angeles County Occupation of Employed Population 16 Years and Older: 2000 2-18
Figure 2.1-10 Growth Trends: Community Cluster 1—North 2-26
Figure 2.1-11 Community Cluster 1—North and City of Long Beach: Age Distribution in 2000 2-27
Figure 2.1-12 Community Cluster 1—North and City of Long Beach Racial and Ethnic Composition in 2000 2-29
Figure 2.1-13 Community Cluster 1—North and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars) 2-29
Figure 2.1-14 Community Cluster 1—North and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars) 2-33

Figure 2.1-15 Community Cluster 1—North and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars) 2-33
Figure 2.1-16 Community Cluster 1—North and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000 2-34
Figure 2.1-17 Community Cluster 1—North and City of Long Beach Distribution of Housing Units: 2000 2-35
Figure 2.1-18 Occupations of Employed Population 16 Years and Older: 2000 2-39
Figure 2.1-19 Growth Trends: Community Cluster 2—West Central 2-41
Figure 2.1-20 Community Cluster 2—West Central and City of Long Beach: Age Distribution in 2000 2-43
Figure 2.1-21 Community Cluster 2—West Central and City of Long Beach Racial and Ethnic Composition in 2000..... 2-45
Figure 2.1-22 Community Cluster 2—West Central and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars) 2-45
Figure 2.1-23 Community Cluster 2—West Central and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars) 2-49
Figure 2.1-24 Community Cluster 2—West Central and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars) 2-49
Figure 2.1-25 Community Cluster 2—West Central and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000 2-50
Figure 2.1-26 Community Cluster 2—West Central and City of Long Beach Distribution of Housing Units: 2000 2-52
Figure 2.1-27 Community Cluster 2—West Central Occupations of Employed Population 16 Years and Older: 2000 2-56
Figure 2.1-28 Growth Trends: Community Cluster 3—Southwest..... 2-60
Figure 2.1-29 Community Cluster 3—Southwest and City of Long Beach: Age Distribution in 2000 2-61
Figure 2.1-30 Community Cluster 3—Southwest and City of Long Beach Racial and Ethnic Composition in 2000 2-62
Figure 2.1-31 Community Cluster 3—Southwest and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars) 2-63
Figure 2.1-32 Community Cluster 3—Southwest and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars) 2-67
Figure 2.1-33 Community Cluster 3—Southwest and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars) 2-67
Figure 2.1-34 Community Cluster 3—Southwest and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000 2-68

Figure 2.1-35 Community Cluster 3—Southwest and City of Long Beach Distribution of Housing Units: 2000 2-69
Figure 2.1-36 Community Cluster 3—Southwest Occupations of Employed Population 16 Years and Older: 2000..... 2-73
Figure 2.1-37 Growth Trends: Community Cluster 4—Southeast..... 2-77
Figure 2.1-38 Community Cluster 4—Southeast and City of Long Beach: Age Distribution in 2000 2-78
Figure 2.1-39 Community Cluster 4—Southeast and City of Long Beach Racial and Ethnic Composition in 2000..... 2-80
Figure 2.1-40 Community Cluster 4—Southeast and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars) 2-81
Figure 2.1-41 Community Cluster 4—Southeast and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars) 2-84
Figure 2.1-42 Community Cluster 4—Southeast and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars) 2-84
Figure 2.1-43 Community Cluster 4—Southeast and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000 2-85
Figure 2.1-44 Community Cluster 4—Southeast and City of Long Beach Distribution of Housing Units: 2000 2-86
Figure 2.1-45 Community Cluster 4—Southeast Occupations of Employed Population 16 Years and Older: 2000..... 2-90
Figure 2.1-46 Growth Trends: Community Cluster 5—Eastside 2-94
Figure 2.1-47 Community Cluster 5—Eastside and City of Long Beach: Age Distribution in 2000 2-95
Figure 2.1-48 Community Cluster 5—Eastside and City of Long Beach Racial and Ethnic Composition in 2000..... 2-97
Figure 2.1-49 Community Cluster 5—Eastside and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars) 2-97
Figure 2.1-50 Community Cluster 5—Eastside and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars) 2-101
Figure 2.1-51 Community Cluster 5—Eastside and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars) 2-101
Figure 2.1-52 Community Cluster 5—Eastside and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000 2-102
Figure 2.1-53 Community Cluster 5—Eastside and City of Long Beach Distribution of Housing Units: 2000 2-103
Figure 2.1-54 Community Cluster 5—Eastside Occupations of Employed Population 16 Years and Older: 2000..... 2-107
Figure 2.2-1 City of Long Beach Projected Population and Employment Growth by Community Clusters: 2000 to 2025 2-111

Figure 2.3-1 Taxable Sales Growth Trends: 1990 to 2000 (in thousands of constant 2000 dollars) 2-113
Figure 2.3-2 Comparative Per Capita Taxable Retail Sales: 2000 2-116
Figure 2.3-3 South Bay Office Market Average Asking Lease Rates: 2nd Quarter, June 2003 2-117
Figure 2.3-4 Non-Residential Building Activity: 1990 to 2002 (in thousands of constant 2002 dollars) 2-119
Figure 2.3-5 City of Long Beach Residential Building Activity: 1990 to 2002 2-120
Figure 3.1-1 Historical Development Pattern 3-3
Figure 3.2-1 Existing Land Uses 3-5
Figure 3.3-1 Existing General Plan Land Use Districts 3-17
Figure 3.4-1 Existing Zoning 3-33
Figure 3.4-2 Planned Development Districts 3-43
Figure 3.4-3 Zoning Overlay Districts 3-45
Figure 3.5-1 Historic Districts 3-49
Figure 3.6-1 Redevelopment Project Areas 3-51
Figure 3.7-1 Vacant Parcels 3-55
Figure 3.8-1 Planned and Approved Development Projects 3-61
Figure 3.10-1 Housing Unit Density 3-65
Figure 3.11-1 Population Density 3-67
Figure 3.12-1 Overcrowded Housing Units 3-69
Figure 3.13-1 Major Employers 3-73
Figure 4.1-1 Study Area 4-3
Figure 4.1-2 Existing Functional Classification 4-11
Figure 4.1-3 Existing Traffic Count Data 4-13
Figure 4.1-4 2003 P.M. Peak Hour Level of Service 4-17
Figure 4.1-5 High Volume Intersections AM Peak Hour 4-19
Figure 4.1-6 High Volume Intersections PM Peak Hour 4-21
Figure 4.1-7 Study Intersection LOS 4-23
Figure 4.1-8 Community Cluster Committees' Perceived Traffic Congestion Locations 4-25
Figure 4.1-9 Traffic Signal System 4-29
Figure 4.1-10 1991 Transportation Element Major Roadway Improvements 4-31
Figure 4.2-1 Negative Traffic Conditions 4-35
Figure 4.3-1 Long Beach Transit Routes 4-39
Figure 4.3-2 Other Transit Services 4-43
Figure 4.4-1 Bicycle Routes 4-47
Figure 4.6-1 Growth in Containers (TEUs) at Ports of Long Beach and Los Angeles Combined 4-52
Figure 4.7-1 Truck Routes 4-55
Figure 4.7-2 Daily Port Trucks 4-57
Figure 4.9-1 Franchise Pipeline Main Lines 4-59
Figure 4.10-1 Parking Impacted Areas 4-63
Figure 4.10-2 Preferential Parking Districts 4-65
Figure 4.10-3 Downtown Long Beach Parking 4-73

Tables

Table 2.1-1 Key Demographics 2-3
Table 2.1-2 Age Distribution: 1990 to 2000 2-4
Table 2.1-3 Race and Ethnicity: 1990 to 2000 2-5
Table 2.1-4 Average Household Income: 1990 to 2000 2-7
Table 2.1-5 Individuals with Poverty Status[1] 2-8
Table 2.1-6 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1]) 2-9
Table 2.1-7 Home Values in the Long Beach Area: June 2003 2-11
Table 2.1-8 City of Long Beach Rental Market Survey: April 2003 2-12
Table 2.1-9 Housing Tenure: 1990 to 2000 2-13
Table 2.1-10 Housing Units: 1990 to 2000 2-15
Table 2.1-11 Age of Housing Stock: 2000 2-16
Table 2.1-12 Educational Attainment of Population 25 Years and Over: 2000 2-17
Table 2.1-13 City of Long Beach Estimated Employment: 1992 to 2000 2-19
Table 2.1-14 Employment Trends: 1992 to 2000 2-20
Table 2.1-15 City of Long Beach Estimated Employment: 2000 2-21
Table 2.1-16 City of Long Beach and Los Angeles County SCAG Estimated Employment: 2000 2-22
Table 2.1-17 Average Annual Salary Trends: 1992 to 2000 (in constant 2000 dollars) 2-23
Table 2.1-18 Key Demographics 2-25
Table 2.1-19 Age Distribution: 1990 to 2000 2-27
Table 2.1-20 Race and Ethnicity: 1990 to 2000 2-28
Table 2.1-21 Average Household Income: 1990 to 2000 2-30
Table 2.1-22 Individuals with Poverty Status[1] 2-31
Table 2.1-23 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1]) 2-32
Table 2.1-24 Housing Tenure: 1990 to 2000 2-34
Table 2.1-25 Housing Units: 1990 to 2000 2-36
Table 2.1-26 Age of Housing Stock: 2000 2-37
Table 2.1-27 Educational Attainment of Population 25 Years and Over: 2000 2-38
Table 2.1-28 SCAG Estimated Employment: 2000 2-40
Table 2.1-29 Key Demographics 2-42
Table 2.1-30 Age Distribution: 1990 to 2000 2-43
Table 2.1-31 Race and Ethnicity: 1990 to 2000 2-44
Table 2.1-32 Average Household Income: 1990 to 2000 2-46
Table 2.1-33 Individuals with Poverty Status[1] 2-47
Table 2.1-34 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1]) 2-48
Table 2.1-35 Housing Tenure: 1990 to 2000 2-51
Table 2.1-36 Housing Units: 1990 to 2000 2-53
Table 2.1-37 Age of Housing Stock: 2000 2-54
Table 2.1-38 Educational Attainment of Population 25 Years and Over: 2000 2-55

Table 2.1-39 SCAG Estimated Employment: 2000 2-57
Table 2.1-40 Key Demographics 2-59
Table 2.1-41 Age Distribution: 1990 to 2000 Community Cluster 3—Southwest 2-60
Table 2.1-42 Race and Ethnicity: 1990 to 2000 2-62
Table 2.1-43 Average Household Income: 1990 to 2000 2-64
Table 2.1-44 Individuals with Poverty Status[1] 2-65
Table 2.1-45 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1]) 2-66
Table 2.1-46 Housing Tenure: 1990 to 2000 2-68
Table 2.1-47 Housing Units: 1990 to 2000 2-70
Table 2.1-48 Age of Housing Stock: 2000 2-71
Table 2.1-49 Educational Attainment of Population 25 Years and Over: 2000 2-72
Table 2.1-50 SCAG Estimated Employment: 2000 2-74
Table 2.1-51 Key Demographics 2-76
Table 2.1-52 Age Distribution: 1990 to 2000 2-78
Table 2.1-53 Race and Ethnicity: 1990 to 2000 2-79
Table 2.1-54 Average Household Income: 1990 to 2000 2-81
Table 2.1-55 Individuals with Poverty Status[1] 2-82
Table 2.1-56 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1]) 2-83
Table 2.1-57 Housing Tenure: 1990 to 2000 2-85
Table 2.1-58 Housing Units: 1990 to 2000 2-87
Table 2.1-59 Age of Housing Stock: 2000 2-88
Table 2.1-60 Educational Attainment of Population 25 Years and Over: 2000 2-89
Table 2.1-61 SCAG Estimated Employment: 2000 2-91
Table 2.1-62 Key Demographics 2-93
Table 2.1-63 Age Distribution: 1990 to 2000 2-95
Table 2.1-64 Race and Ethnicity: 1990 to 2000 2-96
Table 2.1-65 Average Household Income: 1990 to 2000 2-98
Table 2.1-66 Individuals with Poverty Status[1] 2-99
Table 2.1-67 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1]) 2-100
Table 2.1-68 Housing Tenure: 1990 to 2000 2-102
Table 2.1-69 Housing Units: 1990 to 2000 2-104
Table 2.1-70 Age of Housing Stock: 2000 2-105
Table 2.1-71 Educational Attainment of Population 25 Years and Over: 2000 2-106
Table 2.1-72 SCAG Estimated Employment: 2000 2-108
Table 2.2-1 Population, Households, and Employment: Projections 2000 to 2025 2-110
Table 2.3-1 City of Long Beach Taxable Sales: 1990 to 2000 (in thousands of constant 2000 dollars) 2-112
Table 2.3-2 City of Long Beach Per Capita Taxable Retail Sales (in constant 2000 dollars) 2-114
Table 2.3-3 City of Long Beach and Los Angeles County Per Capita Taxable Retail Transactions: 2000 2-115

Table 2.3-4 South Bay Office Market: 2nd Quarter 2003 2-116
Table 2.3-5 Long Beach / Harbor Cities Industrial Market: 2nd Quarter 2003 2-118
Table 2.3-6 City of Long Beach New Non-Residential Building Permit Valuation: 1990 to 2002 (in thousands of constant 2002 dollars) 2-118
Table 2.3-7 Residential Building Activity in the City of Long Beach: 1990 to 2002 2-119
Table 2.3-8 City of Long Beach Non-Residential Demand to 2010 2-120
Table 2.4-1 City of Long Beach Redevelopment Tax Increment: Fiscal Year 2003 2-126
Table 2.4-2 City of Long Beach Redevelopment Revenues & Expenses: Fiscal Year 2003 2-126
Table 3.2-1 Existing Land Uses 3-7
Table 3.2-2 Population per Land Use 3-9
Table 3.2-3 Developed Land Uses 3-14
Table 3.3-1 1989 Land Use Element Land Use District Breakdown 3-19
Table 3.4-1 2004 Zoning Districts 3-35
Table 3.5-1 Acreage of Historic Districts 3-47
Table 3.8-1 Locations of Planned and Approved Projects 3-58
Table 3.10-1 Housing Unit Density 3-63
Table 3.11-1 Population Density 3-64
Table 3.12-1 Overcrowding in Housing Units 3-71
Table 3.13-1 Major Employers 3-72
Table 4.1-1 Description of Functional Classification of Streets 4-5
Table 4.1-2 Freeway Daily Traffic Volumes: 1988–2001 (in thousands) 4-15
Table 4.1-3 2005-2009 Capital Improvement Program Work Plan ($1,000,000s) 4-33
Table 4.3-1 Long Beach Transit Fixed Route Line Characteristics 4-38
Table 4.4-1 Work Travel Characteristics 4-49
Table 4.5-1 Airport Passenger and Cargo Volumes 4-50

Chapter 1 INTRODUCTION

The General Plan is a State-required legal document that provides guidance to decision-makers regarding the allocation of resources and determining the future physical form and character of development in counties and cities. It is the official statement of the jurisdiction regarding the extent and types of development needed to achieve the community's physical, economic, social, and environmental goals. Although the General Plan consists of individual sections, or "elements," that address a specific area of concern, it also embodies a comprehensive and integrated planning approach for the jurisdiction.

The General Plan clarifies and articulates the City's intentions with respect to the rights and expectations of the general public, property owners, special interest groups, prospective investors, and business interests. Through the General Plan, the City informs the community of its goals, policies, and development criteria, thereby communicating the City's expectations of the private sector in meeting the intentions of the General Plan.

Under State law, each general plan must contain seven elements:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety

Government Code Section 65303 permits local jurisdictions to formulate other elements, which, in the "judgment of the planning agency," relate to the physical development of a region. These "permissive" elements are as legally binding as a mandatory element, once adopted.

The City of Long Beach prepared its first General Plan in 1958, during an era in which the national, post-war mentality was directed toward geographic expansion and population growth on a very large scale. The plan reflected the "bigger is better" philosophy of the times by permitting very high-density development on significant portions of the City area, which would have produce a total population of approximately 1.5 million people.

For two decades, the 1958 General Plan served the City of Long Beach. Many of the goals were never achieved to the disappointment of many people. During the 20-year period, the population only increased by five percent and the economy suffered a series

of downturns, which were manifested most clearly in the ultimate deterioration and near abandonment of downtown.

Beginning 1973, the City of Long Beach prepared a new series of General Plan Elements. The Plan placed major emphasis upon investment, development, and reinvestment, especially in the older parts of the City. The Plan called for redevelopment of the downtown, restoring it as a major center of commerce, and the production of affordable housing throughout the City. Even thought the 1978 Plan scaled down ultimate population growth to a more manageable 450,000, broad areas within the City's older neighborhoods were designated for higher density development.

The City of Long Beach General Plan was updated again in 1988 with the Land Use and Mobility elements being last revised in 1989 and 1991, respectively. Though, Long Beach is a charter city and legally exempted from these requirements, there is a substantive basis of law and court decision to suggest the absence of an adequate general plan may inhibit a community's ability to comply with other statutory requirements and benefit from state and federal funding opportunities. Recently, the Attorney General's office of the State of California notified Long Beach of its concern regarding development decisions and environmental clearance that are being made on the finding of consistency with an out-of-date document. Only the Open Space Element and Housing Element have been updated recently.

1.1 PURPOSE OF THE TECHNICAL REPORT

The purpose of the TBR is to provide a profile and analysis of existing conditions pertaining to the City of Long Beach. The TBR presents information for the physical, social, and economic resources required as input for the preparation of the City's General Plan Land Use and Mobility updates. This information includes discussion of the existing characteristics, trends and forecasts, and issues associated with each resource.

This report is the foundation document from which subsequent planning policies and programs will be formulated. It also constitutes the "Existing Setting" section for each topic of the Environmental Impact Report (EIR), which will be completed as a component of the preparation of the General Plan. This report will be divided up into three sections:

- Socio-economic Conditions and Trends
- Land Use
- Mobility

The purpose of the Socio-economic section is to provide a descriptive profile of existing demographic and economic conditions for the City of Long Beach and its Community Clusters, addressing trends and conditions that relate to the City's ability to promote economic vitality. This provides the base for addressing significant economic issues and planning implications for the General Plan Land Use Element. This report includes baseline data and trends related to population, housing, employment, market conditions, and taxable sales.

The land use section includes exhibits identifying General Plan and zoning designations for the City. The section summarizes previous and existing plans. Finally, the section assesses the City's existing infrastructure as it relates to the implications of these services for future land use development.

The intent of the mobility section is to provide an overview of existing transportation conditions of the City and to provide the setting in which future development will be considered. The existing transportation conditions will likely influence the policy choices regarding changes in land uses and the types of transportation programs that can accommodate those land uses.

1.2 RELATIONSHIP OF THE UPDATED LAND USE AND MOBILITY ELEMENTS

There is a network of major streets and transportation systems that ties the neighborhoods and activity centers together and provides regional access to and from the City and local access within it. Recently, the City faced not only a high growth rate but also increasing density in housing construction. The increased housing density had a direct proportion to increased traffic congestion. This caused new concern with the City because this growth pattern had the potential to change the character of the City completely. In the past, the solutions to traffic problems were to construct more streets and freeways, and to widen certain roadways to increase capacity. Applied to the area, these solutions enabled residents to flee to better lifestyles in the suburbs, causing widespread urban sprawl. Such decentralizations accompanied by widespread long-distance commuting has created one of the worst air quality in the nation and widespread, ever increasing traffic congestion, and deserted inner-city areas.

Preservation and revitalization of the City's neighborhoods have also become a major concern. Established neighborhoods are being disrupted by large volumes of traffic. The area, which is available for a new roadway construction or street widening, is limited physically within a mature urban center. Equally important is the fact that the City's financial resources are severely limited. Government no longer has the funds to pursue major transportation projects by itself.

1.3 BRIEF DESCRIPTION OF CITY AND COMMUNITY CLUSTERS

The City of Long Beach is divided into its five designated Community Clusters for analysis. These clusters differ by primary land uses as well as physical and social characteristics, setting them apart from other Clusters. A map of the Community Clusters is shown in Figure 1-1. In order to obtain demographic and economic information according to these Clusters, U.S. Census tracts were aggregated to approximate the boundaries of the Clusters. These clusters are described below.

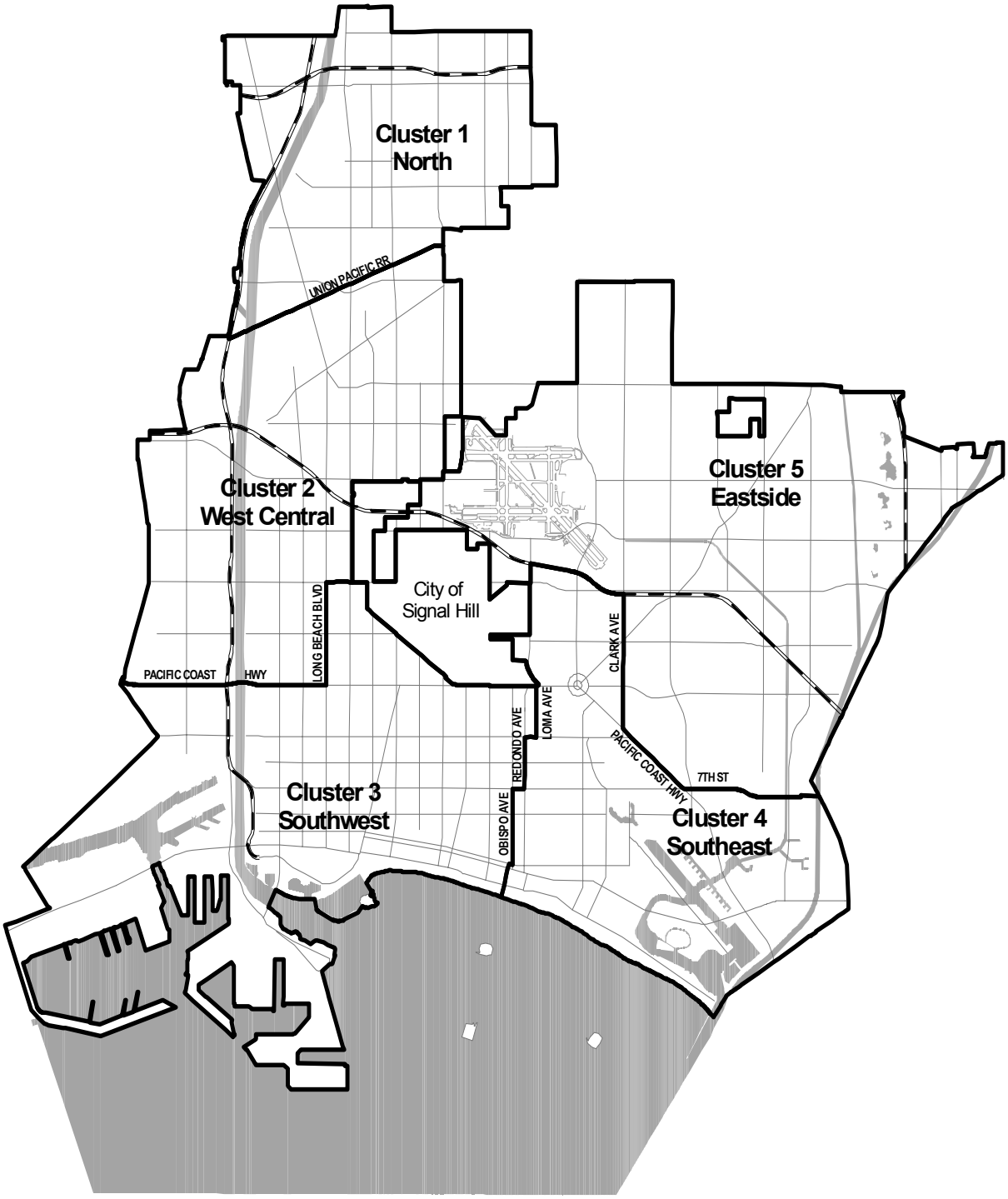


Figure 1-1 Community Cluster Map

Community Cluster 1—North. The North Cluster covers 4,730 acres. It is bounded on the west by I-710 Long Beach Freeway, Susana Road, and the LA River/LA County Flood Control; on the north by 70th and 72nd Streets; on the east by Downey and Hayter Avenues; and on the south by South, Cherry, and 54th Streets and the Union Pacific Railroad (UPRR).

Some of the neighborhoods in this Cluster are in a state of decline, which may be the result of rapid population growth coupled with a significant downturn in higher paying manufacturing jobs over the last decade. In addition, this Cluster is divided by the I-90 Artesia and I-710 Long Beach Freeways, and the Los Angeles River.

Community Cluster 2—West Central. This Cluster covers an area of approximately 6,123 acres. It is bounded on the west by Dominguez Street, the Union Pacific Railroad Tracks, Santa Fe, River, and Hesperian Avenues, a portion of the I-405 San Diego Freeway, and Southern California Edison right-of-way; on the north by the Union Pacific Railroad tracks; on the east by Cherry and Del Amo Avenues, the Union Pacific Railroad right-of-way, jogs west on Cover Street and back south on Cherry Avenue, thence west on Wardlow Road, south on Atlantic Boulevard, west on Willow Street, and south on Long Beach Boulevard; finally, on the south by Pacific Coast Highway.

The continual line of the Union Pacific Railroad tracks provides a distinct physical separation of the Cluster from the adjacent North Cluster. Community Cluster 2—West Central is segmented by the physical divisors of the Long Beach I-710 Freeway, the I-405 San Diego Freeway, and the Los Angeles River. Neighborhoods west of the River generally show more deterioration than those east of the River. Neighborhoods north of the I-405 are generally in significantly better condition than those south of the I-405.

Community Cluster 3—Southwest. This Cluster covers an area of 8,050 acres. It is bounded on the west by the I-47 Terminal Island Freeway and the City's boundary with the City of Los Angeles; on the north by Pacific Coast Highway, Long Beach Boulevard, a short segment of Willow Street, the City's boundary with the City of Signal Hill, and once again along Pacific Coast Highway; on the east by Loma, Redondo, and Obispo Avenues; and on the south by the shoreline inclusive of the Port and Queen Mary areas.

Similar to Clusters 1 and 2, Cluster 3 has some hard physical edges: most notably, the I-710 Long Beach Freeway, the I-47 Terminal Island Freeway, the Los Angeles River, and the port and adjacent industrial properties. The Westside Industrial Area lies west of the River between the I-710 and I-47 freeways, south of Pacific Coast Highway. It is the most diverse Cluster area in that it includes a wide range of uses including traditional downtown civic center, historic buildings, business center uses, the port, tourist-oriented uses, cultural and artist-district, and residential/neighborhood uses of many types and densities.

Community Cluster 4—Southeast. This Cluster covers an area of 5,057 acres. It is bounded on the west by Obispo, Redondo, and Loma Avenues, and the City's boundary with Signal Hill; on the north by the I-405 San Diego Freeway, Clark Avenue, Pacific Coast Highway, and Seventh Street; on the east by the City's border with Orange County and the City of Seal Beach; and on the south along the shoreline.

Pacific Coast Highway and Seventh Street are major cross-town commuter corridors. Almost half of the land uses in this cluster are developed with residential uses. Most of the more expensive homes in the City are located in this Cluster's neighborhoods, including Naples Island and the Peninsula, Park Estates and Bixby Hill, and the Belmont neighborhoods. There are only five acres of land zoned for industrial use within this

Cluster. Also unique in this Cluster is the very successful commercial corridor of Second Street in Belmont Shore.

Community Cluster 5—Eastside. This Cluster covers an area of 9,908 acres. It is bounded on the west by the City's boundary with the Cities of Signal Hill and Lakewood; on the north by the City's boundaries with Lakewood; on the east by the City's boundary with the Cities of Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach, and the County of Orange; and on the south by Seventh Street, Pacific Coast Highway, Clark Avenue, the I-450 San Diego Freeway, and the northern boundary of the City of Signal Hill.

The I-405 San Diego Freeway runs through the southern sector, and the I-605 San Gabriel Freeway and a segment of the San Gabriel River run along the eastern sector. The Eastside is largely composed of single-family detached homes, developed in a typical suburban style. It is therefore, much less densely populated than the other four Community Clusters. Cluster 5 contains two major suburban-type shopping centers, Los Altos and the Towne Center. Major institutional uses are the Veteran's Memorial Medical Center situated adjacent to California State University at Long Beach. This Cluster also encompasses the Boeing manufacturing plant and the Long Beach Airport.

1.4 REGIONAL PERSPECTIVE

During the last ten years, the Southern California region lost significant ground in its socio-economic competitiveness relative to the rest of the nation. The region suffered absolute declines in the basic socioeconomic well-being of its residents, such as educational attainment, median household income, poverty rates for adults and children, and housing affordability. More importantly, these declines took place in the region while the rest of the nation achieved significant improvements.

Economic and demographic driving forces were the primary reasons for "losing ground" in the Southern California region. Specifically, during the early 1990s, the region went through the most severe recession since the Great Depression, losing half a million jobs and suffering an 8 percent decline in its real personal income per capita between 1990 and 1993. Many of the jobs lost were in the high-wage defense aerospace manufacturing industry. As a result, Southern California experienced a 1.5-million net domestic out-migration during the last decade, the largest in our region's history. During the same period, the region added 1.5 million foreign immigrants. When compared with the domestic out-migrants and the general population, recent immigrants are, on average, less educated, earn lower incomes, live in larger households, and rely significantly on rental housing. Between 1993 and 2000, the region actually rebounded in job growth, adding almost one million jobs and began narrowing the unemployment rate gap with that of the nation.

After 1993, per capita income also began to grow slowly again. However, income gaps relative to other metropolitan regions, enlarged during the recession, continued to widen. This was primarily due to the overall lower wages of new jobs, a less competitive labor force, and changing demographics. Most notably, when compared to the seventeen largest metropolitan regions in the nation, per capita income in the region

dropped from 95 percent of the seventeen-metro average in 1990 to 83 percent in 2000, resulting in a drop from 7th place in 1990 to 16th among the seventeen metropolitan regions in per capita income.

The economic conditions discussed above contributed to other issues that continue to impact the quality of life in the region such as housing, transportation, and education. Continued population growth and the continuing fiscal crisis in State and many local governments will exacerbate these impacts in Long Beach and in the region as a whole. Workable solutions to address the inter-related land use, economic, transportation, and education issues can be addressed by planning concepts that address the local issue while recognizing the regional context.

In Long Beach, where population growth has outpaced housing construction and the capacity of local schools, roads, and infrastructure, solutions can be achieved through planning approaches that address multiple issues. For example, building transit-oriented developments at major transportation nodes and providing opportunities for housing along commercial corridors are concepts that should be considered as a means to revitalize corridors, provide pedestrian-oriented activity centers, reduce vehicle trips, and provide housing, thus multiple addressing several local and regional planning issues.

1.5 SPHERE OF INFLUENCE

This Technical Background Report includes data in various areas that address current and future planning activities for the City. It should be noted that much of the data presented in this Report for the City as a whole do not include two Sphere of Influence (SOI) areas. SOI is the County of Los Angeles' "pocket" of unincorporated land. Data for the SOI areas are only reflected in the Mobility section, Chapter 4 of this report, except as indicated below or as otherwise specified (refer to Figure 1-2). SOI Area One is located on the northwest side of the City surrounded by the City's boundary and the municipal boundaries of Carson and Compton. It is bordered on the east by the I-710 Freeway, on the south by Del Amo Boulevard, on the west by Alameda Street, and on the north by Victoria Street. The area encompasses 628 acres of land, which is fully developed with industrial and port-related uses. It is served by its own fire station.

SOI Area Two is located on the east side of Long Beach and is surrounded by City incorporated property. It is bordered on the east by Palo Verde Avenue, on the south by Conant Street, on the west by Woodruff Avenue and on the north by Parkcrest Street adjacent to Heartwell Park. The area consists of 94 acres of land and contains nearly 500 single-family homes with a commercial office frontage along Woodruff Avenue. Recently a medical center and offices were torn down and the remaining L-shaped parcel of land has been proposed for reuse as a multiple-family condominium development. Although the density of the originally proposed development has been scaled back considerably, controversy remains as to the appropriateness of this location for multiple-family housing.

Chapter 2 SOCIO-ECONOMIC CONDITIONS AND TRENDS

2.1 EXISTING CONDITIONS

2.1.1 Long Beach and Los Angeles County

Demographics and Housing Characteristics

This section compares the City of Long Beach to Los Angeles County in order to provide a picture of the City relative to the larger region. Following are the key findings for the City in this greater context.

KEY ISSUES FOR LONG BEACH

- Population increased by 7.5 percent in the City from 1990 to 2000, about the same as it did in the County (7.4 percent). The number of households increased less than population for both the City and the County, at 2.6 percent and 4.8 percent, respectively. This indicates that overcrowding was an issue in both the City and the County.

- The City experienced a 49.2 percent increase in severely overcrowded units (1.51 or more occupants per room) from 1990 to 2000, while the County experienced a 47.3 percent increase. Overcrowded units are a reflection of the increasing population growth without a relative increase in the number of housing units to meet this need. Additionally, overcrowding indicates there may be a lack of housing that is affordable.

- From 1990 to 2000, individuals for whom poverty status was determined in the City increased by 48.4 percent, compared to the County, which showed an increase of 28.4 percent.

- About 34.3 percent of the labor force is employed in management and professional occupations, the same as the County. The second largest share of labor force occupations is in Sales & Office for both the City (27.2 percent) and the County (27.6 percent).

- The City has an aging housing stock. About 58.0 percent of the housing units in the City were built prior to 1960, compared to about 47.4 percent in the County. Only 4.3 percent of the units in the City were built from 1990 to 2000.

POPULATION AND HOUSEHOLDS

As shown in Figure 2.1-1 and Table 2.1-1, population in Long Beach has increased more than households from 1990 to 2000. The population in Long Beach increased from 429,433 to 461,522, or by 7.5 percent over this time period. However, the number of households only increased by 2.6 percent. This indicates that overcrowding is increasing in the City.

The construction of housing units in the City has not kept pace with the growing population from 1990 to 2000. The number of housing units has increased by only 0.7 percent during this time period. This implies a trend in overcrowded housing units.

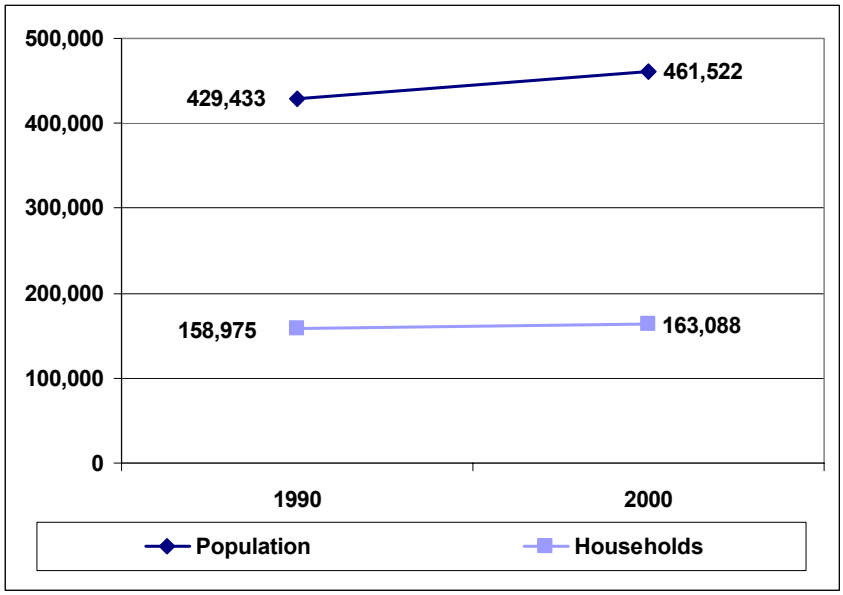
As shown, the average household size increased from 2.70 persons per household in 1990 to 2.83 persons per household in 2000.

Population has increased at about the same rate in Los Angeles County as in Long Beach. The County's population increased by 7.4 percent over this time period compared to 7.5 percent in the City. Household growth in the County (4.8 percent) was also less than population growth.

JOBS-HOUSEHOLD RATIO

As shown in Table 2.1-1, employment in Long Beach was estimated at 186,218 based on 2000 data from the Southern California Association of Governments (SCAG). Employment in the County was estimated at about 4,425,810.

The jobs-household ratio in Long Beach was estimated at 1.14 jobs per household, compared to the County at 1.41 jobs per household.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-1 Growth Trends: City of Long Beach

Table 2.1-1 Key Demographics

Key Demographics for the City of Long Beach

	1990	2000	Change	Percent Change
Population [1]	429,433	461,522	32,089	7.5%
Household Population [1]	415,216	451,341	36,125	8.7%
Households [1]	158,975	163,088	4,113	2.6%
Average Household Size	2.70	2.83	0.13	4.8%
Housing Units	170,388	171,659	1,271	0.7%
Employment[2]	166,373	186,218	19,845	11.9%
Jobs / Households Ratio	1.05	1.14	0.33	40.6%

Key Demographics of Los Angeles County

	1990	2000	Change	Percent Change
Population [1]	8,863,164	9,519,338	656,174	7.4%
Household Population [1]	8,691,099	9,344,086	652,987	7.5%
Households [1]	2,989,552	3,133,774	144,222	4.8%
Average Household Size	2.91	2.98	0.07	2.6%
Housing Units	3,163,343	3,270,909	107,566	3.4%
Employment [2]	3,796,050	4,425,810	629,760	16.6%
Jobs / Households Ratio	1.27	1.41	0.14	11.2%

1. Population and Household estimates provided by 2000 U.S. Census.
2. The 2000 employment estimates are based on SCAG 2001 RTP.
   The 1990 employment estimates are from EDD estimates for 1992.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.
Southern California Association of Governments, 2001 RTP (Regional Transportation Plan).
California Employment Development Department (EDD).

AGE OF POPULATION

As shown in Table 2.1-2 and Figure 2.1-2, in 2000 about 29.2 percent of the population in Long Beach was under age 18, implying the need for larger dwelling units, as well as a need for schools and other family services. In the County about 28.0 percent of the population was under age 18. This age group has increased as a share of the total population since 1990 for both the City and the County.

Table 2.1-2 Age Distribution: 1990 to 2000

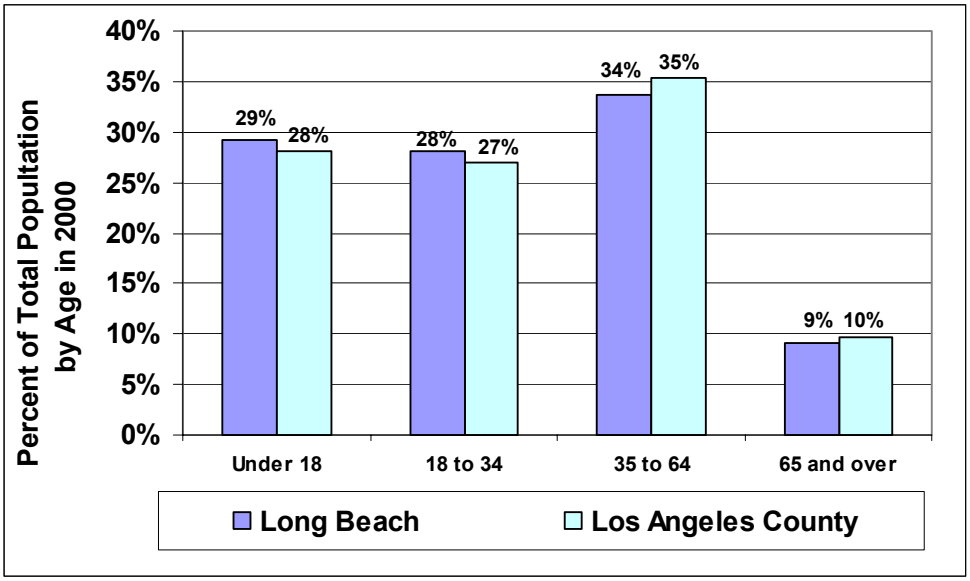
City of Long Beach

	1990	%	2000	%
Under 18	109,467	25.5%	134,639	29.2%
18 to 34	148,100	34.5%	129,700	28.1%
35 to 64	125,403	29.2%	155,281	33.6%
65 and over	46,463	10.8%	41,902	9.1%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Los Angeles County

	1990	%	2000	%
Under 18	2,326,110	26.2%	2,667,976	28.0%
18 to 34	2,846,835	32.1%	2,562,379	26.9%
35 to 64	2,829,632	31.9%	3,362,310	35.3%
65 and over	860,587	9.7%	926,673	9.7%
Total	**8,863,164**	**100.0%**	**9,519,338**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-2 City of Long Beach and Los Angeles County Age Distribution in 2000

The population age 35 to 64 also experienced an increase in the share of the total population from 1990 to 2000, increasing from 29.2 percent to 33.6 percent of the total population. This was true for the County as well.

The population in the age 18 to 34 and age 65 and over categories has decreased as a share of the total population in Long Beach during this time period. The age 18 to 34 population also decreased in the County while the population age 65 and over remained at about the same proportion of the total population (9.7 percent).

RACE AND ETHNICITY

As shown in Table 2.1-3, the racial and ethnic composition of Long Beach has changed from 1990 to 2000. In 1990, the White population comprised 49.5 percent of the total population, while in 2000 this declined to 33.1 percent of the total population.

The Hispanic population showed the greatest increase in share of the population during this time period, from 23.6 percent in 1990 to 35.8 percent of the population in 2000. This pattern is also reflected in the County. As shown in Figure 2.1-3, the most prevalent ethnic group in both Long Beach and the County in 2000 was Hispanics.

In Long Beach, the Black population comprised slightly more of the population in 2000 than in 1990, while in the County, the Black population declined slightly. The Asian population declined slightly in the City and increased slightly in the County.

Table 2.1-3 Race and Ethnicity: 1990 to 2000

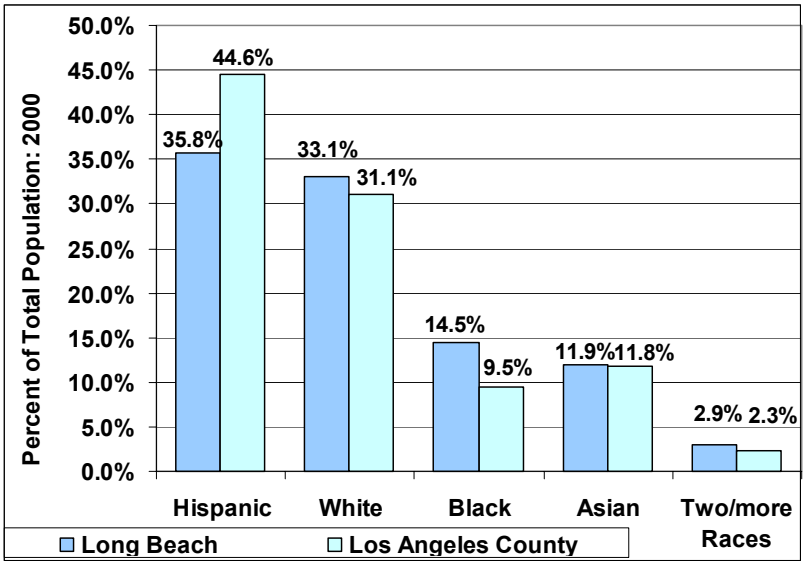
City of Long Beach

	1990	%	2000	%
White	212,755	49.5%	152,899	33.1%
Black	56,805	13.2%	66,836	14.5%
Asian	55,234	12.9%	54,937	11.9%
Native Hawaiian & Other Pacific Islander	n/a	n/a	5,392	1.2%
Other	3,220	0.7%	2,785	0.6%
Two or more Races	n/a	n/a	13,581	2.9%
Hispanic	101,419	23.6%	165,092	35.8%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Los Angeles County

	1990	%	2000	%
White	3,618,850	40.8%	2,959,614	31.1%
Black	934,776	10.5%	901,472	9.5%
Asian	907,810	10.2%	1,124,569	11.8%
Native Hawaiian & Other Pacific Islander	n/a	n/a	23,265	0.2%
Other	50,486	0.6%	45,544	0.5%
Two or more Races	n/a	n/a	222,661	2.3%
Hispanic	3,351,242	37.8%	4,242,213	44.6%
Total	**8,863,164**	**100.0%**	**9,519,338**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

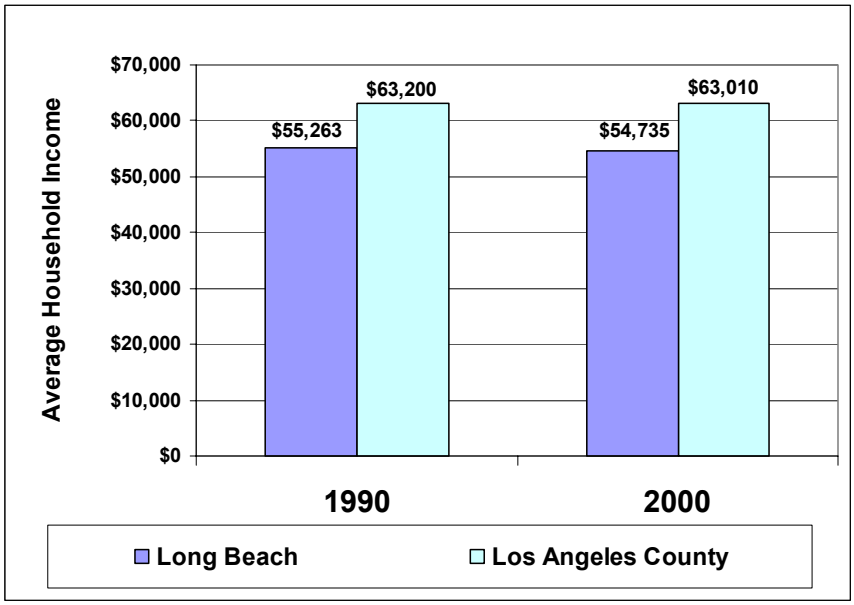
Figure 2.1-3 City of Long Beach and Los Angeles County Racial and Ethnic Composition in 2000

AVERAGE ANNUAL HOUSEHOLD INCOME

As shown in Figure 2.1-4, in Long Beach the average annual household income decreased slightly from 1990 to 2000 in constant 2000 dollars, from $55,263 to $54,735 annually. The average annual household income in the County remained relatively the same in constant dollars during this time period, about $63,000.

The average annual household income in Long Beach is about 15 percent less than in the County.

As shown in Table 2.1-4, in 2000 about 34.2 percent of Long Beach households earned an average annual income of less than $25,000, while in the County, about 29.7 percent of the households earned an average annual income of less than $25,000. Compared to the County, a lower percentage of households in the City earned more than $50,000 annually.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-4 City of Long Beach and Los Angeles County Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars)

Table 2.1-4 Average Household Income: 1990 to 2000

City of Long Beach

Income Category	1990	%	2000	%
Less than $10,000	22,870	14.4%	20,549	12.6%
$10,000 to $24,999	39,468	24.8%	35,195	21.6%
$25,000 to $49,999	52,038	32.7%	45,644	28.0%
$50,000 to $99,000	36,146	22.7%	42,336	25.9%
$100,000 or more	8,712	5.5%	19,555	12.0%
Total Households	**159,234**	**100.0%**	**163,279**	**100.0%**

Los Angeles County

Income Category	1990	%	2000	%
Less than $10,000	383,060	12.8%	330,000	10.5%
$10,000 to $24,999	680,398	22.7%	602,111	19.2%
$25,000 to $49,999	953,229	31.8%	853,372	27.2%
$50,000 to $99,000	742,333	24.8%	877,071	28.0%
$100,000 or more	235,323	7.9%	473,725	15.1%
Total Households[1]	**2,994,343**	**100.0%**	**3,136,279**	**100.0%**

1. Data is from U.S. Census SF-3. Therefore, total households is based on sample data.
2. Data in categories is shown in nominal dollars, not adjusted for inflation between 1990 and 2000.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

POVERTY STATUS

As shown in Table 2.1-5, individuals for whom poverty status was determined have increased dramatically from 1990 to 2000. In Long Beach, individuals with poverty status increased by 48.4 percent, compared to the County, which showed an increase of 28.4 percent.

As shown, when compared to the County in 2000, the City has a greater proportion of the population with poverty status than the County does. About 22.4 percent of the population in Long Beach and 17.5 percent of the population in the County were determined to have poverty status in 2000.

Table 2.1-5 Individuals with Poverty Status[1]

City of Long Beach

	1990	2000	Change	% Change
18 years and over	36,553	55,662	19,109	52.3%
65 years and over	3,974	4,293	319	8.0%
Related children under 18 years	29,167	43,479	14,312	49.1%
Total Persons	**69,694**	**103,434**	**33,740**	**48.4%**
Percent of Total Population	**16.2%**	**22.4%**	**6.2%**	

Los Angeles County

	1990	2000	Change	% Change
18 years to 64 Years	737,050	940,899	203,849	27.7%
65 years and over	74,701	93,555	18,854	25.2%
Related children under 18 years	482,514	626,757	144,243	29.9%
Total Persons	**1,294,265**	**1,661,211**	**366,946**	**28.4%**
Percent of Total Population	**14.6%**	**17.5%**	**2.8%**	

1. Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level." In 2000, the Federal poverty line was $13,874 for a family of three.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OVERCROWDING OF HOUSING UNITS

As a percent of total units, overcrowded units, as defined as greater than 1.0 occupant per room, comprised 22.5 percent of the total units in Long Beach during 2000. In the County, overcrowded units comprised 13.6 percent of the total units.

As shown in Table 2.1-6, overcrowded units have increased by 6.3 percent in Long Beach from 1990 to 2000. The number of units with 1.01 to 1.50 occupants per room has increased by 29.6 percent, while the number of units with 1.51 or more occupants per room has increased by 49.2 percent.

Overcrowding is an issue for the County as well, which experienced an increase of 3.2 percent in overcrowded units. The County also showed an increase in the number of units with 1.01 to 1.50 occupants per room (25.5 percent) and 1.51 or more occupants per room (47.3 percent).

Overcrowded units are a reflection of the increasing population growth without a relative increase in the number of housing units to meet this need. Additionally, overcrowding indicates there may be a lack of housing that is affordable. This problem of overcrowding is exacerbated by the fact that 61 percent of the rental stock consists of single or one-bed-room apartments and that the majority of population growth is in large families which would require three- and four-bedroom apartments.

Table 2.1-6 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1])

City of Long Beach

	1990	2000	Change	% Change
1.00 or less occupants per room	133,102	126,331	-6,771	-5.1%
1.01 to 1.50 occupants per room	9,259	11,996	2,737	29.6%
1.51 or more occupants per room	16,614	24,780	8,166	49.2%
Total Units	**158,975**	**163,107**	**4,132**	**2.6%**
Overcrowded Units % of Total	**16.3%**	**22.5%**	**6.3%**	

Los Angeles County

	1990	2000	Change	% Change
1.00 or less occupants per room	1,291,180	1,295,349	4,169	0.3%
1.01 to 1.50 occupants per room	73,844	92,678	18,834	25.5%
1.51 or more occupants per room	75,806	111,667	35,861	47.3%
Total Units	**1,440,830**	**1,499,694**	**58,864**	**4.1%**
Overcrowded Units % of Total	**10.4%**	**13.6%**	**3.2%**	

1. More than 1.0 occupant per room is defined as an overcrowded condition.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

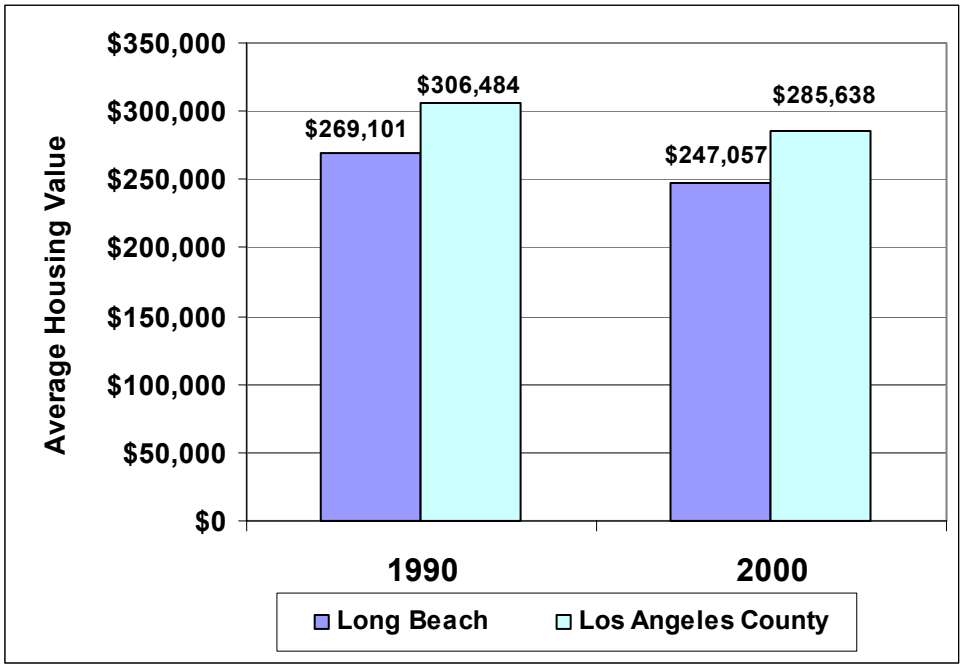
AVERAGE HOUSING VALUE

As shown in Figure 2.1-5, the average value of a housing unit in Long Beach declined in constant 2000 dollars, from $269,101 in 1990 to $247,057 in 2000. In the County, the value declined from $306,484 to $285,638.

The average housing value in Long Beach of $247,057 in 2000 was about 15.6 percent lower than the County average of $285,638.

However, more recent housing price information (as of June 2003) for the City of Long Beach is shown in Table 2.1-7. The median prices shown in Table 2.1-7 were converted to mean housing values based on the ratio (1.21) of the average housing value to the median housing value of specified owner-occupied units as reported by the 2000 Census. As shown, the weighted average value of a home was projected to increase from $247,057 in 2000 to $308,666 in 2003, or about 7.7 percent annually.

In 2003, the median home price in Los Angeles County was $319,000, up 21.8 percent from 2002.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-5 City of Long Beach and Los Angeles County Average Housing Value: 1990 and 2000 (in constant 2000 dollars)

Table 2.1-7 Home Values in the Long Beach Area: June 2003

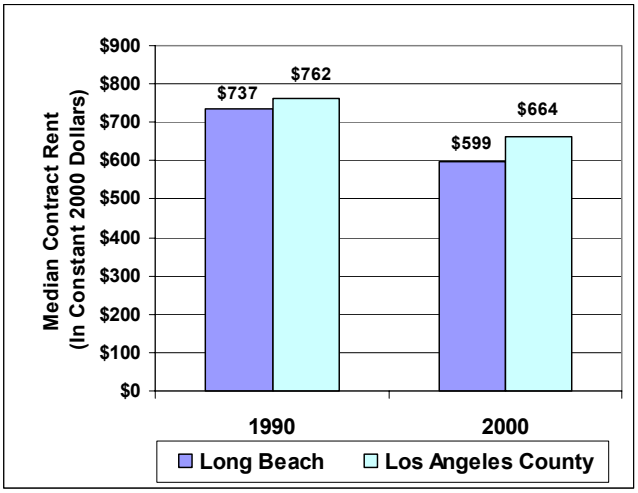
Zip Code	Single Family Units Sold	Median Selling Price	Condo Units Sold	Median Selling Price
90813	13	190,000	5	125,000
90810	27	230,000	4	84,000
90805	79	234,000	14	106,000
90804	19	248,000	12	182,000
90806	28	278,000	14	252,000
90802	5	279,000	52	195,000
90815	54	370,000	6	241,000
90808	51	375,000	n/a	n/a
90807	52	392,000	10	208,000
90814	6	430,000	19	249,000
90803	25	607,000	18	278,000
Total	**359**	**$279,000**	**154**	**$201,500**
Mean Value[1]		$336,746		$243,206
Weighted Mean Value		**$308,666**		

1. Based on the ratio (1.21) of the average housing value to the median housing value of specified owner-occupied units, as reported by the 2000 Census. $279,000 x 1.21 = $336,746.

Sources: Stanley R. Hoffman Associates, Inc.
Dataquick.

MEDIAN CONTRACT RENT

As shown in Figure 2.1-6, the median contract rent of a housing unit in Long Beach declined in constant 2000 dollars, from $737 per month in 1990 to $599 per month in 2000. In the County, the median rent declined from $762 to $664 per month.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-6 City of Long Beach and Los Angeles County Median Contract Rent: 1990 and 2000 (in constant 2000 dollars)

AVERAGE RENT

More recent data indicates that rental prices are rising. A survey of current rental prices in the City as of April 2003 was conducted through the website Springstreet.com, as shown in Table 2.1-8.

The survey included 24 different apartment properties, with 100 units total. As shown, the average rent was $1,258 for an 800-square foot apartment. As expected, the average rent per square foot decreases as the apartments get larger, with an average rent per square foot of $1.51.

Table 2.1-8 City of Long Beach Rental Market Survey: April 2003

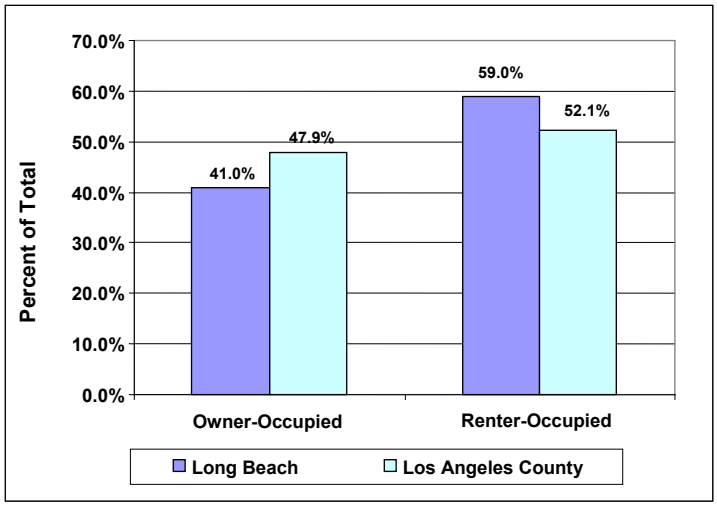
	Units	Avg. Size sq. ft.	Avg. Rent (monthly)	Avg. Rent per Sq. Ft.
Studio	10	466	$ 795	$ 1.71
1 Bedroom	39	680	1,070	1.57
2 Bedroom	42	987	1,481	1.50
3 Bedroom	9	1,172	1,547	1.32
	100	**831**	**$ 1,258**	**$ 1.51**

Source: Stanley R. Hoffman Associates
www.springstreet.com

TENURE

As shown in Figure 2.1-7, both Long Beach and the County had a higher proportion of renter-occupied units than owner-occupied units in 2000, at 59.0 percent and 52.1 percent of the total units, respectively.

As shown in Table 2.1-9 from 1990 to 2000 in Long Beach, the number of owner-occupied units increased by 2.8 percent, while in the County the number of owner-occupied units increased by 4.1 percent.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-7 City of Long Beach and Los Angeles County Housing Tenure: Percent of Total Occupied Housing Units in 2000

Table 2.1-9 Housing Tenure: 1990 to 2000

	1990	2000	Change	% Change
Long Beach				
Owner-occupied	65,117	66,928	1,811	2.8%
Renter-occupied	93,858	96,160	2,302	2.5%
Total Units	**158,975**	**163,088**	**4,113**	**2.6%**
Los Angeles County				
Owner-occupied	1,440,830	1,499,744	58,914	4.1%
Renter-occupied	1,548,722	1,634,030	85,308	5.5%
Total Units	**2,989,552**	**3,133,774**	**144,222**	**4.8%**

Source: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

HOUSING STOCK

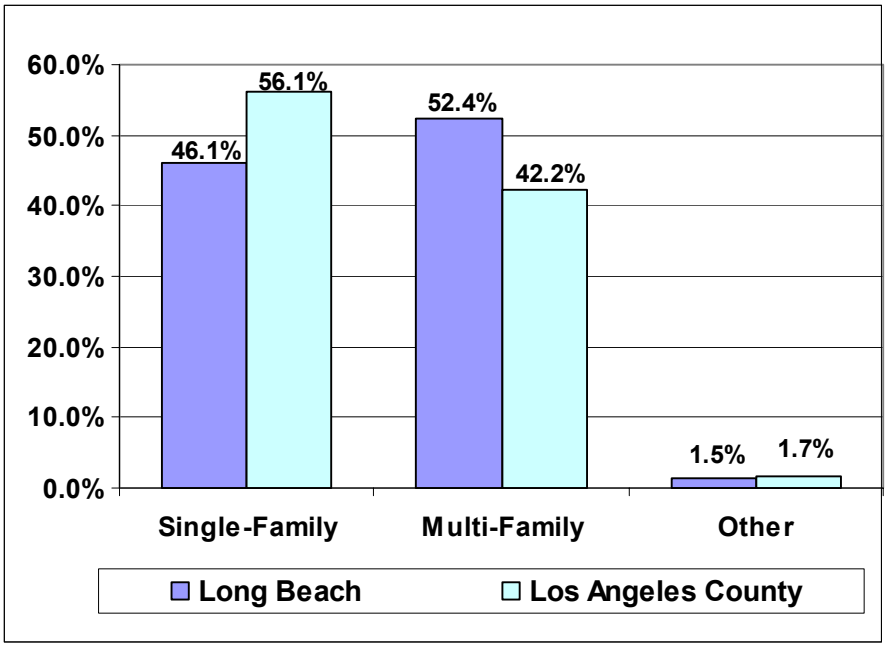
As shown in Figure 2.1-8, Long Beach had a lower percentage of single-family homes (46.1 percent) than the County (56.1 percent) in 2000. About 52.4 percent of the housing units in Long Beach were multi-family, while about 42.2 percent in the County were multi-family units.

As shown in Table 2.1-10 the total number of net housing units has increased slightly from 1990 to 2000, by only 1,271 units or 0.7 percent. The County experienced a greater increase of housing units (3.4 percent) during this time period. This change includes a decrease in mobile homes in both Long Beach and Los Angeles County. It

should be noted that the 2000 Census reclassified Mobile Homes to Single-Family homes.

As shown in Table 2.1-11 Long Beach has an aging housing stock. About 58.0 percent of the housing units in the City were built prior to 1960, compared to about 47.4 percent in the County. Only about 4.3 percent of the units in Long Beach and about 6.9 percent in the County were built from 1990 to 2000.

According to data from the Construction Industry Research Board, an average 360 units have been constructed annually in Long Beach from 1990 to 2002.



NOTE: Other includes trailers, boats, RVs, and vans.

SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-8 City of Long Beach and Los Angeles County Distribution of Housing Units: 2000

Table 2.1-10 Housing Units: 1990 to 2000

Long Beach

Unit Type	1990	2000	Change	% Change
Single Family	76,943	79,107	**2,164**	**2.8%**
% of Total	45.2%	46.1%		
Multi-Family	89,034	90,023	**989**	**1.1%**
% of Total	52.3%	52.4%		
Mobile Homes/Other[1]	4,411	2,529	**-1,882**	**-42.7%**
% of Total	2.6%	1.5%		
Total Units	**170,388**	**171,659**	**1,271**	**0.7%**

Los Angeles County

Unit Type	1990	2000	Change	% Change
Single Family	1,745,663	1,835,087	**89,424**	**5.1%**
% of Total	55.2%	56.1%		
Multi-Family	1,325,270	1,379,201	**53,931**	**4.1%**
% of Total	41.9%	42.2%		
Mobile Homes/Other[1]	92,410	56,621	**-35,789**	**-38.7%**
% of Total	2.9%	1.7%		
Total Units[2]	**3,163,343**	**3,270,909**	**107,566**	**3.4%**

1. Other includes trailers, boats, RVs and vans. The decrease in this category is attributable to reclassification of mobile homes to single-family homes in 2000.

2. Data is from U.S. Census SF-3. Therefore, total units do not represent 100% count data.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

Table 2.1-11 Age of Housing Stock: 2000

City of Long Beach

Year Built	No. of Units	% of Total
Built 1990 to 2000	7,345	4.3%
Built 1980 to 1989	15,348	8.9%
Built 1970 to 1979	22,464	13.1%
Built 1960 to 1969	26,941	15.7%
Built 1950 to 1959	39,642	23.1%
Built 1940 to 1949	29,258	17.0%
Built 1939 or earlier	30,661	17.9%
Total Units	**171,659**	**100.0%**
Built prior to 1960	**58.0%**	

Los Angeles County

Year Built	No. of Units	% of Total
Built 1990 to 2000	224,060	6.9%
Built 1980 to 1989	403,184	12.3%
Built 1970 to 1979	509,695	15.6%
Built 1960 to 1969	583,178	17.8%
Built 1950 to 1959	728,336	22.3%
Built 1940 to 1949	400,671	12.2%
Built 1939 or earlier	421,785	12.9%
Total Units	**3,270,909**	**100.0%**
Built prior to 1960	**47.4%**	

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

EDUCATION

As shown in Table 2.1-12, in 2000 about 23.9 percent of the adult population in Long Beach had received a Bachelor's Degree or higher, compared to 24.9 percent in the County.

In 2000, about 27.3 percent of the population in Long Beach age 25 years and older had not achieved a high school diploma, compared to 30.1 percent in the County. This indicates that a sizable proportion of the labor force may require job skill training in order to compete in the labor market for higher wages.

Table 2.1-12 Educational Attainment of Population 25 Years and Over: 2000

City of Long Beach

	2000	% of Total
Bachelor's or Graduate/Professional degree	66,424	23.9%
Associate degree	19,328	7.0%
Some college, no degree	63,628	22.9%
High school graduate (incl. equivalency)	52,198	18.8%
No high school diploma	75,832	27.3%
Total Persons	**277,410**	**100.0%**

Los Angeles County

	2000	% of Total
Bachelor's or Graduate/Professional degree	1,462,389	24.9%
Associate degree	367,244	6.2%
Some college, no degree	1,174,477	20.0%
High school graduate (incl. equivalency)	1,108,314	18.8%
No high school diploma	1,770,524	30.1%
Total Persons	**5,882,948**	**100.0%**

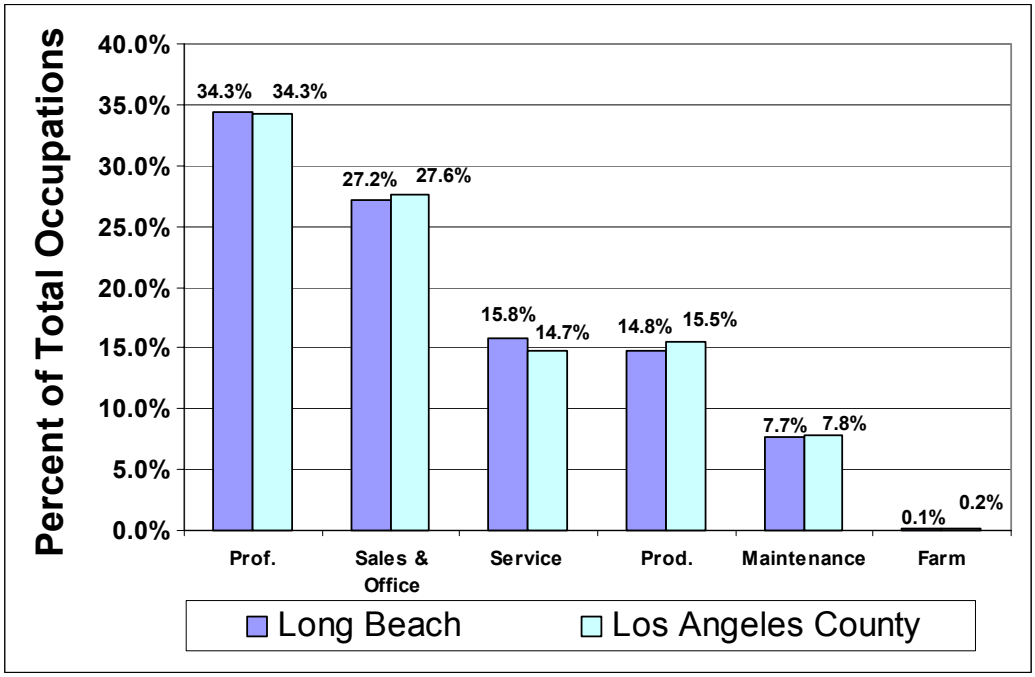
Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OCCUPATION OF RESIDENT LABOR FORCE

As shown in Figure 2.1-9, about one-third (34.3 percent) of the Long Beach labor force was employed in Management and Professional occupations in 2000, similar to the County's proportion.

About 27.2 percent of the total labor force in Long Beach was employed in sales and office occupations during 2000, compared to 27.6 percent for the County as a whole.

Job skills and training should be emphasized to ensure that the labor force has skills to compete for the new jobs. Generally, the Management and Professional and Sales and Office categories have higher average salaries when compared to other categories.



SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-9 City of Long Beach and Los Angeles County Occupation of Employed Population 16 Years and Older: 2000

Employment and Wage Trends

EMPLOYMENT: CITY OF LONG BEACH 1992 TO 2000

Baseline employment data for 1992 to 2000 was provided by the California Employment Development Department (EDD) for the City of Long Beach. As shown in Table 2.1-13, the City gained 7,287 jobs from 1992 to 2000, with a total employment of about 173,660 in 2000. This estimate is lower than the employment estimated by SCAG (186,218), in that EDD does not include self-employment.

The largest percent increase from 1990 to 2000 was in the Services sector, which increased by 41.2 percent, followed by Finance, Insurance and Real Estate (FIRE) at 33.3 percent. Retail Trade showed the third largest increase, at 24.7 percent. Conversely, government employment showed a decline.

Table 2.1-13 City of Long Beach Estimated Employment: 1992 to 2000

Employment Sector	1992	2000	Change	Percent Change
Agriculture & Mining	1,850	1,392	-458	-24.8%
Construction	5,840	6,731	891	15.3%
Manufacturing	9,498	10,609	1,111	11.7%
Transportation & Public Utilities	11,381	11,246	-135	-1.2%
Wholesale Trade	9,097	9,418	321	3.5%
Retail Trade	22,613	28,192	5,579	24.7%
Finance, Ins., & Real Estate	7,351	9,798	2,447	33.3%
Services	40,207	56,777	16,570	41.2%
Government	21,283	19,072	-2,211	-10.4%
Unclassified/Confidential	37,253	20,425	-16,828	-45.2%
TOTAL	**166,373**	**173,660**	**7,287**	4.4%

Sources: Stanley R. Hoffman Associates, Inc.
California Employment Development Department (EDD).

EMPLOYMENT: CITY AND COUNTY 1992 TO 2000

Table 2.1-14 shows employment trends for the City compared to the County. The average annual growth rate of employment by sector is also shown. When compared to the County, the City's total employment grew more slowly, increasing at an average annual rate of 0.5 percent, compared to the County at 1.0 percent. The County's employment was estimated at 4,101,909 in 2000.

In the City, Services experienced the fastest growth of all the major sectors. This trend is similar for the County.

Manufacturing increased at an average annual rate of 1.4 percent overall in the City, while it declined at an average annual rate of 1.6 percent in the County. Retail trade also expanded in the City at 2.8 percent per year compared to a rate of 1.1 percent for the County.

In the subcategories for the City, the fastest growth sub-category overall was in Insurance, which grew at an average annual rate of 16.4 percent. This was followed by Apparel Manufacturing, which grew at an average annual rate of 13.1 percent.

In the subcategories for the City, the largest decline was in the Instruments/Related sub-category, which declined by 13.2 percent annually during this time period. This high-technology category lost 1,565 jobs during this time period.

Table 2.1-14 Employment Trends: 1992 to 2000

		City of Long Beach				Los Angeles County			
SIC	EMPLOYMENT CATEGORY [1]	1992	2000	Change 92-00	Avg. Annual Rate	1992	2000	Change 92-00	Avg. Annual Rate
1-14	**AGRIC., FORESTRY, FISHING, & MINING**	**1,850**	**1,392**	**(458)**	**-3.5%**	**29,222**	**29,654**	**432**	**0.2%**
15-17	**CONSTRUCTION**	**5,840**	**6,731**	**891**	**1.8%**	**106,631**	**133,574**	**26,943**	**2.9%**
20-39	**MANUFACTURING**	**9,498**	**10,609**	**1,111**	**1.4%**	**713,312**	**626,352**	**(86,960)**	**-1.6%**
23	APPAREL & PROD. MADE FROM FABRICS	479	1,283	804	13.1%	96,300	99,297	2,997	0.4%
27	PRINTING,PUBLISHING, & ALLIED	1,137	824	(313)	-3.9%	55,544	48,914	(6,630)	-1.6%
28	CHEMICALS & ALLIED PRODUCTS	491	489	(2)	-0.1%	23,154	25,502	2,348	1.2%
34	FABRICATED METAL PRODUCTS	784	1,025	241	3.4%	51,262	48,058	(3,204)	-0.8%
35	MACHINERY, EXCEPT ELECTRICAL	862	1,641	779	8.4%	47,989	45,607	(2,382)	-0.6%
36	ELECTRICAL/ELECTRONIC MACH EQUIP	523	901	378	7.0%	49,276	42,085	(7,191)	-2.0%
38	INSTRUMENTS/RELATED	2,309	744	(1,565)	-13.2%	68,494	49,894	(18,600)	-3.9%
40-49	**TRANSPORTATION & PUBLIC UTILITIES**	**11,381**	**11,246**	**(135)**	**-0.1%**	**199,779**	**239,697**	**39,918**	**2.3%**
42	TRUCKING AND WAREHOUSING	1,936	2,909	973	5.2%	47,341	52,779	5,438	1.4%
44	WATER TRANSPORTATION	5,209	1,778	(3,431)	-12.6%	7,916	13,720	5,804	7.1%
47	TRANSPORTATION SERVICES	1,174	1,585	411	3.8%	22,135	28,953	6,818	3.4%
48	COMMUNICATION	1,175	1,729	554	4.9%	44,366	54,659	10,293	2.6%
49	ELECTRIC, GAS, AND SANITARY SERVICE	772	1,854	1,082	11.6%	22,985	18,806	(4,179)	-2.5%
50-51	**WHOLESALE TRADE**	**9,097**	**9,418**	**321**	**0.4%**	**267,692**	**273,867**	**6,175**	**0.3%**
52-59	**RETAIL TRADE**	**22,613**	**28,192**	**5,579**	**2.8%**	**582,061**	**634,067**	**52,006**	**1.1%**
53	GENERAL MERCHANDISE STORES	1,519	1,585	66	0.5%	63,239	60,277	(2,962)	-0.6%
54	FOOD STORES	3,023	3,112	89	0.4%	83,429	85,128	1,699	0.3%
55	AUTOMOTIVE DEALERS & SVC STATIONS	2,473	2,954	481	2.2%	53,616	60,600	6,984	1.5%
58	EATING AND DRINKING PLACES	9,436	13,334	3,898	4.4%	214,129	241,598	27,469	1.5%
59	MISCELLANEOUS RETAIL	4,220	4,756	536	1.5%	83,715	85,434	1,719	0.3%
60-67	**FINANCE, INSURANCE & REAL ESTATE**	**7,351**	**9,798**	**2,447**	**3.7%**	**259,333**	**230,683**	**(28,650)**	**-1.5%**
60	BANKING	2,783	1,745	(1,038)	-5.7%	88,456	59,846	(28,610)	-4.8%
63	INSURANCE CARRIERS	689	2,315	1,626	16.4%	46,503	38,814	(7,689)	-2.2%
65	REAL ESTATE	2,595	3,103	508	2.3%	57,592	54,380	(3,212)	-0.7%
70-89	**SERVICES**	**40,207**	**56,777**	**16,570**	**4.4%**	**1,110,260**	**1,370,852**	**260,592**	**2.7%**
70	HOTELS AND OTHER LODGING PLACES	2,236	3,023	787	3.8%	37,779	40,841	3,062	1.0%
73	BUSINESS SERVICES	7,930	16,192	8,262	9.3%	256,461	348,341	91,880	3.9%
80	HEALTH SERVICES	15,413	16,834	1,421	1.1%	261,399	270,168	8,769	0.4%
81	LEGAL SERVICES	1,598	1,305	(293)	-2.5%	50,652	44,358	(6,294)	-1.6%
83	SOCIAL SERVICES	2,172	3,241						
87	ENGINEER, ACCT,RESEARCH,MNGMNT	3,737	5,885	2,148	5.8%	125,249	121,176	(4,073)	-0.4%
	NON_CLASSIFIED	37,253	20,425	(16,828)	-7.2%	11,229	519	(10,710)	-31.9%
	Sub-Total : All Industries	***145,090***	***154,588***	***9,498***	***0.8%***	***3,279,518***	***3,539,265***	***259,747***	***1.0%***
	GOVERNMENT	21,283	19,072	(2,211)	-1.4%	516,532	562,644	46,112	0.8%
	TOTAL	**166,373**	**173,660**	**7,287**	**0.5%**	**3,796,050**	**4,101,909**	**305,859**	**1.0%**

Sources: Stanley R. Hoffman Associates, Inc.
California Employment Development Department.

CITY OF LONG BEACH EMPLOYMENT DISTRIBUTION: 2000

As shown in Table 2.1-15, during 2000, the largest percentage of the City's employment was in the Services sector, which comprised almost a third (32.7 percent) of the City's total employment. The second largest employment category was Retail Trade, at 16.2 percent of the total.

Although Finance, Insurance, and Real Estate experienced rapid growth from 1992 to 2000, it comprised only 5.6 percent of the total employment in 2000.

The Port of Long Beach is a major employer in the City. Port-related activities support jobs in the transportation industry, importing and exporting, manufacturing, distribution and sales, in addition to the construction of Port improvements. According to the Port of Long Beach, an estimated 30,000 jobs in the City are supported by Port activity.

Table 2.1-15 City of Long Beach Estimated Employment: 2000

Employment Sector	2000	Percent of Total
Services	56,777	32.7%
Retail Trade	28,192	16.2%
Unclassified/Confidential	20,425	11.8%
Government	19,072	11.0%
Transportation & Public Utilities	11,246	6.5%
Manufacturing	10,609	6.1%
Finance, Ins., & Real Estate	9,798	5.6%
Wholesale Trade	9,418	5.4%
Construction	6,731	3.9%
Agriculture & Mining	1,392	0.8%
TOTAL	**173,660**	100.0%

Sources: Stanley R. Hoffman Associates, Inc.
California Employment Development Department (EDD).

Employment for Long Beach was also estimated based on SCAG census tract data. As shown in Table 2.1-16, SCAG estimates that in 2000 there were about 186,218 total jobs in Long Beach, including self-employed. This represents about 4.2 percent of the total County employment, estimated at 4,425,810.

According to SCAG, there was a relatively lower concentration of retail employment (12.6 percent) in Long Beach, and conversely a higher concentration of Service employment (43.4 percent) than in the County as a whole.

Table 2.1-16 City of Long Beach and Los Angeles County SCAG Estimated Employment: 2000

Area	2000	% of Total Employment
City of Long Beach		
Retail	23,520	12.6%
Service	80,757	43.4%
Other	81,941	44.0%
Total	**186,218**	**100.0%**
Los Angeles County		
Retail	666,529	15.1%
Service	1,762,670	39.8%
Other	1,996,611	45.1%
Total	**4,425,810**	**100.0%**
Percent of County	**4.2%**	

1. Retail includes jobs that fall under the SIC category of Retail Trade (codes 52-59).
2. Service includes jobs that fall under the SIC category of Service (codes 70-89).
3. Includes all other jobs that do not fall under the SIC codes 52-59 and 70-89.

Source: Stanley R. Hoffman Associates, Inc.
Southern California Association of Governments (SCAG), 2001 RTP.

SALARY TRENDS: 1992 TO 2000

As shown in Table 2.1-17, the average annual pay per worker in the City rose slightly in constant 2000 dollars from $34,281 in 1992 to $35,639, or about 0.5 percent annually. The County experienced a decline from $48,892 to $39,686, or 2.6 percent annually.

The highest salaries in the City during 2000 were in Wholesale Trade ($48,993) and Government ($48,311), while the lowest was in Retail Trade ($19,370).

The Services Sector in Long Beach, with an average wage of about $33,000 in 2000, actually had several comparatively high paying subcategories of Engineering, Accounting, Research and Management ($56,322) and Legal Services ($57,719).

Table 2.1-17 Average Annual Salary Trends: 1992 to 2000 (in constant 2000 dollars)

		City of Long Beach				Los Angeles County			
SIC	EMPLOYMENT CATEGORY	1992	2000	Change 92-00	Avg. Annual Rate	1992	2000	Change 92-00	Avg. Annual Rate
1-14	**AGRIC., FORESTRY, FISHING, & MINING**	**$41,285**	**$39,396**	**-$1,889**	**-0.6%**	**$37,165**	**$29,654**	**-$7,511**	**-2.8%**
15-17	**CONSTRUCTION**	**38,865**	**44,647**	**5,782**	**1.7%**	**47,226**	**39,893**	**(7,333)**	**-2.1%**
20-39	**MANUFACTURING**	**38,266**	**35,957**	**(2,309)**	**-0.8%**	**48,458**	**40,708**	**(7,749)**	**-2.2%**
23	APPAREL & PROD. MADE FROM FABRICS	14,529	14,269	(260)	-0.2%	24,310	19,874	(4,436)	-2.5%
27	PRINTING,PUBLISHING, & ALLIED	37,450	37,810	361	0.1%	49,481	49,003	(478)	-0.1%
28	CHEMICALS & ALLIED PRODUCTS	38,853	43,928	5,075	1.5%	51,719	42,465	(9,254)	-2.4%
34	FABRICATED METAL PRODUCTS	37,617	37,740	123	0.0%	42,111	35,380	(6,731)	-2.2%
35	MACHINERY, EXCEPT ELECTRICAL	42,468	45,367	2,900	0.8%	54,745	45,637	(9,108)	-2.2%
36	ELECTRICAL/ELECTRONIC MACH EQUIP	34,684	33,910	(774)	-0.3%	49,505	43,196	(6,310)	-1.7%
38	INSTRUMENTS/RELATED	46,472	51,778	5,305	1.4%	67,279	67,436	158	0.0%
40-49	**TRANSPORTATION & PUBLIC UTILITIES**	**53,554**	**47,212**	**(6,342)**	**-1.6%**	**52,091**	**46,332**	**(5,759)**	**-1.5%**
42	TRUCKING AND WAREHOUSING	36,654	36,932	278	0.1%	38,082	32,163	(5,918)	-2.1%
44	WATER TRANSPORTATION	73,186	70,924	(2,262)	-0.4%	80,346	63,320	(17,026)	-2.9%
47	TRANSPORTATION SERVICES	36,908	40,434	3,526	1.1%	42,833	37,944	(4,889)	-1.5%
48	COMMUNICATION	41,425	48,462	7,037	2.0%	63,668	65,533	1,865	0.4%
49	ELECTRIC, GAS, AND SANITARY SERVICE	43,690	53,700	10,010	2.6%	62,331	59,307	(3,024)	-0.6%
50-51	**WHOLESALE TRADE**	**40,952**	**48,993**	**8,041**	**2.3%**	**50,345**	**42,673**	**(7,671)**	**-2.0%**
52-59	**RETAIL TRADE**	**18,521**	**19,370**	**848**	**0.6%**	**24,372**	**21,832**	**(2,540)**	**-1.4%**
53	GENERAL MERCHANDISE STORES	13,883	18,524	4,641	3.7%	23,869	18,612	(5,256)	-3.1%
54	FOOD STORES	21,380	23,126	1,747	1.0%	30,199	25,533	(4,665)	-2.1%
55	AUTOMOTIVE DEALERS & SVC STATIONS	32,837	36,398	3,562	1.3%	40,364	39,269	(1,095)	-0.3%
58	EATING AND DRINKING PLACES	11,663	13,483	1,820	1.8%	15,794	14,059	(1,735)	-1.4%
59	MISCELLANEOUS RETAIL	24,329	22,346	(1,983)	-1.1%	27,745	25,953	(1,793)	-0.8%
60-67	**FINANCE, INSURANCE & REAL ESTATE**	**34,955**	**39,823**	**4,868**	**1.6%**	**56,814**	**61,635**	**4,821**	**1.0%**
60	BANKING	35,978	39,201	3,224	1.1%	44,837	42,795	(2,042)	-0.6%
63	INSURANCE CARRIERS	44,155	45,344	1,189	0.3%	60,994	61,688	694	0.1%
65	REAL ESTATE	22,691	23,527	835	0.5%	41,771	39,598	(2,173)	-0.7%
70-89	**SERVICES**	**33,460**	**33,012**	**(449)**	**-0.2%**	**59,351**	**41,038**	**(18,313)**	**-4.5%**
70	HOTELS AND OTHER LODGING PLACES	15,757	18,199	2,442	1.8%	23,873	22,805	(1,068)	-0.6%
73	BUSINESS SERVICES	28,208	27,690	(518)	-0.2%	34,693	33,057	(1,635)	-0.6%
80	HEALTH SERVICES	38,321	37,800	(521)	-0.2%	50,316	38,239	(12,076)	-3.4%
81	LEGAL SERVICES	60,313	57,719	(2,595)	-0.5%	84,414	77,328	(7,086)	-1.1%
83	SOCIAL SERVICES	22,123	19,424	(2,699)	-1.6%	26,203	22,461	(3,742)	-1.9%
87	ENGINEER, ACCT,RESEARCH,MNGMNT	48,370	56,322	7,952	1.9%	62,462	68,835	6,372	1.2%
	Sub-Total Average: All Industries	**$34,032**	**$33,838**	**-$195**	***-0.1%***	**$48,767**	**$39,231**	**-$9,537**	***-2.7%***
	GOVERNMENT	35,544	48,311	12,767	3.9%	49,682	42,544	(7,139)	0.8%
	TOTAL AVERAGE	**$34,281**	**$35,639**	**$1,357**	**0.5%**	**$48,892**	**$39,686**	**-$16,675**	**-2.6%**

Sources: Stanley R. Hoffman Associates, Inc.
California Employment Development Department.

2.1.2 Community Cluster Socio-Economic Profiles

Community Cluster 1—North

The North Community Cluster is located in the northern part of the City and encompasses 4,730 acres. It is bounded on the west by I 710 Long Beach Freeway, Susana Road, and the LA River/LA County Flood Control; on the north by 70th and 72nd Streets; on the east by Downey and Hayter Avenues; and on the south by South, Cherry, and 54th Streets and the Union Pacific Railroad (UPRR). In fact, of the five clusters, North Long Beach is the most distant from City Hall in Downtown. The harsh edges of the Artesia (SR-91) and Long Beach Freeways (I-710), the Los Angeles River, and the UPRR provide a distinct physical separation of Cluster 1 from adjacent areas of Long Beach, and may contribute to a lack of cohesiveness with the broader Long Beach community.

KEY ISSUES FOR COMMUNITY CLUSTER 1—NORTH

- The rapid population growth from 1990 to 2000 coupled with a significant downturn in higher paying manufacturing jobs, is a significant challenge for Community Cluster 1—North. When the local industrial employment base declined, the higher-income population moved out and was replaced by less affluent households.

- Population increased far more than the number of households from 1990 to 2000, implying that overcrowding of housing units is a significant problem in Community Cluster 1—North. The household population increased by 22.4 percent during this time period, while households increased by only 2.7 percent.

- The population living in poverty has increased dramatically from 1990 to 2000. Individuals for whom poverty status was determined in the Cluster increased by 88.9 percent, compared to the City, which showed an increase of 48.4 percent.

- The number of residents in the labor force who have management and professional occupations has declined from 1990 to 2000 by 21.3 percent, while the number of residents in service occupations has increase by 38.3 percent during this time period. Generally, service jobs have lower salaries than management and professional occupations.

- With lower service sector salaries, many residents have had to double up to afford basic housing. This in turn means more overcrowded units and increased strain on already taxed public infrastructure and public resources.

- A large portion of Community Cluster 1—North's population age 25 years and over, about 39.3 percent, do not have a high school diploma. In the City, about 27.3 percent of this population has no high school diploma. This indicates that much of the labor force may require improved skills to compete for jobs that command higher salaries.

POPULATION AND HOUSEHOLDS

As shown in Table 2.1-18 and Figure 2.1-10, population in Community Cluster 1—North has increased far more than households from 1990 to 2000. The population in Community Cluster 1—North increased from 73,021 to 89,709, or by 22.9 percent over this time period. However, the number of households only increased by 2.7 percent.

The construction of housing units in Community Cluster 1—North has not kept pace with the growing population from 1990 to 2000. The number of housing units has increased by only 2.1 percent during this time period in Community Cluster 1—North, and even less in the City (0.7 percent).

As shown, the average household size increased from 2.93 persons per household in 1990 to 3.49 persons per household in 2000. This also indicates that housing units are becoming more overcrowded.

Table 2.1-18 Key Demographics

Key Demographics of Community Cluster 1—North

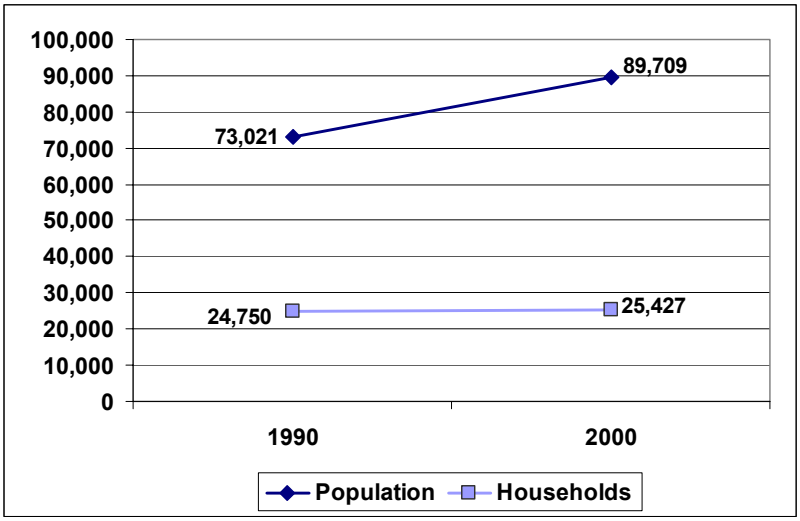
	1990	2000	Change	Percent Change
Population [1]	73,021	89,709	16,688	22.9%
Household Population [1]	72,577	88,800	16,223	22.4%
Households [1]	24,750	25,427	677	2.7%
Average Household Size	2.93	3.49	0.56	n/a
Housing Units	26,280	26,820	540	2.1%
Employment [2]	n/a	14,353	n/a	n/a

Key Demographics of Long Beach

	1990	2000	Change	Percent Change
Population [1]	429,433	461,522	32,089	7.5%
Household Population [1]	415,216	451,341	36,125	8.7%
Households [1]	158,975	163,088	4,113	2.6%
Average Household Size	2.61	2.77	0.16	n/a
Housing Units	170,388	171,659	1,271	0.7%
Employment [2]	n/a	186,218	n/a	n/a

1. Population and Household estimates provided by 2000 U.S. Census.
2. Employment estimates based on SCAG 2001 RTP.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.
Southern California Association of Governments, 2001 RTP (Regional Transportation Plan).



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-10 Growth Trends: Community Cluster 1—North

Population has increased far less in the City of Long Beach as a whole than in Community Cluster 1—North. The City's population increased by 7.5 percent over this time period compared to 22.9 percent in Community Cluster 1—North.

AGE OF POPULATION

As shown in Table 2.1-19 and Figure 2.1-11, in 2000 more than one-third (36.8 percent) of the population in Community Cluster 1—North was under age 18, implying the need for larger dwelling units, as well as a need for schools and other family services. In the City, about 29 percent of the population was under age 18. This has also contributed to overcrowding.

The share of the population under age 18 also increased Citywide during this time period.

The population age 35 to 64 also experienced an increase in share of the total population from 1990 to 2000, increasing from 28.0 percent to 30.3 percent of the total population. This was true for the City as well.

The population in the age 18 to 34 and age 65 and over categories has decreased as a share of the total population in both Community Cluster 1—North and the City as a whole.

Table 2.1-19 Age Distribution: 1990 to 2000

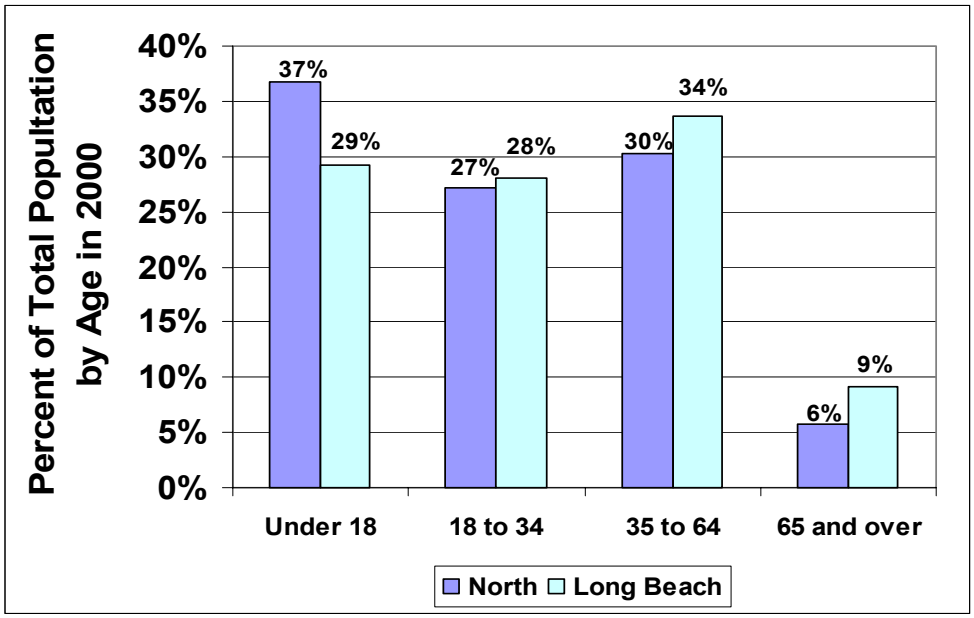
Community Cluster 1—North

	1990	%	2000	%
Under 18	22,978	31.5%	32,973	36.8%
18 to 34	23,430	32.1%	24,380	27.2%
35 to 64	20,456	28.0%	27,170	30.3%
65 and over	6,157	8.4%	5,186	5.8%
Total	**73,021**	**100.0%**	**89,709**	**100.0%**

City of Long Beach

	1990	%	2000	%
Under 18	109,467	25.5%	134,639	29.2%
18 to 34	148,100	34.5%	129,700	28.1%
35 to 64	125,403	29.2%	155,281	33.6%
65 and over	46,463	10.8%	41,902	9.1%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-11 Community Cluster 1—North and City of Long Beach: Age Distribution in 2000

RACE AND ETHNICITY

As shown in Table 2.1-20, the racial and ethnic composition of Community Cluster 1—North has changed from 1990 to 2000. In 1990, the White population comprised 39.3 percent of the total population, while in 2000 this declined to 14.4 percent of the total.

Table 2.1-20 Race and Ethnicity: 1990 to 2000

Community Cluster 1—North

	1990	%	2000	%
White	28,712	39.3%	12,883	14.4%
Black	15,434	21.1%	21,083	23.5%
Asian	9,626	13.2%	9,056	10.1%
Native Hawaiian & Other Pacific Islander	n/a	n/a	2,381	2.7%
Other	707	1.0%	463	0.5%
Two or more Races	n/a	n/a	2,403	2.7%
Hispanic	18,542	25.4%	41,440	46.2%
Total	**73,021**	**100.0%**	**89,709**	**100.0%**

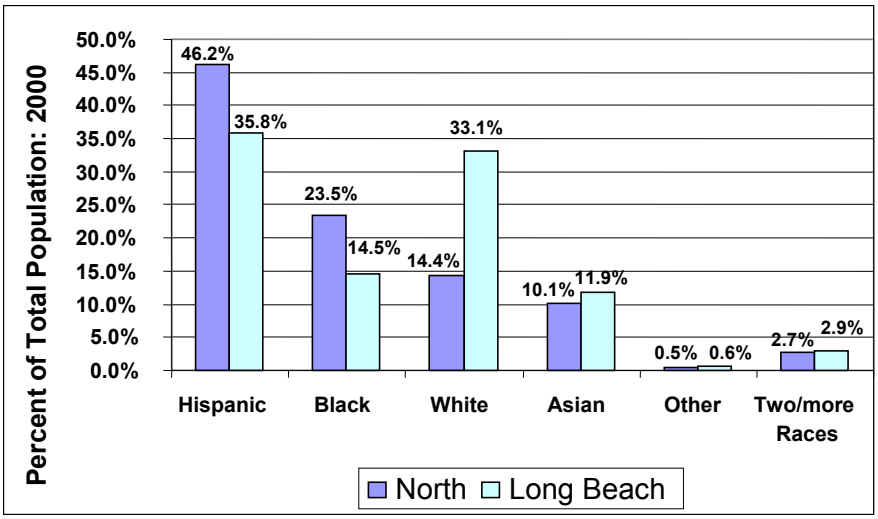
City of Long Beach

	1990	%	2000	%
White	212,755	49.5%	152,899	33.1%
Black	56,805	13.2%	66,836	14.5%
Asian	55,234	12.9%	54,937	11.9%
Native Hawaiian & Other Pacific Islander	n/a	n/a	5,392	1.2%
Other	3,220	0.7%	2,785	0.6%
Two or more Races	n/a	n/a	13,581	2.9%
Hispanic	101,419	23.6%	165,092	35.8%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

The Hispanic population showed the greatest increase in share of the population during this time period. As shown in Figure 2.1-12, the most prevalent ethnic group in both Community Cluster 1—North and the City in 2000 was Hispanics at 46.2 percent of the population in the Cluster and 35.8 percent in the City.

The Black population comprised slightly more of the population in 2000 than in 1990, while the Other category comprised less. This change is also reflected Citywide.

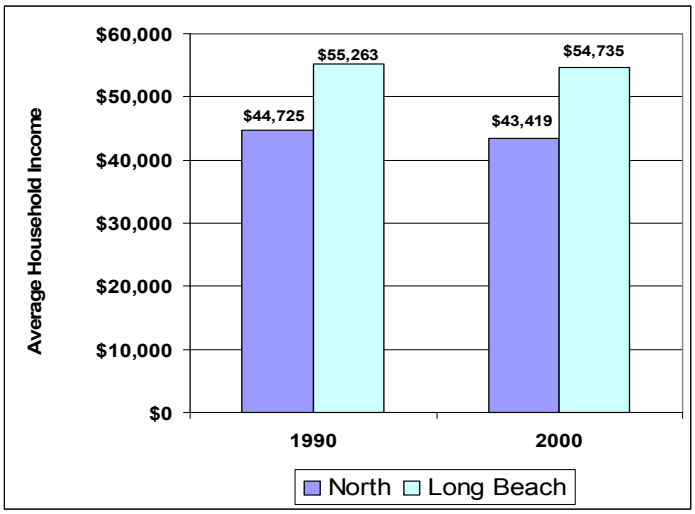


SOURCE: U.S. Bureau of the Census, 1990 and 2000.

Figure 2.1-12 Community Cluster 1—North and City of Long Beach Racial and Ethnic Composition in 2000

AVERAGE ANNUAL HOUSEHOLD INCOME

As shown in Figure 2.1-13, Community Cluster 1—North average household income decreased slightly from 1990 to 2000 in constant 2000 dollars, from $44,725 to $43,419 annually. The average household income in the City also decreased slightly in constant dollars during this time period, from $55,263 to $54,735.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-13 Community Cluster 1—North and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars)

The average household income in Community Cluster 1—North is about 26 percent less than in the City.

As shown in Table 2.1-21, in 2000 about 37.9 percent of Community Cluster 1—North's households earned an average annual income of less than $25,000, while in the City, 34.2 percent of the households earned an average annual income of less than $25,000. There were fewer households in Community Cluster 1—North than in the City that earned more than $50,000 annually.

Table 2.1-21 Average Household Income: 1990 to 2000

Community Cluster 1—North

Income Category	1990	%	2000	%
Less than $10,000	3,903	15.8%	3,437	13.5%
$10,000 to $24,999	6,467	26.2%	6,210	24.4%
$25,000 to $49,999	8,990	36.4%	8,294	32.5%
$50,000 to $99,000	4,961	20.1%	6,190	24.3%
$100,000 or more	359	1.5%	1,370	5.4%
Total Households[1]	**24,680**	**100.0%**	**25,501**	**100.0%**

City of Long Beach

Income Category	1990	%	2000	%
Less than $10,000	22,870	14.4%	20,549	12.6%
$10,000 to $24,999	39,468	24.8%	35,195	21.6%
$25,000 to $49,999	52,038	32.7%	45,644	28.0%
$50,000 to $99,000	36,146	22.7%	42,336	25.9%
$100,000 or more	8,712	5.5%	19,555	12.0%
Total Households[1]	**159,234**	**100.0%**	**163,279**	**100.0%**

1. Data is from U.S. Census SF-3. Therefore, total households is based on sample data.
2. Data in categories is shown in nominal dollars, not adjusted for inflation between 1990 and 2000.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

POVERTY STATUS

As shown in Table 2.1-22, individuals for whom poverty status was determined have increased dramatically from 1990 to 2000. In Community Cluster 1—North, individuals with poverty status increased by 88.9 percent, compared to the City, which showed an increase of 48.4 percent.

As shown, in 2000, about one fourth (24.1 percent) of the population in Community Cluster 1—North and in the City (22.4 percent) was determined to have poverty status.

Table 2.1-22 Individuals with Poverty Status[1]

Community Cluster 1—North

	1990	2000	Change	% Change
18 years to 64 Years	5,778	10,850	5,072	87.8%
65 years and over	647	742	95	14.7%
Related children under 18 years	5,022	10,034	5,012	99.8%
Total Persons	**11,447**	**21,626**	**10,179**	**88.9%**
Percent of Total Population	**15.7%**	**24.1%**	**8.4%**	

City of Long Beach

	1990	2000	Change	% Change
18 years to 64 Years	36,553	55,662	19,109	52.3%
65 years and over	3,974	4,293	319	8.0%
Related children under 18 years	29,167	43,479	14,312	49.1%
Total Persons	**69,694**	**103,434**	**33,740**	**48.4%**
Percent of Total Population	**16.2%**	**22.4%**	**6.2%**	

1. Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level." In 2000, the Federal poverty line was $13,874 for a family of three.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OVERCROWDING OF HOUSING UNITS

As shown in Table 2.1-23, overcrowded units have increased dramatically in Community Cluster 1—North from 1990 to 2000. The number of units with 1.01 to 1.50 occupants per room has increased by 43.3 percent, while the number of units with 1.51 or more occupants per room has increased by 116.2 percent.

Overcrowding is an issue for the City as well, which also showed an increase in the number of units with more than 1.00 occupant per room. However, the increase was not as dramatic as in Community Cluster 1—North.

As a percent of total units, overcrowded units comprised 35.2 percent of the total units in Community Cluster 1—North during 2000. Compared to the City, overcrowded units comprised 22.5 percent of the total units.

Overcrowded units are a reflection of the increasing population growth without a relative increase in the number of housing units to meet this need. Additionally, overcrowding indicates there may be a lack of housing that is suitable or affordable.

Table 2.1-23 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1])

Community Cluster 1—North

	1990	2000	Change	% Change
1.00 or less occupants per room	19,804	16,491	-3,313	-16.7%
1.01 to 1.50 occupants per room	2,323	3,330	1,007	43.3%
1.51 or more occupants per room	2,598	5,618	3,020	116.2%
Total Units	**24,725**	**25,439**	**714**	**2.9%**
Overcrowded Units as a % of Total Units	**19.9%**	**35.2%**	**15.3%**	

City of Long Beach

	1990	2000	Change	% Change
1.00 or less occupants per room	133,102	126,331	-6,771	-5.1%
1.01 to 1.50 occupants per room	9,259	11,996	2,737	29.6%
1.51 or more occupants per room	16,614	24,780	8,166	49.2%
Total Units	**158,975**	**163,107**	**4,132**	**2.6%**
Overcrowded Units as a % of Total Units	**16.3%**	**22.5%**	**6.3%**	

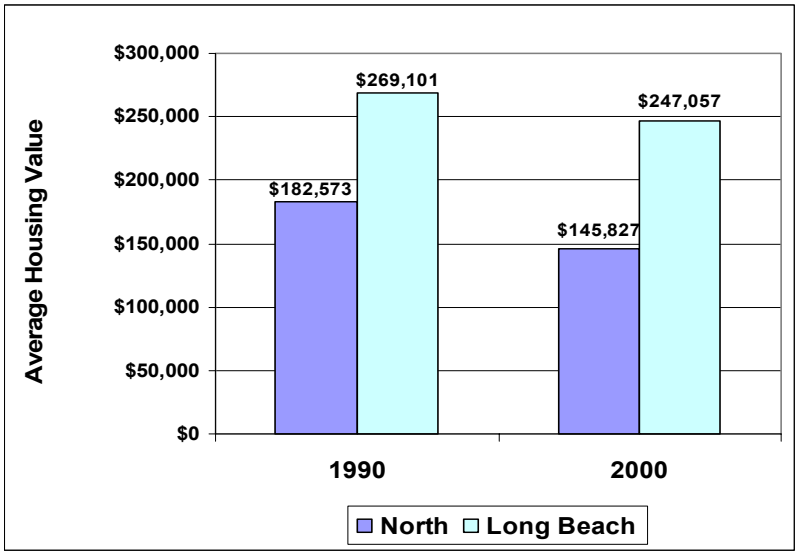
1. More than 1.0 occupant per room is defined as an overcrowded condition.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

AVERAGE HOUSING VALUE

As shown in Figure 2.1-14, the average housing value of a housing unit in Community Cluster 1—North has declined in constant 2000 dollars, from $182,573 in 1990 to $145,827 in 2000. In the City, the value declined from $269,101 to $247,057.

The average housing value in Community Cluster 1—North of $145,827 in 2000 was 41.0 percent lower than the City average of $247,057.

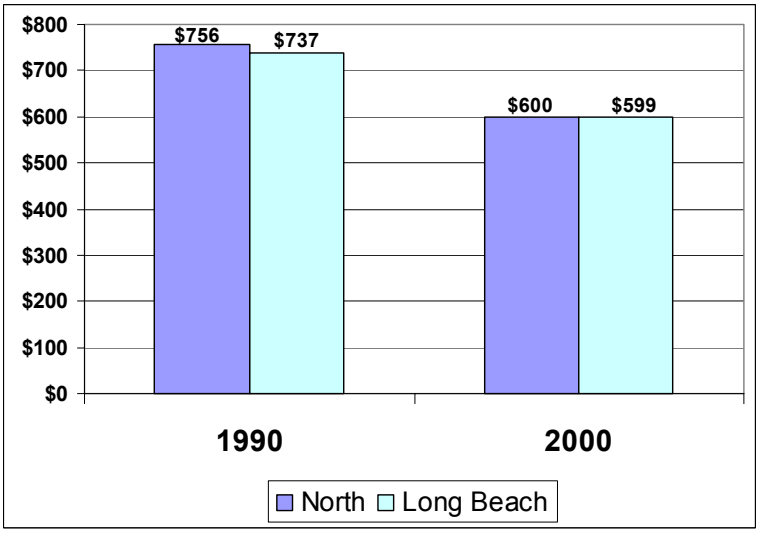


SOURCE: U.S. Bureau of the Census, 1990 and 2000.

Figure 2.1-14 Community Cluster 1—North and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars)

MEDIAN CONTRACT RENT

As shown in Figure 2.1-15, the median contract rent of a housing unit in Community Cluster 1—North has declined in constant 2000 dollars, from $756 per month in 1990 to $600 per month in 2000. In the City, the median rent declined from $737 to $599 per month.



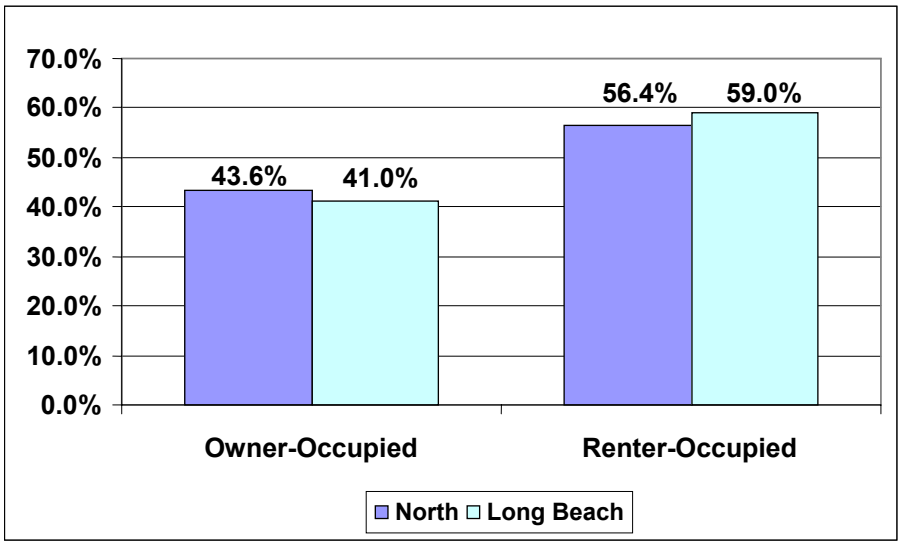
SOURCE: U.S. Bureau of the Census, 1990 and 2000.

Figure 2.1-15 Community Cluster 1—North and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars)

TENURE

As shown in Figure 2.1-16, both Community Cluster 1—North and the City had a higher proportion of renter-occupied units than owner-occupied units in 2000. However, Community Cluster 1—North had slightly fewer renter-occupied units (56.4 percent) than the City (59.0 percent).

In Community Cluster 1—North, the number of owner-occupied units increased by 3.1 percent, while the number of renter-occupied units increased by 2.5 percent, as shown in Table 2.1-24.



SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-16 Community Cluster 1—North and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000

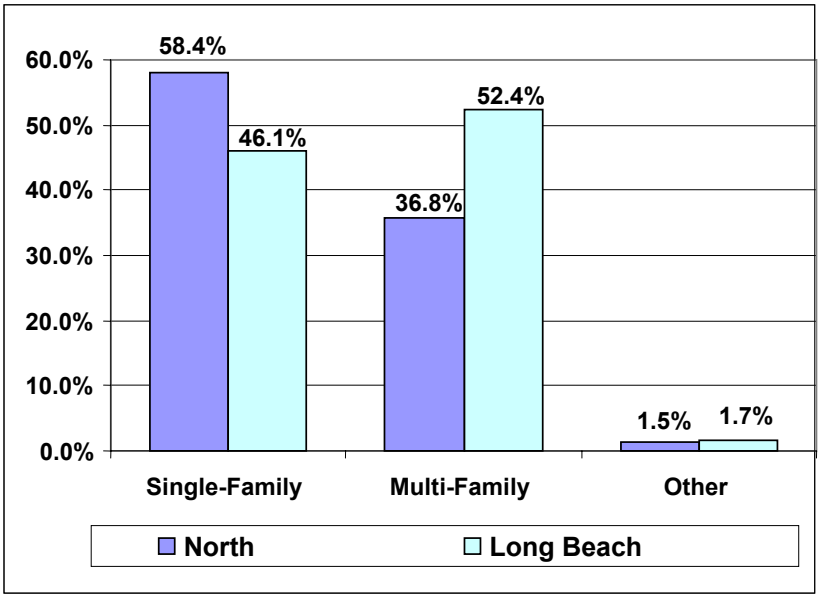
Table 2.1-24 Housing Tenure: 1990 to 2000

	1990	2000	Change	% Change
North Long Beach				
Owner-occupied	10,747	11,076	329	3.1%
Renter-occupied	14,003	14,351	348	2.5%
Total Units	**24,750**	**25,427**	**677**	**2.7%**
Long Beach				
Owner-occupied	65,117	66,928	1,811	2.8%
Renter-occupied	93,858	96,160	2,302	2.5%
Total Units	**158,975**	**163,088**	**4,113**	**2.6%**

Source: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

HOUSING STOCK

As shown in Figure 2.1-17, Community Cluster 1—North had a higher percentage of single-family homes (58.4 percent) than the City (46.1 percent) in 2000. About 36.8 percent of the housing units in Community Cluster 1—North were multi-family, while about 52.4 percent in the City were multi-family units.



NOTE: Other includes trailers, boats, RVs, and vans.

SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-17 Community Cluster 1—North and City of Long Beach Distribution of Housing Units: 2000

As shown in Table 2.1-25, the total number of housing units in Community Cluster 1—North has increased very slightly from 1990 to 2000, by only 540 units or 2.1 percent. While single-family units increased by 5.3 percent, the number of multi-family units decreased by 1.1 percent.

As shown in Table 2.1-26, both Community Cluster 1—North and the City have an aging housing stock. About 56.8 percent of the housing units in Community Cluster 1—North were built prior to 1960, compared to about 58.0 percent in the City. Only about 3.3 percent of the units in Community Cluster 1—North and about 4.3 percent in the City were built from 1990 to 2000.

Table 2.1-25 Housing Units: 1990 to 2000

Community Cluster 1—North

Unit Type	1990	2000	Change	% Change
Single Family[3]	14,873	15,665	**792**	**5.3%**
% of Total	56.6%	58.4%		
Multi-Family	9,966	9,861	**-105**	**-1.1%**
% of Total	37.9%	36.8%		
Mobile Homes/Other[1]	1,441	1,294	**-147**	**-10.2%**
% of Total	5.5%	4.8%		
Total Units[2]	**26,280**	**26,820**	**540**	**2.1%**

Long Beach

Unit Type	1990	2000	Change	% Change
Single Family	76,943	79,107	**2,164**	**2.8%**
% of Total	45.2%	46.1%		
Multi-Family	89,034	90,023	**989**	**1.1%**
% of Total	52.3%	52.4%		
Mobile Homes/Other[1]	4,411	2,529	**-1,882**	**-42.7%**
% of Total	2.6%	1.5%		
Total Units[2]	**170,388**	**171,659**	**1,271**	**0.7%**

1. Other includes trailers, boats, RVs, and vans.
2. Data is from U.S. Census SF-3. Therefore, total units do not represent 100% count data.
3. The increase in this category is partly attributable to reclassification of mobile homes to single-family homes in 2000 by the US Census.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000

Table 2.1-26 Age of Housing Stock: 2000

Community Cluster 1—North

Year Built	No. of Units	% of Total
Built 1990 to 2000	897	3.3%
Built 1980 to 1989	1,894	7.1%
Built 1970 to 1979	3,643	13.6%
Built 1960 to 1969	5,146	19.2%
Built 1950 to 1959	6,069	22.6%
Built 1940 to 1949	5,549	20.7%
Built 1939 or earlier	3,622	13.5%
Total Units	**26,820**	**100.0%**
Built prior to 1960	**56.8%**	

City of Long Beach

Year Built	No. of Units	% of Total
Built 1990 to 2000	7,345	4.3%
Built 1980 to 1989	15,348	8.9%
Built 1970 to 1979	22,464	13.1%
Built 1960 to 1969	26,941	15.7%
Built 1950 to 1959	39,642	23.1%
Built 1940 to 1949	29,258	17.0%
Built 1939 or earlier	30,661	17.9%
Total Units	**171,659**	**100.0%**
Built prior to 1960	**58.0%**	

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

EDUCATION

As shown in Table 2.1-27, the population age 25 years and older has not achieved as high an education level in Community Cluster 1—North as in the City overall in 2000. About 8.5 percent of this population in Community Cluster 1—North had received a bachelor's degree or higher, compared to 23.9 percent in the City.

In Community Cluster 1—North, about 39.3 percent have not achieved a high school diploma compared with 27.3 percent Citywide. This indicates that the labor force may need improved skills required to compete for jobs that command higher salaries.

Table 2.1-27 Educational Attainment of Population 25 Years and Over: 2000

Community Cluster 1—North

	2000	% of Total
Bachelor's or Graduate/Professional degree	4,013	8.5%
Associate degree	2,672	5.6%
Some college, no degree	11,184	23.6%
High school graduate (incl. equivalency)	10,935	23.0%
No high school diploma	18,654	39.3%
Total Persons	**47,458**	**100.0%**

City of Long Beach

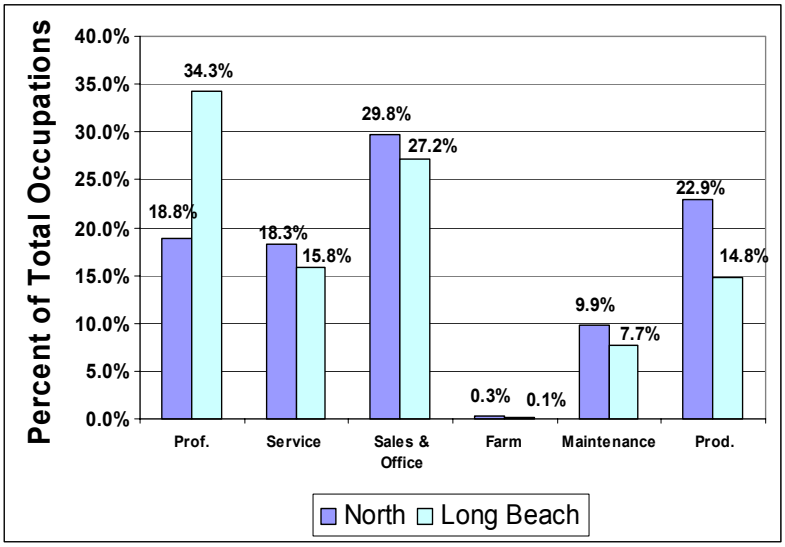
	2000	% of Total
Bachelor's or Graduate/Professional degree	66,424	23.9%
Associate degree	19,328	7.0%
Some college, no degree	63,628	22.9%
High school graduate (incl. equivalency)	52,198	18.8%
No high school diploma	75,832	27.3%
Total Persons	**277,410**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OCCUPATION OF RESIDENT LABOR FORCE

As shown in Figure 2.1-18, a large portion (29.8 percent) of Community Cluster 1—North's labor force was employed in sales and office occupations in 2000. About 18.8 percent of the total labor force in Community Cluster 1—North was employed in management and professional occupations during 2000, compared to 34.3 percent for the City as a whole. Generally, the management and professional category has higher average salaries when compared to other categories.

This suggests that an emphasis on jobs skills and training is needed in order for Community Cluster 1—North to increase its labor force skills.



SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-18 Occupations of Employed Population 16 Years and Older: 2000

EMPLOYMENT

Employment for Community Cluster 1—North was estimated based on SCAG census tract data, which categorizes employment into three categories: Retail, Service, and Other employment. Retail includes jobs that fall under the Standard Industries Classification (SIC) category of Retail Trade, Service includes jobs that fall under the SIC category of Service, while Other includes all other jobs that do not fall under Retail or Service.

SIC Code represents a category within the SIC System administered by the Statistical Policy Division of the U.S. Office of Management and Budget. The system was established to classify all industries in the U.S. economy. A two-digit code designates each major industry group, which is coupled with a second two-digit code representing subcategories.

As shown in Table 2.1-28, SCAG estimates that in 2000 there were about 14,353 total jobs in the census tracts that comprise Community Cluster 1—North. This Cluster represents about 7.7 percent of the total City employment, which is estimated at 186,218.

In Community Cluster 1—North, about 39.5 percent of the total employment was in the Other category and about 39.4 percent was in the Service category. About 21.0 percent of the total employment was in the Retail category.

There is a relatively higher concentration of retail employment and conversely less of Service and Other employment in Community Cluster 1—North than in the City as a whole.

Table 2.1-28 SCAG Estimated Employment: 2000

Community Cluster 1—North

Area	2000	% of Total Employment	% of Total City
North			
Retail[1]	3,015	21.0%	1.6%
Service[2]	5,662	39.4%	3.0%
Other[3]	5,676	39.5%	3.0%
Total	**14,353**	**100.0%**	**7.7%**
City of Long Beach			
Retail	23,520	12.6%	12.6%
Service	80,757	43.4%	43.4%
Other	81,941	44.0%	44.0%
Total	**186,218**	**100.0%**	**100.0%**

1. Retail includes jobs that fall under the SIC category of Retail Trade (codes 52-59).
2. Service includes jobs that fall under the SIC category of Service (codes 70-89).
3. Includes all other jobs that do not fall under the SIC codes 52-59 and 70-89.

Source: Stanley R. Hoffman Associates, Inc.
Southern California Association of Governments (SCAG), 2001 RTP.

Community Cluster 2—West Central

Community Cluster 2—West Central encompasses an area of approximately 6,123 acres. It is bounded on the west by Dominguez Street, the Union Pacific Railroad tracks, Santa Fe, River, and Hesperian Avenues, a portion of the I-405 San Diego Freeway, and Southern California Edison right-of-way; on the north by the Union Pacific Railroad tracks; on the east by Cherry and Del Amo Avenues, the Union Pacific Railroad right-of-way, jogs west on Cover Street and back south on Cherry Avenue, thence west on Wardlow Road, south on Atlantic Boulevard, west on Willow Street, and south on Long Beach Boulevard; finally, on the south by Pacific Coast Highway.

Key Issues for Community Cluster 2—West Central

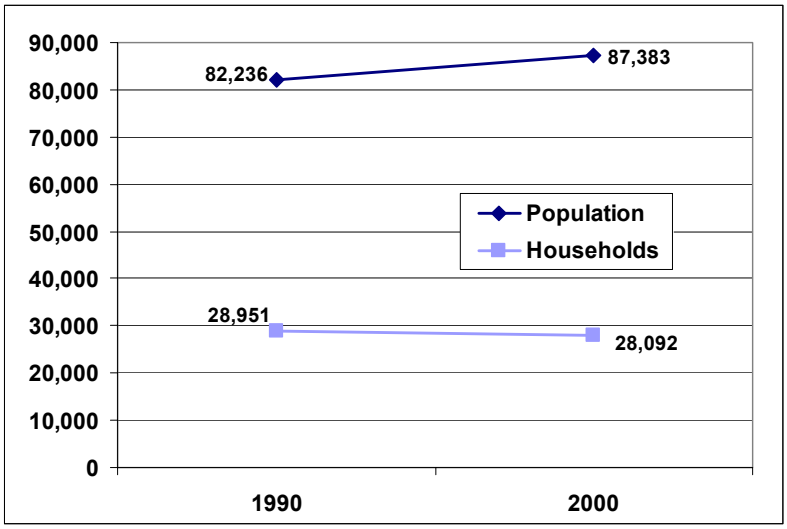
- Population increased more than the number of households from 1990 to 2000, implying that overcrowding of housing units may be a growing problem in Community Cluster 2—West Central. The household population increased by 5.1 percent during this time period, while households decreased by 3.0 percent.

- The population living in poverty has increased dramatically from 1990 to 2000. Individuals for whom poverty status was determined increased by 66.0 percent, compared to the City, which showed an increase of 48.4 percent.

- A large portion of Community Cluster 2—West Central's population age 25 years and over, about 27.0 percent, does not have a high school diploma. In the City, about 27.3 percent of this population has no high school diploma. This indicates that the labor force may need improved skills to compete for jobs that command higher salaries.

POPULATION AND HOUSEHOLDS

As shown in Figure 2.1-19 and Table 2.1-29, population in Community Cluster 2—West Central has increased, compared to the number of households, which decreased from 1990 to 2000. The population in West Central increased from 82,236 to 87,383, or by 6.3 percent over this time period. However, the number of households decreased by 3.0 percent.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-19 Growth Trends: Community Cluster 2—West Central

As shown, the average household size increased from 2.80 persons per household in 1990 to 3.03 persons per household in 2000.

Population has increased less rapidly in Community Cluster 2—West Central as a whole than in the City of Long Beach. The City's population increased by 7.5 percent over this time period compared to 6.3 percent in West Central.

The construction of housing units in Community Cluster 2—West Central has not kept pace with the growing population from 1990 to 2000. The number of housing units has decreased by 3.7 percent during this time period in West Central, compared to the City, which increased by 0.7 percent. Most of the decrease in housing can be accounted for by the demolition of the Navy's Savannah and Cabrillo Housing Areas in the early 1990s.

Table 2.1-29 Key Demographics

Community Cluster 2—West Central

	1990	2000	Change	Percent Change
Population [1]	82,236	87,383	5,147	6.3%
Household Population [1]	81,025	85,152	4,127	5.1%
Households [1]	28,951	28,092	-859	-3.0%
Average Household Size	2.80	3.03	0.23	n/a
Housing Units	30,534	29,408	-1126	-3.7%
Employment [2]	n/a	32,934	n/a	n/a

Key Demographics of Long Beach

	1990	2000	Change	Percent Change
Population [1]	429,433	461,522	32,089	7.5%
Household Population [1]	415,216	451,341	36,125	8.7%
Households [1]	158,975	163,088	4,113	2.6%
Average Household Size	2.61	2.77	0.16	n/a
Housing Units	170,388	171,659	1,271	0.7%
Employment [2]	n/a	186,218	n/a	n/a

1. Population and Household estimates provided by 2000 U.S. Census.
2. Employment estimates based on SCAG 2001 RTP.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.
Southern California Association of Governments, 2001 RTP (Regional Transportation Plan).

AGE OF POPULATION

As shown in Table 2.1-30 and Figure 2.1-20, in 2000 a little less than one-third (29.8 percent) of the population in West Central was under age 18, implying the need for larger dwelling units, as well as a need for schools and other family services. Similarly, in the City, about 29.0 percent of the population was under age 18.

The population age 35 to 64 made up the largest portion of the total population in 2000, at 34.3 percent. In 1990, this age group only constituted 30.0 percent of the total population.

The population in the age 18 to 34 and age 65 and over categories has decreased as a share of the total population in both West Central Cluster and the City as a whole.

Table 2.1-30 Age Distribution: 1990 to 2000

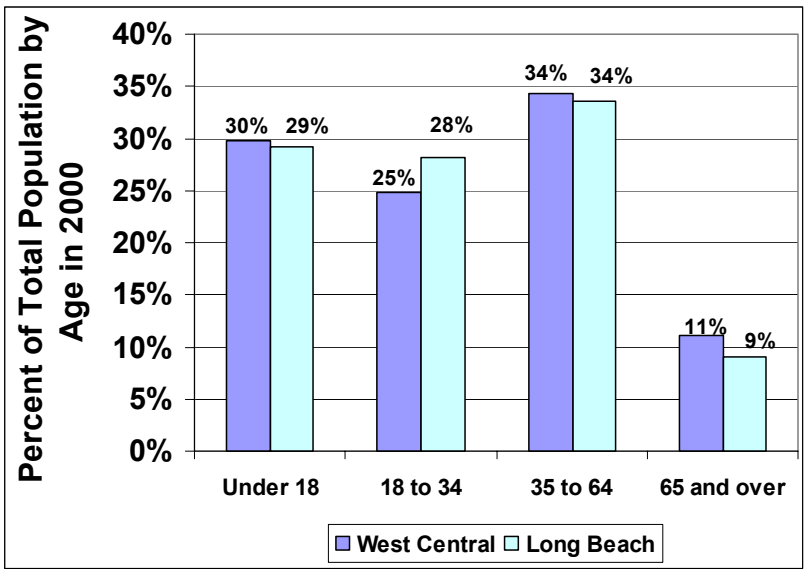
Community Cluster 2—West Central

	1990	%	2000	%
Under 18	22,513	27.4%	26,072	29.8%
18 to 34	24,284	29.5%	21,645	24.8%
35 to 64	24,677	30.0%	29,941	34.3%
65 and over	10,762	13.1%	9,725	11.1%
Total	**82,236**	**100.0%**	**87,383**	**100.0%**

City of Long Beach

	1990	%	2000	%
Under 18	109,467	25.5%	134,639	29.2%
18 to 34	148,100	34.5%	129,700	28.1%
35 to 64	125,403	29.2%	155,281	33.6%
65 and over	46,463	10.8%	41,902	9.1%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.



SOURCE: U.S. Bureau of the Census, 1990 and 2000.

Figure 2.1-20 Community Cluster 2—West Central and City of Long Beach: Age Distribution in 2000

RACE AND ETHNICITY

As shown in Table 2.1-31, the racial and ethnic composition of Community Cluster 2—West Central has changed from 1990 to 2000. In 1990, the White population comprised 41.2 percent of the total population, while in 2000 this declined to 24.2 percent.

The Hispanic population showed the greatest increase in share of the population during this time period, rising from 22.6 percent in 1990 to 33.8 percent of the population in 2000. This change in distribution also occurred in the City.

The Black population comprised slightly more of the population in 2000 than in 1990, while the Other category remained unchanged. In the City, the Other category comprised slightly less of the population in 2000 than 1990.

As shown in Figure 2.1-21, the most prevalent ethnic group in both Community Cluster 2—West Central and the City in 2000 was Hispanics, at 33.8 percent of the population in the Cluster and 35.8 percent in the City.

Table 2.1-31 Race and Ethnicity: 1990 to 2000

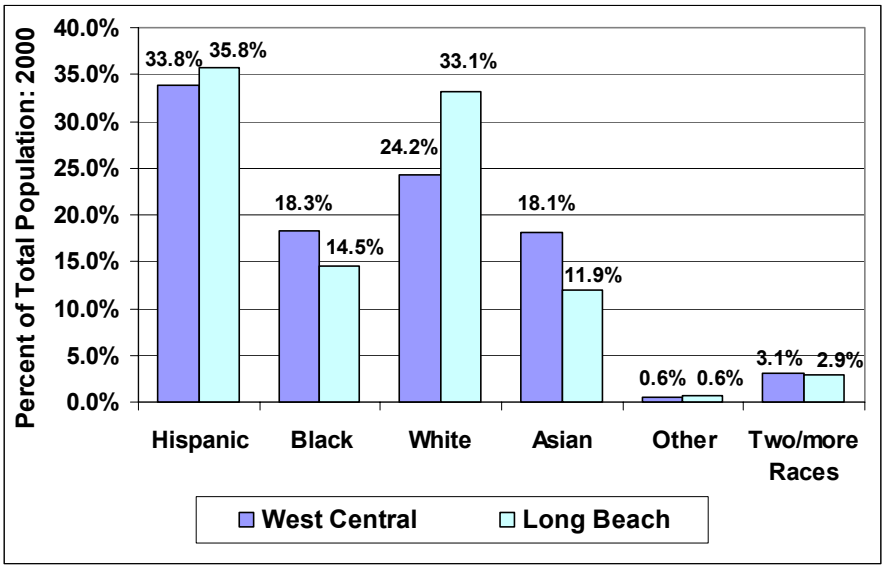
Community Cluster 2—West Central

	1990	%	2000	%
White	33,875	41.2%	21,162	24.2%
Black	14,074	17.1%	16,034	18.3%
Asian	15,201	18.5%	15,834	18.1%
Native Hawaiian & Other Pacific Islander	n/a	n/a	1,639	1.9%
Other	491	0.6%	491	0.6%
Two or more Races	n/a	n/a	2,668	3.1%
Hispanic	18,595	22.6%	29,555	33.8%
Total	**82,236**	**100.0%**	**87,383**	**100.0%**

City of Long Beach

	1990	%	2000	%
White	212,755	49.5%	152,899	33.1%
Black	56,805	13.2%	66,836	14.5%
Asian	55,234	12.9%	54,937	11.9%
Native Hawaiian & Other Pacific Islander	n/a	n/a	5,392	1.2%
Other	3,220	0.7%	2,785	0.6%
Two or more Races	n/a	n/a	13,581	2.9%
Hispanic	101,419	23.6%	165,092	35.8%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

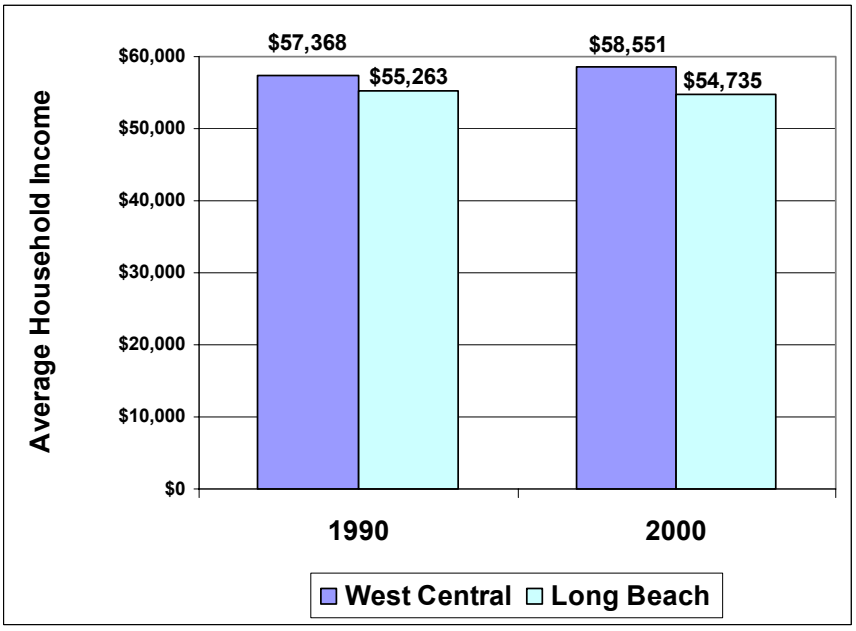


SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-21 Community Cluster 2—West Central and City of Long Beach Racial and Ethnic Composition in 2000

AVERAGE ANNUAL HOUSEHOLD INCOME

As shown in Figure 2.1-22, in Community Cluster 2—West Central the average annual household income increased slightly from 1990 to 2000 in constant 2000 dollars, from $57,368 to $58,551. In contrast, the average annual household income in the City decreased slightly in constant dollars during this time period, from $55,263 to $54,735.



SOURCE: U.S. Bureau of the Census, 1990 and 2000.

Figure 2.1-22 Community Cluster 2—West Central and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars)

The average annual household income in Community Cluster 2—West Central is about 7.0 percent more than in the City.

As shown in Table 2.1-32, in 2000 about 30.8 percent of the households in Community Cluster 2—West Central earned an average annual income of less than $25,000, while in the City, 34.2 percent of the households earned an average annual income of less than $25,000. There were more households in Community Cluster 2—West Central (41.6%) than in the City (37.9%) that earned more than $50,000 annually.

Table 2.1-32 Average Household Income: 1990 to 2000

Community Cluster 2—West Central

Income Category	1990	%	2000	%
Less than $10,000	3,683	12.7%	3,224	11.4%
$10,000 to $24,999	7,000	24.1%	5,463	19.4%
$25,000 to $49,999	9,703	33.5%	7,766	27.6%
$50,000 to $99,000	6,994	24.1%	8,028	28.5%
$100,000 or more	1,626	5.6%	3,689	13.1%
Total Households[1]	**29,006**	**100.0%**	**28,170**	**100.0%**

City of Long Beach

Income Category	1990	%	2000	%
Less than $10,000	22,870	14.4%	20,549	12.6%
$10,000 to $24,999	39,468	24.8%	35,195	21.6%
$25,000 to $49,999	52,038	32.7%	45,644	28.0%
$50,000 to $99,000	36,146	22.7%	42,336	25.9%
$100,000 or more	8,712	5.5%	19,555	12.0%
Total Households[1]	**159,234**	**100.0%**	**163,279**	**100.0%**

1. Data is from U.S. Census SF-3. Therefore, total households is based on sample data.
2. Data in categories is shown in nominal dollars, not adjusted for inflation between 1990 and 2000.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

POVERTY STATUS

As shown in Table 2.1-33, individuals for whom poverty status was determined in the Cluster have increased dramatically from 1990 to 2000. In Community Cluster 2—West Central, individuals with poverty status increased by 66.0 percent, compared to the City, which showed an increase of 48.4 percent.

As shown, in 2000, about 18.9 percent of the population in Community Cluster 2—West Central and 22.4 percent in the City were determined to have poverty status.

Table 2.1-33 Individuals with Poverty Status[1]

Community Cluster 2—West Central

	1990	2000	Change	% Change
18 years to 64 Years	5,027	8,618	3,591	71.4%
65 years and over	876	852	-24	-2.7%
Related children under 18 years	4,067	7,082	3,015	74.1%
Total Persons	**9,970**	**16,552**	**6,582**	**66.0%**
Percent of Total Population	**12.1%**	**18.9%**	**6.8%**	

City of Long Beach

	1990	2000	Change	% Change
18 years to 64 Years	36,553	55,662	19,109	52.3%
65 years and over	3,974	4,293	319	8.0%
Related children under 18 years	29,167	43,479	14,312	49.1%
Total Persons	**69,694**	**103,434**	**33,740**	**48.4%**
Percent of Total Population	**16.2%**	**22.4%**	**6.2%**	

1. Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level." In 2000, the Federal poverty line was $13,874 for a family of three.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OVERCROWDING OF HOUSING UNITS

As shown in Table 2.1-34, overcrowded units have increased in Community Cluster 2—West Central from 1990 to 2000. The number of units with 1.01 to 1.50 occupants per room has increased by 18.0 percent, while the number of units with 1.51 or more occupants per room has increased by 46.4 percent. Overcrowding is an issue for the City as well, which showed a greater increase in the number of units with more than 1.00 occupant per room than Community Cluster 2—West Central.

As a percent of total units, overcrowded units comprised 24.4 percent of the total units in Community Cluster 2—West Central during 2000, compared to the City, where overcrowded units comprised 22.5 percent of the total units.

Overcrowded units are a reflection of the increasing population growth without a corresponding increase in the number of housing units to meet this need. Additionally, overcrowding indicates there may be a lack of housing that is suitable or affordable. This problem of overcrowding is exacerbated by the fact that 61 percent of the rental

stock consists of single or one-bedroom apartments and that the majority of population growth is in large families, which would require three- and four-bedroom apartments.

Table 2.1-34 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1])

Community Cluster 2—West Central

	1990	2000	Change	% Change
1.00 or less occupants per room	23,888	21,250	-2,638	-11.0%
1.01 to 1.50 occupants per room	2,139	2,523	384	18.0%
1.51 or more occupants per room	2,949	4,318	1,369	46.4%
Total Units	**28,976**	**28,091**	**(885)**	**-3.1%**
Overcrowded Units as a % of Total Units	**17.6%**	**24.4%**	**6.8%**	

City of Long Beach

	1990	2000	Change	% Change
1.00 or less occupants per room	133,102	126,331	-6,771	-5.1%
1.01 to 1.50 occupants per room	9,259	11,996	2,737	29.6%
1.51 or more occupants per room	16,614	24,780	8,166	49.2%
Total Units	**158,975**	**163,107**	**4,132**	**2.6%**
Overcrowded Units as a % of Total Units	**16.3%**	**22.5%**	**6.3%**	

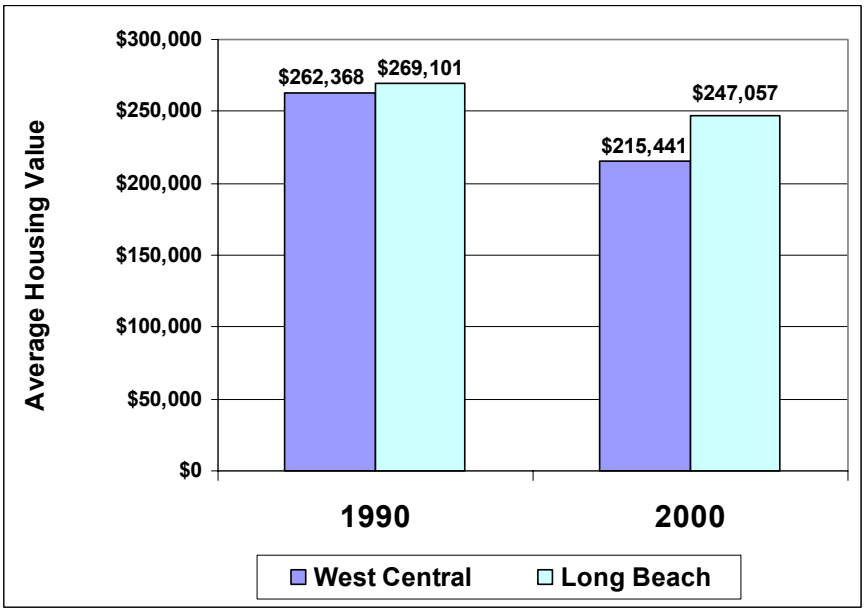
1. More than 1.0 occupant per room is defined as an overcrowded condition.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

AVERAGE HOUSING VALUE

As shown in Figure 2.1-23, the average housing value of a housing unit in Community Cluster 2—West Central has declined in constant 2000 dollars, from $262,368 in 1990 to $215,441 in 2000. In the City, the value declined from $269,101 to $247,057.

The average housing value of $215,441 in 2000 in Community Cluster 2—West Central was 12.8 percent lower than the City average of $247,057.

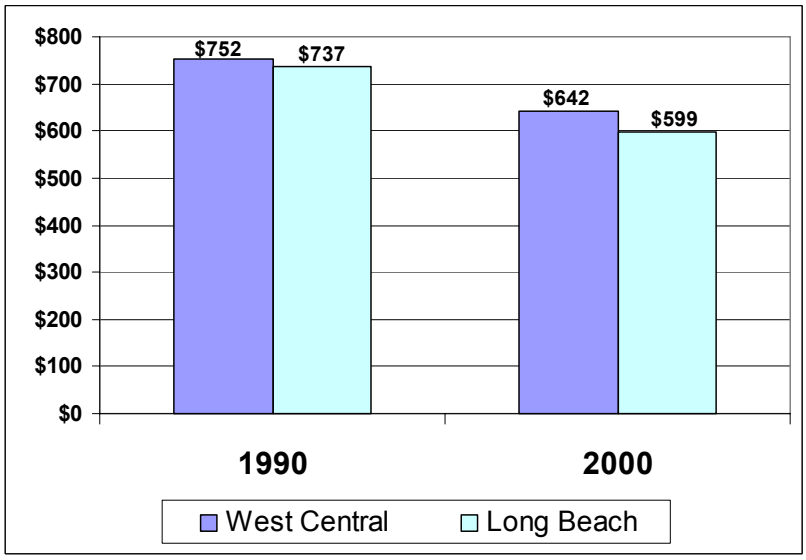


SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-23 Community Cluster 2—West Central and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars)

MEDIAN CONTRACT RENT

As shown in Figure 2.1-24, the median contract rent of a housing unit in Community Cluster 2—West Central has declined in constant 2000 dollars, from $752 per month in 1990 to $642 per month in 2000. In the City, the median rent declined from $737 to $599 per month.



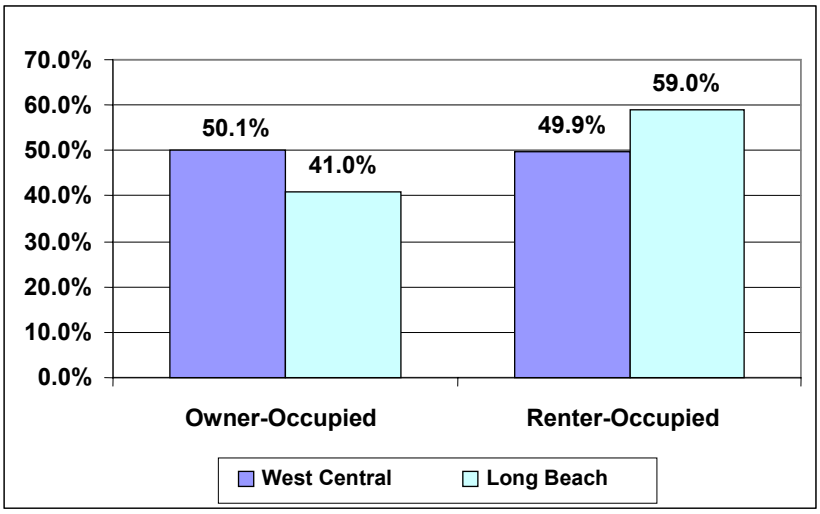
SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-24 Community Cluster 2—West Central and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars)

In 2000, the median rent was higher in Community Cluster 2—West Central ($642) than it was for the City as a whole ($599).

TENURE

As shown in Figure 2.1-25, Community Cluster 2—West Central had a slightly higher proportion of owner-occupied units (50.1 percent) than renter-occupied units (49.9 percent). The City had a higher proportion of renter-occupied units.



SOURCE: U.S. Bureau of the Census, 2000.

Figure 2.1-25 Community Cluster 2—West Central and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000

As shown in Table 2.1-35, there was a small decrease in both the number of owner-occupied units and the number of renter-occupied units from 1990 to 2000 in Community Cluster 2—West Central. In Community Cluster 2—West Central, the number of owner-occupied units decreased by 0.3 percent, while the number of renter-occupied units decreased by 5.5 percent.

Table 2.1-35 Housing Tenure: 1990 to 2000

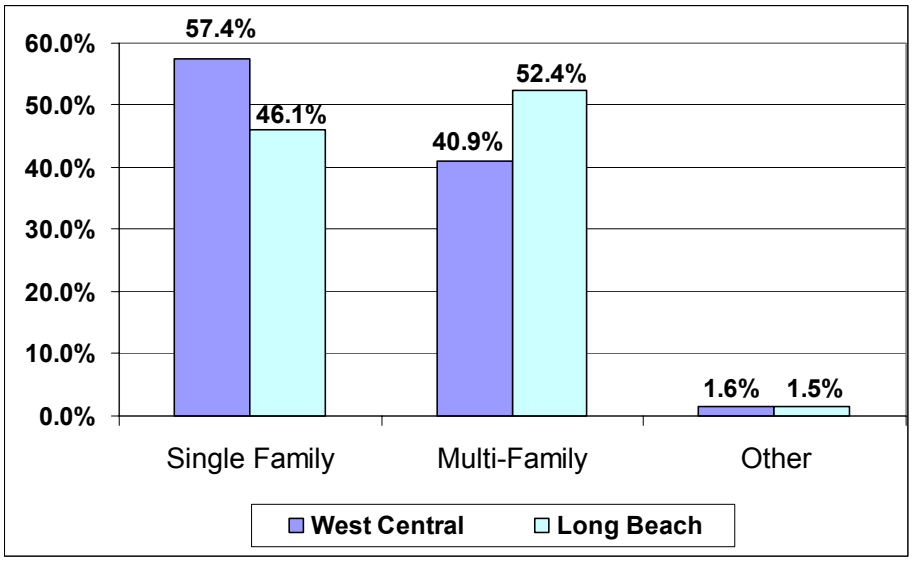
	1990	2000	Change	% Change
West Central				
Owner-occupied	14,109	14,073	-36	-0.3%
Renter-occupied	14,842	14,019	-823	-5.5%
Total Units	**28,951**	**28,092**	**-859**	**-3.0%**
Long Beach				
Owner-occupied	65,117	66,928	1,811	2.8%
Renter-occupied	93,858	96,160	2,302	2.5%
Total Units	**158,975**	**163,088**	**4,113**	**2.6%**

Source: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

HOUSING STOCK

As shown in Figure 2.1-26, Community Cluster 2—West Central had a higher percentage of single-family homes (57.4 percent) than the City (46.1 percent) in 2000. About 40.9 percent of the housing units in Community Cluster 2—West Central was multi-family, while about 52.4 percent in the City was multi-family units.

As shown in Table 2.1-36, the total number of housing units has decreased slightly from 1990 to 2000, by 1,126 units or 3.7 percent. While single-family units increased narrowly by 1.1 percent, the number of multi-family units decreased by 5.5 percent. The City experienced a minimal increase of housing units (0.7 percent) during this time period.



NOTE: Other includes trailers, boats, RVs, and vans.

SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-26 Community Cluster 2—West Central and City of Long Beach Distribution of Housing Units: 2000

Table 2.1-36 Housing Units: 1990 to 2000

Community Cluster 2—West Central

Unit Type	1990	2000	Change	% Change
Single Family	16,702	16,894	**192**	**1.1%**
% of Total	54.7%	57.4%		
Multi-Family	12,738	12,036	**-702**	**-5.5%**
% of Total	41.7%	40.9%		
Mobile Homes/Other[1]	1,094	478	**-616**	**-56.3%**
% of Total	3.6%	1.6%		
Total Units[2]	**30,534**	**29,408**	**-1,126**	**-3.7%**

Long Beach

Unit Type	1990	2000	Change	% Change
Single Family	76,943	79,107	**2,164**	**2.8%**
% of Total	45.2%	46.1%		
Multi-Family	89,034	90,023	**989**	**1.1%**
% of Total	52.3%	52.4%		
Mobile Homes/Other[1]	4,411	2,529	**-1,882**	**-42.7%**
% of Total	2.6%	1.5%		
Total Units[2]	**170,388**	**171,659**	**1,271**	**0.7%**

1. Other includes trailers, boats, RVs and vans.
2. Data is from U.S. Census SF-3. Therefore, total units do not represent 100% count data.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

As shown in Table 2.1-37, both Community Cluster 2—West Central and the City have an aging housing stock. About 65.7 percent of the housing units in Community Cluster 2—West Central were built prior to 1960, compared to about 58.0 percent in the City. Only about 2.5 percent of the units in Community Cluster 2—West Central and about 4.3 percent in the City were built from 1990 to 2000.

Table 2.1-37 Age of Housing Stock: 2000

Community Cluster 2—West Central

Year Built	No. of Units	% of Total
Built 1990 to 2000	748	2.5%
Built 1980 to 1989	1,722	5.9%
Built 1970 to 1979	3,715	12.6%
Built 1960 to 1969	3,898	13.3%
Built 1950 to 1959	6,122	20.8%
Built 1940 to 1949	8,165	27.8%
Built 1939 or earlier	5,038	17.1%
Total Units	**29,408**	**100.0%**
Built prior to 1960	**65.7%**	

City of Long Beach

Year Built	No. of Units	% of Total
Built 1990 to 2000	7,345	4.3%
Built 1980 to 1989	15,348	8.9%
Built 1970 to 1979	22,464	13.1%
Built 1960 to 1969	26,941	15.7%
Built 1950 to 1959	39,642	23.1%
Built 1940 to 1949	29,258	17.0%
Built 1939 or earlier	30,661	17.9%
Total Units	**171,659**	**100.0%**
Built prior to 1960	**58.0%**	

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

EDUCATION

As shown in Table 2.1-38, the population age 25 years and older has achieved slightly lower educational levels in Community Cluster 2—West Central than in the City overall in 2000. About 21.2 percent of this population in Community Cluster 2—West Central had received a bachelor's degree or higher, compared to 23.9 percent in the City.

In Community Cluster 2—West Central, about 27.0 percent have not achieved a high school diploma, about the same as the City (27.3 percent). This indicates that the labor force may require job skills training in order to compete for jobs that command higher salaries.

Table 2.1-38 Educational Attainment of Population 25 Years and Over: 2000

Community Cluster 2—West Central

	2000	% of Total
Bachelor's or Graduate/Professional degree	11,167	21.2%
Associate degree	3,622	6.9%
Some college, no degree	12,573	23.8%
High school graduate (incl. equivalency)	11,165	21.1%
No high school diploma	14,268	27.0%
Total Persons	**52,795**	**100.0%**

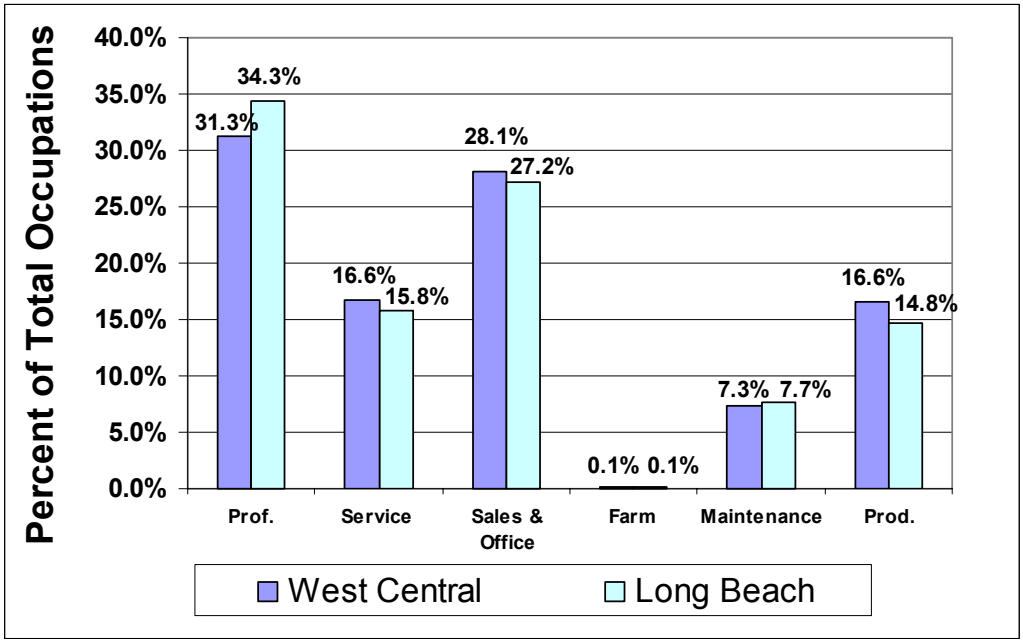
City of Long Beach

	2000	% of Total
Bachelor's or Graduate/Professional degree	66,424	23.9%
Associate degree	19,328	7.0%
Some college, no degree	63,628	22.9%
High school graduate (incl. equivalency)	52,198	18.8%
No high school diploma	75,832	27.3%
Total Persons	**277,410**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OCCUPATION OF RESIDENT LABOR FORCE

As shown in Figure 2.1-27, the largest portion of the labor force was employed in management and professional occupations in both Community Cluster 2—West Central (31.3 percent) and the City (34.3 percent) in 2000. Generally, the management and professional category has higher average salaries when compared to other categories.



SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-27 Community Cluster 2—West Central Occupations of Employed Population 16 Years and Older: 2000

EMPLOYMENT

Employment for Community Cluster 2—West Central was estimated based on SCAG census tract data, which categorizes employment into three categories: Retail, Service and Other employment. Retail includes jobs that fall under the Standard Industrial Classification (SIC) category of Retail Trade, Service includes jobs that fall under the SIC category of Service, while Other includes all other jobs that do not fall under Retail or Service.

As shown in Table 2.1-39, SCAG estimates that in 2000 there were about 32,934 total jobs in the census tracts that comprise Community Cluster 2—West Central. This Cluster represents about 17.7 percent of the total City employment, estimated at 186,218.

In Community Cluster 2—West Central, about 66.6 percent of the total employment was in the Service category and about 21.9 percent was in the Other category. About 11.5 percent of the total employment was in the Retail category.

There is a relatively higher concentration of service employment and conversely less of Retail and Other employment in Community Cluster 2—West Central. In the City as a whole, there is a much larger concentration of Other employment than in Community Cluster 2—West Central.

Table 2.1-39 SCAG Estimated Employment: 2000

Community Cluster 2—West Central

Area	2000	% of Total Employment	% of Total City
West Central			
Retail[1]	3,782	11.5%	2.0%
Service[2]	21,934	66.6%	11.8%
Other[3]	7,218	21.9%	3.9%
Total	**32,934**	**100.0%**	**17.7%**
City of Long Beach			
Retail	23,520	12.6%	12.6%
Service	80,757	43.4%	43.4%
Other	81,941	44.0%	44.0%
Total	**186,218**	**100.0%**	**100.0%**

1. Retail includes jobs that fall under the SIC category of Retail Trade (codes 52-59).
2. Service includes jobs that fall under the SIC category of Service (codes 70-89).
3. Includes all other jobs that do not fall under the SIC codes 52-59 and 70-89.

Source: Stanley R. Hoffman Associates, Inc.
Southern California Association of Governments (SCAG), 2001 RTP.

Community Cluster 3—Southwest

Community Cluster 3—Southwest encompasses 8,050 acres. This cluster is bounded on the west by the I-47 Terminal Island Freeway and the City's boundary with the City of Los Angeles; on the north by Pacific Coast Highway, Long Beach Boulevard, a short segment of Willow Street, the City's boundary with the City of Signal Hill, and once again along Pacific Coast Highway; on the east by Loma, Redondo, and Obispo Avenues; and on the south by the shoreline inclusive of the Port and Queen Mary areas.

KEY ISSUES FOR COMMUNITY CLUSTER 3—SOUTHWEST

- The population living in poverty has increased from 1990 to 2000. Individuals for whom poverty status was determined in the Cluster increased by 35.4 percent, less than for the City, which showed an increase of 48.4 percent.

- The number of residents in the labor force who have Management and Professional occupations was 24.6 percent in 2000, compared to 34.3 percent for the City. The number of residents in service occupations was 21.0 percent, compared to 15.8 percent for the City.

- With lower average service sector salaries, some residents are unable to obtain affordable housing. This in turn means more overcrowded units and increased strain on already taxed public infrastructure and resources.

- A large portion of Community Cluster 3—Southwest's population age 25 years and over, about 42.2 percent, do not have a high school diploma. In the City, about 27.3 percent of this population has no high school diploma. This indicates that the labor force may need improved skills training to compete for jobs that command higher salaries.

POPULATION AND HOUSEHOLDS

As shown in Table 2.1-40 and Figure 2.1-28, population in Community Cluster 3—Southwest has increased slightly less than households from 1990 to 2000. While population increased from 150,532 to 158,599, or by 5.4 percent over this time period, household population grew by 10.3 percent, almost twice as much as total population. Comparatively, the number of households increased by 6.4 percent.

The construction of housing units in Community Cluster 3—Southwest has not kept pace with the growing population from 1990 to 2000. The number of housing units has increased by only 2.6 percent during this time period (refer to Table 2.1-47) while population has increased by 5.4 percent. This trend is true for the City as well.

As shown, the average household size increased from 2.76 persons per household in 1990 to 2.86 persons per household in 2000.

Population has increased at a faster rate in the City of Long Beach as a whole than in Community Cluster 3—Southwest. The City's population increased by 7.5 percent over this time period compared to 5.4 percent in Community Cluster 3—Southwest.

Table 2.1-40 Key Demographics

Key Demographics of Community Cluster 3—Southwest

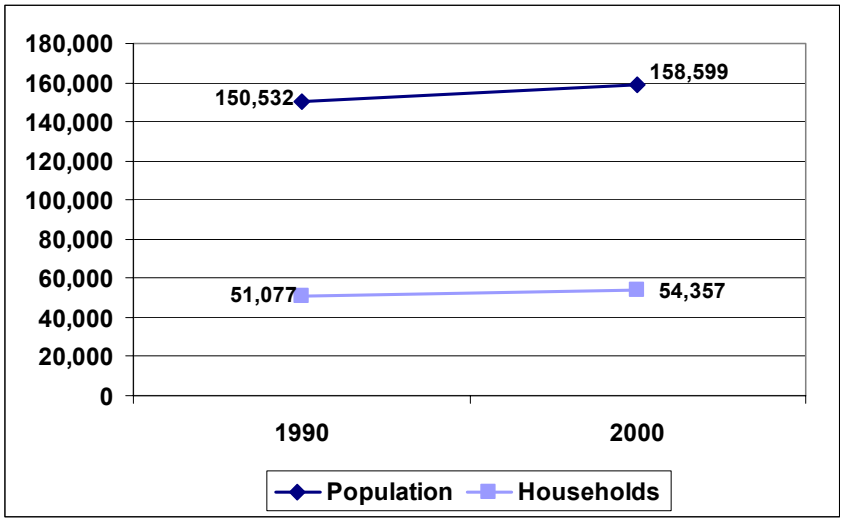
	1990	2000	Change	Percent Change
Population [1]	150,532	158,599	8,067	5.4%
Household Population [1]	140,959	155,494	14,535	10.3%
Households [1]	51,077	54,357	3,280	6.4%
Average Household Size	2.76	2.86	0.10	n/a
Housing Units	56,852	58,321	1,469	2.6%
Employment [2]	n/a	58,753	n/a	n/a

Key Demographics of Long Beach

	1990	2000	Change	Percent Change
Population [1]	429,433	461,522	32,089	7.5%
Household Population [1]	415,216	451,341	36,125	8.7%
Households [1]	158,975	163,088	4,113	2.6%
Avgerage Household Size	2.61	2.77	0.16	n/a
Housing Units	170,388	171,659	1,271	0.7%
Employment [2]	n/a	186,218	n/a	n/a

1. Population and Household estimates provided by 2000 U.S. Census.
2. Employment estimates based on SCAG 2001 RTP.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.
Southern California Association of Governments, 2001 RTP (Regional Transportation Plan).



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-28 Growth Trends: Community Cluster 3—Southwest

AGE OF POPULATION

As shown in Table 2.1-41 and Figure 2.1-29, in 2000 one-third (33.2 percent) of the population in Community Cluster 3—Southwest was under age 18, implying the need for larger dwelling units, as well as a need for schools and other family services. In the City, about 29 percent of the population was under age 18.

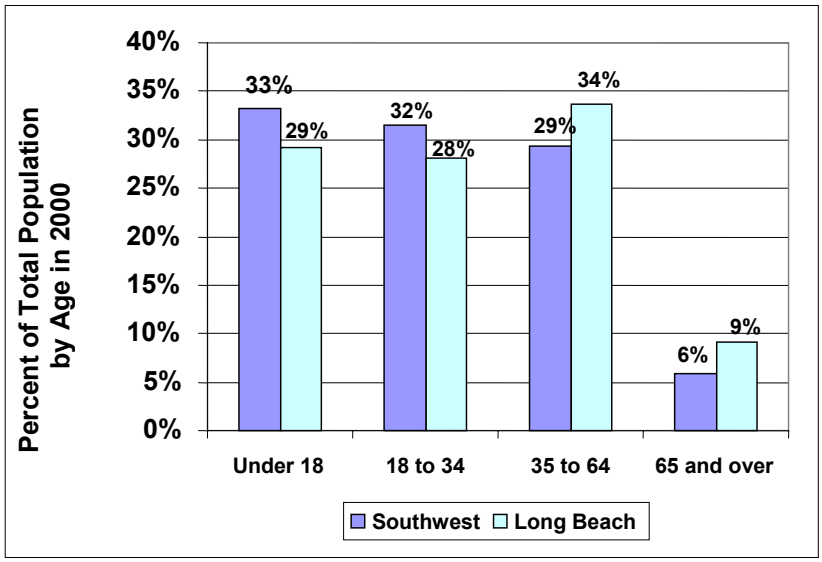
Table 2.1-41 Age Distribution: 1990 to 2000
Community Cluster 3—Southwest

	1990	%	2000	%
Under 18	43,998	29.2%	52,644	33.2%
18 to 34	60,345	40.1%	50,015	31.5%
35 to 64	35,154	23.4%	46,609	29.4%
65 and over	11,035	7.3%	9,331	5.9%
Total	**150,532**	**100.0%**	**158,599**	**100.0%**

City of Long Beach

	1990	%	2000	%
Under 18	109,467	25.5%	134,639	29.2%
18 to 34	148,100	34.5%	129,700	28.1%
35 to 64	125,403	29.2%	155,281	33.6%
65 and over	46,463	10.8%	41,902	9.1%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-29 Community Cluster 3—Southwest and City of Long Beach: Age Distribution in 2000

Community Cluster 3—Southwest reflects the City as a whole, where the share of the population under age 18 increased during this time period.

The population age 35 to 64 also experienced an increase in share of the total population from 1990 to 2000, increasing from 23.4 percent to 29.4 percent of the total population. This was true for the City as well.

The population in the age 18 to 34 and age 65 and over categories has decreased as a share of the total population in both Community Cluster 3—Southwest and the City as a whole.

RACE AND ETHNICITY

As shown in Table 2.1-42, the racial and ethnic composition of Community Cluster 3—Southwest has changed from 1990 to 2000. In 1990, the White population comprised 30.5 percent of the total population, while in 2000 this declined to 18.0 percent of the total population.

The Hispanic population showed the greatest increase in share of the population during this time period, from 36.2 percent in 1990 to 49.1 percent of the population in 2000. This change in distribution also occurred in the City, although it was not as pronounced.

The Black population and the Other category comprised slightly less of the population in 2000 than in 1990. Comparatively, the Black population in the City overall increased slightly.

As shown in Figure 2.1-30, the most prevalent ethnic group in both Community Cluster 3—Southwest and the City in 2000 were Hispanics, at 49.1 percent of the population in the Cluster and 35.8 percent in the City.

Table 2.1-42 Race and Ethnicity: 1990 to 2000

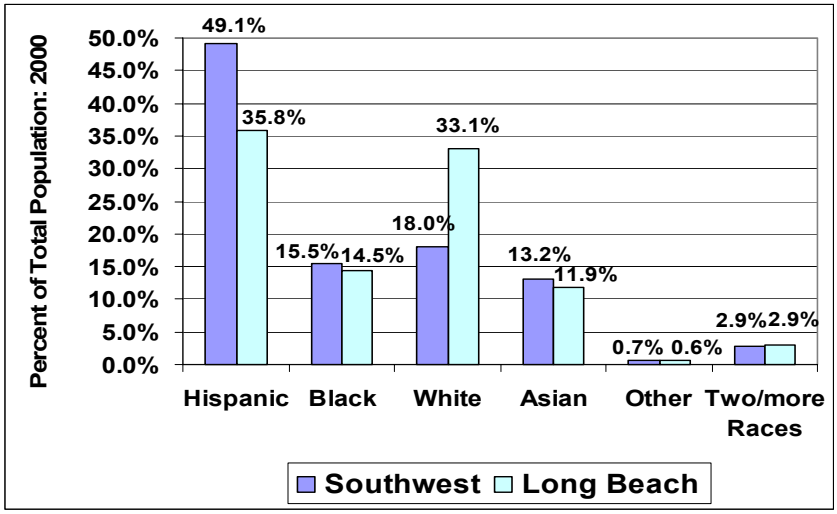
Community Cluster 3—Southwest

	1990	%	2000	%
White	45,986	30.5%	28,602	18.0%
Black	24,588	16.3%	24,623	15.5%
Asian	24,094	16.0%	20,920	13.2%
Native Hawaiian & Other Pacific Islander	n/a	n/a	1,003	0.6%
Other	1,351	0.9%	1,036	0.7%
Two or more Races	n/a	n/a	4,587	2.9%
Hispanic	54,513	36.2%	77,828	49.1%
Total	**150,532**	**100.0%**	**158,599**	**100.0%**

City of Long Beach

	1990	%	2000	%
White	212,755	49.5%	152,899	33.1%
Black	56,805	13.2%	66,836	14.5%
Asian	55,234	12.9%	54,937	11.9%
Native Hawaiian & Other Pacific Islander	n/a	n/a	5,392	1.2%
Other	3,220	0.7%	2,785	0.6%
Two or more Races	n/a	n/a	13,581	2.9%
Hispanic	101,419	23.6%	165,092	35.8%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

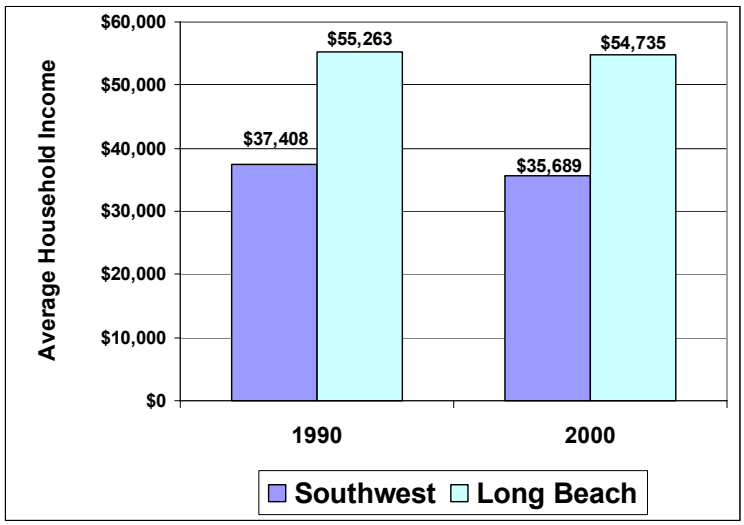
Figure 2.1-30 Community Cluster 3—Southwest and City of Long Beach Racial and Ethnic Composition in 2000

AVERAGE ANNUAL HOUSEHOLD INCOME

As shown in Figure 2.1-31, Community Cluster 3—Southwest's average household income decreased from 1990 to 2000 in constant 2000 dollars, from $37,408 to $35,689 annually. The average household income in the City also decreased slightly in constant dollars during this time period, from $55,263 to $54,735.

The average household income in Community Cluster 3—Southwest is about 53.4 percent less than in the City as a whole.

As shown in Table 2.1-43, in 2000 about 50.4 percent of Community Cluster 3—Southwest's households earned an average annual income of less than $25,000, while in the City, 34.2 percent of the households earned an average annual income of less than $25,000. There was a much smaller share of households in Community Cluster 3—Southwest than in the City that earned more than $50,000 annually.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-31 Community Cluster 3—Southwest and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars)

Table 2.1-43 Average Household Income: 1990 to 2000

Community Cluster 3—Southwest

Income Category	1990	%	2000	%
Less than $10,000	11,733	22.9%	10,632	19.5%
$10,000 to $24,999	17,261	33.7%	16,832	30.9%
$25,000 to $49,999	15,558	30.4%	16,141	29.6%
$50,000 to $99,000	5,733	11.2%	8,644	15.9%
$100,000 or more	946	1.8%	2,222	4.1%
Total Households[1]	**51,231**	**100.0%**	**54,471**	**100.0%**

City of Long Beach

Income Category	1990	%	2000	%
Less than $10,000	22,870	14.4%	20,549	12.6%
$10,000 to $24,999	39,468	24.8%	35,195	21.6%
$25,000 to $49,999	52,038	32.7%	45,644	28.0%
$50,000 to $99,000	36,146	22.7%	42,336	25.9%
$100,000 or more	8,712	5.5%	19,555	12.0%
Total Households[1]	**159,234**	**100.0%**	**163,279**	**100.0%**

1. Data is from U.S. Census SF-3. Therefore, total households is based on sample data.
2. Data in categories is shown in nominal dollars, not adjusted for inflation between 1990 and 2000.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

POVERTY STATUS

As shown in Table 2.1-44, individuals for whom poverty status was determined have increased from 1990 to 2000. In Community Cluster 3—Southwest, individuals with poverty status increased by 35.4 percent, compared to the City, which showed an increase of 48.4 percent.

As shown, in 2000, more than one third (35.8 percent) of the population in Community Cluster 3—Southwest and about one fourth in the City (22.4 percent) was determined to have poverty status.

Table 2.1-44 Individuals with Poverty Status[1]

Community Cluster 3—Southwest

	1990	2000	Change	% Change
18 years to 64 Years	21,252	29,901	8,649	40.7%
65 years and over	1,506	1,912	406	27.0%
Related children under 18 years	19,194	24,990	5,796	30.2%
Total Persons	**41,952**	**56,803**	**14,851**	**35.4%**
Percent of Total Population	**27.9%**	**35.8%**	**7.9%**	

City of Long Beach

	1990	2000	Change	% Change
18 years to 64 Years	36,553	55,662	19,109	52.3%
65 years and over	3,974	4,293	319	8.0%
Related children under 18 years	29,167	43,479	14,312	49.1%
Total Persons	**69,694**	**103,434**	**33,740**	**48.4%**
Percent of Total Population	**16.2%**	**22.4%**	**6.2%**	

1. Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level." In 2000, the Federal poverty line was $13,874 for a family of three.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OVERCROWDING OF HOUSING UNITS

As shown in Table 2.1-45, overcrowded units have increased in Community Cluster 3—Southwest from 1990 to 2000. The number of units with 1.01 to 1.50 occupants per room increased by 24.3 percent, while the number of units with 1.51 or more occupants per room increased by 32.5 percent.

Overcrowding is an issue for the City as well, which showed a greater increase than Community Cluster 3—Southwest in the number of units with more than 1.00 occupant per room. While overcrowded units increased in Community Cluster 3—Southwest as well during this time period, the increase was the same (6.3 percent) as the City as a whole.

As a percent of total units, overcrowded units comprised 34.1 percent of the total units in Community Cluster 3—Southwest during 2000, compared to the City at 22.5 percent of the total units.

Overcrowded units are a reflection of the increasing population growth without a relative increase in the number of housing units to meet this need. Additionally, overcrowding indicates there may be a lack of housing that is suitable or affordable. This problem of overcrowding is exacerbated by the fact that 61 percent of the rental stock consists of single or one-bedroom apartments and that the majority of population growth is in large families, which would require three- and four-bedroom apartments.

Table 2.1-45 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1])

Community Cluster 3—Southwest

	1990	2000	Change	% Change
1.00 or less occupants per room	36,866	35,845	-1,021	-2.8%
1.01 to 1.50 occupants per room	3,897	4,844	947	24.3%
1.51 or more occupants per room	10,314	13,668	3,354	32.5%
Total Units	**51,077**	**54,357**	**3,280**	**6.4%**
Overcrowded Units as a % of Total Units	**27.8%**	**34.1%**	**6.3%**	

City of Long Beach

	1990	2000	Change	% Change
1.00 or less occupants per room	133,102	126,331	-6,771	-5.1%
1.01 to 1.50 occupants per room	9,259	11,996	2,737	29.6%
1.51 or more occupants per room	16,614	24,780	8,166	49.2%
Total Units	**158,975**	**163,107**	**4,132**	**2.6%**
Overcrowded Units as a % of Total Units	**16.3%**	**22.5%**	**6.3%**	

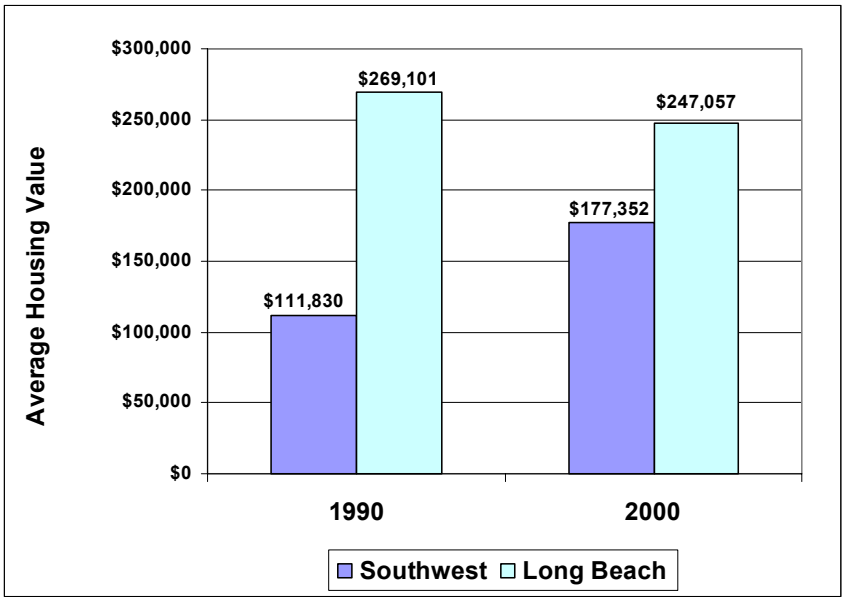
1. More than 1.0 occupant per room is defined as an overcrowded condition.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

AVERAGE HOUSING VALUE

As shown in Figure 2.1-32, the average housing value of a housing unit in Community Cluster 3—Southwest has increased in constant 2000 dollars, from $111,830 in 1990 to $177,352 in 2000. This is due to the recent construction of high-end housing stock along Ocean Boulevard. Conversely, in the City, the value declined from $269,101 to $247,057.

The average housing value in the Southwest area of $177,352 in 2000 was 28.2 percent lower than the City average of $247,057.

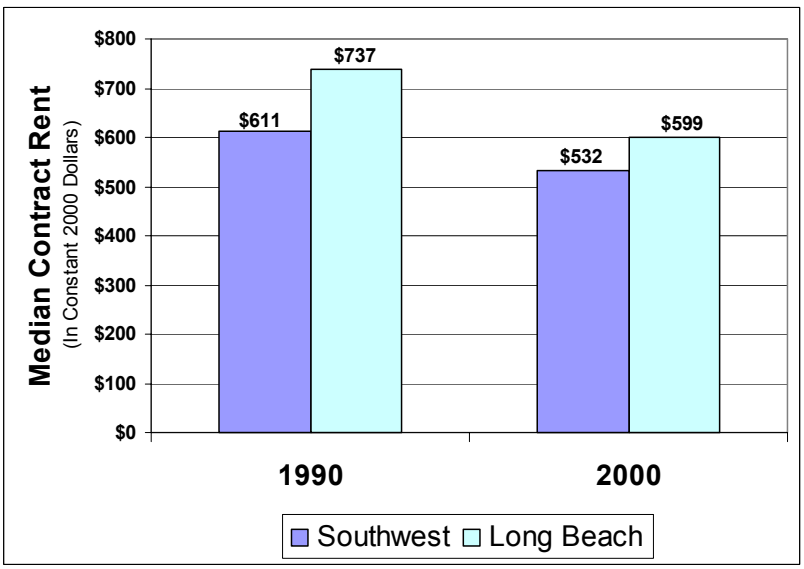


SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-32 Community Cluster 3—Southwest and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars)

MEDIAN CONTRACT RENT

As shown in Figure 2.1-33, the median contract rent of a housing unit in Community Cluster 3—Southwest has declined in constant 2000 dollars, from $611 per month in 1990 to $532 per month in 2000. In the City, the median rent declined from $737 to $599 per month.



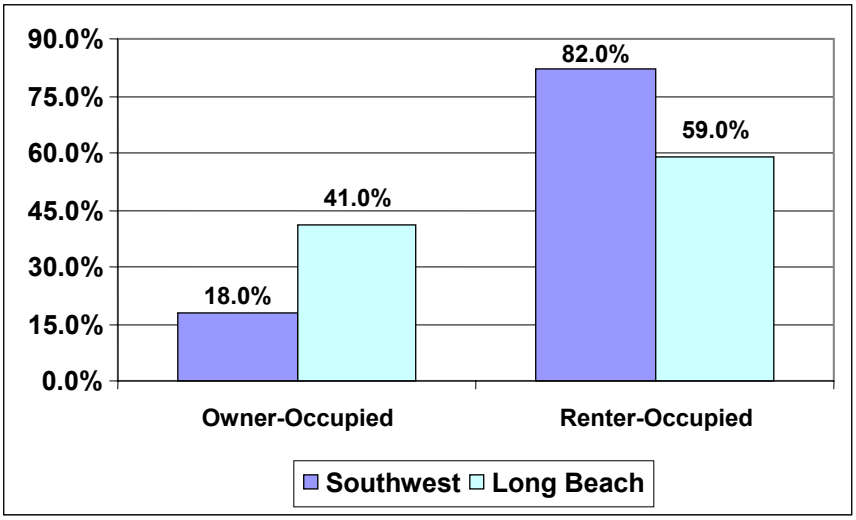
SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-33 Community Cluster 3—Southwest and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars)

TENURE

As shown in Figure 2.1-34, both Community Cluster 3—Southwest and the City had a higher proportion of renter-occupied units than owner-occupied units in 2000. However, Community Cluster 3—Southwest had considerably more renter-occupied units (82.0 percent) than the City (59.0 percent) and the other Clusters.

As shown in Table 2.1-46, there was a larger increase in the number of owner-occupied units than renter-occupied units from 1990 to 2000 for both Community Cluster 3—Southwest and the City. In the Southwest area, the number of owner-occupied units increased by 9.0 percent, while the number of renter-occupied units increased by 5.9 percent.



SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-34 Community Cluster 3—Southwest and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000

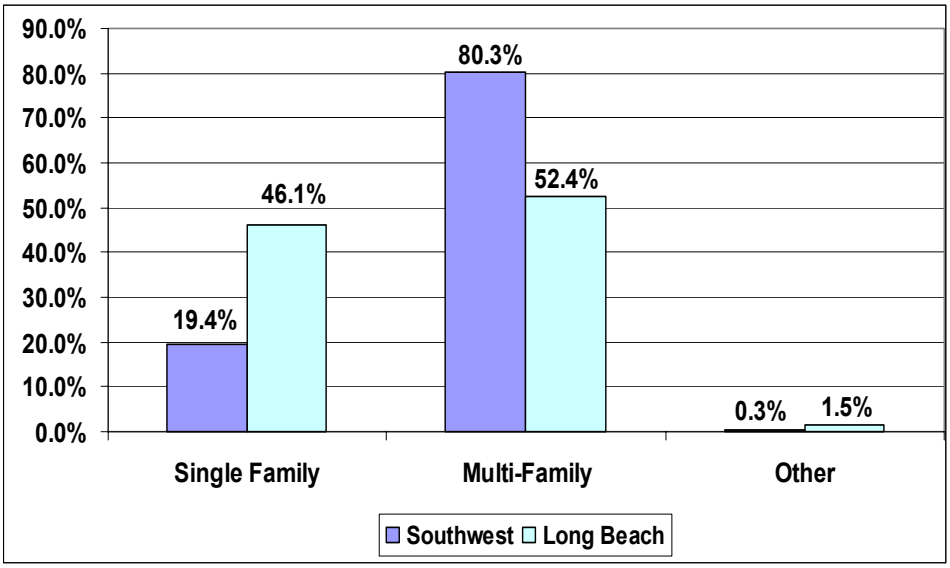
Table 2.1-46 Housing Tenure: 1990 to 2000

	1990	2000	Change	% Change
Southwest				
Owner-occupied	8,967	9,770	803	9.0%
Renter-occupied	42,110	44,587	2,477	5.9%
Total Units	**51,077**	**54,357**	**3,280**	**6.4%**
Long Beach				
Owner-occupied	65,117	66,928	1,811	2.8%
Renter-occupied	93,858	96,160	2,302	2.5%
Total Units	**158,975**	**163,088**	**4,113**	**2.6%**

Source: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

HOUSING STOCK

As shown in Figure 2.1-35, Community Cluster 3—Southwest had a much lower percentage of single-family homes (19.4 percent) than the City (46.1 percent) in 2000. About 80.3 percent of the housing units in Community Cluster 3—Southwest were multi-family, while about 52.4 percent in the City were multi-family units.



NOTE: Other includes trailers, boats, RVs, and vans.

SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-35 Community Cluster 3—Southwest and City of Long Beach Distribution of Housing Units: 2000

As shown in Table 2.1-47, the total number of housing units has increased somewhat from 1990 to 2000, by 1,469 units or 2.6 percent. While single-family units increased by 8.0 percent, the number of multi-family units increased by 2.8 percent. The City experienced even less of an increase in total housing units (0.7 percent) during this time period.

As shown in Table 2.1-48, both Community Cluster 3—Southwest and the City have an aging housing stock. About 48.4 percent of the housing units in Community Cluster 3—Southwest were built prior to 1960, compared to about 58.0 percent in the City. Only about 6.5 percent of the units in Community Cluster 3—Southwest and about 4.3 percent in the City were built from 1990 to 2000.

Table 2.1-47 Housing Units: 1990 to 2000

Community Cluster 3—Southwest

Unit Type	1990	2000	Change	% Change
Single Family	10,465	11,302	**837**	**8.0%**
% of Total	18.4%	19.4%		
Multi-Family	45,560	46,824	**1,264**	**2.8%**
% of Total	80.1%	80.3%		
Mobile Homes/Other[1]	827	195	**-632**	**-76.4%**
% of Total	1.5%	0.3%		
Total Units[2]	**56,852**	**58,321**	**1,469**	**2.6%**

Long Beach

Unit Type	1990	2000	Change	% Change
Single Family	76,943	79,107	**2,164**	**2.8%**
% of Total	45.2%	46.1%		
Multi-Family	89,034	90,023	**989**	**1.1%**
% of Total	52.3%	52.4%		
Mobile Homes/Other[1]	4,411	2,529	**-1,882**	**-42.7%**
% of Total	2.6%	1.5%		
Total Units[2]	**170,388**	**171,659**	**1,271**	**0.7%**

1. Other includes trailers, boats, RVs and vans.
2. Data is from U.S. Census SF-3. Therefore, total units do not represent 100% count data.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

Table 2.1-48 Age of Housing Stock: 2000

Community Cluster 3—Southwest

Year Built	No. of Units	% of Total
Built 1990 to 2000	3,812	6.5%
Built 1980 to 1989	7,663	13.1%
Built 1970 to 1979	8,456	14.5%
Built 1960 to 1969	10,149	17.4%
Built 1950 to 1959	8,298	14.2%
Built 1940 to 1949	6,012	10.3%
Built 1939 or earlier	13,931	23.9%
Total Units	**58,321**	**100.0%**
Built prior to 1960	**48.4%**	

City of Long Beach

Year Built	No. of Units	% of Total
Built 1990 to 2000	7,345	4.3%
Built 1980 to 1989	15,348	8.9%
Built 1970 to 1979	22,464	13.1%
Built 1960 to 1969	26,941	15.7%
Built 1950 to 1959	39,642	23.1%
Built 1940 to 1949	29,258	17.0%
Built 1939 or earlier	30,661	17.9%
Total Units	**171,659**	**100.0%**
Built prior to 1960	**58.0%**	

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

EDUCATION

As shown in Table 2.1-49, the population age 25 years and older has not achieved as high an education level in Community Cluster 3—Southwest as in the City overall in 2000. About 15.0 percent of this population in Community Cluster 3—Southwest had received a bachelor's degree or higher, compared to 23.9 percent in the City.

In Community Cluster 3—Southwest, about 42.3 percent have not achieved a high school diploma, compared to 27.3 percent in the City. This indicates that the labor force may need to improve their skills in order to compete for jobs that command higher salaries.

Table 2.1-49 Educational Attainment of Population 25 Years and Over: 2000

Community Cluster 3—Southwest

	2000	% of Total
Bachelor's or Graduate/Professional degree	13,007	15.0%
Associate degree	4,307	5.0%
Some college, no degree	16,740	19.3%
High school graduate (incl. equivalency)	15,968	18.4%
No high school diploma	36,636	42.3%
Total Persons	**86,658**	**100.0%**

City of Long Beach

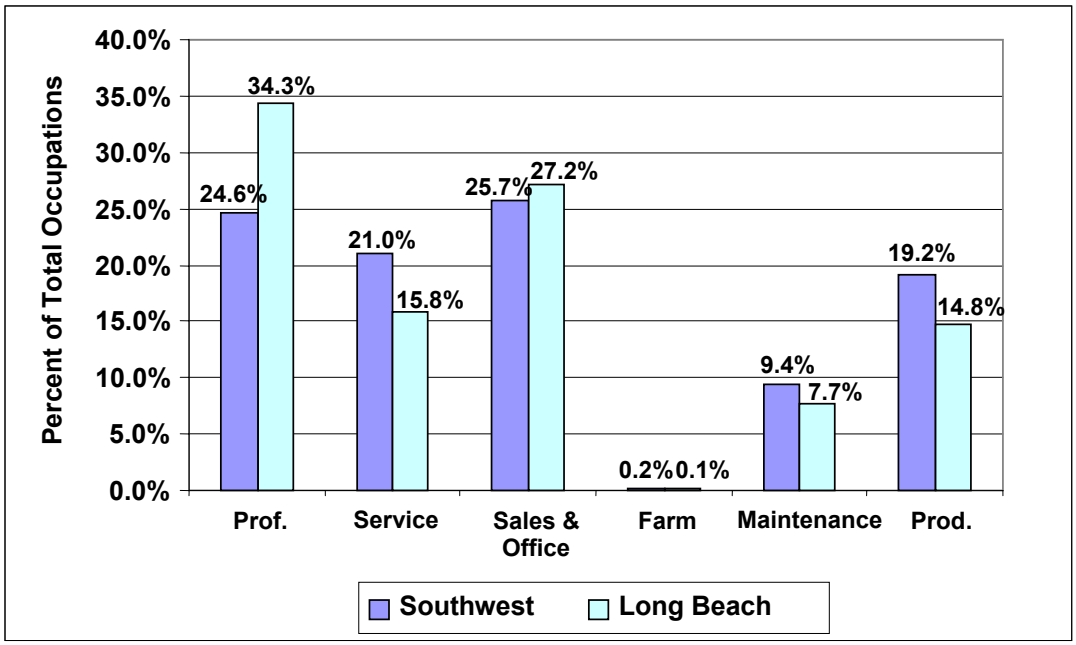
	2000	% of Total
Bachelor's or Graduate/Professional degree	66,424	23.9%
Associate degree	19,328	7.0%
Some college, no degree	63,628	22.9%
High school graduate (incl. equivalency)	52,198	18.8%
No high school diploma	75,832	27.3%
Total Persons	**277,410**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OCCUPATION OF RESIDENT LABOR FORCE

As shown in Figure 2.1-36, a large portion (25.7 percent) of Community Cluster 3—Southwest's labor force was employed in sales and office occupations in 2000.

About 24.6 percent of the total labor force in Community Cluster 3—Southwest was employed in Management and Professional occupations during 2000, compared to 34.3 percent for the City as a whole. In the City, the largest portion of the labor force was employed in Management and Professional occupations (34.3 percent). Generally, the Management and Professional category has higher average salaries when compared to other categories.



SOURCE: U.S. Bureau of the Census, 2000. Employment

Figure 2.1-36 Community Cluster 3—Southwest Occupations of Employed Population 16 Years and Older: 2000

EMPLOYMENT

Employment for Community Cluster 3—Southwest was estimated based on SCAG census tract data, which categorizes employment into three categories: Retail, Service and Other employment. Retail includes jobs that fall under the SIC category of Retail Trade, Service includes jobs that fall under the SIC category of Service, while Other includes all other jobs that do not fall under Retail or Service.

As shown in Table 2.1-50, SCAG estimates that in 2000 there were about 58,753 total jobs in the census tracts that comprise Community Cluster 3—Southwest. This Cluster represents about 31.6 percent of the total City employment, estimated at 186,218.

In Community Cluster 3—Southwest over one-half (52.4 percent) of the employment was in the Other category. About 35.8 percent of the total employment was in the Service category, and about 11.8 percent was in the Retail category.

Similar to the City, there is a relatively higher concentration of employment in the Other category and conversely less of Service and Retail employment in Community Cluster 3—Southwest.

Table 2.1-50 SCAG Estimated Employment: 2000

Community Cluster 3—Southwest

Area	2000	% of Total Employment	% of City
Southwest			
Retail	6,926	11.8%	3.7%
Service	21,047	35.8%	11.3%
Other	30,780	52.4%	16.5%
Total	**58,753**	**100.0%**	**31.6%**
City of Long Beach			
Retail	23,520	12.6%	12.6%
Service	80,757	43.4%	43.4%
Other	81,941	44.0%	44.0%
Total	**186,218**	**100.0%**	**100.0%**

1. Retail includes jobs that fall under the SIC category of Retail Trade (codes 52-59).
2. Service includes jobs that fall under the SIC category of Service (codes 70-89).
3. Includes all other jobs that do not fall under the SIC codes 52-59 and 70-89.

Source: Stanley R. Hoffman Associates, Inc.
Southern California Association of Governments (SCAG), 2001 RTP.

Community Cluster 4—Southeast

The Community Cluster 4—Southeast encompasses 5,057 acres. It is bounded on the west by Obispo, Redondo, and Loma Avenues, and the City's boundary with Signal Hill; on the north by the I-405 San Diego Freeway, Clark Avenue, Pacific Coast Highway, and Seventh Street; on the east by the City's border with Orange County and the City of Seal Beach; and on the south along the shoreline. The major cross-town commuter corridors of Pacific Coast Highway and Seventh Street cross the area.

Key Issues for Community Cluster 4—Southeast

- Population increased only slightly less than the number of households from 1990 to 2000, implying that overcrowding of housing units is not as critical in Community Cluster 4—Southeast as it is in Community Clusters 1, 2, and 3. The population increased by 2.4 percent during this time period, while households increased by 3.0 percent.

- While individuals for whom poverty status was determined in the Cluster increased from 1990 to 2000 by 35.8 percent, this was not as dramatic as Citywide, which showed an increase of 48.4 percent.

- The number of residents in the labor force who have Management and Professional occupations is higher in the Southeast area when compared to other Clusters and

Citywide. At 53.1 percent of the total labor force, this is higher than the City (34.3 percent) and all other Clusters.

- A much smaller portion of Community Cluster 4—Southeast's population age 25 years and over (about 6.5 percent) does not have a high school diploma. In the City, about 27.3 percent of this population has no high school diploma. This indicates that generally, the labor force in this Cluster has the skills required to obtain jobs that command higher salaries.

POPULATION AND HOUSEHOLDS

As shown in Table 2.1-51 and Figure 2.1-37, population growth in Community Cluster 4—Southeast has outpaced household growth slightly from 1990 to 2000. The population in Community Cluster 4—Southeast increased from 57,950 to 59,356, or by 2.4 percent over this time period. Similarly, the number of households increased by 3.0 percent. Population growth also exceeded household growth in the City.

The construction of housing units in Community Cluster 4—Southeast has not increased as much as the growing population from 1990 to 2000. However, compared to the City, Community Cluster 4—Southeast is keeping up with population. The number of housing units has increased by 1.0 percent during this time period in Community Cluster 4—Southeast compared to household population at 2.5 percent. In the City, the construction of housing units increased by 0.7 percent although the population grew by 7.5 percent.

As shown, the average household size remained the same at 1.93 persons per household in 1990 and 2000. This indicates that housing construction is generally keeping pace with household population growth.

Population has increased far more in the City of Long Beach as a whole than in Community Cluster 4—Southeast. The City's population increased by 7.5 percent over this time period compared to 2.4 percent in Community Cluster 4—Southeast.

Table 2.1-51 Key Demographics

Key Demographics of Community Cluster 4—Southeast

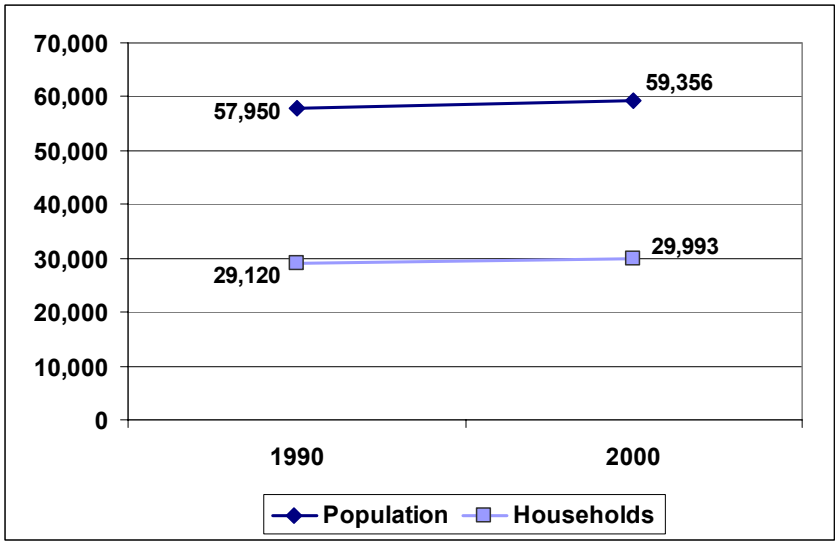
	1990	2000	Change	Percent Change
Population [1]	57,950	59,356	1,406	2.4%
Household Population [1]	56,343	57,737	1,394	2.5%
Households [1]	29,120	29,993	873	3.0%
Average Household Size	1.93	1.93	0.00	n/a
Housing Units	31,093	31,408	315	1.0%
Employment [2]	n/a	23,297	n/a	n/a

Key Demographics of Long Beach

	1990	2000	Change	Percent Change
Population [1]	429,433	461,522	32,089	7.5%
Household Population [1]	415,216	451,341	36,125	8.7%
Households [1]	158,975	163,088	4,113	2.6%
Average Household Size	2.61	2.77	0.16	n/a
Housing Units	170,388	171,659	1,271	0.7%
Employment [2]	n/a	186,218	n/a	n/a

1. Population and Household estimates provided by 2000 U.S. Census.
2. Employment estimates based on SCAG 2001 RTP.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.
Southern California Association of Governments, 2001 RTP (Regional Transportation Plan).



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-37 Growth Trends: Community Cluster 4—Southeast

AGE OF POPULATION

As shown in Table 2.1-52 and Figure 2.1-38, in 2000 only 14.1 percent of the population in Community Cluster 4—Southeast was under age 18. In the City, about 29 percent of the population was under age 18.

The population age 35 to 64 experienced an increase in share of the total population from 1990 to 2000, increasing from 35.1 percent to 41.1 percent of the total population. This was true for the City as well.

The population in the age 18 to 34 and age 65 and over categories has decreased as a share of the total population in both Community Cluster 4—Southeast and the City as a whole.

Table 2.1-52 Age Distribution: 1990 to 2000

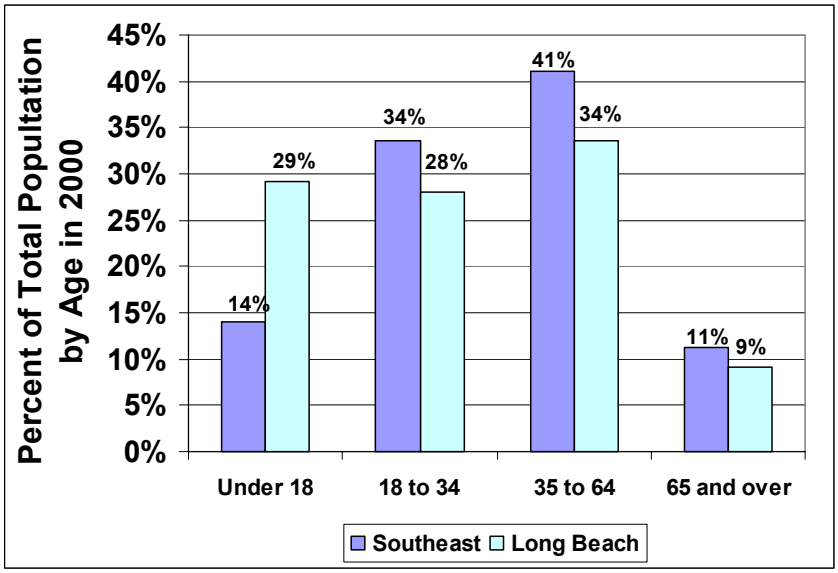
Community Cluster 4—Southeast

	1990	%	2000	%
Under 18	7,090	12.2%	8,343	14.1%
18 to 34	23,312	40.2%	19,959	33.6%
35 to 64	20,359	35.1%	24,399	41.1%
65 and over	7,189	12.4%	6,655	11.2%
Total	**57,950**	**100.0%**	**59,356**	**100.0%**

City of Long Beach

	1990	%	2000	%
Under 18	109,467	25.5%	134,639	29.2%
18 to 34	148,100	34.5%	129,700	28.1%
35 to 64	125,403	29.2%	155,281	33.6%
65 and over	46,463	10.8%	41,902	9.1%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-38 Community Cluster 4—Southeast and City of Long Beach: Age Distribution in 2000

RACE AND ETHNICITY

As shown in Table 2.1-53, the racial and ethnic composition of Community Cluster 4—Southeast has changed from 1990 to 2000. In 1990, the White population comprised 84.0 percent of the total population, while in 2000 this declined to 69.8 percent of the total population. In the City, the White population comprised about one-third of the population during 2000.

The Hispanic population showed the greatest increase in share of the population during this time period, from 8.1 percent in 1990 to 13.7 percent of the population in 2000. This change also occurred in the City.

As shown in Figure 2.1-39, the most prevalent ethnic group in Community Cluster 4—Southeast in 2000 was the White population, at 69.8 percent of the population. In the City, Hispanics comprised the greatest share of the population at 35.8 percent.

Table 2.1-53 Race and Ethnicity: 1990 to 2000

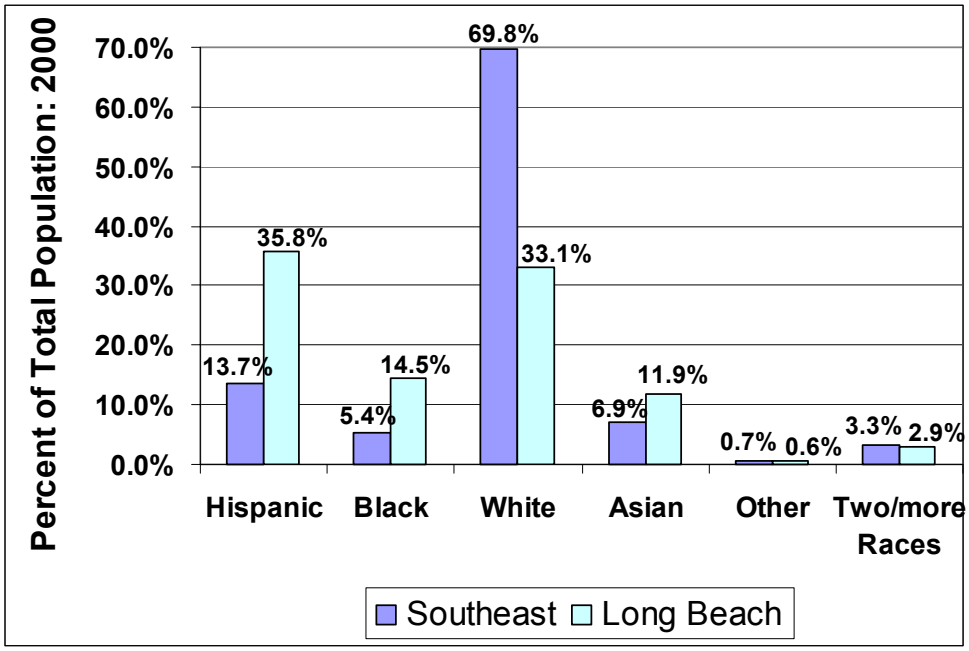
Community Cluster 4—Southeast

	1990	%	2000	%
White	48,671	84.0%	41,403	69.8%
Black	1,671	2.9%	3,186	5.4%
Asian	2,581	4.5%	4,123	6.9%
Native Hawaiian & Other Pacific Islander	n/a	n/a	151	0.3%
Other	317	0.5%	430	0.7%
Two or more Races	n/a	n/a	1,937	3.3%
Hispanic	4,710	8.1%	8,126	13.7%
Total	**57,950**	**100.0%**	**59,356**	**100.0%**

City of Long Beach

	1990	%	2000	%
White	212,755	49.5%	152,899	33.1%
Black	56,805	13.2%	66,836	14.5%
Asian	55,234	12.9%	54,937	11.9%
Native Hawaiian & Other Pacific Islander	n/a	n/a	5,392	1.2%
Other	3,220	0.7%	2,785	0.6%
Two or more Races	n/a	n/a	13,581	2.9%
Hispanic	101,419	23.6%	165,092	35.8%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

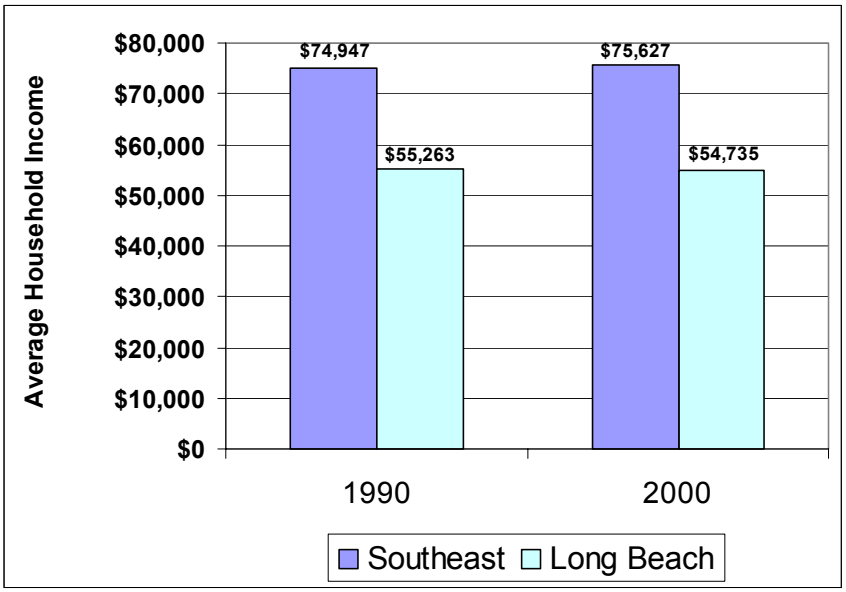
Figure 2.1-39 Community Cluster 4—Southeast and City of Long Beach Racial and Ethnic Composition in 2000

AVERAGE ANNUAL HOUSEHOLD INCOME

As shown in Figure 2.1-40, Community Cluster 4—Southeast's average household income increased slightly from 1990 to 2000 in constant 2000 dollars, from $74,947 to $75,627 annually. Comparatively, the average household income in the City decreased slightly in constant dollars during this time period, from $55,263 to $54,735.

The average household income in Community Cluster 4—Southeast is about 38 percent higher than in the City.

As shown in Table 2.1-54, in 2000 about 19.9 percent of Community Cluster 4—Southeast's households earned an average annual income of less than $25,000, while in the City, 34.2 percent of the households earned an average annual income of less than $25,000. There were also a higher percentage of households in Community Cluster 4—Southeast (53.3%) than in the City (37.9%) that earned more than $50,000 annually.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-40 Community Cluster 4—Southeast and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars)

Table 2.1-54 Average Household Income: 1990 to 2000

Community Cluster 4—Southeast

Income Category	1990	%	2000	%
Less than $10,000	2,112	7.2%	2,140	7.1%
$10,000 to $24,999	5,423	18.6%	3,825	12.8%
$25,000 to $49,999	9,918	34.0%	8,029	26.8%
$50,000 to $99,000	8,482	29.1%	9,836	32.9%
$100,000 or more	3,240	11.1%	6,107	20.4%
Total Households[1]	**29,175**	**100.0%**	**29,937**	**100.0%**

City of Long Beach

Income Category	1990	%	2000	%
Less than $10,000	22,870	14.4%	20,549	12.6%
$10,000 to $24,999	39,468	24.8%	35,195	21.6%
$25,000 to $49,999	52,038	32.7%	45,644	28.0%
$50,000 to $99,000	36,146	22.7%	42,336	25.9%
$100,000 or more	8,712	5.5%	19,555	12.0%
Total Households[1]	**159,234**	**100.0%**	**163,279**	**100.0%**

1. Data is from U.S. Census SF-3. Therefore, total households is based on sample data.
2. Data in categories is shown in nominal dollars, not adjusted for inflation between 1990 and 2000.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

POVERTY STATUS

As shown in Table 3-55, individuals for whom poverty status was determined in the Cluster have increased from 1990 to 2000. In the Southeast, individuals with poverty status increased by 35.8 percent, less than the City, which showed an increase of 48.4 percent.

As shown, in 2000, about 9.0 percent of the population in Community Cluster 4—Southeast and 22.4 percent in the City were determined to have poverty status.

Table 2.1-55 Individuals with Poverty Status[1]

Community Cluster 4—Southeast

	1990	2000	Change	% Change
18 years to 64 Years	3,065	4,374	1,309	42.7%
65 years and over	428	332	-96	-22.4%
Related children under 18 years	453	653	200	44.2%
Total Persons	**3,946**	**5,359**	**1,413**	**35.8%**
Percent of Total Population	**6.8%**	**9.0%**	**2.2%**	

City of Long Beach

	1990	2000	Change	% Change
18 years to 64 Years	36,553	55,662	19,109	52.3%
65 years and over	3,974	4,293	319	8.0%
Related children under 18 years	29,167	43,479	14,312	49.1%
Total Persons	**69,694**	**103,434**	**33,740**	**48.4%**
Percent of Total Population	**16.2%**	**22.4%**	**6.2%**	

1. Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level." In 2000, the Federal poverty line was $13,874 for a family of three.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OVERCROWDING OF HOUSING UNITS

As shown in Table 2.1-56, overcrowded units have increased in Community Cluster 4—Southeast from 1990 to 2000. The number of units with 1.01 to 1.50 occupants per room has increased by 62.6 percent, while the number of units with 1.51 or more occupants per room has increased by 59.9 percent.

While overcrowded units increased in Community Cluster 4—Southeast, the increase was not as dramatic as in the City.

As a percent of total units, overcrowded units in 2000 comprised only 4.9 percent of the total units in Community Cluster 4—Southeast. Comparatively, overcrowded units amounted to 22.5 percent of the total units in the City.

Overcrowded units are a reflection of the increasing population growth without a relative increase in the number of housing units to meet this need. Additionally, overcrowding indicates there may be a lack of housing that is affordable. This problem of overcrowding is exacerbated by the fact that 61 percent of the rental stock consists of single or one-bedroom apartments and that the majority of population growth is in large families, which would require three- and four-bedroom apartments.

Table 2.1-56 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1])

Community Cluster 4—Southeast

	1990	2000	Change	% Change
1.00 or less occupants per room	28,288	28,534	246	0.9%
1.01 to 1.50 occupants per room	393	639	246	62.6%
1.51 or more occupants per room	516	825	309	59.9%
Total Units	**29,197**	**29,998**	**801**	**2.7%**
Overcrowded Units as a % of Total Units	**3.1%**	**4.9%**	**1.8%**	

City of Long Beach

	1990	2000	Change	% Change
1.00 or less occupants per room	133,102	126,331	-6,771	-5.1%
1.01 to 1.50 occupants per room	9,259	11,996	2,737	29.6%
1.51 or more occupants per room	16,614	24,780	8,166	49.2%
Total Units	**158,975**	**163,107**	**4,132**	**2.6%**
Overcrowded Units as a % of Total Units	**16.3%**	**22.5%**	**6.3%**	

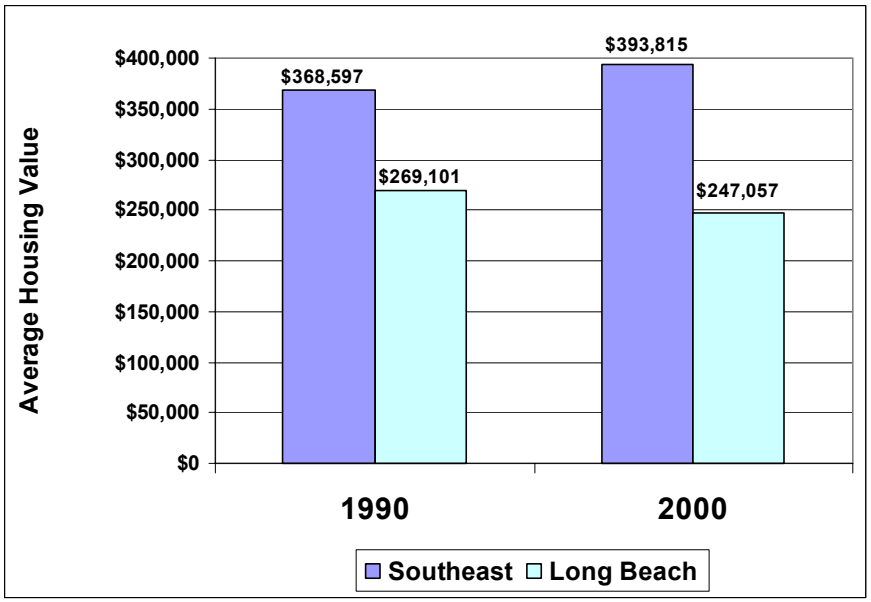
1. More than 1.0 occupant per room is defined as an overcrowded condition.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

AVERAGE HOUSING VALUE

As shown in Figure 2.1-41, the average housing value of a housing unit in Community Cluster 4—Southeast has increased in constant 2000 dollars, from $368,597 in 1990 to $393,815 in 2000. In the City, the value declined from $269,101 to $247,057.

The average housing value in Community Cluster 4—Southeast of $393,815 in 2000 was 59.4 percent higher than the City average of $247,057.

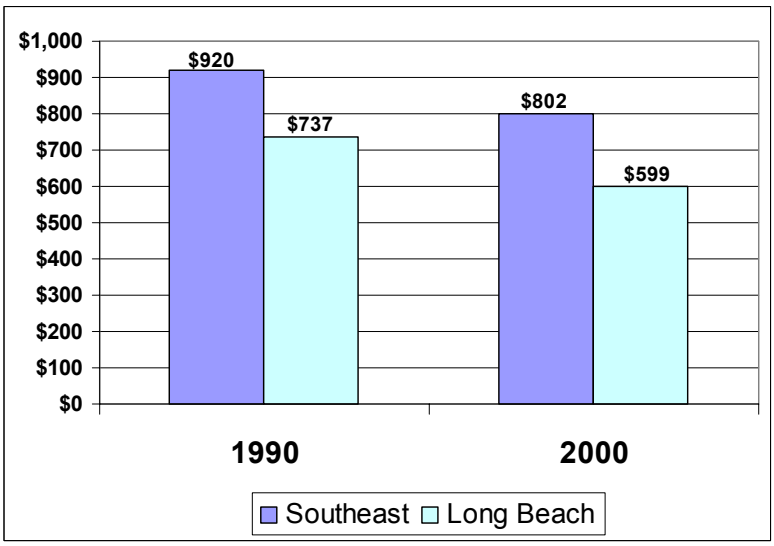


SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-41 Community Cluster 4—Southeast and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars)

MEDIAN CONTRACT RENT

As shown in Figure 2.1-42, the median contract rent of a housing unit in Community Cluster 4—Southeast has declined in constant 2000 dollars, from $920 per month in 1990 to $802 per month in 2000. In the City, the median rent declined from $737 to $599 per month.



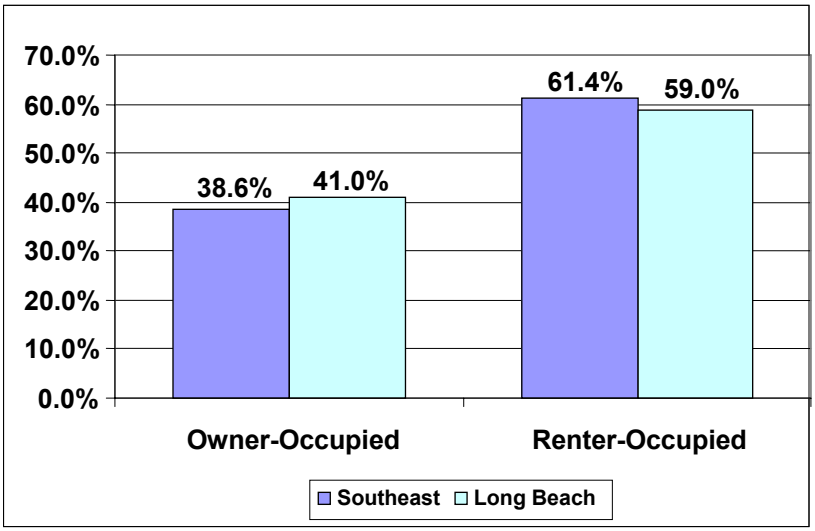
SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-42 Community Cluster 4—Southeast and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars)

TENURE

As shown in Figure 2.1-43, both Community Cluster 4—Southeast and the City had a higher proportion of renter-occupied units than owner-occupied units in 2000. Community Cluster 4—Southeast had a slightly higher proportion of renter-occupied units (61.4 percent) than the City (59.0 percent).

As shown in Table 2.1-57, there was a larger increase in the number of owner-occupied units than renter-occupied units from 1990 to 2000 for both Community Cluster 4—Southeast and the City. In the Southeast area, the number of owner-occupied units increased by 3.7 percent, while the number of renter-occupied units increased by 2.6 percent.



SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-43 Community Cluster 4—Southeast and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000

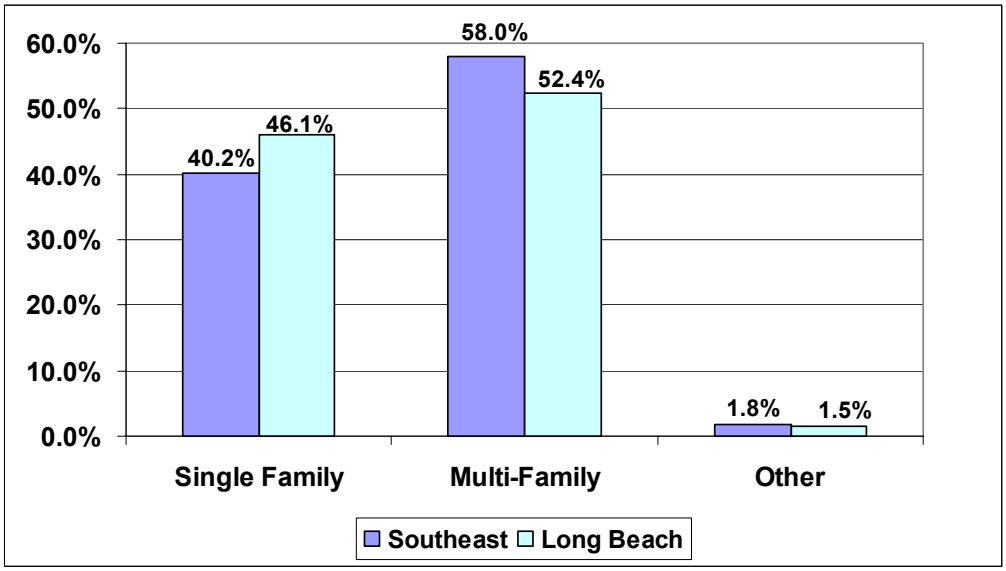
Table 2.1-57 Housing Tenure: 1990 to 2000

	1990	2000	Change	% Change
Southeast				
Owner-occupied	11,164	11,574	410	3.7%
Renter-occupied	17,956	18,419	463	2.6%
Total Units	**29,120**	**29,993**	**873**	**3.0%**
Long Beach				
Owner-occupied	65,117	66,928	1,811	2.8%
Renter-occupied	93,858	96,160	2,302	2.5%
Total Units	**158,975**	**163,088**	**4,113**	**2.6%**

Source: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

HOUSING STOCK

As shown in Figure 2.1-44, Community Cluster 4—Southeast had a lower percentage of single-family homes (40.2 percent) than the City (46.1 percent) in 2000. About 58.0 percent of the housing units in Community Cluster 3—Southwest was multi-family, while about 52.4 percent in the City were multi-family units.



NOTE: Other includes trailers, boats, RVs, and vans.

SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-44 Community Cluster 4—Southeast and City of Long Beach Distribution of Housing Units: 2000

As shown in Table 2.1-58, the total number of housing units has increased slightly from 1990 to 2000, by only 315 units or 1.0 percent. Single-family units increased by 3.0 percent, and the number of multi-family increased by 2.0 percent. The City experienced even less of an increase in housing units (0.7 percent) during this time period.

As shown in Table 2.1-59, both Community Cluster 4—Southeast and the City have an aging housing stock. About 51.7 percent of the housing units in Community Cluster 4—Southeast were built prior to 1960, compared to about 58.0 percent in the City. Only about 5.5 percent of the units in Community Cluster 4—Southeast and about 4.3 percent in the City were built from 1990 to 2000.

Table 2.1-58 Housing Units: 1990 to 2000

Community Cluster 4—Southeast

Unit Type	1990	2000	Change	% Change
Single Family	12,254	12,627	**373**	**3.0%**
% of Total	39.4%	40.2%		
Multi-Family	17,868	18,225	**357**	**2.0%**
% of Total	57.5%	58.0%		
Mobile Homes/Other[1]	971	556	**-415**	**-42.7%**
% of Total	3.1%	1.8%		
Total Units[2]	**31,093**	**31,408**	**315**	**1.0%**

Long Beach

Unit Type	1990	2000	Change	% Change
Single Family	76,943	79,107	**2,164**	**2.8%**
% of Total	45.2%	46.1%		
Multi-Family	89,034	90,023	**989**	**1.1%**
% of Total	52.3%	52.4%		
Mobile Homes/Other[1]	4,411	2,529	**-1,882**	**-42.7%**
% of Total	2.6%	1.5%		
Total Units[2]	**170,388**	**171,659**	**1,271**	**0.7%**

1. Other includes trailers, boats, RVs and vans.
2. Data is from U.S. Census SF-3. Therefore, total units do not represent 100% count data.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

Table 2.1-59 Age of Housing Stock: 2000

Community Cluster 4—Southeast

Year Built	No. of Units	% of Total
Built 1990 to 2000	1,739	5.5%
Built 1980 to 1989	3,748	11.9%
Built 1970 to 1979	5,174	16.5%
Built 1960 to 1969	4,499	14.3%
Built 1950 to 1959	4,390	14.0%
Built 1940 to 1949	4,462	14.2%
Built 1939 or earlier	7,396	23.5%
Total Units	**31,408**	**100.0%**
Built prior to 1960	**51.7%**	

City of Long Beach

Year Built	No. of Units	% of Total
Built 1990 to 2000	7,345	4.3%
Built 1980 to 1989	15,348	8.9%
Built 1970 to 1979	22,464	13.1%
Built 1960 to 1969	26,941	15.7%
Built 1950 to 1959	39,642	23.1%
Built 1940 to 1949	29,258	17.0%
Built 1939 or earlier	30,661	17.9%
Total Units	**171,659**	**100.0%**
Built prior to 1960	**58.0%**	

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

EDUCATION

As shown in Table 2.1-60, the population age 25 years and older has achieved a higher educational level in Community Cluster 4—Southeast than in the City overall in 2000. About 47.5 percent of the population in the Southeast had received a bachelor's degree or higher, compared to 23.9 percent in the City.

In Community Cluster 4—Southeast, about 6.5 percent of the adult population had not achieved a high school diploma, compared to 27.3 percent in the City. This indicates that, unlike the City, the labor force in Community Cluster 4—Southeast has more skills required to obtain jobs that command higher salaries.

Table 2.1-60 Educational Attainment of Population 25 Years and Over: 2000

Community Cluster 4—Southeast

	2000	% of Total
Bachelor's or Graduate/Professional degree	21,171	47.5%
Associate degree	3,938	8.8%
Some college, no degree	10,865	24.4%
High school graduate (incl. equivalency)	5,711	12.8%
No high school diploma	2,891	6.5%
Total Persons	**44,576**	**100.0%**

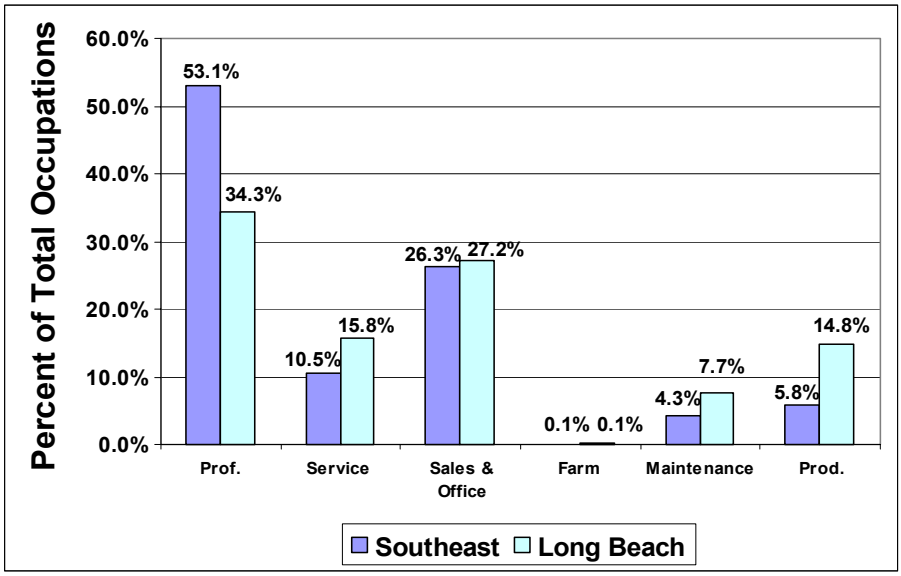
City of Long Beach

	2000	% of Total
Bachelor's or Graduate/Professional degree	66,424	23.9%
Associate degree	19,328	7.0%
Some college, no degree	63,628	22.9%
High school graduate (incl. equivalency)	52,198	18.8%
No high school diploma	75,832	27.3%
Total Persons	**277,410**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OCCUPATION OF RESIDENT LABOR FORCE

As shown in Figure 2.1-45, more than half (53.1 percent) of Community Cluster 4—Southeast's labor force was employed in Management and Professional occupations in 2000. In the City the largest portion of the labor force was employed in this category as well (34.3 percent). The high proportion of Management and Professional occupations in Community Cluster 4—Southeast implies a strong skill base among the local labor force in this Cluster.



SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-45 Community Cluster 4—Southeast Occupations of Employed Population 16 Years and Older: 2000

EMPLOYMENT

Employment for Community Cluster 4—Southeast was estimated based on SCAG census tract data, which categorizes employment into three categories: Retail, Service and Other employment. Retail includes jobs that fall under the SIC category of Retail Trade, Service includes jobs that fall under the SIC category of Service, while Other includes all other jobs that do not fall under Retail or Service.

In Community Cluster 4—Southeast, about 29.4 percent of the total employment was in the Other category and about 46.0 percent was in the Service category. About 24.6 percent of the total employment was in the Retail category, as shown in Table 2.1-61.

There is a relatively higher concentration of Service employment and conversely less of Retail and Other employment in Community Cluster 4—Southeast than in the City as a whole.

Table 2.1-61 SCAG Estimated Employment: 2000

Community Cluster 4—Southeast

Area	2000	% of Total Employment	% of City
Southeast			
Retail	5,727	24.6%	3.1%
Service	10,727	46.0%	5.8%
Other	6,843	29.4%	3.7%
Total	**23,297**	**100.0%**	**12.5%**
City of Long Beach			
Retail	23,520	12.6%	12.6%
Service	80,757	43.4%	43.4%
Other	81,941	44.0%	44.0%
Total	**186,218**	**100.0%**	**100.0%**

1. Retail includes jobs that fall under the SIC category of Retail Trade (codes 52-59).
2. Service includes jobs that fall under the SIC category of Service (codes 70-89).
3. Includes all other jobs that do not fall under the SIC codes 52-59 and 70-89.

Source: Stanley R. Hoffman Associates, Inc.
Southern California Association of Governments (SCAG), 2001 RTP.

Community Cluster 5—Eastside

Community Cluster 5—Eastside encompasses 9,908 acres. It is bounded on the west by the City's boundary with the Cities of Signal Hill and Lakewood; on the north by the City's boundaries with Lakewood; on the east by the City's boundary with the Cities of Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach, and the County of Orange; and on the south by Seventh Street, Pacific Coast Highway, Clark Avenue, the I-450 San Diego Freeway, and the northern boundary of the City of Signal Hill.

Community Cluster 5—Eastside is largely composed of single-family detached homes. Therefore, it is much less densely populated than the other four Community Clusters. Community Cluster 5—Eastside contains two major suburban-type shopping centers: Los Altos and the Towne Center. Major institutional uses include the Veteran's Memorial Medical Center situated adjacent to California State University at Long Beach. Community Cluster 5—Eastside also encompasses the Long Beach Airport and the Boeing aircraft manufacturing plant.

KEY ISSUES FOR COMMUNITY CLUSTER 5—EASTSIDE

- Even though Community Cluster 5—Eastside had an average annual household income of $78,272 in 2000, the population living in poverty increased dramatically from 1990 to 2000, by 30.1 percent. However, the percentage of the population with poverty status is low compared to other Clusters.

- About 47.3 percent of the labor force is employed in Management and Professional occupations, indicating a high-skilled labor force in this cluster.
- Community Cluster 5—Eastside has an aging housing stock. About 79.8 percent of the housing units in Community Cluster 5—Eastside were built prior to 1960, compared to about 58.0 percent in the City. Only 0.6 percent of the units in Community Cluster 5—Eastside were built from 1990 to 2000.

POPULATION AND HOUSEHOLDS

As shown in Table 2.1-62 and Figure 2.1-46, population in Community Cluster 5—Eastside has increased twice as much as households from 1990 to 2000. The population in Community Cluster 5—Eastside increased from 65,694 to 66,475, or by 1.2 percent over this time period. However, the number of households increased by 0.6 percent. Population growth also exceeded household growth in the City.

The construction of housing units in Community Cluster 5—Eastside has not kept pace with the growing population from 1990 to 2000. The number of housing units has increased by 0.3 percent during this time period in Community Cluster 5—Eastside, and only slightly more in the City (0.7 percent).

As shown, the average household size decreased slightly, from 2.56 persons per household in 1990 to 2.54 persons per household in 2000.

Population in Community Cluster 5—Eastside has not increased as much as in the City of Long Beach as a whole. Population in Community Cluster 5—Eastside increased by 1.2 percent over this time period compared to the City's population increase of 7.5 percent.

Table 2.1-62 Key Demographics

Key Demographics of Community Cluster 5—Eastside

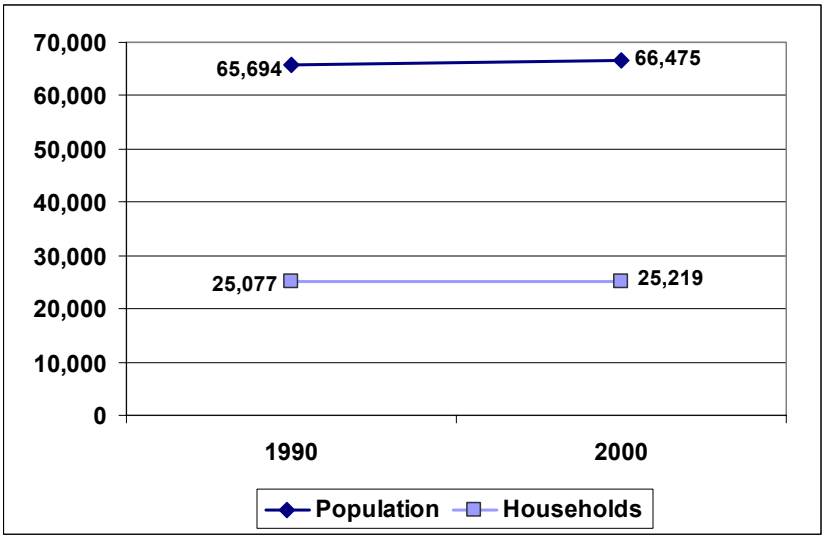
	1990	2000	Change	Percent Change
Population [1]	65,694	66,475	781	1.2%
Household Population [1]	64,312	64,158	-154	-0.2%
Households [1]	25,077	25,219	142	0.6%
Average Household Size	2.56	2.54	-0.02	n/a
Housing Units	25,629	25,702	73	0.3%
Employment [2]	n/a	56,881	n/a	n/a

Key Demographics of Long Beach

	1990	2000	Change	Percent Change
Population [1]	429,433	461,522	32,089	7.5%
Household Population [1]	415,216	451,341	36,125	8.7%
Households [1]	158,975	163,088	4,113	2.6%
Average Household Size	2.61	2.77	0.16	n/a
Housing Units	170,388	171,659	1,271	0.7%
Employment [2]	n/a	186,218	n/a	n/a

1. Population and Household estimates provided by 2000 U.S. Census.
2. Employment estimates based on SCAG 2001 RTP.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.
Southern California Association of Governments, 2001 RTP (Regional Transportation Plan).



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-46 Growth Trends: Community Cluster 5—Eastside

AGE OF POPULATION

As shown in Table 2.1-63 and Figure 2.1-47, in 2000 about 22.0 percent of the population in Community Cluster 5—Eastside was under age 18. In the City, about 29 percent of the population was under age 18.

Community Cluster 5—Eastside reflects the City as a whole, where the share of the population under age 18 increased during this time period.

The population age 35 to 64 also experienced an increase in share of the total population from 1990 to 2000, increasing from 37.7 percent to 40.9 percent of the total population. This was true for the City as well.

The population in the age 18 to 34 and age 65 and over categories has decreased as a share of the total population in both Community Cluster 5—Eastside and the City as a whole.

The population aged 65 and over in Community Cluster 5—Eastside is the highest among all the Clusters.

Table 2.1-63 Age Distribution: 1990 to 2000

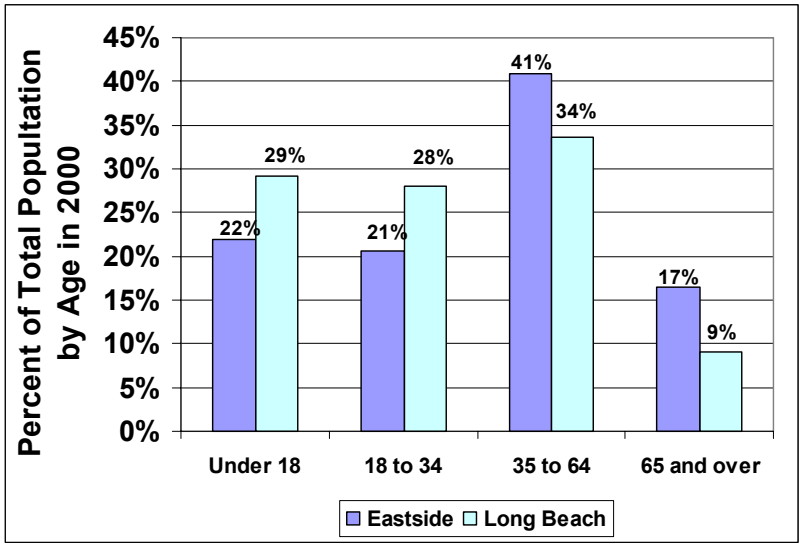
Community Cluster 5—Eastside

	1990	%	2000	%
Under 18	12,888	19.6%	14,607	22.0%
18 to 34	16,729	25.5%	13,701	20.6%
35 to 64	24,757	37.7%	27,162	40.9%
65 and over	11,320	17.2%	11,005	16.6%
Total	**65,694**	**100.0%**	**66,475**	**100.0%**

City of Long Beach

	1990	%	2000	%
Under 18	109,467	25.5%	134,639	29.2%
18 to 34	148,100	34.5%	129,700	28.1%
35 to 64	125,403	29.2%	155,281	33.6%
65 and over	46,463	10.8%	41,902	9.1%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-47 Community Cluster 5—Eastside and City of Long Beach: Age Distribution in 2000

RACE AND ETHNICITY

As shown in Table 2.1-64, the racial and ethnic composition of Community Cluster 5—Eastside has changed from 1990 to 2000. In 1990, the White population comprised 84.5 percent of the total population, while in 2000 this declined to 73.5 percent of the total population.

The Black population comprised slightly more of the population in 2000 than in 1990. While the Asian population increased in Community Cluster 5—Eastside, it declined in the City.

As shown in Figure 2.1-48, the most prevalent ethnic group in Community Cluster 5—Eastside was the White population (73.5 percent), while Hispanics made up the greatest share of the population (35.8 percent) in the City.

Table 2.1-64 Race and Ethnicity: 1990 to 2000

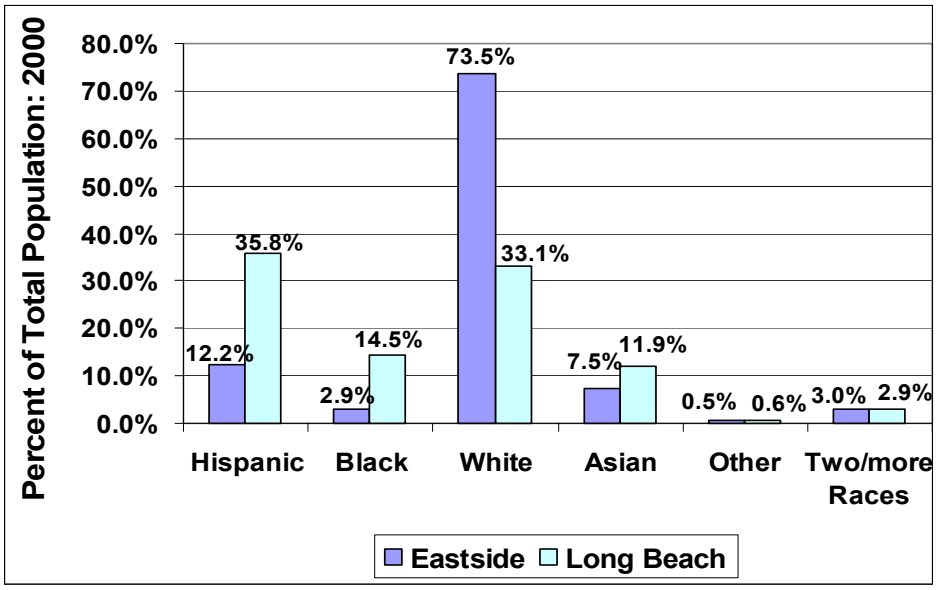
Community Cluster 5—Eastside

	1990	%	2000	%
White	55,511	84.5%	48,849	73.5%
Black	1,038	1.6%	1,910	2.9%
Asian	3,732	5.7%	5,004	7.5%
Native Hawaiian & Other Pacific Islander	n/a	n/a	218	0.3%
Other	354	0.5%	365	0.5%
Two or more Races	n/a	n/a	1,986	3.0%
Hispanic	5,059	7.7%	8,143	12.2%
Total	**65,694**	**100.0%**	**66,475**	**100.0%**

City of Long Beach

	1990	%	2000	%
White	212,755	49.5%	152,899	33.1%
Black	56,805	13.2%	66,836	14.5%
Asian	55,234	12.9%	54,937	11.9%
Native Hawaiian & Other Pacific Islander	n/a	n/a	5,392	1.2%
Other	3,220	0.7%	2,785	0.6%
Two or more Races	n/a	n/a	13,581	2.9%
Hispanic	101,419	23.6%	165,092	35.8%
Total	**429,433**	**100.0%**	**461,522**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

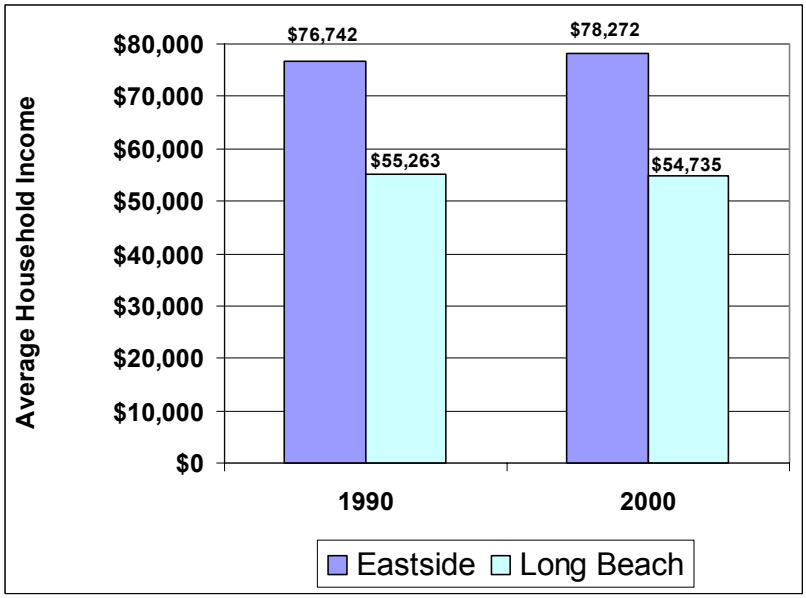


SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-48 Community Cluster 5—Eastside and City of Long Beach Racial and Ethnic Composition in 2000

AVERAGE ANNUAL HOUSEHOLD INCOME

As shown in Figure 2.1-49, Community Cluster 5—Eastside's average household income increased slightly from 1990 to 2000 in constant 2000 dollars, from $76,742 to $78,272 annually. In contrast, the average household income in the City decreased slightly in 2000 constant dollars, from $55,263 to $54,735.



SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-49 Community Cluster 5—Eastside and City of Long Beach Average Annual Household Income: 1990 and 2000 (in constant 2000 dollars)

The average household income in Community Cluster 5—Eastside is about 43 percent higher than the Citywide average annual household income.

As shown in Table 2.1-65, in 2000 about 15.8 percent of Community Cluster 5—Eastside's households earned an average annual income of less than $25,000, while in the City, 34.2 percent of the households earned an average annual income of less than $25,000. Compared to the City (37.9%), a significantly higher percentage of households in Community Cluster 5—Eastside (62.7%) earned more than $50,000 annually.

Table 2.1-65 Average Household Income: 1990 to 2000

Community Cluster 5—Eastside

Income Category	1990	%	2000	%
Less than $10,000	1,439	5.7%	1,116	4.4%
$10,000 to $24,999	3,317	13.2%	2,865	11.4%
$25,000 to $49,999	7,869	31.3%	5,414	21.5%
$50,000 to $99,000	9,976	39.7%	9,638	38.2%
$100,000 or more	2,541	10.1%	6,167	24.5%
Total Households[1]	**25,142**	**100.0%**	**25,200**	**100.0%**

City of Long Beach

Income Category	1990	%	2000	%
Less than $10,000	22,870	14.4%	20,549	12.6%
$10,000 to $24,999	39,468	24.8%	35,195	21.6%
$25,000 to $49,999	52,038	32.7%	45,644	28.0%
$50,000 to $99,000	36,146	22.7%	42,336	25.9%
$100,000 or more	8,712	5.5%	19,555	12.0%
Total Households[1]	**159,234**	**100.0%**	**163,279**	**100.0%**

1. Data is from U.S. Census SF-3. Therefore, total households is based on sample data.
2. Data in categories is shown in nominal dollars, not adjusted for inflation between 1990 and 2000.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

POVERTY STATUS

As shown in Table 2.1-66, individuals for whom poverty status was determined in the Cluster has increased from 1990 to 2000. However, the increase of 30.1 percent is low when compared to the City, which showed an increase of 48.4 percent.

As shown, in 2000, about 4.7 percent of the population in Community Cluster 5—Eastside were determined to have poverty status, which is low when compared to the City's 22.4 percent.

Table 2.1-66 Individuals with Poverty Status[1]

Community Cluster 5—Eastside

	1990	2000	Change	% Change
18 years to 64 Years	1,431	1,919	488	34.1%
65 years and over	517	455	-62	-12.0%
Related children under 18 years	431	720	289	67.1%
Total Persons	**2,379**	**3,094**	**715**	**30.1%**
Percent of Total Population	**3.6%**	**4.7%**	**1.0%**	

City of Long Beach

	1990	2000	Change	% Change
18 years to 64 Years	36,553	55,662	19,109	52.3%
65 years and over	3,974	4,293	319	8.0%
Related children under 18 years	29,167	43,479	14,312	49.1%
Total Persons	**69,694**	**103,434**	**33,740**	**48.4%**
Percent of Total Population	**16.2%**	**22.4%**	**6.2%**	

1. Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level." In 2000, the Federal poverty line was $13,874 for a family of three.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OVERCROWDING OF HOUSING UNITS

As shown in Table 2.1-67, overcrowded units have increased in Community Cluster 5—Eastside from 1990 to 2000. The number of units with 1.01 to 1.50 occupants per room has increased by 30.2 percent, while the number of units with 1.51 or more occupants per room has increased by 48.1 percent. However, Community Cluster 5—Eastside has a small percentage of overcrowded units (4.0 percent) when compared to the City a whole (22.5 percent).

Overcrowded units are a reflection of the increasing population growth without a relative increase in the number of housing units to meet this need. Additionally, overcrowding indicates there may be a lack of housing that is suitable or affordable. This problem of overcrowding is exacerbated by the fact that 61 percent of the rental stock consists of single or one-bedroom apartments and that the majority of population growth is in large families, which would require three- and four-bedroom apartments.

Table 2.1-67 Overcrowding in Housing Units: 1990 to 2000 (total housing units by occupants per room[1])

Community Cluster 5—Eastside

	1990	2000	Change	% Change
1.00 or less occupants per room	24,256	24,211	-45	-0.2%
1.01 to 1.50 occupants per room	507	660	153	30.2%
1.51 or more occupants per room	237	351	114	48.1%
Total Units	**25,000**	**25,222**	**222**	**0.9%**
Overcrowded Units as a % of Total Units	**3.0%**	**4.0%**	**1.0%**	

City of Long Beach

	1990	2000	Change	% Change
1.00 or less occupants per room	133,102	126,331	-6,771	-5.1%
1.01 to 1.50 occupants per room	9,259	11,996	2,737	29.6%
1.51 or more occupants per room	16,614	24,780	8,166	49.2%
Total Units	**158,975**	**163,107**	**4,132**	2.6%
Overcrowded Units as a % of Total Units	**16.3%**	**22.5%**	**6.3%**	

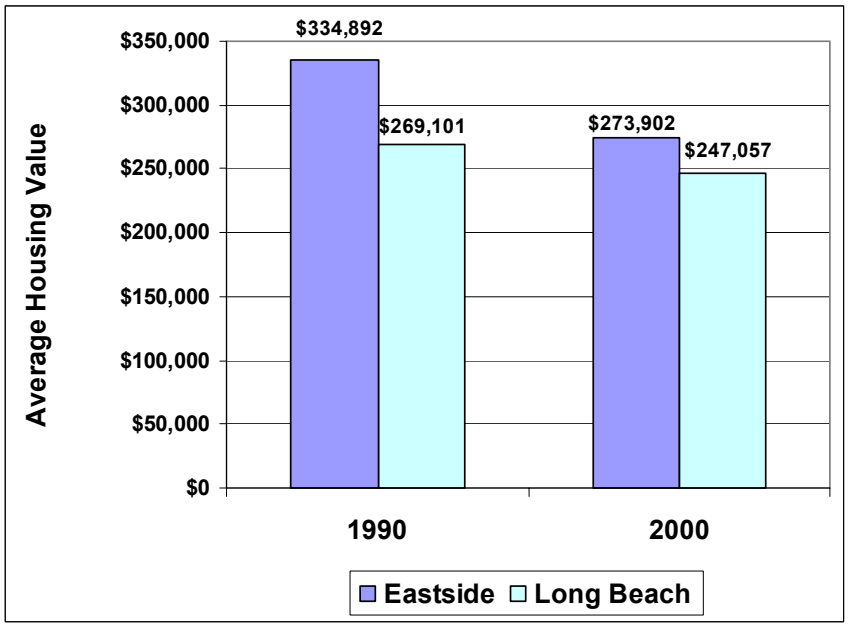
1. More than 1.0 occupant per room is defined as an overcrowded condition.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

AVERAGE HOUSING VALUE

As shown in Figure 2.1-50, the average housing value of a housing unit in Community Cluster 5—Eastside has declined in constant 2000 dollars, from $334,892 in 1990 to $273,902 in 2000. In the City, the value declined from $269,101 to $247,057.

The average housing value in Community Cluster 5—Eastside of $273,902 in 2000 was 10.9 percent higher than the City overall average of $247,057. This is largely attributed to the high number of well-maintained single-family dwellings in Community Cluster 5—Eastside.

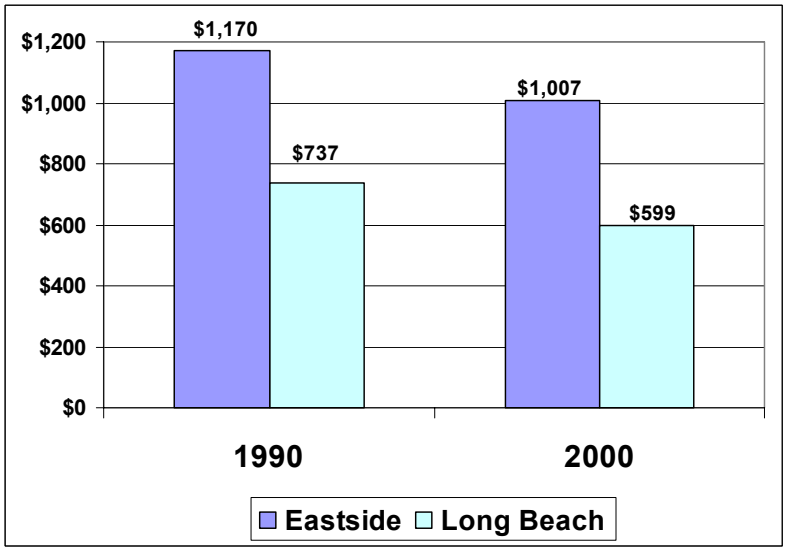


SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-50 Community Cluster 5—Eastside and City of Long Beach Average Housing Value: 1990 and 2000 (in constant 2000 dollars)

MEDIAN CONTRACT RENT

As shown in Figure 2.1-51, the median contract rent of a housing unit in Community Cluster 5—Eastside has declined in constant 2000 dollars, from $1,170 per month in 1990 to $1,007 per month in 2000. In the City, the median rent declined from $737 to $599 per month.

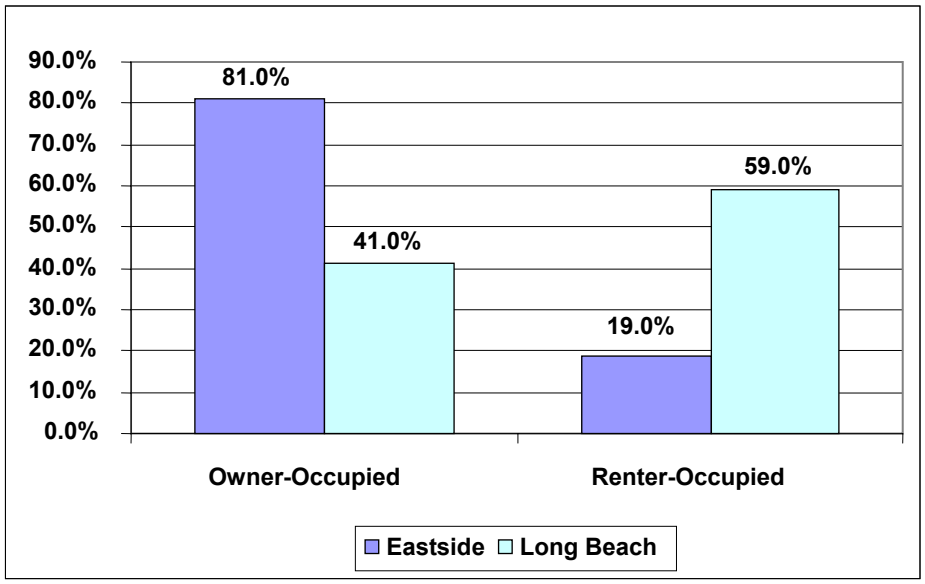


SOURCE: U.S. Bureau of the Census, 1990 and 2000

Figure 2.1-51 Community Cluster 5—Eastside and City of Long Beach Median Contract Rent: 1990 and 2000 (in constant 2000 dollars)

TENURE

As shown in Figure 2.1-52, Community Cluster 5—Eastside had a much higher percentage of owner occupied units (81.0 percent) than the City (41.0 percent) in 2000.



SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-52 Community Cluster 5—Eastside and City of Long Beach Housing Tenure: Percent of Total Occupied Housing Units in 2000

As shown in Table 2.1-68, there was an increase in the number of owner-occupied units from 1990 to 2000 for both Community Cluster 5—Eastside and the City. In the Eastside area, the number of owner-occupied units increased by 1.5 percent, while the number of renter-occupied units decreased by 3.3 percent.

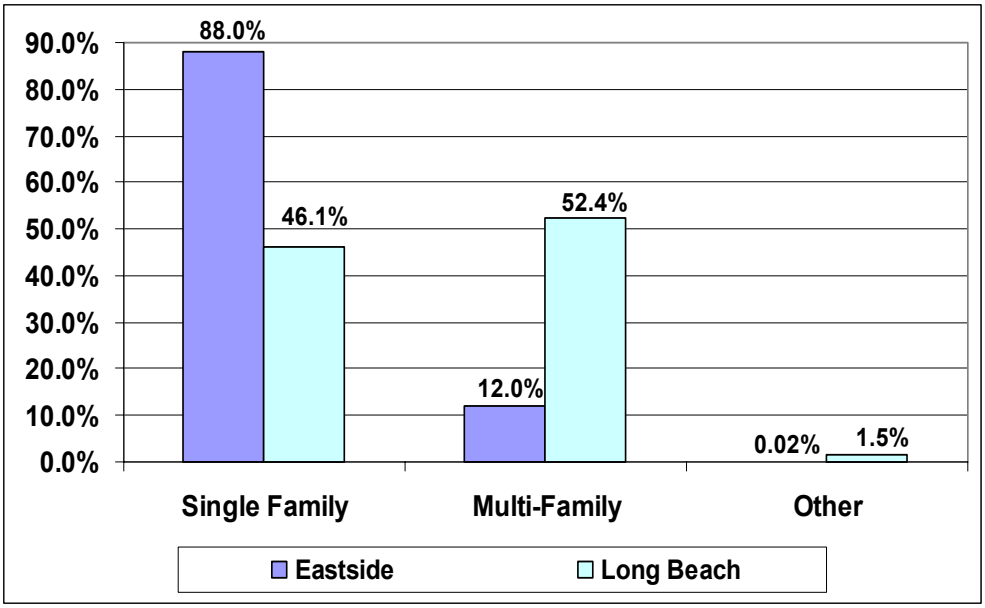
Table 2.1-68 Housing Tenure: 1990 to 2000

	1990	2000	Change	% Change
Eastside				
Owner-occupied	20,130	20,435	305	1.5%
Renter-occupied	4,947	4,784	-163	-3.3%
Total Units	**25,077**	**25,219**	**142**	**0.6%**
Long Beach				
Owner-occupied	65,117	66,928	1,811	2.8%
Renter-occupied	93,858	96,160	2,302	2.5%
Total Units	**158,975**	**163,088**	**4,113**	**2.6%**

Source: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

HOUSING STOCK

As shown in Figure 2.1-53, Community Cluster 5—Eastside had a higher percentage of single-family homes (88.0 percent) than the City (46.1 percent) in 2000. About 12.0 percent of the housing units in Community Cluster 5—Eastside were multi-family units, while about 52.4 percent in the City were multi-family units.



NOTE: Other includes trailers, boats, RVs, and vans.

SOURCE: U.S. Bureau of the Census, 2000

Figure 2.1-53 Community Cluster 5—Eastside and City of Long Beach Distribution of Housing Units: 2000

As shown in Table 2.1-69, the total number of housing units has increased slightly from 1990 to 2000, by 73 units or 0.3 percent. While single-family units decreased by 0.1 percent, the number of multi-family units increased by 6.0 percent. The City experienced slightly more of an increase in housing units (0.7 percent) during this time period.

As shown in Table 2.1-70, both Community Cluster 5—Eastside and the City have an aging housing stock. About 79.7 percent of the housing units in Community Cluster 5—Eastside were built prior to 1960, compared to about 58.0 percent Citywide. Only 0.6 percent of the units in Community Cluster 5—Eastside and about 4.3 percent in the City were built from 1990 to 2000.

Table 2.1-69 Housing Units: 1990 to 2000

Community Cluster 5—Eastside

Unit Type	1990	2000	Change	% Change
Single Family	22,649	22,619	**-30**	**-0.1%**
% of Total	88.4%	88.0%		
Multi-Family	2,902	3,077	**175**	**6.0%**
% of Total	11.3%	12.0%		
Mobile Homes/Other[1]	78	6	**-72**	**-92.3%**
% of Total	0.3%	0.0%		
Total Units[2]	**25,629**	**25,702**	**73**	**0.3%**

Long Beach

Unit Type	1990	2000	Change	% Change
Single Family	76,943	79,107	**2,164**	**2.8%**
% of Total	45.2%	46.1%		
Multi-Family	89,034	90,023	**989**	**1.1%**
% of Total	52.3%	52.4%		
Mobile Homes/Other[1]	4,411	2,529	**-1,882**	**-42.7%**
% of Total	2.6%	1.5%		
Total Units[2]	**170,388**	**171,659**	**1,271**	**0.7%**

1. Other includes trailers, boats, RVs and vans. The decrease in this category is attributable to reclassification of mobile homes to single-family homes in 2000.
2. Data is from U.S. Census SF-3. Therefore, total units do not represent 100% count data.

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

Table 2.1-70 Age of Housing Stock: 2000

Community Cluster 5—Eastside

Year Built	No. of Units	% of Total
Built 1990 to 2000	149	0.6%
Built 1980 to 1989	321	1.2%
Built 1970 to 1979	1,476	5.7%
Built 1960 to 1969	3,249	12.6%
Built 1950 to 1959	14,763	57.4%
Built 1940 to 1949	5,070	19.7%
Built 1939 or earlier	674	2.6%
Total Units	**25,702**	**100.0%**
Built prior to 1960	**79.8%**	

City of Long Beach

Year Built	No. of Units	% of Total
Built 1990 to 2000	7,345	4.3%
Built 1980 to 1989	15,348	8.9%
Built 1970 to 1979	22,464	13.1%
Built 1960 to 1969	26,941	15.7%
Built 1950 to 1959	39,642	23.1%
Built 1940 to 1949	29,258	17.0%
Built 1939 or earlier	30,661	17.9%
Total Units	**171,659**	**100.0%**
Built prior to 1960	**58.0%**	

Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

EDUCATION

As shown in Table 2.1-71, the population age 25 years and older has achieved a higher educational level in Community Cluster 5—Eastside than in the City overall in 2000. About 37.2 percent of the population in Community Cluster 5—Eastside had received a bachelor's degree or higher, compared to 23.9 percent in the City.

In Community Cluster 5—Eastside, about 7.4 percent of the adult population had not achieved a high school diploma, compared to 27.3 percent in the City. This indicates that, unlike the City (excluding Community Cluster 4—Southwest), the labor force in Community Cluster 5—Eastside has a greater mix of skills required to obtain jobs that command higher salaries.

Table 2.1-71 Educational Attainment of Population 25 Years and Over: 2000

Community Cluster 5—Eastside

	2000	% of Total
Bachelor's or Graduate/Professional degree	17,066	37.2%
Associate degree	4,789	10.4%
Some college, no degree	12,266	26.7%
High school graduate (incl. equivalency)	8,419	18.3%
No high school diploma	3,383	7.4%
Total Persons	**45,923**	**100.0%**

City of Long Beach

	2000	% of Total
Bachelor's or Graduate/Professional degree	66,424	23.9%
Associate degree	19,328	7.0%
Some college, no degree	63,628	22.9%
High school graduate (incl. equivalency)	52,198	18.8%
No high school diploma	75,832	27.3%
Total Persons	**277,410**	**100.0%**

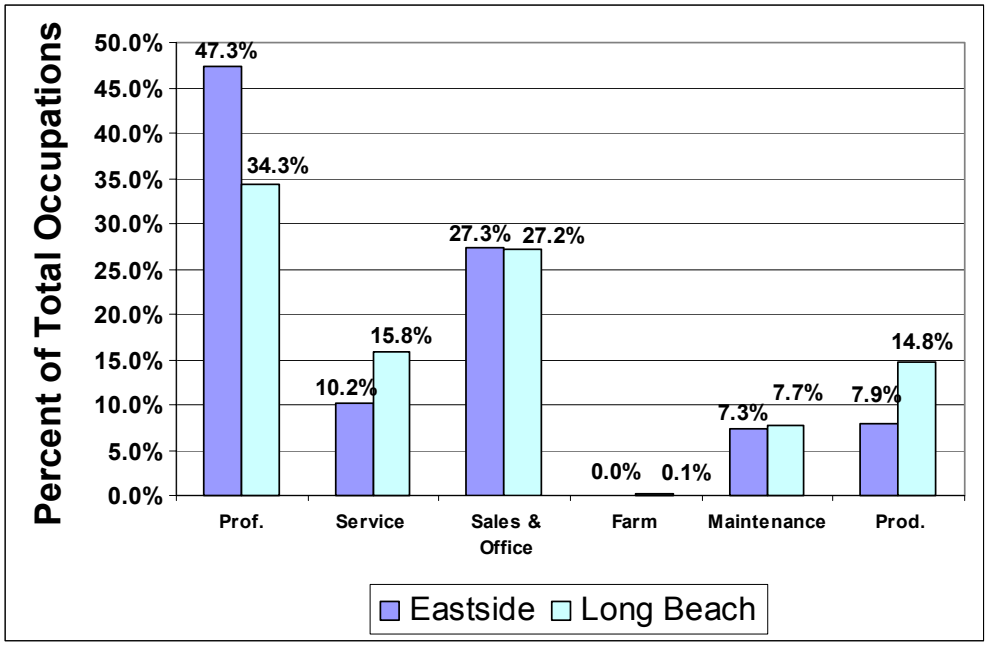
Sources: Stanley R. Hoffman Associates, Inc.
U.S. Bureau of the Census, 1990 and 2000.

OCCUPATION OF RESIDENT LABOR FORCE

As shown in Figure 2.1-54, almost half (47.3 percent) of Community Cluster 5—Eastside's labor force was employed in Management and Professional occupations in 2000. In the City, about 34.3 percent of the labor force was employed in this category. Generally, these occupations are associated with higher income and therefore higher housing values.

Sales and office jobs comprise the second highest percentage of occupations in both Community Cluster 5—Eastside (27.3 percent) and the City (27.2 percent).

The high proportion of Management and Professional occupations in Community Cluster 5—Eastside indicates a strong skill base among the local labor force in this Cluster.



SOURCE: U.S. Bureau of the Census, 2000. Employment

Figure 2.1-54 Community Cluster 5—Eastside Occupations of Employed Population 16 Years and Older: 2000

EMPLOYMENT

Employment for Community Cluster 5—Eastside was estimated based on SCAG census tract data, which classifies employment in three categories: Retail, Service, and Other employment. Retail includes jobs that fall under the SIC category of Retail Trade, Service includes jobs that fall under the SIC category of Service, while Other includes all other jobs that do not fall under Retail or Service.

As shown in Table 2.1-72, SCAG estimates that in 2000 there were about 56,881 total jobs in the census tracts that comprise Community Cluster 5—Eastside. This Cluster represents about 30.5 percent of the total City employment, estimated at 186,218.

In Community Cluster 5—Eastside, about 55.2 percent of the total employment was in the Other category and about 37.6 percent was in the Service category. Only a small amount (7.2 percent) of the total employment was in the Retail category.

There is a relatively higher concentration of Other employment and conversely less of Service and Retail employment in Community Cluster 5—Eastside than in the City as a whole.

Table 2.1-72 SCAG Estimated Employment: 2000

Community Cluster 5—Eastside

Area	2000	% of Total Employment	% of City
Eastside			
Retail	4,070	7.2%	2.2%
Service	21,387	37.6%	11.5%
Other	31,424	55.2%	16.9%
Total	**56,881**	**100.0%**	**30.5%**
City of Long Beach			
Retail	23,520	12.6%	12.6%
Service	80,757	43.4%	43.4%
Other	81,941	44.0%	44.0%
Total	**186,218**	**100.0%**	**100.0%**

1. Retail includes jobs that fall under the SIC category of Retail Trade (codes 52-59).
2. Service includes jobs that fall under the SIC category of Service (codes 70-89).
3. Includes all other jobs that do not fall under the SIC codes 52-59 and 70-89.

Source: Stanley R. Hoffman Associates, Inc.
Southern California Association of Governments (SCAG), 2001 RTP.

2.2 SOCIO-ECONOMIC PROJECTIONS

Table 2.2-1 presents population, households, and employment projections through 2025 for the Community Clusters and the City of Long Beach as a whole. Los Angeles County is also shown for comparison. The projections are based on the Southern California Association of Governments' (SCAG) 2001 Regional Transportation Plan projections. Projections based on the 2004 RTP are still in the review process with local jurisdictions, including the City of Long Beach. The sum of the projections for the Community Clusters is presented as the total City.

2.2.1 City of Long Beach

The projections suggest that population in the City will grow at an average annual rate of about 0.6 percent over the next twenty five years, about the same as projected employment (0.7 percent). Households in the City are projected to grow only slightly more than population and employment, at about an average annual rate of 0.8 percent.

As shown, the jobs-housing ratio is projected to decrease slightly in the City from 1.14 jobs per household to 1.13 jobs per household. Assuming these projections, the City must continue to expand its employment base to keep pace with the growth in the residential population and labor force.

The jobs-household balance in a jurisdiction is an overall indicator of its ability to provide jobs within the area so that residents have an opportunity to reduce their commute to employment in other places in the region.

2.2.2 City of Long Beach Compared to Los Angeles County

The projection for population growth in the City of Long Beach is lower (0.6 percent average annual growth rate) than that for the County of Los Angeles (1.1 percent average annual growth rate) over the same period.

The average annual rate of growth projected for employment in the City and the County are the same, at 0.7 percent annually.

The trends in the jobs-households ratio are similar for the City and the County, with both registering a small increase until the year 2010, followed by a period of steady decline until 2025.

The County is projected to have a higher ratio of 1.28 jobs per household than the City at 1.13 in the year 2025.

Table 2.2-1 Population, Households, and Employment: Projections 2000 to 2025

Jurisdiction	2000 [1]	2005	2010	2015	2020	2025	2000 to 2025 Change	2000 to 2025 Avg. Annual Growth
#1 - North								
Population	89,709	83,559	85,146	87,472	90,491	93,492	3,783	0.2%
Households	25,427	25,407	26,823	28,268	29,619	31,079	5,652	0.8%
Employment	14,353	15,342	16,940	17,541	18,099	18,576	4,223	1.0%
#2 - Westcentral								
Population	87,383	89,495	91,575	94,482	98,149	101,748	14,365	0.6%
Households	28,092	28,726	30,415	32,251	34,039	35,963	7,871	1.0%
Employment	32,934	36,291	38,657	40,825	42,724	44,615	11,681	1.2%
#3 - Southwest								
Population	158,599	163,630	167,557	171,665	175,213	179,078	20,479	0.5%
Households	54,357	52,786	55,308	58,292	60,463	62,994	8,637	0.6%
Employment	58,753	61,146	64,000	65,502	66,871	68,052	9,299	0.6%
#4 - Southeast								
Population	59,356	66,430	68,935	71,198	73,263	75,443	16,087	1.0%
Households	29,993	30,012	31,378	33,226	34,646	36,268	6,275	0.8%
Employment	23,297	24,386	25,933	26,648	26,738	27,276	3,979	0.6%
#5 - Eastside								
Population	66,475	74,624	76,548	77,539	81,223	84,367	17,892	1.0%
Households	25,219	25,445	27,114	28,143	29,949	31,701	6,482	0.9%
Employment	56,881	59,481	61,459	63,097	64,411	65,765	8,884	0.6%
City of Long Beach								
Population	461,522	477,738	489,761	502,356	518,339	534,128	72,606	0.6%
Households	163,088	162,376	171,038	180,180	188,716	198,005	34,917	0.8%
Employment	186,218	196,646	206,989	213,613	218,843	224,284	38,066	0.7%
Jobs/Household ratio	*1.14*	*1.21*	*1.21*	*1.19*	*1.16*	*1.13*		
Los Angeles County								
Population	9,519,338	10,361,113	10,767,281	11,166,479	11,714,039	12,273,978	2,427,313	0.9%
Households	3,133,774	3,249,768	3,437,830	3,629,338	3,845,117	4,096,826	959,537	1.1%
Employment	4,425,810	4,652,424	4,874,548	5,019,217	5,131,848	5,257,369	831,559	0.7%
Jobs/Household ratio	*1.41*	*1.43*	*1.42*	*1.38*	*1.33*	*1.28*		

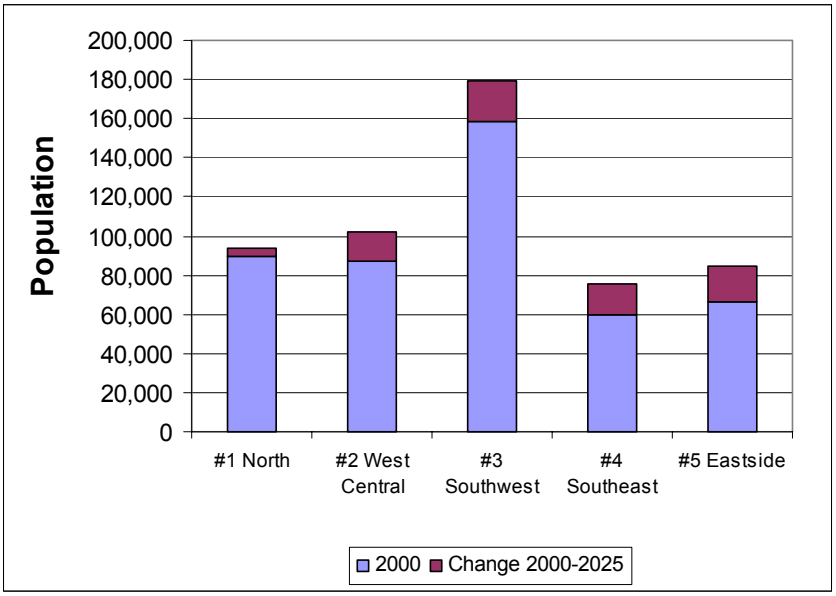
1. Year 2000 population and household estimates are from the 2000 Census.

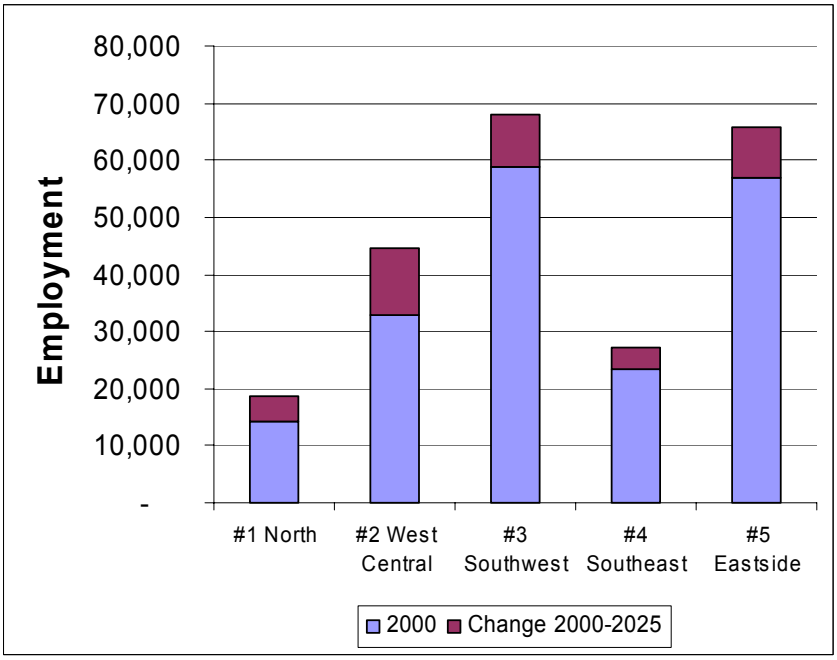
Source: Stanley R. Hoffman Associates, Inc.
Southern California Association of Governments (SCAG), 2001 RTP.
U.S. Bureau of the Census, 2000.

2.2.3 Community Clusters

As shown in Figure 2.2-1, about 28 percent of the population increase in Long Beach is projected from 2000 to 2025 within the Southwest Cluster that includes the downtown area.

Also shown in Figure 2.2-1, the West Central Cluster represents the major employment growth at about 31 percent of the total employment growth projected from 2000 to 2025.





SOURCE: Southern California Association of Governments, 2001 RTP

Figure 2.2-1 City of Long Beach Projected Population and Employment Growth by Community Clusters: 2000 to 2025

2.3 ECONOMIC CONDITIONS

2.3.1 Taxable Sales Trends

As a major public revenue source, sales tax is a significant contributor to the economic vitality of the City. Taxable sales data is obtained from the California State Board of Equalization annual reports, which present taxable transactions by cities and counties in the State of California.

As shown in Table 2.3-1 and Figure 2.3-1, total taxable sales in the City of Long Beach have not expanded much over the last decade, increasing in real dollars from $3.30 billion in 1990 to $3.43 billion in 2000.

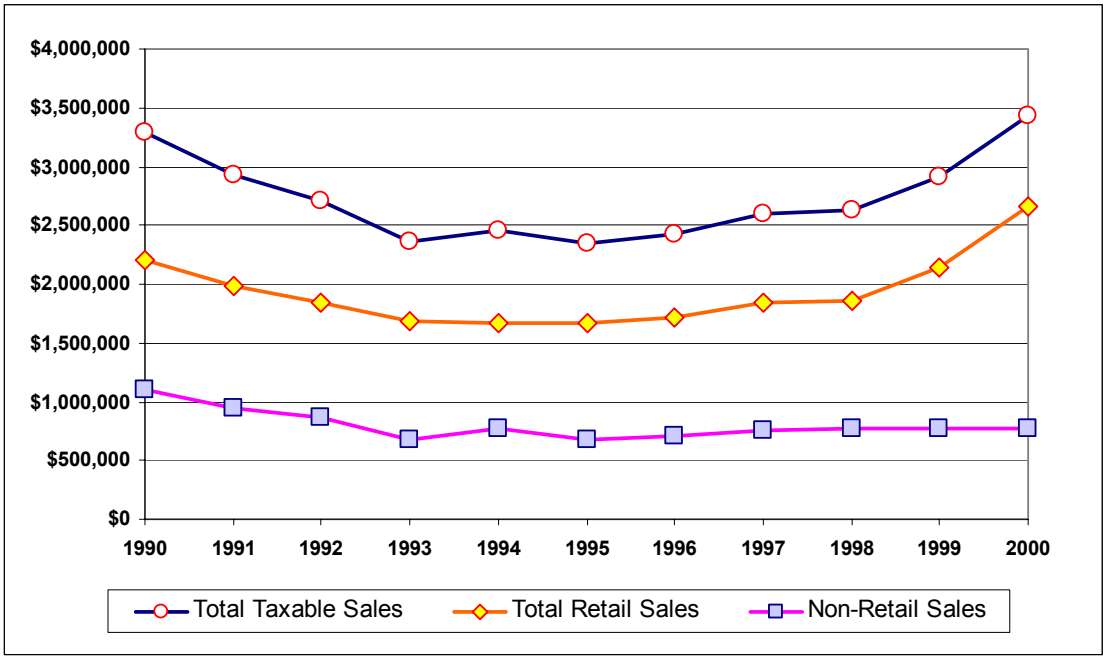
The City has realized only a slight increase in retail activity over the past ten years. Taxable retail sales increased slightly, from $2.20 billion in 1990 to $2.66 billion in 2000. As shown, taxable retail sales decreased annually from 1990 to 1995, likely due to the recession of the early nineties. However, they have increased consistently through 2000.

Although there has been steady growth in taxable retail sales since 1995, taxable non-retail sales fluctuated during this time period and actually declined, from $1.10 billion to $770.2 million. A decreasing base of manufacturing firms that generate non-retail taxable sales to other businesses or the public is the likely contributor. Non-Retail sales tax revenues include primarily manufacturing, leasing, building materials—wholesale, and business services firms that generate taxable sales to other businesses, and in some cases to the public. Also included are a smaller amount of taxable sales from business and personal services. In order to experience larger increases in taxable sales overall, the City will need to maintain a diverse taxable sales base.

Table 2.3-1 City of Long Beach Taxable Sales: 1990 to 2000 (in thousands of constant 2000 dollars)

Year	Retail	Non-Retail	Total	Retail % of Total
1990	$2,201,238	$1,095,590	$3,296,827	66.8%
1991	1,987,371	942,221	2,929,592	67.8%
1992	1,844,996	859,997	2,704,993	68.2%
1993	1,680,631	677,159	2,357,790	71.3%
1994	1,672,772	779,216	2,451,988	68.2%
1995	1,668,903	673,806	2,342,710	71.2%
1996	1,714,971	703,597	2,418,569	70.9%
1997	1,838,878	755,561	2,594,440	70.9%
1998	1,853,683	773,725	2,627,407	70.6%
1999	2,143,295	773,756	2,917,051	73.5%
2000	$2,662,610	$770,161	$3,432,771	77.6%
Avg. Annual Growth	**1.9%**	**-3.5%**	**0.4%**	

Source: Stanley R. Hoffman Associates, Inc.
California State Board of Equalization.



SOURCE: California State Board of Equalization

Figure 2.3-1 Taxable Sales Growth Trends: 1990 to 2000 (in thousands of constant 2000 dollars)

Trends in Per Capita Taxable Retail Sales

Per capita retail sales are a rough estimate of the average purchasing power of the City's resident population, and are calculated by dividing the total taxable retail sales by the City's total population.

As shown in Table 2.3-2, the City's per capita taxable retail sales increased slightly in real dollars from 1990 to 2000 by $643, or 12.5 percent. This increase was primarily due to the large increase in the Building Materials category, which increased from $500 to $1,075 per capita over this time period. The Home Furnishings category also increased (4.6 percent) over this time period.

Per capita taxable retail sales declined in the categories of Food Stores and Auto Dealers and Supplies, indicating that increasingly residents may be shopping outside of the City for these items.

Table 2.3-2 City of Long Beach Per Capita Taxable Retail Sales (in constant 2000 dollars)

Retail Group	1990 Per Capita Sales	2000 Per Capita Sales	1990 to 2000 Change	Percent Change
Apparel Stores	$180	$206	$26	14.3%
General Merchandise Stores	568	619	51	8.9%
Food Stores	512	414	-98	-19.1%
Eating and Drinking Places	956	977	20	2.1%
Home Furnishings	136	204	68	49.6%
Building Materials	500	1,075	575	115.0%
Auto Dealers and Supplies	859	721	-138	-16.1%
Service Stations	614	664	50	8.2%
Other Retail Stores	801	890	90	11.2%
Retail Subtotal	$5,126	$5,769	$643	12.5%
Population	429,433	461,522		

Source: Stanley R. Hoffman Associates, Inc.
California State Board of Equalization.
U.S. Census Bureau. 1990 and 2000.

Per Capita Taxable Retail Sales: City and County Comparison

As shown in Table 2.3-3, per capita taxable retail sales in the City during 2000 were estimated at $5,769, or about 78 percent of the County's $7,387 per capita taxable retail sales.

The City performed best in the category of Building Materials, at $1,075 per capita. The City performed well above the County in this category, which had less than half the per capita taxable retail sales ($507) of the City. However, the County showed better per capita performance in all other categories.

After Building Materials, the City performed best in Eating and Drinking Places and Food Stores, at 95.7 percent and 93.5 percent of the County's per capita taxable retail sales, respectively.

Table 2.3-3 City of Long Beach and Los Angeles County Per Capita Taxable Retail Transactions: 2000

Retail Group	City	County	% of County
Apparel Stores	$206	$385	53.4%
General Merchandise Stores[1]	619	1,111	55.7%
Food Stores	414	443	93.5%
Eating and Drinking Places	977	1,021	95.7%
Home Furnishings	204	344	59.3%
Building Materials	1,075	507	212.2%
Auto Dealers and Supplies	721	1,441	50.0%
Service Stations	664	723	91.9%
Other Retail Stores	890	1,414	63.0%
Retail Subtotal	$5,769	$7,387	78.1%

1. General merchandise includes drug stores.

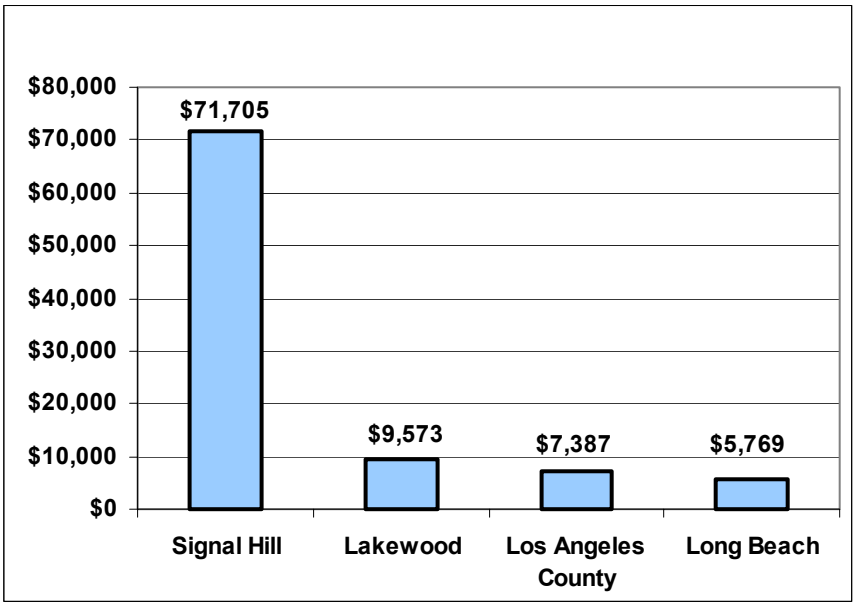
Sources: Stanley R. Hoffman Associates, Inc.
California State Board of Equalization.
U.S. Census 2000 population estimates.

Per Capita Taxable Retail Sales: City and Nearby Communities

Figure 2.3-2 shows the position of the City of Long Beach relative to selected nearby communities and unincorporated Los Angeles County. As shown, the City is well below the per capita taxable retail sales of the other jurisdictions.

The City of Signal Hill has an extremely high per capita retail sales ratio. However, the City of Signal Hill is not typical of most cities, since it has such a large taxable sales volume relative to its population. Also, auto sales constitute about 26 percent of their total taxable retail sales.

When compared to the nearby community of Lakewood, the City of Long Beach has per capita taxable retail sales about 40.0 percent below that of Lakewood.



SOURCE: California State Board of Equalization

Figure 2.3-2 Comparative Per Capita Taxable Retail Sales: 2000

2.3.2 Office and Industrial Real Estate Markets

Table 2.3-4 shows Long Beach office data according to Colliers Seeley as of the second quarter of 2003. The Long Beach office market belongs to the overall South Bay office market and is grouped into the Airport Freeway area and Downtown Long Beach. As shown, these areas are second and third, respectively, in inventory ranking following the El Segundo/Beach Cities sub-market.

Table 2.3-4 South Bay Office Market: 2nd Quarter 2003

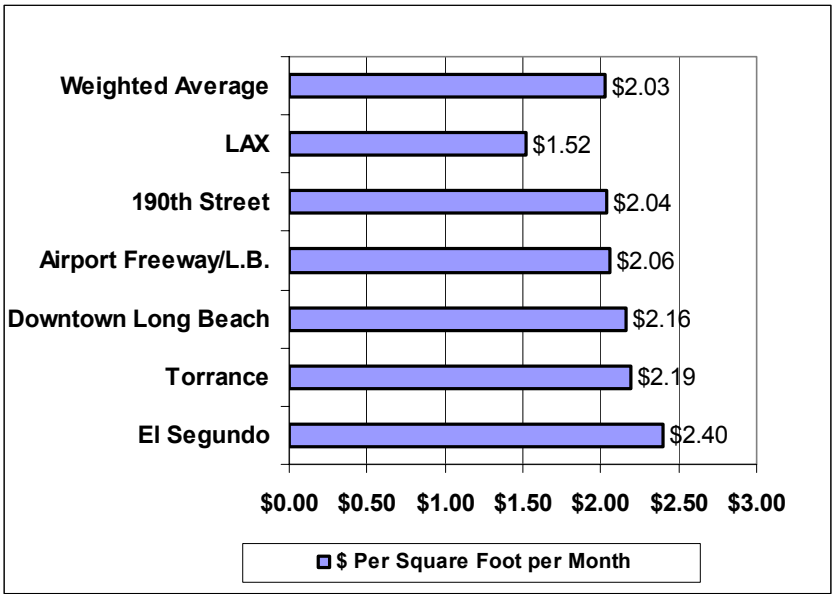
Sub-Market Area	No. of Buildings	Total Inventory Square Feet	Available Square Feet	Vacancy Rate
El Segundo/ Beach Cities	78	10,430,962	2,049,275	19.6%
Airport Freeway/Long Beach	51	4,745,100	518,664	10.9%
Downtown Long Beach	21	4,187,300	620,524	14.8%
Torrance Central	56	4,102,700	602,664	14.7%
LAX/ Century Blvd.	14	3,589,600	889,672	24.8%
190th Corridor/ Torrance Freeway	29	3,403,700	524,056	15.4%
Total South Bay Market	**249**	**30,459,362**	**5,204,855**	**17.1%**
Total Long Beach Sub-Market	**72**	**8,932,400**	**1,139,188**	**12.8%**
Percent of total South Bay Market	28.9%	29.3%	21.9%	

Source: Stanley R. Hoffman Associates, Inc.
Colliers Seeley Market Reports.

The Long Beach sub-markets combined were estimated to have about 9.0 million square feet of inventory with about 1.1 million available square feet. At a total vacancy rate of 12.8 percent, this is lower than the other sub-markets. The Airport Freeway/Long Beach sub-market has the lowest vacancy rate of all the sub-markets at 10.9 percent.

The Long Beach sub-markets represent almost 30 percent of the total South Bay Office Market inventory, and about 22.0 percent of the total available inventory.

Lease rates for the office market are shown in Figure 2.3-3. As shown, both the Airport Freeway/Long Beach and Downtown Long Beach office markets had slightly higher lease rates per square foot per month than the overall South Bay market average of $2.03.



SOURCE: Colliers Seeley Office Market Reports

Figure 2.3-3 South Bay Office Market Average Asking Lease Rates: 2nd Quarter, June 2003

Table 2.3-5 shows the industrial market for the Long Beach/Harbor Cities market according to Colliers Seeley Data as of the second quarter of 2003. As shown, The Long Beach industrial market was estimated to have about 38.45 million square feet of inventory with about 1.8 million available square feet, or a total vacancy rate of 4.8 percent.

The largest amount of industrial inventory was in the biggest size category buildings with over 100,000 square feet of space) and estimated at 14.9 million square feet. This comprised about 39 percent of the total inventory.

Vacancy rates ranged from 3.2 percent for buildings in the small to medium size range to 5.9 percent for buildings in the largest size category. These relatively low vacancy rates indicate a strong industrial market.

Table 2.3-5 Long Beach / Harbor Cities Industrial Market: 2nd Quarter 2003

Size (Square Feet)	Total Rentable Square Feet	Total Available Square Feet	Vacancy Rate	% of Total Rentable Inventory
10,000 - 19,999	7,195,100	317,000	4.4%	18.7%
20,000 - 39,999	9,008,100	286,300	3.2%	23.4%
40,000 - 69,999	5,269,600	258,100	4.9%	13.7%
70,000 - 99,999	2,068,100	98,300	4.8%	5.4%
100,000 +	14,905,100	885,400	5.9%	38.8%
Total	**38,446,000**	**1,845,100**	**4.8%**	**100.0%**

Source: Stanley R. Hoffman Associates, Inc.
Colliers Seeley Market Reports.

2.3.3 Non-Residential Building Activity

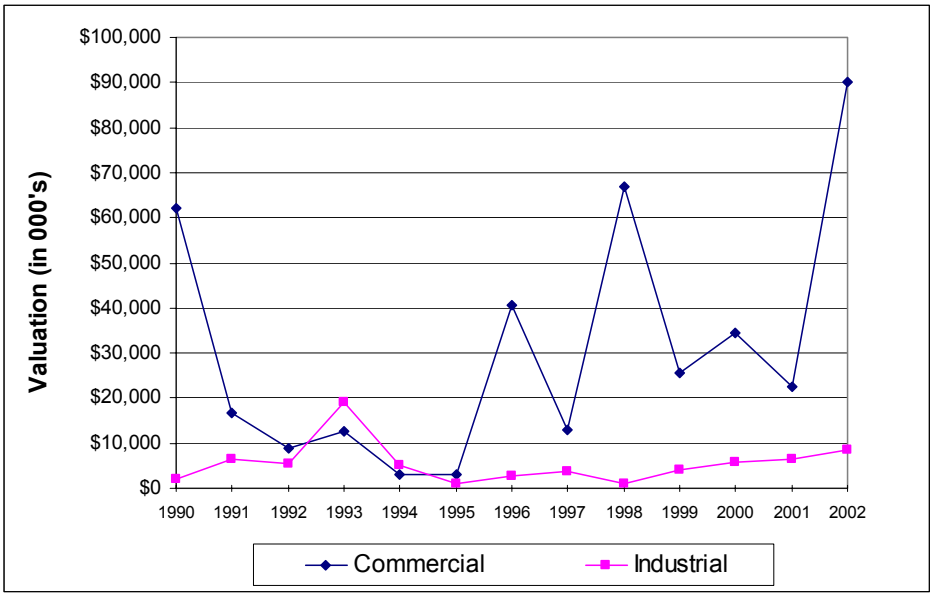
Table 2.3-6 shows non-residential building activity in the City of Long Beach according to the Construction Industry Research Board from 1990 to 2002. As shown in real dollars, most of the building activity in terms of valuation over this time period was commercial, which averaged 84.7 percent of the total valuation annually compared to 15.3 percent for industrial valuation.

Table 2.3-6 City of Long Beach New Non-Residential Building Permit Valuation: 1990 to 2002 (in thousands of constant 2002 dollars)

Year	Commercial	% of Total	Industrial	% of Total	Total
1990	$61,996	96.7%	$2,119	3.3%	$64,115
1991	16,826	72.4%	6,423	27.6%	23,249
1992	8,774	61.4%	5,514	38.6%	14,288
1993	12,473	39.3%	19,256	60.7%	31,730
1994	2,903	35.6%	5,261	64.4%	8,164
1995	3,134	76.1%	984	23.9%	4,118
1996	40,725	93.8%	2,693	6.2%	43,418
1997	12,915	77.0%	3,864	23.0%	16,779
1998	66,742	98.3%	1,180	1.7%	67,922
1999	25,493	86.2%	4,077	13.8%	29,569
2000	34,432	85.5%	5,843	14.5%	40,275
2001	22,594	77.4%	6,610	22.6%	29,204
2002	89,990	91.4%	8,505	8.6%	98,495
Annual Average	**$30,692**	**84.7%**	**$5,564**	**15.3%**	**$36,256**

Source: Stanley R. Hoffman Associates, Inc.
Construction Industry Research Board, 2003.

As shown in Figure 2.3-4, valuation fluctuated greatly over this time period for both commercial and industrial buildings, particularly for commercial buildings. The volume of industrial building activity exceeded commercial building activity in years 1993 and 1994 only.



SOURCE: Construction Industry Research Board, 2003

Figure 2.3-4 Non-Residential Building Activity: 1990 to 2002 (in thousands of constant 2002 dollars)

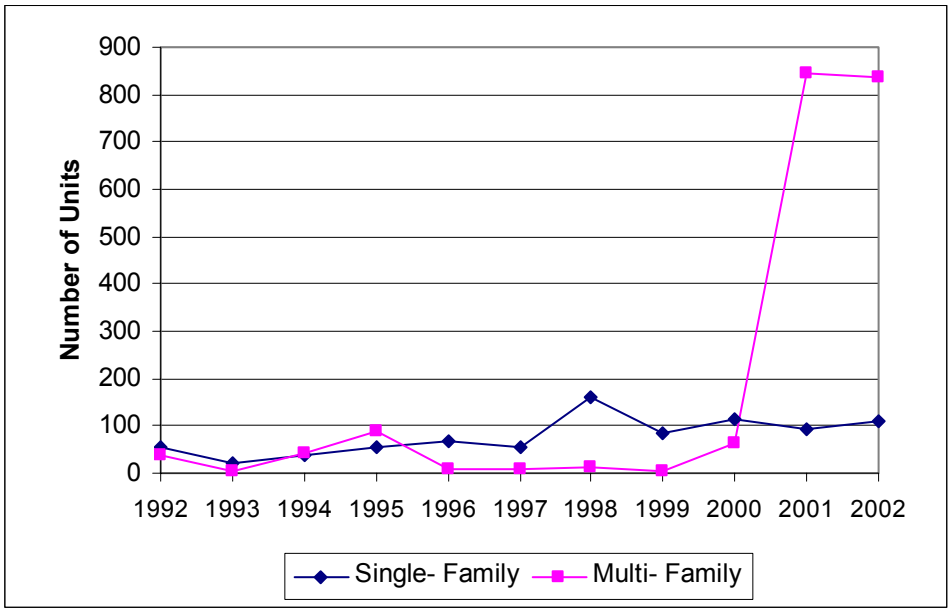
2.3.4 Residential Building Activity

Table 2.3-7 and Figure 2.3-5 show residential building activity in the City of Long Beach according to the Construction Industry Research Board from 1990 to 2002. Over this time period, 75.1 percent of total units permitted have been multi-family units and 24.9 percent have been multi-family units.

Table 2.3-7 Residential Building Activity in the City of Long Beach: 1990 to 2002

Year	Single-Family	% of Total	Multi-Family	% of Total	Total Units
1990	213	16.8%	1,056	83.2%	1,269
1991	108	17.2%	519	82.8%	627
1992	55	59.1%	38	40.9%	93
1993	20	83.3%	4	16.7%	24
1994	39	47.6%	43	52.4%	82
1995	57	38.8%	90	61.2%	147
1996	67	87.0%	10	13.0%	77
1997	57	85.1%	10	14.9%	67
1998	161	93.6%	11	6.4%	172
1999	86	93.5%	6	6.5%	92
2000	113	63.5%	65	36.5%	178
2001	91	9.7%	847	90.3%	938
2002	108	11.4%	837	88.6%	945
Total	**1,175**		**3,536**		**4,711**
Annual Average	**90**	**24.9%**	**272**	**75.1%**	**362**

Source: Stanley R. Hoffman Associates, Inc.
Construction Industry Research Board, 2003.



SOURCE: Construction Industry Research Board, 2003

Figure 2.3-5 City of Long Beach Residential Building Activity: 1990 to 2002

As shown in Figure 2.3-5, the share of multi-family housing has increased in the last two years, comprising 90.3 percent and 88.6 percent of all residential building activity in years 2001 and 2002, respectively.

2.3.5 Potential Demand for Non-Residential Square Feet

In the recently completed Long Beach Economic Development Strategic Plan (Rosenow Spevacek Group, Inc., July 2003), potential demand was estimated for commercial and industrial/business park uses to 2010 for the City of Long Beach. This demand is summarized in Table 2.3-8.

Table 2.3-8 City of Long Beach Non-Residential Demand to 2010

Category	Square Feet	% of Total
Office	1,095,000	21.4%
Industrial/Business Park	3,583,500	70.1%
Retail	432,500	8.5%
Total	**5,111,000**	**100.0%**

Sources: Stanley R. Hoffman Associates, Inc.
Rosenow Spevacek Group, Inc., July 2003.

As shown, total demand for commercial and industrial/business park uses is projected at about 5.1 million square feet to 2010 Citywide. The largest share of the demand is projected to be industrial/business park uses at 70.1 percent of the total demand.

Of the total existing industrial inventory (38.4 million square feet) estimated for the Long Beach/Harbor cities by Colliers Seeley, the projected 3.6 million square feet of industrial demand comprises about a 9.3 percent increase in the existing inventory.

Office demand was projected to be about 21.4 percent of the total demand. As shown, the total retail demand for the City (8.5 percent of the total) is projected to be far less than either office or industrial demand to 2010.

Potential demand for commercial and industrial uses from 2005 to 2010 was estimated in another study done in 2001 by Robert Charles Lesser & Company. This study focused on the North Long Beach market. This study found that at present, the North Long Beach office market is small and not performing well. Potential office demand was estimated at 50,000 square feet, while demand for industrial use was estimated at just less than 500,000 square feet. This was estimated to be the use with the highest demand potential in North Long Beach. Industrial demand will depend on the community's interest in attracting this use and the availability of preferred locations.

Retail development opportunities within North Long Beach appear to be limited, and there is not sufficient demand to warrant a new power center. Additional support retail space was estimated at 200,000 square feet. Although there appears to be demand for about four additional drug stores in the trade area, opportunities for food stores are in modernization and expansion of existing stores.

2.4 ECONOMIC DEVELOPMENT

2.4.1 Economic Development Programs

The City offers programs of targeted incentives on a case-by-case basis if the benefits from implementing the project warrant the public investment. Key programs include the following:

- *Key Tenant Program*—This is a discretionary program in which the City provides upfront grant funds to strategic end users. The program has been used in the past in downtown Long Beach to recruit certain key retail tenants to storefronts on Pine Avenue.
- *Sales Tax Sharing Program*—This is a program for larger projects whereby the City will provide incentives via a rebate of the sales tax generated if the projected sales tax is in excess of $5.0 million annually. The City will offer to rebate to the sales tax generator up to 50% of the net revenue received as a financial incentive. To date, the City has entered into two Sales Tax Sharing Agreements for auto dealerships as an incentive for them to remain within the City's jurisdiction.

The Business Development Center also provides a variety of incentive programs targeted to small businesses, including the following:

- *Micro-Enterprise Loan Program*—Provides up to $25,000 to start-up and existing businesses who have five or fewer employees, one of which is the owner.
- *Capital Availability Program*—Provides up to $37,500 to existing businesses at low, fixed interest rates.
- *Revolving Loan Fund*—Provides financing of up to several hundred thousand dollars at a fixed interest rate to existing businesses.
- *Grow Long Beach Fund*—Provides loans from $25,000 to a maximum as set annually by the SBA 7A financing for existing businesses.
- *Business Start-Up Grant*—Provides a $2,000 grant to new businesses located in specific geographic areas of the City.
- *Manufacturer's Investment Credit*—Provides additional State tax credits to manufacturers (program has probably been eliminated with the current State budget deletion of this program statewide)
- *Enterprise Zone*—Enterprise Zone benefits are available to businesses that locate in the Long Beach Enterprise Zone whose borders encompass most of the commercially zoned areas/adopted redevelopment project areas in the City except for the areas in Cluster 4.

- *Historically Underutilized Business Zone (HUB Zone)*—Provides empowerment contracting program opportunities for federal contracts for qualified small businesses located in distressed areas.
- *Foreign Trade Zone*—Defined area where merchandise can be imported/exported into the United States without the immediate payment of custom duties or excise taxes.

The City's economic program office will also assist as a liaison with local banks for Small Business administration (SBA) funding for existing businesses who wish to acquire and/or rehabilitate property for expansion purposes or for capital for start ups as long as the business owner has a successful history of over three years in business prior to the proposed start up in need of financial assistance.

The City and/or Redevelopment Agency have implemented other programs in the past that are not currently funded due to limited resources. Potential re-emergence of such prior programs may occur depending on future need.

2.4.2 Federal and State Programs

Additional Economic development programs utilize federal Economic Development Administration funding which is targeted to job attraction and retention. The Redevelopment Agency can also utilize certain federal programs when requisite to assist in contributing to the overall project financing. The types of federal programs that exist include the following:

- *Community Development Block Grants*: CDBG grants are awarded to cities on a formula basis for housing and community development activities. Eligible activities include acquisition, rehabilitation, home buyer assistance, economic development activities, homeless assistance, and public services.
- *HOME Investment Partnership Act*: The HOME grant program is a flexible formula basis grant program awarded to cities as part of a County consortium. Eligible activities include new construction, acquisition, rehabilitation, home buyer assistance, and rental assistance.
- *Section 108 Loan Funds*: These funds may be used for eligible activities as specified by HUD, including the development of infrastructure, acquisition, relocation and environmental remediation assistance, as well as construction and rehabilitation costs.

Other grants include Economic Development Initiative grant funds (when coupled with a Section 108 loan request), and Economic Development Administration funds. There also exist provisions within the IRS tax code for federal tax credits for affordable housing called the Low Income Housing Tax Credits and for community based development (i.e. commercial development in minority neighborhoods) called the New Markets Tax Credit.

The State of California also provides funding mainly for affordable housing development via funds from various programs offered by the Department of Housing & Community

Development and the California Housing Finance Agency. The State also offers loans from its Infrastructure Bank based on project need and oversees the award of mortgage revenue bond funding allocations to qualified residential, industrial, and institutional projects.

Although the funding levels are positive in terms of the amount of net tax increment available to be budgeted for future programs/projects except in the downtown area, due to the uncertainties with the State budget and the amount of funding earmarked for the Educational Revenue Augmentation Fund (ERAF) account, the Redevelopment Agency is only offering assistance on a case-by-case basis.

2.4.3 Redevelopment Tools

The City's redevelopment tools also are available in its Economic Development program if a project meets the requirements of State Redevelopment Law. These include the following:

Housing Set-Aside Funds

The Redevelopment Agency is mandated to set-aside annually 20 percent of its tax increment for the preservation and production of housing for very low–, low-, and moderate-income households. This is known as housing set-aside funds. The Redevelopment Agency can provide assistance via this source of funding to projects that meet the affordability criteria on a case-by-case basis depending on the amount of subsidy requested and the per unit cost of such subsidy. For the Downtown Redevelopment Project Area, the full 20 percent set-aside payments have not been made due to prior existing obligations that supercede the obligation of the Housing Fund. It is estimated that the total amount of set-aside funds that will be deferred as of June 30, 1996, was $14,275,336. It is further estimated that no tax increment revenues will be available to reduce the amount of the accrued set-aside deferral until year 2010.

Further analysis indicates that, until year 2022 when bond payments conclude, it is unlikely that any tax increment revenues will be available to make any payment against the housing fund deficit. The Agency is accruing set-aside funds for its downtown project area in addition to the six other adopted project areas, but not at the 20 percent level.

Land Assembly

Additional assistance from the Redevelopment Agency exists via their powers of land assemblage. The Agency can assist in assembling development sites if the developer/applicant provides the funding to the Agency to pay for the project acquisition costs.

2.4.4 Redevelopment Tax Increment Trends

City of Long Beach Redevelopment Project Areas

Historically, redevelopment in Long Beach has been concentrated in the Westside and downtown with its first adopted areas of West Beach, Poly High, Westside Industrial and Downtown dating from 39, 30, and 28 years ago, respectively. Since then, the City has adopted three additional project areas: Los Altos in 1991, North Long Beach in 1996, and Central in 2001. In terms of acres, the largest project area is North Long Beach at 12,507 acres followed by Central at 2,618 acres. The Westside Industrial area comprises 1,368 acres and Downtown is 421 acres with the remaining adopted areas comprising sizes less than 100 acres each (West Beach—21 acres; Poly High—87 acres; Los Altos—45 acres).

Trends at the State Level

Redevelopment funding has been imperiled Statewide due to the current State fiscal crisis. As part of the budget adopted for FY 2003/04, $135.0 million was cut in redevelopment funding. This funding is shifted to school spending, thus the State is then not obligated to provide schools with net new funding. If an Agency lacks the resources to contribute to the ERAF (Educational Revenue Augmentation Fund) transfer, then the locality's general fund is required to make up the deficit.

The Redevelopment Agency of the City of Long Beach does not have adequate resources as a result of the state funding transfer to fund all desired programs. Any other incentives offered by the Redevelopment Agency for non-residential or residential projects that do not qualify as affordable housing will be evaluated on a case-by-case basis.

Tax Increment Trends

Table 2.4-1 presents the tax increment by Project Area for fiscal year 2003. For FY 2003, the gross tax increment from all Project Areas was $30,259,000. The North Long Beach and Central Long Beach project areas were adopted after the passage of AB 1290, which mandates a statutory pass-through to other taxing entities instead of a negotiated pass through at time of plan adoption. In the case of these project areas, the net tax increment reflects pass-through amounts. The older Project Areas do not make pass through payments from gross increment. As shown, the total net increment from all project areas for FY 2003 was $20,821,000.

Table 2.4-1 City of Long Beach Redevelopment Tax Increment: Fiscal Year 2003

Project Area	Gross Tax Increment	Net Tax Increment[1]
West Beach	$1,305,000	$1,024,000
Poly High	418,000	328,000
Westside Industrial	6,238,000	4,894,000
Downtown	8,019,000	6,115,000
Los Altos	449,000	352,000
North Long Beach	11,354,000	6,652,000
Central	2,476,000	1,456,000
Total	**$30,259,000**	**$20,821,000**

1. The net tax increment reflects the gross figure minus the County's administrative fee and the Housing Set aside.

Source: Stanley R. Hoffman Associates, Inc.
City of Long Beach Redevelopment Agency.

Expenditures and Revenues

Of the total net tax increment, the City has certain fixed expenditures including administrative expenses, bond debt service, other debt obligations, and a parking program expenditure in its downtown area. Table 2.4-2 shows the various project areas and an allocation of their revenues and fixed expenditures. As shown, there was an estimated $6.3 million in available tax increment funding for Fiscal Year 2003.

Table 2.4-2 City of Long Beach Redevelopment Revenues & Expenses: Fiscal Year 2003

	West Beach	Poly High	Westside Industrial	Downtown	Los Altos	North Long Beach	Central	Total
Revenues								
Net Tax Increment	$1,024,000	$328,000	$4,894,000	$6,115,000	$352,000	$6,652,000	$1,456,000	$20,821,000
Interest	43,200	13,500	359,925	1,099,900	7,100	620,000	9,000	2,152,625
Sales Tax	0	0	0	0	736,000	0	0	736,000
Loan Payments	0	0	1,032,488	0	0	0	0	1,032,488
Other Income	0	0	0	929,034	0	0	0	929,034
Subtotal	*$1,067,200*	*$341,500*	*$6,286,413*	*$8,143,934*	*$1,095,100*	*$7,272,000*	*$1,465,000*	*$25,671,147*
Expenses								
Administration	$56,193	$92,287	$524,186	$999,860	$62,612	$875,098	$460,047	$3,070,283
Bond Debt	834,797	221,450	2,632,094	7,103,986	0	3,015,675	0	13,808,002
Other Debt	0	0	525,945	117,600	1,032,488	72,000	51,196	1,799,229
Parking Program	0	0	0	716,940	0	0	0	716,940
Subtotal	*$890,990*	*$313,737*	*$3,682,225*	*$8,938,386*	*$1,095,100*	*$3,962,773*	*$511,243*	*$19,394,454*
Available Funding	**$176,210**	**$27,763**	**$2,604,188**	**($794,452)**	**$0**	**$3,309,227**	**$953,757**	**$6,276,693**

Source: Stanley R. Hoffman Associates, Inc.
City of Long Beach Redevelopment Agency.

Chapter 3 LAND USE

3.1 HISTORIC DEVELOPMENT PATTERN

Figure 3.1-1 depicts the development pattern in Long Beach over the past one hundred and twenty-two years.

The Southern Pacific Railroad arrived in Southern California, including Long Beach, in 1876 bringing the first influx of visitors from the Eastern states to enjoy the year-around warm climate and coastal setting. In 1881, a prominent local businessman began surveying and mapping the downtown area; he named the area after himself, Willmore City. Shortly thereafter new investors took over and renamed the city Long Beach, capitalizing on the attractiveness of its coastal location. The City incorporated in 1887. In 1902 the Pacific Electric passenger trolley system was extended to Long Beach and in 1906 the Pike, Long Beach's version of Coney Island, came into being. New municipal piers, an auditorium, and other public facilities were constructed and the City's popularity for tourism grew. After the 1910 census was taken Long Beach was declared the fastest growing community in the country.

Rapid growth continued into the 1920s when Douglas built its first airplane assembly plant and the municipal airport, then called Daugherty Field, came into being. With the discovery of oil resources in the late 1920s through the 1930s, the harbors at Long Beach and Los Angeles became the biggest oil shipping ports in the world. The first breakwaters were constructed to protect the harbor and eroding seawalls adjacent to the downtown.

In 1933 an earthquake measuring 6.3 on the Richter scale struck the area. In Long Beach 52 people were killed and more than 2,000 structures were damaged or destroyed. With Long Beach Boulevard (then called American Avenue) being the main road to Los Angeles, carrying both the Pacific Electric passenger trains and the Model T motor vehicles, this route became a natural spine for subsequent development. Throughout the 1930s this area grew and by the 1940s, with the arrival of the naval base and jobs supporting military operations (airplanes and ships) the City continued to expand outward from the downtown, greater downtown and coastal neighborhoods. A major extension to the federal breakwater was added to further protect the operations in the harbor/port and to tame the wave action that had washed away much of the beach and destroyed properties along the coast. The more suburban locales, further from the passenger train routes, were under construction following World War II.

In the late 1950s the City discovered that it was sinking as a result of the oil extraction that had occurred over the years. Although this extraction resulted in a deep draft port without having to dredge, it also meant that portions of the downtown literally sank a few

feet. Water injection wells were installed to address the problem; however, for many years thereafter the City was plagued by the effects of unfavorable publicity and developers would not develop in the urban core.

By the 1960s, areas that had been previously exurban and undeveloped, along the fringes and the flood planes of the rivers, became developed as these lands were further stabilized and made accessible. By 1985 very little undeveloped land remained; and along with the rest of the nation, the region experience an economic recession that lasted until 1993. By 1995 infill development became the norm, and by the late 1990s adaptive reuse of buildings (previously housing other uses) took off in the downtown. Today, only a handful of vacant parcels can be found in Long Beach. Infill development, adaptive reuse of buildings and recycling of underutilized or blighted properties are the development scenarios for the foreseeable future in this built-out City.

3.2 EXISTING LAND USES

Existing land use information for the Long Beach Planning Area was developed by field surveys and review of aerial data provided by the Southern California Association of Governments in the summer and fall of 2003. The planning area for this study includes all land within the City's boundaries and two fully developed Sphere of Influence (SOI) areas governed by Los Angeles County. These SOI areas will be examined separate from the City areas discussed herein.

The City of Long Beach contains 33,908 acres or 53 square miles. The City is highly urbanized and developed lands (residential, commercial, industrial, institutional, recreational, utility, and transportation) comprise approximately 98.6 percent of the City. Undeveloped lands comprise only 473 acres or 1.4 percent. Existing land uses are depicted on Figure 3.2-1 and tabulated in Table 3.2-1.

Of the 33,435 acres of developed lands in the City, residential uses make up the vast majority, approximately 47.4 percent (16,060 acres). Low-density residential uses comprise 77 percent of this total and moderate and higher density residential make up 23 percent. Transportation, communication and utilities related uses comprise the next largest land use group representing 17.6 percent (5,973 acres) of the community. Commercial retail and office uses represent 8.6 percent (2,914 acres). Institutional uses, primarily government buildings and schools/educational facilities, represent 6.6 percent (2,237 acres). Open spaces, including beaches, parks and recreational lands, nature preserves and cemeteries, comprise 7.5 percent (2,530 acres) of land in the City. Industrial uses and oil extraction comprise 6.2 percent (2,098 acres) of land. Water-covered acres account for 3.7 percent (1,252 acres). And agricultural uses (305 acres) represent less than one percent of the land within Long Beach.

Table 3.2-2 delineates the number of persons per residential and open space acres.

Table 3.2-2 Population per Land Use

	Citywide	*Community Cluster 1—North*	*Community Cluster 2—West Central*	*Community Cluster 3—Southwest*	*Community Cluster 4—Southeast*	*Community Cluster 5—East*
2000 Population	461,522	89,709	87,383	158,599	59,356	66,475
Residential Acres (SCAG 2001)	16,059.7	2,726.5	3,610.4	2,464.3	2,445.9	4,812.6
Open Space Acres (SCAG 2001)	2,530.4	81.1	434.2	260.0	611.1	1,144.0
Persons per residential acre	28.7	32.9	24.2	64.4	24.3	13.8
Persons per open space acre	182.4	1,106.2	201.3	610.0	97.1	58.1

3.2.1 Existing Land Uses by Community Cluster

Community Cluster 1—North

Figure 3.2-1 and Table 3.2-1 illustrate that Community Cluster 1—North has ten percent more land in residential use (57.6 percent) than the Citywide area devoted to residential use (47.4). Commercial uses (9.1 percent) are slightly above the existing Citywide land use devoted to commercial use (8.6 percent) and are heavily concentrated (84.6 percent) in the lower-paying retail and service categories. Institutional land uses (4.0 percent) are the lowest in the City. Industrial lands constitute 9.0 percent of existing land use, compared to 6.2 percent Citywide. Lands devoted to transportation, communication and utilities make up 14.1 percent of existing uses. Park and open space lands are the lowest in this Cluster at 1.7 percent, compared to 7.5 percent Citywide. Remaining agricultural uses (2.3 percent) are the highest of any of the Clusters.

The existing land use pattern concentrates commercial development along Long Beach Boulevard, Atlantic Avenue, South Street, and Artesia Boulevard. A large industrial strip extends generally from the north City limits to South Street between Cherry Avenue and Paramount Boulevard. Multi-family housing is concentrated in approximately nine locations, generally accessible from major arterial corridors. Open areas exist in the parks, along the Los Angeles River, and under the Southern California Edison Right-of-Way approximately two blocks north of the I-91 Artesia Freeway between the Los Angeles River and Downey Avenue.

Community Cluster 2—West Central

Figure 3.2-1 and Table 3-2.1 illustrate that Community Cluster 2—West Central has 11.6 percent more land in residential use (59 percent) than the Citywide area devoted to residential use (47.4). Commercial uses (10.5 percent) are nearly two percentage point

above the existing Citywide land use devoted to commercial use (8.6 percent) and are made up of about two-thirds retail and service commercial uses and one-third office uses—a healthier balance than the commercial uses depicted in Community Cluster 1—North. Institutional land uses (5.6 percent) are one percentage point below the Citywide institutional land use total of 6.6 percent. Industrial lands are the lowest existing land use category in Community Cluster 2—West Central (2.9 percent) compared to the other Clusters and Citywide (6.2 percent). Lands devoted to transportation, communication and utilities make up 10.3 percent of existing uses; Citywide that percentage of existing land use is 17.6 percent. Park and open space lands at 7.1 percent are close to the Citywide figure of 7.5 percent. Remaining agricultural uses (1.8 percent) are second only to Community Cluster 1—North (2.3 percent) in terms of Citywide agricultural uses that remain.

The existing land use pattern concentrates commercial development along Long Beach Boulevard, Atlantic Avenue, Willow Street, portions of Santa Fe Avenue and Pacific Coast Highway (PCH), and a commercial area generally along Carson Street east of Cherry Avenue. A small amount of industrial land exists along a strip on the far west side of the Cluster. Multi-family housing is concentrated in approximately five locations: around Spring Street west of Santa Fe Avenue (Gold Star Manor retirement community and mixed residential and mobile homes nearby); at PCH east of Santa Fe Avenue (the Villages at Cabrillo); north of PCH to Hill Street between Magnolia Avenue and Long Beach Boulevard; around Wardlow Road and Long Beach Boulevard; and along San Antonio Drive east of Long Beach Boulevard. The largest institutional use is the complex west of Santa Fe Avenue north of PCH called the California State University Technology Center. Another large institution contained in this Cluster is Memorial Medical Center located between Long Beach Boulevard and Atlantic Avenue south of Spring Street. The most sizable open space areas within the West Central include the Los Angeles River (roughly dividing the Cluster in two from north to south), the Virginia Country Club Golf Course in the far northern area of the Cluster, and the All Souls and Sunnyside Cemeteries and Mausoleums on Cherry Avenue south of Del Amo Boulevard.

Community Cluster 3—Southwest

As illustrated in Figure 3.2-1 and Table 3.2-1, Community Cluster 3—Southwest has the lowest amount of land in residential use (30.6 percent) compared to the other Clusters in the City. However, nearly 50 percent of these residential uses are in multi-family structures, by far the largest concentration of higher density units in Long Beach. This Cluster including the downtown area is made up of 10.5 percent commercial land uses, three-quarters of which are retail stores and commercial services. This is close to the same commercial use profile as Community Cluster 2—West Central. Institutional land uses (5.3 percent) are slightly below the Citywide figure (6.6 percent) although the SCAG existing land use data may not have picked up the business schools located in commercial office buildings downtown, e.g., Pepperdine University Business School at the World Trade Center. Industrial lands constitute 6.8 percent of existing land use, compared to 6.2 percent Citywide. Included in this category are the Westside Industrial Area and a light industrial area along the north side of Anaheim Boulevard between Temple and Redondo. Lands devoted to transportation, communication and utilities

make up 34.5 percent of existing uses in Community Cluster 3—Southwest, the largest category of land use here. Within this category 91 percent of the uses are transportation uses related to the Port of Long Beach. In the parks and open space category existing lands make up only 3.2 percent of the total land area in Community Cluster 3—Southwest. Only Community Cluster 1—North at 1.7 percent is lower. Water facility acreage, including the downtown marina and harbor, constitute 7.4 percent of the area.

The existing land use pattern concentrates commercial development in the Central Business District and adjacent areas of the downtown, along Long Beach Boulevard, Anaheim Street, Pacific Coast Highway, and along portions of Atlantic Avenue, Broadway, Fourth and Seventh Streets. Multi-family housing is concentrated in the downtown area and east of the downtown between Junipero and Alamitos Avenues south of Anaheim Street, and north of Anaheim Street between Magnolia and Atlantic Avenues. Large institutional uses include the Long Beach City College Pacific Coast campus on Alamitos Avenue at Pacific Coast Highway, St. Mary Medical Center at Tenth Street and Atlantic Avenue, and the Civic Center and federal, State, and county offices downtown. Perhaps the most notable feature here are the coastal resources including a small wetland at the mouth of the Los Angeles River, a world class aquarium, a large downtown marina, and several miles of Pacific Coast beaches.

Community Cluster 4—Southeast

Community Cluster 4—Southeast has 48.4 percent of land in residential use, just above the Citywide figure (47.4 percent); of this, 60 percent are in single-family homes and 40 percent are in multi-family structures (see Figure 3.2-1 and Table 3.2-1). The Cluster area is made up of 8.5 percent commercial land uses, consistent with the Citywide makeup of 8.6 percent. Nearly three-quarters of commercial land uses are devoted to retail stores and services. The other commercial uses, including office and mixed commercial uses, make up just over 25 percent of existing commercial uses. This commercial profile is very similar to that of Community Cluster 3—Southwest. Institutional land uses at 5.1 percent are below the Citywide figure of 6.6 percent. Industrial lands, composed largely of oil extraction in the Los Cerritos Wetlands area, constitute 5.9 percent of existing land use, compared to 6.2 percent Citywide. Lands devoted to transportation, communication, and utilities make up only 7.3 percent of existing uses in Community Cluster 4—Southeast and are largely attributed to the electrical generation power plants located east of Studebaker Road between Seventh and Second Streets. Due to the extensive beach, public and private golf course and park open space acreage in this area, Community Cluster 4—Southeast has the highest percent of parks and open space (12.1 percent) among the five Clusters. Also, due to Alamitos Bay protruding into this Cluster, water-related facility acreage (11.1 percent) makes up the third highest category of land uses herein.

The existing land use pattern concentrates commercial development along Second Street in Belmont Shore, around the Outer Traffic Circle, along Anaheim Street, at the “iron triangle” where Pacific Coast Highway, Seventh Street, and Bellflower Boulevard converge, and at the Market Place, Marina Shores, Alamitos Bay Landing, and Marina Pacifica centers along Pacific Coast Highway, near Alamitos Bay. Multi-family housing is concentrated in the Belmont Shore, Belmont Park, and Bluff Park neighborhoods

along the coast, around the perimeter of the commercial area surrounding the Outer Traffic Circle, and between Redondo Avenue, Anaheim Street, Ximeno Avenue and Seventh Street, and on the Peninsula. A large mobile home park is located on the Los Cerritos Channel along Loynes Drive. Institutional and public facilities generally consist of schools scattered throughout the Cluster and a concentration of public uses including the City's Health and Human Services Department, State Department of Motor Vehicles, United States Postal Distribution Center, and an Army Reserve facility, located south of the I-405 San Diego Freeway and east of Redondo Avenue. Recreation Park and Golf Course, Colorado Lagoon, Marine Stadium, the Naples Island Canals and Alamitos Bay, together with the beaches and Los Cerritos Wetlands, contribute to making Community Cluster 4—Southeast quite varied and rich in open space and coastal resources.

Community Cluster 5—Eastside

As shown, Figure 3.2-1 and Table 3.2-1 illustrate that Community Cluster 5—Eastside is largely devoted to residential uses (48.6 percent) with an overwhelmingly single-family character (97.1 percent). Existing commercial uses (5.8 percent) are primarily (65.1 percent) composed of retail stores and services; however, a healthy balance of other commercial and office commercial uses (34.9 percent combined) constitute the remainder. Institutional land uses (10.3 percent) are well above the Citywide institutional land use total of 6.6 percent. Industrial lands are right at the Citywide ratio comprising 6.2 percent of developed land uses. Lands devoted to transportation, communication and utilities make up 15.5 percent of existing uses compared to a Citywide percentage in that category of 17.6 percent. Existing park and open space lands (11.5 percent) are second only to Community Cluster 4—Southeast (12.1 percent), which has an abundance of coastal-related open space and recreation resources. An estimated 87 acres of nursery properties and the City's largest community garden constitute the remaining agricultural lands. Man made lakes within the parks and golf courses constitute 72 acres of water resources in Community Cluster 5—Eastside.

The existing land use pattern in Community Cluster 5—Eastside is largely comprised of single-family homes. Only a handful of multiple family housing structures are situated here. Commercial development in the existing land use pattern is dissimilar to that found in the other four Community Cluster areas in that it is very much concentrated in centers, as opposed to being located along major arterial roadway strips. The Los Altos and Los Altos Gateway centers are located off of Bellflower Boulevard, another major commercial node is found at the intersection of Palo Verde Avenue and Spring Street, and the 100-acre Long Beach Towne Center is located adjacent to the I-605 San Gabriel Freeway and the San Gabriel River, north of El Dorado Regional Park. Institutionally speaking, in addition to the numerous public school sites in the area, Community Cluster 5—Eastside also includes the large campuses of California State University at Long Beach and the Veteran's Administration Medical Center located east of Bellflower Boulevard between Atherton and Seventh Streets. Another feature included in Community Cluster 5—Eastside is the huge amount of land devoted to the Long Beach Municipal Airport and the Boeing aerospace plant immediately adjacent. Also notable in the existing land use pattern in Community Cluster 5—Eastside is the large amount of acreage devoted to recreation open space uses including El Dorado

Regional Park and Nature Center, Skylinks Golf Course and Heartwell Park and Golf Courses. Together with the low density, low rise nature of residential structures, these features contribute to a very suburban character in the Community Cluster 5—Eastside.

3.2.2 Characteristics of Existing Land Uses

Existing land uses in the City have been classified into seven primary categories:

- *Residential*—Residential uses include a mix of housing developed at varying densities and types. Residential uses in the City include single-family, multiple-family, mobile homes, senior citizen, and group homes.
- *Commercial/Office*—This category includes commercial uses that offer retail goods and services to the public as well as professional businesses housed in offices, such as accountants, architects, attorneys, etc. Retail and commercial businesses include those that serve local needs, such as restaurants, drug stores, neighborhood markets and dry cleaners, and those that serve community and regional needs, such as entertainment complexes, auto dealerships, and shopping malls.
- *Public Facilities and Institutions*—Government buildings including police stations, fire stations and City Hall, libraries, and public institutions are included in this category. Uses herein support the civic, cultural, and educational needs of residents.
- *Industrial*—The industrial category includes heavy manufacturing and light industrial uses such as product assembly, warehousing and distribution. These types of uses are most commonly found in business centers and in research and development parks such as the Boeing aircraft manufacturing plant. This category also includes oil extraction, an important local resource.
- *Transportation, Communication, and Utilities*—This category includes freeways, railroads, park and ride lots, truck terminals, airports, communication facilities, electrical power and natural gas facilities, solid waste and liquid waste processing and disposal, water storage and transfer facilities, and maintenance yards.
- *Open Space*—Includes lands used for agriculture and community gardens, private and public recreational lands, water bodies and flood control channels, cemeteries, and local and regional parks.
- *Vacant*—Vacant lands are undeveloped lands that are not specifically preserved in perpetuity as open space or for other public purposes. Most remaining vacant lands in Long Beach are odd remnants of contaminated or hard to develop parcels, or parcels that are waiting for the right economic conditions to be redeveloped.

3.2.3 Developed Land Uses

Table 3.2-3 provides summary information for City lands developed with residential, commercial, and industrial land uses.

Table 3.2-3 Developed Land Uses

Land Use	*Units / Square Feet*
RESIDENTIAL	
Single Family	79,107 units
Multi-family (2-5 units per building)	23,386 units
Multi-family (5 or more units per building)	66,637 units
Mobile homes, boats, vans and recreational vehicles	2,529 units
Subtotal	***171, 659 units***
COMMERCIAL	
Office	8,932,400 square feet
Industrial	38,450,000 square feet
Retail	5,353,655 square feet
Subtotal	***52,736,055 square feet***

SOURCE: 2002 US Census; City of Long Beach 2004, February; Stanley R. Hoffman Associations, Inc.

Residential Units

The best available comprehensive information on residential units is provided by the 2000 U.S. Census. As of that count, there were 171,659 housing units in the City of Long Beach. Of these, the vast majority, 46 percent (79,107 units) are single-family homes. The second largest number of units, 38.8 percent (66,637 units) falls into the category of 5 or more units per building; these include both rental apartments and condominiums. Next are the smallest multiple family buildings containing 2 to 4 units, 13.6 percent (23,386 units). The remainder of tabulated units including mobile homes, boats, vans, and recreational vehicles constitute 1.47 percent (2,529 units).

Updating the number of residential units with Planning and Building Department records to December 2003, there are now approximately 174,694 dwelling units in the City.

Commercial and Industrial Square Footage

Commercial and industrial development includes office, retail, industrial and research and development uses. There are more than 52,736,055 sf of commercial and industrial building area existing or under construction in the City of Long Beach as of the fall 2003. Industrial uses comprise 73 percent (38,450,000 sf) of the commercial and industrial building area, followed by office uses at 17 percent.

3.3 CURRENTLY ADOPTED GENERAL PLAN LAND USES

A General Plan defines a jurisdiction's policies for land use development within its boundaries. General Plan designations or districts identify the proposed location, distribution, and extent of planned land uses. Land Use Districts (LUDs) in the General Plan provide guidelines for the intensity and density of development such as the number of housing units per acre or commercial square footage on a parcel of land. The City describes allowable uses within its boundaries in the Long Beach General Plan Land Use Element most recently updated and adopted in 1989. Figure 3.3-1, Table 3.3-1, and the following section describe LUDs utilized in the current General Plan.

Of the 33,908 acres of land in the City covered by General Plan LUDs, (the 300.1-acre Los Cerritos Wetlands area was in Los Angeles County's jurisdiction when the 1989 Land Use Element was adopted), residential uses make up the vast majority. The Land Use Element designates 46.5 percent (15,768 acres) for residential land uses. Of the residential LUDs utilized in the plan the vast majority 87 percent (13,707 acres) are designated for low density, single-family and duplex development. Moderate and higher density residential LUDs make up the rest of the residential category comprising 13 percent (2,061 acres). When one separates the schools from the parks in the "public facilities" category on the table, utilities and transportation-related uses actually comprise the next largest land-consuming group. The harbor or port district, along with the municipal airport, comprises slightly more than 11 percent (3,770 acres) of planned land uses. Rights-of-way add another 3.5 percent or 1,196 acres in this "transportation and utilities" category. The next most frequently applied Land Use Districts are in the form of mixed use land use districts in Planned Development Districts (LUD 7) and LUD 8M and LUD 8R mixed use districts for office/residential and retail/residential development. All together these mixed-use LUDs account for 12.4 percent (4,195 acres) of planned land uses. The next most frequently applied Land Use District in the General Plan is in the category of open space; just over 11 percent (3,804 acres) of the City's land area is planned for this use. The next most frequently applied Land Use Districts are the industrial 9G and 9R designations (separate in the Land Use Element from Port LUD 12) which are applied on 6.1 percent of the land (2,076 acres) in the City. Following that schools and institutional uses account for five percent (1,696 acres) of applied land use designations. Solid commercial LUDs are applied to 3.3 percent (1,104 acres). And finally, there are 301 acres in the Los Cerritos Wetlands area not within the City's limits back in 1989 (since annexed into the City) that make up the remaining one percent of land not accounted for in the current Land Use Element.

3.3.1 General Plan Land Use Districts by Community Cluster

Community Cluster 1—North

Figure 3.3-1 and Table 3.3-1 illustrate that the North Long Beach Cluster has 11.5 percent more land planned for residential use (58 percent) than that planned for

residential use Citywide (46.5 percent). Planned mixed use land development (2.5 percent) is nearly ten percent below the Citywide profile (12.4 percent). However, planned uses in the commercial-only land use categories (5.7 percent) exceed that for the City (3.3 percent) and every other community cluster. Likewise, planned for industrial land uses (15 percent) greatly exceed that planned for the City as a whole (6.1 percent) and every other community cluster. However, it is important to note that the General Plan Land Use Districts for the harbor and airport are in their own LUD 12, separate from LUDs 9R and 9G. In the Community Cluster 1—North planned for public facilities (10.2 percent) including schools and parks is below the Citywide (16.2 percent) application of this district and only the Community Cluster 3—Southwest (8.5 percent) is lower. In the planned for transportation and utilities categories only the Right-of-Way application applies, nevertheless a whopping 404 acres account for 8.5 percent of the planned land uses here in the Community Cluster 1—North. This generally reflects existing conditions.

Community Cluster 2—West Central

Figure 3.3-1 and Table 3.3-1 depict that the Community Cluster 2—West Central is planned to devote 61.1 percent of its land to largely (84.3 percent) single-family residential use. As a percentage for the Cluster, this exceeds that for the Citywide plan (46.5 percent residential) and for each of the other clusters. Planned for mixed use land (6.2 percent) is exactly one-half of what is planned for in those Land Use District (LUD) categories on a Citywide (12.4 percent) basis. However, similar to the Community Cluster 1—North, planned for commercial-only uses (4.4 percent) exceed that application from the Citywide perspective (3.3 percent). Industrial Land Use Districts applied to the Community Cluster 2—West Central (5.5 percent) compare to 6.1 percent of this LUD application Citywide. Planned for public facilities (15.8 percent) are very close to the Citywide (16.2 percent) figure. And transportation and utilities LUDs constitute 7.0 percent of the planned uses in the Community Cluster 2—West Central, compared to more than twice that Citywide (14.6 percent).

Community Cluster 3—Southwest

The Community Cluster 3—Southwest is planned to devote only 26.7 percent of its land to residential uses compared to 46.5 percent Citywide (refer to Figure 3.3-1 and Table 3.3-1). This is the lowest percentage of planned for residential uses of any of the five clusters largely because of the downtown location herein. Concomitantly the plan for more housing in this area is reflected in the plan with 15.9 percent of the land uses in this Cluster slated for mixed use development. Commercial-only Land Use Districts are applied to 3.1 percent of the Community Cluster 3—Southwest compared to 3.3 percent of this application Citywide. Industrial uses are planned on 5.7 percent of land area contained in the Community Cluster 3—Southwest, reflective of the existing industrial nature of the Westside Industrial Area. Interestingly, public facilities are only designated planned uses on 8.5 percent of the Cluster area, probably attributed to many of them being incorporated in the mixed use LUD generously applied throughout the Downtown and Greater Downtown areas. Lastly, with the configuration of this Cluster incorporating the Port of Long Beach, an enormous percent of the planned for land use in the

Community Cluster 3—Southwest (40.1 percent) is dedicated to transportation and utilities, with the port constituting 97.8 percent of this use.

Community Cluster 4—Southeast

Figure 3.3-1 and Table 3.3-1 depict that the Community Cluster 4—Southeast is planned to devote 38.4 percent of its land to residential uses compared to 46.5 percent Citywide. In these figures a varied mix of housing types (beyond single family) are included. The next highest category of planned for use is in the mixed use category (33.2 percent) and is largely attributed to the Southeast Area Development Improvement Plan (SEADIP) Planned Development District and Planned Development Districts around the Traffic Circle and along Redondo Avenue. Only 2.4 percent of the Community Cluster 4—Southeast is planned for commercial-only uses, none of which is in the 8A Traditional Retail Strip Commercial category. At only 6.8 acres total, dissimilar to the remainder of the City, industrial land use is not a real consideration in the current plan for the Community Cluster 4—Southeast. Public Facilities make up a healthy 19.3 percent of planned land use for this Cluster, second only to that planned (and provided) in the Community Cluster 5—Eastside. And, at 33 acres total, transportation and utility uses are negligible here.

Community Cluster 5—Eastside

As illustrated on Figure 3.3-1 and Table 3.3-1, the primarily planned use for the Community Cluster 5—Eastside is residential (52.3 percent), particularly single-family homes (97 percent). The next highest category of planned for land use is in the public facilities category including institutions, schools, and open space (23.8 percent), which reflects the generous amount of park and recreation open space on the Eastside, well above the Citywide figure (16.2 percent) for such uses. The Community Cluster 5—Eastside is attributed with 7.4 percent mixed use Land Use District designations, 99 percent of which are found in the Planned Development Districts – most of which are located around the Long Beach Airport. In the commercial-only category Land Use Districts, just two percent of the Community Cluster 5—Eastside is planned for these single use developments, compared to 3.3 percent Citywide. Planned for industrial land uses in the Cluster (5.6 percent) are located strictly to the south and west of the airport, adjacent to the City of Signal Hill on lands currently devoted to industrial uses. Transportation and utility-associated land uses constitute 8.8 percent of planned for uses in the Community Cluster 5—Eastside, 70 percent of which are made up by the airport and 30 percent primarily devoted to rights-of-way along drainage channels and the San Gabriel River.

3.3.2 General Plan Land Use Districts

The following section examines each land use category in the 1989 (current) General Plan.

Residential

The General Plan designates seven separate Land Use Districts (LUDs) to accommodate the very diverse housing types and densities in this highly urbanized community. Some incentives for assembling parcels are offered in order to provide for needed recycling of deteriorated structures. In many instances the maximum permitted density of a district may be available only on larger properties to prevent overbuilding on smaller parcels. The seven residential LUDs are described as follows:

LUD 1—Single-Family

This district comprises the majority of land use in the City. The maximum density on standard lot sizes in this district (6,000 sf) is not to exceed one dwelling unit per lot, or seven units per acre. In areas where smaller lot sizes are permitted by zoning, densities higher than seven dwelling units per acre may be permitted. Secondary units (sometimes referred to as “mother-in law flats”), where permitted by other codes and ordinances, are consistent in LUD 1. Existing mobile home parks are preserved through assignment of this designation.

LUD 2—Mixed Style Homes

This district recognized that there are large areas of the City with a mixture of low density housing types, such as single-family homes, duplexes, and triplexes mixed together on the same block frontages. This situation occurred as a result of these areas having been zoned for high-density housing, which did not materialize. The purpose of this district is to maintain the present situation, not to attempt to convert the areas to single-family density or to permit the areas to increase in density to that of the densest housing prevalent in these districts. Thereby, where this district is applied maximum permitted densities are tied to the prevailing lot sizes. Maximum density is limited to 14 dwelling units per acre except where small lot sizes prevail and the zoning regulations permit higher densities. No density advantage is granted for multiple lot development in LUD 2.

LUD 3A—TOWNHOMES

The Townhomes District implements a policy to provide the opportunity to create single-family lifestyles with higher dwelling unit densities than are permitted in LUD 1 or 2, for a number of reasons, such as to furnish more affordable housing, to stimulate recycling, to diversity lifestyle choices, and to create opportunity for architectural variety and neighborhood beautification. The building style encouraged by this district is aggregates of dwelling units aligned in attached rows or arranged in regular and irregular clusters (possibly with overlapping vertical elements) in such a manner as to provide a separate exterior entrance to each dwelling. The true utility of this district is only realized through the accumulation of a number of adjacent lots or on large unsubdivided or resubdivided parcels. Densities, therefore, are assigned on the basis of the number of units per acre rather than the number of units per lot, and are referenced in the zoning regulations. The maximum density permitted in LUD 3A is 25 dwelling units per acre.

LUD 3B—MODERATE DENSITY RESIDENTIAL DISTRICT

The purpose of this district is to provide apartment and condominium living opportunities in moderate-density projects which conform in height and general exterior design to the lower-density neighborhoods on which they may border; to stimulate recycling on some of the City's major and secondary thoroughfares; to diversify housing choice; to furnish more affordable housing; and to create opportunity for architectural variety and neighborhood beautification. The building style encouraged by this district is two floors of compact arrangement, having common entrances, and footprints that cover much of the lot area. Setbacks will vary depending upon the area in which the projects are located. The term "garden apartments" applies to this LUD. Permitted density of dwelling units in LUD 3B vary with the size of the development parcel but may not exceed 30 dwelling units per acre.

LUD 4—HIGH DENSITY RESIDENTIAL DISTRICT

This district implements a policy to encourage an intensification or recycling of dwelling units in limited areas of the City where apartment and condominium lifestyles are logically related to transportation and services. Subareas vary considerably in quality, type of construction, architecture, and clientele. Similar features of such uses are as follows: common entrance to multiple apartments or condominiums; compact arrangements of dwelling units; and building footprints covering much of the parcel. Present densities within LUD 4 range widely, from about forty to two hundred dwelling units per acre. Many such high-density structures were permitted before modern setback and off-street parking requirements became effective in the mid 1960s. The recommended future densities, even where attempting to stimulate recycling,

are generally aimed to create a more open and attractive ambiance in these neighborhoods. The maximum permitted density is 44 dwelling units per acre; however, higher densities may be achieved on larger properties if a high-rise overlay is applied. Design for all projects in the district must show concern for abutting lower density housing.

LUD 5—URBAN HIGH DENSITY RESIDENTIAL DISTRICT

This district is created for application in very urban settings, such as in the downtown. It is designed to accommodate a highly urbanized lifestyle in which interactions among home, workplace, shopping, and entertainment are strong, and regional transportation facilities are nearby. The building style expected in this district is one that covers a large part of the property, serves the residential units by common hallways, has on-site recreational and open space amenities, and has some services, such as laundry and storage areas. Restaurants, small shops, and personal services on the ground floors of LUD 5 buildings are appropriate. The maximum density permitted in this district is 108 dwelling units per acre.

LUD 6—HIGH-RISE RESIDENTIAL DISTRICT

This tall residential district is used to complement the broad policy of using the amenities and environmental assets of Long Beach toward maintaining and expanding the City as a regionally significant urban center. It is anticipated that this district will further a policy of maintaining within the City a reasonable balance of family types and incomes through attraction of moderate to upper income families. Application of LUD 6 is very restricted and it is only applied in one activity node south of St. Mary Medical Center, on a strip of land fronting on Ocean Boulevard along the downtown shoreline and in an activity node, and in an area along Pacific Coast Highway at Redondo Avenue, which affords scenic vistas to the ocean. Maximum density in LUD 6 is 249 dwelling units per acre; however, such density can only be achieved on larger lots and with high-rise construction. Ground floor commercial uses primarily serving building residents are encouraged, as are rooftop restaurants, which meet all requirements of the zoning regulations. High-rise residential buildings may only be approved after a finding by the design review authority that the proposal makes a positive contribution to the neighborhood in which it is located; that it provides a beneficial lifestyle to the residents; that it is of meritorious design; and that it makes a significantly positive contribution to the urban design of the City.

Mixed Uses

The General Plan designates three mixed-use Land Use Districts. Although historically a major objective of land use planning focused on separating uses thought to be incompatible with one another, such as manufacturing and housing, it is recognized that in some areas of the City a mix of compatible uses is a desirable trait. A careful blending of different types of land uses can serve to save time and energy in transportation and communications, provide air quality benefits and lessen traffic congestion, simplify and shorten transactions of goods and services, and vitalize a site giving it more importance in the urban structure of a community. Such areas will benefit from the synergistic effects of blending uses. Clear incompatibilities among different types of land uses are not, however, permitted in these districts.

LUD 7—Mixed-Use District

Areas in this district are classified as multi-purpose activity centers, which are regulated by custom-tailored district-wide Planned Development District (PD) plans and ordinances. LUD 7 is designed for use in large, vital activity centers, not in strips along major arterials. The reason for this is that there is little or no synergistic effect rising from the random siting of disparate uses along a strip. Instead, the result is often a confusing and ill-functioning streetscape and corridor. Combination of land uses intended for this district are, for example, employment centers, such as retail, offices, and medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreation facilities. Not intended for inclusion with the above-listed uses are those that may have a detrimental effect on the ambiance, environment, or social well being of the area included in the district. Residential densities in these Planned Development Districts, where residential uses are allowed, vary by the particular characteristics and needs of the district. In general, uses specified in residential LUDs 3B, 4, 5, and 6 will be appropriate in these activity centers. Again, specific standards for the scale, intensity and/or density of development are specified in the PDs for each district and are designed to be compatible with uses adjacent to but outside of the PD boundaries. Currently there are 25 Planned Development Districts in the City.

LUD 8R—Mixed Retail-Residential Strip District

The purpose of this district is to provide a land use environment in which residential uses predominate on the frontages of certain main streets, but in which some retail uses may occupy the ground floors of the residential buildings or be in freestanding buildings along the strip. However, any freestanding commercial buildings are not allowed in a mini-mall or shopping center configuration and only smaller scale, neighborhood-serving goods and services, are allowed. Parking for the retail is to be located behind or next to the buildings, not in front, and retail parking within the residential buildings is discouraged. Further, retail stores on the ground floors of residential buildings must occupy at least 25 percent of the ground floor area. Very small or taken storefronts in residential buildings are not consistent with the policies for this district. Residential uses permitted within LUD 8R are those described in LUDs 3A, 3B, and 4. The policy base for residential types and densities is that they are compatible with neighboring

residential uses; that they do not contribute in a significant way to the deterioration of the traffic-carrying capacity of the fronting roadway; and that they shall contribute positively to the City's stock of needed higher density housing developments.

LUD 8M—Mixed Office-Residential Strip District

This district differs from LUD 8R in that it is intended to encourage a mix of freestanding office buildings with freestanding residential buildings, yet it allows for some retail uses in separate structures or on the ground floors of office/residential buildings if desired by the project applicant. It is intended for use on more important major streets, which should portray a highly urbanized appearance. It is for office uses that are more Citywide serving than local serving, and for higher density housing. Office uses should be fairly large in scale with on-site parking and vehicular access off the main roadway wherever possible. Structures over 5 stories are consistent where permitted by the zoning regulations. Lush landscaping along the frontages is required to enhance the image of the boulevard on which the use is located. Residential uses should be of the higher density variety including LUDs 3B, 4, 5, and 6. Townhomes (LUD 3A) may be appropriate in some instances as determined by a favorable review of the design review authority. Parking for the residential uses should be contained within the buildings and access should be from the side streets or alleys whenever possible. Again, lush landscaping along the frontages is required.

Commercial

The General Plan designates four commercial-only Land Use Districts. They are provided to encourage different scales and intensities of business and retail development, different development orientations (either auto-oriented or pedestrian-oriented), and different combinations of commercial uses. They are applied to specific locations either along viable commercial corridors or at nodal clusters where streets intersect to form little shopping areas, depending on the desired physical form for each of these commercial areas.

LUD 8—Major Commercial Corridor

This district is designed specifically for use along several major business corridors in the City. It has some of the characteristics of Mixed Use District 7; however, these corridors do not function as activity centers but rather as linear conglomerations of larger scale office and retail uses. The permitted office uses should follow the criteria for LUD 8M (Mixed Office-Residential); however residential uses are not allowed in LUD 8. Neither are industrial uses allowed. Retail uses within LUD 8 should be community- or regional-serving, rather than local- or neighborhood-serving. They should be large scale with ample on-site parking, not relying on curbside parking for primary customer service. Visitor serving

facilities, such as motels and hotels are consistent, provided they conform to current codes and ordinances. Structures over five stories are consistent where permitted by the zoning regulations.

LUD 8A—TRADITIONAL RETAIL STRIP COMMERCIAL DISTRICT

This district has many of the characteristics of LUD 8, but uses should be smaller in scale and serve local/neighborhood needs rather than community/regional needs. Its purpose is to recognize the continuing need to provide commercial uses along the frontages of certain streets for the service and convenience of persons traveling by car, and needing local services. It is applied to a limited few arterials in compliance with the stated policy to begin to focus retail uses on specific markets and to prevent the diffusion of such uses haphazardly throughout the City. Retail uses that are not primarily auto-oriented are not considered appropriate to this district. Office uses are consistent, but residential uses are not allowed. Designs of commercial structures must be sensitive to neighboring residential uses. Commercial uses that may adversely affect adjoining residential uses are subject to conditional use permits.

LUD 8P—PEDESTRIAN-ORIENTED RETAIL STRIP DISTRICT

This is a special category currently only used in a few specific areas of the City where strip retail uses catering primarily to pedestrian trade abound or may be further developed. “Pedestrian-oriented,” as used herein, means that shoppers arrive by foot (or by car and park in one location) and then stroll to a number of shops, services and restaurants. Stops here tend to be of much longer duration that in auto-oriented retail strips. There may also be less parking for automobiles, and such parking may be located behind the stores instead of in front of them. Because of the role pedestrian-oriented strips play in serving the adjacent residential neighborhoods, and the special ambiance they create for all shoppers, they are considered a valuable resource to be preserved and enhanced in the future. Typically stores in LUD 8P are small and provide shoppers with a variety of convenience goods (bakery, deli, flowers, etc.), or comparison

goods on a small scale (beachwear, sporting goods, shoes, etc.). Regional-serving retail uses are not consistent with LUD 8P. Small scale services are also consistent with LUD 8P provided they are intended for neighborhood use. Large frontage uses, such as banks in freestanding structures, are not consistent with the policy intents for this district. Small restaurants and bars are consistent, but larger nightclubs and entertainment venues that draw from a regional area are not. Designs of commercial structures are to be sensitive to neighboring residential uses. Commercial uses that may adversely affect adjoining residential uses are subject to conditional use permits.

LUD 8N—Shopping Nodes

This land use district is created to accommodate retail and service uses exclusively, no residential, primarily in small clusters. LUD 8N is widely dispersed in the form of numerous clusters of neighborhood-serving centers for the retail needs of residents within about one-half mile of each residence. Shopping node clusters on a larger scale are designated as LUD 7. Some of these clusters are specifically designated on the map in areas where the pattern of land uses, the traffic flows, and the distribution of residences more or less dictate the locations of the commercial centers. Adequate off-street parking, minimization of curb cuts, maximization of side street access and de-emphasis of curbside parking are critical in this LUD, especially as some of these thoroughfares may be subject to parking restrictions in the future in order to increase traffic capacities.

Industrial

The General Plan designates two industrial districts: one for lighter or restricted industrial uses and one for heavier or general industrial uses. Previously these were referred to as light or labor intensive and clean industry, and heavy or more manufacturing oriented industry. From the overall policy standpoint, Long Beach does not wish to host plants and processes that present a high risk for environmental damage or serious neighborhood disruptions of any kind. Rather, the City aspires to accommodate high technology research and development and manufacturing uses such as bio-medical research and development, computer, aerospace and airframe development and similar types of industries. (LUD 12 is established specifically for the port and airport employment and commerce areas.) Aspirations aside, the City also intends to accommodate a great variety of businesses, employing a diverse range of industrial processes, producing many products, provided such operations are conducted in a manner consistent with all applicable safety and environmental regulations.

LUD 9R—Restricted Industry

This district is intended to accommodate industrial, manufacturing, research and development, warehousing and large-scale wholesale facilities, and industrial-support

office development. Non-industrial uses that support these employment centers are also permitted at scales and intensities intended to serve nearby industrial businesses. Residential uses are not permitted. Negligible environmental impacts are desired in this district. Typically LUD 9R will include clean, non-nuisance industries whose primary activities are confined completely indoors and those whose operations produce minimal off-site impacts with respect to traffic, emissions, noise and operating hours, etc. Lands within this District provide employment opportunities; thereby, these lands are intended to be preserved. Examples of 9R industries include research and development firms, warehousing operations, small-scale incubator industries and flexible space (i.e., combined office, sales, warehouse, and production for one firm).

LUD 9G—GENERAL INDUSTRY

This Land Use District occurs in a few subdistricts within the City and dominates the environment west of the City, including the County land within Sphere of Influence Area One and areas devoted to port and refinery uses. Like LUD 9R, this district is established in order to maintain a strong industrial employment component in the City's economic base by accommodating a diverse range of businesses which employ many different processes, creating a wide variety of products. Except for commercial operations supporting the industrial uses, commercial and office uses are excluded from LUD 9G. General industrial uses in LUD 9G differ from those in LUD 9R in that they are intended to preserve greater expanses of land for industrial uses. The 9G district is intended to provide areas for any business to conduct legitimate industrial activities, indoors or outdoors, provided such business conducts its operations in a manner consistent with all applicable safety, environmental, and zoning regulations.

Schools and Institutions

LUD 10—INSTITUTIONAL AND SCHOOLS

Land uses in LUD 10 are characterized by the permanence of the built use, or the intentions for such use, once the location has been established for the proper Citywide or subregional distribution of public services; Civic Center, County and State office buildings, academic research institutes and headquarters, colleges, universities, major medical centers/hospitals, cemeteries, public schools, and the like. Institutional uses serve basic public needs over a long period of time, enduring through changes in the surrounding socio-economic environment.

Open Space

LUD 11—Open Space and Parks

This district is quite diverse, compressing into one general category the variety and detail of the Open Space and Recreation Element of the General Plan as well as lands and water bodies included in the Local Coastal Program. Land uses in LUD 11 include agriculture, golf courses, community gardens, parks, beaches, rivers, utility rights-of-way, oil islands (which are slated for future recreational use), marinas, inland bodies of water, estuaries, wetlands, and lagoons. Uses in LUD 11 should serve the overall purpose of promoting the mental and physical health of the urban citizenry. LUD 11 areas should be acquired and distributed so that all citizens, regardless of race, age, handicapped condition, sex, or socio-economic class, have access to the opportunity for the enhancement of health through contact with such natural environments. Given that such distribution has been made, rigid constraints on the types and amount of urban forms and structures in open spaces and parks is to be established. Environmentally sensitive areas must be protected, enhanced, and preserved and development of offshore open space to the breakwater shall be minimal and subject to public hearings. Commercial recreation uses which are designed to contribute to a park patron's total experience, supplement the services that the City can provide, and aesthetically compliment existing programming and facilities, may be permitted in City parks provided specific findings are made. These are: the use is consistent with the intent of the park district, General Plan and any specific plans for the area; the use does not permanently remove or impinge upon any significant public open space or impede public access thereto; the use provides a needed public recreation service that otherwise would not be available to the public; and, the use cannot reasonably be located to provide comparable public recreation service on private land zoned for such use.

Harbor and Airport

LUD 12—Harbor/Airport District

This district is composed of the Long Beach Harbor (port) and the Long Beach Municipal Airport. Such aggregates are clearly massive, heterogeneous and immensely powerful in shaping the land use structure, socio-economic health and human environment of the entire City. No significant changes in the boundaries of these districts are foreseen. Therefore, their composition and structure have predictable overall consequences based on present boundaries and general contents. The water and land uses within the harbor area are separately formulated, based on State

regulations, and are adopted by due process as the specific plan of the Port of Long Beach. Similarly, the air and land use composition within the airport area is separately formulated and adopted to comply with federal regulations, and is adopted by due process as the master plan of the Long Beach Municipal Airport. Specific plans for the harbor and airport are designed to support and promote the primary functions of each entity.

Rights-of-way

LUD 13—RIGHTS-OF-WAY

This land use district is designed for application to certain publicly and privately owned rights-of-way. The intent of LUD 13 is that properties so designated remain basically as open areas. However, use of these areas for public access and recreation purposes is not required. Uses permitted in District 13 are: public open space and recreation; private commercial recreation; commercial horticultural uses such as nurseries, tree farms, agricultural plots; and similar low intensity uses which retain the basic open character of the property. Residential and industrial developments are not permitted in LUD 13. Structures in the District are limited to those that are accessory to the permitted uses and are to be designed and sited so that they conform to the standards of the neighborhoods in which they are located.

3.3.3 1989 Land Use Policies

Below is a list of the key policies adopted in the 1989 Land Use Element intended to guide the future land use development of the City of Long Beach for the next twenty years:

- Decrease use of commercial-only land use districts along the corridors
- Increase use of mixed-use land use districts along the corridors and at nodes
- Focus retail uses in specific market areas and prevent the diffusion of such uses located haphazardly through the City.
- Increase concentration of higher density housing in the downtown and greater downtown areas
- Concentrate commercial development in nodes and activity centers
- Decrease use of moderate and higher density housing outside of the downtown
- Protect and preserve stable, lower-density neighborhoods.
- Preserve industrial land for industrial land uses
- Protect parks, nature preserves and recreational open spaces

3.4 CURRENTLY ADOPTED ZONING

Zoning is an implementation tool that establishes districts of permitted and prohibited uses in order to control the physical development of land, consistent with the General Plan. In addition to permitted uses, zoning also establishes development standards relating to such things as the intensity or density of development, setbacks from streets and neighboring uses, height of structures and parking spaces needed. California law requires that zoning be brought into conformance with the General Plan within a reasonable time period. Projects submitted for review and approval are evaluated for consistency with both the General Plan and Zoning Regulations. The City utilizes both basic zoning districts and area specific zoning ordinances, called Planned Development Districts, to regulate land use development. City of Long Beach zoning classifications (districts) are depicted on Figure 3.4-1 and tabulated in Table 3.4-1.

There are 33,673 acres in the City of Long Beach tabulated in Zoning Districts Table 3.4-1. The 235 additional acres of zoned area exceeds the existing land use tabulation cited previously as water acres in the port and elsewhere along the shoreline are tabulated in the zoning and not in the existing land use figure. Of these 33,673 acres of zoned area, residential uses make up the vast majority, approximately 42 percent (14,974 acres). The next highest category of zoning is the industrial uses including the port, airport, and rights-of-way, which comprise 22 percent (7,483 acres). The City's 25 specific plan areas, referred to as Planned Development Districts (PDs) cover 14 percent (4,707 acres) of zoned property. Institutional and park zones together account for 13 percent (4,430 acres) of zoned lands. Commercial zones make up the remaining six percent (2,080 acres) covered by zoning districts. Mixed use zones are included in both the commercial zoning districts and within the Planned Development Districts and are not calculated separately herein.

3.4.1 Residential Zones

The Zoning Regulations (chapter 21 of the Municipal Code) contain eighteen (18) separate residential zoning designations to accommodate the wide variety of housing types and densities found in this highly urbanized community. The intent is to create, preserve, and enhance residential areas for a range of lifestyles and to minimize conflicts and incompatibilities between different housing types and other land uses. These regulations also serve to encourage the maintenance and rehabilitation of existing residences and to ensure that new housing is an asset to existing neighborhoods. The residential zones are described as follows:

- *R1S*—The R1S district is a single-family residential district with small lots. This district recognizes the existing subdivision pattern and is established to accommodate the requirements of a modern home on existing small lots. This Zone is only appropriate in high open space amenity areas such as the Coastal Zone. This zone implements LUD 1 of the General Plan.

- *R1M*—The R1M district is a single-family residential district used on moderately sized lots. This district recognizes the difficulty of developing odd sized and shaped parcels with normal sized lots. It also recognizes the City's objective of providing more affordable ownership housing and the effect of lot size on housing costs. This zone implements LUD 1 of the General Plan.
- *R1N*—The R1N district is a single-family residential district used on standard sized lots. This district recognizes the outdoor lifestyle characteristic of Southern California and is established to protect such areas from overcrowding and conversion to higher densities. This zone implements LUD 1 of the General Plan.
- *R1L*—The R1L district is a single-family residential district used on larger lots. This district recognizes the need for open, uncrowded living environments within metropolitan centers. This zone implements LUD 1 of the General Plan.
- *R1T*—The R1T district is a single-family residential district for townhouses. This District recognizes the need for open, uncrowded living environments within metropolitan centers. This zone implements LUD 3A of the General Plan.
- *RM*—The RM district is a single-family residential district for mobile homes and manufactured housing. This district recognizes the significant contribution that mobile home housing can make toward providing a diversity of housing choices. This district is established to encourage such development on large sites. This zone implements LUD 2 of the General Plan.
- *R2S*—The R2S district is a two-family residential district for smaller lots. This district recognizes existing subdivision and land use patterns in distinct portion of the City and is established to accommodate such patterns without crowding and congestion. This Zone is generally not suitable outside of the Coastal Zone. This zone implements LUD 2 of the General Plan.
- *R2I*—The R2I district is a two-family residential district with intensified development on the lots. This district recognizes existing subdivision and land use patterns in distinct portions of the City and allows an intensity of development appropriate only in areas within immediate proximity to public open space. This zone implements LUD 2 of the General Plan.
- *R2N*—The R2N district is a two-family residential district for standard lots. This district recognizes the need for two-family, moderate density housing with outdoor living space. This zone implements LUD 2 of the General Plan.
- *R2A*—The R2A district is a two-family residential district for standard lots. This district restricts one unit to a small accessory unit. It recognizes the desire to maintain the existing character of a community by retaining single-family dwellings while adding a second unit to the rear. This zone implements LUD 2 of the General Plan.
- *R2L*—The R2L district is a two-family residential district for large lots. This district recognizes the existing use pattern of two-family dwellings in older, large lot subdivisions. It encourages the preservation of these neighborhoods and provides

opportunity for spacious, well-designed, two-family developments. This zone implements LUD 2 of the General Plan.

- *R3S*—The R3S district is a three-family residential district. This district recognizes the constraints small lots place on multi-family developments and the adverse consequences related to large-scale multi-family development in existing neighborhoods of single-family use. This zone implements LUD 3B of the General Plan.
- *R3-4*—The R3-4 district is a four-family residential district. This district recognizes the constraints lot size places on multi-family developments and the adverse consequences related to large-scale multi-family development in existing neighborhoods of single-family use. This zone implements LUD 3B of the General Plan.
- *R3T*—The R3T district is a townhouse or row house residential district on small (especially shallow) lots. It is intended for residential lots located along significant traffic arteries where a lot line to lot line, high lot coverage, inward-oriented dwelling is appropriate. This district is typically appropriate in areas of transition from commercial to residential use. This zone implements LUD 3A of the General Plan.
- *R4R*—The R4R district is a moderate-density, multi-family residential district with restrictions on building height. It is intended to provide a moderate density use consistent in scale with existing older and lower density developments for residential lots located along significant traffic arteries where a lot line to lot line, high lot coverage, inward-oriented dwelling is appropriate. This district is typically appropriate in areas of transition from commercial to residential use. This zone implements LUD 3A of the General Plan.
- *R4N*—The R4N district is a high-density, multi-family residential district. It is intended to meet the demand of a broad segment of the population for a diversity of housing choices. This zone implements LUD 4 of the General Plan.
- *R4H*—The R4H overlay district is a high-rise, high-density, multi-family residential district. It is intended to encourage residential development with a distinctive urban living environment. This zone implements LUD 6 of the General Plan.
- *R4U*—The R4U district is a high-density, multi-family residential district. It is intended to provide housing opportunities in an urban context and design style to support downtown activity center employment with adjoining housing. This zone implements LUD 5 of the General Plan.

3.4.2 Commercial Zones

The Zoning Regulations (chapter 21 of the Municipal Code) contain twelve (12) commercial districts. These commercial districts are established to create, preserve, and enhance areas for a variety of commercial activities. The intent of these zones is to assure the compatible and mutually beneficial interaction of commercial uses with

residential consumers, industrial suppliers, and the transportation system that ties all of the uses together. The commercial zones are described as follows.

3.4.3 Commercial Only Zones

- *CNP*—The Neighborhood Pedestrian Commercial district is oriented toward serving pedestrians with buildings located at the front setback and parking behind the buildings. This zone implements LUD 8P and LUD 8N of the General Plan.
- *CNA*—The Neighborhood Automobile-Oriented Commercial district is auto-oriented with buildings set back from the front property line and parking located between the building and the street. This zone implements LUD 8A and LUD 8N of the General Plan.
- *CCA*—The Community Automobile-Oriented Commercial district permits retail and service uses for an entire community including convenience and comparison shopping goods and associated services. This zone implements LUD 8A and LUD 8N of the General Plan.
  CCP—The Community Pedestrian-Oriented Commercial district permits retail and service uses with a development character where buildings are built to the street property line and parking is to the side or the rear. This zone implements LUD 8P and LUD 8N of the General Plan.
- *CH*—The Highway Commercial district is established to preserve and enhance areas for automobile-oriented commercial uses. This district recognizes the need for many commercial uses to have large frontages and high visibility along major highways. This zone implements LUD 8A and LUD 8 of the General Plan.
- *CHW*—The Regional Highway Commercial district is established to provide for large scale, mixed uses on large sites in activity centers. These sites are located on major arterial streets and regional traffic corridors. This zone implements LUD 8A and LUD 8 of the General Plan.
- *CS*—The Commercial Storage district encourages storage uses in areas which are particularly difficult to use due to parcel shape, access, adverse environmental conditions, or in areas where parcels are needed to form a buffer from incompatible uses. This zone implements LUD 8A and LUD 8 of the General Plan.

3.4.4 Commercial Mixed Use Zones

- *CNR*—The Neighborhood Commercial and Residential district is a mixed-use district that permits small scale commercial uses and/or moderate density residential development at R3T densities. This zone implements LUD 8R and LUD 8M of the General Plan.
- *CCR*—The Community Commercial and Residential district is a mixed-use district that is similar to the CNA (Community Automobile-Oriented) district but it also permits moderate density (R4R) residential development. This zone implements LUD 8R and LUD 8M of the General Plan.

- *CCN*—The Community Commercial and Neighborhood district is a mixed-use district similar to the CNA (Community Automobile-Oriented) district but it also permits medium-density (R4N) residential development. This zone implements LUD 8R and LUD 8M of the General Plan.
- *CT*—The Tourist and Entertainment Commercial district is established to create, preserve and enhance areas for the development of a major tourist and entertainment industry for the City. The CT district recognizes that such areas have special requirements for intense and unique uses, transportation linkages, and aesthetically pleasing environments. Residential uses are allowed. This zone implements the Downtown Activity Center provisions of the General Plan.
- *CO*—The CO or Commercial Office district permits mixed residential and commercial uses along major arterial routes. This zone implements LUD 8M of the General Plan.

In addition to the standard zoning districts the City has 25 Planned Development Districts (PD). Each of these PDs contains specific development standards allowing mixed uses tailored to the particular areas that they cover.

3.4.5 Industrial Zones

The City's industrial districts are established to preserve and enhance areas for a broad range of industrial and manufacturing uses, recognizing that such uses provide employment, contribute to the City's tax base, and create products needed by consumers and the business community at large. In recognizing that industrial and manufacturing technologies change over time, these regulations have been structured to address the operating characteristics and processes of industrial uses, rather than specific businesses. Thus, the determination of whether a use is permitted by right or requires discretionary review is based on interpretation of specific criteria provided in the Zoning Code.

- *IL*—The Light Industrial district allows a wide range of industries whose primary operations occur within enclosed structures and which pose limited potential for environmental impacts on neighboring uses. While the emphasis is on industrial, manufacturing, and related uses, small-scale office and commercial uses intended to serve the nearby industries and employees are permitted. Examples of light industrial uses include research and development, flex space, warehousing, small-scale incubator industries, and assembly operations. This zone implements LUD 9R of the General Plan.
- *IM*—The Medium Industrial district allows a wide range of industries and industrial processes that involve more intensive operations. The district provides areas where most industries may locate, provided they meet specified performance standards. While the emphasis is on industrial, manufacturing, and related uses, small-scale office and commercial uses intended to serve the nearby industries and employees are permitted. The performance and development standards are intended to allow a wide range of uses as long as those uses will not impact adjacent uses. Uses in the IM zone are generally on a larger scale than those in

the IL zone. For example, factories with frequent truck traffic and outdoor storage yards might be located in this district. Typically, outdoor storage and limited outdoor activities may be permitted. This zone implements LUD 9R and LUD 9G of the General Plan.

- *IG*—The General Industrial district is considered the City's heavy industrial district where the emphasis is on traditionally heavy industrial and manufacturing uses. The IG zone is reserved for the widest range of industrial uses that may not be desirable in any other districts. The IG zone is the City's "industrial sanctuary" district where land is preserved for industry and manufacturing and where existing industries are protected from non-industrial users that might object to the operating characteristics of industry. Performance standards must still be met, but the development standards are the minimum necessary to assure safe, functional, and environmentally sound activities. The IG district includes uses such as large construction yards with heavy equipment, chemical manufacturing plants, rail yards, and food processing plants. This zone implements LUD 9G of the General Plan.
- *IP*—The Port-Related Industrial district is characterized predominately by maritime industry and marine resources. Uses in this district are primarily port-related or water dependent, but may also include water-oriented commercial and recreational facilities serving the general public, as well as utility installations and rights-of-way. All new uses in the IP zone must be consistent with the Port Master Plan.

3.4.6 Institutional Zone

The Institutional (I) district is intended to create, preserve, and enhance areas for public and institutional land uses and to provide restrictions to minimize the effect of such uses on surrounding uses. Long-term (20-year) development plans are to be submitted to the Planning Commission when institutions apply for new development permits.

3.4.7 Park Zone

The Park (P) district is intended to set aside and preserve publicly owned natural and open areas for active and passive public use for recreational, cultural and community service activities. Parks are established to promote the mental and physical health of the community and provide physical and psychological relief from the intense urban development of the City.

3.4.8 Planned Development Districts

Figure 3.4-2 depicts the specific plans or Planned Development Districts (PDs) in Long Beach. The Planned Development Districts are establish to allow flexible development plans to be prepared for areas of the City which may benefit from the formal recognition of unique or special land use and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. Purposes of the

PDs include permitting a compatible mix of land uses, allowing for planned commercial areas and business parks, and encouraging a variety of housing styles and densities. Currently there are 25 active Planned Development Districts in the City. Each PD, listed below, has unique development and design standards specially formulated for its use.

- PD1—SEADIP: Southeast Area Development and Improvement Plan
- PD2—Belmont Pier
- PD4—Long Beach Marina
- PD5—Ocean Boulevard
- PD6—Downtown Shoreline
- PD7—Long Beach Business Center
- PD9—Long Beach Airport Business Park
- PD10—Willmore City
- PD11—Rancho Estates
- PD12—Long Beach Airport Terminal
- PD13—Atlantic Aviation Center
- PD15—Redondo Avenue
- PD17—Alamitos Land
- PD18—Kilroy Airport Center
- PD19—Douglas Aircraft
- PD20—All Souls Cemetery
- PD21—Queensway Bay
- PD22—Pacific Railway
- PD23—Douglas Center
- PD25—Atlantic Avenue
- PD26—West Long Beach Business Park
- PD27—Willow Street Center
- PD29—Long Beach Boulevard
- PD30—Downtown Long Beach
- PD31—CSULB and Technology Center/Villages at Cabrillo/LB Vets

3.4.9 Overlay Districts

Three overlay districts exist in the City today to acknowledge and preserve special circumstances within the community: they are a horse overlay district; a height limit overlay district; and a high-rise overlay district. All of them are used sparsely. The horse overlay district is used on the northwest side of the City next to the Los Angeles River for remaining residential properties that house stables. The high-rise overlay district establishes special building height limits to allow taller high-rise buildings in a couple of limited areas outside of the downtown area. The height-limit overlay district is used in specific areas to establish special building height limits in areas of the City where lower scale development is necessary to ensure that the neighborhood character of the area is preserved. Figure 3.4-3 identifies the various zoning overlay districts.

3.5 HISTORIC PRESERVATION

The City of Long Beach has had an active Historic Preservation Program since 1988 and has established 16 historic preservation districts. Each of these districts is focused on preserving lower density residential neighborhoods. Figure 3.5-1 illustrates where these districts are located. Table 3.5-1 provides the acreage of each of the historic districts within the City of Long Beach. Every historic preservation district has special regulations and procedures in place that are designed to protect and preserve the unique historic character and features of their respective district. When alterations to exteriors of structures in these districts are proposed, such as new windows, siding or roofs, project proponents must obtain from the Planning Bureau a Certificate of Appropriateness ensuring that such modifications are consistent with the preservation guidelines adopted in that historic district. With this layer of additional protection in place, it is assumed that these areas will remain at the densities that currently exist.

Table 3.5-1 Acreage of Historic Districts

Historic District	*ACRES*
Belmont Heights	55.7
Bluff Park	118.4
Brenner Place	1.1
California Heights	293.9
Carroll Park	20.8
Drake Park/Willmore	170.5
Eliot Lane	2.2
Hellman St Craftsman	32.2
Linden Avenue	1.8
Lowena Drive	0.9
Minerva Park Place	1.5
Rose Park	99.5
Rose Park South	100.9
Sunrise Boulevard	17.2
Wilton Street	4.1
Wrigley	10.1

SOURCE: City of Long Beach 2004, February

3.6 REDEVELOPMENT PLANS AND PROJECT AREAS

Since the Long Beach Redevelopment Agency was formed in 1961, seven redevelopment projects have been adopted. The Project Areas include Downtown, West Beach, Poly High, West Long Beach Industrial, Los Altos, Central Long Beach,

and North Long Beach. Each of these areas is depicted in Figure 3.6-1 and is discussed in the material that follows.

3.6.1 West Beach

The West Beach Redevelopment Project Area, established by the Agency in January 1964, is a 21-acre office complex located adjacent to the Downtown Redevelopment Project Area. Completed office buildings in the project area include the six-story Harbor Bank Building, the fifteen-story twin tower Arco Center, the fifteen-story 100 Oceangate Tower, and the sixteen-story Union Bank Building.

3.6.2 Poly High

The Poly High Redevelopment Project Area is a neighborhood development project established by the Agency in April 1973. It encompasses 87 acres from Pacific Coast Highway to Anaheim Street, between Atlantic and California Avenues. The primary objective the redevelopment plan for this project is the demolition of substandard and deteriorated structures in favor of improved housing for low and moderate-income families. The Poly High plan also includes development provisions for supporting commercial and public facilities and has included the development of a major neighborhood-serving grocery store with related parking.

3.6.3 Downtown

The Downtown Redevelopment Project Area was established by the Agency on June 17, 1975. The Downtown Project Area contains 421 acres of land generally extending from the shoreline on the south to Seventh Street on the north, and from Alamitos and Elm Avenues on the east to Magnolia and Pacific Avenues on the west. The Downtown Project Area covers the City's Central Business District, the City/County Civic Center Complex, the Convention and Entertainment Center and the Tidelands shoreline development area. The original business district, historic shopping district and the waterfront amusement area of the City (the Pike) are located within the Downtown Project Area. The primary objective of the Redevelopment Plan is to revitalize the City's downtown area by restoring this area as a center for business and commerce, and re-establishing its relationship to the oceanfront. In 1986, the Redevelopment Plan was amended to stimulate and encourage the continued revitalization of the Downtown Project Area by planning for new residential and mixed-use developments downtown. This is being accomplished through the rehabilitation of historic structures and the assembly and clearance of blighted property for sale to approved developers for the construction of new housing and retail projects. Additionally, Downtown Long Beach is being marketed as a regional employment center, shopping area, and visitor destination.

3.6.4 West Long Beach Industrial

The West Long Beach Industrial Project Area, established by the Agency in July of 1975, contains approximately 1,370 acres held in approximately 600 different ownerships. Most redevelopment activity within this Project Area is focused between Anaheim Street and Pacific Coast Highway, which is a 350-acre area of mixed land uses, including industrial, commercial and limited residential. The purposes of the redevelopment effort are to provide assistance in the removal of blighting conditions, aid in the creation of a healthy industrial environment, accelerate the transition away from residential uses, and significantly increase job opportunities in the area. To date, extensive improvements have been made to public infrastructure through a building exterior façade improvement program as well as a screening, paving and landscaping program. Agency facilitated property acquisitions have resulted in the removal of blighted structures and non-conforming residential uses, as well as the assemblage of substandard lots into parcels suitable for development. The Westside Industrial Strategic Action Plan was adopted in 2003 to provide further guidance for the redevelopment of this area.

3.6.5 Los Altos

The Los Altos Redevelopment Project Area was designated by the City Council in December 1991. It consists of approximately 45 acres and includes the area generally bounded by 23rd Street on the north, Marwick Avenue on the east, Briton Drive/Abbyfield Street on the south and Bellflower Boulevard on the west. The Los Altos Shopping Center had been in a state of economic decline for several years. With redevelopment of this center it is now competing in the retail market place with more modern regional shopping centers in surrounding communities. Redevelopment activities have had the dual effect of facilitating the full utilization of the project area, as well as enhancing the economic vitality of the project area and the City as a whole.

3.6.6 Central

The Central Long Beach Redevelopment Project Area was adopted by the Agency in September of 1993 in response to the civil disturbance of 1992, during which the majority of local damage occurred in the project area. Structural damage to the project area buildings during the civil disturbances totaled over 19 million dollars, or 91 percent of the City's total damage. There are 2,618 acres within the area, which is totally urbanized. In 1993 the area was characterized by severely deteriorated residential sectors, large boarded-up buildings along Long Beach Boulevard (formerly occupied by auto dealerships), environmental problems, and vacant and deteriorating conditions along Atlantic Avenue. The overall purpose of the redevelopment efforts herein is to re-direct and concentrate commercial facilities in significant centers and along major arterial corridors, while accommodating residential needs and preserving and rehabilitating existing neighborhoods. The Agency is currently working with the community to create a strategic guide for development that prioritizes the improvements most desired by Central Area residents and stakeholders.

3.6.7 North

The North Long Beach Redevelopment Project Area was adopted in July 1996. The Project Area consists of ten non-contiguous areas, referred to as parcels 1 through 10, totaling approximately 12,507 acres, including 4,967 within the harbor district. The majority of the project area is within Parcel 1, generally located north of Del Amo Boulevard. The Atlantic Corridor in Bixby Knolls, between Del Amo and the I-405 freeway, is also included in Parcel 1. Parcel 1 is primarily residential in character but is intersected with five major commercial and industrial corridors: Atlantic and Cherry Avenues, Long Beach, Del Amo, and Artesia Boulevards. Residential neighborhoods are largely composed of sound single-family homes, but generally the commercial properties along the corridors consist of aging buildings that are physically deteriorated, have high vacancies and tenant turnovers, and are of substandard design and parking. The purpose of the redevelopment plan for the area is to improve appropriate sites for contemporary commercial, industrial, and residential uses. The Agency has worked with the community in creating a Strategic Guide for Redevelopment and a Street Enhancement Master Plan, which target specific redevelopment objectives for the coming years in North Long Beach. Also, the Bixby Knolls Business Improvement Association has adopted and is implementing its own set of design guidelines to improve their commercial area.

3.7 VACANT SITES

Recent inventories indicate that there are only a handful of notable vacant parcels in Long Beach. These larger configurations are depicted in Figure 3.7-1. Other, small site vacant parcels are scattered throughout the City. All of these sites are identified on Figure 3.3-1. Although 899 parcels containing 1,015 acres were reported as vacant in 2001, the data reveals that generally only remnant and harder to develop parcels remain vacant today. And, of the larger parcels that are vacant, all have development proposals under consideration. The Dominguez Gap parcels are being considered for wetlands restoration and water replenishment opportunities. The Hughes Industrial parcels are slated for further industrial development. The Wrigley Heights parcels are being considered for housing and/or commercial storage. The Memorial Heights parcels are still oil operation sites, however, those that are owned by Memorial Medical Center will probably be developed for medical center purposes, and the remaining parcels will most likely be developed for residential uses because of their challenging topographic conditions. The California Bowl site has soil contamination issues and is being targeted for the development of a new sports park complex. City Place has actually fallen off the vacant list and is almost completely developed as the new downtown shopping mall with second and third floor apartments above ground floor retail uses. The Westside Industrial parcels are slated for the expansion of industrial uses. The Pike and Tidelands parcels are well on their way to being developed with more residential units and commercial and entertainment venues. The Terminal Island parcels are being developed into new container terminal and port-related uses. The Boneyard site has an environmental impact report just released for the consideration of developing over 150 single-family homes. And, the City is working hard to reserve and restore the Los Cerritos Wetlands parcels now that oil operations are winding up on this site.

3.8 PLANNED AND APPROVED DEVELOPMENT PROJECTS

In addition to the information provided above on vacant sites and planned and approved projects on those sites, a number of other areas around the City have development proposals underway. Table 3.8-1 and Figure 3.8-1 identify these locations around town. On the west side of downtown, a Redevelopment Agency proposal called West Gateway pitches a seven block, mixed use development incorporating new ground level neighborhood retail with approximately 800 to 1,000 new residential units. On the Downtown Promenade between First and Third Streets the Redevelopment Agency proposes to construct residential/retail mixed use housing; and at 201 Promenade a 230 room, eleven-story hotel with 10,500 square feet of retail and restaurant space and 7,200 square feet of ballroom and conference room space, is also being proposed. The Boeing Corporation's real estate division has been meeting with the City for more than two years in formulating a development plan for 230 acres of land in Long Beach that they would like to redevelop from an aerospace manufacturing plant into a mixed use development with an aerospace-related business and technology park, new commercial uses, and new single and multiple family housing. A new 16,000-square-foot state-of-the-art library is being built on the northeast corner of Anaheim Street and Gundry Avenue in the Central Redevelopment Project Area. Another 20,000-square-foot library is being considered in North Long Beach at the northeast corner of Atlantic Avenue and South Street. A new full-service, 20,000-square-foot North Long Beach Police Station is being constructed at 4891 Atlantic Avenue, next to Scherer Park at Del Amo Boulevard and Atlantic Avenue. Several new mini parks are being developed: a 14,000-square-foot pocket park is being constructed on the northwest corner of Market Street and Dairy Avenue; a 48,750-square-foot parcel on the northwest corner of Plymouth Street and Elm Avenue has been acquired for a small park; and another new 5.5-acre park is being developed at 55th Way just east of Paramount Boulevard. The City's Housing Development Company recently completed phases one and two of a new residential project called Renaissance Walk on Atlantic Avenue and are currently working to implement phase three, also new housing, across the street on Atlantic Avenue between 20th and Hill Streets.

3.9 EXISTING LAND USE CONFLICT AREAS IN THE CITY

Probably the greatest concern surrounding existing land use conflicts in Long Beach are where industrial uses abut residential districts. Fortunately, the number of these occurrences is limited, but they do exist along strips in the Westside industrial area and in North Long Beach (refer to Figure 3.2-1—Existing Land Use Map). Although the negative visual images often associated with industrial uses are a problem, quality of life impactions from excessive truck traffic, noise and air pollution associated with industry and diesel trucks are of paramount concern in these situations. Similar conflicts exist in sporadic areas that are adjacent to major local freeways.

Table 3.8-1 Locations of Planned and Approved Projects

Address	*Use and Size of Project*	*Status of Project*
Shoreline Drive/Pine Avenue	The Pike at Rainbow Harbor—500,000 sf commercial/ entertainment and 2,195 parking spaces in 7 level garage	Under construction
201 The Promenade	Hotel with 162 rooms (D'Orsay)	Entitlements granted
2080 Obispo Ave	106 single family homes	Preliminary
2000 W. 19th St	CSULB Technology Park—400,000 sf industrial/R&D	Under construction
300 W. Ocean Blvd	Camden—770 apartments, 500 room hotel, 25,000 sf commercial, 3,048 parking spaces	Under construction
301 Long Beach Blvd	CityPlace—470,000 sf retail/290 dwelling units	Under construction
517 E 1st Street	69 units hotel w/118 parking spaces	Under construction
1250 E. Pacific Coast Highway	15,200 sf drug store w/88 parking spaces	Under construction
834 E. 4th Street	34 Residential lofts over commercial w/113 parking spaces	Under construction
4891 Atlantic Avenue	20,000 sf police station with 168 parking spaces	Under construction
350 E Ocean Blvd	556 unit condominium w/1,008 parking spaces	Under construction
248 Broadway	48 units over commercial	Preliminary
2702 Long Beach Blvd	105,800 sf medical bldg	Entitlements granted
1601 Pacific Ave	65 unit apartment (w/density bonus)	Entitlements granted
2302 Bellflower Blvd	8,000 sf retail building	Under construction
3400 Long Beach Blvd	7,000 sf retail and 1,500 fast-food restaurant w/49 parking spaces	Entitlements granted
829 Pine Ave	Convert commercial bldg to 16 lofts	Under construction
6000 Loynes	35 unit condominium	Preliminary
5400 Paramount	2-story 71,536 sf self-storage w/1,100 sf office	Entitlements granted
120 Studebaker	New shopping center (60,650 sf)	Preliminary
1570-1598 Long Beach Blvd	11,984 sf commercial bldg	Entitlements granted
835 Locust Avenue	Adaptive reuse of Masonic Temple into 50 condominiums and new construction of 32 condominiums	Under construction
712 W. Baker St	519,135 sf self-storage	Preliminary
2244 Clark Avenue	30,000 sf education building	Under construction
315 Flint Avenue	5 single-family residences	Under construction
201-205 E. Broadway	Conversion of Insurance Exchange Building into 11 residential condominiums	Under construction
5950 E. Willow St	41,000 expansion of existing church	Preliminary
2001 River Ave	4-story, 201-room transitional housing facility	Under construction
5950 E. Willow St	20,000 sf addition to church	Entitlements granted
325 E. Anaheim St	Commercial center (6,700 sf)	Entitlements granted
1401 E. Anaheim St	New 16,000 sf public library (Mark Twain)	Preliminary
3050 Orange Avenue	55,000 sf expansion of self-storage facility	Entitlements granted

Table 3.8-1 Locations of Planned and Approved Projects

Address	*Use and Size of Project*	*Status of Project*
1422 W. Willow St	5,750 sf, one-story commercial shopping center w/26 parking spaces	Under construction
2760 Atlantic Ave	7,200 sf medical office	Entitlements granted
4085 Atlantic	5,800 sf retail center	Entitlements granted
100 E. Ocean Blvd.	24-story mixed use bldg with 155 residential condominium units, restaurant & bar, retail, and health club, and 320 parking spaces; and 4-story 276 space parking garage	Entitlements granted
2210 Gaylord Street	13,700 sf industrial building	Entitlements granted
4101 Bellflower Blvd	9,000 sf commercial building	Preliminary
1000 E. Spring St	Sports Park	Preliminary
200 E. Broadway	5-story mixed-use building containing 62 residential condominiums, 9,466 sf commercial, and two levels of subterranean parking	Preliminary
640 Long Beach Blvd	New Walgreen's with drive-thru lane	Entitlements granted
1000-1008 E. Anaheim	4,000 sf commercial bldg	Entitlements granted
200 Long Beach Blvd	Artists' complex	Preliminary
2200 W. Pacific Coast Hwy	Warehouse	Preliminary
2201 Lakewood	Retail/office	Entitlements granted
1593-1643 Pacific Ave	43 units affordable housing	Preliminary
6145 Long Beach Blvd.	Fast food restaurant	Under construction
2299 Pacific Ave	Commercial building	Preliminary
3701 Pacific Place	New construction of a 159,185 sf industrial building, including warehouse and accessory office space, and 162 trailer truck parking stalls	Preliminary
110 West Ocean Blvd	Rehabilitation of historic Ocean Center office building and conversion to retail/office/residential (45 units)	Preliminary
3339 E. Anaheim St	11,656 sf Drug Store (Walgreen's)	Entitlements granted
901 E. Artesia	Shopping Center	Under construction
25 S. Chestnut St	Phase II of Harbour View (formerly Camden): construction of two condominium towers (315 feet and 305 feet) totaling 246 units and parking structure serving both the condominiums and the adjacent California Bank and Trust Bldg	Entitlements granted
6108 Atlantic Ave	Commercial center (4,596 sf)	Entitlements granted
6580 Atlantic Ave	Commercial center	Entitlements granted
133 The Promenade No	Mixed use residential (83 units) and commercial (22,475 sf)	Preliminary
1856 Long Beach Blvd.	60-unit affordable condominiums	Entitlements granted
2215 E. Anaheim St	Commercial center	Preliminary
1100 E. 3rd St	Conversion of Ebell Theater to eleven residential condominium units	Entitlements granted
5020 Long Beach Blvd.	New drug store (CVS Pharmacy)	Entitlements granted
3738-3800 E. PCH	Java Lanes residential project	Entitlements granted

Table 3.8-1 Locations of Planned and Approved Projects

Address	*Use and Size of Project*	*Status of Project*
1546 Anaheim St	New Community Rehabilitation Industries building (6,000 sf)	Entitlements granted
433 Pine Avenue	Mixed use development	Preliminary
1075 Pacific Coast Hwy	Commercial building	Preliminary
1825 E. Spring St	Commercial/Industrial complex	Entitlements granted
400 Studebaker Rd	175,000 sf commercial center	Preliminary
6340 E. Spring St	6,110 sf commercial center	Entitlements granted
3595 Santa Fe Ave	Mobile Home park (Windward Village) subdivision	Preliminary
6897 Paramount Blvd.	106,082 sf self-storage facility on 5.64 acres	Preliminary
600 W. Broadway (World Trade Center)	Mixed-use office, retail, residential project with 334 units, 14,000 sf commercial space, 781 parking spaces in 24 stories	Preliminary
2915 Bellflower Blvd.	6,674 sf commercial building	Preliminary
2215 Anaheim Street	11,300 sf commercial building	Preliminary
745 W. 3rd Street	Jamboree Housing—64 low income apartments in 4 stories	Preliminary
230 W. 3rd Street	Cedar Court—80 residential condominiums, ground floor retail, parking garage in 10 stories	Preliminary

SOURCE: City of Long Beach 2004, February

Less of an environmental health hazard, yet still a major issue for those that reside there, are the land use conflicts that exist between some commercial areas located directly adjacent to residential neighborhoods. As an example, for years the densely populated neighborhood of Belmont Shore has had a love/hate relationship with the commercial uses along Second Street. Residents love the convenience of this walkable neighborhood and nearby restaurants and shopping, but they are less than enamored with the parking impaction, traffic congestion, and noise associated with this commercial strip. Whenever residences directly abut retail commercial areas, especially those that allow heavier commercial uses such as auto repair, inherent conflicts exist between the residents' desire for a quiet and tranquil domicile and the business operators need to operate their businesses in a cost effective manner.

Finally, residents around the Long Beach Airport, City Colleges, University, and popular beach areas frequently complain about the patrons of those facilities speeding on their local streets, taking up parking spaces in their neighborhoods, contributing to traffic congestion, and/or discarding of fast food wrappers on their lawns or in the public rights-of-way. While land use conflicts of this nature can be mitigated to some degree by better land use planning and design and creating special parking districts, behavioral issues associated with immature and inconsiderate behavior can only be addressed through better education, self-regulation and fines or penalties associated with violating municipal regulations.

3.10 HOUSING DENSITY

Table 3.10-1 and Figure 3.10-1 provide information pertaining to housing unit density across the City and in each of the Community Clusters. Housing unit density is evaluated in terms of the number of units per acre of land. As is readily apparent by even a cursory overview of the map and table, the highest housing densities occur in the downtown and east of the downtown in the Alamitos Beach/Ocean Boulevard, Bixby Park, and Franklin School neighborhoods located in the Southwest Community Cluster. The next highest concentration of densities occurs in the Community Cluster 4—Southeast, particularly along the waterfront in the Belmont Heights, Belmont Shore and Peninsula neighborhoods, as well as in the Wilson High and east Traffic Circle neighborhoods. In the Community Cluster 2—West Central the highest housing unit density is located in the Southeast Wrigley neighborhood. Isolated pockets of higher density housing occur throughout both the West Central and North Long Beach Clusters. Also of note, the Community Cluster 1—North has a high number of duplex density (14 dwelling units per acre) neighborhoods, as opposed to strictly single-family (7 dwelling units per acre) neighborhoods.

Table 3.10-1 Housing Unit Density

	Citywide	*North*	*West Central*	*Southwest*	*Southeast*	*East*
2000 Population	461,522	89,709	87,383	158,599	59,356	66,475
2000 Number of Housing Units	171,632	26,821	29,390	58,321	31,403	25,697
Residential Acres (SCAG 2001)	16,059.7	2,726.5	3,610.4	2,464.3	2,445.9	4,812.6
Open Space Acres (SCAG 2001)	2,530.4	81.1	434.2	260.0	611.1	1,144.0
Persons per Residential Acre	28.7	32.9	24.2	64.4	24.3	13.8
Housing Units per Residential Acre	10.7	9.8	8.1	23.7	12.8	5.3
Persons per Open Space Acre	182.4	1,106.2	201.3	610.0	97.1	58.1
Housing Units per Open Space Acre	67.8	330.7	67.7	224.3	51.4	22.5

SOURCE: Stanley R. Hoffman Associates, Inc., 2004; U.S. Bureau of the Census 1990, 2000

3.11 POPULATION DENSITY

Table 3.11-1 and Figure 3.11-1 depict population densities across the City and in each of the Community Clusters. Population density is measured by evaluating the number of persons residing on an acre of land. These measurements reveal, as might be expected, that the greatest number of persons per acre, i.e., the highest density area of the City, is concentrated in residentially-zoned areas of the downtown and throughout the Community Cluster 3—Southwest in what is commonly referred to as the Central Area of the City. Consistent with the revelations about population growth exposed by the 2000 Census, population densities in the Community Cluster 1—North have increased as evidenced by the map and table. The number of persons per acre is also

moderately high in the Community Cluster 2—West Central south of the I-405 San Diego Freeway. In the Community Cluster 4—Southeast population densities are generally greatest south of Atherton Street, west of Clark Avenue, to Seventh Street, and along the shoreline.

Table 3.11-1 Population Density

	Citywide	*North*	*West Central*	*Southwest*	*Southeast*	*East*
2000 Population	461,522	89,709	87,383	158,599	59,356	66,475
Residential Acres (SCAG 2001)	16,059.7	2,726.5	3,610.4	2,464.3	2,445.9	4,812.6
Open Space Acres (SCAG 2001)	2,530.4	81.1	434.2	260.0	611.1	1,144.0
Persons per residential acre	28.7	32.9	24.2	64.4	24.3	13.8
Persons per open space acre	182.4	1,106.2	201.3	610.0	97.1	58.1

SOURCE: Stanley R. Hoffman Associates, Inc., 2004; U.S. Bureau of the Census 1990, 2000

At the bottom of Table 3.2-1 (Existing Land Uses) tabulations have been made which further elucidate the population density scenarios for each cluster. In the first category, Open Space to Residential Acreage Ratio, it is revealed that the East and Southeast Community Clusters provide the most open space per residential acreage in the cluster. In the second category, Persons per Open Space Acre we see that the Community Cluster 5—Eastside, and to a lesser degree the Community Cluster 4—Southeast, offer the greatest amount of open space per person, and the Community Cluster 1—North offers, by far, the least. As the Persons per Residential Acre (PPRA) category is examined, we see that the Community Cluster 5—Eastside (13.8 PPRA) is half as densely populated as the City (28.7 PPRA) as a whole.

3.12 OVERCROWDED HOUSING UNITS

Overcrowding occurs when housing costs are so high relative to income that families double-up to devote income to other basic needs such as food and medical care. Figures 3.12-1 and Table 3.12-1 depict the overcrowded housing units by census tracts in each of the five Community Cluster areas of Long Beach. As might be expected given the lower incomes and the number of existing housing units, the Southwest Community Cluster, which includes the Central Area and the downtown, has the greatest number of overcrowded units. Catching up however and experiencing twice the population growth as the rest of the City over the last decade, the Community Cluster 1—North has shown dramatic increases in overcrowding. The Community Cluster 2—West Central's highest numbers of overcrowded units lie south of Willow Street. Only a modicum of overcrowding exists in the Southeast and East Long Beach Clusters where relatively larger single-family units and higher family incomes are the norm.

Table 3.12-1 Overcrowding in Housing Units

	1990	*2000*	*Change*	*% Change*
1.00 or less occupants per room	133,102	126,331	-6,771	-5.1%
1.01 to 1.50 occupants per room	9,259	11,996	2,737	29.6%
1.51 or more occupants per room	16,614	24,780	8,166	49.2%
Total Units	***158,975***	***163,107***	***4,132***	***2.6%***
Overcrowded Units % of Total	***16.3%***	***22.5%***	***6.3%***	

SOURCE: Stanley R. Hoffman Associates, Inc., 2004; U.S. Bureau of the Census 1990, 2000

3.13 MAJOR EMPLOYMENT CENTERS

The major employment centers around Long Beach are depicted in Figure 3.13-1 and major employers are tabulated in Table 3.13-1. The City's concentrations of employment are found in the downtown, around the airport, in the Westside and North Long Beach industrial areas, at the Port of Long Beach, at the medical centers, and at the University and City Colleges. The City's largest employer is the Long Beach Unified School district whose employees are scattered throughout the community at the local public schools. The Boeing Company aerospace industry is airport adjacent, as are the Kilroy Airport Center and Long Beach Airport Business Park. Primary retail employment centers are scattered around the City, however, the largest concentrations are found in the downtown, in Belmont Shore on Second Street, in Bixby Knolls, at Los Altos and Los Altos Gateway, around the Traffic Circle, and at the Long Beach Towne Center on Carson Avenue at the I-605 San Gabriel Freeway.

Table 3.13-1 Major Employers

Company	*Number of Employees*
1. Long Beach Unified School District	11,096
2. Boeing	10,500
3. City of Long Beach	5,942
4. California State University, Long Beach	5,609
5. Long Beach Memorial Medical Center	4,400
6. Veterans Affairs Medical Center	3,000
7. Long Beach City College	2,000
8. St. Mary Medical Center	1,900
9. United State Postal Service	1,900
10. California State University Long Beach Foundation	1,020
11. Verizon	1,025
12. Pacific Hospital of Long Beach	868
13. Gulfstream Aerospace Corporation	823
14. The Bragg Companies	800
15. Long Beach Transit	720
16. Epson America Inc.	650
17. RMS Foundation, dba Queen Mary Seaport	600
18. SCAN Health Plan	575
19. Target Stores	557
20. California State University Chancellors Office	550
21. Forty Niner Shops (As of 2001)	500
22. Hyatt Regency	500
23. TABC Inc.	500
24. Community Hospital of Long Beach	450
25. Invensive Climate Controls North America aka Robertshaw Controls Co.	375

Updated 05/03. This data was compiled by the City's Department of Community Development, Economic Development Bureau, Business Assistance Division. Employment data is intended for use as a general guide only. The City of Long Beach does not warrant the accuracy of this data. Inquiries should be directed to the respective employer.

Chapter 4 MOBILITY

The City of Long Beach is undertaking the preparation of an update to its existing Transportation Element of the Long Beach General Plan, which was adopted by the City Council in December 1991. The Land Use Element of the General Plan is being updated simultaneously. The new Transportation Element is being called a Mobility Element, as it is intended to address all modes of transportation, including pedestrians and transit, in addition to automobile travel on roadways. One of the primary purposes of the Mobility Element is to provide a transportation system that will accommodate the build out of the land uses in the City, as reflected in the Land Use Element. The analysis of build out of the Land Use Element will be conducted in the context of 2025 regional growth and travel forecasts developed by the Southern California Association of Governments (SCAG). This baseline transportation report is intended to provide an overview of existing transportation conditions in the City of Long Beach and to provide the setting in which future developments will be considered. The existing transportation conditions will likely influence the policy choices regarding changes in land uses and the types of transportation programs that can accommodate those land uses.

4.1 THE HIGHWAY NETWORK

4.1.1 Roadway Network

The City is well served by the regional freeway network. The I-710 (Long Beach Freeway) and I-605 (San Gabriel River Freeway) connect the City to points to the north. The SR-91 (Artesia Freeway) and I-405 (San Diego Freeway) link the City to points east and west, with the I-405 also extending south to Orange County and north to the San Fernando Valley. Figure 4.1-1 illustrates the general location of the City and its major roadway network in relation to the surrounding communities.

4.1.2 Functional Classification of Streets

The Transportation Element of the Long Beach General Plan, adopted in December 1991, establishes the intended function of the streets in the City. The functional classification policy provides guidelines as to the kinds of traffic and transit that should use each street type and how physical improvements should be designed. The functional classification creates a hierarchy of street types, which range from freeways to local streets. The classifications tend to range from those that have the highest capacity and least amount of access (controlled access) to those with the lowest capacity, slowest speed and greatest amount of access to fronting properties. The classifications vary in the amount of through traffic the streets are meant to accommodate as well as the types and intensity of land use that should be developed along them.

The Long Beach Functional Classification of Streets includes the following categories:

- Freeway
- Regional Corridor
- Major Arterial
- Minor Arterial
- Collector Street
- Local Street

The description of each of these types of street classifications is included in Table 4.1-1. Figure 4.1-2 illustrates the functional classifications of streets in Long Beach.

4.1.3 Average Daily Traffic Volumes

Traffic congestion typically occurs on arterial streets during the peak hours at intersections, where detailed intersection level of service analysis is conducted to determine the need for additional turn lanes or traffic signal improvements. This level of analysis is discussed in the next section of this report. The first basic step in assessing a Citywide transportation network, however, is generally to look at the total average daily traffic volumes (ADT) and peak period volumes on segments (links) of roadways. This provides an indicator as to whether a roadway needs to include multiple lanes over its length or just one lane in each direction. Figure 4.1-3 illustrates existing average daily traffic volumes on roadways in the City.

There tend to be more higher-volume streets in the east/west direction than the north/south direction. Streets with volumes in excess of 50,000 vehicles per day include the following:

- Ocean Boulevard, in the Harbor District
- Seventh Street, near the I-710 and east of Pacific Coast Highway (PCH)
- PCH, south of the Traffic Circle

The volumes on each of the freeways passing through Long Beach are also very high and the freeways experience extended peak periods with congestion, which leads to some long-distance traffic utilizing parallel City streets to avoid the freeway congestion. Table 4.1-2 below illustrates current traffic volumes on the freeways in Long Beach.

Table 4.1-2 Freeway Daily Traffic Volumes: 1988–2001 (in thousands)

	1988		*2001*	
	Minimum	*Maximum*	*Minimum*	*Maximum*
Artesia (Rte 91)	204	220	210	263
Long Beach (I-710)	94	153	133	186
San Diego (I-405)	214	242	255	289
San Gabriel River (I-605)	161	173	190	213
Garden Grove (Rte 22)	50	65	65	97

SOURCE: Caltrans

The volumes listed show the minimum and maximum volumes on the freeway segments within the city limits. The volumes from 1988, when the Mobility Element was last updated, are provided for comparison purposes. Traffic volumes on all of the freeways in Long Beach have grown significantly, on average about 20 percent, over the last 13 years.

As part of the Mobility Element update process, a travel demand forecasting tool using the emme/2 software has been developed by Kaku Associates, a subconsultant to Meyer, Mohaddes Associates. The travel demand forecasting model reflects existing conditions and will be used to project future 2025 traffic conditions with the Land Use Element alternatives. The model forecasts peak period and daily volumes and compares them to the capacity of the roadway segment (links) in the model to identify capacity deficiencies. A volume-to-capacity plot is illustrated in Figure 4.1-4 showing in red where traffic volumes exceed the capacity of the links. [Note: This plot is an example of the type of plot that will be included in the Baseline Report when the updated City of Long Beach travel forecasting model is complete. This version is from the 1991 Transportation Element.]

4.1.4 Study Intersections

MMA has collected data on over 140 signalized intersections in the City of Long Beach. Figures 4.1-5 and 4.1-6 illustrate the highest volume intersections in the City in the AM and PM peak hours, respectively. There are 28 intersections in the City which handle over 5,000 vehicles per hour in the PM peak hour, compared to only 9 in the AM peak hour. Similarly, there are 37 intersections with volumes between 4,000 and 4,999 vehicles per hour in the PM, but only 27 in the AM peak hour. The intersection with the highest total volume in both peak hours is the intersection of PCH/7th Street, with over 7,000 vehicles per hour in both peak hours. The locations of the highest volume

intersections are distributed throughout the City, generally on the Regional/Major arterial streets with concentrations on Long Beach Boulevard, Atlantic, Lakewood, and Bellflower Boulevards in the north/south direction, and Artesia, Del Amo, Carson, Wardlow, Spring, Willow, and PCH in the east/west direction. Few of the very high-volume intersections are located in the downtown or beachfront areas.

The analysis of land use alternatives to be conducted in subsequent tasks of the Land Use and Mobility Element update process will assess the implications of the alternatives on the transportation network using the travel demand forecasting model, which focuses on link level of service analysis. The impacts of the alternatives will also be assessed on a sample of intersections at key locations throughout the City. Figure 4.1-7 illustrates the locations of those 50 study intersections and their current operating conditions.

4.1.5 Locations of Capacity Constraints

Members of the Community Cluster Committees were asked to identify areas of the City that they perceive to be areas of congestion. Figure 4.1-8 illustrates the responses that were received. The committee members perceived that congestion typically occurs along many of the Regional and Major Arterials in the City, including the following:

- Santa Fe Avenue
- Long Beach Boulevard
- Atlantic Boulevard
- Bellflower Boulevard
- Studebaker Road
- Artesia Boulevard
- Willow Street
- Pacific Coast Highway
- Anaheim Street
- Seventh Street

A limited number of Minor Arterial or Collector streets were perceived to be congested, including the following:

- Orange Avenue
- Clark Avenue
- Second Street
- Ocean Boulevard

The locations of congested intersections are scattered throughout the City on these corridors, as illustrated in Figure 4.1-8.

4.1.6 Signal System/ITS

The City of Long Beach currently has almost 600 signalized intersections within the City, of which, approximately 325 are interconnected and communicate with the Traffic Management Center (TMC) located at 1601 San Francisco Avenue. The Traffic Transportation Bureau (T&T) operates and maintains the communications system that connects the TMC to the local signalized intersections and closed circuit television (CCTV) cameras currently deployed within the City. T&T uses mainly three types of communication media throughout the City for communication with the signalized intersections. Twisted-pair copper cables make up the majority of the communication infrastructure and are deployed along several of the major and minor arterials throughout the City. The City typically installs 12 pair, 19AWG cable in 2-inch conduit, and No. 5 pull boxes spaced at approximately 200 feet increments. However, there some older installations where either 6- or 7-wire interconnect remains in use.

The City also makes use of radio and microwave wireless media, and leased telephone dial-up links to signalized intersections, which are not easily connected to hardwire due to distance or geographic limitations. The 900 MHz radio intersections mainly serve as system master locations with twisted pair copper cable feeding out to the signalized intersections within the immediate vicinity. Some 31 GHz microwave links and dial-up modems are also used to tie-in signalized intersections to the overall operations.

In addition to the operation of signalized intersections, T&T also utilizes twisted pair copper cables to transmit video signals from the deployed CCTV cameras to the TMC. The transmission of video via twisted pair utilizes two pair of cables per location and requires amplification at approximately one-mile intervals. The City currently has CCTV cameras installed at the intersections of Pacific Coast Highway/Long Beach Boulevard and 1st Street/Pacific Street. There are two additional CCTV cameras installed at the City Maintenance Yard mainly used for security purposes.

Currently, the head-end location for all T&T communications is the existing TMC. Within this facility there is a BI Tran QuicNet/4 signal control system used to operate and monitor the signalized intersections as well as video monitors and switching equipment used for CCTV camera operation.

Figure 4.1-9 provides a graphical representation of the locations of traffic signals and other Intelligent Transportation System (ITS) elements.

Electric Vehicle Charging Stations

In order to promote alternative fuel vehicles and improve air quality in the region, the City of Long Beach encourages the installation of electric vehicle charging stations. These include dedicated parking stalls for electric-powered vehicles where they can plug in to chargers. There are currently six electric vehicle charging stations in the City, located at the following locations:

- Hyatt Long Beach Hotel
- Long Beach Aquarium
- Long Beach Convention Center
- Long Beach Hilton Hotel
- Texaco Star Market at 1719 Palo Verde
- LADWP Haynes Power Plant

Four out of the six locations are in downtown Long Beach.

4.1.7 Planned Improvements

The 1991 Transportation Element identified a number of transportation improvements that were proposed to accommodate the build out of the City's Land Use Element at that time. These improvements included a number of intersection improvements, parking prohibitions to gain travel lanes during peak hours on several streets, a limited number of street widening projects, several grade separations at critical intersections, and the addition of carpool lanes to all of the freeways in the City. Figure 4.1-10 illustrates the previously recommended improvement projects. Many of these same types of improvements will be considered in this Mobility Element as future land use scenarios are evaluated.

Planning is currently underway for improvements on the I-710 freeway. The recent planning efforts have focused on adding high-occupancy-vehicle (HOV) lanes and separate truck lanes to the Long Beach Freeway. The initial planning effort identified alternatives that resulted in the loss of a large number of dwelling units in the City of Long Beach. A subsequent planning effort is now underway to identify an alternative acceptable to the City. A major public outreach effort is underway to identify the preferred scenario that minimizes right of way impacts.

The City implements transportation improvements through its Capital Improvement Program (CIP), which funds all infrastructure improvements overseen by the Public Works Department. Sources of transportation funds for the CIP program include the Los Angeles County sales tax initiatives, Proposition "A" and "C," State Gas Tax Street Improvement funds, Federal TEA-21 Surface Transportation Program funds, the City's Traffic Mitigation Fund, and other specialized funding sources. The allocation of CIP funds to transportation projects and other types of physical infrastructure in the City over the next five years is shown in Table 4.1-3 below.

Table 4.1-3 2005-2009 Capital Improvement Program Work Plan ($1,000,000s)

Type of Project	*FY 2005*	*FY 2006*	*FY 2007*	*FY 2008*	*FY 2009*
Streets & Transportation Enhancements	$17.887	$17.953	$18.824	$19.737	$15.414
Other Physical Improvements	$65.308	$26.402	$37.101	$56.265	$16.604
Total	***$83.195***	***$44.355***	***$55.925***	***$76.002***	***$32.018***

SOURCE: City of Long Beach, Fiscal Year 2004 Capital Improvement Program

The CIP includes funding for such programs as street improvements and rehabilitation/repair, traffic signals, bicycle facilities, street trees, and sidewalk repair. Other categories of CIP projects include the airport, storm drains, marinas, beaches and waterways, parks and recreation, and physical facilities (e.g., city building, police, and fire facilities). Funding for major improvements on the freeway system typically comes from state and federal resources, with some local matching funds.

4.2 NEIGHBORHOODS

4.2.1 Areas of Neighborhood Traffic Intrusion

When traffic becomes congested on the arterial street system, many drivers look for alternate routes on parallel streets, which are often residential streets. Traffic intrusion onto residential streets negatively affects the quality of life on those streets as the traffic often travels at higher speeds than appropriate for residential streets, since this “cut through” traffic is generally traveling longer distances and should be on the arterial street system. In a city such as Long Beach, with largely a grid system of roadways, it is easy for motorists to find alternate routes through residential neighborhoods when the arterials become congested.

In the Community Cluster Workshops, the Cluster Committee members identified the streets in Long Beach that they perceived to have traffic volumes or speeds that were too high, where traffic calming might be appropriate, or where through traffic was utilizing residential streets to avoid congested arterials. Figure 4.2-1 illustrates the streets with negative traffic conditions associated with speed or volume. They are distributed throughout the City, but the highest concentrations of local streets identified as cut through routes was in the area south of downtown going toward Belmont Shore and in neighborhoods parallel to the Long Beach Freeway. In other areas of the City, the cut through routes were fairly isolated streets, rather than whole neighborhoods. Many collector streets and arterial streets are perceived to have traffic speeds that are higher than desirable throughout the City.

The City strives to minimize cut through traffic on residential streets in two ways, (1) manage traffic flow on the arterial streets to reduce congestion and the resulting temptation for drivers to seek alternate routes, and (2) in areas where traffic intrusion is

occurring in neighborhoods, implement measures to prevent the intrusion or to slow ("calm") the traffic on residential streets experiencing cut through traffic.

In 1993, the City initiated a neighborhood traffic management study that addressed traffic conditions in 23 neighborhoods within the City. Four of the neighborhoods were located in North Long Beach, four in West-Central, eight in Southwest, three in Southeast and four in the Eastside. A series of community meetings were held in each area to identify the types and causes of traffic management issues. Potential traffic management measures were developed for each neighborhood and recommended to the City Council. The City has been implementing the measures over time as funding permits.

4.2.2 Neighborhood Traffic Management Plan

The City of Long Beach does not have a formal neighborhood traffic management program, but the City Transportation Department addresses neighborhood traffic issues on a case-by-case basis. Some of the techniques that have been used to calm traffic in neighborhoods include the following:

- Measures to Control Speed
  - Reduction in Number of Through Lanes
  - Reduce Travel Way Width (e.g., with angel parking or chokers)
  - Signage
  - Design Features (e.g., speed humps, traffic circles)
- Measures to Reduce Through Traffic
  - Turn Restrictions
  - Metering (e.g., signal timing or phasing)
  - Design Features (e.g., diverters, semi-diverters, cul-de-sacs)

The development of neighborhood traffic management plans requires careful analysis of each individual neighborhood to understand the causes of the traffic issues and to insure that the problem is not transferred from one neighborhood to an adjacent one.

Special Events

One of the things that makes Long Beach an interesting and unique place is the large number of special events that occur in the City. These include events such as the Long Beach Grand Prix, parades (Christmas, Martin Luther King Day, Gay Pride, etc.), the Long Beach Marathon, and Long Beach Car Show. Such events result in unique challenges for traffic and parking management because they entail temporary street closures, detours, and nonrecurrent congestion. They can make it difficult for residents to access some neighborhoods. The City Public Works and Police Department staffs attempt to coordinate traffic control during special events to minimize disruption to neighborhoods.

4.3 PUBLIC TRANSPORTATION

Public Transportation is provided by several transit operators. Long Beach Transit is the primary provider of fixed-route bus transit service in the City of Long Beach. The Los Angeles County Metropolitan Transportation Authority (MTA) operates both bus transit and the Metro Blue Line light rail service. Orange County Transportation Authority (OCTA), Torrance Transit, and the Commuter Express operated by the City of Los Angeles Department of Transportation (LADOT) also link the City to adjacent communities with bus service.

4.3.1 Long Beach Transit

The Long Beach Public Transportation Company, generally know as Long Beach Transit (LBT), is a public nonprofit corporation established in 1963 to provide public transportation service to the City of Long Beach and neighboring cities. LBT annually serves more than 25 million boarding passengers, making it the largest municipal operator in Los Angeles County. The 98-square-mile service area of LBT is bounded by the Glenn Anderson Freeway (I-105) to the north, the San Gabriel Valley Freeway (I-605), and the Orange County line to the east, the Pacific Ocean to the south, and the Terminal Island Freeway (CA 47) to the west.

LBT operates 38 fixed routes, several limited stop (Zap Super Service) routes, fixed-route circulators (Passport, Link), demand-responsive (Dial-A-Lift) paratransit, and water transit (AquaLink, Aquabus) service.

Fixed-route service is provided with a fleet of 221 buses on the 38 routes. Figure 4.3-1 illustrates the fixed route service. Serviced is operated over the fixed-route system seven days a week from 4:40 AM to 1:30 AM. Table 4.3-1 provides a summary of the fixed-route service characteristics. During FY 2003, LBT carried approximately 25,600,000 passengers. Ridership has grown since 1993 at a ten-year average annual rate of 1.4 percent per year. The most heavily traveled route is Number 190, Atlantic Avenue, with over 12,000 daily riders.

The ZAP limited stop service is provided along the 90 Line and Route 61, as the #96 ZAP 7th Street and the #66 ZAP Atlantic. The ZAP service is designed to provide a higher level of service with limited stops and improved travel times. Service is provided Monday through Friday at peak hours only.

Fixed-route circulators operated by LBT include the Passports, the Pine Avenue Link, and the Village Tour D'art. These circulators utilize smaller vehicles to

connect the downtown to nearby activity and cultural areas. The Passports provide free shuttle connections on three routes ("A," "D," and "C") to points of interest such as; the Aquarium of the Pacific, the Queen Mary, Pine Avenue, Shoreline Village, the Pike, the Promenade, the Convention Center, Long Beach Sports Arena, Belmont Shore, Alamitos Bay, CSULB, Catalina Landing, hotels, businesses and government centers. The Pine Avenue Link connects the downtown to the beach front Convention Center, Pike, Aquarium, Marina, and Shoreline Village. The Village Tour D'art operates on two routes, east, and west of Pine Avenue, providing connections to cultural activities, such as museums, churches, parks, shops, and galleries.

Table 4.3-1 Long Beach Transit Fixed Route Line Characteristics

Route No.	*Name*	*Peak Headway (min)*	*Weekday Boardings*
1	Easy Ave	20	1,829
5	Long Beach Blvd	15	5,984
7	Orange Ave	20	2,554
20	Cherry	15	5,244
Passport	A,C,D, Pine Link	8-24	5,216
35	Tour D'Art	40	100
40	Anaheim	5	8,460
60	Atlantic	10	12,147
80	10th Street	30	859
90	7th Street	12	7,515
100	Carson	15	4,342
110	Broadway	15	3,823
130	Redondo: Seal Beach	30	1,432
170	PCH	15	7,295
171	PCH: Seal Beach	30	1,643
180	4th Street	15	3,617
190	Santa Fe	15	8,685
	Total Fixed Route Bus		***80,745***

SOURCE: Long Beach Transit, Short Range Transit Plan, FY 2004–2008

Ferryboat services are also operated as water-borne circulators. The AquaBus ferry serves the Long Beach Aquarium, Catalina Landing, Coast Hotel, Pine Avenue, Shoreline Village, and the Queen Mary. It is provided by two 49-passenger boats with service seven days per week in the summer months and reduced service levels in the off-peak season. The AquaLink ferry service connects the Queensway Bay area to Alamitos Bay on the east side of the City.

Dial-A-Lift is a contracted demand-responsive paratransit service provided by LBT. The service is provided to those who are physically unable to use the fixed-route system and who have registered as members. Service is provided seven days per week and served 87,000 paratransit customers in FY 2003.

4.3.2 Other Public Bus Transit

Fixed-route transit service connecting Long Beach to adjacent communities is operated by MTA, OCTA, Torrance Transit, and LADOT. Figure 4.3-2 illustrates the routes of these services. MTA primarily provides connections to the north, with several routes extending to the Long Beach Transit Mall in downtown Long Beach. OCTA operates two routes that extend into Long Beach, the OCTA Route 1 along PCH connects CSULB to San Clemente, and OCTA Route 60 along 7th Street connects the downtown Transit Mall with CSULB and downtown Santa Ana and Tustin. Torrance Transit Route 3 connects downtown Long Beach to Torrance. LADOT's Commuter Express #142 connects downtown Long Beach with San Pedro and is operated in the commute peak periods only.

4.3.3 Metro Rail

MTA also provides service on Metro Blue Line, a 22-mile light rail line from downtown Los Angeles to downtown Long Beach. Stations are located approximately one mile apart, although closer in the downtown Long Beach loop. Stations in Long Beach are located at Wardlow Road, Willow Road, Pacific Coast Highway, Anaheim Street, 5th Street, 1st Street, the Transit Mall, and Pacific Avenue. Only the Wardlow and Willow stations include park-and-ride facilities.

The Metro Blue Line provides direct connections to the emerging regional rail system with stations at the Metro Green Line and the Metro Red Line at Metro Center in Downtown Los Angeles. One transfer can take passengers to Union Station where they can access the Metrolink system and the Metro Gold Line to Pasadena.

The Metro Blue Line opened in 1990 and has steadily grown in ridership to reach a daily ridership of 74,400 passengers per day, the busiest light rail line in the Country. The Metro Blue Line carried 22 million passengers in FY 2003. Station platforms were lengthened in 2000 to allow three-car trains to operate on the line to better accommodate the passenger demand.

4.3.4 Transit Mall

The Long Beach Transit Mall is located in downtown Long Beach on 1st Street between Long Beach Boulevard and Pacific Avenue. The Mall serves as the focal point for local,

subregional, and regional transit systems, including 32 of the 38 LBT bus routes, the Metro Blue Line, and Torrance Transit, LADOT and OCTA bus lines.

The Transit Mall includes features designed to make it a transit-friendly location. There are exclusive bus lanes and traffic control equipment, bus stop enhancements, the Blue Line station, kiosks with graphic displays and electronic monitors displaying schedule information, a staffed transit information center, and a bike station (for parking and repair of bicycles).

4.3.5 Planned Improvements

The Short Range Transit Plan for Fiscal Years 2004 through 2008 identifies the improvements that Long Beach Transit anticipates making over the next five years. These include headway modifications, route modifications/realignments to 14 routes to better serve passenger demands and/or new developments in/near the City of Long Beach. In addition, LBT also plans a new airport shuttle service, “Blue to Blue,” between the Long Beach Airport and the Metro Blue line, as well as a new connector, “Air Link,” between the Airport and downtown Long Beach. LBT is also working closely with the MTA to anticipate how potential changes in the MTA route structure could affect LBT and how best to interface potential Metro Rapid Bus service on Long Beach Boulevard.

4.4 OTHER MODES OF TRANSPORTATION

4.4.1 Bicycle Route System

The City adopted the Bicycle Master Plan (BMP) in December 2001 in order to identify bicycle policies, routes, programs, and facility priorities that enable the City to provide an alternative to the single occupancy vehicle. That plan is not being updated as part of the Mobility Element, so the Mobility Element is intended to be consistent with and supportive of the BMP.

The BMP incorporates the bikeways classifications described by Caltrans in Chapter 1000 of the Highway Design Manual as being one of three basic types:

- *Class I Bikeway*—Variously called a bike path or multi-use trail; provides for bicycle travel on a paved right of way completely separated from any street or highway
- *Class II Bikeway*—Referred to as a bike lane; provides a striped lane for one-way travel on a street or highway
- *Class III Bikeway*—Referred to as a bike route; provides for shared use with pedestrian or motor vehicle traffic and is identified only by signage

When the 20-year plan was adopted, it contained specific recommendations that included three distinct components: (1) a bicycle friendly roads and bikeways system, (2) bicycle parking and support facilities, and (3) related safety, education, and community and employer outreach. Short-term projects that were recommended are listed below in order of preference:

- Bicycle Signage Program
- Bicycle Parking Program
- Bicycle Safety Awareness Program
- Downtown–Alamitos Bay Bikeway
- Los Angeles River Access
- Midtown 10th Street Connection
- CSULB
- Alamitos Avenue–Orange
- Second Street Bikeway
- Pacific Avenue–San Antonio Drive Bikeway
- Del Amo Boulevard Bikeway
- Pacific Center Boeing Site
- Harding Street

Figure 4.4-1 illustrates the existing and planned bikeway facilities in the City. Existing bikeways are located along the Los Angeles and San Gabriel Rivers and along the beachfront area. Major on-street bikeways include Pacific Coast Highway, Orange Avenue in North Long Beach, and many streets in the east and southeast section of the City. The planned future bikeways will complete a Citywide network of bikeways.

The first facility of its kind in the U.S., Bikestation Long Beach is a freestanding facility strategically located on the First Street Transit Mall, a nexus for light rail, buses, pedestrians, and a local shuttle that services neighborhoods and key attractions. Nearby, more than 30 miles of dedicated shoreline and river bicycle paths, as well as Class II paths, connect to other parts of the City.

Bikestation Long Beach offers valet parking in a secure area, bike repairs and rentals, a changing room/restroom, and bike accessories shop. Members receive access to vehicle-sharing services including electric bike and scooter rentals at reasonable rates. Flexcar, a car-sharing service, is also located at the facility.

In addition to a refreshment bar with outdoor seating, the facility provides an array of bicycle, transit, and tourist information.

4.4.2 Pedestrian Facilities

Like many other cities in Southern California, Long Beach has varying provisions for pedestrians in its various neighborhoods and districts. Downtown Long Beach and Belmont Shore, two of the city's oldest neighborhoods, were designed with pedestrians in mind. Blocks are laid out in a simple grid pattern, roadways tend to be narrower, and

buildings built up to the street. These areas have sidewalks with adequate width and pedestrian amenities, such as shade trees, pedestrian lighting, benches, special sidewalk paving, etc., throughout their commercial districts. Whereas other neighborhoods, many built following World War II, were designed to be auto-oriented. They have large blocks with limited connections, buildings set back behind large parking lots, very wide roadways with no or very narrow sidewalks, and few pedestrian amenities. As with all modes of transportation, the linkage between the walkability of a neighborhood or district and city planning and land use is critical. How you get from here to there is as important as what is there once you get there.

The older districts are much more walkable than many of the newer districts. The simple grid system of streets and small blocks in the older districts, along with active street-front retail districts and vital residential neighborhoods, allows for easy connections between residential and commercial activity. Residents can easily walk to shops and public transportation in Downtown Long Beach, as well as Belmont Shore and other similar neighborhoods. This ability to walk, as an alternative to driving, helps to reduce the number of vehicle trips generated in these neighborhoods as well as the number of parking spaces required. These neighborhoods tend to be more active and healthy due to the pedestrian activity generated within them.

The situation in the newer auto-oriented neighborhoods is a bit more challenging. The wide roadways in the newer neighborhoods and districts, such as North Long Beach, handle large volumes of vehicles using the City streets as an alternative to the freeway system. Many community members in these districts witness not only large volumes of vehicles, but often times speeding vehicles. Large volumes and speeding vehicles on wide streets create a challenging situation for pedestrians. Wide roadways mean a long distance to cross the street, large volumes of fast moving vehicles often means unsafe conditions for pedestrians. Lack of sidewalks or minimal width sidewalks, means pedestrians must walk in the roadway for all or part of their trip, at great risk to themselves. Large blocks and limited through streets creates a difficult situation for pedestrians who “can’t seem to be able to get there from here” unless they can fly. The grocery store may only be ¼ mile as the crow flies, but is over ¾ mile away using the street system in their neighborhood. Residents often choose driving over walking, if they have the option, because it is simply too far or too inconvenient to walk. They will often use a gallon of gas to buy a pound of bread. Not a very efficient use of our limited energy resources. Buildings set back from the street by a large parking lot make it difficult and dangerous for pedestrians. They are forced to walk through a parking lot, with drivers trying to find a parking space or backing out, to get to the front door of a retail shop or restaurant.

The City of Long Beach has undertaken many streetscape projects to improve the pedestrian orientation of its streets. Projects in North Long Beach and East Village Arts District will allow for greater walkability and more successful retail shopping districts.

Long Beach has the great advantage of having successful pedestrian-oriented districts where it can use the lessons learned of these older districts in preparing strategies and implementation plans for the new less pedestrian-oriented districts. It’s never too late to make a place more walkable.

4.4.3 Accessibility

The Americans with Disabilities Act (ADA) requires that public facilities be made accessible to persons with physical challenges in walking. This includes the placement of ramps or elevators at building entrances and, in the case of the transportation system, curb ramps on sidewalks at cross walks and access assistance to transit vehicles. [**Info on City's ADA compliance program to be provided.**]

4.4.4 People Movers

In addition to pedestrians on sidewalks, these days the users of sidewalks includes people on motorized scooters and Segway people movers, in addition to skateboarders and rollerbladers and skaters. While limited data is available on the number of such users of the sidewalks, in areas where the pedestrian volumes are large or the sidewalks are narrow, there can be conflicts between pedestrians and persons using these types of people movers. Many cities have begun to place restrictions on the use of sidewalks by such modes of transportation.

4.4.5 Travel Statistics

The US Census Bureau collects data with regard to travel patterns of US citizens as part of the census each decade. Table 4.4-1 provides a comparison of Long Beach residents' typical daily work travel patterns in comparison to those of Los Angeles County residents. Long Beach residents exhibit very similar travel patterns to County residents.

Table 4.4-1 Work Travel Characteristics

Travel Mode	*Long Beach Residents*	*Los Angeles Co Residents*
Drive Alone	76%	71%
Carpool	11%	14%
Public Transit	7%	7%
Other Modes	3%	4%
Work At Home	3%	4%
Average Commute Time	***26 minutes***	***28 minute***

4.5 REGIONAL AIRPORT SYSTEM

The southern California region is served by many airports, including the Long Beach Airport. There are 57 public use airports, including six commercial service airports, 45 general aviation, two closed military air bases, two commuter airports, and two joint-use facilities. Approximately 78 million annual passengers (MAP) were served in the region in 2002. In addition, over 2.6 million tons of cargo were moved through the regional

airports. Table 4.5-1 illustrates the passengers and cargo handled at Long Beach Airport in 2002 and 2003 in comparison to other facilities.

Table 4.5-1 Airport Passenger and Cargo Volumes

Airport	2002 Passenger Volume		2003 Passenger Volume		2002 Cargo Volume	
	Million Annual Passenger	Percent of Total	Million Annual Passenger	Percent of Total	Tons of Cargo (1,000s)	Percent of Total
Burbank	4.6	5.9%	4.7	6.0%	43	1.5%
John Wayne	7.9	10.2%	8.5	10.8%	15	0.6%
LAX	56.2	72.2%	54.9	69.8%	1,958	74.7%
Long Beach	**1.4**	**1.8%**	**2.9**	**3.7%**	**58**	**2.2%**
Ontario	6.5	8.4%	6.5	8.3%	547	20.9%
Palm Springs	1.1	1.4%	1.1(2002)	1.4%	0.8	0.03%
Total	***77.8***	***100%***	***78.6***	***100%***	***2,623***	***100%***

SOURCE: 2002 Passenger and Cargo volumes: Southern California Association of Governments, Draft 2004 RTP; 2003 Passenger volumes: Los Angeles Times, January 31, 2004

4.5.1 Long Beach Airport

Long Beach Airport has traditionally handled a small percentage of the regional airport passenger and air cargo demand. It is currently handling about 3.7 percent of the regional air passenger demand, about 2.9 MAP and 2.2 percent of the air cargo demand, 58,000 tons of cargo per year. While this is a small percentage of the regional total, due to the recent introduction of service at the airport by Jet Blue Airlines, the passenger volume has increased from 1.4 MAP in 2002 to the 2.9 MAP level in 2003. The airport is constrained in the number of flights it is permitted to operate daily to 41 commercial flights and 25 commuter flights, so any growth in passenger volume must occur within the limits of this maximum number of daily flights.

Presently, Long Beach Airport covers 1,166 acres and has five runways, the longest being 10,000 feet. It is a hub of corporate activity as well as being one of the world's busiest airports in terms of general aviation activity. Scheduled airlines also provide passenger and cargo service. Long Beach Airport is served by the following Commercial Airlines and Air Cargo Carriers:

- Commercial Airlines: America West Airlines, American Airlines, JetBlue Airways, Horizon Air
- Cargo Airlines: Airborne Express, FedEx, United Parcel Service (UPS)

Currently, there are over 200 businesses located on airport property, including nearly 100 acres of mid-rise business park and hotel uses, several top-rate fixed base operators, and specialty aviation service companies, as well as Cessna Citation and Gulfstream Aerospace aircraft service centers.

4.6 PORT OF LONG BEACH

4.6.1 History and Existing Conditions

The Port of Long Beach is a Department of the City of Long Beach, the Long Beach Harbor Department. The Long Beach Board of Harbor Commissioners, whose five members are appointed by the Mayor and confirmed by the City Council, governs the Harbor District, which includes the Port.

In 1911, the state Legislature approved a Tideland's grant to Long Beach, giving the City the right to manage and develop the Harbor District for commerce, navigation, fisheries, and recreation.

In 1931, the Long Beach City Charter established the boundaries of the Harbor District and created the Harbor Commission to set policy and the Long Beach Harbor Department to carry out those policies. Each year, the City Council approves the Harbor Department's annual budget. The shipping terminal leases are the principal source of revenue for the Long Beach Harbor Department. These Port revenues pay the wages of Harbor Department employees, and they are reinvested in the maintenance and development of Port facilities. The Mobility Element will not address facilities within the Harbor District, which is subject to its own planning process. It will, however, take into consideration the traffic that is generated by the Port, which affects conditions outside the Harbor District.

The Port is a major transportation and trade center, providing the shipping terminals for nearly one-third of the waterborne trade moving through the West Coast. The number of cargo containers shipped through Long Beach combined with that of its separately operated next-door neighbor—the Port of Los Angeles—would rank the San Pedro Bay ports as the world's third busiest container cargo ports after only Hong Kong and Singapore.

Long Beach is the second busiest container seaport in the United States, after only Los Angeles. The two ports are located side-by-side in San Pedro Bay, and operated separately: one by the City of Long Beach and the other by the City of Los Angeles. The two ports compete for business, but have cooperated on joint rail and other infrastructure projects

The Port is improving shipping terminal efficiency by consolidating and reconfiguring existing terminals so there is room for growing cargo volumes. It is investing millions to improve Port roadways and bridges to accommodate growth.

The physical size of the Port however, cannot grow indefinitely. The Harbor District that encompasses the Port will not be expanded beyond its current boundaries.

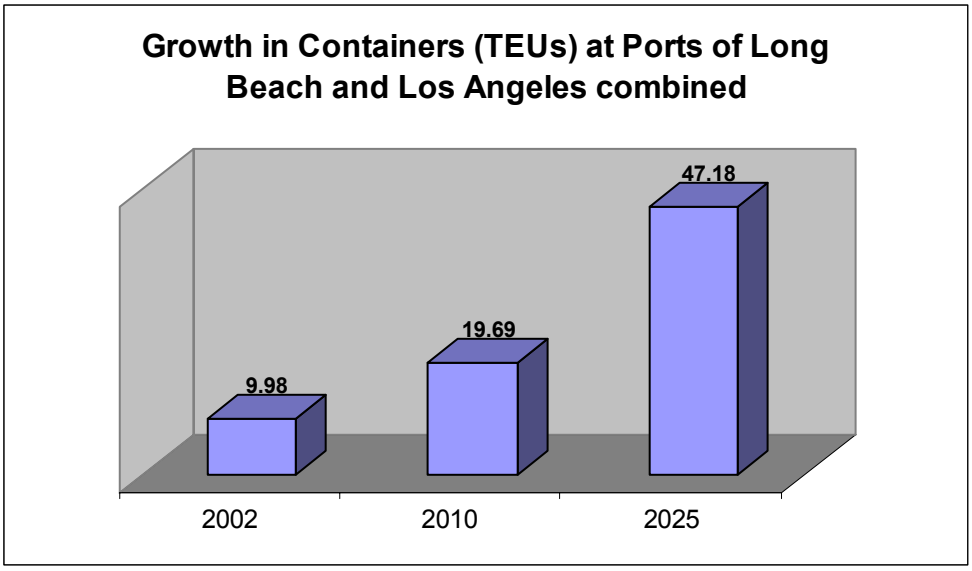
Even growth within the Harbor District is constrained by the practical restraints of today's environmental protection regulations. These limits mean that the physical expansion of Port land within the Harbor District is likely to end within the next two decades.

Cargo growth at the Port of Long Beach is possible as long as consumer demand for imports continues to grow, and as long as the Port can find ways to efficiently use the Port and regional infrastructure to accommodate such growth.

The Port is promoting operational changes such as on-dock transfer facilities, which allow cargo to be transferred from ships to trains within the Port. Long Beach has also been a pioneer in the use of waterfront transfer facilities to eliminate thousands of truck trips each day from the highway network, the I-710 Freeway in particular.

Roughly 25 percent of all Port cargo moves to and from the waterfront via the newly opened Alameda Corridor freight rail expressway. The Corridor also eliminated 200 street-level railroad crossings that delayed motorists in communities throughout Southeast Los Angeles County.

As Southern California's population and economy grows, so will truck traffic. As illustrated in Bar chart below, the volume of containers (expressed as 20-foot equivalent units, TEUs) handled at the combined Long beach and Los Angeles Ports will increase from 9.98 million annually in 2002 to 47.18 million in 2025, a more than four-fold increase.



SOURCE: Meyer, Mohaddes Associates, Inc., 2004

Figure 4.6-1 Growth in Containers (TEUs) at Ports of Long Beach and Los Angeles Combined

The Port is encouraging more efficient use of the existing freeway network by sponsoring truck appointment systems to spread traffic flow throughout the day. The Port is also urging importers and exporters to operate at night and during weekends when freeways are less congested. Currently the Port's privately operated container cargo terminals operate around the clock to work ships at berth. The terminal truck's gates typically open from 7 A.M. to 5 P.M. weekdays because that's when importers, exporters, and warehouses are open for business. As importers, exporters and warehouses expand their hours of operation, so will shipping terminals. But the shift to 24/7 operations may take several years.

4.6.2 Planned Improvements

Numerous transportation infrastructure improvements are planned within the ports area, which include terminal improvements, rail improvements, gate operations, traffic management strategies, and roadway improvements. The Port prepares and implements its own Transportation Master Plan independently of the City's Mobility Element. One of the most significant infrastructure improvements in the Port area that will effect the roadway network is the plan to eliminate all of the traffic signals along Ocean Boulevard through the development of grade separations (e.g., at the Route 47/Ocean Boulevard intersection) so that in the future it will be possible to travel from the 710 freeway to the 110 freeway without stopping at a traffic signal. At the Route 47/Ocean intersection, a "split diamond" interchange will be constructed, which will consist of a grade separation of Ocean Boulevard at Henry Ford Way and the Terminal Island Freeway, with a combined ramp and one-way frontage road system to provide for turning movements and local access. Also, as part of this project, Ocean Boulevard and the easterly ramps will be elevated east of the terminal Island Freeway to provide an undercrossing between Pier S and Pier T. This will allow containers from Pier S to be transported to the Pier T rail yard without having to cross Ocean Boulevard at-grade.

4.7 TRUCK TRANSPORTATION

4.7.1 Existing Truck Route System

The existing truck route system is illustrated in Figure 4.7-1. Truck movements are regulated by the California Vehicle Code and local ordinances establishing truck routes. Truck routes are established to identify which routes are to be used for trucks for through movements in the City. Other streets may be used, but only for specific delivery purposes, not through movements. Generally truck routes are on major arterials, which are intended to carry through traffic movements. Some major arterials may be located adjacent to residential land uses and thereby not be compatible for designation as a truck route.

The primary north/south truck routes in the City include Long Beach Boulevard, Cherry Avenue, Lakewood Boulevard, and Bellflower Boulevard. Major east/west truck routes include Carson Street, Spring Street, Willow Street (between I-710 and I-405), and Pacific Coast Highway.

4.7.2 Truck Volumes on Streets

There is limited truck count data available on City streets, but studies have been conducted in the ports areas to quantify the number of truck trips in and out of each terminal and to collect data on their origins and destinations. Figure 4.7-2 illustrates the forecast distribution of existing ports-related trucks from both Ports of Long Beach and

Los Angeles on the regional transportation network. The Long Beach Freeway carries the highest volume of truck trips, carrying over 25,000 trucks per day, south of the I-405.

4.8 RAILROAD SERVICE

4.8.1 Railroad Lines

Railroad service in the City of Long Beach is focused on the Port of Long Beach. Service to the Port is provided by both of the Class 1 railroads operating in the southern California region: the Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF). Both railroads access the Port through the Alameda Corridor, a grade-separated rail corridor that opened in April 2002. It connects the Ports of Long Beach and Los Angeles to rail yards in/near downtown Los Angeles and allowed for consolidation of rail service in this one corridor. As a result, service on the former UP San Pedro branch through central Long Beach has been eliminated. Similarly, the former ATSF Harbor District line from the ports to downtown via Torrance and other Westside cities is no longer used for Port-related train traffic.

4.8.2 Level of Train Activity

[**To be provided**]

4.9 LOCATIONS OF MAJOR PIPELINES

Pipelines are addressed in a Mobility Element, when applicable, because they are a means of transporting materials through a city in lieu of trucking the goods. Because of the ongoing refining and extraction activities in and near the City of Long Beach, there are a number of major oil and natural gas pipelines that traverse the City. Figure 4.9-1 illustrates the locations of the major pipeline facilities.

A new pipeline facility may be required in the future if the Liquified Natural Gas terminal is developed in the Port area in order to connect it to the City corporation yard.

4.10 PARKING

4.10.1 On-Street Parking

Metered parking is available in Downtown, in Belmont Shore, in beach lots, and at the Long Beach Airport. Parking meter districts are specified in the Long Beach Municipal Code.

Several high-density residential areas of the City have on-street parking shortages due to either overflow of parking demand from adjacent commercial areas or the limited

amount of parking provided at some of the older apartment complexes in the City. Figure 4.10-1 illustrates the areas of the City that have been designated as “parking impacted” areas.

Peak hour parking restrictions are often implemented to provide additional capacity along an arterial roadway. The prohibition of peak period parking can increase the capacity of the roadway by removing the side friction of cars being parked and unparked, or by creating an additional travel lane during the peak period(s). The City has implemented peak period parking restrictions where additional capacity is needed to reduce congestion. Examples include Pacific Coast Highway, Alamitos Avenue, and Willow Street. The 1991 Transportation Element recommended that peak period parking restrictions also be implemented on the following streets:

- Ocean Boulevard, west of Alamitos
- Broadway, west of Alamitos
- 3rd Street, west of Alamitos
- ·6th Street, west of Alamitos
- 7th Street
- Anaheim Street
- Atlantic Avenue, Ocean to 10th Street
- Cherry Avenue, Spring to Carson
- Clark Avenue, Willow to north of Conant
- Los Coyotes Diagonal

The City has implemented diagonal parking on some roadways to increase the number of parking spaces on blocks where parking demand is high and the roadway width is not needed for travel lanes. Diagonal parking was also implemented in the Bixby Knolls shopping area on Atlantic Boulevard to increase parking and slow (“traffic calm”) the traffic in the shopping area. It has not been widely accepted and will be removed and replaced with parallel parking and the installation of a standard median island instead. Recently, a demonstration program for motorcycle parking has been implemented in Alamitos Beach. The program is designed to prevent motorcycles from being parked in standard marked parking spaces mid-block and to provide dedicated parking areas for motorcycles close to the intersections at the ends of the blocks.

4.10.2 Preferential Parking Districts

The City has enacted a section of its Municipal Code to create preferential parking districts to alleviate serious problems in certain residential areas of the City. The parking problems in residential areas are due, in part, to the misuse or lack of available off street parking, the parking of motor vehicles on streets by nonresidents of the neighborhoods for extended periods of time, and insufficient use of public transit alternatives to automobile travel, resulting in neighborhood decline by reason of traffic congestion, noise, air pollution, traffic hazards, and inability of residents to park their motor vehicles near their residences.

There are 26 preferential parking districts in the City concentrated around CSU Long Beach, City College, Brooks College, and the community theaters on Anaheim Street.

The preferential parking districts are evaluated in response to petitions from residents. Following the receipt of the petition, and following the public hearing, the City Council shall determine if the district is to be designated for preferential parking. That determination shall be based upon, but not limited to, substantial compliance with the following guidelines:

1. *High demand*. More than 75 percent of on-street spaces are occupied during period proposed for parking restriction or prohibition. In cases where a time limit parking restriction or parking prohibition is already in place, the city traffic engineer shall use reasonable judgment as to whether the demand criteria would likely be met without the restriction or prohibition; and

2. *Self-contained area*. The district, alone or in combination with other existing or potential preferential parking districts, constitutes a reasonably self-contained area of parking demand and supply. The city traffic engineer shall make the determination of a reasonably self-contained area, utilizing boundaries such as major streets, nonresidential land uses, edges of higher or lower density residential areas, water bodies and other natural features; and utilizing surveys of existing conditions to determine extent of area impacted by nonresident parking. The city traffic engineer shall designate each such self-contained preferential parking district with a unique letter or combination of letters, which shall be the official designation of said district. The purpose of this designation process is to ensure that proposed preferential parking districts are of sufficient size as to reasonably encompass the problem area and to offer sufficient on street parking spaces to provide reasonable opportunity for residents to obtain parking.

3. If the district is proposed solely for daytime preferential parking, the following guidelines shall apply:

   Nonresidential users. More than 50 percent of vehicles parked at curbside during the period proposed for parking restriction or prohibition are owned by nonresidents of the district. In cases where a time limit parking restriction or prohibition is already in place, the city traffic engineer shall use reasonable judgment as to whether the demand criteria would likely be met without the restriction or prohibition.

4. Such additional criteria may be applied as the City Council may deem and identify as reasonably related to the designation of such districts.

The streets, and portions of streets, designated as preferential parking districts are illustrated in Figure 4.10-2 and described below:

- *District A*—Linden Avenue between Bixby Road and Carson Street; Roosevelt Road between Long Beach Boulevard and the alley west of Atlantic Avenue
- *District B*—Ultimo Avenue between Sixth Street and Seventh Street
- *District C*—West side of California Avenue between Armando Drive and Roosevelt Road

- *District D*—Granada Avenue between Anaheim Street and Pacific Coast Highway
- *District E*—Zona Court between Fourth Street and Fifth Street
- *District F*—Village Road between Blackthorne Avenue and Faculty Avenue; Greenmeadow Road between Faculty Avenue and a point feet east of Village Road; Sunfield Avenue between Harvey Way and Centralia Street; Whitewood Avenue between Harvey Way and Centralia Street; Clark Avenue between Carson Street and Centralia Street; Greenbrier Road between Carson Street and Harvey Way; Harvey Way between Greenbrier Road and Blackthorne Avenue; Warwood Road between Faculty Avenue and Blackthorne Avenue; Faculty Avenue between Carson Street and Centralia Street; Graywood Avenue between Harvey Way and Centralia Street
- *District G*—Vuelta Grande Avenue between Snowden Avenue and Benmore Street, Benmore Street between Snowden Avenue and Vuelta Grande Avenue, Wentworth Street between Senasac Street and Snowden Avenue, Senasac Avenue between Belen Street and Wentworth Street, Snowden Avenue between Spring Street and the Los Cerritos Channel, the Spring Street service road between Snowden Avenue and its terminus west of Snowden Avenue, Belen Street between Snowden Avenue and Senasac Avenue, and Birkdale Street between Snowden Avenue and its terminus west of Snowden Avenue
- *District H*—Elm Avenue between Thirty-First Street and the San Diego Freeway
- *District I*—Iroquois Avenue between Deleon Street and Rendina Street; Hackett Avenue between Anaheim Road and El Roble Street; Deleon Street from Palo Verde Avenue to the cul-de-sac; Josie Avenue between Deleon Street and Rendina Street; Espanita Street between Josie Avenue and the end of Espanita Street approximately 750 feet east of Josie Avenue; El Jardin Street between Hackett Avenue and Knoxville Avenue; Mantova Street between Hackett Avenue and Knoxville Avenue; Knoxville Avenue between El Jardin Street and Mantova Street; El Roble Street between Hackett Avenue and Iroquois Avenue
- *District J*—Campo Walk between Riviera Walk and Campo Drive; Riviera Walk between Tivoli Drive and Garibaldi Lane; Tivoli Drive between St. Irmo Walk and Riviera Walk
- *District K*—Randolph Place between Virginia Road and the alley west of Long Beach Boulevard
- *District L*—Elm Avenue from Twenty-Seventh Street 120 feet south to the cul-de-sac
- *District M*—Eighteenth Place from Ocean Boulevard south to its terminus
- *District N*—The 4200 block of Pepperwood Avenue between Village Road and Harvey Way
- *District O*—The east side of the 1800 block of Palo Verde Avenue between Marita Street and the alley north of Atherton Street

- *District P*—Sixth Street between Silvera Avenue and a point 150 feet west of Margo Avenue; Parima Street from Margo Avenue to the easterly terminus; Lausinda Avenue from Parima Street to the northwest terminus; Monita Street between Margo Avenue and Peralta Avenue; Margo Avenue between Sixth Street and Vista Street; Daroca Avenue from Margo Avenue to a point 460 feet southwest of Margo Avenue; Vista Street between Daroca Avenue and Palo Verde Avenue; Fifth Street between Margo Avenue and Silvera Avenue; Laurinda Avenue between Fifth Street and Vista Street; Linares Avenue between Fifth Street and Vista Street; Peralta Avenue between Monita Street and Vita Street; Silvera Avenue between Fifth Street and Vista Street; the west side of Silvera Avenue between Seventh Street and Fifth Street; Vermont Street from Silvera Avenue to the easterly terminus; Colorado Street from Silvera Avenue to the easterly terminus; Eliot Street from Silvera Avenue to the easterly terminus; Mariquita Street from Silvera Avenue to the easterly terminus; and the south side of Fifth Street from Silvera Avenue to the easterly terminus
- *District Q*—The east side of Locust Avenue between Willow Street and Twenty-Seventh Street
- *District R*—Both sides of McNab Avenue between Atherton Street and Marita Street; both sides of Conquista Avenue between Atherton Street and Dayman Street; both sides of Fanwood Avenue between Atherton Street and Marita Street; north side of Dayman Street from Conquista Avenue to a point 262 feet west of Carfax Avenue and the south side of Dayman Street between Conquista Avenue and Tevis Avenue
- *District S*—South side of Wilton Street from Termino Avenue east to the end of the cul-de-sac and the north side of Wilton Street from the east end of the cul-de-sac to a point 100 feet west of the east end of the cul-de-sac
- *District T*—Both sides of Prospect Avenue, from Tenth Street to a point 300 feet north of Tenth Street
- *District U*—North side of Thirty-Sixth Street from the alley west of Cherry Avenue to Gardenia Avenue and the south side of Thirty-Sixth Street from Gardenia Avenue to Cherry Avenue; and both sides of Gardenia Avenue, from Thirty-Sixth Street to the alley north of Wardlow Road
- *District V*—Granada Avenue between Anaheim Street and Pacific Coast Highway; both sides of Anaheim Place and Russell Drive between Pacific Coast Highway and Fourteenth Street; both sides of Park Avenue between Pacific Coast Highway and Anaheim Street; Roycroft Avenue between Anaheim Street and Fifteenth Street; south side of Fifteenth Street between Park Avenue and Roycroft Avenue; both sides of Fifteenth Street between Ximeno Avenue and Roycroft Avenue; both sides of Argonne Avenue between Anaheim Street and Pacific Coast Highway; both sides of Quincy Avenue between Anaheim Street and Fourteenth Street; and both sides of Fourteenth Street between Prospect Avenue and Pacific Coast Highway
- *District W*—Umatilla Avenue between Anaheim Street and Verde Court and Verde Court between Umatilla Avenue and Termino Avenue

- *District X*—South side of Bixby Road between Lime and California Avenues
- *District Y*—West side of Bellflower Boulevard west service road from the alley 245 feet north of Spring Street to Pageantry Street; both sides of Pageantry Street from Bellflower Boulevard east service road to Marber Avenue, and east side of Bellflower Boulevard east service road from Pageantry Street to a point 280 feet north of Pageantry Street
- *District Z*—The east side of Clark Avenue between Atherton Street and Stearns Street, both sides of Greenbrier Road between Atherton Street and Stearns Street, both sides of Bayard Street between Clark Avenue and Greenbrier Road, both sides of Garford Street between Clark Avenue and Fidler Avenue, both sides of Fidler Avenue between Greenbrier Road and Litchfield Avenue, the north side of Atherton Street between Clark Avenue and Greenbrier Road, and both sides of Calderwood Street between Greenbrier Road and Litchfield Avenue

4.10.3 Public Off-Street Parking

Public off-street parking not associated with a City facility (e.g., park, library, etc.) is provided by the City of Long Beach in the downtown area and in the beachfront areas.

In 2001, a study was conducted of existing and future parking needs in downtown Long Beach, in anticipation of changes associated with replacement of the Long Beach Plaza with CityPlace and other ongoing infill development projects. The parking demand in downtown Long Beach was calculated for current conditions and four future scenarios. The scenarios included assumptions regarding new development in downtown, as well as increasing office occupancy rates and utilization/re-use of retail space. The opening of CityPlace is included in all scenarios. The four scenarios that have been assessed are as follows:

- *Future Scenario One*—Occupancy of CityPlace, the Walker Building project and the State Office Building (assumed to occur mid-2002).
- *Future Scenario Two*—Occupancy of CityPlace, the Walker Building project and State Office Building plus occupancy of the D'Orsay Hotel, Insurance Exchange Building project, Broadway Lofts project and development/occupancy of all other currently vacant properties. Office is assumed to have current vacancy rate of 14 percent (assumed to approximately occur in 2003).
- *Future Scenario Three*—Same as Scenario Two, except the office space is assumed to be fully occupied (assumed to occur beyond 2004, depending on retail and office market demand).
- *Future Scenario Four*—Same as Scenario Three, with further increases in retail and restaurant activity assumed as a result of continued success of downtown revitalization (assumed to occur sometime beyond 2006, depending on retail and office market demand).

Peak Parking Demand

For weekdays, the peak demand typically occurs at 2:00 P.M., and is highest between 9:00 A.M. and 4:00 P.M., which reflects the large amount of office space and workers. After 5:00 P.M., the demand is largely made up of restaurant and retail patrons and moviegoers, and the demand slowly drops as the evening progresses.

During weekends, office space usage is minimal and overall parking demand is much lower than during the weekday period. The overall demand is generally steady from 1:00 P.M. to 10:00 P.M. On weekends, there is a large supply of unused parking located in the office buildings; however, many of these buildings are not accessible on weekends.

CityPlace will have a higher parking demand during the peak shopping season in November and December than other times of the year. During a typical July, shoppers only require 75 percent of the December parking demand. During the holiday season, CityPlace parking demand would increase by approximately 345 spaces on a typical weekday and 455 spaces on a weekend.

Parking lots are considered essentially “full” at 90 to 95 percent occupied since it may be difficult for the person searching for parking to know where the few remaining spaces are located. Therefore, a 10 percent contingency factor was built in to all demand calculations.

SCENARIO ONE

The first scenario considers the immediate impacts once CityPlace opens for business. This scenario assumes that the CityPlace retail facilities are open, the Walker Building is complete, the State Office building is leased, and the downtown office vacancy rate remains at 14 percent. The non-peak parking surplus (most of the year except the peak shopping season) is estimated to be 220 spaces on weekdays and 3,645 spaces on weekends. The calculations show that during peak (holiday shopping) weekdays, there will be an approximate deficit of 125 spaces, and an approximate weekend surplus of 3,190 spaces. This demonstrates the impact of the CityPlace parking requirements as compared to conditions when the shopping center was not open.

FUTURE SCENARIO TWO

This scenario assumes the next stage in the development of downtown Long Beach. It continues the development of known projects in the downtown area and assumes that the Scenario One projects are in place (including CityPlace), and the D’Orsay Hotel, Insurance Exchange Building, and Broadway Lofts are all complete and open. The existing vacant storefronts and lots are developed and occupied under this scenario, and the current 14 percent office vacancy rate continues. This analysis shows an approximate peak season parking deficit of 830 spaces during the 2:00 P.M. weekday peak, and a weekend surplus of more than 2,500 spaces. The weekend peak occurs at 2:00 P.M.

FUTURE SCENARIO THREE

This scenario is calculated similarly to Scenario Two, but all office vacancies are assumed to be filled. This amounts to over 190,000 sf of space that was not occupied in the earlier analyses. At this point, there is an estimated peak season deficit of parking in the peak weekday period of 1,625 spaces. During the weekends, the excess is estimated to be 2,400 surplus spaces.

FUTURE SCENARIO FOUR

As the downtown area matures, and all current and proposed projects are built and occupied, incremental changes in parking demand may continue to occur if the downtown is successful. Storefronts that house businesses with a lower parking demand rate may change to a more intense type (e.g., a wig store changes to a Starbucks Coffee). To account for changes such as these, a final analysis was conducted by increasing the assumed demand of the restaurant, bar and retail categories by 15 percent. In addition, future projects that have been proposed, but not fully defined, were added to the long term parking demand scenario. This includes the site of the old YMCA (northeast corner of Long Beach Boulevard and 6th Street), which has been considered to be developed as a retail development.

During the peak season, the analysis shows a weekday peak demand at 2:00 P.M., with an estimated parking deficit of approximately 1,860 spaces. The weekend analysis shows a peak demand at 2:00 P.M., with an approximate 2,170-space surplus. Weekend demand is fairly constant between 1:00 P.M. and 8:00 P.M.

Summary of Parking Needs

As the presently planned projects are completed, and growth continues, the parking supply surplus will diminish during peak weekday periods, and there will be a future deficit of parking on weekdays. The weekday will be the critical time period, as excess parking will be available on weekends due to the low office weekend demand. Weekday peaks typically occur during the early afternoon periods, reflecting the impacts of office space and its associated demand. With over 1.7 million square feet of office space, a large weekday demand is created, but conversely this gives the area a sizeable potential parking supply for the evenings and weekends.

Current Parking Management Programs Already in Place

The City currently has parking management operational strategies that help the efficient use of current parking. These include the following:

- *Pine Square Parking Validation Program*—This program helps to ensure that convenient, short-term parking is available to serve the downtown patrons.
- *Parking Management Plan In-Lieu Parking Fees*—This program helps assist small-scale new development and rehabilitation of existing buildings by allowing

an in-lieu fee paid to the RDA, which will then provide off-site parking or other programs on behalf of the projects.

- *Parking Meters*—Parking meters are located on-street and are typically 24-minute, 2-hour, or 4-hour meters.
- *Valet Parking*—Along Pine Avenue between 1st Street and 3rd Street, a valet parking system is operated by the local merchants.

The Pine Square Parking Validation program offers patrons up to 2 hours of free parking at designated lots and garages when visiting the more than 100 participating retailers or restaurants, and up to 3.5 hours with an AMC Theater validation.

The bright orange shown on Figure 4.10-3 is designed to easily identify validated parking in the Downtown area. There are four parking structures and three parking lot locations with nearly 5,300 validated parking spaces to serve you for shopping, business, and entertainment.

Additional Parking Management Strategies

ADD PARKING

The analysis indicates that the downtown area is projected to have a parking surplus most of the year, but a potential deficit under future Scenario Two during the peak shopping season, assuming a 95 percent occupancy rate. At that time, an estimated 385 new spaces will be required during the peak season. Under Scenario Three, the deficit would grow to 1,085 spaces during the peak season. Based on this analysis, it is recommended that the City begin planning for the addition of new parking in downtown.

There are two primary methods to add parking in downtown Long Beach. One option is to build new public parking lots or structures in or near the study area. The second option is to add parking within new private development projects as they occur. Under this option, the City would work with developers to replace any parking lost as part of their development and to provide code-required parking to serve their development. As appropriate, the City would also work with developers to provide additional parking over and above their code requirement to help serve the other businesses downtown (with potential assistance with financing).

OTHER RECOMMENDED OPERATIONAL STRATEGIES

Many operational strategies can be considered to help make the existing and future parking supply more efficient. These include the following:

- *Extend meter time limits in the Downtown area to 8:00 or 9:00 P.M.*—The time limit for many of the parking meters expires at 6:00 P.M. in the Downtown area, and there is no incentive for turnover of these metered spaces. Employees may use these spaces, tying up convenient parking for the area in the evenings. The extension of the time limit to 8:00 or 9:00 P.M. would provide incentive for turnover, and open up some of the spaces for commercial use such as for

restaurant patrons that begin to arrive around 6:00 to 7:00 P.M. An 8:00 P.M. or later time limit is common in many commercial areas.

- *Modify meter time limits to most effectively utilize spaces*—Parking meters in the downtown area have time limits as long as four hours. These meters may be used by employees who use these spaces all day long and keep "feeding" the meters. A 2- or 3-hour maximum on the meters (with effective enforcement) would provide incentives for turnover of the spaces within the Downtown area. Parking for longer durations would still be accommodated throughout the area through the existing parking lots. The existing 24-minute spaces should be reviewed to ensure reasonable access for commercial visitors.

- *Increase meter fees*—Current parking meter fees are $0.50/hour. This relatively low cost (compared to other successful downtown areas in Southern California) encourages meter feeding, and staying beyond the intended time limits. Many other Downtown areas have a minimum $1.00/hour parking fee at meters. At $1.00/hour, meter costs would still be less than most parking lot fees and less than valet parking. It is not expected that a $1.00/hour fee would deter customers.

- *Work with (private) non-RDA parking providers to supply employee parking*—Many current business employees in the downtown Long Beach area park at no cost in the Plaza garages. When CityPlace opens, this parking will have a fee, and much will be used for patron parking. Hundreds of employees will be displaced and will need to find replacement parking. This will require reasonably priced parking alternatives for these employees. Currently, some office towers that are not fully leased have excess parking available, and many of the private surface lots have available parking.

- *Work with new developments to provide additional parking beyond code requirement*—As the development continues in the Downtown area, new parking will be constructed along with new development projects. All projects should replace parking displaced by the development, as well as supply code required parking for project itself. As appropriate, the City should work with developers to add additional parking within their projects.

- *Improved signage*—Recommendations for signage and marketing are intended to update what is already in place. Better locational parking signage will alert drivers as they approach public parking lots, and reduce confusion. An MTA grant has been approved at the staff level for improved signage.

- *Create visitor parking information guide/map*—Marketing efforts should be made to help visitors locate convenient parking. This may be in the form of advertisements, maps, and guides. Many cities and Downtown districts have created user-friendly maps and parking guides that are oriented toward the Downtown visitor. The guide would include clear maps showing all public parking, as well as information regarding the validation program and rates.

- *Peak season remote parking with shuttle*—Due to the impacts of CityPlace, the demand for parking will be highest during the peak shopping season in November and December. A short-term solution would be the implementation of remote

parking with a shuttle for downtown employees during the peak season. This is common in many retail areas.

- *Conduct regular monitoring of parking*—This study has revealed a potential future parking deficit in downtown. Since these are only estimates, it will be critical to actually measure and monitor parking usage over time, especially as CityPlace opens. This will also help determine if CityPlace has excess parking that may be used by other businesses.
- *Centralize parking oversight within City*—Currently, the City of Long Beach has a decentralized approach to parking management both in the Downtown area and citywide. Several City departments manage parking. A combination of parking services, including full-time staff to oversee parking operations City wide, would allow a more thorough understanding of the parking demands and needs for employers, employees customers and visitors. In addition, parking policies and programs could be made consistent citywide, and the efficiency of parking operations would increase. Although City staff would have ultimate authority, a private organization could be considered to help run parking programs.

4.10.4 Beach Parking

There are also public parking lots in the Belmont Shore area and in the beach parking lots. There are five publicly owned metered parking lots in the blocks south of Second Street in the Belmont Shore area. They contain a total of 153 parking spaces. There are an additional 366 on-street spaces in the Second Street District and 508 private off-street parking spaces. The District was evaluated in 1999 and it was determined that there is an overall parking shortage of 479 spaces on peak days.

4.10.5 Parking Issues

High-density residential areas experience parking deficiencies because many of the older apartment buildings were built with inadequate off-street parking. Many of the dwelling units are becoming overcrowded as well, which increases the demand for on-street parking. Permit parking has been provided in some of these areas, as well as diagonal parking to increase the supply of on-street parking, but the areas could still use additional parking.

In older commercial areas, such as Second Street and downtown, particularly those areas with older buildings that may not have been constructed with adequate off-street parking, there is a shortage of parking at peak times. The City has attempted to address these parking issues with off-street public parking facilities. Additional public parking may have to be provided to support the reuse of older buildings that cannot provide on-site parking.

Chapter 5 INFRASTRUCTURE

5.1 WATER

5.1.1 Existing Supply and Sources

The Long Beach Water Department receives its drinking water from two sources, the large underground aquifer below the City of Long Beach known as the Central Basin, and from imported water delivered by the Metropolitan Water District (MWD) of Southern California. A small portion of the City's supply comes from reclaimed water, which is primarily used to irrigate large municipal landscapes.

Forty-two percent of the City's total water supply is provided by groundwater. Rain and snowmelt from the San Gabriel Mountains watershed travel through washes and creeks into the San Gabriel River and the Whittier Narrows Basin. From there, it percolates underground through sand and water beds where it begins a lengthy subsurface journey to the Central Basin aquifer and ultimately to the City of Long Beach. Pumps extract this groundwater from twenty-six different wells and deliver it to the Water Department's groundwater treatment plant.

Fifty percent of the City's total water supply is treated and provided by the MWD. The MWD is a consortium of twenty-six cities and water districts responsible for delivering water to nearly 17 million people in a 5,200-square-mile area of Southern California. The City of Long Beach is one of MWD's original member agencies. The MWD transports water from the Sacramento Delta in northern California, via the California Aqueduct, and from the Colorado River, via the Colorado River Aqueduct, to its customers in southern California. The majority of water Long Beach receives from the MWD is Colorado River Water.

The California Aqueduct, also known as the State Water Project, is an intricate network of dams, pumping plants, reservoirs, hydroelectric plants, the Sacramento and San Joaquin Rivers, and nearly 440 miles of aqueduct that carry water to several southern California reservoirs. The Colorado River Aqueduct is a 242-mile-long system that provides a billion gallons of water a day to residents and businesses in Southern California's coastal plain. Water is taken in at Lake Havasu and carried across the Mojave Desert to the reservoir facilities at Lake Matthews where it awaits disbursement to Southern California communities.

The final eight-percent of the City's total water supply is reclaimed water. Reclaimed water is wastewater that has been fully treated by a three stage tertiary process for industrial and irrigation uses within the City of Long Beach. Reclaimed water is used for irrigation of the City's parks, golf courses, cemeteries, gardens, and nurseries. Other

users include the California State University of Long Beach, Long Beach City College, the Long Beach Unified Schools District, and Caltrans for sites along the I-405 and I-605 Freeways. THUMS, a collaboration of oil producers operating four offshore oil islands, is also a user of reclaimed water.

Long Beach groundwater goes through a sophisticated multi-stage treatment process at the Water Department Groundwater Treatment Plant, which is among the largest of its kind in the United States. In the 2001/02 Fiscal Year, the Long Beach Groundwater Treatment Plant processed over 11 billion gallons of drinking water—nearly half the city's annual water demand. Overall, more than 25 billion gallons of high quality water were delivered to the Long Beach community. Water is treated at the plant, then delivered to the Department's large, fully secure, Alamitos Reservoir Facility, where it is then distributed to Long Beach homes and businesses. Located at the Groundwater Treatment Plant is the nation's first, municipal, state-of-the-art water bottling plant. The bottling plant is used for City emergencies, and for civic and charitable events. This Fiscal Year, the Water Department bottled nearly 275,000 bottles of water and distributed 202,300 bottles for use throughout the City of Long Beach.

5.1.2 Future Needs

A strategic part of the Long Beach Water Department's long-term water supply reliability plan for the City is to further develop an exciting new technology to convert seawater into high-quality drinking water in the most-cost effective manner. Known as "The Long Beach Method," this two-stage nanofiltration process is 20 to 30 percent more energy-efficient than other more widely used desalination methods, a major breakthrough that promises to significantly cut costs and make desalination a viable element in creating more high quality and reliable water supplies for the future. On September 9, 2002, the Long Beach Water Department signed a cost-sharing agreement with the United States Bureau of Reclamation to build a $5.3 million prototype facility at the Los Angeles Department of Water and Power's Haynes Generation Station located in southeast Long Beach. The prototype facility will act as a research and development facility, perfecting an environmentally sound seawater desalination process that could, before the end of the decade, be used in larger full-scale facilities placed up and down the California coast helping to maintain rate affordability and supply reliability.

The Long Beach Water Department has completed work on one of the most significant water supply reliability improvement agreements in recent memory. Partnering with the Central Basin Municipal Water District, the Metropolitan Water District of Southern California (MWD), and the California Department of Water Resources (DWR), the Water Department will implement the Long Beach Conjunctive Use Project. This innovative and environmentally responsible groundwater storage project will provide up to 1.4 billion gallons of additional water for the Long Beach area during drought years. This project will allow the Department to maximize the use of the Central Groundwater Basin that runs under the city of Long Beach, strengthening water supply reliability while maintaining water rate affordability. The Long Beach Water Department has secured a $4.5 million grant from the State of California for the project, 100 percent of the projects total cost. The Long Beach Conjunctive Use Project will capture excess water during

wet years and store it in the Central Groundwater Basin for use in dry years. The project is the first of its kind in Southern California to receive Proposition 13 funding.

Long Beach Water Department conservation efforts save billions of gallons of water annually, keeping water rates affordable. Millions of dollars are saved each year due to our use of reclaimed water and many incentive-based conservation programs. In fact, though the population of the city has increased, water use has decreased. Without reclamation and conservation the city would be using nearly 20 percent more water than it currently uses today. This translates into significant savings for our customers, and a major benefit for our precious environment. This Fiscal Year the Department delivered 5,493 acre-feet of reclaimed water to many of the parks, golf courses, athletic fields, and cemeteries located throughout the city. Planning is underway to expand the reach of the reclaimed water distribution system so that this inexpensive water can be utilized by most of the City's large public landscapes. This year, the Department completed design of a $5 million reclaimed water expansion project. Funding for this expansion is made possible by grants from the Federal and State government. The Department also offers its customers huge rebates on the purchase of state-of-the-art, ultra low flush toilets and high efficiency clothes washers. This Fiscal Year, over 4,000 toilets and nearly 250 high efficiency clothes washers were purchased by Long Beach customers. Over 8,000 water conserving showerheads and other low-flow devices were also distributed by the Department's employees and Water Ambassadors.

After almost a century of use, much of our City's water and sewer infrastructure is nearing the end of its useful service life. The City's water distribution system is made up of nearly 915 miles of water mains with 88,755 service connections. This Fiscal Year, the Water Department continued to implement one of the most aggressive cast-iron water main replacement programs in the United States, replacing or lining nearly 107,000 linear feet of outdated water mains throughout the city. The Long Beach Water Department is also responsible for over 765 miles of sanitary sewer mains that run through the city of Long Beach. During the year, utilizing state-of-the-art video equipment, the Department televised nearly 84,000 linear feet of sewer mains and laterals, leading to the replacement of 1,324 linear feet. This cutting-edge equipment is used by the Department to efficiently locate sewer mainline and lateral repair needs without undertaking otherwise very expensive and disruptive street excavation. In addition, nearly 2.1 million feet of mains and laterals throughout the city were thoroughly cleaned. The Water Department completed its third full-year of the City's Tree-Root Intrusion Program, repairing nearly 291 private sewer lines damaged by the roots of City trees. In the 2001/02 Fiscal Year the Department spent nearly $900,000 on the program.

5.2 RECYCLED/RECLAIMED WATER

5.2.1 Existing System and Need

In 1978, the Long Beach Water Department (LBWD) started a water reuse program by extending the irrigation system at Long Beach Water Reclamation Plant (LBWRP). By

2002, 5,500 acre-feet per year (AFY) of reclaimed water was being supplied to 27 customers.

LBWRP has a current capacity of 25 million gallons per day (MGD), and currently treats flows that average about 21 MGD. During its diurnal flow patterns, peak flows have been recorded at over 35 MGD. Only about 30% of the plants effluent is currently reused. The effluent undergoes treatment, which includes primary sedimentation, activated sludge biological treatment, secondary sedimentation, coagulation, filtration, and chlorination.

In 1992, Black and Veatch prepared a master plan, identifying 141 potential new customers with an aggregate demand of 35,000 AFY. The potential users were divided into 13 geographic clusters. The Alamitos and Dominguez Barriers were identified as major potential users. Three different distribution system alternatives were evaluated. Black and Veatch recommended the alternative, which would supply reclaimed water to existing customers and new customers inside Long Beach including Alamitos Barrier.

Based on the recommendations of the 1991 Master Plan, LBWD initiated the Recycled Water System Expansion Plan Phase 1 to extend the existing system to meet the near-term demand. Some of the proposed work under the Phase 1 Project, including pipeline construction and converting two existing potable water reservoirs to recycled water, is already completed, while the remaining work is planned to be completed by the year 2006.

At present, recycled water system serves two pressure zones with 30 miles of pipelines ranging from 8 to 36 inches in diameter. There are three pumping stations, two recycled water storage tanks of 6.6 MG, and two open storage lakes. One pumping station is at the Long Beach WRP, a second pumping station is at the open storage lake at the Lakewood Golf Course. The third pumping station is located in El Dorado Park and is reserved for pumping groundwater into the system when needed. The two recycled water tanks are at the Alamitos Hill Reservoir site.

The remaining work to be completed under Phase 1 Expansion:

- *Phase 1C Expansion*—Upgrades to LBWRP Pump Station. The project is currently under phase and the construction is expected to be commenced in April 2003.
- *Phase 1D Expansion*—Construction of transmission mains in Clark Avenue, Stearns Street, and Redondo Avenue in Long Beach. The project is currently under construction. Construction is expected to be competed in August 2003.
- *Phase 1 Contract 2*—Construction of pipeline in Clark between Stearns Street and Atherton Street. Project is planned to be completed by August 2006.

5.2.2 Future Improvements

With increased demands for reclaimed water, several methods are available should the LBWRP fail to meet demands during peak hours, including off site storage and use of untreated groundwater. LBWD uses groundwater for its potable water supply after

treatment. Untreated ground water from the wells can supplement the recycled water system as needed to satisfy peak demands. This system exists with a pump station at El Dorado Park, which can supply untreated groundwater to the system.

A preliminary Recycled Water Master Plan Update by Montgomery Watson Harza in October 2002 evaluated the current and near-term operating conditions of the Recycled Water System, status of the Recycled Water Supply, and included a survey of potential additional customers. The main conclusion of the study is that the system can serve the existing customers but it has little or no excess capacity. Therefore, the existing distribution system does not have sufficient capacity to serve the Alamitos Barrier WRP, which is planned to come on-line in mid-year 2003 and will add 3.6 mgd demand.

The study found that the available recycled water supply from the Long Beach WRP is sufficient to meet the currently-known customer demands. However, because the Long Beach WRP has no recycled water storage reservoir, the LBWD system needs additional storage in the system to compensate for the diurnal variations in supply versus the demand usage.

In conducting a survey of potential customers, the study examined the volume of water that could be converted from potable water to recycled water use, the largest six potential customers comprise 60 percent of potential volume and the largest sixteen potential customers consist of 80 percent of the potential volume. Therefore, it is prudent for LBWD to focus on converting the large industrial water users from potable water to recycled water—these are mainly power plants (for use in cooling towers and boilers), commercial laundries, and oil well injection.

As a result of the Montgomery Watson Harza study the LBWD proposes Phase 2, 3, and 4 of the Recycled Water Expansion Project to meet the future recycled water demand:

- *Phase 2*—Construct approximately 2 miles of transmission mains and 8 miles of service lines to connect the Haynes Power Plant, AES Southland, LLC, and El Dorado Golf Course in the Southwest portion of the City.
- *Phase 3*—Construct up to two new recycled water reservoirs, construct a second pump station at Long Beach WRP, and/or a booster pump station at Alamitos Reservoir site located in the vicinity of Redondo Avenue and Pacific Coast Highway.
- *Phase 4A*—Construct approximately 5 miles of transmission mains and 3 miles of service lines from Obispo Avenue to Port of Long Beach.
- *Phase 4B*—Construct approximately 6 miles of transmission mains and 5 miles of service lines from Broadway to Wardlow Road to Walnut Avenue.

Phases 2, 3, and 4 of the Recycled Water Expansion Project are scheduled to occur between 2005 and 2008.

5.3 SANITARY SEWER

5.3.1 Existing Conditions

In February 1988, the Department assumed the responsibility of the various functions of the City's sanitary sewer system, including operations and maintenance. Later, in April 1990, the citizens of Long Beach passed a City Charter amendment that allowed greater autonomy for the Department in administering the City's sanitary sewer operations.

The Department has made considerable progress since 1988 in addressing the substantial challenges posed by an aging infrastructure, much of which is between 60 and 80 years old. The first Citywide Sewer Master Plan, developed by the Department, provides a prioritization of the sewer deficiencies that must be addressed. During the year, utilizing state-of-the-art video equipment, the Department televised 74,855 feet of sewer mains and laterals. This equipment provides the ability to locate sewer mainline and lateral repair needs without undertaking otherwise very expensive street excavation to pinpoint problems.

This year we completed 291 sewer lateral and 51 sewer main pipeline repair jobs, chemically treated 3,501 of the 15,595 sewer manholes to control vectors (including roaches, other insects and rodents), and cleaned 291 of the 718 miles of sewer pipelines throughout the City.

The Long Beach Water Department operates and maintains nearly 765 miles of sanitary sewer line, safely and expeditiously delivering over 40 million gallons per day to Los Angeles County Sanitation facilities located on the north and south sides of the City of Long Beach. From these facilities, treated sewage will be used in one of three ways. 1) It will be used to irrigate parks, golf courses, cemeteries, and athletic fields, 2) It will be used to recharge our groundwater basin, and 3) It will be pumped into the Pacific Ocean.

Long Beach's sanitary sewer system carries water from toilets, showers, sinks, and dish and clothes washers away from your home. In fact, most of the water you use in your home is put into the sanitary sewer system. Currently, a majority of the City's wastewater is delivered to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation District. The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the Los Angeles County Sanitation District.

JWPCP is located at 24501 S. Figueroa Street, Carson, California. The plant occupies approximately 350 acres to the east of the Harbor (110) Freeway. The JWPCP is the largest of the Los Angeles County Sanitation Districts' wastewater treatment plants. It provides advanced primary and partial secondary treatment for 350 million gallons of wastewater per day. The plant serves a population of approximately 3.5 million people, including most of the 460,000 residents of the City of Long Beach. At JWPCP, the treated wastewater is disinfected with chlorine and sent to the Pacific Ocean through

networks of outfalls that extend two miles off the Palos Verdes Peninsula to a depth of 200 feet.

The Long Beach Water Reclamation Plant is located at 7400 E. Willow Street in Long Beach. The plant occupies 17 acres west of the San Gabriel River (I-605) Freeway. The plant provides primary, secondary, and tertiary treatment for 25 million gallons of wastewater per day. The plant serves a population of approximately 250,000 people, including a portion of the 460,000 residents of Long Beach. Almost 5 million gallons per day of the purified water is reused at over forty reuse sites.

5.4 FLOOD CONTROL / STORMWATER

5.4.1 Existing Conditions

The Long Beach Stormwater system outlets to the following regional drains: Los Angeles River, San Gabriel River, Coyote Creek, Los Cerritos Channel, Heather Channel, Los Cerritos Line E, and the Artesia-Norwalk Drain.

The City of Long Beach was divided into thirty major drainage basins. Within each major basin there are sub-basins for major drains 36 inches in diameter or larger that have their outfall to a regional drain, regional retention basin or the Harbor. Many major basins contain two or more sub-basins. The sub-basins are further sub-divided into drainage areas contributing runoff to a drainage node.

There are five storm waste storage basins for Long Beach: Dominguez Basin, Dominguez Gap Basin, California Bowl, Hamilton Bowl, and Colorado Lagoon.

There are over 40 stormwater pump stations in Long Beach. Most of the larger capacity stations outfall to the Los Angeles River.

5.4.2 Regulatory Setting

Clean Water Act

The objective of the federal Clean Water Act (CWA) is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Section 402(p) of the CWA, as amended by the Water Quality Act of 1987, requires NPDES permits for stormwater discharges from municipal separate storm sewers (MS4s) to waters of the United States. Section 402(p)(3)(B) requires that permits for MS4s: "*(i)* may be issued on a system—or jurisdiction-wide basis; *(ii)* shall include a requirement to effectively prohibit non-stormwater discharges into the storm sewers; and *(iii)* shall require controls to reduce the discharge of pollutants to the maximum extent practicable, including management practices, control techniques and system, design and engineering methods, and such other provisions as the Administrator or the State determines appropriate for the control of such pollutants."

The objectives of this program are to effectively prohibit non-stormwater discharges and to reduce the discharge of pollutants to the maximum extent practicable (MEP) such that these discharges will not adversely impact the beneficial uses of our receiving waters. Essentially, the City's ultimate objective is to comply with the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. To meet these objectives, the City is fully implementing the Long Beach Stormwater Management Program (LBSWMP).

NPDES

The City of Long Beach has been issued a NPDES Permit from Los Angeles County. The permit has special conditions and mitigation, which apply to all demolition, excavation, and construction projects. These conditions control storm runoff and protect against erosion and contamination.

5.5 TELECOMMUNICATIONS

5.5.1 Existing Conditions—City of Long Beach

Current telecommunications services include the following:

- Telephone service provided by Verizon
- Cable Television service provided by Charter Communications
- Internet service is available from various Internet Service Providers
- Cellular phone service is available from numerous carriers

Each of the telecommunication providers available in the City of Long Beach offers a variety of plans and services to residential and commercial customers.

Telephone Service

Local telephone service is provided by Verizon. Long Distance service is available from a number of carriers.

Cable Television Service

The City has a franchise agreement with Charter Communications to provide Cable Television Services to the City.

Internet Service

City residents have many options when choosing an internet service provider. A number of dial-up providers offer service. Additionally, Verizon and Charter Communications off high-speed DSL and Cable-Modem service respectively.

Cellular Phone Service

A number of cellular phone providers offer service within the City of Long Beach. Cellular phone service companies are licensed and regulated by the State of California Public Utilities Commission (CPUC). The City regulates the location of transmission antennas and through the Zoning Chapter of the Municipal Code.

5.6 SOLID WASTE

5.6.1 Regulatory Context

The State Legislature, through Assembly Bill 939 (AB939), the California Integrated Waste Management Act of 1989, mandated that all cities and counties prepare, adopt, and submit a comprehensive solid waste management plan to the State for aggregation and analysis. The County of Los Angeles prepares a countywide plan that includes the Planning Area. The plan must address and detail each individual community's efforts and intended policies in the areas of waste characterization, source reduction, recycling, composting, solid waste facilities, education/public information, funding, special wastes, and hazardous wastes. The law also mandates that communities meet certain specific identified targets for waste reduction and recycling over specified time periods (25 percent by 1995 and 50 percent by the year 2000).

5.6.2 Existing Setting

Solid Waste Generation

According to the California Integrated Waste Management Board (CIWMB), household disposal comprises 35 percent of the City of Long Beach waste stream and commercial/industrial disposal comprises 65 percent of the waste stream.[1] Residents of Long Beach generated three pounds of refuse per resident per day in 2000 (the most recent year for which data are available), while businesses generated 17.5 pounds per employee per day. The largest percentages of both the residential and commercial waste streams were organic materials (45 percent for residential and 32.6 percent for businesses) and paper (27.5 percent for residential and 34.7 percent for businesses).

Waste Diversion: Source Reduction and Recycling

The City has a number of programs for diverting material from disposal, ranging from curbside recycling collection to composting workshops to business assistance. These programs have resulted in increased annual diversion, with CIWMB Board-reviewed diversion rates of 21 percent in 1995, 33 percent in 1998, and 55 percent in 2000.[2]

---

[1] California Integrated Waste Management Board: Jurisdiction Profile for the City of Long Beach; www.ciwmb.ca.gov/Profiles/Juri.

[2] Ibid.

Residential Refuse Collection

The City of Long Beach provides weekly refuse collection to all residential utility accounts within the City. Certain multi-family residences are considered commercial accounts and are addressed under Commercial and Industrial Refuse Collection, below. As of January 2004, approximately 70 percent of the approximately 118,000 residential accounts were provided with City-owned carts for automated refuse collection. Carts are available in 64-gallon, 96-gallon, and 300-gallon capacity. Refuse service charges reflect the number and size of carts: the greater the refuse capacity, the higher the fee. This system provides an incentive for residents to limit the amount of refuse for disposal.

The remaining 30 percent of residential accounts provide their own refuse receptacles. These accounts are collected manually.

The City provides two free special collections per year to enable residents to dispose of oversized items, furniture, electronics, appliances, tires, tree limbs, etc. These special collections are individually scheduled on a call-in basis, and additional special collections can be scheduled for a fee.

Approximately 218,000 tons of refuse were collected from residential accounts in 2002.

Commercial and Industrial Refuse Collection

The City provides commercial and industrial refuse collection, which includes certain multi-family residential. Commercial and industrial accounts are required by municipal code to utilize municipal refuse collection. However, commercial and industrial accounts that meet a certain threshold for waste generation may request to be exempted from this requirement. An account that has received such an exemption may contract with a private refuse hauler that is permitted to convey waste within the City. Approximately 5,000 commercial and industrial accounts utilize City refuse service.

Approximately 235,000 tons of refuse were collected from commercial and industrial accounts in 2003. Of that amount, 9,000 tons were collected by the City, and 226,000 tons were collected by private haulers.

5.6.3 Recycling

Curbside collection

The City has provided curbside residential collection of recyclable materials since 1992. Residents were originally provided with rectangular 18-gallon purple bins for the manual collection of commingled recycling. In 2003, the City began distributing wheeled carts for automated recycling collection. The manual recycling collection program was provided to all single-family residences and multi-family residences up to 10 units. Larger apartment buildings and nonresidential accounts were not eligible for curbside

recycling collection. The automated recycling program removes this restriction and includes all City-serviced refuse accounts.

Carts are available in 32-gallon, 64-gallon, and 96-gallon capacity. Unlike the variable rates charged for refuse, a flat recycling charge is included in refuse fees. The variable rate for refuse, combined with the flat rate for recycling, is intended to provide an incentive to recycle more and dispose of less.

The materials currently accepted for recycling are corrugated cardboard, newspaper, paperboard (such as tissue & cereal boxes), mixed paper, glass (bottles & jars), cans (aluminum, tin, or bi-metal), plastics (beverage containers marked with numbers 1 or 2, and all containers marked with numbers 3 or 4), plastic grocery and dry cleaner bags, waxed paper milk cartons, juice boxes, empty paint cans, empty aerosol cans, motor oil, and oil filters.

The City contracts with Waste Management, Inc. (WMI) for recycling collection. Approximately 17,000 tons of recyclable materials were collected from residential accounts in 2003. In addition, private haulers collected approximately 81,000 tons of material to be recycled from commercial and industrial accounts. This includes construction and demolition debris.

Recycling Centers

There are a number of locations throughout the City that accept recyclable materials. Some of these recycling centers offer payment for certain materials, some have charges for accepting certain materials (see Greenwaste, below), and some simply accept materials from the public with no fee or charge. Most recycling centers in the City are certified by the California Department of Conservation, Division of Recycling.

5.6.4 Private Haulers

Any person or company that intends to convey refuse for hire within the City must first obtain a Refuse Transportation Permit. Permitted haulers are required to submit an AB 939 report to the City on a monthly basis, reporting their gross receipts from refuse, recycling, and roll-off (dumpster) routes. Permitted haulers are also required to report their collected tonnage and tonnage of materials diverted from disposal. Permit fees include an AB 939 fee, which is a flat percentage of gross receipts, plus a recycling fee, which is a percentage of gross receipts that varies with the amount of diversion. The higher the diversion, the lower the recycling fee. There are currently 22 permitted private haulers in Long Beach.

5.6.5 Household Hazardous and Electronics Waste

The County of Los Angeles provides free Household Hazardous and Electronics Waste collections three or four times per month at locations throughout the County. The County schedules a collection in Long Beach approximately once per year. The County also operates four permanent hazardous and electronics waste drop-off locations. The

closest drop-off location to Long Beach is in San Pedro. County collections are available to residents only (waste from businesses is not accepted). The City will also pick up electronics waste as part of a special collection (see Residential Refuse Collection, above).

Used motor oil and motor oil filters are accepted in the City's curbside recycling program. In addition, there are a number of private hazardous materials clean-up and disposal companies in Long Beach and adjacent Signal Hill.

5.6.6 Greenwaste

Residential greenwaste is collected with refuse. The City encourages residents to recycle their greenwaste on-site by composting and grasscycling, providing educational materials and workshops to residents, schools, and any other interested parties or groups. The City sells composting bins at wholesale prices. There is a transfer station in the City that accepts greenwaste for a fee. The City encourages residents to recycle their Christmas trees by providing drop-off locations throughout the City and also picking up trees set out on the curb on a designated Saturday in January.

Commercial landscapers are encouraged to keep greenwaste free of contamination so they can take advantage of lower tipping fees for clean greenwaste at transfer stations and Los Angeles County landfills. Approximately 5,200 tons of greenwaste generated in Long Beach were used as alternative daily cover at area landfills.[3]

5.6.7 Construction and Demolition Debris

Source-separated construction and demolition (C&D) debris is collected by private haulers in Long Beach. While private haulers are required to report their waste collection and diversion tonnages, they are not required to report the material composition of their diversion tonnage. Because of this, the City has no data regarding the percentage of privately collected waste that is C&D. The CIWMB estimates that 7.9 percent of commercial waste is C&D.[4] Applying this to the total tonnage collected by private haulers, an estimated 17,900 tons of C&D debris were generated in Long Beach in 2002 (the most recent year for which data are available).

5.6.8 Disposal

Most refuse from the City of Long Beach is disposed of at the Southeast Resource Recovery Facility (SERRF) or at Puente Hills Landfill. Smaller amounts of waste are disposed of at landfills in Los Angeles, Orange, San Bernardino, and Kern Counties.

[3] ibid.
[4] ibid.

SERRF

SERRF is a publicly owned solid waste management facility that uses mass burn technology to reduce the volume of solid waste by approximately 80 percent, while recovering electrical energy. SERRF is located in the City of Long Beach and is permitted as a transformation facility. SERRF is permitted to accept 2,240 tons of waste per day and accepts an average of 1,500 tons per day. SERRF recycles approximately 825 tons of ferrous metals per month, and treated combustion ash is used at Puente Hills landfill as road base material. Approximately 241,000 tons of waste from Long Beach was disposed of at SERRF in 2000.[5]

Puente Hills

Puente Hills is a permitted Class III solid waste landfill. Puente Hills is located in Whittier and is owned and operated by the Sanitation Districts of Los Angeles County. Puente Hills has a permitted capacity of 13,200 tons per day, with a remaining capacity (as of October 1, 2001) of 20,200,000 cubic yards.[6]

[5] ibid.

[6] California Integrated Waste Management Board: Facility/Site Summary Details; www.ciwmb.ca.gov/swis

Chapter 6 ISSUES

Key issues in the City of Long Beach to be addressed within the context of the General Plan Land Use and Mobility Elements update include, but are not limited to, the following:

6.1 SOCIO-ECONOMIC

- The population in the City of Long Beach increased from 429,433 to 461,522, or by 7.5 percent from 1990 to 2000. However, the number of households only increased by 2.6 percent. This indicates that overcrowding is increasing in the City.

- The construction of housing units in the City of Long Beach has not kept pace with the growing population from 1990 to 2000. The number of housing units has increased by only 0.7 percent during this time period, another indicator that overcrowding is on the rise.

- SCAG projects that population in the City of Long Beach will grow slowly over the next twenty years, increasing from about 477,738 in 2005 to 534,128 in 2025, or about 0.6 percent annually. Employment is projected to grow about the same as population, and households are projected to grow only slightly more than population and employment.

- The average annual household income in City of Long Beach was estimated at about $54,735 annually in 2000, less than the County's average annual household income of $63,010.

- About 22.4 percent of the population in the City was determined to have poverty status in 2000, compared to the County at 17.5 percent.

- As a percent of total units, overcrowded units (defined as greater than 1.0 occupant per room), comprised 22.5 percent of the total units in the City of Long Beach during 2000. In the County, overcrowded units comprised 13.6 percent of the total units. Overcrowded units are a reflection of the increasing population growth without a relative increase in the number of housing units to meet this need. Additionally, overcrowding indicates there may be a lack of housing that is suitable or affordable.

- In 2000, about 27.3 percent of the population in the City of Long Beach age 25 years and older had not achieved a high school diploma, compared to 30.1 percent in the County. This indicates that a sizable proportion of the labor force may require job skill training in order to compete in the labor market for higher wages.

- Land costs throughout the under-utilized commercial corridors of Long Beach have increased significantly beyond comparable increases in commercial and residential rents, based on analysis of City documents.

- Except for the established commercial centers and the business district in Belmont Shore, the local serving retail establishments tend to be independently owned and do not generate strong taxable sales.

- Mixed-Use projects in older areas generally require public subsidies in order to develop within under-utilized commercial corridors regardless of the location within or outside an adopted redevelopment area.

- Public infrastructure improvements require greater funding than identified, resulting in potential infrastructure gaps and the inability of the City to offer sufficient financial incentives.

- In particular, the Port of Long Beach is dependent on heavy truck traffic that creates impacts on the City's streets, increasing the City's level of services and operations and maintenance costs. The Port indicated an annual 4.53 million TEUs (20-foot equivalent units) in 2002 for the Port of Long Beach, which will only reinforce the need for rail and truck related infrastructure.

- The City inventoried 1,000 acres of vacant land that it will market to the development community. With the exception of the Boeing site, these vacant parcels are scattered throughout the City and require land assemblage to create developable sites.

- In the Eastside Cluster, the reuse of the Boeing site as a mixed-use campus with retail, business park, industrial and residential land uses has the most market potential.

- There are opportunities for mixed-use development (commercial/ residential) in existing older and under utilized commercial corridors.

- Competition is keen in attracting higher paying jobs, especially in the high-tech industry. The City of Long Beach will have to undertake an aggressive marketing campaign to lure these types of end users.

- The Port of Long Beach and the Port-related activities are major employers in the City. Port-related activities support jobs in the transportation industry, importing and exporting, manufacturing, distribution and sales, in addition to the construction of Port improvements. According to the Port of Long Beach, an estimated 30,000 jobs in the City are supported by Port activity.

- Opportunities for revitalization and intensification of the commercial corridors in the City will be enhanced through the promotion of pedestrian and transit-oriented design principles, including: mixing residential and/or office above street level retail/commercial uses, designing around transit nodes where access is provided though some form of public transit, and designing pedestrian-oriented development.

- The City will also achieve its goal of increasing its residential base through these revitalization opportunities. Zoning ordinances should promote mixed-use development and address financial requirements and government incentives. Promoting pedestrian and transit-oriented development can create projects that are economically viable.

- Due to the lack of larger vacant properties and the built out nature of the City's commercial corridors, opportunities will be limited primarily to redevelopment and recycling of existing, under-utilized properties.

6.2 LAND USE

- There is not sufficient land for industrial and/or distribution/warehousing land use.

- There is no short term demand for new office development outside of the downtown and Long Beach Airport areas.

- There is a need to increase owner occupied housing.

- Negative community reaction toward increased housing density.

- Revitalize and better utilize commercial corridors as pedestrian-oriented; reduce the number of liquor stores, motels, and auto repair shops.

- Need to upgrade street beautification and maintenance.

- The City of Long Beach corporate limits are approaching buildout of available land use. Opportunities for new development within the City are constrained by limited land availability and physical features. These factors present an increased opportunity to explore reuse and intensification of existing areas and uses within the City.

- Quality retail and restaurants are lacking in many parts of Long Beach, and are strongly desired by residents and employees. The City has been making on-going efforts to enhance retail sales revenue.

- There are opportunities to create more community-oriented pedestrian-friendly neighborhood retail centers in Long Beach that will provide goods and services desired by Long Beach residents.

- Long Beach is built at a relatively low density/intensity; there are few buildings more than three stories high in the City, with the exception of downtown. While this is typical of suburban development, the opportunity exists to cluster some uses, such as mid-rise Class A office development, to create viable business centers and reduce infrastructure costs.

- Traffic congestion is a major concern in Long Beach, and could be seen as a disincentive for future development. The opportunity exists to create more high

quality jobs in the City, reducing the need for some commuters to leave Long Beach for work each day.

- There are insufficient parks and open space areas in Community Clusters 1, 2, and 3.

- Some neighborhoods can benefit by having more community focal points in the form of community buildings in parks, restaurants, and other public gathering places. The opportunity exists to make shopping centers more pedestrian-oriented with additional community and recreational amenities that could serve as gathering places, such as skating rinks, bowling alleys, or other indoor sports facilities.

6.3 MOBILITY

- Traffic that uses City local streets to avoid congestion on the freeway or arterial system that passes through City of Long Beach may be the largest impact and most significant transportation issue facing the City.

- The opportunity exists for the City of Long Beach to coordinate with neighboring cities and Los Angeles County to address impacts of new roadway improvements, as well as to ensure consistency across jurisdictional boundaries.

- There is an opportunity for the City of Long Beach to revise its street standards, which have not been revised since 1988, as future population growth and development occurs.

- The City of Long Beach needs to address potential future traffic impacts associated with increased freight rail activity and truck movement in and through the City from population growth and development, especially the Port of Long Beach.

- Need to develop a coordinated system for current local, regional, and interregional transit operations to ease commuting.

- Need to improve congestion and parking on the local street system, particularly around schools.

- Potential increased traffic impacts to the roadway system currently vacant parcels and underutilized are developed.

6.4 INFRASTRUCTURE

6.4.1 Water

- Best Management Practices with respect to water conservation and water use efficiency on new development within the City and SOI is being implemented. City should continue this practice.

- City's recycled water supply system to offset the use of potable water for irrigation is being implemented. City should continue this practice.
- City's use of its existing groundwater resources through blending and desalination; and to develop a hydraulic pipe network that can transport water across the City from service zone to service zone increasing system reliability is being implemented. City should continue this practice.
- As population within the City increases up to 2020, city buildout demands on the City's water supply will continue to rise. Annexation of the SOI areas will likely lead to further development and increased water demand.
- Future US EPA and State of California Department of Health Services water quality regulations may affect the City's water quality, supply, and treatment standards.
- City is currently revising its water and sewer master plan documents to reflect updates and incorporate current and future needs.

6.4.2 Sewer/Waste Water

- Opportunities exist to develop a sewer collection system to serve the unincorporated SOI areas that are presently unsewered.
- Proposed US EPA's CMOM Regulations are proposed to be adopted by the Regional Water Quality Control Board (RWQCB), affecting the City's capacity, management, operation, and maintenance of wastewater facilities. The city has been proactive in these efforts.
- Future Waste Discharge Requirements (WRD) will have greater emphasis on the control of fats, oils, and grease (FOG) in the City's waste discharge. The Los Angeles Region RWQCB may require the City to complete a sewer system management plan (SSMP) which will address emergency spill response, preventative maintenance program, establish legal authority, and FOG mitigation measures. City has been proactive in these efforts to meet future requirements.

6.4.3 Stormwater Drainage

- As federal and State stormwater requirements become increasingly strict, it will be more difficult for the City to be in compliance.
- New development provides opportunities to generate revenue for the enhancement of existing stormwater facilities to stay in compliance with upcoming stormwater regulations.
- It will be more difficult for the City to comply with the numerical standards in the form of "Total Maximum Daily Loads" (TMDL) for trash, nutrients, pathogens, and other pollutants.

- There is an opportunity to increase maintenance of the stormwater facilities to limit periodic street flooding and sewer flow spikes.

6.4.4 Telecommunications

- Opportunities exist for the expansion of broadband technologies, wireless networks, and other infrastructure improvements to provide high-quality telecommunication services for the City of Long Beach.
- There are opportunities to create economic development incentives to retain and attract new businesses to the City through the maintenance of a robust telecommunications system.
- There are opportunities to maintain and update City infrastructure at a rate that supports implementation of increased technology, given the fast pace of evolving technology.

6.4.5 Solid Waste

- Maintaining compliance with State mandates
- New mandates/landfill bans
- Increased source reduction and recycling incentives (more stringent PAYT)
- Composting facilities
- Electronics waste
- Construction and demolition debris

APPENDICES

Appendix A Socio-Economic Resources

APPENDIX A
SOCIO-ECONOMIC RESOURCES

Demographic and Economic Data

Demographic data by census tract from the U.S. Bureau of the Census, 1990 and 2000.

A field survey of the study area.

Attendance at key meetings with City staff and project team members.

Discussions with key individuals knowledgeable about economic conditions in the City of Long Beach and the Port of Long Beach.

City of Long Beach and Los Angeles County Taxable Sales from 1990 to 2000, California State Board of Equalization.

Historical building and permit activity from the Construction Industry Research Board (CIRB).

Labor Statistics (Consumer Price Index) from the U.S. Department of Labor Bureau of Labor Statistics.

Southern California Association of Governments (SCAG): Population, Households and Employment projections for 2000 to 2025.

Employment and salary data for the City and Los Angeles County from the California Employment Development Department, Industry Code Summary, 1992 to 2000.

Market data for office and industrial inventory and lease rates from Colliers Seeley Industry reports, second quarter June 2003.

Market data for housing prices from Dataquick, June 2003.

Economic Studies and Other Documents

City of Long Beach Bixby Knolls Design Guidelines, The Arroyo Group with Herb Barnes Graphic Design, EPT Landscape Architecture, and Patrick B. Quigley & Associates, October 2001.

Economic Development Strategic Plan, Long Beach 2010 Strategy, Administrative Draft, Rosenow Spevacek Group, Inc., July 2003.

East Village Arts District Guide for Development, Envicom Corp., October 1996.

General Plan Annual Progress Report, City of Long Beach, November 2001.

Long Beach 1990 U.S. Census Report No. 4: Tract Abstracts, City of Long Beach Planning & Building Department - Advance Planning Division, January 1994.

Market Feasibility Analysis for North Long Beach Redevelopment, Robert Charles Lesser & Co., February 2001.

North Long Beach Strategic Guide for Redevelopment, EIP Associates and Siegel Diamond Architecture, April 2002.

Strategic Guide for Development for the Central Study Area Framework Plan, The Arroyo Group in consultation with Keyser Marston Associates, Inc. and Linscott Law & Greenspan Engineers EPT Design, June 2003.

Strategy for Development for Greater Downtown Long Beach, Fileld Paolia Architects, May 2000.

North Long Beach Street Enhancement Master Plan, Willdan Infrastructure Improvements and Patricia Smith, ASLA, AICP Streetscape Improvements, August 2002.

Strategic Action Plan, Downtown Long Beach, Moore Iacofano Goltsman, Inc., July 2000.