URBAN DESIGN element

City of Long Beach General Plan

December 2019

creating livable environments

LONGBEACH
DEVELOPMENT
SERVICES

"What is the city but the people."

William Shakespeare

Urban Design

URBAN DESIGN element

City of Long Beach General Plan

Adopted by the Long Beach City Council on
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Vision

A City That Thrives

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"The more living patterns there are in a thing - a room, a building, or a town - the more it comes to life as an entirety, the more it glows, the more it has this self-maintaining fire, which is the quality without a name."

Christopher Alexander
Architect; Author - "A Pattern Language"

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Vision

A City That Thrives

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VISION: A CITY THAT THRIVES

Introduction

Today, Long Beach continues to evolve and develop as a community adapting to the global economy of the 21st Century. In essence, Long Beach is growing up – from a once-sleepy seaside suburb – to a young, vibrant City coming of age and looking to make its mark in a geographic arena dominated by the more well-known cities of Los Angeles and San Diego. But under the auspices of these two talked-about giants, Long Beach has continued on, in an unwavering direction, by staying true to itself and laying an urban framework to allow itself and the people that call it home to continue to adapt and thrive.

This Urban Design Element seeks to aid and shape the continued evolution of the urban environment within Long Beach, while at the same time leveraging the unique relationship of the City to its natural environment. It is concerned with both the preservation of existing neighborhoods that define its unique character and building upon them to allow for continued adaptation and improvement of the built environment. Desired goals of the Urban Design Element include:

Goals

Creating Great Places

Creating Great Places allows for friends and strangers to interact in a space that encourages activity, spontaneity, exploration and discovery. Great Places encourage businesses to relocate for both the quality of life of employees and their families. These Great Places are timeless and demand to be visited over and over again.

Urban Fabric

Defining patterns within the existing Urban Fabric successfully expresses what makes Long Beach unique, and is reflective of the neighborhoods and context of the City. It allows for the establishment of new development patterns that do not detract from successful, historical development patterns, but rather builds upon and celebrates the pre-existing Urban Fabric, both natural and man-made, as a component of place.

The Urban Design Plan: Creating exciting and vibrant places.

Public Spaces

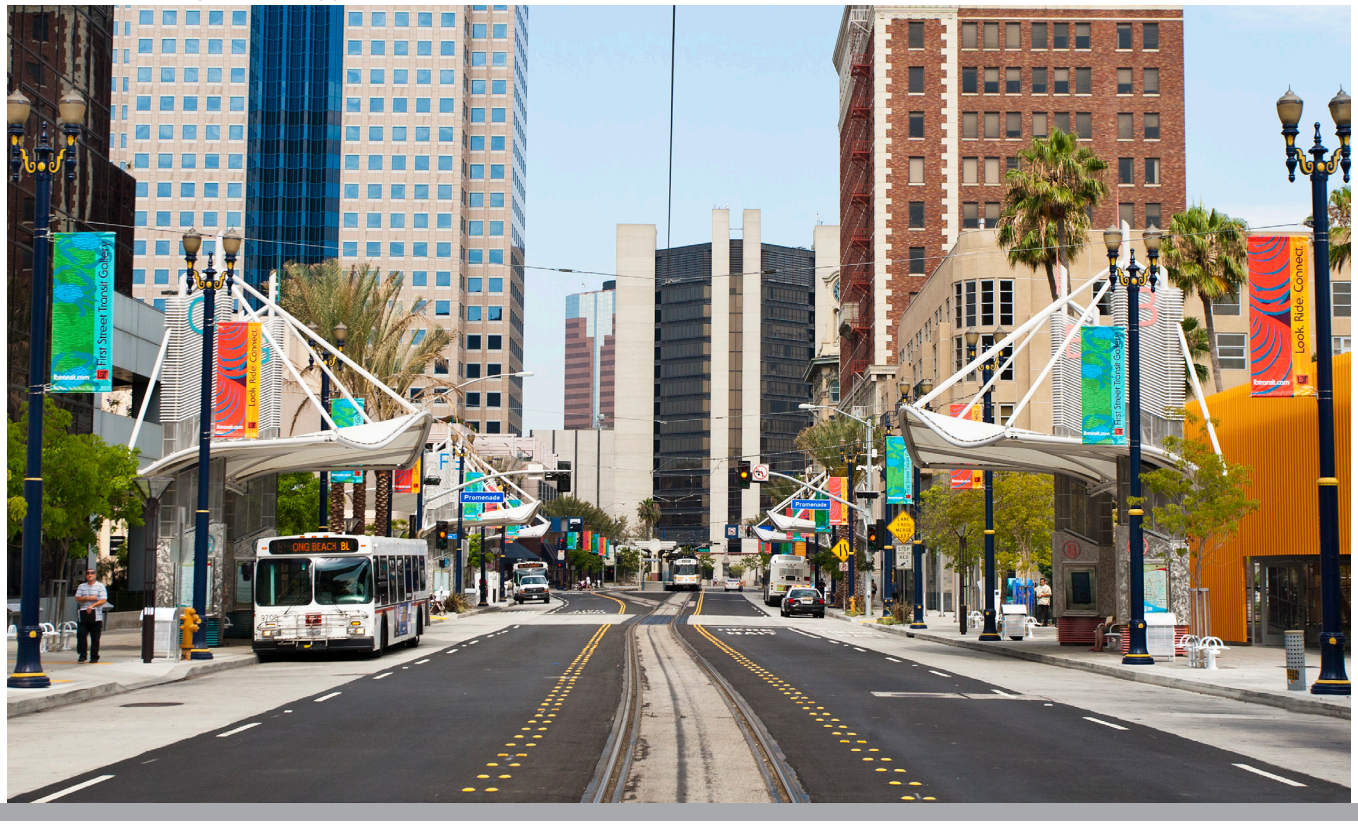
Integrating Public Spaces that allow for the community to come together for informal and formal events, where public art can be put on display, where both children and adults can engage in physical activities, and where civic engagement can occur. These Public Spaces are informed by the context of Long Beach and its history of diversity, uniqueness, and civic involvement.

Edges, Thoroughfares, and Corridors

Edges, Thoroughfares, and Corridors reflect the uniqueness of the natural and urban environments and the neighborhoods that they traverse. Natural and man-made edges, such as the Pacific Ocean, Port of Long Beach, Los Angeles River, and San Gabriel River, act as catalysts for improved environmental health, quality of life, and opportunities for non-motorized modes of transit. Thoroughfares act to define the larger commercial activities of the City, while at the same time integrating pedestrian amenities that allow for transitioning into adjacent districts. Corridors are the heart of the community where individual neighborhood characteristics are celebrated, opportunities for the 'public room' concept are provided, and a wide-array of multimodal transportation options are supported. Functioning corridors enhance the quality of adjacent neighborhoods, connectivity to them, and accessibility to goods and services.

Bicycle and pedestrian activity along the waterfront.

Multi-modal transportation opportunities.



Introduction

What is Urban Design?

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"Urbanism works when it creates a journey as desirable as the destination."

Paul Goldberger
Architecture Critic, The New Yorker

2

Introduction

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INTRODUCTION: WHAT IS URBAN DESIGN?

Urban Design Overview

Urban Design describes the physical character and organization of the urban environment and the relationship between people and the environment of a place. It considers the history of place, existing organizational patterns of the urban environment, the form and character of its buildings, health of its exterior pedestrian spaces, and its setting within the natural environment. These considerations as a whole are aimed to be representative and reflective of a community's values and define the context of place in which they reside.

The urban environment of Long Beach has been continually cultivated and developed over the past 150 years. The strong grid-like street layout, unique walkable neighborhoods, and recently revitalized downtown and Douglas Park areas are all signs that the City's continual cultivation of its urban environment is now coming to fruition. Defining urban design guidelines that represent the values of the Long Beach community will ensure that the built environment continues to contribute to the identity and qualities that make the City a unique and desirable place for people to visit and call home.

Improvements and enhancement to the spaces between here and there create an exciting sense of place and bridge the gaps between corridor and neighborhood, building to street, and business owner to patron. Quality urban design improves the quality of place, transforms underutilized areas into exciting places with unexpected discoveries, provides a setting for art and activities, and celebrates the diverse communities of Long Beach.

The intended outcome of this Urban Design Element is to strengthen the existing areas of the City that are already illustrative of the identity and qualities representative of the community's values. At the same time, urban design goals and strategies for weaving areas of land use conflict back into the urban fabric of the City will be outlined. Urban design goals and strategies will be informed by the defined values of the community and the context of the City of Long Beach.

Recreational opportunities along The Promenade create engaging spaces.

The Next Bold Moves: Vision in Motion

Healthy, Sustainable Neighborhoods

Fostering Healthy, Sustainable Neighborhoods will provide residents, both young and old, with opportunities to remain active and involved in the community. Sustainable neighborhoods provide opportunities for active and passive recreation, the ability to walk to shops and services, access to healthy foods, and the choice to age in place. These neighborhoods are considerate of existing conditions and potential future impacts. Architectural and urban design strategies help to design neighborhoods, streets, and outdoor spaces that encourage walking, bicycling, and safe, universal access to goods and services that increase regular physical activity and healthy eating in a community.

Compact, Connected Development

New development will efficiently utilize space by focusing growth within existing neighborhood districts, providing Compact, Connected Development that is adjacent to shops, restaurants, and services. New development should be considerate of proximity to public transit and should foster the use of alternative modes of transit. Spaces for public interaction and private reflection will provide a healthy contrast of an urban, yet secluded dynamic.

Healing the Urban Fabric (Minimizing Conflicts, Filling in Gaps)

Fragmentation of the urban environment has occurred slowly over the past 60 years, fostering areas of unintended land use conflict within the City. Healing the Urban Fabric by addressing these areas of conflict and underutilized spaces, and weaving them back into the existing urban fabric, will allow opportunities to expand upon strong, adjacent neighborhood frameworks and establish new neighborhood identities. Gaps in the urban form can be filled and can create continuity in the urban environment.

Priority focus for Healing the Urban Fabric should be placed along corridors and in established and historic neighborhoods. Highest aspirations for key sites and special locations should be identified in order to facilitate growth and revitalization.

Corridors and Adjacent Neighborhoods

Improving traffic congestion, the distribution of goods and services, and mobility functions, as described within the Mobility Element, will help enhance the quality and linkages between corridors and adjacent neighborhoods. Urban design policies incorporate methods for strengthening connections by encouraging the physical connection to pedestrian networks and adjacent and adjoining neighborhoods, alleys, open spaces, and the broader community with nodes, plazas, open space areas, art, and landscaping. Incorporating safe accessibility to corridors and providing amenities along the way will help activate the urban environment and entice people to walk or ride their bike to local neighborhood services instead of driving.

Molina Plaza.

133 Promenade.

Improved Relationships Amongst Buildings, Streets, Public Spaces, and People

Improved relationships between buildings and streets will create environments where both can interact in lively and continuous synchronicity. Public spaces will be integrated throughout the urban environment, which allows for outdoor exercise, people-watching opportunities, and formal and informal interactions. People will be enticed to explore these public spaces and streets, and in conjunction with buildings, will provide visual and intriguing curiosity.

Economic Vitality

Supporting and building upon the economic activity of the City will ensure continued job opportunities for new and existing residents and provide opportunities for new businesses to locate and thrive. This includes providing opportunities for live-work settings, expanding upon existing business successes, and laying the foundation for the new, digital economy of the 21st Century. Adaptive reuse also encourages growth by healing the urban fabric to support and sponsor economic vitality. New growth will be targeted at identified areas of change in order to foster economic activity.

A patio and dining area provides an active and engaging frontage along The Promenade.

The Promenade has become a successful redevelopment project, bringing new life and activity to the Downtown area.

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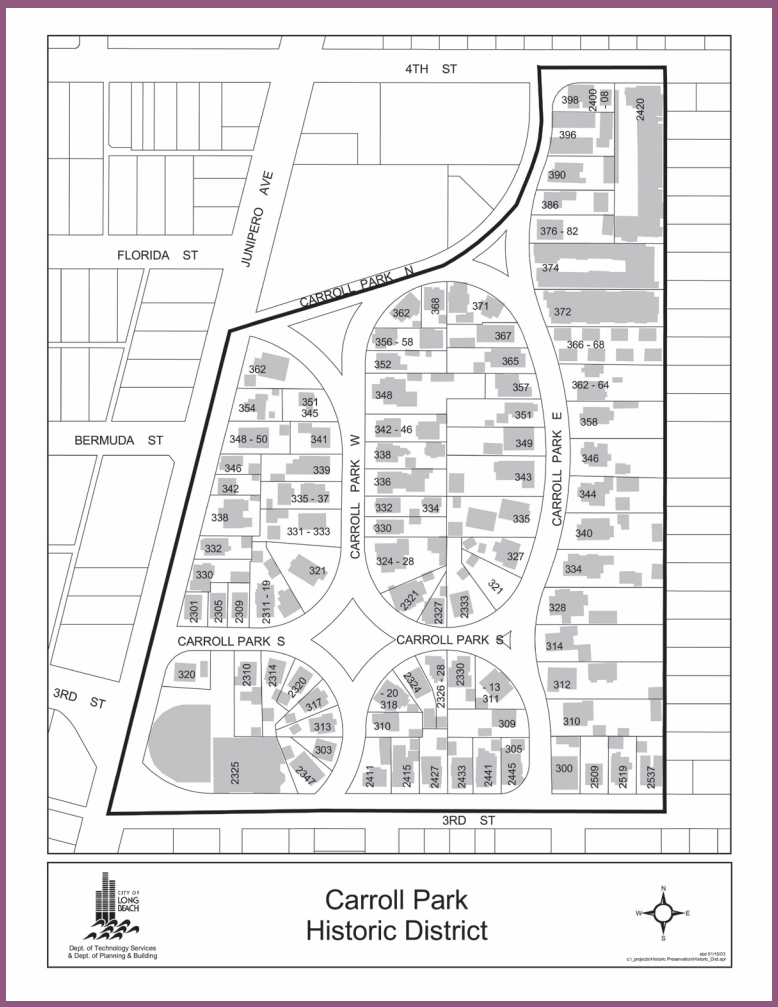
Context

Understanding the Urban Fabric

3

"I believe that the idea of the totality, the finality of the master plan, is misguided. One should advocate a gradual transformation of public space, a metamorphic process, without relying on a hypothetical time in the future when everything will be perfect. The mistake of planners and architects is to believe that 50 years from now Alexanderplatz will be perfected."

Daniel Libeskind
Architect



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Context

Understanding the Urban Fabric

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CONTEXT: UNDERSTANDING THE URBAN FABRIC

History

Understanding the Past and the Place

The City's history is reflected in its built environment. Everything from City boundaries and existing land uses, to the configuration of streets and the quality of the public realm, are the results of past planning and development efforts. These practices, while informed by the City's collective values, evolve over time with each era, reflecting a slightly different focus and way of thinking about Long Beach. Important aspects of the City's historic features are described in more detail in the Historic Preservation Element and associated Historic Context Statement.

Today, Long Beach is comprised of mature urban and suburban neighborhoods, and both types have buildings that are historic, traditional, or contemporary in style. Differences can be seen in the infrastructure of neighborhoods. For example, the narrow street and small blocks of Downtown have always been very walkable in comparison to the post-war pattern of wide streets and large blocks, found in places like East Long Beach, that reflect automobile-centric planning common to that era. Additionally, major streets throughout the City have been widened over time to move more automobiles efficiently within the City; today, it is understood that those decisions have not been ideal for pedestrians, bicyclists, or the creation of livable neighborhoods.

The City's growth over time, and development linked to positive economic cycles, has made the City a tapestry of land uses, street types, and development patterns. There is no doubt that while residents and business owners enjoy many aspects of the City today, they also want neighborhoods to become more livable and sustainable over the next twenty years and beyond.

Our Region. Our City.

The Fabric: Understanding the City Today

Before setting out to plan for the future, it is helpful to understand how Long Beach evolved into its present form and how it is perceived today as a City within the larger metropolitan region of Los Angeles and that of Southern California. Our history manifests itself in the physical form and layering that exists today. Looking at the City's physical features helps provide a clearer image of the City in its totality. The overlapping networks and various features provide a number of ways to look at and consider our built environment. This urban form analysis is intended to provide a brief context for understanding the current built environment of Long Beach, focusing on the major features, district centers, and primary corridors that connect established neighborhoods. It should serve as a foundation for thinking about urban design at the scale of the City, and ultimately at the finer grain of the neighborhood.

Historic Long Beach Postcards.

Edges

The City encompasses 50-plus square miles, framed by naturalistic and man-made features. Most notable, is the stretch of Pacific Ocean that defines the southern waterfront edge and is the City's namesake. The natural features of the bay and white beaches all along its edges are very special for a city the size of Long Beach. The San Gabriel River and Coyote Creek define the eastern edge of the City up to the Orange County bordering the cities of Cypress, Los Alamitos, Rossmore, and Seal Beach. The western edge is defined by the City of Los Angeles' port-related facilities, the Los Angeles River, and the cities of Wilmington, Carson, and a portion of unincorporated Los Angeles County. The northernmost part of Long Beach is bordered by the cities of Compton, Paramount, and Bellflower. The cities of Lakewood and Hawaiian Gardens complete Long Beach's northeastern boundary. Signal Hill is isolated in the center of the City, forming an unusual internal boundary near the southwestern edge of the Long Beach Municipal Airport, along the Old Pacific Electric route.

In the eighteenth and nineteenth centuries, ranchos were created from Spanish or Mexican land grants throughout California. Today, these ranching boundaries exist in some locations as remnant edges or major thoroughfares. Long Beach is comprised of portions of Rancho San Pedro (Dominguez), Rancho Los Cerritos, and Rancho Los Alamitos.

Thoroughfares

Five major freeways represent the regional thoroughfares in Long Beach and provide regional access for residents, employees, and visitors who use the 103/Terminal Island Freeway, 710/Long Beach Freeway, 405/San Diego Freeway, 91/Artesia Freeway, or the 605/San Gabriel Freeway. These regional corridors are vestiges to the Interstate Highway System of the 1950s and 1960s when they were built, and provide convenient, grade-separated regional connections, but also divide the existing urban fabric.

Other major thoroughfares that give definition to the City and the neighborhoods they traverse, include the Pacific Coast Highway and boulevards such as Ocean Avenue, Lakewood Boulevard, Atlantic Avenue, Anaheim Street, 7th Street, Long Beach Boulevard, Carson Street, and the Los Coyotes Diagonal. The regional and major roadway network is discussed in greater detail within the Mobility Element.

Metro's Long Beach Blue Line, from Los Angeles, provides a fixed rail transit thoroughfare and a unique experience of moving north-south through the City and connecting Downtown Long Beach with Downtown Los Angeles.

Bicycle transportation along the waterfront.

Public transit.

Scenic Routes

The existing designated scenic route of Ocean Boulevard and Livingston Drive will continue to be a scenic route within Long Beach. In addition, the system will be expanded to include Ocean Boulevard on the Belmont Peninsula, the Promenade in Downtown, the Los Angeles River and San Gabriel River corridors, Appian Way along the Colorado Lagoon, Marine Stadium, Studebaker Road, the approach road to Rancho Los Cerritos, and the entire stretch of Pacific Coast Highway. These roadways are, or will become by 2030, scenic highways. To that end, the roadways will receive highest priority for streetscape and utility undergrounding funding. Future projects along these scenic routes will be scrutinized for their architectural contributions to the overall aesthetic value of these important corridors.

Trails

Trails allow for non-motorized movement across the City on bicycle or by foot. These include the Bluff Park trail and Shoreline Park along the Pacific Ocean beach and the paths along the Los Angeles River and San Gabriel River. Collectively, bicycle paths, routes, and bikeways create a trail mobility network that provides access within the City.

Districts

Long Beach can be defined through its many districts that vary by the mix of land uses and architectural character. Long Beach is often described as a great city made up of unique neighborhoods. Residential districts comprise the largest area of the City, but there are also other large districts such as industrial districts and the Downtown district. The historic districts, in particular, often have well-defined characters and edges. This plan redefines districts to achieve an ideal and more complete mix of land uses by applying the concept of PlaceTypes (introduced later in this chapter and discussed in the Land Use Element), which are essentially district-oriented land use designations.

Centers

Centers are places in a city where people and activities are clustered. A main street corner or central shopping area that brings residents together constitutes a center of local activity. Centers serve as the social heart for many Long Beach neighborhoods and can be elongated in form, like a segment of a corridor such as Atlantic Avenue in Bixby Knolls, or just focused around an intersection such as Broadway at Redondo, or Viking and Nordic Way off Carson Street.

Gateways

Often our first impression of Long Beach is made as we enter through gateways from major freeways or boulevards into the City. Gateways can clarify the beginning of, and announce the arrival into, distinct neighborhoods and districts. Important transportation gateways into the City include the Long Beach Municipal Airport, Metro Long Beach Blue Line stations, and the Cruise Ship Terminal.

The Pike at Rainbow Harbor along Shoreline Drive.

Tourists orient themselves at The Pike at Rainbow Harbor.

Landmarks and Iconic Sites

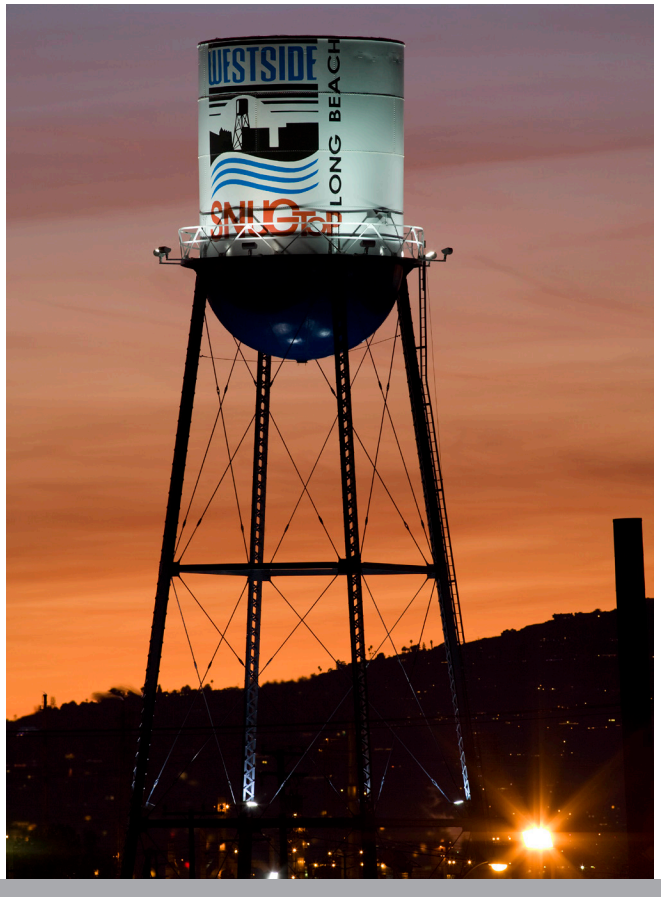
Landmarks help orient us as we move through a city. From an urban design perspective, they can be an important building, historic site or structure, an established neighborhood, landscaped area, or natural feature. Some of the City's major landmarks include the Downtown, Pine Avenue, the Long Beach Convention and Entertainment Center, Aquarium of the Pacific, Queen Mary, Queensway Bay and offshore islands, Villa Riviera, Second Avenue, Traffic Circle, Cal State Long Beach, Long Beach City Colleges, Long Beach Memorial Medical Center, Long Beach Municipal Airport, and Signal Hill. Some of the historic and cultural assets of Long Beach include the two beautifully preserved original ranchos, the Rancho Los Cerritos and Rancho Los Alamitos; the iconic Villa Riviera building and other designated historic landmarks, the Pier J port complex, the shoreline area and Downtown skyline, and the many historic and well-maintained neighborhoods located throughout the City that provide distinctive environments that denote our storied past. Public and communal buildings, such as the Airport terminal, Museum of Latin American Art (MOLAA), libraries, and other civic structures are all visual assets unique to Long Beach. Iconic sites are those locations that can be seen from a long distance or from multiple locations, and are where corridors terminate, such as the Villa Riviera, seen clearly while traveling in its direction along Ocean Boulevard and Alamitos Avenue; City Hall, where 1st Street terminates; and other similar locations. Dramatic, well-landscaped approaches to special locations, such as the driveway to the Ranchos, contribute significantly to these iconic sites.

Old Long Beach Airport.

Water Features

Alamitos Bay and the neighboring channels, estuaries, and waterways were once part of a much larger wetlands area, associated with the terminus of the San Gabriel River, and including what is now referred to as the Los Cerritos wetlands and the remainder of the Southeast Area or Southeast Area Specific Plan (SEASP) area. Many of these areas were land-filled over time to create the buildable lands where neighborhoods and commercial centers are now located. Naples, Belmont Shore, the Peninsula, the Marina Stadium, and Colorado Lagoon are all part of this interconnected waterway system. Belmont Pier marks the western extent of this area along the original shoreline. Closer to the Downtown is the original shoreline, still defined by the bluffs, which start at Bluff Park and Alamitos Beach, and continues along the lower slope behind the Villa Riviera and Breakers buildings. These buildings used to sit on the bluffs above the ocean at a time when waves regularly reached the beach along this portion of the shoreline. The area that is now the Pike and the cargo terminals of the Port of Long Beach were land-filled as part of the creation and dredging of the Long Beach Harbor complex. Since World War II, the harbor and south waterfront define the terminus of the Los Angeles River, as it completes its 50-mile journey from the western end of the San Fernando Valley.

Westside Tower.



Topography and Views

Long Beach gently slopes down toward the ocean from north to south, as part of the alluvial plain between the Los Angeles River and San Gabriel River. The City slopes with the exception of Hilltop/Willow Spring Park and other uplifted areas associated with the Newport Inglewood fault zone, which runs through the City from the southeast, through Alamitos Bay and the Colorado Lagoon, to the northwest near the Dominquez Gap. Views help orient us between landmarks in the City. Long Beach's topography provides opportunities for views to and from higher elevations and buildings that help with wayfinding. Vistas from high points, open locations, long corridors, and other similar places within the City include high grounds in mid-City and near Signal Hill looking toward Downtown and the coast, small promontories such as Los Cerritos hill, views across the airport tarmac, into golf courses and parks, along rivers and channels, and natural areas among others. Wide, tree-lined streets through older neighborhoods can be scenic and pleasant to traverse, and adds to the visual character of a neighborhood. Other important vistas include the view along Alamitos, south to Villa Riviera; El Dorado Park; 3rd Street to the Port of Long Beach cranes; Ocean Boulevard; Bluff Park to the Pacific Ocean and Belmont Pier; Queensway Bay and Shoreline Park to the Queen Mary and cruise ships; the Downtown; the marinas; and Los Coyotes Diagonal to the distant San Gabriel Mountains. There are also dramatic views from the City of Signal Hill out and over Long Beach. While there is otherwise little topographic relief across the rest of the City, this assures that there are also many walkable and bikeable neighborhoods.

Long Beach Skyline.

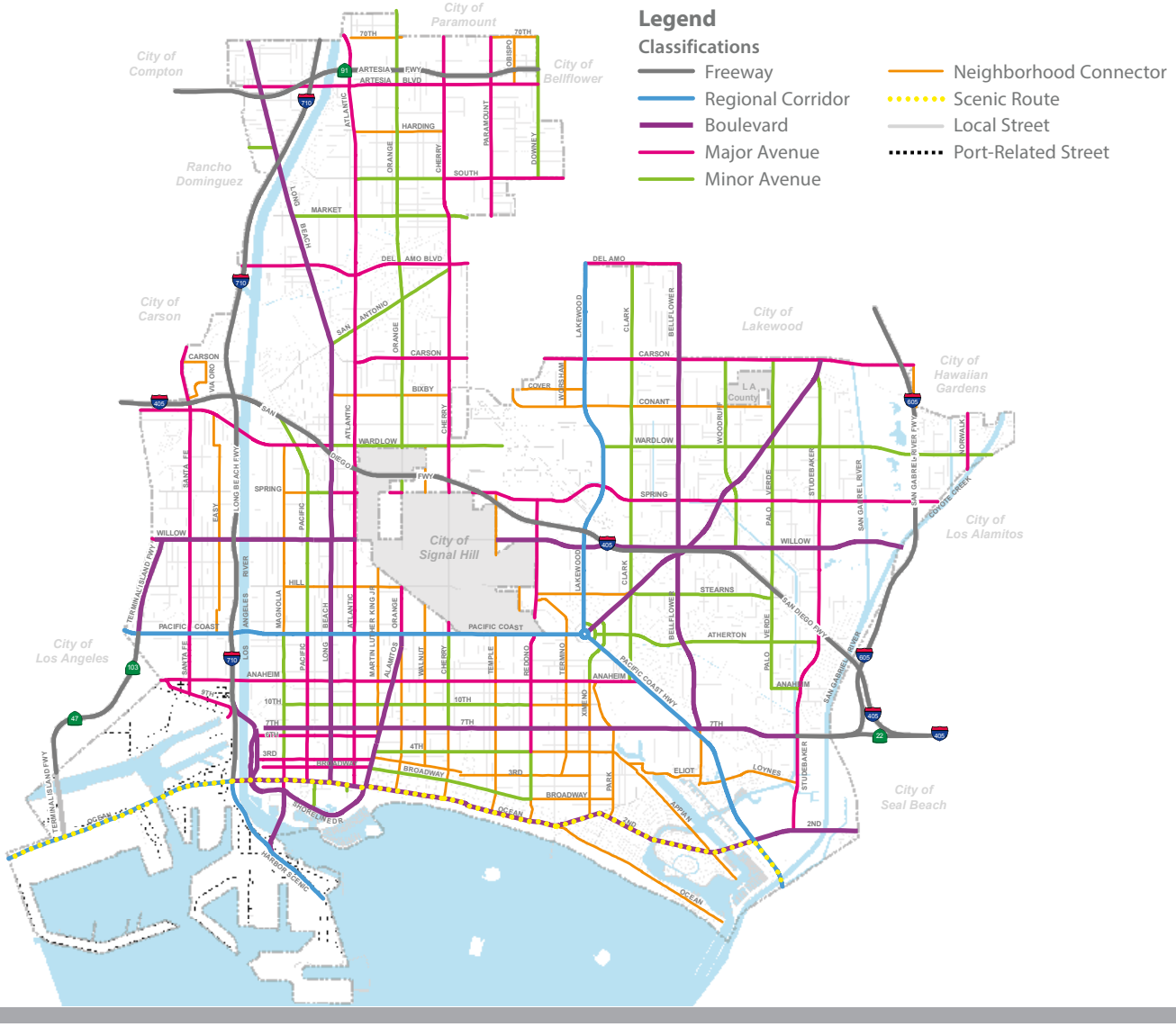
Connecting Corridors

There already exists a framework that connects a variety of neighborhoods within the City. These major connections are comprised of streets, avenues, and boulevards that run uninterrupted across the City. Each major connecting corridor needs to adequately serve the pedestrian, bicyclist, automobile, bus and rail transit service, and the existing and projected land uses that frame them.

Each connecting corridor should reflect the individual neighborhood that it traverses and serves. The corridors provide opportunities to serve as a bridge that can reconnect neighborhoods throughout the City. In many cases, corridors also serve as the heart of a community, and their local activities help define a unique place within the City. Connecting corridor examples include Long Beach Boulevard at Market and 2nd Street in Belmont Shores.

Future development along the corridors is critical to reinforcing strong connections between neighborhoods across the City. Most of the major boulevards are centers for commercial activity, but current conditions reflect a focus on widened roadways and automobile capacity, which has significantly affected the quality of the public realm for pedestrians. Future planning efforts along the corridors should incorporate pedestrian amenities and improved circulation to increase mobility and provide opportunities to create truly successful pedestrian-oriented districts. There are also opportunities to focus on development within neighborhood centers along the corridors, improve the overall public transit experience, improve bicycle circulation, and integrate sustainable streetscape practices with respect to water management and usage. A number of these concepts and strategies are presented and elaborated on within the Mobility Element.

Street Classifications (Refer to the Mobility Element)



Public Realm and Sustainability

Creating a more sustainable and healthy Long Beach is a long-term endeavor, which includes protection of its natural features, reduction in carbon emissions, and energy and water use. The ocean, rivers, and wetlands of Long Beach are the most sensitive to pollution. Reducing run-off into these water bodies and minimizing pollution released into the air are top priorities. Since the largest contributor of harmful emissions are cars and trucks, reducing vehicle trips is also essential. The most significant way to achieve a sustainable and healthy Long Beach is to effectively connect land use and transportation in order to ensure residents have better access to their homes and work, thus reducing their need to drive. In a built-out city, the opportunities for new development are limited, making each decision that much more critical. Implementing the Green Port Policy included in the Port of Long Beach's Strategic Plan will also play an important part in making the City's future more sustainable.

At the street level, the use of innovative approaches to stormwater management, drought-tolerant and low-water landscaping, and energy-efficient street light fixtures can assist in the preservation of water and energy. Improving Long Beach's sustainability will require looking at the City holistically: as a fabric of natural features and man-made interventions such as streets, sidewalks, and buildings, which must be thoughtfully planned and coordinated to promote more sustainable neighborhoods.

Creating healthier neighborhoods involves providing adequate open space and recreational opportunities, as well as convenient access to healthy foods and health care services. Providing safe places for people to walk and meet neighbors builds a sense of community, while also contributing to healthier lifestyles.

Another facet of sustainability and social equity is balancing the distribution and availability of resources across all of the City's neighborhoods in the future, from North Long Beach to the Shoreline, and from the East side to West Long Beach. The National Academy of Public Administration defines social equity as "the fair, just, and equitable management of all institutions serving the public directly or by contract; the fair, just, and equitable distribution of public services and implementation of public policy; and the commitment to promote fairness, justice, and equity in the formation of public policy." This Chapter is intended to further sustainability and social equity distribution across the City through strategies and policies included within Section Four.

A bioswale filters stormwater before entering storm drains.

Providing bicycle facilities encourages use of alternative modes of transportation.

Placemaking

The previous sections described the elements of natural features, corridors, and public space within a regional context across the City. However, most people experience the City at the everyday scale of neighborhoods and centers, like Downtown Long Beach, where pedestrian and commercial activities are focused. Great cities are defined by a variety of places across diverse communities and terrain. Understanding the existing character or spirit of a place, paired with a vision of its potential future, provides a framework to support "placemaking" of these vital centers.

The scale of each place can vary from just a small space, to a couple of blocks, to a larger reach in bigger districts. There are "commercial/corner nodes," which are more like an auto-oriented regional commercial center, and "pedestrian-oriented places," which look more like a pedestrian-friendly neighborhood center. Both of these types of places must consider pedestrians and cars, but they serve two very different purposes. In each case, the challenge is to enhance the pedestrian experience, not simply facilitate the movement of traffic through these places. In creating a comprehensive "placemaking" vision, it will be essential to balance the needs of both automobiles and pedestrians.

Increasing density will also need to be considered to make some of the neighborhood centers more viable. Providing a mix of services that include provisions for additional housing options will help to create livable communities that integrate strategies for mobility, density, and amenities. Selecting key focus areas within neighborhood centers will provide an example and a catalyst for how specific areas can evolve into vibrant centers of activity for individual neighborhoods, similar in style and form found within the great cities around the world.

Walkable streets encourage a healthy pedestrian environment.

The Promenade provides a mix of uses and lively amenities along a pedestrian street in the heart of downtown.

Urban Design Plan

Creating Livable Environments

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"Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how."

Edward T. McMahon
The Conservation Fund

4

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4 Urban Design Plan

Creating Livable Environments

URBAN DESIGN PLAN: CREATING LIVABLE ENVIRONMENTS

This section describes the goals of urban design in Long Beach at the highest level, outlining the intended long-term effects of incorporating urban design considerations into policy and development decisions.

Great Places

Great places have functional neighborhoods, are attractive and aesthetically pleasing, provide healthy activities, are economically viable, enhance social and cultural vitality, and promote the arts. The following strategies support great places.

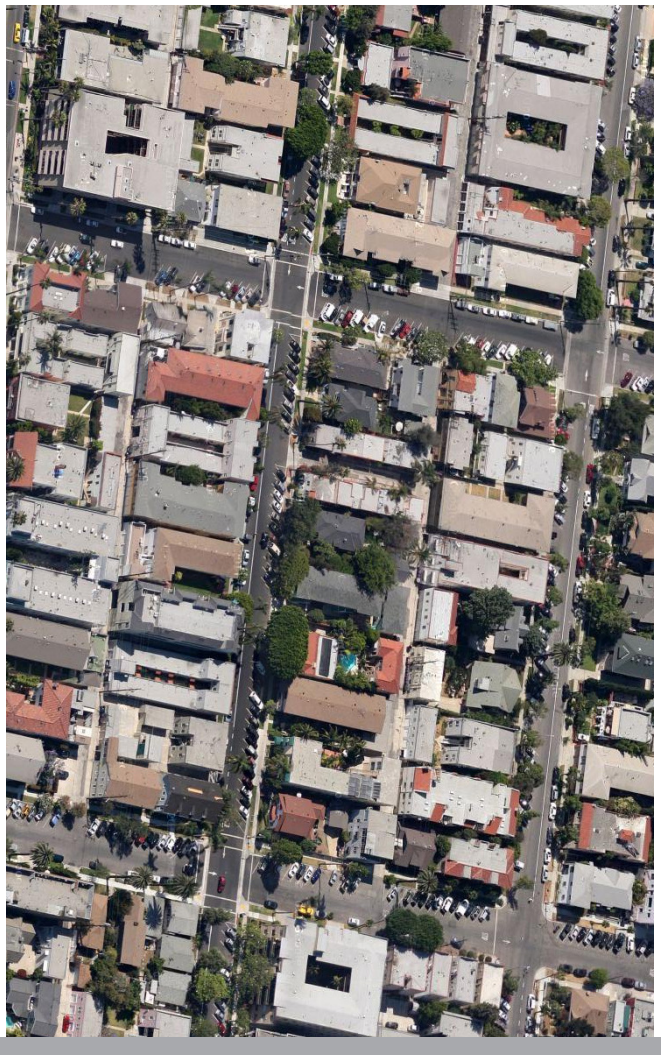
Improved Functionality

STRATEGY No. 1: Improve function and connectivity within neighborhoods and districts.

- **Policy UD 1-1:** Support the goals, strategies, and policies of the General Plan Elements.
- **Policy UD 1-2:** Focus development and supporting infrastructure improvements within targeted Areas of Change identified within the Land Use Element.
- **Policy UD 1-3:** Promote the adaptive reuse and appropriate infill of resources within the existing urban fabric.
- **Policy UD 1-4:** Focus on building flexible design on ground floors to allow for active building frontages along corridors and at the street level.
- **Policy UD 1-5:** Prioritize and revitalize streetscapes in existing neighborhoods and targeted areas of change to provide well-lit streets, continuous sidewalks, consistent paving treatment and improved crosswalks at intersections.
- **Policy UD 1-6:** Identify streets that can be reconfigured to accommodate a variety of improvements, such as wider sidewalks with trees, bike paths, dedicated transit lanes, and landscape medians or curb extensions that make the streets more attractive and usable, consistent with Complete Streets principles.
- **Policy UD 1-7:** Employ timeless and durable materials in streetscape designed amenities.
- **Policy UD 1-8:** Promote universal design in public and private development to ensure accessibility for people of all abilities.

Since 2012, Long Beach has installed over 130 miles of bike trails and over 1,200 bike racks.

Improve functionality in sidewalk uniformity, streetscape paving , landscaping, and lighting.



Improved Appearance

STRATEGY No. 2: Beautify and improve efficiency of corridors, gateways, and private and public spaces.

- **Policy UD 2-1:** Encourage a mix of building forms that embrace key historic resources of a neighborhood, encouraging architectural preservation and allowing for innovative renovations to older structures that will contribute to neighborhood character.
- **Policy UD 2-2:** Remove or screen visual pollution, including amortizing blighting conditions.
- **Policy UD 2-3:** Promote enhancement of the built environment through façade improvements, quality and context-sensitive infill development, and landscaping.
- **Policy UD 2-4:** Incorporate aesthetic elements such as pedestrian lighting, gateway landscape treatment, and ornamental landscaping throughout the City.
- **Policy UD 2-5:** Building elements and landscaping should screen items such as above-ground wires, communication boxes, back-flow preventers, and electric transformers that create visual distractions.
- **Policy UD 2-6:** Prioritize aesthetic considerations in the refinement of development standards to enhance the quality of new and existing developments within scenic areas and iconic sites.
- **Policy UD 2-7:** Identify, protect, and enhance designated scenic routes and iconic sites described in Public Spaces in this Chapter.
- **Policy UD 2-8:** Minimize visual clutter that detracts from an overall positive experience of a pedestrian. This would include regulating signage and the use of electronic signs and billboards (which may be appropriate in certain urban locations more than others).
- **Policy UD 2-9:** Encourage the use of aesthetically designed common trash enclosures in alleys for multiple businesses to create more attractive and walkable environments.

STRATEGY No. 3: Support distinct and attractive neighborhoods that are dynamic, active, and engaging.

- **Policy UD 3-1:** Preserve important neighborhood characteristics that create a sense of place, including buildings, landmarks, development patterns, design features and materials, streetscapes, signs, landscaping, public amenities, and open spaces.
- **Policy UD 3-2:** Work with neighborhood groups and business associations throughout the City to develop and implement local neighborhood improvement plans.
- **Policy UD 3-3:** Encourage collaboration among local neighborhood residents, businesses, places of worship, schools, and service providers to build neighborhood cohesiveness, foster neighborhood improvements, and promote appropriate infill and regeneration of existing neighborhoods.

Wide sidewalks create opportunity for a lively and engaging walkable environment.

Improved Health and Sustainability

Long Beach values the health and wellness of its City and residents. With a rise in obesity and other diseases that result in unhealthy lifestyles and diet, the following strategies and policies present opportunities for designing buildings, neighborhoods, streets, and outdoor spaces that encourage active transportation and recreation, and provide greater accessibility to healthy foods and services.

STRATEGY No. 4: Promote and support programs and projects that support physical activity and social engagement.

- **Policy UD 4-1:** Follow the guidelines in the "Healthy Communities Policy" adopted by the City Council on October 14, 2014.
- **Policy UD 4-2:** Support the goals and programs of the Sustainable City Action Plan (see Conservation chapter and appendix) to promote, educate, and provide leadership on sustainable planning and development.
- **Policy UD 4-3:** Provide locations for amenities and uses that encourage community interaction and healthy lifestyles such as farmers' markets, demarked walking routes, street festivals, and performing spaces.
- **Policy UD 4-4:** Identify opportunities for "walking loops" through neighborhoods that provide easy-to-follow routes (with average walking time and distances noted) for exercise and pleasure.

STRATEGY No. 5: Integrate healthy living and sustainable design practices and opportunities throughout Long Beach.

- **Policy UD 5-1:** Provide opportunities for public access to fresh food through the encouragement of urban agriculture, edible sidewalks, and community gardens.
- **Policy UD 5-2:** Encourage provision of housing opportunities, goods & services, and amenities for all income and age groups with opportunities to age in place within complete neighborhoods developed through Strategy No. 10 (Complete Neighborhoods) of the Land Use Element and Strategy No. 16 (Complete the Neighborhood) of the Urban Design Element.
- **Policy UD 5-3:** Provide a range of passive and active areas that promote safe, healthy places for exercise, recreation, family gatherings, and respite within walking distance of all neighborhoods.
- **Policy UD 5-4:** Preserve, rehabilitate, and integrate existing buildings into new development projects wherever feasible to encourage adaptive reuse, reduce waste, and maintain local character.
- **Policy UD 5-5:** Accommodate space for the use of rooftop solar panels and other forms of renewable energy on buildings, underutilized sites, utility plants, and parking facilities through a simplified permitting process, wherever feasible.
- **Policy UD 5-6:** Encourage the establishment of electric vehicle charge points and other alternative fuel accommodations at new public and private projects and suitable locations throughout the City.
- **Policy UD 5-7:** Collect and filter "first flush" stormwater with innovative parkways, naturalized drainage swales, green drainage systems, bioswales, and planter boxes in order to minimize run-off.
- **Policy UD 5-8:** Use permeable paving, wherever appropriate, for sidewalks or on-street parking stalls, parking lots, and other public space areas that would normally be paved.
- **Policy UD 5-9:** Increase the number of greenwalls, bioswales, green roofs, green parkways and medians, and other methods of greening the environment.
- **Policy UD 5-10**: Support infrastructure improvements that attract light industrial and clean manufacturing uses, green technology uses, clean energy-related businesses, research, and development.

Urban community gardens provide access to locally grown foods and promote healthy eating options.

STRATEGY No. 6: Improve public infrastructure to serve new development, established neighborhoods, commercial centers, and industry and regional-serving facilities within areas of change and future growth areas.

- **Policy UD 6-1:** Prioritize improvements to remedying infrastructure, public facilities, and service deficiencies to underserved neighborhoods and business hubs.
- **Policy UD 6-2:** Continue to make strategic investments in communication networks, e-government initiatives, Wi-Fi initiatives, infrastructure systems, and other forms of smart city technologies aimed at improving municipal services efficiencies and cost effectiveness.
- **Policy UD 6-3:** Maintain adequate and sustainable infrastructure systems to protect and enhance the health and safety of all Long Beach residents, businesses, institutions, and regional serving facilities.
- **Policy UD 6-4:** Promote sustainability through the use of new technologies and green infrastructure to upgrade city infrastructure systems and equipment. Prioritize areas to retrofit with green infrastructure, Low Impact Development, and Best Stormwater Management Practices.
- **Policy UD 6-5:** Ensure buildings meet the City's requirements for sustainability and green development, both for construction and operation.

STRATEGY No. 7: Provide safe and secure neighborhoods, streets, buildings, parks, and plazas.

- **Policy UD 7-1:** Encourage public amenities and spaces in neighborhoods that allow for human contact, social activities, and community involvement to create an "eyes on the street" environment.
- **Policy UD 7-2:** Accommodate appropriate traffic calming measures in neighborhoods to slow vehicle speeds along streets and at intersections.
- **Policy UD 7-3:** Incorporate Crime Prevention Through Environmental Design (CPTED) strategies to influence offender decisions prior to criminal acts such as:
  - Promoting opportunities for natural surveillance to increase the perception that people can be seen by designing the placement of physical features, activities, and people in such a way as to maximize visibility and foster positive social interaction among legitimate users of private and public space.
  - Encouraging the incorporation of natural access control limits to clearly differentiate between public space and private space by selectively placing entrances and exits, fencing, lighting, and landscape to limit access or control flow.

Porches provide surveillance and positive social interaction among users of private and public space.

Economic Resilience

STRATEGY No. 8: Capitalize on urban design techniques that support economic development, prosperity, and the preservation of existing businesses throughout the community.

- **Policy UD 8-1:** Create flexible, business-friendly regulations that support economic development.
- **Policy UD 8-2:** Provide flexibility in building form and site design to encourage development that supports economic activity, entrepreneurship, and small businesses.
- **Policy UD 8-3:** Enhance walkable streets and neighborhoods to create pedestrian-friendly environments that support business vitality.
- **Policy UD 8-4:** Prioritize the use of redevelopment strategies on corridors that do not reflect the adjacent neighborhoods they serve, that feature obsolete uses, or that detract from private investment.
- **Policy UD 8-5:** Promote unique and local businesses and start-up companies that support the growth and economic development strategies of the City.
- **Policy UD 8-6:** Develop building types and forms with reduced servicing costs and reduced environmental footprints.
- **Policy UD 8-7:** Continue to seek methods of growing the City's revenue base through support of local business.

Douglas Park.

The Salon.

At Last Cafe.

Social and Cultural Vitality and Diversity

STRATEGY No. 9: Protect and enhance historic resources, distinguishing architecture, and other features that contribute to the unique character and identity of each neighborhood.

- **Policy UD 9-1:** Identify and preserve historic buildings that enhance a historic district or are classified as a contributing structure.
- **Policy UD 9-2:** Protect districts that are part of the City's history and possess a unique neighborhood character.
- **Policy UD 9-3:** Identify, preserve, and enhance scenic areas and iconic sites. See Map UD-1, Historic Sites.

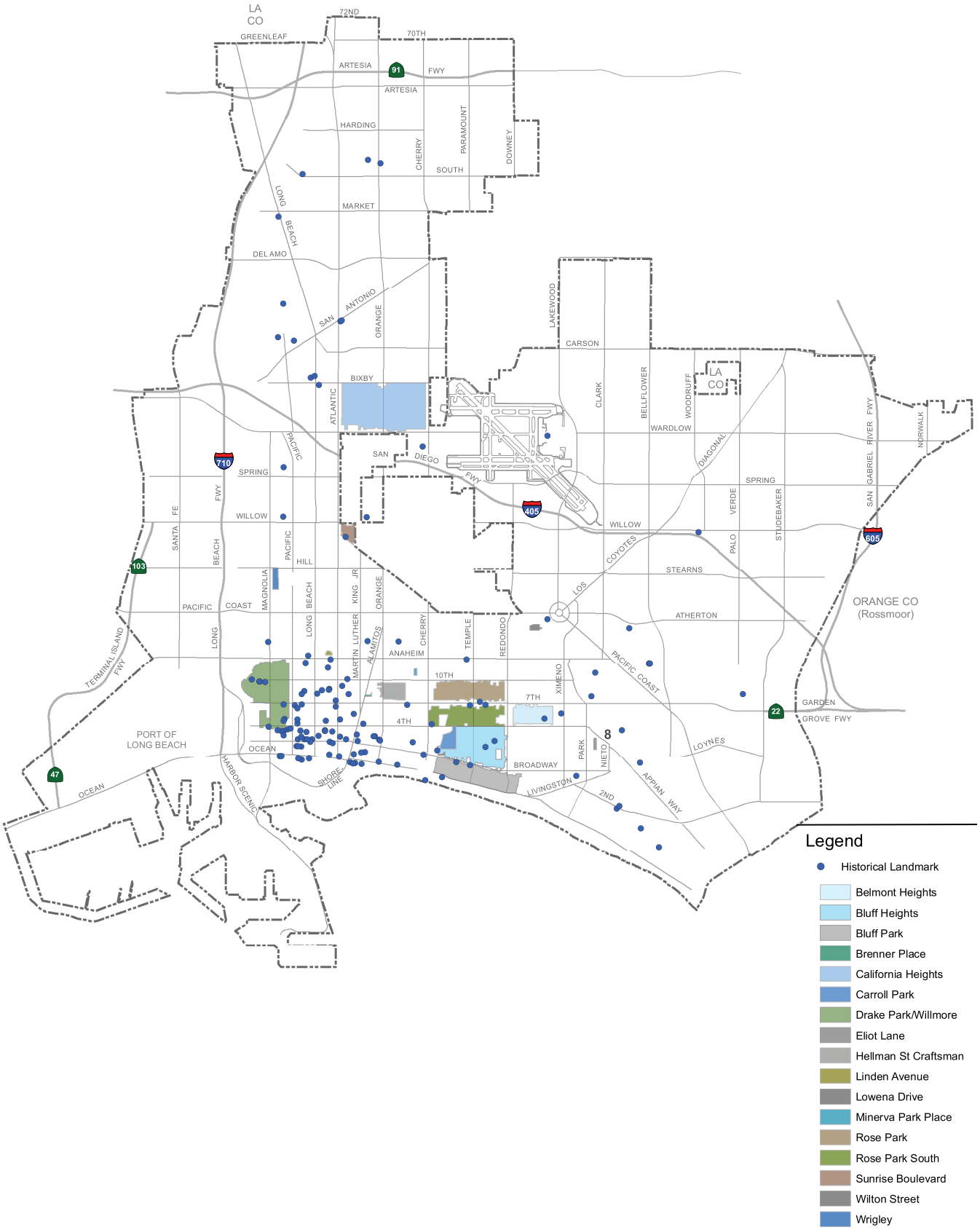
STRATEGY NO. 10: Celebrate diverse and unique cultural influences through architectural style, public art, public spaces, markets, fairs, and streetscape furnishings.

- **Policy UD 10-1:** Embrace the cultural diversity and heritage prevalent within Long Beach through public art, signage, and preservation of historic structures.
- **Policy UD 10-2:** Collaborate with regional artists, residents, and community members during the design process to infuse public art and cultural amenities into a project.
- **Policy UD 10-3:** Provide incentives and encourage the renewal of historic buildings so they can continue to remain an asset to strengthen a neighborhood's individual character in the future.

Linden Avenue Historic District.

Historic home on Ocean Boulevard along Bluff Park.

Map UD-1
HISTORIC SITES MAP



Legend

- Historical Landmark
- Belmont Heights
- Bluff Heights
- Bluff Park
- Brenner Place
- California Heights
- Carroll Park
- Drake Park/Willmore
- Eliot Lane
- Hellman St Craftsman
- Linden Avenue
- Lowena Drive
- Minerva Park Place
- Rose Park
- Rose Park South
- Sunrise Boulevard
- Wilton Street
- Wrigley

Public Art

STRATEGY No. 11: Integrate public art into the urban fabric of the City.

- **Policy UD 11-1:** Incorporate public art and cultural amenities as community landmarks, encouraging public gathering and wayfinding, large and small.
- **Policy UD 11-2:** Utilize public art to enhance pedestrian environments, such as sidewalks, paseos, plazas, and alleys.
- **Policy UD 11-3:** Incorporate public art either as stand-alone installations or integrated into the design of other urban improvements, such as bridges, on-ramps, public building murals, paving, benches, and street lights.
- **Policy UD 11-4:** Encourage the integration of localized art that add to the interest and nuance of the City's neighborhoods and showcase local identity and history.
- **Policy UD 11-5:** Consider opportunities to add whimsical elements to the environment by incorporating art into street furnishings.
- **Policy UD 11-6:** Encourage expression of cultural heritage within art and public spaces.

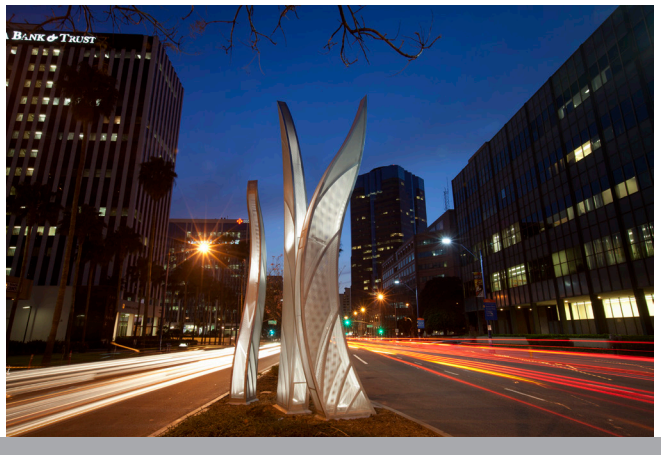
Signs and Wayfinding

STRATEGY No. 12: Expand the unified sign program, within the Areas of Change identified in the Land Use Element, to help orient visitors throughout the community. Include freeway identification, gateways, directional signs, and informational signs.

- **Policy UD 12-1:** Focus investment on improving the appearance of entrances to the City on major boulevards so that wayfinding, landscape, and lighting are integrated into a cohesive design.
- **Policy UD 12-2:** Develop a comprehensive approach to wayfinding for visitors and tourists who will enter the City at these gateways, including neighborhood entry signs and murals.
- **Policy UD 12-3:** Promote the use of new technology, such as mobile applications, interactive kiosks, and digital parking systems within public wayfinding and signage programs.
- **Policy UD 12-4:** Emphasize gateways into Long Beach at freeways and important transportation hubs, such as the Long Beach Airport, Blue Line stations, and the Long Beach Cruise Terminal, and at arrival points of distinct neighborhoods and districts, through landscaping, architecture, street furniture, and appropriate signage.
- **Policy UD 12-5:** Utilize neighborhood identity and wayfinding signage to establish an identity or theme within an existing neighborhood.
- **Policy UD 12-6:** Provide wayfinding signage on 7th Street to provide direction to attractions and neighborhoods from State Route 22 and the 605 and 710 Freeways.

Urban Lab: Chantilly Clad Public Art Installation.

Seagrass photo by Thomas McConville.



Urban Fabric

This section describes the City's built environment and helps readers understand what urban design means in Long Beach. It describes the City's man-made and natural features, the evolution of its built environment, its place in the region, and how its components interact to create the day-to-day human experience of the City.

The public realm is comprised of six major elements within our view range as a pedestrian: the street, curb zone, landscaping, walking zone, setbacks, and the street wall created by buildings. The street itself could include parking stalls, bike lanes, travel lanes, and medians. These elements work together to establish the character of the street, and in turn, the neighborhood. How we utilize this public resource and its relationship to the private realm is critical to the livability of neighborhoods.

Neighborhoods/Community Building Blocks

STRATEGY No. 13: Create and maintain complete neighborhoods.

- **Policy UD 13-1:** Incentivize neighborhood improvements to increase walkable/bikeable access to daily needs, goods/services, and healthy foods, reduce blight, and create safe places to play and congregate.
- **Policy UD 13-2:** Neighborhood amenities, such as coffee shops, restaurants, and convenience stores, shall be located within a 10-minute walk or a short bike ride from residents to the greatest extent possible.
- **Policy UD 13-3:** Encourage new development projects to provide safe pedestrian access to public sidewalks, bus and rail transit facilities, and the bicycle network.
- **Policy UD 13-4:** Implement streetscape improvements along the major cross-town corridors using a comprehensive approach to the corridor's sidewalks, landscaping, lighting, and amenities that reflect the individual neighborhoods along the corridor.

Bicycle lane provides connectivity through neighborhoods.

Streetscape improvements include: widening sidewalks, providing access to transit, streetscape furnishings, street trees, and enhanced landscaping.

East Village Creative Offices improved a neighborhood by converting existing buildings into a unique adaptive reuse project, incorporating offices around an interior paseo.

Building Form and Development

STRATEGY No. 14: Building types and forms should contribute to the PlaceType they are sited within and should address potential conflicts between neighboring PlaceTypes by implementing buffering measures and thoughtful design patterns.

» **Policy UD 14-1:** Properly scale a building's form (i.e., height and massing) to the primary street it fronts on (i.e., taller buildings on larger boulevards, smaller buildings on narrower streets).

» **Policy UD 14-2:** Acknowledge transitions between commercial and residential uses by requiring new development in higher-density centers and corridors to transition in height, massing, scale, and intensity in a thoughtful way to provide a buffer to lower density residential development.

» **Policy UD 14-3:** Allow new development projects to respond to their particular context and experiment with alternative development patterns while complementing their PlaceTypes.

» **Policy UD 14-4:** Protect neighborhoods from the encroachment of incompatible activities or land uses that may have negative impacts on the residential living environment.

» **Policy UD 14-5:** Promote commercial center and corridor development compatibility with adjacent residential uses, including ensuring that project design and function minimizes the potential adverse impacts of vehicle access, parking and loading facilities, building massing, signage, lighting, trash enclosures, and noise generating uses and areas.

» **Policy UD 14-6:** Ensure new development respects the privacy concerns of adjoining properties and buildings. Building, window, and balcony orientation should maximize views while preserving the privacy of surrounding neighbors by considering direct sight lines to windows and/or outdoor living spaces on neighboring lots. Minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary.

» **Policy UD 14-7:** Utilize building form and development strategies in conjunction with PlaceTypes and the interface between buildings and the streets (Strategy 34-35) to create a comprehensive urban fabric.

» **Policy UD 14-8:** Avoid street walls where it will adversely affect the existing character (i.e., scale, dominant style, historic features) of a neighborhood or street face.

» **Policy UD 14-9:** In residential areas, support development which blends the form, mass, and profile of individual homes with the natural terrain and neighborhood context in order to minimize the visual impact on the site and surrounding neighborhood.

The Long Beach Senior Arts Colony is within a block of the Anaheim Street Metro Blue Line Station.

Court Street retail project converted a parking lot into a retail destination respecting the form and character of buildings in Downtown San Luis Obispo.

Compact Urban and Infill Development

STRATEGY No. 15: Consider vacant parcels as infill opportunities.

- **Policy UD 15-1:** Encourage new projects to repair the urban fabric where it has eroded (e.g., reestablishing a uniform street wall where it once existed, but where buildings have been demolished over time).
- **Policy UD 15-2:** Promote infill projects that support the designated PlaceType and be appropriate in their use, scale, compactness of development, and design character with adjacent sites and nearby existing development.
- **Policy UD 15-3:** Prioritize improvements identified within the Mobility Element and Capital Improvement Plans.

STRATEGY No. 16: "Complete the neighborhood" by filling in gaps (e.g., functional needs like housing, new or missing services, new public amenities or services, healthy food options, flexible uses on larger streets and fostering a safe walkable environment within each PlaceType.).

- **Policy UD 16-1:** Provide opportunities for mixed use development within focused locations (areas of change and target areas) to provide opportunities for live-work, affordable and mixed-income housing, and commercial and residential mixes in a medium to high density setting.
- **Policy UD 16-2:** Continue to develop the Downtown into a city center that provides compact development, accommodates new growth, creates a walkable environment, allows for diversified businesses and is easily accessible to surrounding neighborhoods and regional facilities.
- **Policy UD 16-3:** Focus new development with the greatest intensity and broadest mix of uses, along transit-supportive corridors, downtown, and near transit stations.
- **Policy UD 16-4:** Promote safe, complete neighborhoods through a mix of uses and activities that create a 24/7 live, work, play atmosphere.
- **Policy UD 16-5:** Incorporate Crime Prevention Through Environmental Design (CPTED) strategies into the design and development of populated areas.
- **Policy UD 16-6:** Create natural surveillance by placing physical features, activities, and people in a way that maximizes visibility and fosters positive interaction among users of private and public space.

Pizzanista brought life to an abandoned home providing a local serving restaurant to the neighborhood.

Burnett Apartments is an example of infill development on Long Beach Boulevard, providing housing in close proximity to public transit.

Downtown Long Beach office high-rise buildings.

- **Policy UD 16-7:** Design natural access control to building entrances and exits, fencing, lighting, and landscape to limit access or control flow.
- **Policy UD 16-8:** Promote territorial reinforcement by using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public, and private space.
- **Policy UD 16-9:** Ensure properties are maintained and promote the health and visual quality of environments to deter crime.

Natural Area and Parks to Built Area

STRATEGY No. 17: Define boundaries between natural areas, parks, and built areas.

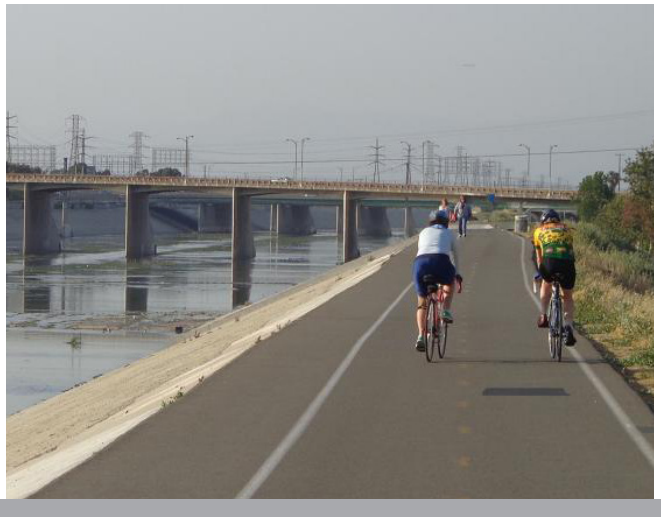
- **Policy UD 17-1:** Restrict development from encroaching into natural areas to protect viewsheds and access to public space.
- **Policy UD 17-2:** Enhance linkages and access points with lighting and signage.
- **Policy UD 17-3:** Establish appropriate buffers between natural resources and the built environment.
- **Policy UD 17-4:** Wetlands and passive and active utility corridors should incorporate buffers and screening as transitions to urban areas.

Gateway at Promenade Square.

Los Angeles River Bikeway extends to the Downtown Marina and Shoreline Aquatic Park Bike Trail.

Pacific Electric right-of-way with adjacent Orizaba Park.

Los Angeles River Bicycle Path.



Scenic Routes and Iconic Sites

The City has a number of key aesthetic resources and viewsheds that are worthy of protection and enhancement. These resources include roadways of particular visual merit and viewpoints that are highlighted by iconic buildings or vistas of the highest and most inspiring quality.

STRATEGY No. 18: Improve and preserve the unique and fine qualities of Long Beach to strengthen the City's image and eliminate undesirable or harmful visual elements.

- **Policy UD 18-1:** Carefully consider the development of iconic sites with visual corridors or structures of the highest visual and architectural quality.
- **Policy UD 18-2:** Expand the existing network of scenic routes to include additional routes, corridors, and sites.
- **Policy UD 18-3:** Establish guidelines and zoning overlays, as appropriate, to regulate development within scenic areas and for iconic sites.
- **Policy UD 18-4:** Prioritize aesthetics to enhance the quality of new and existing developments within scenic areas and iconic sites.
- **Policy UD 18-5:** Include aesthetic design considerations for all roadway and appurtenances within scenic areas.
- **Policy UD 18-6:** Remove or screen visual pollution, including amortizing blighting conditions.
- **Policy UD 18-7:** Increase the visibility and awareness of visual resources through promotional materials to all segments of the population.
- **Policy UD 18-8:** Increase governmental commitment to the designation of scenic routes and the protection of scenic resources, and create and maintain a system of scenic routes through joint public and private responsibility.
- **Policy UD 18-9:** Link and enhance significant recreational, cultural, and educational opportunities through a network of scenic corridors.
- **Policy UD 18-10:** Follow the principles of the former scenic highways element, now incorporated into the General Plan as part of street character change (Mobility Element, Page 89, Map 16), and as part of the Street Design Manual, implementation measure MOP IM-1, Page 122.

Remnants of the Cyclone Racer at The Pike

Iconic sign above the former Boeing 717 aircraft assembly building.

PlaceTypes

This section focuses on the form and character of neighborhoods and community-scaled districts throughout the City. Emphasis is placed on development patterns, streetscapes, and urban form components of the urban environment, rather than specific uses of property and traditional land use regulatory approaches, with the goal of creating visually interesting, viable, and functional places for people.

The Promenade located within the Downtown PlaceType.

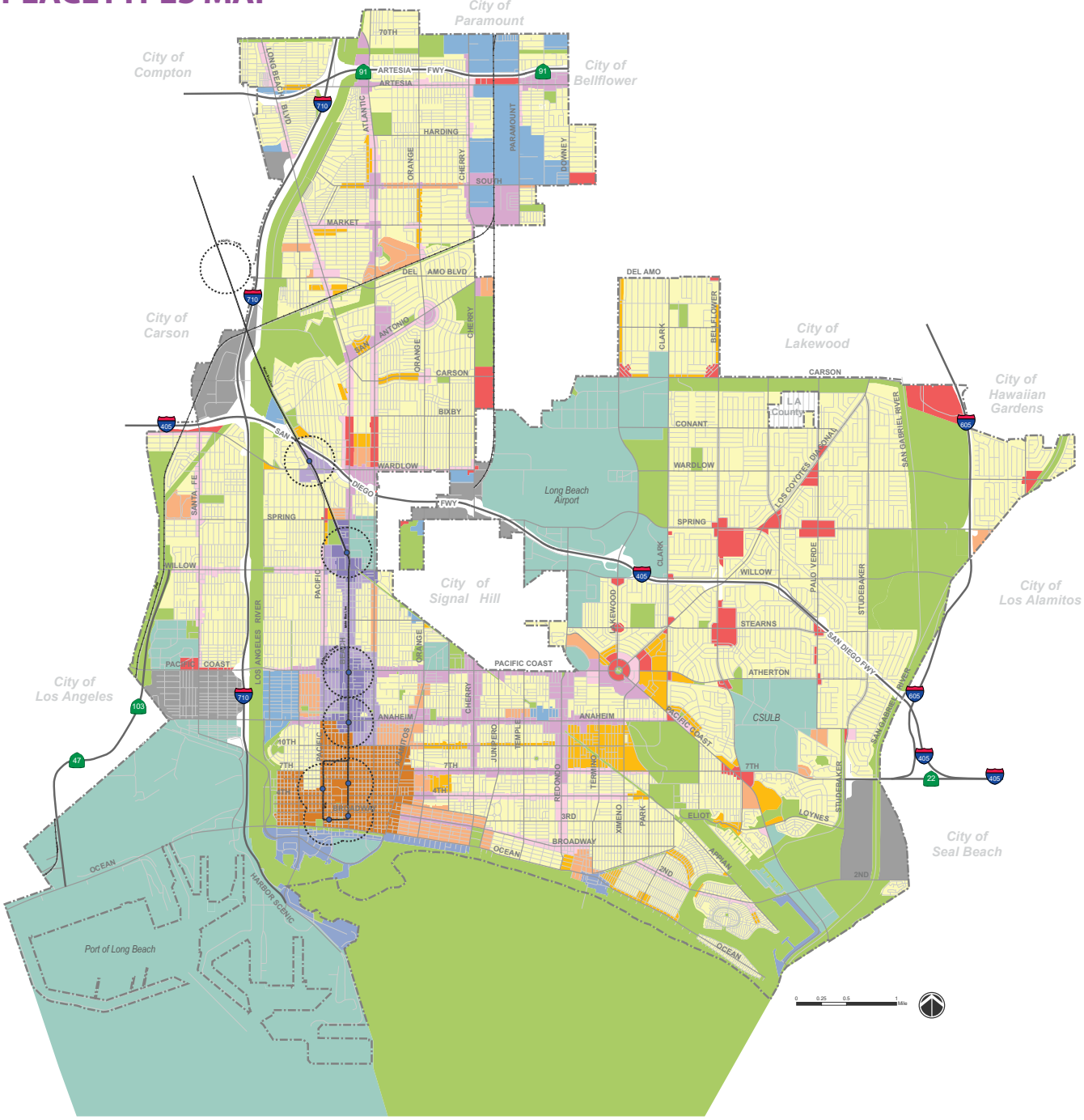
Ten PlaceTypes have been identified that provide a comprehensive way of thinking about the City of Long Beach and the urban design relationships of its many components, consisting of:

- Founding and Contemporary Neighborhood;
- Multi-Family Residential - Low and Moderate;
- Neighborhood-Serving Centers and Corridors - Low and Moderate;
- Transit-Oriented Development - Low and Moderate;
- Community Commercial;
- Industrial;
- Neo-Industrial;
- Regional-Serving Facility;
- Downtown; and
- Waterfront.

Each PlaceType includes bird's-eye view diagrams and cross sections to illustrate how each PlaceType might evolve over the years.

Urban design strategies strive to improve the pedestrian experience, functionality, and character of each PlaceType.

Map UD-2
PLACETYPES MAP



Legend

PlaceTypes

- OS - Open Space

Neighborhoods

- N - Founding and Contemporary Neighborhood
- MFR -L - Multi-Family Residential - Low
- MFR -M - Multi-Family Residential - Moderate

Mixed Use

- NSC-L - Neighborhood-Serving Center or Corridor - Low
- NSC-M - Neighborhood-Serving Center or Corridor - Moderate
- TOD-L - Transit-Oriented Development - Low
- TOD-M - Transit-Oriented Development - Moderate

Employment

- CC - Community Commercial
- I - Industrial
- NI - Neo-Industrial

Unique

- RSF - Regional-Serving Facility
- DT - Downtown
- WF - Waterfront

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

Founding and Contemporary Neighborhood PlaceType

Development Pattern. The Founding and Contemporary Neighborhood PlaceType is defined by low-density residential neighborhoods, from older street car urban neighborhoods (Founding Neighborhoods) to post-World War II suburban housing tracts (Contemporary Neighborhoods) of predominantly single-family homes. This PlaceType promotes the maintenance of established single-family homes, while allowing neighborhood edges, transition areas, and key intersections to have appropriately scaled multifamily structures, public facilities, and small-scale, neighborhood -serving, commercial uses.

STRATEGY No. 19: Protect and enhance established Founding and Contemporary Neighborhood PlaceType.

- **Policy UD 19-1:** Encourage new construction, additions, renovations, and infill development to be sensitive to established neighborhood context, historic development patterns, and building form and scale.
- **Policy UD 19-2:** Ensure that project site design and function minimizes the potential adverse impacts of vehicle access, parking and loading facilities, signage, lighting, trash enclosures, and sound systems.
- **Policy UD 19-3:** Support new development that is designed to respect the height, massing, and open space characteristics of the existing neighborhood while creating the appearance of single-family units for multifamily buildings to allow for better integration.
- **Policy UD 19-4:** Promote the uniqueness of each neighborhood through preservation of mature trees, historic structures, fine-grained architectural detail, appropriate building scale, and cultural amenities that are key to the neighborhood's identity and help create a uniform streetscape.
- **Policy UD 19-5:** Provide shade trees to match the existing species to reinforce neighborhood identity, to add greenscape for texture, shade and overall visual character, and to create a uniform streetscape. Maintain consistent wall and fence treatment along the street edge.
- **Policy UD 19-6:** Encourage the use of appropriately sized, landscaped roundabouts in concert with other traffic calming measures to create a pedestrian-friendly, safe environment.
- **Policy UD 19-7:** Promote opportunities for improved transit connectivity for neighborhoods originally designed around the streetcar.
- **Policy UD 19-8:** Provide better connections to these neighborhoods by improving bikeways and pedestrian paths, especially along the arterial streets. Capture opportunity for pedestrian paths to improve walkability (e.g., utility easement, vacant parcels).
- **Policy UD 19-9:** Encourage streets to be repurposed to accommodate slower speeds and better serve pedestrians, cyclists, and local transit where the City Transportation Engineer determines that streets are overdesigned for estimated traffic loads.
- **Policy UD 19-10:** Preserve and maintain alleys, which provide access to garages in the rear.
- **Policy UD 19-11:** Ensure access to local serving commercial retail (i.e., dining, coffeehouses) at the periphery to serve residents.

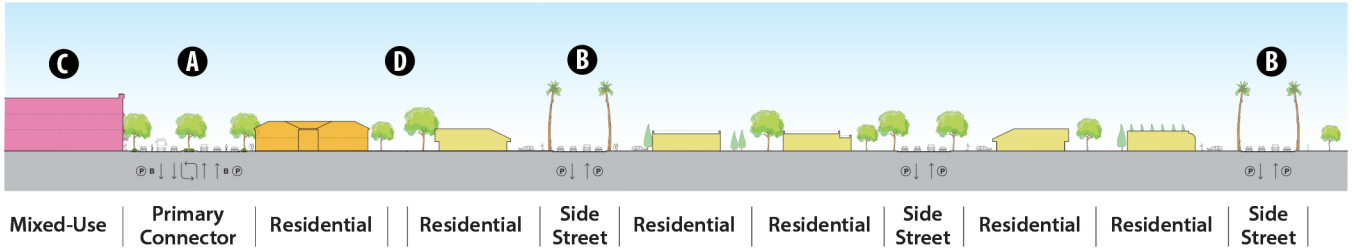
Figure UD-1: Founding and Contemporary Neighborhood Bird's Eye View

A ***Enhance connections and accessibility.***

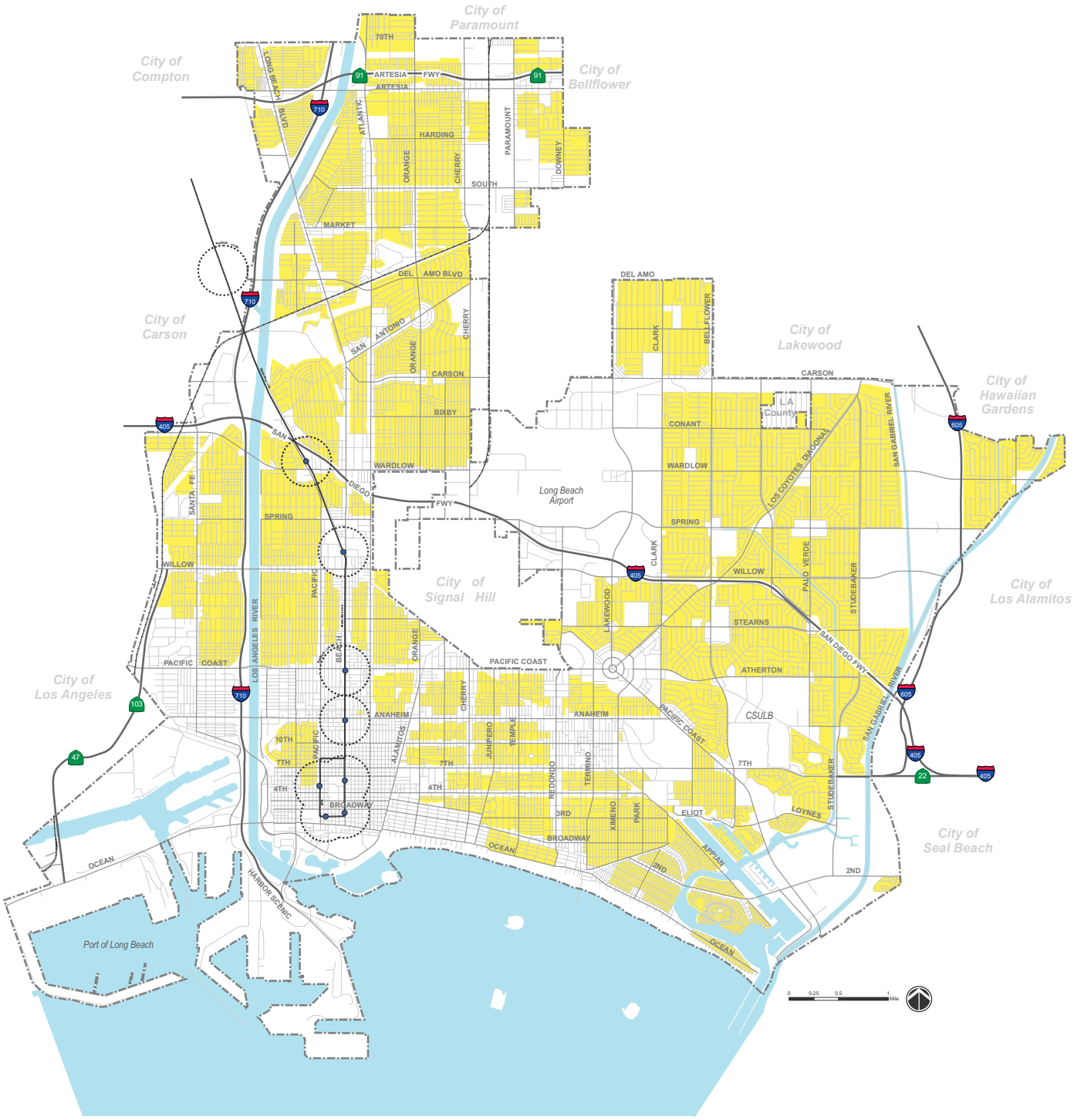
B ***Preserve and enhance streetscape.***

C ***Ensure neighborhood amenities are within a walkable proximity (i.e., parks, public facilities, commercial, transit).***

Figure UD-2: Founding and Contemporary Neighborhood Cross Section



Map UD-3
FOUNDING AND CONTEMPORARY NEIGHBORHOOD PLACETYPE MAP



Legend

PlaceTypes

N - Founding and Contemporary Neighborhoods

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

Founding and Contemporary Neighborhood PlaceType

The following graphics provide guidance on residential building types within Founding and Contemporary Neighborhood PlaceType. Refer to the Land Use Element for development standards (i.e., setbacks, height, FAR, lot coverage, garage location, parking). Maintaining a consistent building typology within neighborhoods will unify and enhance a neighborhood's character.

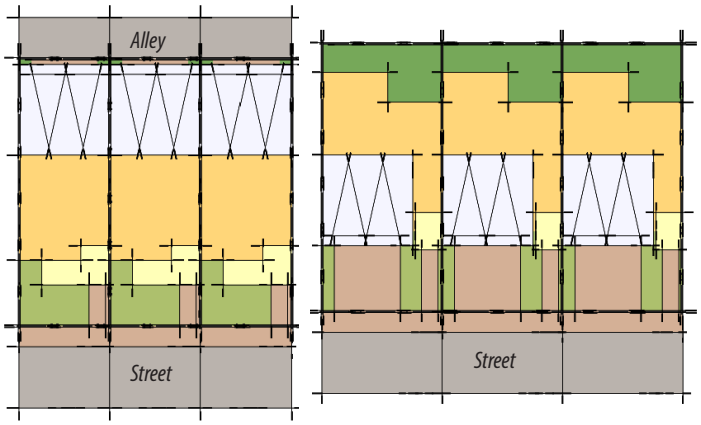
Note: * Verify with City that Row House and Duplex building types are allowed within Founding and Contemporary Neighborhood PlaceType.

Figure UD-3: Founding and Contemporary Neighborhood Building Types

Traditional Single-Family Lot

Traditional Single-Family

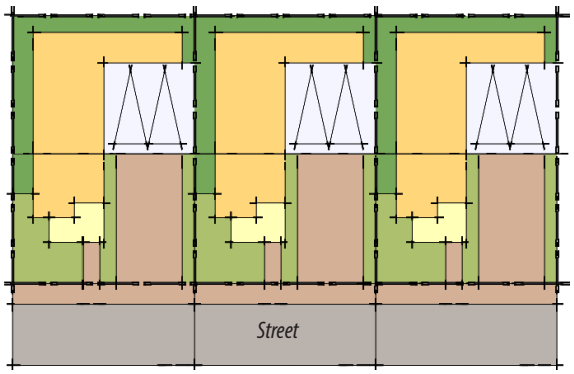
- Setbacks on all sides
- Porch facing the street
- Garage accessed off of street or alley
- Typically one (1) to two (2) stories in height
- Rear yard for private open space



Row House

Row House*

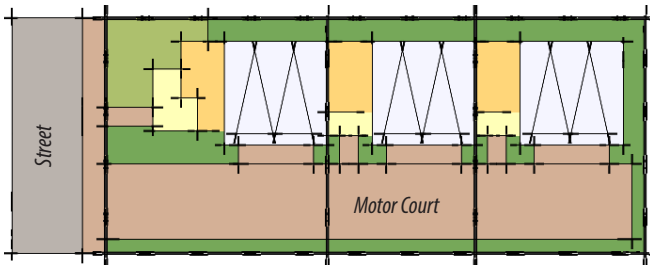
- Front yard setback, otherwise units attached on sides
- Porch facing the street
- Garage accessed off of private drive, street, or alley
- Typically two (2) to three (3) stories in height.
- Small rear yard, front patio, or deck for private open space



Zero Lot Line

Zero Lot Line

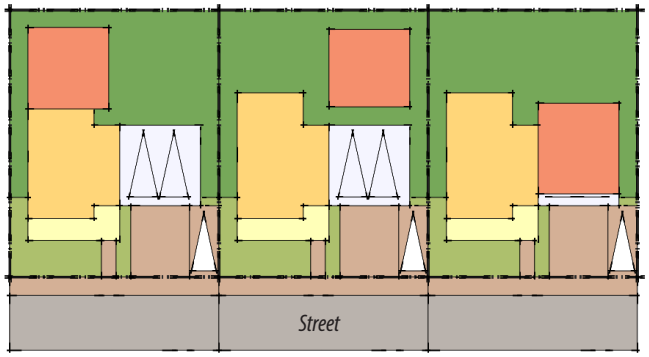
- Setbacks on three (3) sides, one (1) side built on property line
- Porch facing the street or motor court
- Garage accessed off of street or alley in the rear half of lot
- Typically one (1) to two (2) stories in height
- Rear or side yard for private open space
- Smaller lot gives similar amenities as Traditional Single-Family
- Modified construction techniques such as fewer windows, required at zero setback



Small Lot Development

Small Lot Development

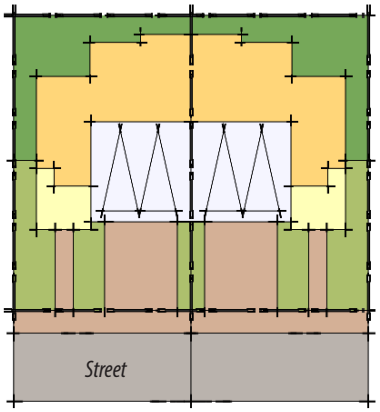
- Setbacks on all sides, but not internal to original lot
- Porch facing the street or motor court
- Garages, surface space, or carports accessed off of motor court on shared driveway
- Typically two (2) to three (3) stories in height
- Small side yards or decks for private open space
- Multiple "postage stamp" lots provide individual ownership with higher density



Secondary Dwelling

Secondary Dwelling

- Setbacks on all sides, typically associated with Traditional Single-Family Lots
- Private entry, potentially around side yard, rear yard, or above garage.
- Typically one (1) story in height (maybe located on second floor)
- Small private yard or deck for private open space for each dwelling unit



Duplex

Duplex*

- Setbacks on front and rear, but common walls between units
- Porch facing the street
- Garage accessed off of street or alley
- Typically one (1) to two (2) stories in height
- Rear yard for private open space
- Single-family amenities with smaller lot size
- Can be single ownership or individual

Multi-Family Residential - Low and Moderate PlaceTypes

Development Pattern. The Multi-Family Residential - Low and Moderate PlaceTypes promotes well-designed infill housing where multi-family residential already exists or where residents would be well-served by proximity to commercial and bus and rail transit services. Designs should contribute to walkable streets by incorporating pedestrian-oriented building frontages, balancing building massing with usable on-site open space, allowing edge transitions, accommodating mixed-use building approaches where commercial services are lacking, and providing innovative multi-family housing options that address the needs of our residents at all stages in their lives.

STRATEGY No. 20: Protect and enhance established Multi-Family Residential - Low and Moderate PlaceTypes.

- **Policy UD 20-1:** Integrate Multi-Family Residential - Low and Moderate PlaceType neighborhoods with surrounding uses to encourage appropriate transitions in height and massing.
- **Policy UD 20-2:** Encourage the design of multi-family buildings to relate to and reflect the surrounding context, whether it is historic or of a recognizable design era.
- **Policy UD 20-3:** Encourage the design of multi-family buildings along major corridors and near transit areas to increase density over existing conditions to encourage investment and development of infill sites.
- **Policy UD 20-4:** Encourage all development to exhibit a high standard of design and materials, to maintain privacy standards, and to provide public frontages that contribute to the larger street and block character.
- **Policy UD 20-5:** Preserve the existing urban fabric through preservation of mature trees, historic structures, and cultural amenities.
- **Policy UD 20-6:** Provide traffic calming measures such as roundabouts or narrowed intersections, where appropriate, to slow automobile speeds and allow pedestrians and cyclists to safely share the street.
- **Policy UD 20-7:** Encourage walk-up entries, patios, and balconies to maintain "eyes on the street" and encourage active ground floor uses along major street frontages.
- **Policy UD 20-8:** Provide access to parking/loading from alleys or side streets to minimize curb cuts along the main street.

Multi-Family Residential - Low: Three-story townhomes.

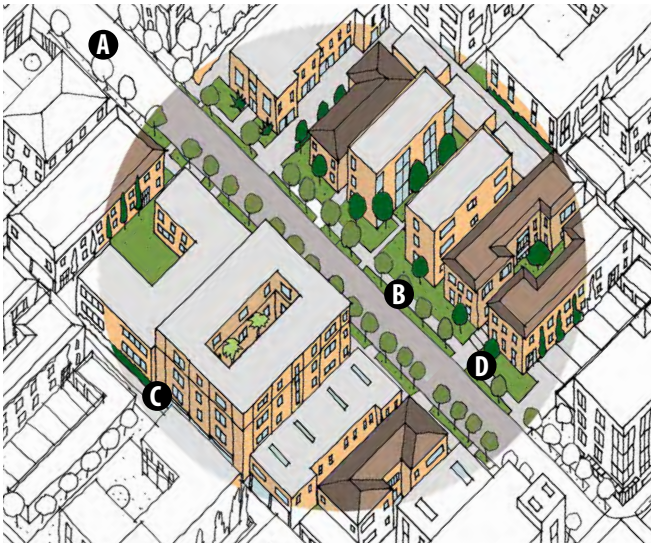
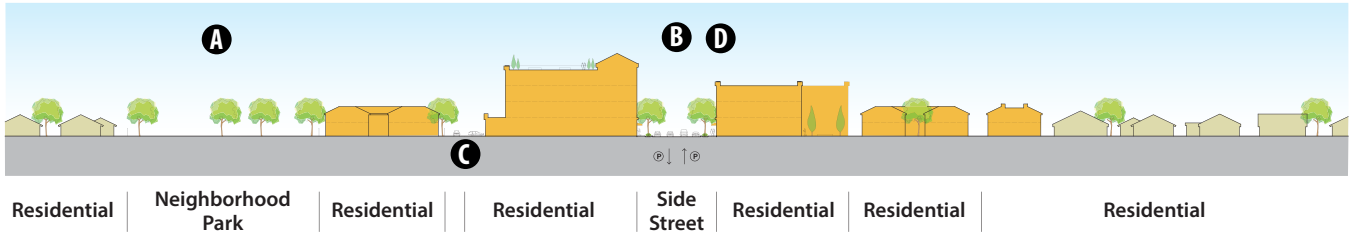


Figure UD-4: Multi-Family Residential Bird's-Eye View

- **A** ***Ensure neighborhood amenities are within walkable proximity (i.e., parks, public facilities, commercial, transit).***
- **B** ***Preserve and enhance streetscape character and connections.***
- **C** ***Provide off-street parking to alleviate on-street parking demands. Provide bicycle parking facilities to encourage bicycle use.***
- **D** ***Encourage streetscape furnishings and amenities.***

Figure UD-5: Multi-Family Residential Cross Section



Map UD-4
MULTI-FAMILY RESIDENTIAL - LOW AND MODERATE PLACETYPES MAP

Legend

PlaceTypes

Multi-Family Residential

- MFR-L - Multi-Family Residential - Low
- MFR-M - Multi-Family Residential - Moderate

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

Neighborhood-Serving Centers and Corridors - Low and Moderate PlaceTypes

Development Patterns. The Neighborhood-Serving Centers and Corridors - Low and Moderate PlaceTypes are defined by low and moderately-scaled neighborhood serving development encompassing a mix of non-residential uses. This PlaceType is typically located near single-family neighborhoods with a tighter street grid. The majority of more moderately dense Neighborhood-Serving Centers and Corridors are concentrated in the central area of the City along Broadway, Fourth Street, Seventh Street and along Anaheim Street, between Alamitos Avenue and Redondo Avenue. Less intense Neighborhood Serving Centers and Corridors are found in segments along North Long Beach Boulevard, North Atlantic Avenue, and on Willow Street, west of Pacific Avenue.

STRATEGY No. 21: Protect and enhance established Neighborhood-Serving Centers and Corridors - Low and Moderate PlaceTypes.

- **Policy UD 21-1:** Promote the concentration of mixed uses and higher building intensity nearest the center of the PlaceType and adjacent to transit stations, with housing or lower scale buildings at the periphery.
- **Policy UD 21-2:** Encourage gateway elements that help define neighborhood edges and provide transitions into center development along lengthy corridors.
- **Policy UD 21-3:** Promote pedestrian activity by establishing well-designed streetscapes, active ground floor uses, and tree-canopied sidewalks that are unique to the individual neighborhood and transit stations.
- **Policy UD 21-4:** Ensure signage, lighting, and other potential nuisances are selected with a sensitivity to existing residential neighbors.
- **Policy UD 21-5:** Enhance transit stops with transit shelters and furnishings to better serve shoppers and residents.
- **Policy UD 21-6:** Provide neighborhood-serving uses, parks, and transit connections within a 1/4-mile radius of a Neighborhood-Serving Centers and Corridors - Low and Moderate PlaceTypes.
- **Policy UD 21-7:** Provide courtyards, paseos, and public plazas that provide needed open space and encourage walking and socializing at the heart of a neighborhood -serving center or transit stations. Provide adequate open space as density increases.
- **Policy UD 21-8:** Provide access to parking/loading from alleys or side streets to minimize curb cuts along the main boulevard where pedestrian activity will be the heaviest. Require a well-designed interface between pedestrians, bicyclists, and transit users. Bicycle facilities and pedestrian amenities should be integrated throughout the PlaceType.

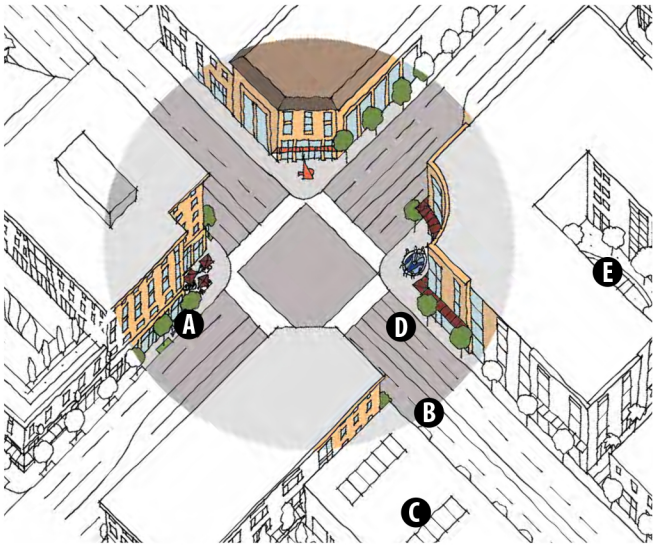
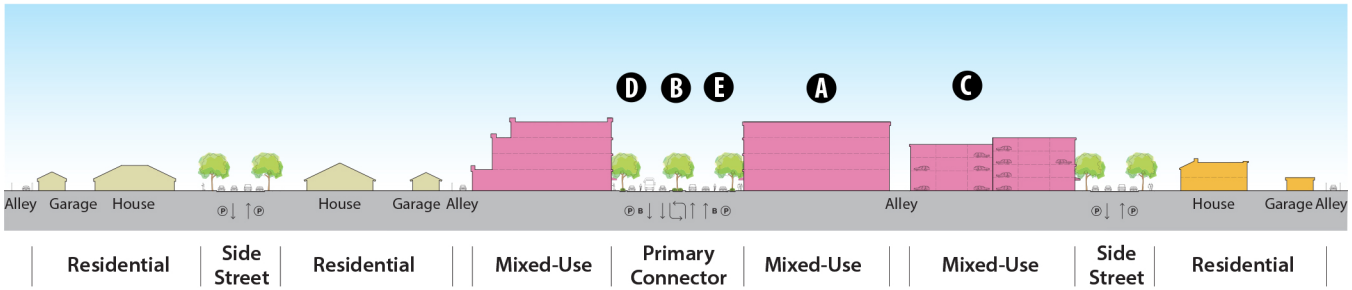


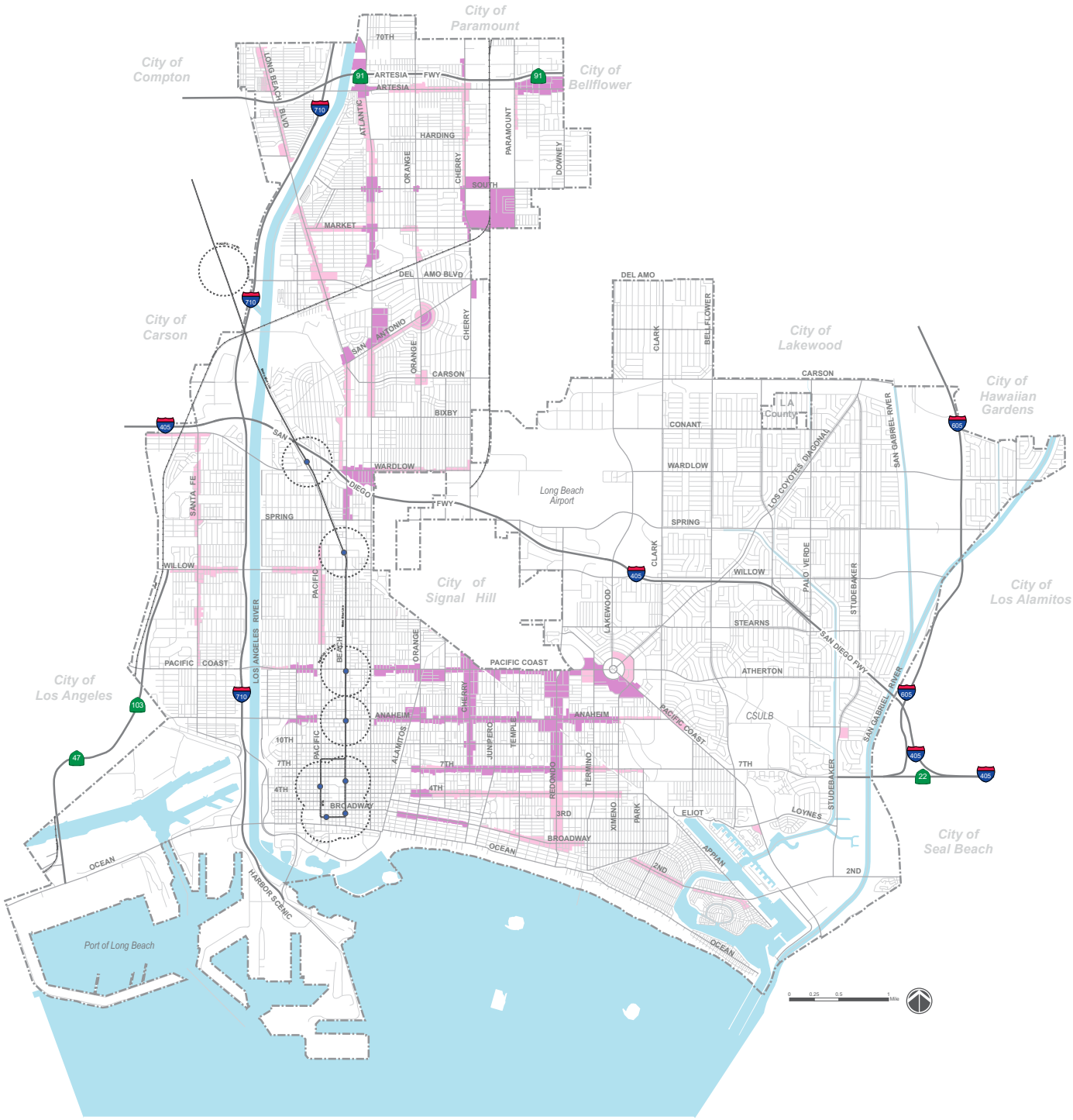
Figure UD-6: Neighborhood-Serving Centers and Corridors Bird's-Eye View

- **A** *Ensure neighborhood amenities are within walkable proximity (i.e., parks, public facilities, commercial, transit).*
- **B** *Preserve and enhance streetscape character and connections.*
- **C** *Provide off-street parking to alleviate on-street parking demands. Provide bicycle parking facilities to encourage bicycle use.*
- **D** *Encourage streetscape furnishings and amenities.*
- **E** *Provide courtyards, paseos, and public plazas.*

Figure UD-7: Neighborhood-Serving Centers and Corridors Cross Section



Map UD-5
NEIGHBORHOOD-SERVING CENTERS AND CORRIDORS - LOW AND MODERATE PLACETYPES MAP



Legend

PlaceTypes

Neighborhood Serving Center or Corridor

- NSC-L - Neighborhood-Serving Center or Corridor - Low
- NSC-M - Neighborhood-Serving Center or Corridor - Moderate

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

Transit-Oriented Development - Low and Moderate PlaceTypes

Development Patterns. The Transit-Oriented Development-Low PlaceType encourages multi-family housing at densities that provide a transition from lower-density single-family neighborhoods to the higher-density housing planned for the Metro Blue Line station, as well as existing and future bus, shuttle, and other mass transit routes and stations.

The Transit-Oriented Development-Moderate PlaceType is applied directly adjacent to the Blue Line stations, but can be designated to complement future transit systems. The in-street platform stations and landscaped transit parkways have a bold presence on Long Beach Boulevard and through the downtown loop. The Transit-Oriented Development PlaceTypes were created to capitalize on the passenger rail system by encouraging higher-density development within a 1/4 mile of the local rail stations. New housing and public amenities are desirable near each station along the transit corridor.

STRATEGY No. 22: Protect and enhance established Transit-Oriented Development - Low and Moderate PlaceTypes.

- **Policy UD 22-1:** Encourage the massing of buildings and setbacks behind the Long Beach Boulevard light rail corridor to transition from moderate to low, in order to gracefully handle the transition from more intense to less intense development.
- **Policy UD 22-2:** Establish tree-lined sidewalks to provide a shade canopy and human-scale along primary corridors and adjacent to transit centers.
- **Policy UD 22-3:** Provide a mix of uses either within a single development or within a 1/4-mile radius of the PlaceType area, and centered around a transit station. The highest density of development should occur nearest the station.
- **Policy UD 22-4:** Incorporate amenities such as benches, bike racks, banners, way-finding signage and public art within Transit-Oriented Development to foster a pleasant experience and convey the unique identity of each district.
- **Policy UD 22-5:** Provide access to parking/loading from alleys or side streets to minimize curb cuts along the main boulevard where pedestrian activity will be the heaviest.
- **Policy UD 22-6:** Require a well-designed interface between pedestrians, bicyclists, and transit users. Bicycle facilities and pedestrian amenities, including enhanced crosswalks, mid-block crossings, curb extensions, paseos, and public plazas, should be integrated throughout the PlaceType.
- **Policy UD 22-7:** Develop iconic architecture, plazas, and major entrances oriented towards the transit station.
- **Policy UD 22-8:** Bicycle parking racks and lockers should be provided in every parking structure to allow transit users to use bicycles as a cost-effective, healthy, and convenient way to begin or end their transit trip.

Figure UD-8: Transit-Oriented Development Bird's-Eye

A ***Ensure neighborhood amenities are within walkable proximity (i.e., parks, public facilities, commercial, transit).***

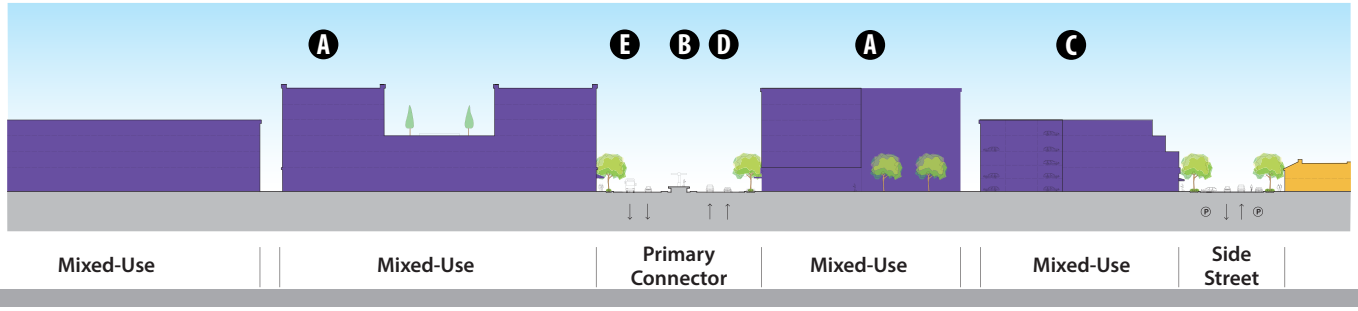
B ***Develop entry to transit station.***

C ***Provide off-street parking to alleviate on-street parking demands. Provide bicycle parking facilities to encourage bicycle use.***

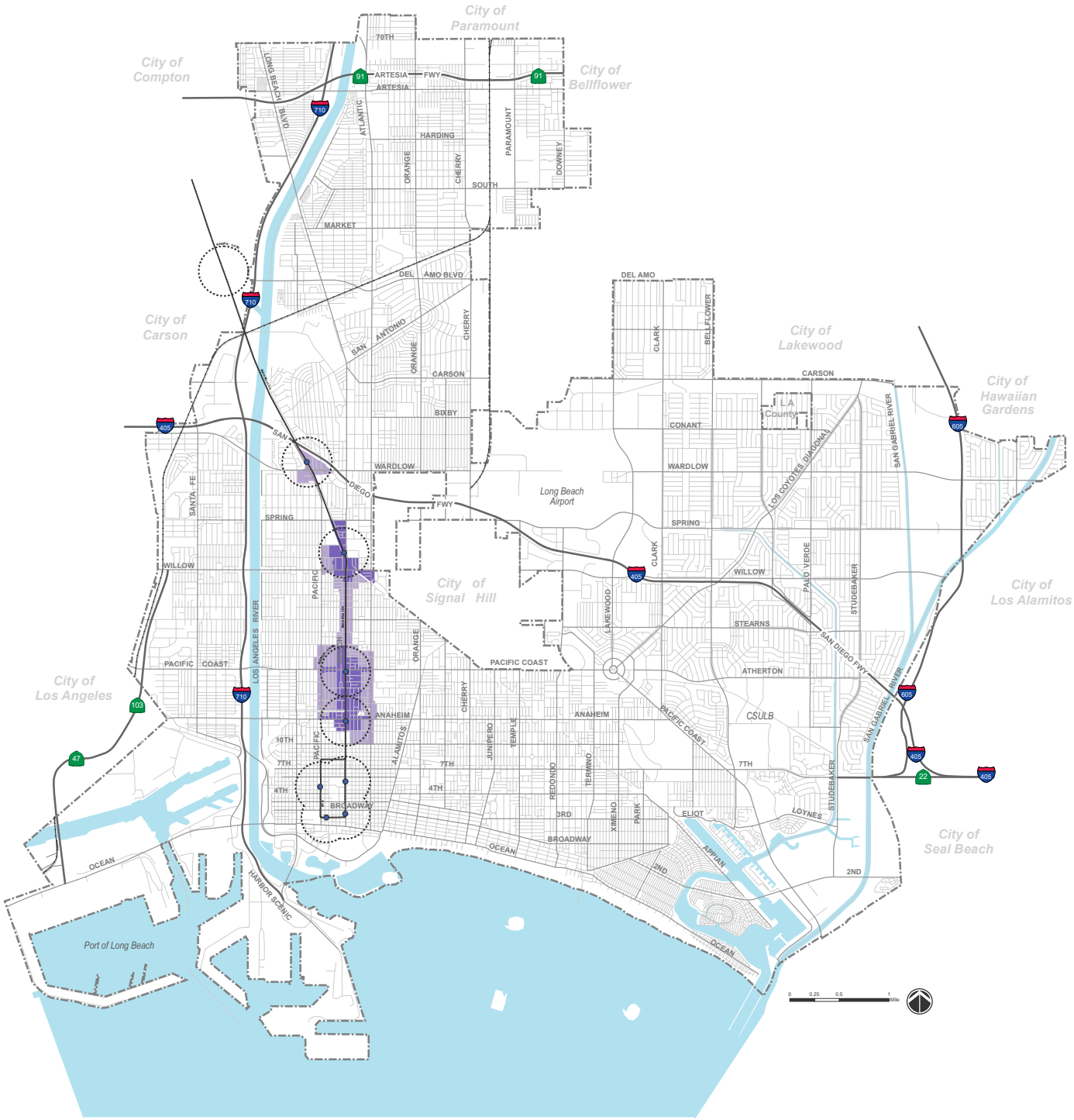
D ***Encourage streetscape furnishings and amenities.***

E ***Provide courtyards, paseos, and public plazas.***

Figure UD-9: Transit-Oriented Development Cross Section



Map UD-6
TRANSIT-ORIENTED DEVELOPMENT - LOW AND MODERATE PLACETYPES MAP



Legend

PlaceTypes

- TOD-L - Transit-Oriented Development - Low
- TOD-M - Transit-Oriented Development - Moderate

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

Community Commercial PlaceType

Development Patterns. The Community Commercial PlaceType promotes development that is an automobile-oriented, commercial PlaceType. Future development should respect neighboring developments. Although auto-oriented, this PlaceType encourages a more pedestrian-friendly environment within a development and to adjacent transit stops. While this PlaceType will continue to change and become less common as retailing progresses in the 21st Century, ideally this development pattern will evolve into a PlaceType with a wider variety of land uses.

STRATEGY No. 23: Protect and enhance established Community Commercial PlaceType.

- **Policy UD 23-1:** Provide adequate setbacks, along with visual and noise buffers, to separate automobile-oriented developments from adjacent residential neighborhoods.
- **Policy UD 23-2:** Develop single-family attached units or multifamily residential uses as a transition in scale between the automobile-oriented corridor and the adjacent neighborhood.
- **Policy UD 23-3:** Encourage new developments to provide alley and streetscape improvements that enhance the experience of the pedestrian and transit rider, such as low walls screening parking lots, substantial landscaping, street trees, and pedestrian-scaled lighting.
- **Policy UD 23-4:** Provide clear and controlled signage that is not allowed to proliferate along the corridor or within a center in order to minimize visual clutter.
- **Policy UD 23-5:** Improve sidewalk widths with future setbacks at new development.
- **Policy UD 23-6:** Provide low walls or hedges to buffer pedestrians from surface parking lots and provide well-marked pedestrian paths from sidewalks and parking lots to commercial entrances.
- **Policy UD 23-7:** Capture opportunities to increase permeable surfaces and landscaping to improve the environment in the most heavily auto and truck-oriented areas.
- **Policy UD 23-8:** Provide access to auto-oriented uses with the minimum required curb cut to make the sidewalk more navigable for pedestrians. Consider sidewalk extensions wherever possible to slow automobile traffic into the residential areas and to improve pedestrian crossings at side streets. Provide bicycle parking within commercial developments.

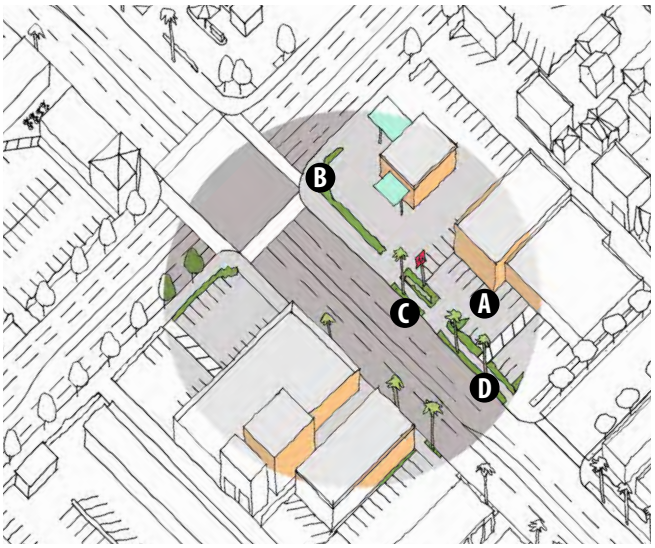
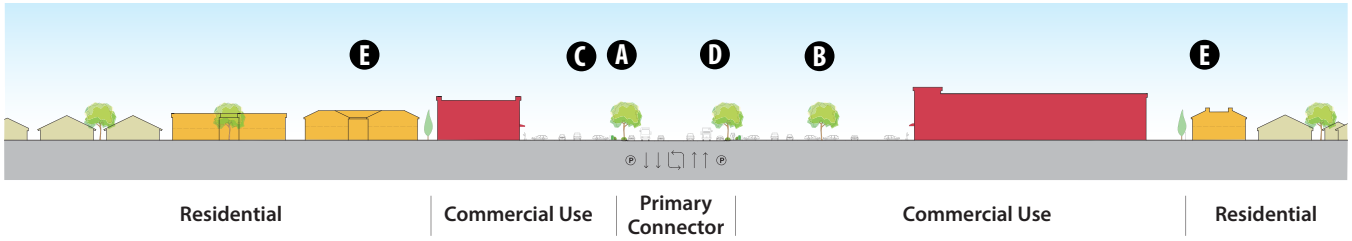


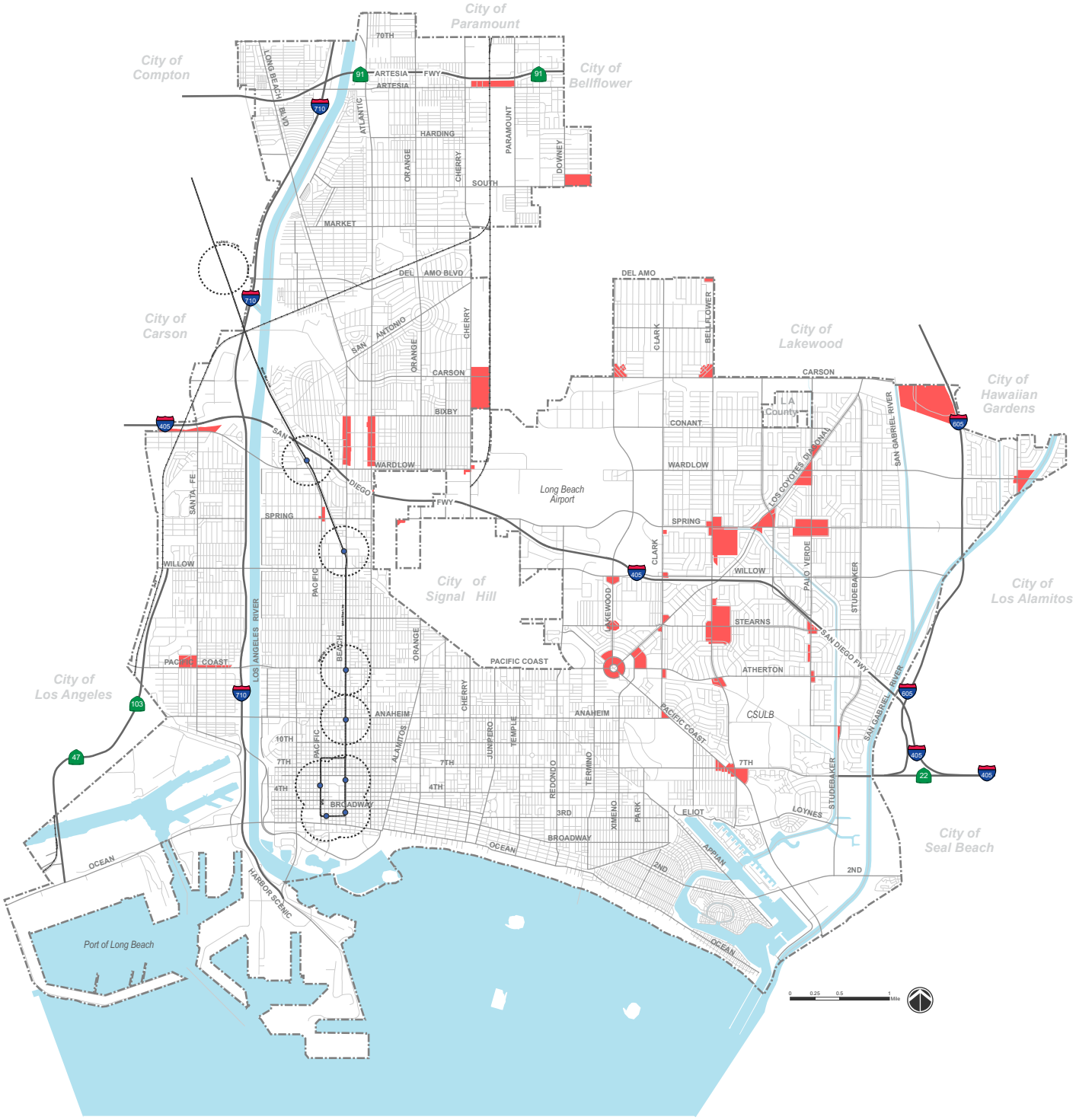
Figure UD-10: Community Commercial Bird's-Eye View

- **A** *Improve sidewalk widths with future setbacks at new development.*
- **B** *Provide landscaping as buffer from surface parking lots.*
- **C** *Minimize curb cuts to increase pedestrian safety.*
- **D** *Encourage streetscape furnishings and amenities.*
- **E** *Transition from commercial to multi-family and single-family residential adjacent to neighborhoods.*

Figure UD-11: Community Commercial Cross Section



Map UD-7
COMMUNITY COMMERCIAL PLACETYPE MAP



Legend

PlaceTypes

CC - Community Commercial

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

Industrial PlaceType

Development Patterns. In a preferable future industrial land use scenario, lower-scale buildings occupied by less-intense industrial uses and operations will be used to transition to residential neighbors nearby, and more intense, heavy industrial operations will be internalized within an Industrial PlaceType, farther away from residential uses. The range of permitted industrial intensity increases as more distance is achieved between industrial and residential uses. In addition, all outdoor storage areas must be appropriately screened from public view and appropriate lighting, circulation, parking, landscaping, loading, and security of industrial facilities is required.

STRATEGY No. 24: Protect and enhance established Industrial PlaceType.

- **Policy UD 24-1:** Promote flexible interior spaces, integrated technological resources, innovative architectural styles, and enhanced entrances and frontages to attract creative office and neo-industrial uses.
- **Policy UD 24-2:** Protect and enhance viable industrial uses to retain job employment opportunities and job diversity.
- **Policy UD 24-3:** Promote the incorporation of buffers between residential and industrial uses, such as surface parking, landscaped open space buffers, and lower buildings.
- **Policy UD 24-4:** Utilize sites away from neighborhoods for more intense industrial uses.
- **Policy UD 24-5:** Encourage incompatible land uses and operations to be located away from and screened from view of residential neighborhoods.
- **Policy UD 24-6:** Provide heavily landscaped edges and screening along industrial corridors to make them more attractive to pedestrians, bicyclists, and transit users.
- **Policy UD 24-7:** Establish parkways, planted medians, and street trees along the sidewalk to increase permeable surface areas.
- **Policy UD 24-8:** Convert single-family homes that are immediately next to industrial uses into linear parks to buffer other homes and to serve as open space.
- **Policy UD 24-9:** Buffer industrial areas with open space or compatible uses. Avoid locating residential uses adjacent to industrial uses.

Industrial building.

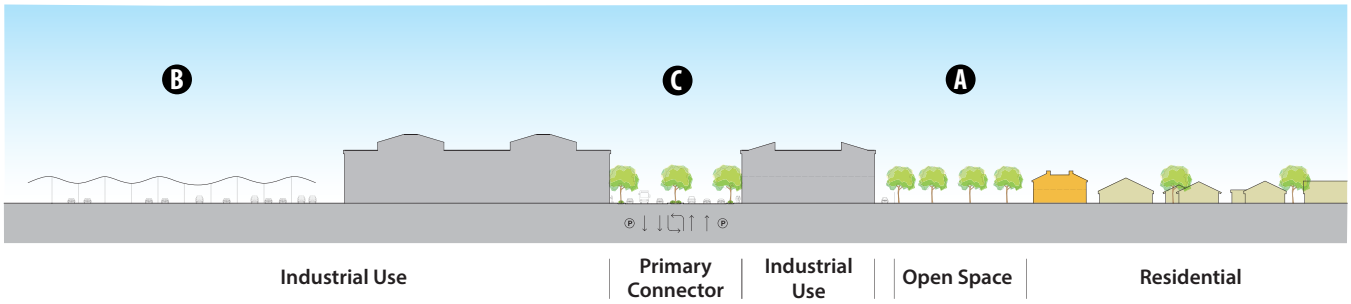
Figure UD-12: Industrial Bird's-Eye View

A ***Incorporate buffers between industrial and residential uses.***

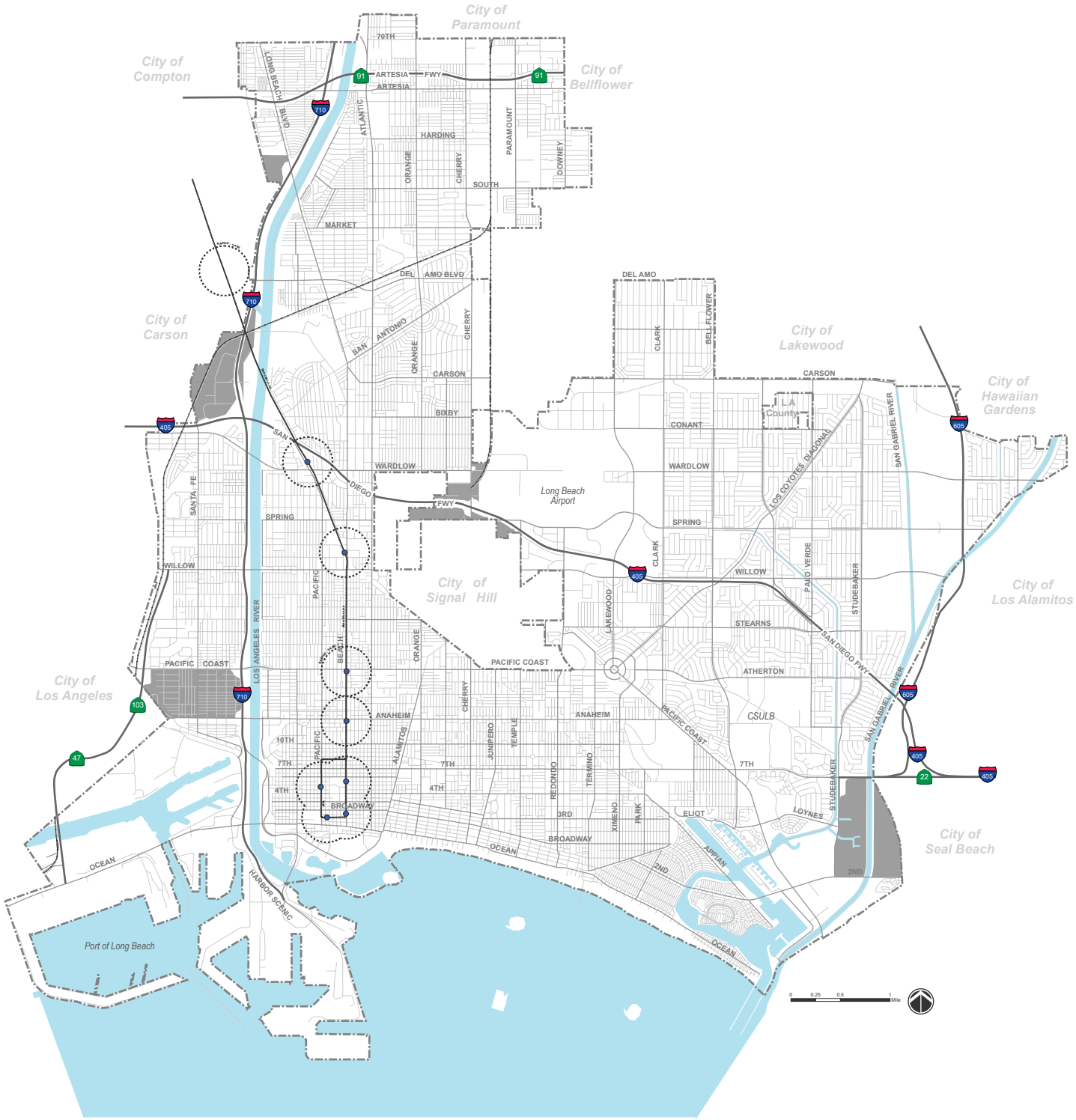
B ***Utilize sites away from residential for more intense industrial uses.***

C ***Enhance and encourage streetscape furnishings and amenities, street trees, medians, and parkways.***

Figure UD-13: Industrial Cross Section



Map UD-7
INDUSTRIAL PLACETYPE MAP



Legend

PlaceTypes

I - Industrial

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

Neo-Industrial PlaceType

Development Patterns. This PlaceType promotes job-generating, low-intensity uses adjacent to low-density residential uses, and medium-intensity uses that transition to industrial uses. Preserving the stock of older industrial buildings is key to maintaining the character of the Neo-Industrial PlaceType to allow for future business innovation opportunities and adaptive reuse possibilities to occur. For existing industrial buildings, the existing scale of development, building sizes, heights, and access routes should be maintained, and existing development patterns must be respected.

STRATEGY No. 25: Protect and enhance established Neo-Industrial PlaceType.

- **Policy UD 25-1:** Develop the Neo-Industrial PlaceType as a buffer between existing industrial and residential neighborhoods.
- **Policy UD 25-2:** Establish visual screens, whenever possible, between live-work units and existing heavy or unenclosed industrial operations.
- **Policy UD 25-3:** Encourage buildings that step down to match permitted residential building heights where new development is adjacent to residential uses.
- **Policy UD 25-4:** Encourage development intensity that is graduated, from lower intensity near residential neighbors, to moderate intensity near wholly industrial uses.
- **Policy UD 25-5:** Encourage Neo-Industrial PlaceTypes to have improved walkability with on-site, sidewalk and streetscape landscaping, signage, and other enhancements.
- **Policy UD 25-6:** As a critical component of this PlaceType, establish alleys and pathways between streets and blocks that will be maintained and enhanced.
- **Policy UD 25-7:** Convert and reuse existing buildings for creative commercial or office use, as well as spaces for artists to live, work, and display their work on-site.
- **Policy UD 25-8:** Integrate sustainable design strategies into all development or redevelopment, including new exterior materials or design features.

Innovative start-up businesses and creative design offices.

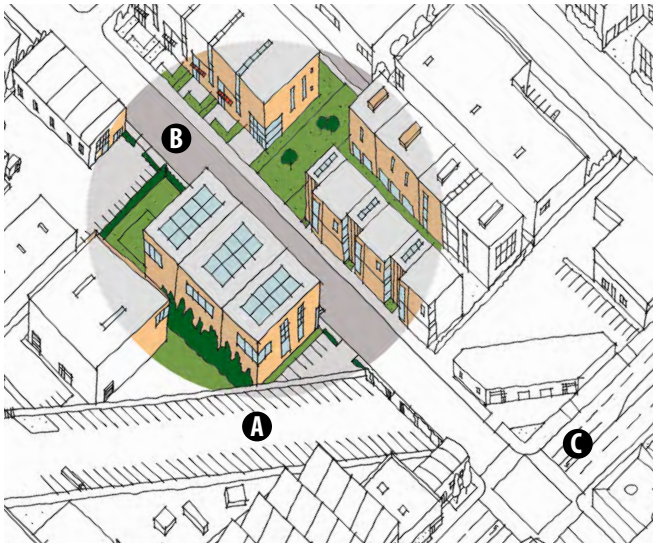


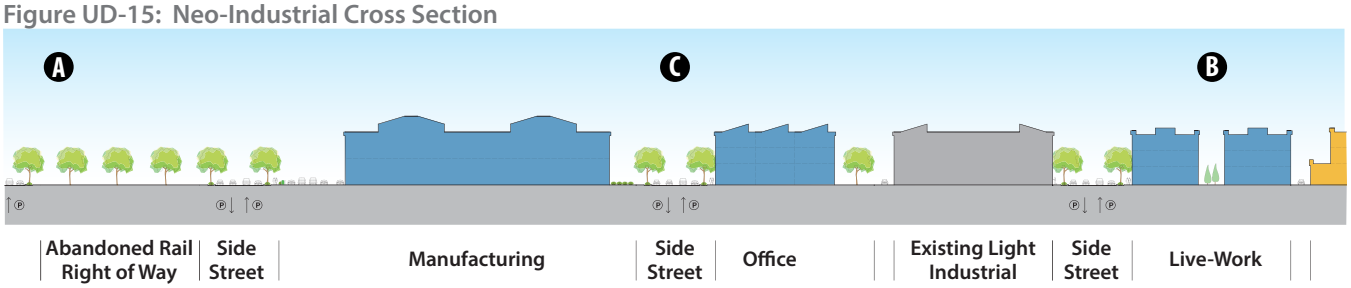
Figure UD-14: Neo-Industrial Bird's-Eye View

A ***Incorporate buffers between industrial and residential uses.***

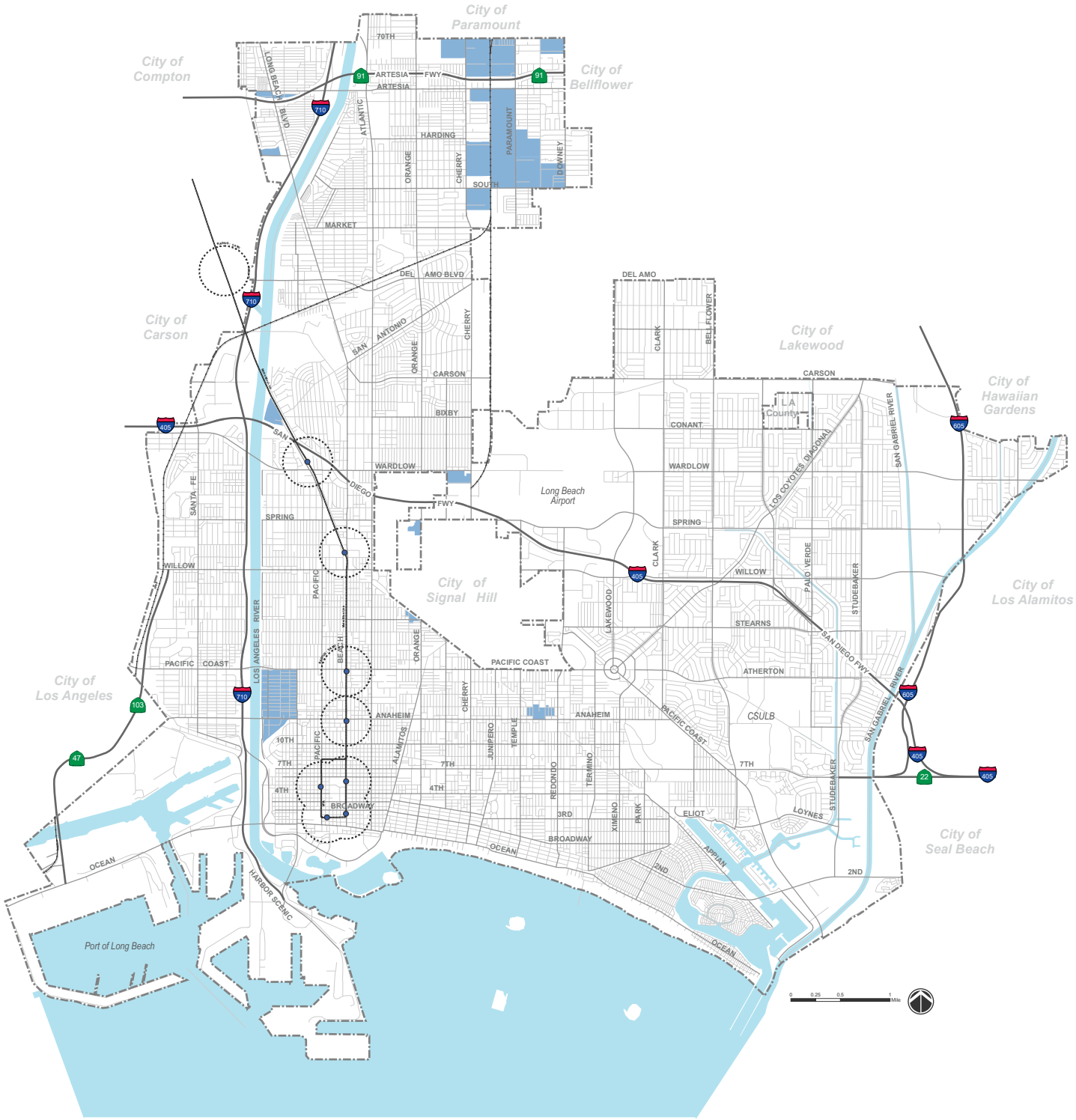
B ***Provide better connections by improving bikeways and pedestrian pass-throughs along shared use alleys.***

C ***Enhance and encourage streetscape furnishings and amenities, street trees, medians, and parkways.***

Figure UD-15: Neo-Industrial Cross Section



Map UD-8
NEO-INDUSTRIAL PLACETYPE MAP



Legend

PlaceTypes

NI - Neo-Industrial

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

Regional-Serving Facility PlaceType

Development Patterns. Land use planning for large regional facilities must address compatibility with the surrounding environment. This PlaceType promotes keeping facility uses and development intensities that may produce significant off-site nuisances internal to the regional facility. Prioritizing programs that address ancillary operational impacts to the community, and prioritizing sustainability initiatives in the updates of facility master plans is encouraged as a fundamental means of organizing facility operations. As most of the regional serving facilities in Long Beach are long established, they have adopted master plans for future development or they are governed by Planned Development Ordinances.

Miller Children's Hospital Long Beach.

STRATEGY No. 26: Protect and enhance established Regional-Serving Facility PlaceType.

- **Policy UD 26-1:** Enhance the edges, both within and adjacent to, the regional serving facility to avoid abrupt transitions between large institutional facilities and their neighbors.
- **Policy UD 26-2:** Encourage separation of incompatible land uses with site planning strategies and appropriate design treatments.
- **Policy UD 26-3:** Incorporate shade trees and pedestrian amenities along main streets, with pedestrian entrances oriented toward the sidewalk, not just internalized to the campus or facility.
- **Policy UD 26-4:** Incorporate design features that provide for thematic elements to link adjacent areas with regional serving facilities, reinforcing community connections to these places.
- **Policy UD 26-5:** Provide access to parking/loading from side streets, wherever possible, to minimize curb cuts along the main street.
- **Policy UD 26-6:** Provide courtyards, paseos, and plazas that integrate open space within buildings and parking structures and encourage walking within the campus and to nearby amenities.

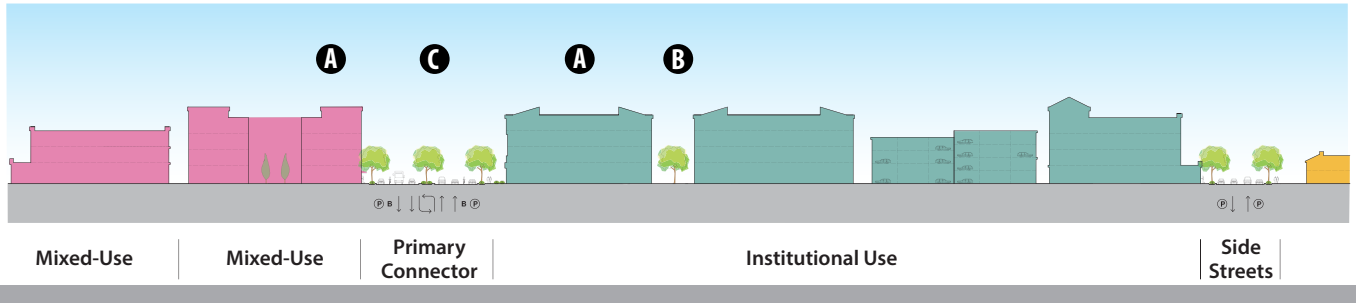
Figure UD-16: Regional-Serving Facility Bird's-Eye View

A ***Create campus identity through streetscape enhancement and architectural treatment.***

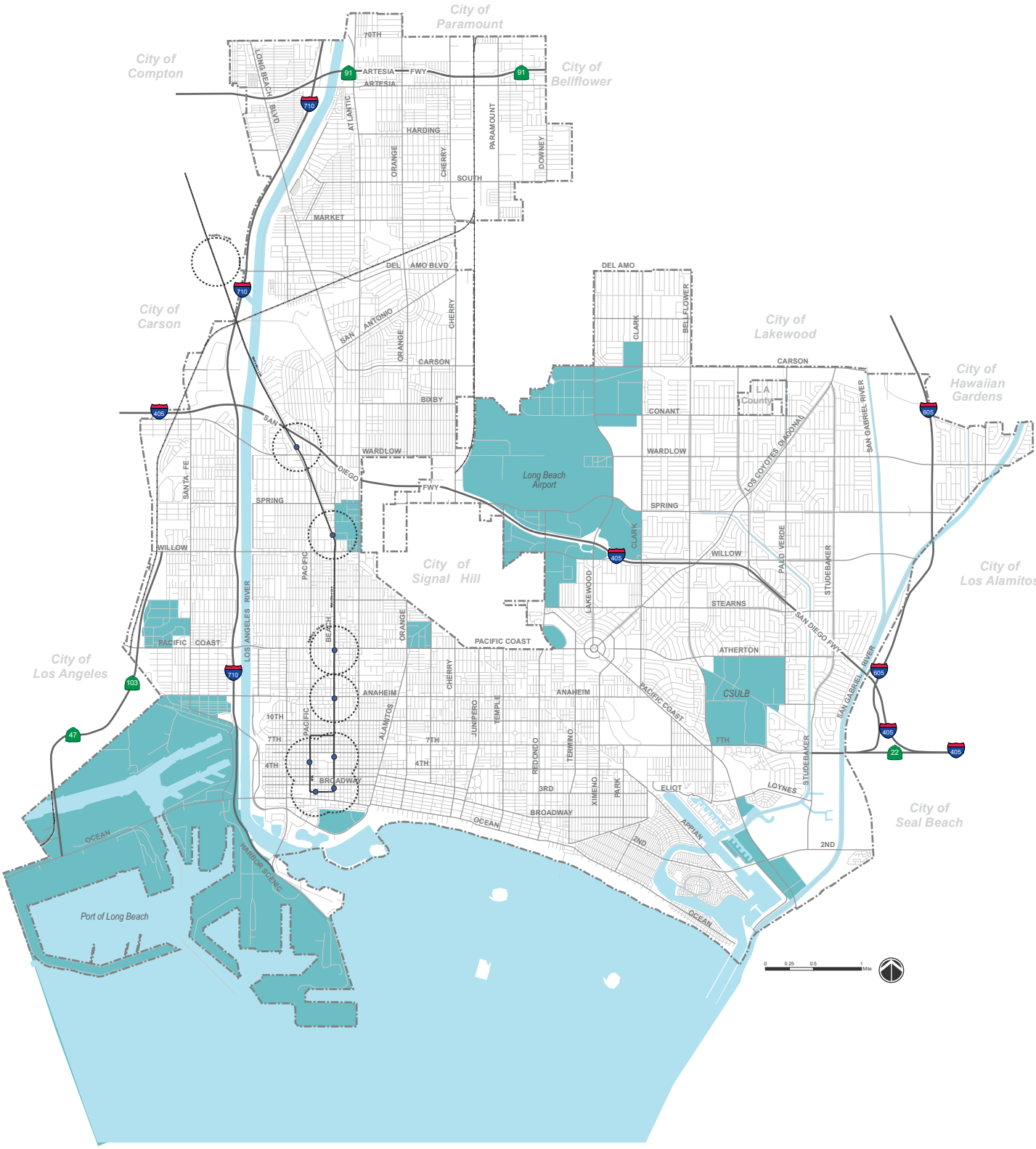
B ***Provide better connections by improving bikeways and pedestrian pass-throughs along shared use alleys.***

C ***Enhance and encourage streetscape furnishings and amenities, street trees, medians, and parkways.***

Figure UD-17: Regional-Serving Facility Cross Section



Map UD-9
REGIONAL-SERVING FACILITY PLACETYPE MAP



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PlaceTypes

RSF - Regional Serving Facility

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

Downtown PlaceType

The Downtown Plan provides recommendations and implementation tools that govern development within this area.

Development Patterns. The Downtown PlaceType is primarily comprised of small blocks and streets that provide a walkable framework for pedestrians. The street network also allows easy access by automobile. The Downtown Transit Gallery on 1st Street provides transfers between buses and the Metro Blue Line light rail train to Los Angeles. In addition, there is the Downtown Bicycle Station, which allows commuters to jump on a train and bring their bicycle along or leave it in bike station storage until they return. Buildings in the Downtown PlaceType range from smaller-scale residential units in the outer areas (West End and East Village) to medium and high-rise office and residential towers in the central core and along Ocean Boulevard.

The Downtown PlaceType promotes a highly urbanized downtown core featuring compact development comprised of a mix of compatible uses, building types, and styles. Density must be balanced with open space and new developments must preserve light, air circulation, views, and privacy.

STRATEGY No. 27: Protect and enhance established Downtown PlaceType.

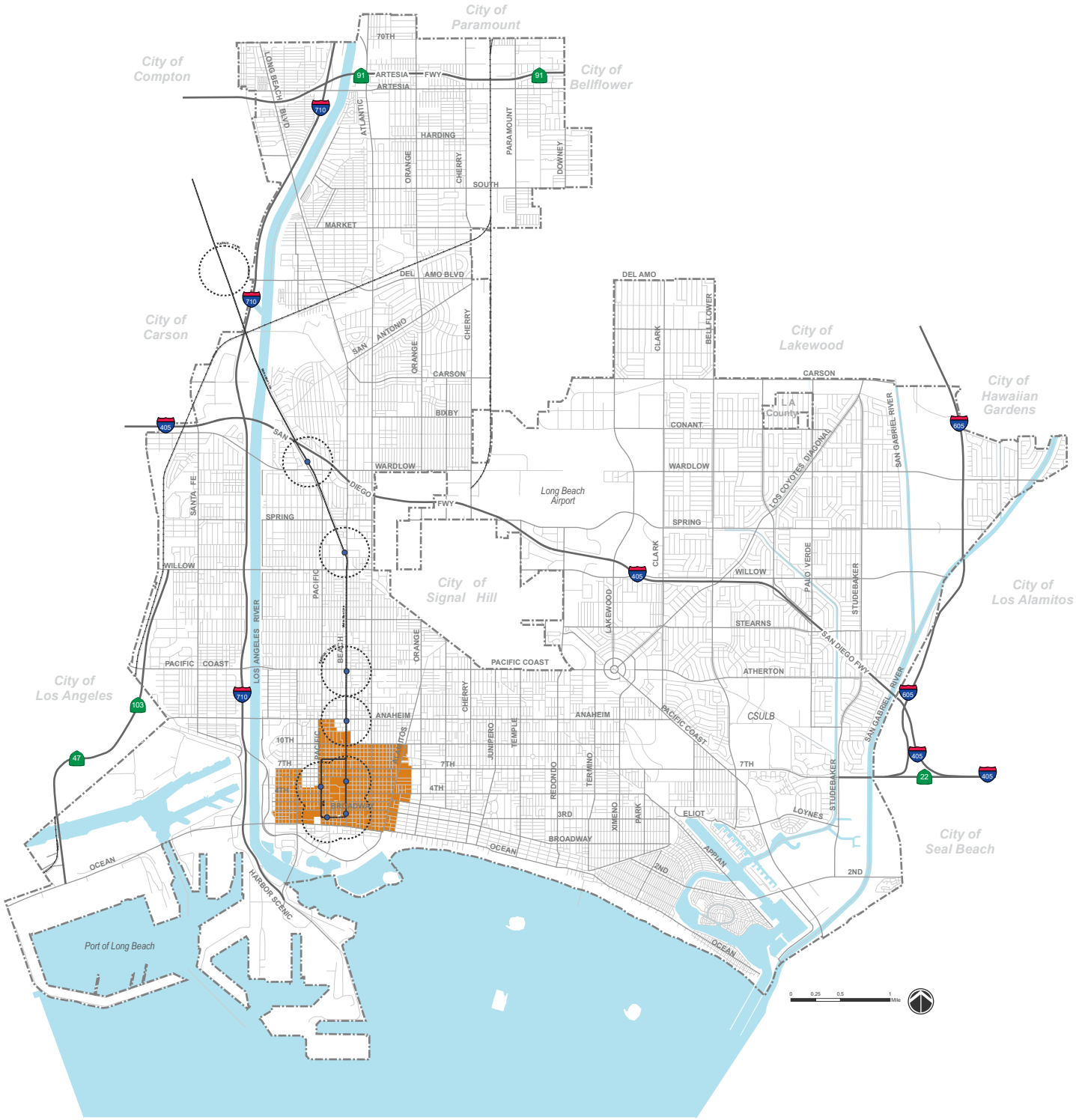
- **Policy UD 27-1:** Promote the importance of the transitions between uses and developments in the Downtown PlaceType, given the small block sizes and mix of different uses.
- **Policy UD 27-2:** Apply the development standards and guidelines prescribed in the Downtown Plan.
- **Policy UD 27-3:** Establish sustainable streetscape design as a norm for this PlaceType.
- **Policy UD 27-4:** Enhance streetscapes and building elements to promote significant pedestrian activity by providing well-articulated building facades with quality building materials and workmanship, and featuring high-quality street furnishings and design.
- **Policy UD 27-5:** Establish a bustling urban environment that will allow pedestrians to feel comfortable and welcome.

Urban residential apartments.

Pedestrian-friendly streetscape with enhanced paving.

1st Street Transit Gallery.

Map UD-10
DOWNTOWN PLACETYPE MAP



Legend

PlaceTypes

DT - Downtown

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

Waterfront PlaceType

Development Patterns. Each of the waterfront areas within this PlaceType experienced much of their initial development during very different periods in time. For example, the Downtown Shoreline is comprised of more contemporary tourist, retail, restaurant, and entertainment -style buildings, streets, and block patterns. The Belmont Pier and Pool Complex contains a mix of older multi-family residences, a grocery store, a motel, and shops, in addition to the recreational activities offered at the pier and pool. In this area, there are also newer beachfront condominiums and restaurants served by a public beach/pier parking lot, adjacent to the very popular bike and pedestrian path on the beach (developed at the time as auto-oriented places). This area has great potential for being very pedestrian-friendly, as people tend to park once and walk around the area.

The Southeast Area Development and Improvement Plan (SEASP) Waterfront PlaceType is adjacent to Orange County and stretches along Pacific Coast Highway and the Long Beach Marina (along the mouth of the San Gabriel River). While predominately auto-oriented, this area is intended to be more accessible to pedestrians, cyclists, boaters, and new forms of non-auto mobility. Appropriate infill development, wetland restoration, and better transit links should be a priority.

The waterfront is an important asset to the City. Development should take advantage of its opportunities, providing design solutions that better connect the City to the ocean.

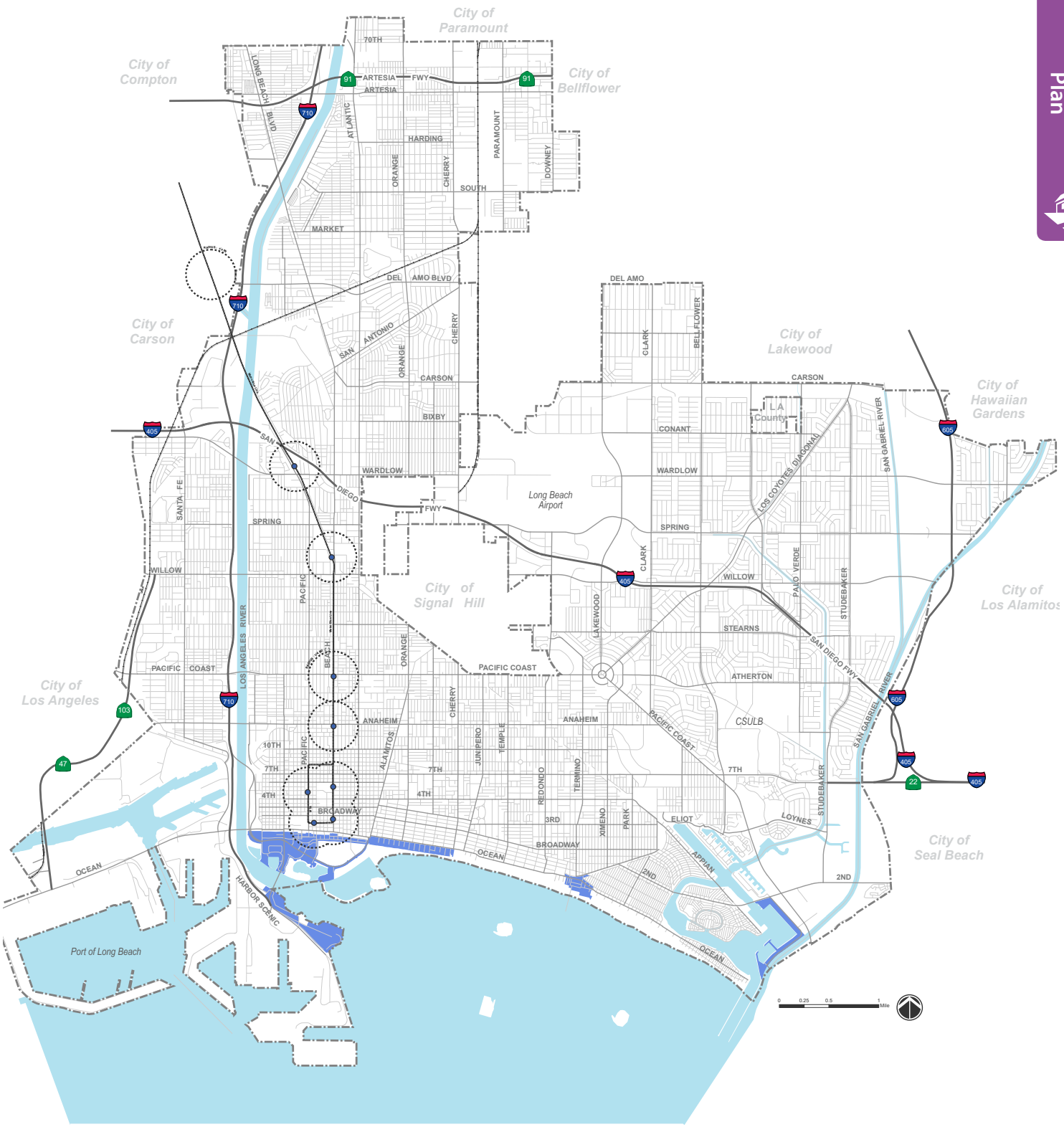
STRATEGY No. 28: Protect and enhance established Waterfront PlaceType.

- **Policy UD 28-1:** Improve public access to the marinas and waterfront.
- **Policy UD 28-2:** Encourage mixed-uses and greater building intensity to be located nearest the center within this PlaceType, with housing and/or lower-scale buildings on the periphery.
- **Policy UD 28-3:** Encourage de-emphasizing of vehicular access and promote park-once solutions.
- **Policy UD 28-4:** Develop attractive gateway elements to invite visitors in to explore the unique offerings found in each of the Waterfront PlaceTypes.

Downtown Shoreline with view of the Queen Mary.

- **Policy UD 28-5:** Promote and preserve street design characteristics unique to each Waterfront PlaceType.
- **Policy UD 28-6:** Encourage pedestrian activity through the controlling of vehicles, the use of tree-canopied, landscaped pathways and sidewalks, pedestrian-scaled lighting, and active and inviting ground floor uses.
- **Policy UD 28-7:** Provide transit stops that are conveniently located.
- **Policy UD 28-8:** Establish signage that is clear and controlled.
- **Policy UD 28-9:** Provide pedestrian entrances that are oriented to the sidewalk, not just internalized to the development.
- **Policy UD 28-10:** Encourage pedestrian-scaled building details featuring well-articulated building facades with quality building materials and workmanship.
- **Policy UD 28-11:** Provide tourists with the pleasant experience they seek by providing high-quality street furnishings and good streetscape design.
- **Policy UD 28-12:** Encourage oil well consolidation in the SEASP area to encourage wetlands restoration.

Map UD-11
WATERFRONT PLACETYPE MAP



Legend

PlaceTypes

WF - Waterfront

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

Public Spaces

This section describes how public spaces, including both places where people gather and places that form the iconography of the City, interact with streets and the private realm and how they can be created or designed to positively impact the experience of the City.

Natural Areas, Watersheds, and Views

STRATEGY No. 29: Restore and protect Long Beach's natural features, which include: the Pacific Ocean, beaches, bluffs, San Gabriel and Los Angeles Rivers, ranchos and adjacent land, Dominguez Gap, the Los Cerritos Wetlands, and waters in Alamitos Bay.

- **Policy UD 29-1:** Provide leadership and work with the community to restore and rehabilitate habitats and lands along the San Gabriel River and Los Angeles River, the Los Cerritos Wetlands, Colorado Lagoon, and the Alamitos Bay.
- **Policy UD 29-2:** Support and expand the City's urban forest and provide additional planting, tree cover, and upgrade dated facilities at natural features per the Urban Forest Plan contained in the Conservation Element.
- **Policy UD 29-3:** Integrate learning components at natural feature sites to connect people with the natural environment and support a collective pride in stewardship of local natural areas.

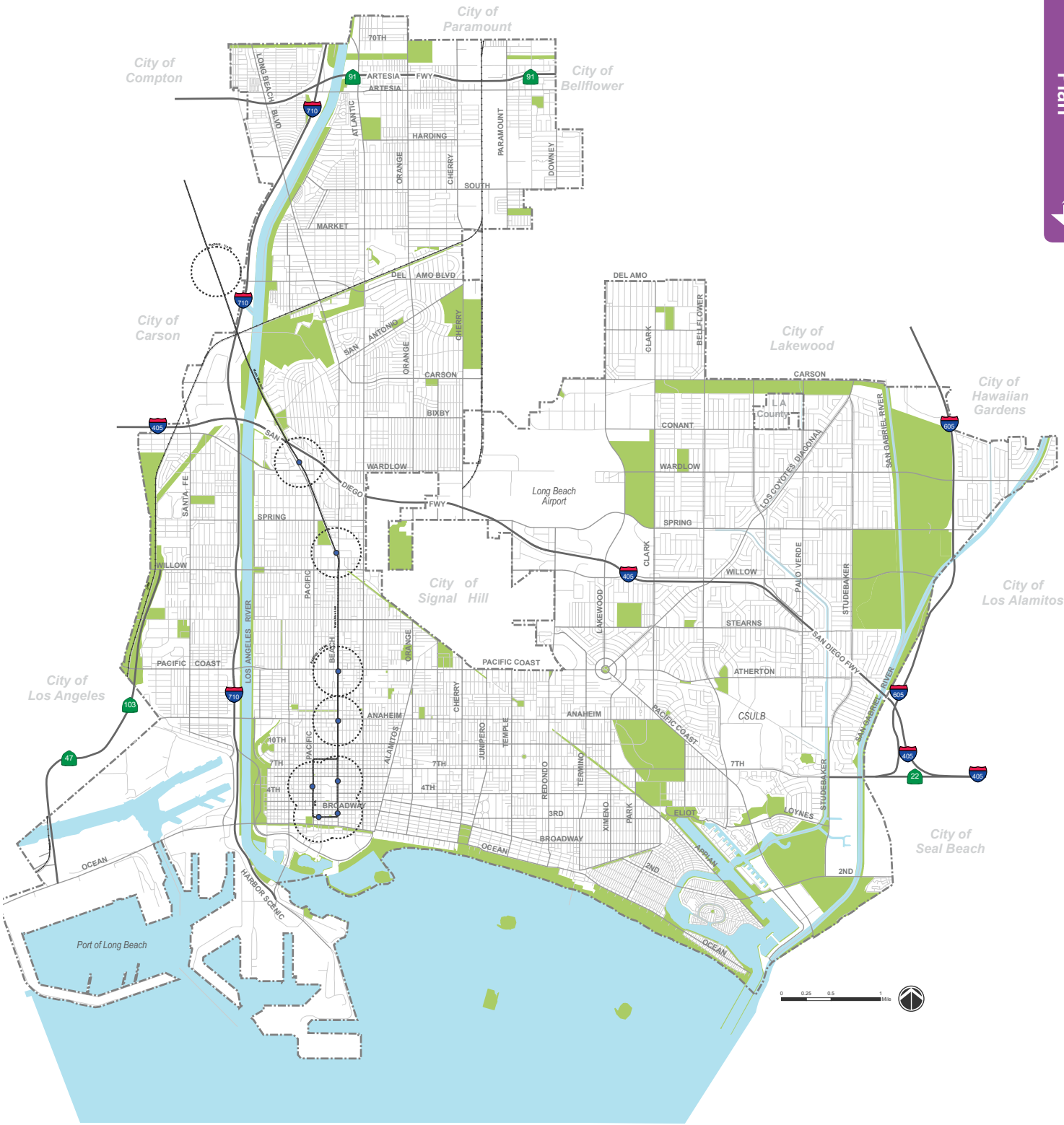
Open Spaces and Parks

STRATEGY No. 30: Provide greater access to the open space network to promote pedestrian and bicycle activity, to support the health and well-being of residents, and to increase opportunities for recreation.

- **Policy UD 30-1:** Preserve and enhance access to existing open space through improvements to existing facilities and wayfinding programs for new and existing open spaces.
- **Policy UD 30-2:** Seek opportunities to provide new publicly accessible open spaces and linkages to the greater open space network within residential projects.
- **Policy UD 30-3:** Look for opportunities on underutilized streets to be repurposed, where unused roadway can become open space (i.e., an enlarged parkway, greening unpaved alleys, linear or pocket park).
- **Policy UD 30-4:** Encourage projects to integrate required open space with a beneficial relationship to the public realm (e.g., connecting a paseo to the sidewalk, providing a layered landscape design and private patios along the sidewalk, connecting an internal courtyard visually or physically to the sidewalk).

El Dorado Park Nature Center.

Map UD-12
OPEN SPACE AND PARKS MAP



Legend

PlaceTypes

OS - Open Space

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

Plazas, Squares, and Other Publicly Accessible Private Spaces

STRATEGY No. 31: Provide a variety of public spaces throughout the City.

- **Policy UD 31-1:** Enhance the open space network around neighborhood centers by providing paseos, entry forecourts, courtyards, plazas, larger parkways, and landscaped setbacks.
- **Policy UD 31-2:** Create a network of public spaces and plazas that link pedestrian priority areas identified in the Mobility Element.
- **Policy UD 31-3:** Encourage plazas and public spaces in locations that take advantage of views and viewsheds.
- **Policy UD 31-4:** Promote the integration of adequate seating, bike racks, water features, public art, and other pedestrian amenities within plazas and public spaces.
- **Policy UD 31-5:** Enhance City centers to provide opportunities for people to congregate and interact, such as Atlantic Avenue in Bixby Knolls, the intersection of Broadway at Redondo, or Viking and Nordic Way at Carson Street.
- **Policy UD 31-6:** Encourage new public spaces in concert with community facilities to provide opportunities for large group gatherings.
- **Policy UD 31-7:** Ensure landscaping for new projects complies with Title 23, Chapter 2.7 of the California Code of Regulations, Model for Water Efficient Landscape Ordinance
- **Policy UD 31-8:** Incorporate water conservation methods, such as regular adjustment of irrigation controllers, irrigation scheduling based on plant water needs, preventing overspray, water-efficient landscape designs using low water-use plants, efficient irrigation systems, minimize turf areas, soil improvement and mulch, watering during early or late hours, and water budgeting using Water Use Classification of Landscape Species (WUCOLS) to reduce the amount of water used in a landscape.

Enhance city centers with public spaces.

Plaza provides entry and connection to nearby uses.

Drought tolerant landscaping.

Community Facilities

STRATEGY No. 32: Enhance community use areas.

- **Policy UD 32-1:** Ensure adequate public facilities and services to support the community.
- **Policy UD 32-2:** Encourage development of additional community facilities (such as meeting spaces) available for low-cost use to ensure equitable access.
- **Policy UD 32-3:** Explore opportunities to create street fair use in key areas, such as Pine Avenue at 4th Street at City Place, Pacific Avenue in Wrigley, and East Village at 1st Street.

Infill Public Space (Plazas, Community Gardens, Parks)

STRATEGY No. 33: Create parks and plazas at infill sites.

- **Policy UD 33-1:** Utilize city-owned, vacant lots for interim green uses (e.g., parks, gardens, plant nurseries, mulch areas) and develop strategies that address citywide and local needs, in determining the best use for these lots.
- **Policy UD 33-2:** Identify opportunities within neighborhoods and at schools to create and maintain community gardens.
- **Policy UD 33-3:** Transform underused lots and public properties into vibrant, social, public spaces to accommodate community gatherings and events.

Provide public space on infill sites that provide connections between uses and incorporate water efficient landscaping.

Rotary Centennial Park.

Interstitial and Temporary Spaces

STRATEGY No. 34: Utilize existing infrastructure for temporary uses that promote activity and entertainment.

- **Policy UD 34-1:** Expand the pedestrian zone on the sidewalk with parklets, where feasible. Parklets should incorporate landscaping, seating, and bicycle parking.
- **Policy UD 34-2:** Provide flexibility in street design and pedestrian improvements in order to be flexible and easily accommodating of temporary uses that might be programmed to serve the neighborhood, such as farmers' markets or community events.
- **Policy UD 34-3:** Enhance areas used for special events with specialty paving and pedestrian improvements.
- **Policy UD 34-4:** Provide opportunities to use public parking lots and facilities for community events (e.g., Pacific Avenue in Wrigley, East Village at 1st Street, Pine Avenue at 4th Street at City Place).
- **Policy UD 34-5**: Encourage and continue to support events such as "ciclovía," parades, and street festivals to raise awareness about other uses of streets, and to encourage walking and bicycling, promoting healthy lifestyles and community engagement.
- **Policy UD 34-6**: Support programming of flexible use/temporary spaces in the public right-of way. Streamline the permitting process to encourage businesses and agencies to create active spaces.
- **Policy UD 34-7**: Prioritize locations to incorporate infrastructure into spaces designated for flexible uses/temporary spaces. Enhance the physical setting, including pop-up bollards in the streets, providing electrical outlets in tree wells, stage locations, A/V hook-ups, and other infrastructure needs.
- **Policy UD 34-8**: Encourage diverse uses in parklets or street decks, including restaurant seating as commercial extensions, "barklets" (i.e., mini dog parks), art installations, mini community gardens, bike corrals, and fitness zones.

Parklet incorporates dining in parking stalls along the street.

Dining areas of restaurants can be extended through the use of parklets.

Bike parking is extended out into street parking stall.

Edges, Thoroughfares, and Corridors

This section describes the relationship of the street to its surroundings. Careful attention to design and character along the street edge with respect to Street Types, Frontages, and Street Walls, can positively impact the human experience of the City and its economic and cultural vitality.

Interface Between Buildings and Streets

STRATEGY No. 35: Building design and form shall define street walls that contribute to great streets and vibrant pedestrian environments.

- **Policy UD 35-1:** Foster an "eyes on the street," active pedestrian environment by maximizing transparency of exterior walls, incorporating and/or encouraging active ground floor uses, and entrances that engage the street.
- **Policy UD 35-2:** Buildings should be constructed of high quality and durable materials, especially at the ground floor, which is experienced most by pedestrians.
- **Policy UD 35-3:** Promote the incorporation of retail uses and/or a dining zone along the street frontage within neighborhood centers.
- **Policy UD 35-4:** Emphasize pedestrian orientation in site and building design to define the public realm and activate sidewalks and pedestrian paths.
- **Policy UD 35-5:** Reinforce the importance of a building frontage located adjacent to a public sidewalk, consistent with PlaceType and Frontages (Page 68-75) criteria.
- **Policy UD 35-6:** Maintain a minimum street wall height to ensure the "public room of the street" (as shaped by buildings on both sides) is consistent. This is intended to eliminate parcels being underdeveloped along the edges, thus not contributing to the creation of good streets.
- **Policy UD 35-7:** Monolithic structures that appear as a massive wall, block views, or overshadow the surrounding neighborhood, should be avoided.
- **Policy UD 35-8:** Where parking structures are planned, the street wall should be composed of active uses that screen podium parking, parking structures, and other uses that do not contribute to a vibrant pedestrian environment.

The street wall encompasses the dynamic relationship amongst the building, building façade, sidewalk zone, and the street.

Streets as the "Public Room"

Sidewalks are a significant link in the pedestrian circulation network. Sidewalks provide pedestrian access to virtually every activity and provide critical connections between other modes of travel, including the automobile, public transit, and bicycles. Sidewalks can enrich the streetscape and provide a variety of outdoor public spaces. Consider the streetscape as a "public room" when improving the frontage zone of the buildings and view corridors along the street. The Frontage Zone is typically located within the public right-of-way between the curb or roadway edge and the property line. The Frontage Zone contains three distinct zones: Planting and Amenity Zone, Walk Zone, and Dining and Display Zone.

Example of a "public room" space along 1st Street.

The Planting and Amenity Zone

The Planting and Amenity Zone buffers pedestrians from the adjacent roadway. The curb defines the streetscape by separating vehicles with pedestrians to prevent vehicular movement onto the sidewalk area. Some of the following furnishings in the Planting and Amenity Zone may include: bus shelters, trees, planters, and landscaping, trash and recycling receptacles, bicycle racks, street lights, clocks, public art, banners and flags, information kiosks, wayfinding/signage, benches, consolidated news racks, signal poles, utility poles, street lights, controller boxes, hydrants, parking meters, and driveway aprons, grates, and sidewalk dining. All fixtures and street furniture should be contained within the Planting and Amenity Zone to keep the Walking Zone free for walking.

Walk Zone

The walk zone is intended for pedestrian travel. This zone should be entirely free of permanent and temporary objects. The typical walk zone widths should be a minimum of 5 feet.

Figure UD-18: Streets as the "Public Room" using 1st Street and Linden Avenue as an example.

Dining and Display Zone

The Dining and Display is the area between the Walk Zone and the building. The Dining and Display zone may exist on private property if vertical elements such as buildings, fences, hedges etc. are appropriately setback from the Walk Zone. This zone allows pedestrians a comfortable "shy away" distance from the building fronts, in areas where buildings are at the lot line, or from elements such as fences and hedges on private property. Where no Planting and Amenities Zone exists, elements that would normally be sited in that zone, such as transit shelters and benches, telephone kiosks, signal and street lighting poles and controller boxes, traffic and parking signs, and utility poles, may occupy the Dining and Display Zone. In some cases, easements or additional right-of-way may be required to allow for these items. Private temporary uses such as sidewalk cafes and sidewalk dining may occupy the Dining and Display Zone, so long as the Walk Zone is maintained.

STRATEGY No. 36: Develop a specific role and identity for a street, so that it contributes to the neighborhood's character while supporting specific, functional requirements.

- **Policy UD 36-1:** Improve the frontage zone of buildings as extensions of the building, by enhancing entryways and doors, incorporating sidewalk cafes, and enhancing the space adjacent to the building as part of the pedestrian experience.
- **Policy UD 36-2:** Develop streetscape strategies and concepts that establish a street as a public room, and incorporate opportunities for dining and display, walking, landscaping, and street furniture.
- **Policy UD 36-3:** Develop guidelines for sidewalk dining and parklets that enhance the overall character of the streetscape and provide restaurants and businesses a streamlined permitting process to encourage sidewalk dining and parklets where appropriate.
- **Policy UD 36-4:** Identify zones along both sides of the street that define the building edge, dining and display areas, walking zone, planting and street furniture zones, and parking zones to enhance the character of the "public room."

Frontages

The intent of streetscape and frontage improvements is to create a pleasant and inviting environment for residents, businesses, and visitors. Streetscapes can provide a consistent and cohesive theme to unify and highlight the distinctive characteristics of each neighborhood. The graphics on these pages provide examples of how building frontages relate to a safe, attractive, and pedestrian-friendly streetscapes. The following graphics illustrate desired characteristics and recommendations associated with typical Frontages.

STRATEGY No. 37: Frontages shall have well-designed street walls, contributing to making an inviting transition between public and private space.

- **Policy UD 37-1:** Unify streets within each district with consistent frontage character types.
- **Policy UD 37-2:** Provide outdoor dining areas at restaurants with enclosed patios, decorative fencing, planters, and potted plants.
- **Policy UD 37-3:** Identify areas for frontage improvements along pedestrian priority areas, described in the Mobility Element on Page 80, Map 13.

Example of sidewalk dining and parklet in San Francisco.

Figure UD-19: Porches

» **Policy UD 37-4:** Promote façade improvement strategies and implementation measures for existing commercial, office, and residential buildings, and incorporate the following improvements:

- Entrances that include recessed doors, archways or cased openings, a change in wall plane, and/or projecting elements above the entrance.
- Accessible pathways from parking or the street to building entries.
- Low-level lighting on pathways and building faces.
- Clear glass windows on the ground floor for interior shop views, awnings, or other window coverings that contribute to defining the character of the building.
- 360 degree architectural articulation.

RECOMMENDATIONS FOR PORCHES

A ***Single-family homes generally have façades that are set back from the property line.***

B ***A defined porch provides a physical transition from public to private space.***

C ***Front yards may include low fences or courtyard walls, raised or at-grade porches, and size and style variations of the porch, as well as unique landscape treatments.***

D ***Porches should be deep and livable extensions of the home, with space to provide benches and potted plants.***

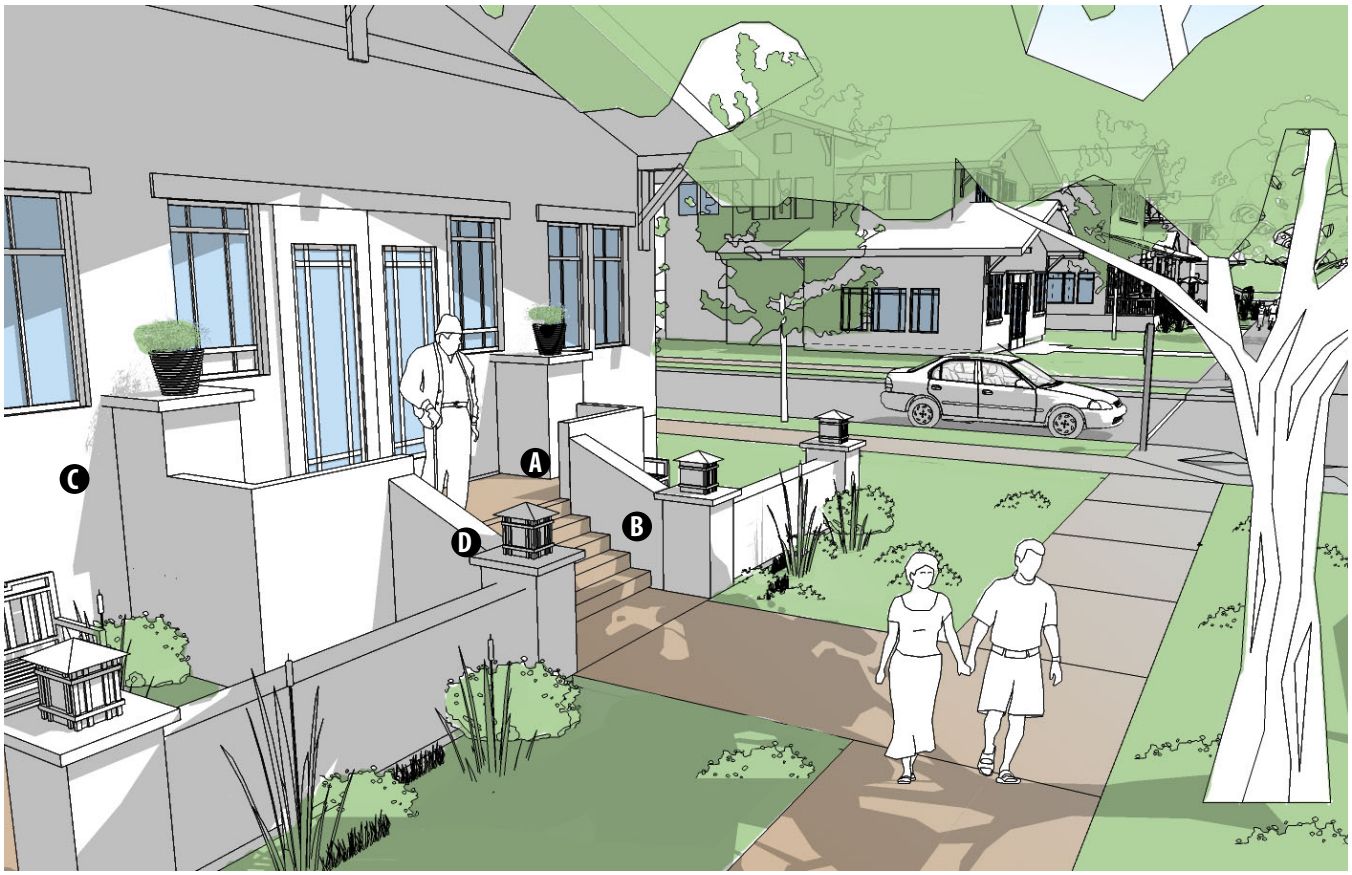


Figure UD-20: Stoops

Stoop at entry to a single-family home.

RECOMMENDATIONS FOR STOOPS

- **A** ***Stoops are elevated entry porches where stairs are usually placed much closer to the property line than a porch.***
- **B** ***Stoops have an elevation change from the sidewalk to the ground floor that helps create transition and privacy.***
- **C** ***Stoops may be seen on single-family or attached housing product, and may or may not be covered by a roof.***
- **D** ***Stoops generally do not have livable extensions from the home, as porches do, and are rather platforms at a building's entrance.***

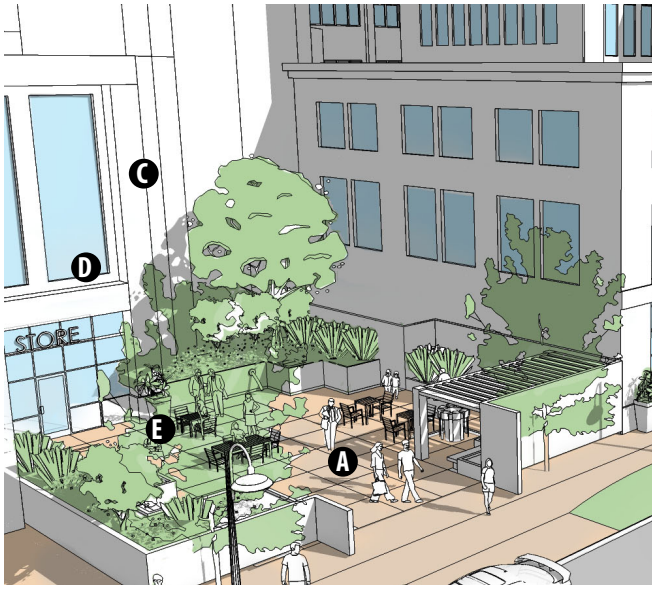
Figure UD-21: Terraces

Restaurant utilizes a terrace for dining space.

RECOMMENDATIONS FOR TERRACES

- **A** ***Usually elevated, a terrace separates and sets back the façade from the sidewalk and the street.***
- **B** ***This type buffers residential use from urban sidewalks and removes the private yard from public encroachment.***
- **C** ***Terraces are suitable for conversion, making them popular for outdoor cafes, restaurants, or even office environments.***
- **D** ***Terraces can be enclosed with short walls or fences to separate and define the space.***

Figure UD-22: Forecourt



RECOMMENDATIONS FOR FORECOURTS

A *A forecourt is an open area in front of a structure's entrance.*

B *Often residential forecourts are accessed by more than one unit of a multi-family complex.*

C *When used in commercial or civic design, forecourts are formed by a recess in the façade of a building, which may be used to define entry, provide for outdoor dining, or allow vehicular drop-off.*

D *The forecourt may be used in combination with another frontage to provide interest and articulation.*

E *The forecourt should provide pedestrian amenities, such as seating, landscaping, lighting, fountains, and dining opportunities.*

Figure UD-23: Storefront

Transparent glass, signage, awning, and plants create an inviting storefront.

RECOMMENDATIONS FOR STOREFRONTS

- **A** ***Storefronts are façades, usually placed at or close to the property line, with entries at the same level as the sidewalk.***
- **B** ***Storefronts are large, glazed openings in a façade, filled with doors and transparent glass in a storefront assembly.***
- **C** ***This traditional retail frontage type is often provided with canopies or awnings to shelter pedestrians and shade the storefront glass from glare.***
- **D** ***The storefront assembly may be recessed to provide a widened sidewalk or a covered area for outdoor dining.***
- **E** ***Ground floor ceiling heights are typically higher than the ceiling heights of floors above to support commercial activity and promote pedestrian-oriented space along the street.***

Figure UD-24: Galleries

This gallery provides protection from the sun, while providing a pleasant shopping experience.

RECOMMENDATIONS FOR GALLERIES

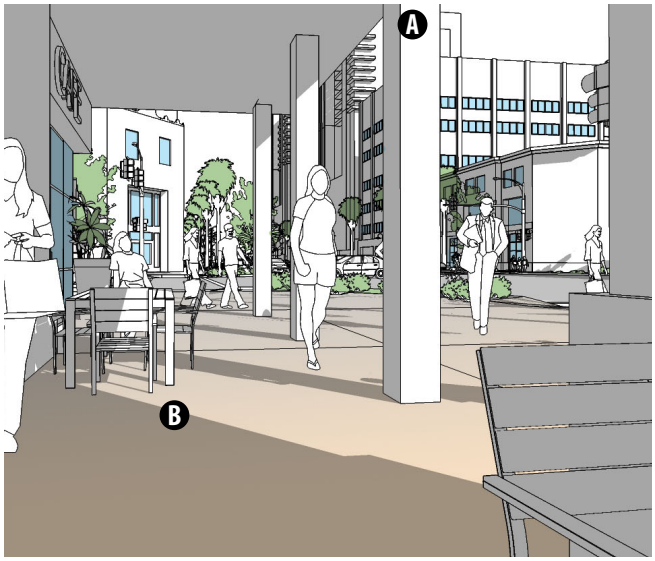
A ***Galleries are façades with an attached colonnade, which project beyond the building façade and can extend to the property line.***

B ***Galleries can be used for outdoor dining to provide shelter or act as a continuous awning.***

C ***The space above a gallery is unenclosed and may be used as a trellis or a deck.***

D ***Ground floor ceiling heights are typically higher than the ceiling heights of floors above to support commercial activity and promote pedestrian-oriented space along the street.***

Figure UD-25: Arcades



RECOMMENDATIONS FOR ARCADES

A *Ideally located at the back of sidewalk, the space under an arcade becomes an extension of the public realm.*

B *Like a gallery, the arcade provides shelter for the pedestrian and shade for storefront glass or outdoor dining.*

C *The advantage of the arcade is that the space above can be used for habitable residential use or office use.*

D *Ground floor ceiling heights are typically higher than the ceiling heights of floors above to support commercial activity and promote pedestrian-oriented space along the street.*

Street Type

The following Street Types are a context-sensitive street classification system, developed to define six Street Types within the City of Long Beach: Regional Corridor, Boulevard, Major Avenue, Minor Avenue, Neighborhood Connector, and Local Street. Refer to the Mobility Element for specific criteria and designations. The following urban design strategies help transform the public right-of-way into an exciting, pedestrian-friendly environment, providing public spaces for people, as well as improving traffic and transportation modes.

The relationship of Street Type to PlaceType is important. The context and relationship of a neighborhood and PlaceType to the right-of way is crucial in the development and character of the public realm. Commercial streets, downtown streets, and residential streets all have different design parameters, speeds, modes of transportation, and needs. The following urban design strategies provide the opportunity to change the urban fabric of the public realm by reusing street space for different purposes, such as cycle tracks, curb extensions, parklets, and traffic calming measures. Refer to Map 16: Opportunity for Street Character Change, Page 89 in the Mobility Element, for streets identified as opportunities for these changes.

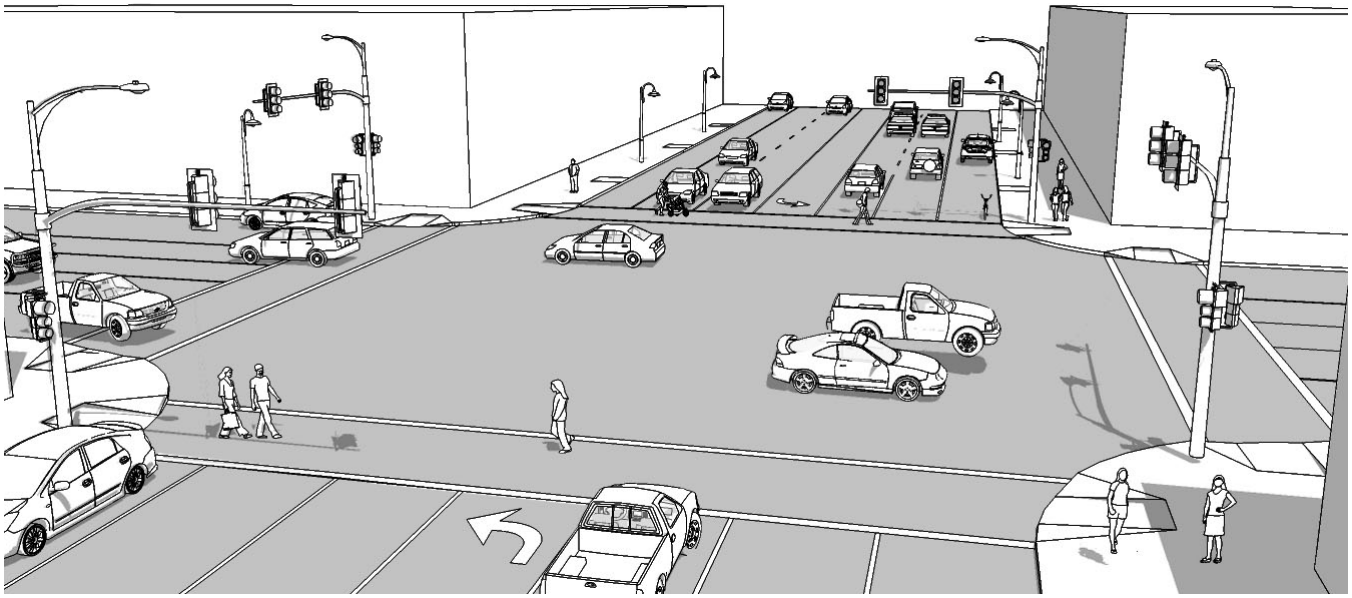
STRATEGY No. 38: Enhance the functionality within each PlaceType by improving the character and functionality of each Street Type.

- **Policy UD 38-1:** Explore opportunities to incorporate bulbouts, cycle tracks, bike corrals, parklets, mid-block crossings, medians, parkways, and landscape planting within the right-of-way.
- **Policy UD 38-2:** Ensure that urban and downtown areas with high volumes of pedestrian travel have enlarged walk zones, street trees, and maximum use of street furnishings and lighting.
- **Policy UD 38-3:** Consider one-way or two-way cycle tracks on roadways with high traffic volumes to separate bicycles from vehicular traffic.
- **Policy UD 38-4:** Buffer and screen parking areas with landscaping, berms, or low screens.
- **Policy UD 38-5:** Provide special paving treatment or striping at crosswalks and intersections.
- **Policy UD 38-6:** Encourage collaboration between the City and businesses to convert curbside parking spaces into public spaces.
- **Policy UD 38-7:** Create a clear frontage zone along the sidewalk with clear visibility of the structure and façade, as well as the space adjacent to the building.
- **Policy UD 38-8:** Provide a clear zone for through-pedestrian traffic along the sidewalk. See the Mobility Element for specific sidewalk widths for each Street Type.
- **Policy UD 38-9:** Provide a street furniture and landscape zone adjacent to the curb for parkways, tree grates, bicycle parking, lighting, benches, newspaper kiosks, utility poles, potted plants, benches, transit shelters, and other pedestrian amenities.
- **Policy UD 38-10:** Incorporate chicanes in residential streets to slow traffic and to activate the public space along a corridor.
- **Policy UD 38-11:** Incorporate pinchpoints where curb extensions may be applied mid-block to calm traffic.

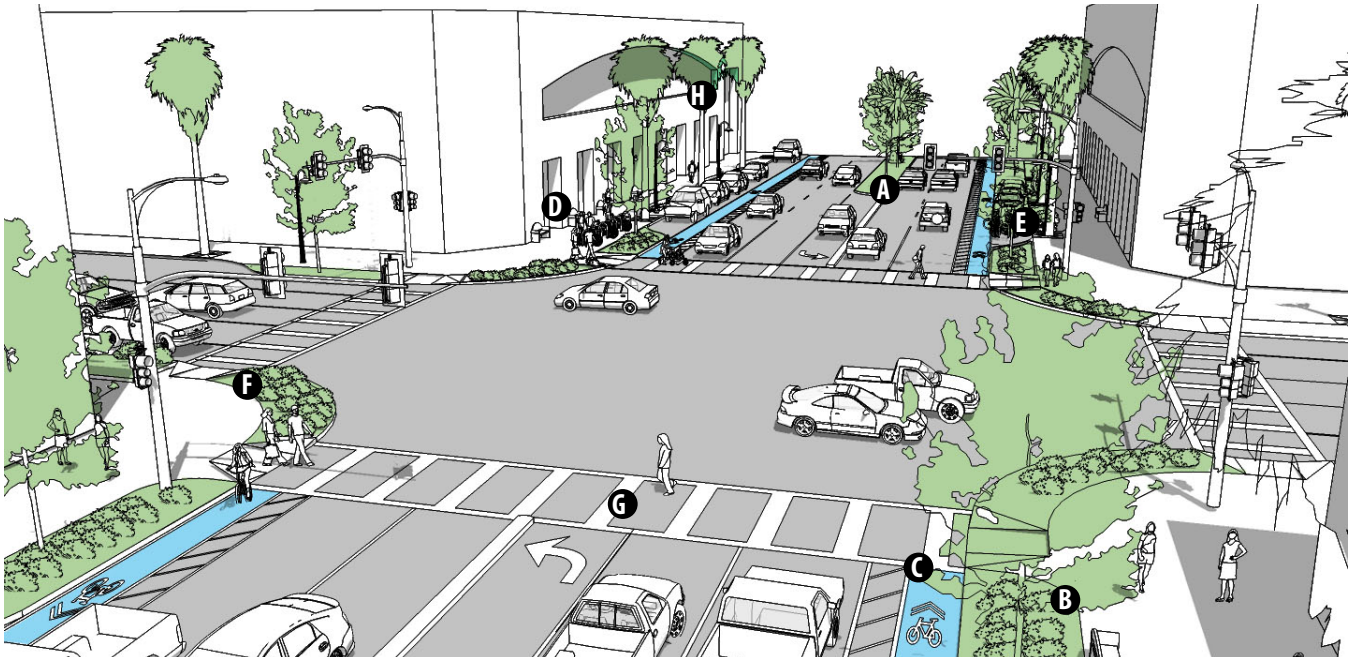
Bike parking is extended out into street parking stall.

Residential street with mini roundabout.

Figure UD-26: Regional, Boulevard, and Major Avenue Street Types



BEFORE: Streets are designed around an auto-oriented environment, transporting people, goods, and services from one community or neighborhood to another.

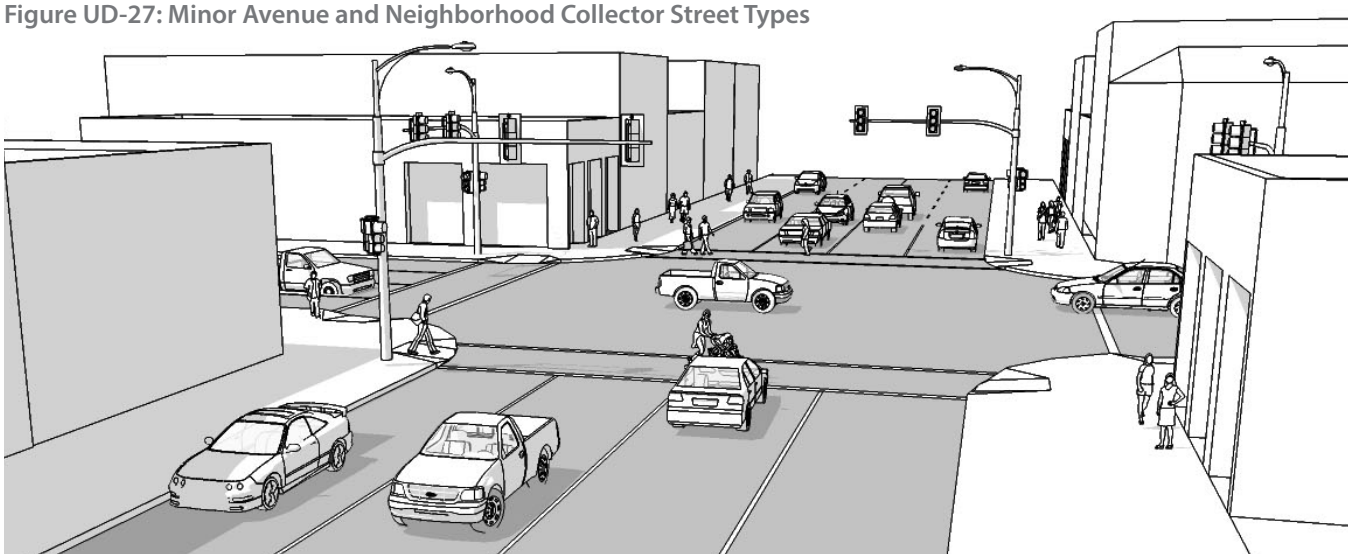


AFTER: Transform streets to include a variety of public spaces, creating a walkable environment.

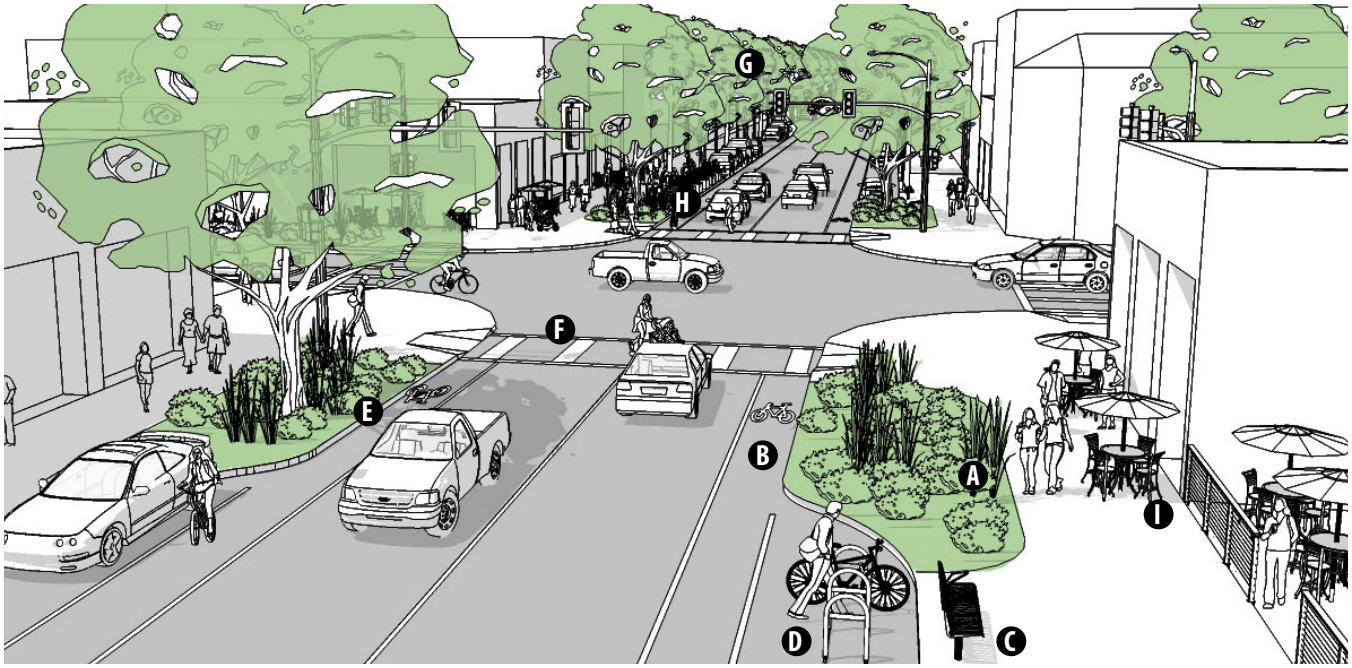
RECOMMENDATIONS

- **A** ***Planted median slows traffic, while allowing room for stacking at heavily used intersections.***
- **B** ***Sidewalk widening increases usable space for pedestrians, bicycle parking, and planted bulbouts.***
- **C** ***A one-way cycle track, raised cycle track, or parking-buffered cycle track on each side of the street provides a safe route for bicyclists.***
- **D** ***Enhanced furnishings, landscaping, and building façade add vitality to corridors and create identifiable streetscapes.***
- **E** ***Bike corrals or bike share stations can replace one parking space and can be installed near corners.***
- **F** ***Flow-through planters in bulbouts treat stormwater run-off in high density urban areas and prevent puddling at crosswalks.***
- **G** ***Paint crosswalks for high-visibility crosswalk treatment. Incorporate pedestrian refuge at center median, where needed.***
- **H** ***Enhance the street corridor with consistent street tree planting. Plant trees in tree grates or in planters. Avoid sparse tree wells.***

Figure UD-27: Minor Avenue and Neighborhood Collector Street Types



BEFORE: Streets are designed to transport people, goods, and services to neighborhoods and serves as routes between neighborhoods.

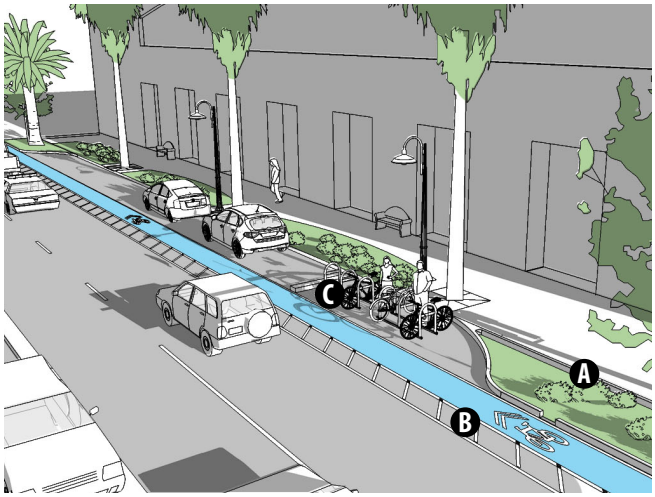


AFTER: Transform streets to include a variety of public spaces, creating a walkable and bicycle-friendly environment.

RECOMMENDATIONS

- **A** ***Sidewalk widening increases usable space for pedestrians, bicycle parking, and planted bulbouts.***
- **B** ***Bicycle lanes provide designated lanes for bicyclists to travel safely between neighborhoods.***
- **C** ***Enhanced furnishings, landscaping, and building façades add vitality to corridors and create identifiable streetscapes.***
- **D** ***Bike corrals or bike share stations can replace one parking space and can be installed near corners.***
- **E** ***Flow-through planters in bulbouts treat stormwater run-off in high density urban areas and prevent puddling at crosswalks.***
- **F** ***Paint crosswalks for high-visibility crosswalk treatment. Incorporate pedestrian refuge at center median, where needed.***
- **G** ***Enhance the street corridor with consistent street tree planting. Plant trees in tree grates or in planters. Avoid sparse tree wells.***
- **H** ***Provide parklets in locations with active storefronts and heavy foot traffic.***
- **I** ***Utilize the frontage zone of sidewalks for cafe dining opportunities.***

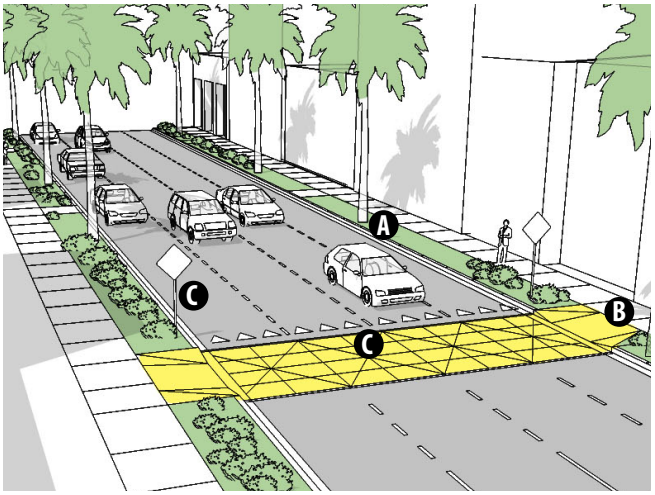
Figure UD-28: Bicycle Corral with Cycle Track



RECOMMENDATIONS

- **A** *Sidewalk widening increases usable space for pedestrians, bicycle parking, and planted bulbouts.*
- **B** *A one-way cycle track, raised cycle track, or parking-buffered cycle track on each side of the street provides a safe route for bicyclists.*
- **C** *Bike corrals or bike share stations can replace one parking space and can be installed near corners.*

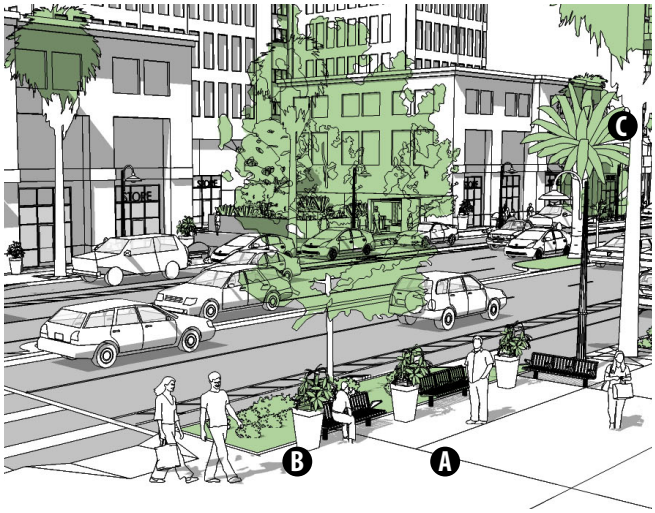
Figure UD-29: Mid-Block Crossing



RECOMMENDATIONS

- **A** *Enhance the street corridor with consistent street tree planting. Plant trees in tree grates or in planters. Avoid sparse tree wells.*
- **B** *Provide mid-block pedestrian crossings along long corridors.*
- **C** *Identify crosswalks with special paving and markings, daylighting, signage, and signalized markers.*

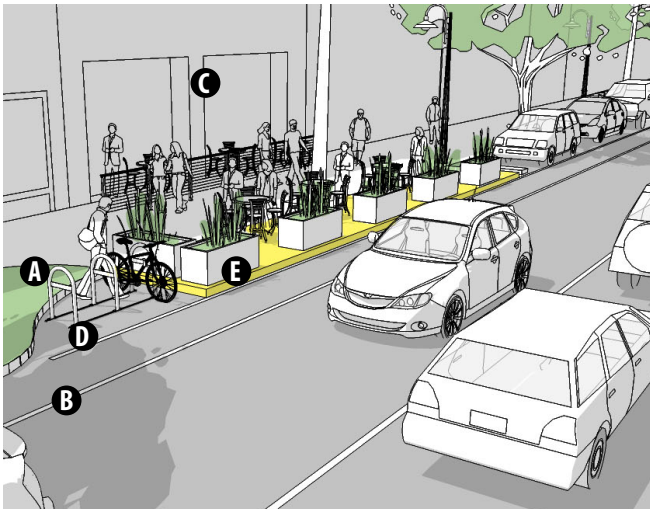
Figure UD-30: Bulbout



RECOMMENDATIONS

- **A** *Sidewalk widening increases usable space for pedestrians, bicycle parking, and planted bulbouts.*
- **B** *Provide seating, landscaping, and other pedestrian amenities near corners.*
- **C** *Incorporate a variety of street trees in bulbouts, tree grates, and medians to enhance the urban forest.*

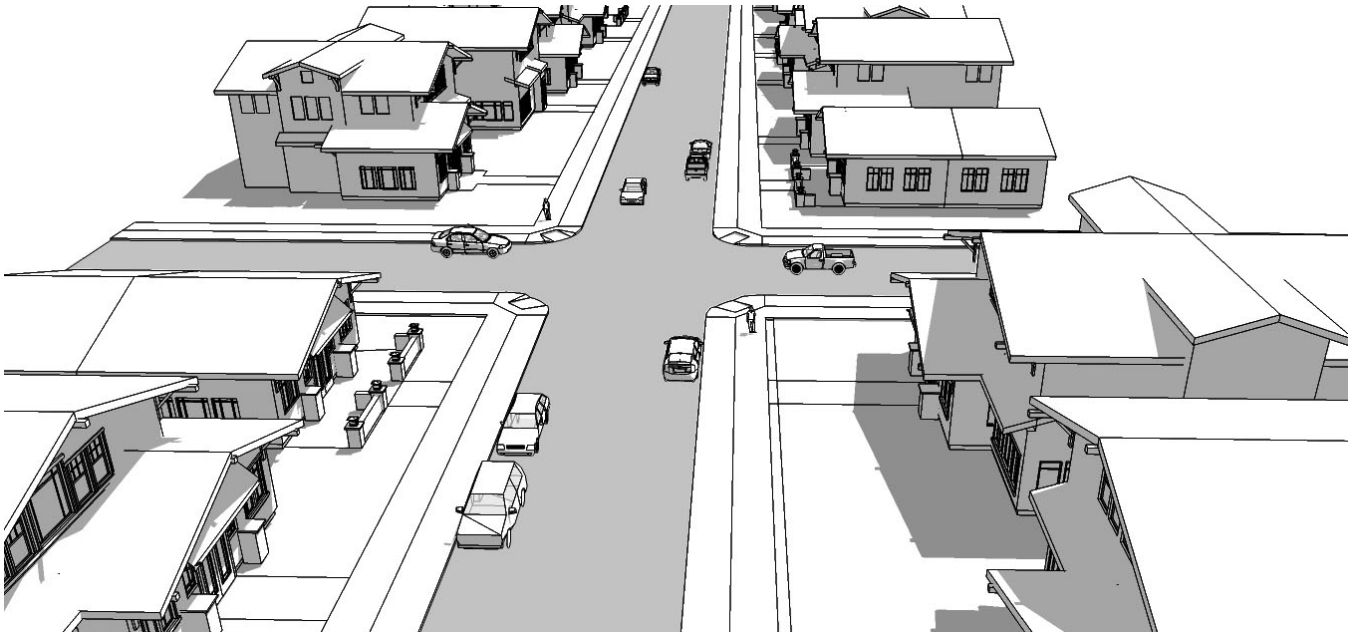
Figure UD-31: Parklet



RECOMMENDATIONS

- **A** *Sidewalk widening increases usable space for pedestrians, bicycle parking, and planted bulbouts.*
- **B** *Bicycle lanes provide designated lanes for bicyclists to travel safely between neighborhoods.*
- **C** *Enhanced furnishings, landscaping, and building façades add vitality to corridors and create identifiable streetscapes.*
- **D** *Bike corrals or bike share stations can replace one parking space and can be installed near corners.*
- **E** *Provide parklets in locations with active storefronts and heavy foot traffic.*

Figure UD-32: Local Street Types



BEFORE: Streets are designed to provide access to individual residences. Streets are generally two lanes with on-street parking, parkways, and sidewalks.

AFTER: Streets can be transformed to increase safety, walkability, and improved character.

RECOMMENDATIONS

A ***Consider providing bulbouts at intersections to keep crossing distances as short as possible, to increase landscape areas, and to slow traffic at intersections.***

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

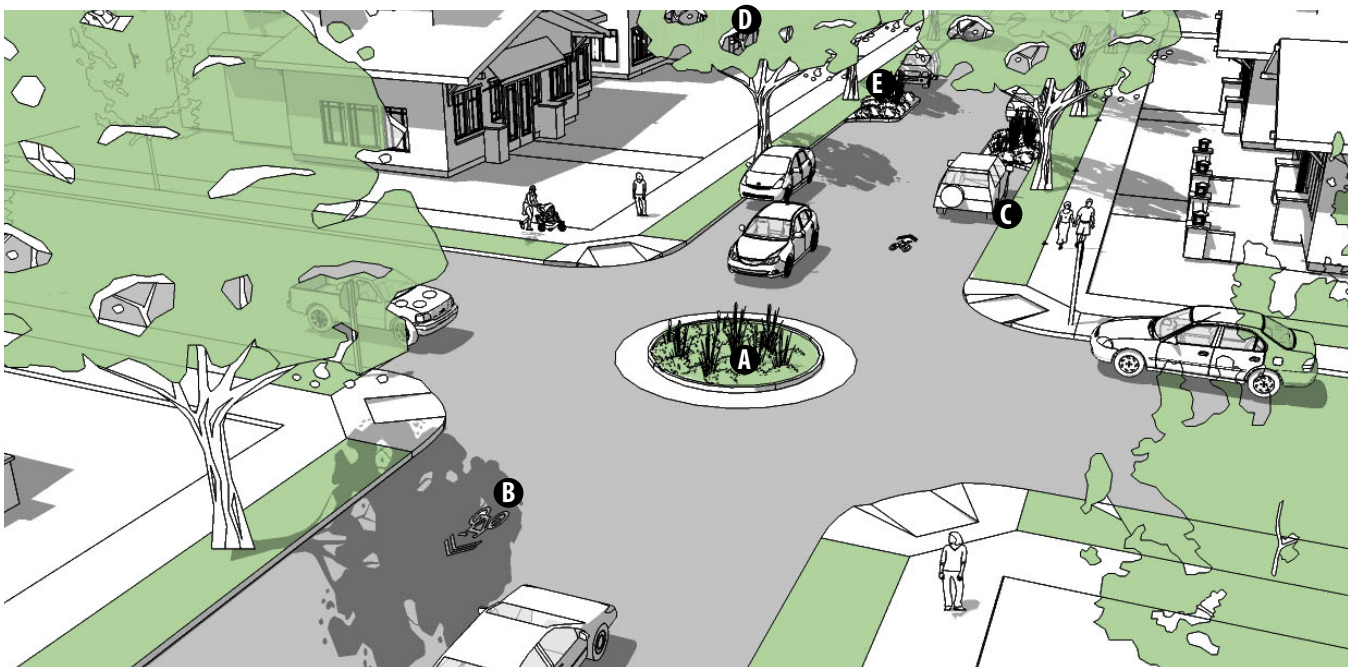
C ***Revitalize landscape parkways with appropriate landscaping.***

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

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

F ***Enhance the street corridor with consistent street tree planting.***

Figure UD-33: Local Street Type with Mini Roundabout

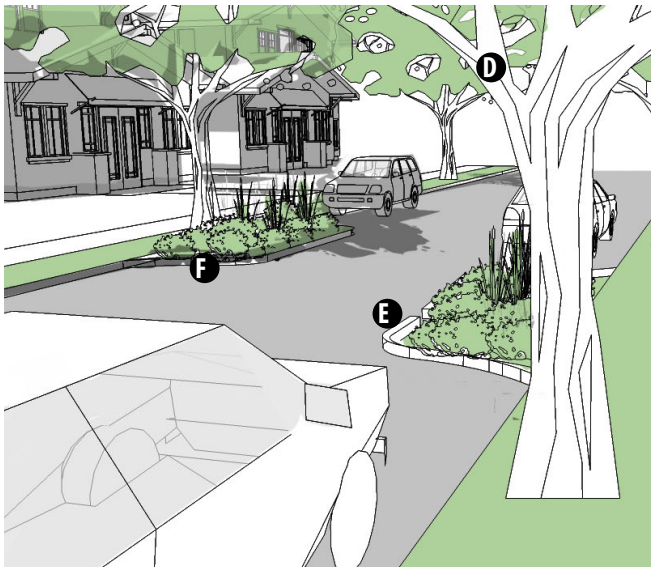


Local Street Types can be transformed to increase safety, walkability, and improved character.

RECOMMENDATIONS

- **A** ***Incorporate mini roundabouts on local streets to slow traffic and increase bicycle and pedestrian safety at intersections.***
- **B** ***Incorporate bike route information on bike-friendly streets designated as Class III Bike Routes.***
- **C** ***Revitalize landscape parkways with appropriate landscaping.***
- **D** ***Enhance the street corridor with consistent street tree planting.***
- **E** ***Utilize flow-through planters in bulbouts to treat stormwater run-off. Use bulbouts to help reduce traffic speed and provide planters for additional street trees.***
- **F** ***Incorporate pinchpoints where curb extensions may be applied mid-block to slow traffic.***
- **G** ***Consider providing bulbouts at intersections to keep crossing distances as short as possible, to increase landscape areas, and to slow traffic at intersections.***

Figure UD-34: Pinchpoints



Trees and Landscaping

STRATEGY No. 39: Beautify the City with trees and landscaping while being conscious of water resources and utilizing sustainable practices.

- **Policy UD 39-1:** Accommodate large canopy street trees that contribute to the City's urban forest, enhance street character and neighborhood identity, and provide shade for pedestrians and parked cars and bikes.
- **Policy UD 39-2:** Identify gaps in street tree canopy and expand and maintain new tree plantings.
- **Policy UD 39-3:** Explore cost-effective options to increase and sustain the Urban Forest; maintain trees to reduce the impacts of drought, diseases and pests, and construction and storm damage.
- **Policy UD 39-4:** Ensure landscaping for new projects complies with Title 23, Chapter 2.7 of the California Code of Regulations, Model for Efficient Landscape Ordinance.
- **Policy UD 39-5:** Integrate native, drought-tolerant, or low-water-use plant species in streetscapes and design for ease of maintenance to assure their longevity and limit water and resource use.
- **Policy UD 39-6:** Limit the use of palm trees, except for in signature areas.
- **Policy UD 39-7:** Consider providing bioswales, pervious strips, flow-through planters, and pervious pavement to help infiltrate stormwater runoff before it enters the sewer system.

Use drought tolerant trees and landscaping.

Landscaping in bulbouts and consistent street trees help define the street edge and beautify the streetscape.

Trees and landscaping enhance a City's urban forest and streetscape character.

Flow-through planters provide filtration of surface runoff.

Parking Lots, Driveways, and Access Points

STRATEGY No. 40: Design parking lots, structures, driveways, and access points to promote walkability, reduced trips, and promote sustainability.

- **Policy UD 40-1:** Minimize the visual impact of parking structures by encouraging the first floor to be wrapped with pedestrian-friendly uses and by urban design and landscaping features along pedestrian-oriented street frontages.
- **Policy UD 40-2:** Provide well-marked and convenient pedestrian access through parking areas to separate pedestrian and vehicular traffic.
- **Policy UD 40-3:** Beautify and screen parking lots located adjacent to a street edge with landscaping, shade trees, and decorative paving treatments.
- **Policy UD 40-4:** Use planter beds, decorative paving materials, and safe pedestrian paths to break up large areas dedicated to parking.
- **Policy UD 40-5:** Promote the use of pervious surfaces (including paving), low-impact development strategies, and natural run-off infiltration systems into parking lot design.
- **Policy UD 40-6:** Enhance driveway access points with ornamental landscaping, accent paving, and lighting.
- **Policy UD 40-7:** Explore opportunities to incorporate innovative parking solutions, such as lifts and tandem parking, to help meet parking requirements.
- **Policy UD 40-8:** Manage existing parking resources and implement strategies such as shared use parking, especially in Parking Impacted Areas, discussed in the Mobility Element.

Parking structures should be visually appealing on all frontages.

Beautify parking lots adjacent to streets with adequate setbacks for landscaping.

Maintain and manage existing parking resources.

Pedestrian Infrastructure

STRATEGY No. 41: Connect neighborhoods, corridors, and centers by maintaining and providing for walkable blocks.

- **Policy UD 41-1:** Encourage new developments to incorporate pedestrian amenities and pathways that provide direct, convenient, and safe access to public sidewalks and streets.
- **Policy UD 41-2:** Explore opportunities to improve connections among the downtown, corridors, campuses, and neighborhoods to create interconnected walking environments.
- **Policy UD 41-3:** Maintain and enhance the street grid network and short blocks that support all modes of transportation in Long Beach.
- **Policy UD 41-4:** Provide street furnishings in the pedestrian zone to encourage walking and areas to stop and rest.
- **Policy UD 41-5:** Promote enhancement, repair, and maintenance of alleys, paseos, paths, and trails.
- **Policy UD 41-6:** Encourage the use of specialty paving or artistic ground treatment, such as painted concrete, where alleys intersect to enhance pedestrian activity.
- **Policy UD 41-7:** Provide wayfinding signs, pedestrian lighting for safety and security, benches, and public art along alleys, paseos, paths, and trails to enhance neighborhood character and walkability.
- **Policy UD 41-8:** Provide mid-block pedestrian connections between the street and alley on commercial blocks to encourage pedestrian discovery and safe passages.

Paving and landscaping enhance pedestrian connections through parking areas.

Bicycle Infrastructure

STRATEGY No. 42: Continue promoting the City's vision to become the most bicycle-friendly city in the United States. Refer to additional policies provided in the Mobility Element.

- **Policy UD 42-1:** Support and enhance bicycle streets by strategically locating bicycle facilities (like bicycle boulevards, bike racks and corrals, bike stations, and bike rental/share facilities), and reducing conflicts between pedestrians, bicyclists, and vehicles.
- **Policy UD 42-2:** Encourage the integration of bike corrals and other transit amenities into projects located at heavily used transit stops, retail areas, and activity centers.
- **Policy UD 42-3:** Support Long Beach's bike share program.
- **Policy UD 42-4:** Provide bicycle facilities that connect activity centers.

Shared lane markings guide bicyclists and notify motorists to be cautious of shared use lanes.

Bike share programs include bicycles with GPS technology for tracking, and kiosks that use solar power.

Transit Infrastructure

STRATEGY No. 43: Establish comfortable and safe transit infrastructure. Refer to additional policies provided in the Mobility Element.

- **Policy UD 43-1:** Promote the integration of transit stop amenities into the site or landscape design of a project, such as rain or sun protection, seating, and trash receptacle, where appropriate and feasible.
- **Policy UD 43-1:** Create and encourage the use of a route/bus information theme to transit centers (or elements), so that they are visually similar, recognizable, and have an identity that is specific to Long Beach.
- **Policy UD 43-3:** Provide transit infrastructure within 1/4 mile of all bus and transit stops.

1st Street bus shelters provide shade, seating, and architectural character.

Provide and maintain safe pedestrian connections between transit uses.

Administration + Implementation

Maintaining the Urban Design Element

5

"A city is not an accident but the result of coherent visions and aims."

Leon Krier
The Architecture of Community

5

Administration + Implementation

Maintaining the Urban Design Element

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ADMINISTRATION + IMPLEMENTATION

Introduction

The Urban Design Element provides the highest level of design and development guidance on a citywide basis. It provides direction and guidance that will be implemented through design guidelines, specific plans, zoning documents, and through the site plan review process. In addition, the Urban Design Element provides more details about what the PlaceTypes are and how those PlaceTypes work internally (within the PlaceType) and with adjacent PlaceTypes, using the mixed use corridor and residential interface as the most common example.

This section discusses the following:

» Authority from Office of Planning and Research Guidelines to create an Urban Design Element as an optional element.

» Approach to modify the Urban Design Element and make relevant.

» How best to implement Urban Design Element principles.

» Specific steps/plans/actions to be taken.

Administering an Urban Design Element

The State of California's Governor's Office of Planning and Research, under California Government Code 65303, allows a city or county to adopt "any other elements or address any other subjects, which, in the judgement of the legislative body, relate to the physical development of the county or city." Once adopted, this Urban Design Element will carry the same legal weight as any of the seven mandatory elements and will be consistent to all the other elements, as required by §65300.5.

The Office of Planning and Research (OPR) states, "A community design element may provide additional direction, beyond that of the land use element, to the planning area's development pattern, form, structure, and sense of place. A community design element may provide the basis for aesthetic regulation of public and private land and structures. The policies and programs of a community design element may provide specific guidance to enhance the sense of place and quality of life in the planning area. It should bring together the principles of the other elements into an overall set of qualitative policies. It may be used to establish principles to guide the form and appearance of neighborhoods, streets, parks, public facilities, new development, and redevelopment."

OPR also indicates relevant issues that should be addressed in a community design element. The following is a list of basic issues that should be covered:

» *Community Form*: Elements that define the character of the community (e.g., viewsheds, parks, open space, airport, freeways, ridgelines, and rivers)

» *Neighborhood Structure*: Favorable features that characterize the neighborhoods in the planning area. Street types, parks, landscaping, lot sizes, boundary elements, and architectural types all contribute to the sense of place.

» *Community Conservation*: Patterns of open space, circulation, and landmarks that provide identity to the planning area and neighborhoods, making them more livable. The positive attributes of existing neighborhoods should be preserved and utilized in planning for revitalization with common and related themes.

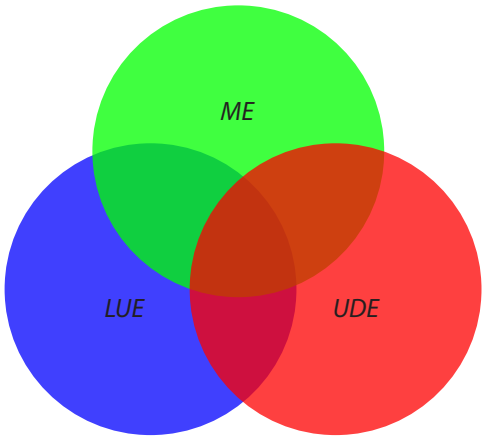
» *Commercial/Industrial Connections*: Office buildings and office and industrial parks may include patterns and features that enhance or detract from the existing community or the general plan vision of the future. Specific design policies should be developed with the input of both the public and business interests.

Refer to the OPR General Plan Guidelines for additional information.

Consistency

To ensure that the goals, policies, implementation strategies, and neighborhood strategies of this Element are systematically implemented, State law requires that the actions and decisions Long Beach approves be consistent with this Urban Design Element and the General Plan 2035. This Urban Design Element (UDE) is most closely tied to the Land Use Element (LUE) and Mobility Element (ME).

- *LUE* – Defines what goes where, defines the PlaceTypes, and applies them as land use designations to the City
- *ME* – Defines how to get there and some guidance on how to best design the streets/public realm; provides content-sensitive street design to complement and support the adjacent uses
- *UDE* – Defines what the City looks like, describes the various components of the City and how those pieces fit together, and brings it all together, especially focusing on where the private and public realm intersect at the street edges



This diagram shows the relationship between the Mobility Element, Land Use Element, and Urban Design Element.

Adoption of this UDE will provide highest policy level, citywide urban design guidance, recognizing that the City has developed numerous topical and area-specific design guidance since the 1958 Citywide Master Plan; the creation of the original General Plan in the early 1970s; and subsequent zoning, planning, and Redevelopment Project Area documents since then. Implementation through the update of existing design guidelines, street design manual, and other related documents will implement the policies of the UDE and keep the UDE applicable going forward (see specific steps below).

The contents of the UDE will be revisited, along with the next major update of either the LUE or ME, to ensure internal General Plan consistency and make sure that the document reflects the community's shared vision for the future at that time. Because the LUE, not the UDE, is the document that designates the PlaceTypes, no on-going consistency review for UDE is expected when LUE text or designation amendments are made as a result of individual development projects in the future.

Amendments to the General Plan would be subject to OPR guidelines and City Council review and approval. Adoption of design guidelines would be adopted as policy or by ordinance to become law or design requirements, or could simply provide guidance for future development and capital projects for development projects, capital improvement projects, or other types of physical improvements.

Implementation

Strategies for a Comprehensive Update to the Zoning Code to Develop Hybrid Zoning and Development Code

STRATEGY No. 43: Develop a zoning code that is consistent with the PlaceTypes, that balances flexibility and predictability of use, is sensitive to the way the City has developed over the decades, and encourages future growth to occur in the Areas of Change.

- Consolidate or eliminate outdated Planned Developments districts.
- Provide guidance for:
  - Economic vitality/job creation for land uses.
  - Appropriate infill/density.
  - Mansionization.
  - Crackerboxes.
  - Corridors and transitions.
- Develop standards and policies that are building form and placement-based, rather than traditional land use based.
- Integrate Urban Design Element policies and strategies into the Zoning Code update to ensure integration of concepts into everyday practice.
- Update R-3 and R-4 design standards (Sedway Cook, 1986) to meet more modern standards. Provide graduated density as lot sizes and depths increase with higher densities for moderate MFR and TOD PlaceTypes.

Strategies for Areas of Change

STRATEGY No. 44: Develop implementation documents, such as specific plans, area plans, and design standards for Areas of Change identified in the Land Use Element.

Strategies to Integrate Design Guidelines

STRATEGY No. 45: Finalize Designated Historic Districts Guidelines document.

STRATEGY No. 46: Integrate design guidelines into existing and future planning efforts such as:

- New specific plans
- Local Corridor and Pedestrian Districts
- Downtown District
- SEASP
- Long Beach Boulevard
- Airport Area
- Traffic Circle

STRATEGY No. 47: Consolidate and update design guidelines of Planned Developments near the Long Beach Airport and the waterfront.

STRATEGY No. 48: Develop topical design guidelines for specific PlaceTypes, such as for Multifamily Residential and Transit-Oriented Development, pedestrian priority areas identified in the Mobility Element, and as part of the street design standards manual (Mobility Element, MOP IM-1).

STRATEGY No. 49: Update existing and pending, or develop new design guidelines, for those areas of the City where special care for infill and remodeling is needed and where change is most likely to occur.

Strategies to Create Great Places

STRATEGY No. 50: Incentivize redevelopment of underutilized parcels and adaptive reuse projects.

STRATEGY No. 51: Develop guidelines, standards, and incentives to facilitate good design and use of quality materials, encourage adaptive reuse, reduce waste, maintain local character, promote sustainable and healthy living practices, and support existing building preservation, rehabilitation, and integration.

STRATEGY No. 52: Strengthen or provide additional code enforcement.

STRATEGY No. 53: Continue to create and implement standards and guidelines that support sustainable development projects, such as the City's Construction & Demolition Debris Recycling (C&D) Program and the Low Impact Development policy.

Map UD-13
AREAS OF CHANGE MAP

Areas of Change Description

1 More Open Space
2 Convert to Neo-Industrial Uses
3 Promote Regional-Serving Uses
4 Transition from Industrial to Commercial Uses
5 Promote Transit-Oriented Development Uses
6 Continue Downtown Development
7 Promote Infill and Redevelopment to Support Transit
8 Redevelop to Highest and Best Use

Legend

PlaceTypes

- OS - Open Space

Neighborhoods

- N - Founding and Contemporary Neighborhood
- MFR -L - Multi-Family Residential - Low
- MFR -M - Multi-Family Residential - Moderate

Mixed Use

- NSC-L - Neighborhood-Serving Center or Corridor - Low
- NSC-M - Neighborhood-Serving Center or Corridor - Moderate
- TOD-L - Transit-Oriented Development - Low
- TOD-M - Transit-Oriented Development - Moderate

Employment

- CC - Community Commercial
- I - Industrial
- NI - Neo-Industrial

Unique

- RSF - Regional-Serving Facility
- DT - Downtown
- WF - Waterfront

Light Rail Transit

- Metro Blue Line Station and 1/4 Mile Radius

Strategies to Improve Urban Fabric

STRATEGY No. 54: Focus on streetscape improvements within Neighborhood Serving Centers and Corridors.

STRATEGY No. 55: Incentivize and regulate infill projects that support the designated PlaceType with appropriate use, scale, compactness of development, and design character.

STRATEGY No. 56: Leverage private investment to incorporate site furnishings and street trees as part of a development's master plan.

STRATEGY No. 57: Implement strategies and recommendations identified in the Community Livability Plan and the Westside Livability Plan for the I-710 Corridor Neighborhoods.

Strategies to Improve Edges, Thoroughfares, and Corridors

STRATEGY No. 58: Create or define streetscape character along the following major thoroughfares: Pacific Coast Highway, Ocean Boulevard, Lakewood Boulevard, Artesia Boulevard, Atlantic Avenue, Anaheim Street, 7th Street, Long Beach Boulevard, Carson Street, and Los Coyotes Diagonal.

STRATEGY No. 59: Enhance and improve southeast waterfront areas through a planning process that engages the community. Refer to Areas of Change in the Land Use Element.

STRATEGY No. 60: Create standards for street wall design to maintain consistency along the street edge. Each neighborhood should include the following standards:

- Variation in the street wall.
- Prominent entrances and patios.
- Transparency and pedestrian engagement.
- Awnings and canopies.
- Setback and landscape design.
- Pedestrian zone in front of a building.

STRATEGY No. 61: Create and complete a Street Tree Master Plan.

STRATEGY No. 62: Develop streetscape plans for high volume pedestrian areas to provide bulbouts at the ends of blocks and at mid-block crossings. Shorten long blocks and narrow street crossings by reducing the actual distance the pedestrian has to traverse. Include enhanced landscaping, planters, and street furniture where feasible.

STRATEGY No. 63: Identify deficiencies in public parks, plazas, and amenities and develop strategies to provide public infill development.

STRATEGY No. 64: Create and adopt a City-wide Gateway Identification Program. Identify opportunity sites, create design criteria, and encourage placement of landmark signs in Long Beach.

Strategies to Improve Public Spaces

STRATEGY No. 65: Ensure adherence to design guidance for pedestrian, bicycle and transit infrastructure by requiring that all projects under Site Plan Review be reviewed for adherence to UDE standards and recommendations.

STRATEGY No. 66: Establish guidelines and zoning overlays, as appropriate, to regulate development within scenic areas and for iconic sites.

STRATEGY No. 67: Increase the visibility and awareness of visual resources available to all segments of the population.

STRATEGY No. 68: Identify a network of public and private spaces and provide incentives for development to enhance open spaces beyond minimum requirements.

STRATEGY No. 69: Identify locations and promote the establishment of business improvement districts to create and maintain public spaces.

STRATEGY No. 70: Develop and implement an Urban Forestry Plan to assure the City is cultivating a variety of climate and location-appropriate tree species. Environmental benefits to neighborhoods include reducing the heat island effect, processing carbon dioxide into oxygen, and slowing the percolation of rainwater.

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Section 1	Thomas McConville
Pg 3	Berlin Bistro web page
Pg 4	RRM Design Group (top)
Pg 4	Billy Hustace (bottom)
Section 2	Andy Witherspoon
Pg 7	Thomas McConville
Pg 8	Andy Witherspoon (left)
Pg 8	Thomas McConville (right)
Pg 9	Thomas McConville
Pg 13	Historical Society of Long Beach
Pg 14	Thomas McConville (left)
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Pg 15	RRM Design Group
Pg 16	Historical Society of Long Beach (left)
Pg 16	Snug Top Water Tower (right)
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Pg 25	Thomas McConville
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Pg 29	Andy Witherspoon (top)
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Pg 32	Urban Lab (top)
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Pg 33	Thomas McConville (top and center)
Pg 33	Andy Witherspoon (bottom)
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Pg 36	Andy Witherspoon (top)
Pg 36	Thomas McConville (center)
Pg 36	Andy Witherspoon (bottom left and right)
Pg 37	RRM Design Group (top)
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