



Southeast Area Specific Plan (SEASP) Open House | March 26, 2016

LAND USE

1. What areas in SEASP are changing?

Over 80% of the project area is not undergoing any change in land use.

Approximately 280 acres of the total 1,472 acres in the project area have been identified for some sort of revision under SEASP and include:

- 59 Acres of Wetlands previously approved for development will be permanently protected as Coastal Habitat, Wetlands and Recreation
- Two new Mixed Use designations
- A new Public designation

2. What types of uses are allowed in the Specific Plan?

Overall, the Specific Plan carries forward the existing land uses as they currently exist including established residential neighborhoods that comprise approximately 23% of the project area. The SP identifies a new designation—Coastal Habitat Wetlands and Recreation—that memorializes the wetland resources that area unique to the area and allows for recreational uses that provide the public with increased access to the coastal waterways found in the project area.

To create a walkable community and activity center, the Mixed Use designations allow for retail, hospitality, limited office and residential uses. This mix of uses at the project center allows for a greater number of people to have access to coastal resources and helps to increase walkability and minimize vehicular trips generated in the area. In addition, the Specific Plan provides opportunities for a range of housing choices for future generations, including traditional single-family and multi-family homes found in the area's existing neighborhoods as well as new residential that is allowed in the mixed use designations. Any new projects must contain uses and features that support the SEASP Vision that was created by the community.

3. What are the new mixed use designations and what do they achieve?

To create the type of community that the SEASP is envisioning, redevelopment of within SEASP is being concentrated to a handful of properties at the heart of the project area. These areas are designated as Mixed-Use Community Core and Mixed-Use Marina. It is envisioned that these areas will serve as the primary activity centers and gathering spaces for the SEASP project area. Projects proposed in these designations will include public plazas, paseos, and other amenities that are highly desired by the community.

4. How tall can buildings be in the SEASP?

Heights in the SEASP project area are proposed to remain the same in all districts except the Mixed Use designations. To accommodate multiple uses in a more focused area, the Mixed-Use Community Core area allows heights up to 5 stories and the Mixed-Use Marina district allows up to 4 stories. Additional height may be allowed in both



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mixed use districts (up to 7 stories in MU-CC and up to 5 stories in MU-M) if a project includes community benefits and includes a hospitality (hotel) use as part of the proposed mix of uses.

WETLAND BUFFERS

5. How will transitions to wetland areas be addressed?

The wetland and recreation areas near the waterfront provide a regional amenity that has been protected under the new Coastal Habitat Wetland and Recreation designation. Wetland buffers are typically required 100 feet from a wetland resource. However, due to site specific conditions, a smaller buffer may be approved. Any portion of the buffer less than 100 feet shall require contribution to a Wetland Monitoring Fund that will be created by the City. At a minimum, applicants must incorporate a 25-foot vegetated “habitat separation” area within the buffer which shall be approved by the City. The habitat separation area must be designed to shield the existing wetland from lighting, noise and human intrusion resulting from new projects. Buffers should:

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

The SEASP development standards also require reduced building heights adjacent to Shopkeeper Road and the Design Standards and Guidelines provide additional guidance for lighting and materials that should be used when a project is proposed adjacent to a wetland resource.

DESIGN STANDARDS & GUIDELINES

6. How is the character of the area going to be maintained or changed in SEASP?

Creating a sense of place in SEASP was a high priority of the community and has been addressed at several levels in the document. The Specific Plan envisions enhanced gateways and corridors with new landscaping or signage features to create a sense of arrival and to distinguish Southeast Long Beach as a community distinct from any other. The Specific Plan also includes guidance to restore and enhance views to waterways, wetlands and the mountains in the distance. Edge treatments adjacent to the water and wetlands are also incorporated. Near the Marina Pacifica waterfront, buildings are encouraged to orient toward the water and a new pedestrian boardwalk is proposed to provide additional accessibility to the area’s water-based amenities. Along Shopkeeper



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Road, the plan proposes lower building heights to be respectful of the transition to the adjacent wetland resources.

A part of creating place includes designing buildings and streets to be walkable and inviting. In the mixed use areas, ground floor retail with interesting storefronts and new plazas and gathering spaces are strongly encouraged, as are reduced block sizes that make it more comfortable for pedestrians so that people are more likely to get out of their cars. The Specific Plan also requires that new projects use high-quality materials and propose attractive architecture to create a sustainable, distinctive and lasting gathering space.

MOBILITY

7. How will the Specific Plan allow for the kind of change desired, while minimizing traffic impacts?

Existing traffic conditions are notably congested. Under the existing as well as the proposed new plan, any new development will generate a certain level of new traffic. The City's challenge: to allow for the kind of change desired in the SEASP vision while minimizing traffic impacts. If the amount of development or change allowed in the area is dictated solely by traffic volumes, the City would have to either prohibit all future development so no new traffic would be generated by new uses, or it would need to expand roadways to accommodate the existing and future traffic needs.

The City Council's direction to the project team was to develop a plan with community input that provided a change from the existing conditions. The SEASP Vision calls for a diversity of uses in close proximity to each other, a safe and efficient network of roadways with alternatives to the car and preservation of valuable coastal habitat wetland resources. To balance all of these objectives, the Specific Plan proposes strategies to limit traffic delay, including refinements to the lane configurations within the existing right-of-way to minimize impacts to adjacent natural areas. The SP provides an increase of safe transportation improvements in the SEASP area for bikes and pedestrians. The SP also requires:

- A mix of uses in the mixed use designations captures more internal trips to the area, reducing trips on surrounding roads since visitors and new residents have the ability to shop, dine and recreate within the area without having to use their cars
- Shorter block lengths near the 2nd Street and Pacific Coast Highway intersection to promote walking and biking in the study area
- New improvements for bikes and pedestrians that connect people to their destinations, such as bike paths and better pedestrian facilities between key destinations



Southeast Area Specific Plan (SEASP) Open House | March 26, 2016

- Parallel pedestrian and bicycle linkages where they can be implemented without adversely impacting wetlands resources
- Improved biking and walking environments such that people do not have to get into their cars to make short trips
- Additional long-term mobility options such as the implementation of a privately financed shuttle circulator that could provide access to key destinations between the SEASP area, Cal State Long Beach, the Veteran's Hospital, Belmont Shore and Naples, and possibly the Convention Center.

All major employers and new projects will be required to develop Transportation Demand Management (TDM) programs to encourage transit use, rideshare, off-peak working hours and other strategies to reduce traffic.

FUNDING FOR NEW IMPROVEMENTS

8. How will the improvements envisioned in the SP be funded?

Improvements in SEASP can be funded through Capital Improvement Plans, Impact Fees, Development Agreements, and Partnerships. In general, contributions and investment from the private sector can be used to pay for new infrastructure and services. The funding obtained from development impact fees and agreements will be directly tied to the magnitude of development that occurs in Southeast Long Beach. As a result, these sources may take time to become available. In the shorter term, the City may have more success collaborating with private property owners in the area to obtain desired improvements in some locations along important corridors.

SUSTAINABILITY

9. How does the Specific Plan balance interests to create a project that can be implemented over time?

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

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

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



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These three components are like three legs of a stool; they must all be in place for the stool to function effectively. Aligning the three pillars of sustainability often requires compromise and identifying ways to fulfill today's needs while conserving for future generations. For the SEASP area, this means thoughtful planning that accounts for the conservation and restoration of wetlands in the area; as well as access to nearby water amenities such as Cerritos Bahia Marina, Alamitos Bay, and San Gabriel River; improved transportation facilities that balance the needs of all users, pedestrians, cyclists, motorists, and transit riders; flexibility in housing choices; the creation of mixed use areas that allow the market to drive change; and design guidelines that set expectations for the physical environment.

The City has gone through great lengths to understand the trade-offs associated with various concepts and recommendations in this Specific Plan. The concepts in this Specific Plan may not give everyone everything they want or perfectly resolve every issue present in the SEASP project area. However, the approach and ideas presented in this Plan are the City's best effort to work through and balance complex issues related to biological resources, transportation systems, community needs, etc. to come up with a reasonable compromise to achieve the aspirations identified in the community-derived Southeast Area Specific Plan Vision.