



NORTH ATLANTIC AVENUE

STREETScape AND PUBLIC REALM ENHANCEMENT STRATEGY



North Atlantic Avenue - Streetscape and Public Realm Enhancement Strategy

ACKNOWLEDGEMENTS

The contributions of the following people were critical in the creation of this document.

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DEVELOPMENT SERVICES
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North Atlantic Avenue - Streetscape and Public Realm Enhancement Strategy

Contents

ACKNOWLEDGEMENTS	iii
PLAN PURPOSE	1
SITE ANALYSIS.....	3
PUBLIC ENGAGEMENT.....	15
CONCEPT PLAN.....	19
IDENTIFIED PLAN RECOMMENDATIONS AND DESCRIPTIONS	23
STREET SECTIONS.....	27
COST OPINIONS FOR	33
PRIORITY PROJECTS.....	33
SAMPLE FURNITURE PALETTE.....	37
SAMPLE LANDSCAPE PALETTE	39



North Atlantic Avenue - Streetscape and Public Realm Enhancement Strategy



PLAN PURPOSE

The North Atlantic Avenue Streetscape and Public Realm Enhancement Strategy Plan is an effort to identify potential improvements that can be made along the Atlantic Avenue corridor from the 91 Freeway to South Street in Long Beach, California. The recommendations focus on improvements that can stimulate investment in the area and help revitalize the local economy, compliment the amenities at Houghton Park, create opportunities for Jordan High School and its students, and make the area safer for bicyclists, pedestrians, and drivers.

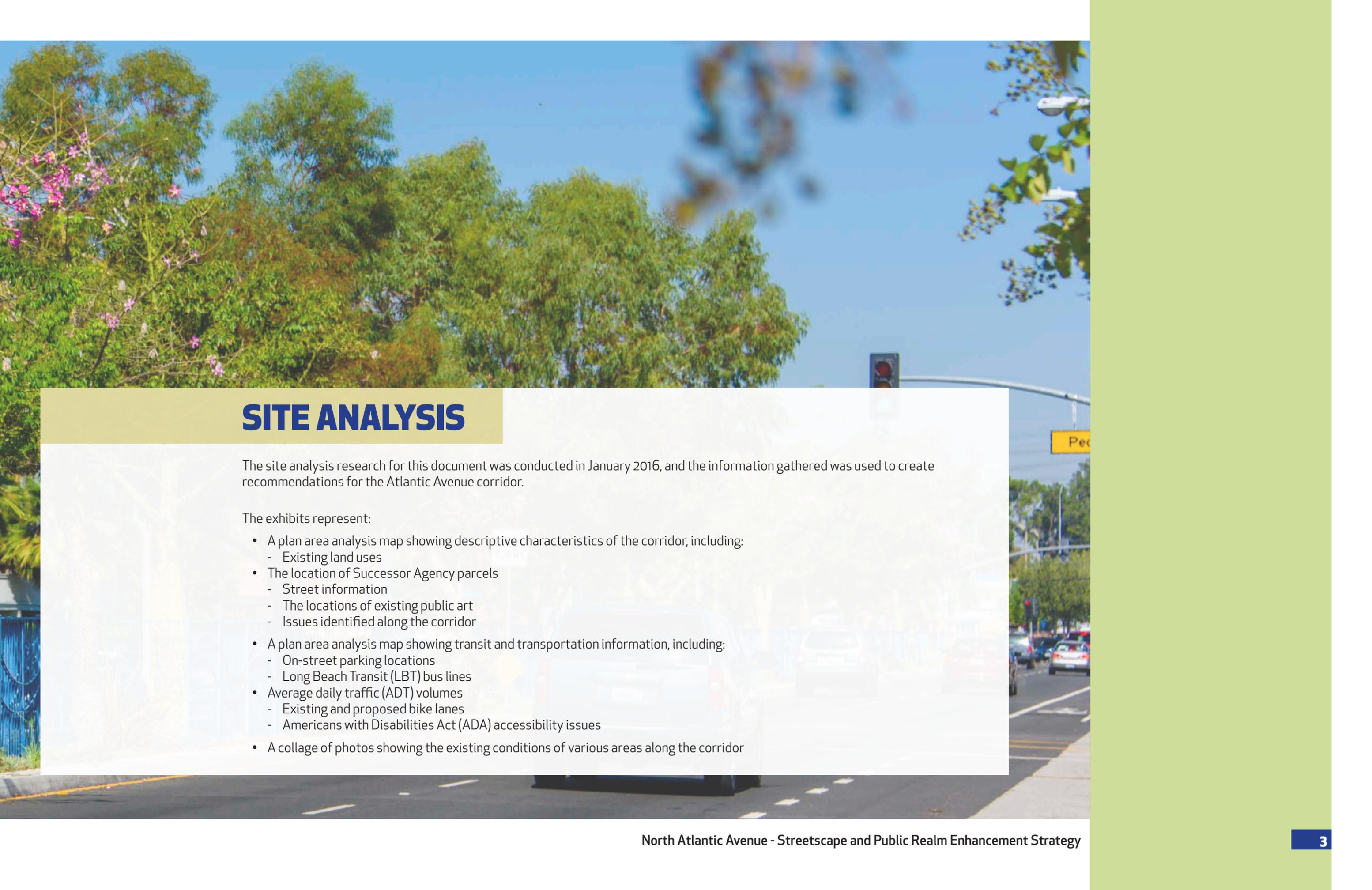
This plan is the result of input gathered from community business owners, residents, and City staff to identify the potential improvements that enhance the community. Michael Baker International provided urban design and planning expertise. This report summarizes the planning process and recommendations, including:

- Site analysis
- Public engagement summary
- Concept plan
- Existing and proposed street sections
- Cost opinions for identified projects
- Sample furniture and plant palettes

The following sections detail these steps and demonstrate how the background research contributed to the plan recommendations made for the corridor.



North Atlantic Avenue - Streetscape and Public Realm Enhancement Strategy

The background of the page is a photograph of a street scene. On the left, there are lush green trees with some pink flowers. In the center, a traffic light is visible, showing a green light. To the right, a yellow street sign with the word 'Pec' is partially visible. The sky is clear and blue. The overall scene is bright and sunny.

SITE ANALYSIS

The site analysis research for this document was conducted in January 2016, and the information gathered was used to create recommendations for the Atlantic Avenue corridor.

The exhibits represent:

- A plan area analysis map showing descriptive characteristics of the corridor, including:
 - Existing land uses
- The location of Successor Agency parcels
 - Street information
 - The locations of existing public art
 - Issues identified along the corridor
- A plan area analysis map showing transit and transportation information, including:
 - On-street parking locations
 - Long Beach Transit (LBT) bus lines
- Average daily traffic (ADT) volumes
 - Existing and proposed bike lanes
 - Americans with Disabilities Act (ADA) accessibility issues
- A collage of photos showing the existing conditions of various areas along the corridor

SITE ANALYSIS

Overview

The site analysis section of this plan provides an overview of the current conditions of the North Atlantic Avenue Streetscape and Public Realm Enhancement Strategy Plan area. The information was compiled from on-the-ground observations and in-person interviews and focus groups conducted by the project team, and review of relevant existing plans and studies for the plan area including:

- The North Long Beach Strategic Guide for Redevelopment (Strategic Guide)
- The North Long Beach Design Guidelines (Design Guidelines)
- 2014 Citywide Traffic Flow Report
- Long Beach Transit Route Maps

Land Use

The land uses in the area are primarily made up of commercial uses along the Atlantic Avenue corridor and residential uses directly abutting the commercial corridor. Additionally, as shown in the exhibits on pages 6 and 7, Houghton Park is designated a park use, while the Jordan High School campus is an institutional use. There is also a self-storage center on the northwest corner of Atlantic Avenue and Artesia Boulevard that is designated light industrial. The newly constructed Michelle Obama Neighborhood Library on the northeast corner of Atlantic Avenue and 59th Street is designated as part of a community automobile-oriented (CCA) district.

Context

The plan area is comprised of several different place types with different characteristics, uses, experiences, and elements. There are essentially four major place types:

- The higher density residential in the northeast portion of the plan area
- Houghton Park and Jordan High School
- The commercial corridor on Atlantic Avenue south of Harding Street
- The lower density single-family residential houses adjacent to the commercial corridor south of Harding Street

The commercial and residential place types are explained in further detail in the following sections. There is currently a park master planning effort in process for improvements to Houghton Park, and Jordan High School is currently undergoing renovations.

Commercial

The main commercial corridor within the plan area along Atlantic Avenue from Harding Street to South Street is made up exclusively of the neighborhood automobile-oriented (CNA) zoning district. Businesses in the area are generally located either in a commercial strip center with parking between the buildings and the street or directly adjacent to the street. The majority of businesses along this section of Atlantic Avenue include fast food and sit-down restaurants, general retail (such as cell phone stores, convenience stores, and beauty supply), medical services (such as optometry and dentistry), and service stores (such as beauty salons, barber shops, and laundries). Outside of those uses, there are several motels, apartment buildings, and churches



North Atlantic Avenue - Streetscape and Public Realm Enhancement Strategy



along this portion of Atlantic Avenue. According to feedback heard at the resident stakeholder meeting, many of these businesses are mom-and-pop stores that keep inconsistent hours, making it difficult for community members or those visiting to rely on these businesses. Safety concerns in the area have also caused many business owners to increase security through the use of dark windows or bars, which creates an uninviting atmosphere for consumers.

Residential

The majority of the residential uses are adjacent to the commercial areas along Atlantic Avenue and directly across the street from Houghton Park and Jordan High School. Starting from the north portion of the plan area, the residential uses located directly west of Atlantic Avenue, across from Jordan High School and Houghton Park, are a mixture of apartment building types and a large mobile home park that form a distinct zone within the plan area. In this area, the density is much higher than the area as a whole, which is predominantly single-family other than along the Atlantic Avenue corridor. This means that this area has more people, more parked cars, and almost no commercial uses. A second zone is apparent when the residential units transition to a lower density south of Harding Street, where the majority of houses are one-story, single-family buildings on small lots. These neighborhoods were described by community members as feeling “safer”, leading many people to use the residential streets off of Atlantic Avenue as a way to travel through the plan area. This is not beneficial for the local businesses along Atlantic Avenue as they require increased foot traffic to improve revenue and bring people onto the street.

Opportunities

Throughout the commercial corridor, there are a number of vacant or underutilized parcels that provide opportunities for redevelopment or adaptive reuse, including the Successor Agency Parcels identified on the maps. The Successor Agency Parcels are currently owned by the City of Long Beach and are prime locations for new investment in the area. The City of Long Beach is working with the private sector to acquire these properties for future development and neighborhood services. The recommendations made in this plan were a direct result of the opportunity for new investment created by the successor agency parcels and their ability to bring attention to the plan area. Public improvements such as lights, street furniture, new store fronts, and wayfinding measures can all make the area more inviting for community members, which has the potential to increase revenue for business owners and a sense of community for residents.

Architectural Form/Character

Residential Units

There is no consistent architectural theme for the residential units within the plan area. (Strategic Guide) As discussed above, the residential housing stock in the plan area breaks into two categories: single-family detached units and apartment buildings. The single-family detached units are almost all one-story buildings that front on to narrow two-lane local residential streets. Some of the architectural styles present in these neighborhoods include elements of craftsman, bungalow, Spanish, and Spanish colonial. The unifying factor throughout the surrounding neighborhoods is that the majority of units are at the same scale, with similar front



yard setbacks. This creates a repeated, comfortable feel when walking or driving through the area.

The architectural style of the apartment buildings varies depending on when it was built or renovated. From observations made during the site walk, all apartment buildings appeared to be in use, with none needing immediate renovations. The majority of the buildings are “U” shaped or fully enclosed structures containing open space in the middle that front onto local streets and have parking in the rear on alleys. They have a very simple architectural style with little façade articulation and different colored stucco coating. Many of the buildings have added stonework or brick elements to offer some architectural interest. There are several buildings that have been renovated recently to a cleaner, more modern appearance. Most of the apartment buildings are two-stories in height, which creates a consistent scale throughout this portion of the plan area.

Commercial Units

The commercial structures along Atlantic Avenue are made up of a number of different uses with varying dates of construction. Due to this lack of consistency in the aesthetic appearance, no single architectural style dominates the plan area. Additionally, the streetscape character of Atlantic Avenue within the plan boundary is lacking a consistent design theme such as street trees, benches, trash cans, planters, and pedestrian lighting.

Due to the mix of older commercial buildings that front directly onto Atlantic Avenue and newer units that sit mostly in strip centers with surface parking separating the shops and the street, there is a very inconsistent feel when walking or driving on this section of Atlantic Avenue. Dark window treatments and bars over the display areas

create an unwelcoming atmosphere for consumers, which leads to decreased revenue and a disincentive to invest in the area. Sidewalk widths, which vary throughout the commercial corridor of the plan area, are also an issue. In some areas, the sidewalk is just 6’ in width in front of commercial stores, which is not wide enough to allow for outdoor seating or any other way for the stores to engage the street.

Impacts on the Plan Area

The recommendations made in this plan address how investing in the corridor can create a sense of place that, through a number of small, low-cost projects, begin to address the issues mentioned in this section. Façade articulation and increased setbacks for new construction can allow for outdoor seating or sales space that is usable by pedestrians walking through the plan area. The removal of dark glass and bars on the windows through façade improvement programs can create a more inviting space and help to remove any negative stigmas about the area.

The addition of pedestrian scale lighting, street trees, street furniture, and public art in the right-of-way all contribute to a safe and comfortable experience for pedestrians. An increase in pedestrian traffic is the primary way to stimulate new investment into the area and to provide the types of uses that residents and community members want to see, allowing them to stay local instead of looking outside of the area for their goods and services.

Notable Sites

Notable sites within the plan area include Jordan High School, Houghton Park, the Michelle Obama Neighborhood Library, and each of the successor agency parcels located within the plan area are shown on the existing conditions exhibits on pages 6 and 7. Houghton Park is the only open space located within the plan area and one of

only two large parks with active and passive recreation space within the North Long Beach area (Strategic Guide). As such, it has the potential to serve a number of functions, including as a major gathering space, both inside the community center and outside in the different sections of the park. The skate park is the major community draw for youth in the area, with athletic fields and turf areas also providing active recreation spaces.

The Michelle Obama Neighborhood Library, located at the southeast corner of Atlantic Avenue and 59th Street will be a major asset to the community and is positioned to potentially be an iconic entry point for the North Atlantic Avenue area. Among other amenities and resources, the library will provide free Wi-Fi, meeting space, classes for residents of all ages, and a safe, educational environment for the community to relax and learn.

Lastly, Jordan High School is one of the largest high schools in the area with over 4,000 students and one of the most important assets to the community. Many of its students live outside of the plan area, but take various modes of transportation through the plan area to arrive at school each day. Physical improvements to the campus and policy changes allowing students to stay after school will create more spaces for students to interact and learn. Similarly, improvements to the plan area, specifically along Atlantic



Avenue, will create an atmosphere that promotes use by the students. The school is a large draw for the area, but in-person interviews with student groups showed that most students leave the area immediately after school is over. Most importantly, the school is a source of pride within the community and can potentially be incorporated into the improvements throughout the plan area to take advantage of the existing brand.

Transportation

Existing conditions within the plan area related to transportation and mobility, including bus lines, existing and proposed bicycle lanes, parking facilities, and accessibility issues are shown in the exhibits on page 8 and 9. The exhibits also include average daily traffic (ADT) volumes for the major streets throughout the plan area.

The Atlantic Avenue commercial corridor is divided into small, walkable blocks with a number of side street entrances to allow multiple points of entry onto Atlantic Avenue. The grid street system also allows for a flexibility of uses, as future development is not confined to oddly shaped parcels. Traffic counts provided by in the 2014 Citywide Traffic Flow Report show that there is the potential to implement “road diet” design elements including narrowing lanes and adding bulb-outs at intersections without negatively impacting vehicular traffic. A full traffic study would need to be completed to confirm this. These road diet elements would make it safer for pedestrians to cross the street and slow traffic speeds in the area. Additional improvements, such as a mid-block crossings between the school and higher-density residential areas, would also increase safety for students.

Also shown around the exhibit are images depicting issues currently present in the area. The following is a description of each image and the issue presented:

Issue 1: There is currently a long median separating Atlantic Avenue from a frontage street the runs to the west of the street in front of the multi-family apartment units. It was observed that this median serves as an informal walkway for pedestrians despite being broken up by tree wells and only having ADA accessible ramps at sections intended to serve as a bus stop. Parallel parking exists on both sides of the median and contributes to pedestrians walking in this area. This area, as it exists currently, is not suitable for pedestrian use due to safety issues such as tree wells and limited accessibility.

Issue 2: It was observed during the project walk and discussed in stakeholder meetings that the vehicular speeds along Atlantic Avenue are extremely fast, which creates an unsafe riding atmosphere for cyclists. This pushes them to the narrow sidewalk where they then run into conflicts with pedestrians. Narrowing the drive lanes, as shown in the plan document, can decrease vehicular speeds and create a more suitable environment for cyclists, keeping them off of the sidewalks.

Issue 3: The current parallel parking stalls have a width of seven feet, which creates a dangerous situation with cyclists in the bicycle lane directly adjacent to the parking. Cyclists cannot ride comfortably without the fear of running into an open car door and injuring themselves or others. A reconfiguration of the right-of-way, as shown in the plan, can increase the space between cyclists and parked cars while adding buffer zones to keep cyclists safe.

Issue 4: Currently, almost all intersections utilized an out-of-date pedestrian ramp which leads users into the middle of the street as opposed to across the street in their intended direction. This presents a safety issue for pedestrians in wheel chairs or with vision problems as they may potentially be lead straight into traffic. Revising the street corners to incorporate two separate pedestrian ramps that face directly across the street can alleviate this issue.

Findings of the Site Analysis

The issues and opportunities identified in this chapter were used to inform the decisions made throughout this plan. This information, along with information collected from community members and stakeholders throughout the public engagement process was then combined with technical expertise to create informative and measurable recommendations for the plan area. The plan is very specific regarding some recommendations, including project descriptions and cost opinions. Not all recommendations that were considered throughout the process could be addressed as a part of this plan's scope, but they have been noted in the plan because they should be considered in future plans and projects for the corridor. The North Atlantic Avenue Streetscape and Public Realm Enhancement Strategy aims to address the following identified issues:

- Safety concerns along the Atlantic Avenue corridor
- High traffic speeds on Atlantic Avenue
- The lack of public improvements, including street furniture, street trees, and pedestrian-scale lighting
- Safe connections in new development and services between the school and surrounding residential areas
- The lack of investment in the main commercial corridor

The plan also looks to take advantage of the following opportunities within the plan area:

- The Michelle Obama Neighborhood Library
- Houghton Park
- Jordan High School
- Vacant Successor Agency parcels
- Public art installaton areas

**SITE ANALYSIS -
EXISTING CONDITIONS
PHOTOS**



SITE ANALYSIS - EXISTING CONDITIONS

LEGEND

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- SUCCESSOR AGENCY (RDA) PARCELS
- VERNACULAR ARCHITECTURE STYLES
- MAIN ARTERIAL
- PUBLIC ART

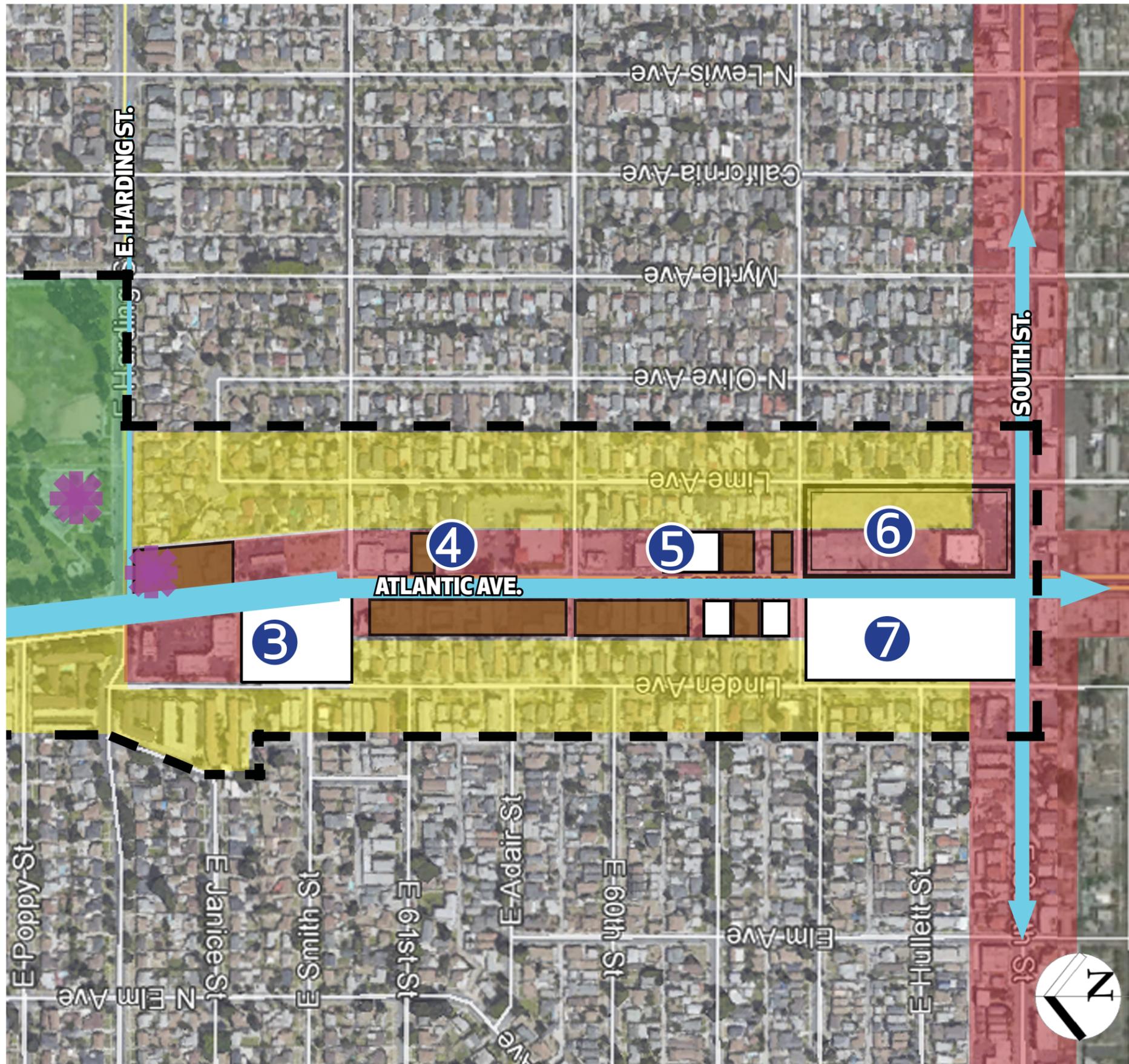


SUCCESSOR AGENCY SITE: CORNER OF ARTESIA BLVD. AND ATLANTIC AVE.



PUBLIC ART: MURALS LOCATED IN HOUGHTON PARK





SITE ANALYSIS - EXISTING CONDITIONS

SUCCESSOR AGENCY SITE:
CORNER OF 61ST ST. AND ATLANTIC AVE.



ISSUE: THE CORRIDOR HAS A NUMBER OF AGING BUILDINGS WITH DILAPIDATED FACADES AND LITTLE ARCHITECTURAL CHARACTER



SUCCESSOR AGENCY SITE:
SMALL PARCEL ALONG ATLANTIC AVE.



NEW DEVELOPMENT: NORTH BRANCH LIBRARY PROJECT AT THE CORNER OF ATLANTIC AVE. AND SOUTH ST.



SUCCESSOR AGENCY SITE:
CORNER OF SOUTH ST. AND ATLANTIC AVE.



SITE ANALYSIS - TRANSPORTATION



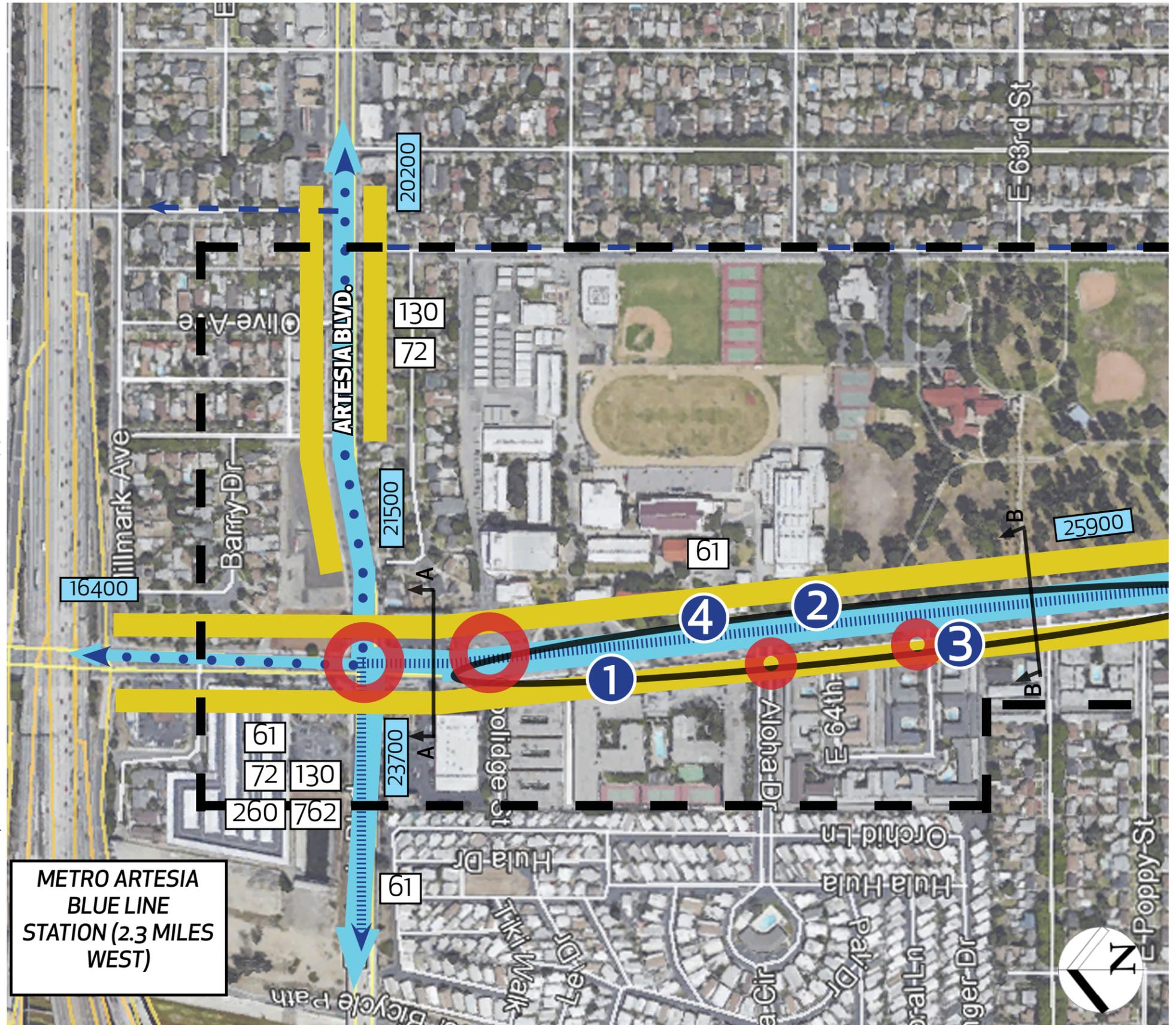
ISSUE: MEDIAN ALONG ATLANTIC AVE. THAT FUNCTIONS AS AN INFORMAL SIDEWALK



ISSUE: THIS BICYCLIST RIDING AMONG PEDESTRIANS ON THE SIDEWALK SUGGESTS SAFETY CONCERNS IN THE EXISTING BICYCLE LANES



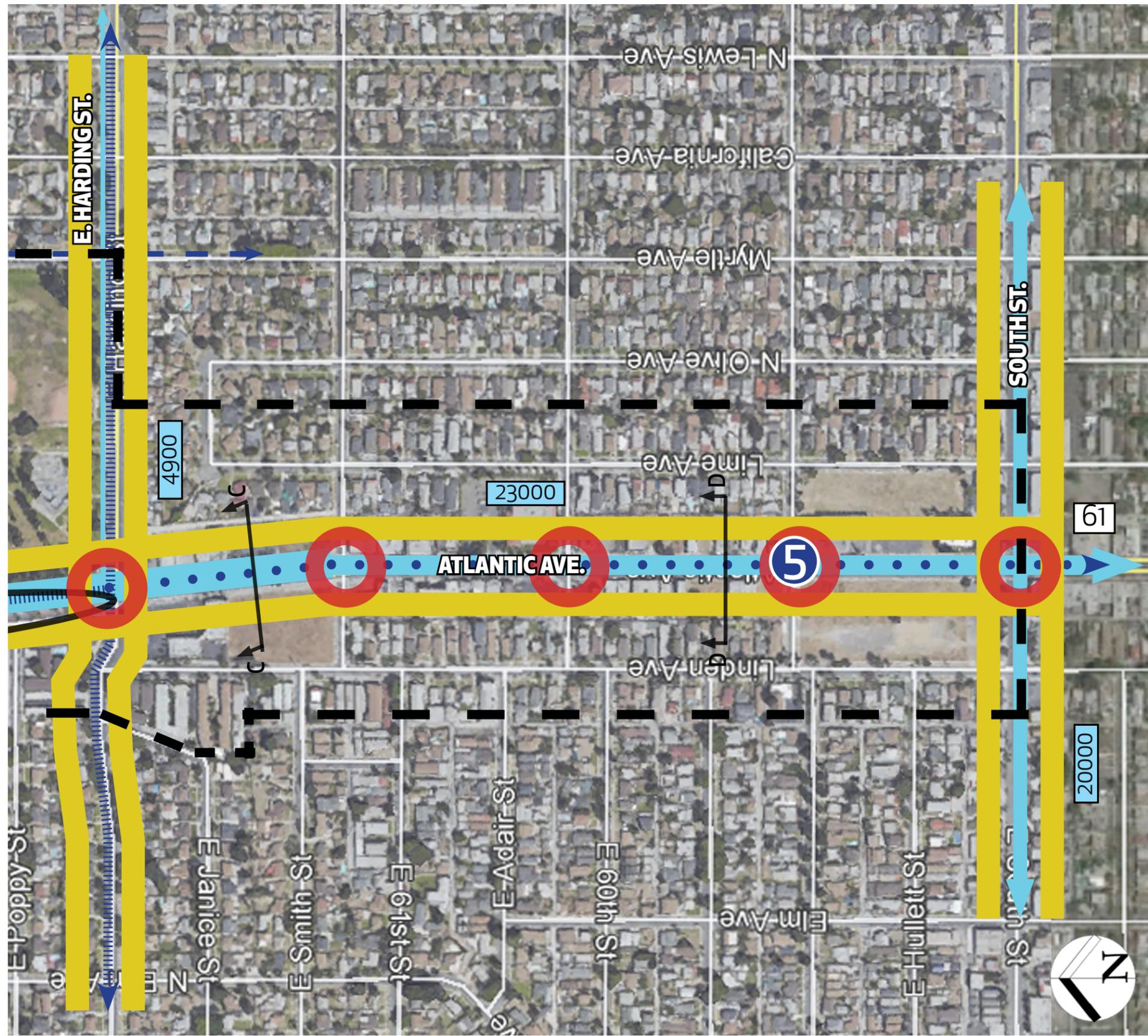
PUBLIC PARKING: THE RESIDENTIAL SIDE STREET RUNNING PARALLEL TO ATLANTIC AVE. FROM ARTESIA BLVD. TO E. HARDING ST. HAS ON-STREET PARKING ON BOTH SIDES



SITE ANALYSIS - TRANSPORTATION

LEGEND

- ON-STREET PARKING RESTRICTED TO TIMES ON POSTED SIGNS AND LIMITED TO 2 HOURS IN SOME AREAS (EXCEPT IN FIRE LANES AND INGRESS/EGRESS LOCATIONS)
- LONG BEACH TRANSIT (LBT) BUS LINES
- AVERAGE DAILY TRAFFIC VOLUME
- MAIN ARTERIAL
- BIKEWAYS (EXISTING)
- BIKEWAYS (PROPOSED)
- ADA ISSUES



ISSUE: NARROW ON-STREET PARKING CREATES SAFETY ISSUES FOR BICYCLISTS DUE TO THE CLOSE PROXIMITY OF BIKE LANES TO THE PARKED CARS



ISSUE: THE MAJORITY OF CROSSWALK ENTRANCES ARE DIRECTED INTO THE MIDDLE OF THE STREET, AS OPPOSED TO TOWARD EACH CROSSWALK





North Atlantic Avenue - Streetscape and Public Realm Enhancement Strategy



PUBLIC ENGAGEMENT

Public engagement for this plan included focused stakeholder meetings with three separate groups: business owners, residents, and students from the WRAP (Winners Reaching Amazing Potential) Program at Jordan High School. The meetings were designed to gather anecdotal information regarding the current status of the corridor and potential physical and programmatic improvements that each group would like to see to improve the performance and perception of the area.

The majority of feedback reflected high levels of community pride and a desire to improve the overall appearance of the corridor. All three groups expressed that there is a negative perception of the area and attributed to a myriad of safety related issues. The summaries in this section are comments and concerns expressed by meeting participants regarding the plan and its potential impact on the community and the uses adjacent to Atlantic Avenue.

Overview

Many of the identified projects and recommendations made in this report stemmed directly from ideas developed through the community engagement process. This process involved three separate meetings, each with a focus on a particular stakeholder group. Each meeting was facilitated by two staff members from Michael Baker International. Additionally, a design charrette was held where members from various City departments and Michael Baker International staff came together to draft preliminary conceptual improvements for the area.

Residents Meeting

The first meeting was conducted with residents from the area, many of whom had a background in community organizing, real estate, or some other relevant field. They were asked a set of questions in which they were asked to think big and come up with solutions and ideas that they would like to see implemented in the community. The questions were:

1. What is missing from the neighborhood? What do you have to buy outside of North Long Beach?
2. What type of public realm improvements would you like to see the City implement along the corridor?
3. What is the level/scale of development you would be comfortable with on the Successor Agency Parcel sites? Is there a level of density that you are comfortable with? Massing?

These specific questions were asked in order to gauge what residents feel the community is missing and where they would like to see the community headed in terms of future investment and development. The last question was designed to get a sense of the development density they would feel comfortable with while still maintaining the existing community character. Overall, safety and comfort while walking through the corridor were the top concerns for the meeting attendees. The most frequently raised concerns while discussing these questions included the need for:

- More open space (pocket parks and plazas)
- Necessities: bank, coffee shop, restaurants, etc.
- A national brand grocery store
- A farmers market
- More mom-and-pop stores as opposed to chains
- Safe bicycle lanes
- Additional street lighting
- Additional parking
- Fewer hotels/motels along Atlantic Avenue
- No additional convenience/liquor stores

Jordan High School Students Meeting

The second meeting was conducted with approximately 30 to 40 students from Jordan High School who participate in the Winners Reaching Amazing Potential (WRAP) Program after school. These are students who are involved in the community and regularly stay up to date on local issues. They were also asked a set of questions pertaining to how they use and experience the Atlantic Avenue corridor. Their questions were:

1. What do you normally do when school lets out?
2. Are there places you do not feel safe going along Atlantic Avenue?
3. What would you like to see along the corridor that would make you feel safe? What types of stores/restaurants would make you want to spend time along Atlantic Avenue?

These questions were asked to determine how students view the area around their school and what improvements they would like to see for the area. The students' answers revealed that many of them go straight home after school, as they are not allowed to stay on campus unless they are involved in organized sports or activities and there is not a lot for them to do currently in North Long Beach. Other information collected included:

- Some students visit the local shops (7/11, liquor store, Jack in the Box) and hang out around them
- Students feel uneasy about the police presence in the park
- Students feel that the Community Center in Houghton Park does not have programming that is directed towards them



- Most students prefer to walk in neighborhoods than on Atlantic Avenue for safety reasons
- Traffic in the area moves too quickly and drivers do not obey speed limits

Students also mentioned the desire to see a number of improvements to Houghton Park, including replacing aging amenities and adding better lighting. Increasing entertainment opportunities by adding businesses such as a bowling alley, small movie theater, gym, music store, or other recreation/hobby-based businesses was also mentioned. Lastly, students were interested in the community putting together more events, such as a farmers market, community fair, swap meet, or motivational speakers.

Business Owners Meeting

The last community engagement meeting was with local business owners. It was attended by representatives from four businesses from the North Long Beach area whose locations were outside of the immediate plan area.

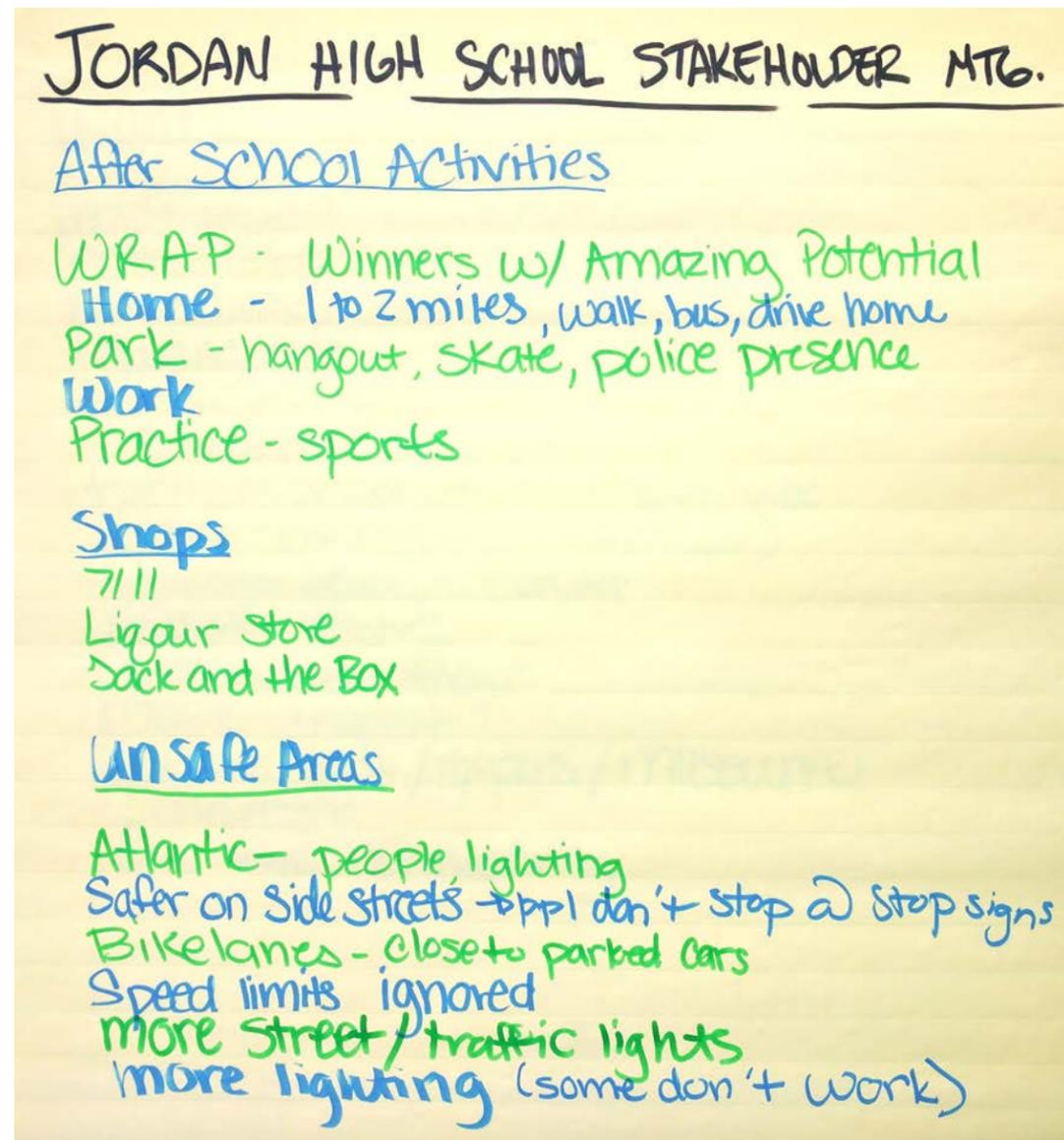
This was a free-flowing discussion on how business owners viewed the corridor and how potential improvements could impact their businesses. The discussion focused mainly on crime in the area and perceived safety concerns. The meeting provided insight into what future investment into the corridor could do for the local economy and what improvements were desired by business owners.

Technical Charrette with City Departments

Staff from several City of Long Beach departments, including Development Services and Public Works, worked collaboratively with representatives from the Bixby Knolls and Uptown BID offices, a separate outside consultant and former Transportation Programs Officer, and Michael Baker International staff to discuss the North Atlantic Avenue Streetscape and Public Realm Enhancement Strategy Plan area and potential projects that could be identified. The group discussed a range of topics ranging from broad, descriptive characteristics such as possibilities and challenges, to a detailed discussion on placemaking strategies for the plan area.

One accomplishment of the meeting was a list of “big ideas” that helped shape the direction of the plan and provided an overall focus for improvements going forward. This list included:

- Cycling and walking
- Neighborhood pride – connected and active
- Wi-Fi throughout the corridor
- Placemaking Opportunities – including façade improvements, additional lighting, or added seating and plant materials to increase the use of spaces along Atlantic Avenue



- Opportunities to leverage efforts by the Gateway Cities Council of Governments to activate Atlantic and Artesia. This can include providing a platform for Members to come together and discuss regional issues and planning projects, as well as work to improve and coordinate governmental responsibilities and an area-wide basis
- Added uses and programming for the plan area that can function for multiple uses, such as plaza spaces for leisure or active open space
- Investment in public art

The other major accomplishment of the meeting was a list of placemaking opportunities specific to the plan area. This list helped to shape the individual projects along the plan area. Some of the ideas and opportunities discussed included:

- Public art installations and mural opportunities
- Outdoor dining/activity on the streets – including parklets, which are small areas of open space created for dining, relaxing, or playing
- Specialized food or retail vendors at cultural events, such as festivals or concerts, to expose residents to different cultures
- Enhanced use and better connections between Houghton Park and the community including the section of Atlantic Avenue next to Houghton Park
- Need for new development and uses in the plan area to keep pace with the needs of the community members
- Special 10 foot sidewalk setback from back of curb for new construction to provide for architectural interest and the creation of usable space for outdoor activities such as dining
- Social clubs to create community connections
- “Panther Zone” concept for community branding – tie the community into the school
- Need for additional park programming for high school age users
- New library as an identifiable icon for the community
- Wi-Fi nodes or accessibility
- Business incubator in the community

Two projects that are currently underway provide additional opportunities to enhance the community. The Michelle Obama Neighborhood Library at the corner of Atlantic Avenue and 59th Street, which was almost completed at the time of this plan, will create a space for residents of all ages to gain access to information through books and Wi-Fi, as well as gathering spaces for community events. The park master plan for Houghton Park, if implemented, could also add passive and active recreational activity spaces for members of the community while updating the existing facilities.

Findings of the Community Meetings

There were many common themes that came out of the community meetings with residents, business owners, Jordan High School students, BID leaders, and City of Long Beach staff. These themes not only helped the plan team learn about the community and what potential issues needed to be addressed, but they helped to inform the recommendations made throughout this plan. Some of the main themes include:

- Safety issues (including a lack of lighting and high traffic speeds)
- The goal of increasing neighborhood pride and identification of the area
- Public improvements that could be made to re-invest in the plan area and revitalize business
- The need for increased activities, opportunities, and dedicated areas for the youth of the community
- Potential uses for the vacant successor agency parcels

CONCEPT PLAN

The concept plan exhibit is a map of the plan site and some of the surrounding area for context, including street and freeway identification. The plan map shows the locations of all the recommended projects that are specific to a certain area. Also shown on the concept plan are:

- On-street bicycle facilities
- The location of the frontage road
- The Jordan High School gated boundaries and entrances/exits
- City-proposed roundabout locations

The last exhibit in this section is focused on the frontage road running adjacent to Atlantic Avenue across from Jordan High School and Houghton Park. The road collects traffic from the nearby neighborhoods and currently has one travel lane in each direction and parallel parking on each side. The proposed improvements shown in the plan include:

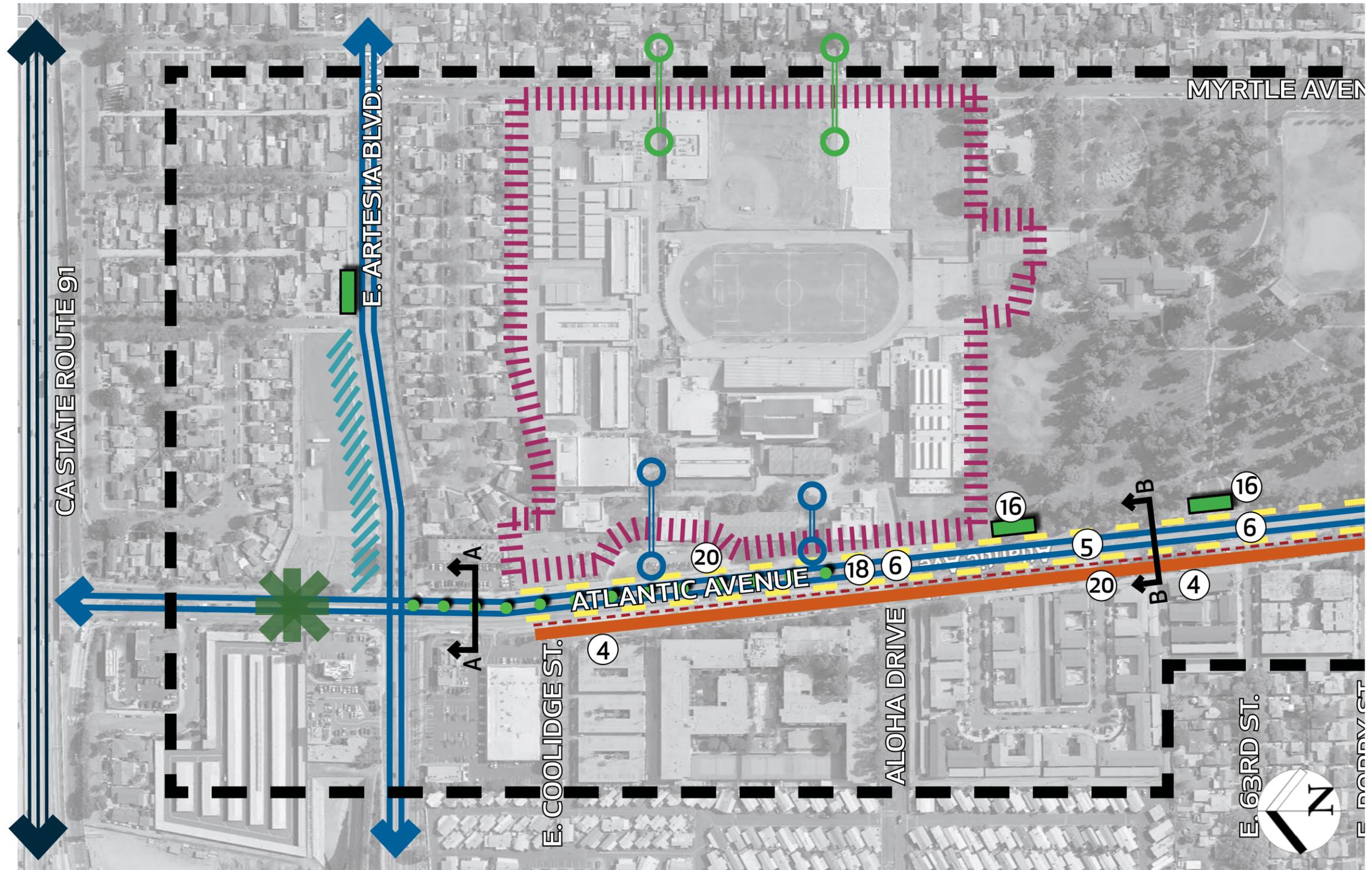
- Buffered bicycle lanes with clear striping
- Bulb-outs at the intersections with green best management practice (BMP)
- Narrowed travel lanes on Atlantic Avenue
- Angled parking
- A one-way travel lane
- ADA-compliant ramps and walkways
- Additional street trees and landscaping
- A pedestrian-actuated stop signal and revitalized mid-block crossing
- Improved wayfinding techniques

CONCEPT PLAN

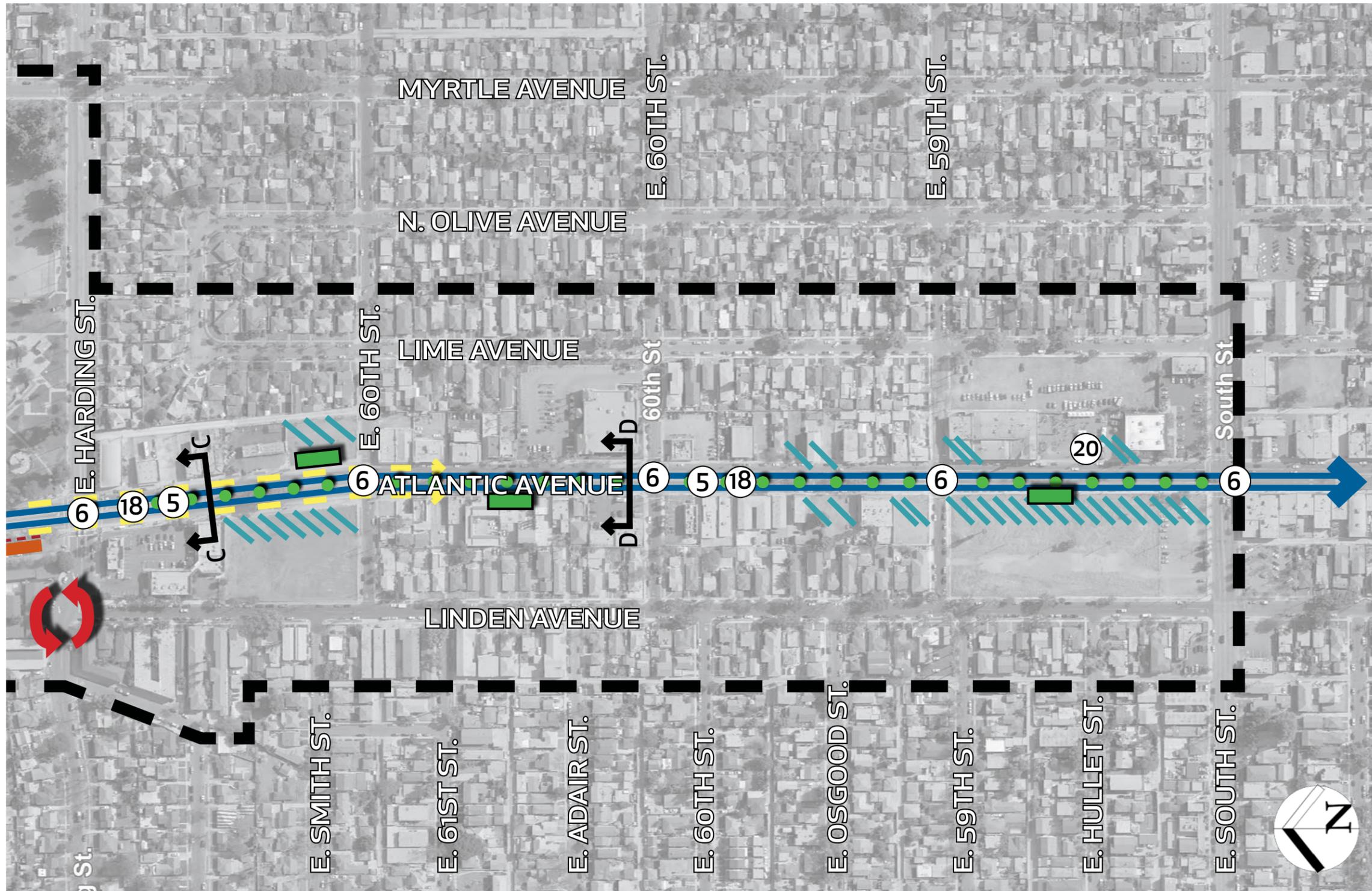
PLAN RECOMMENDATIONS MAP

Priority Projects Identified:

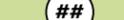
- Project 4** - Median redesign Along North Atlantic Frontage Road
- Project 5** - Restriping of buffered bike lanes along the corridor
- Project 6** - Bulb-outs at intersections along corridor
- Project 7** - Pedestrian lighting throughout the corridor [all along the corridor]
- Project 9** - Public art [all along the corridor]
- Project 12** - Streetscaping [all along the corridor]
- Project 16** - Outdoor plaza at Houghton Park
- Project 18** - Street tree additions
- Project 20** - Pedestrian-actuated stop signal at mid-block crossing



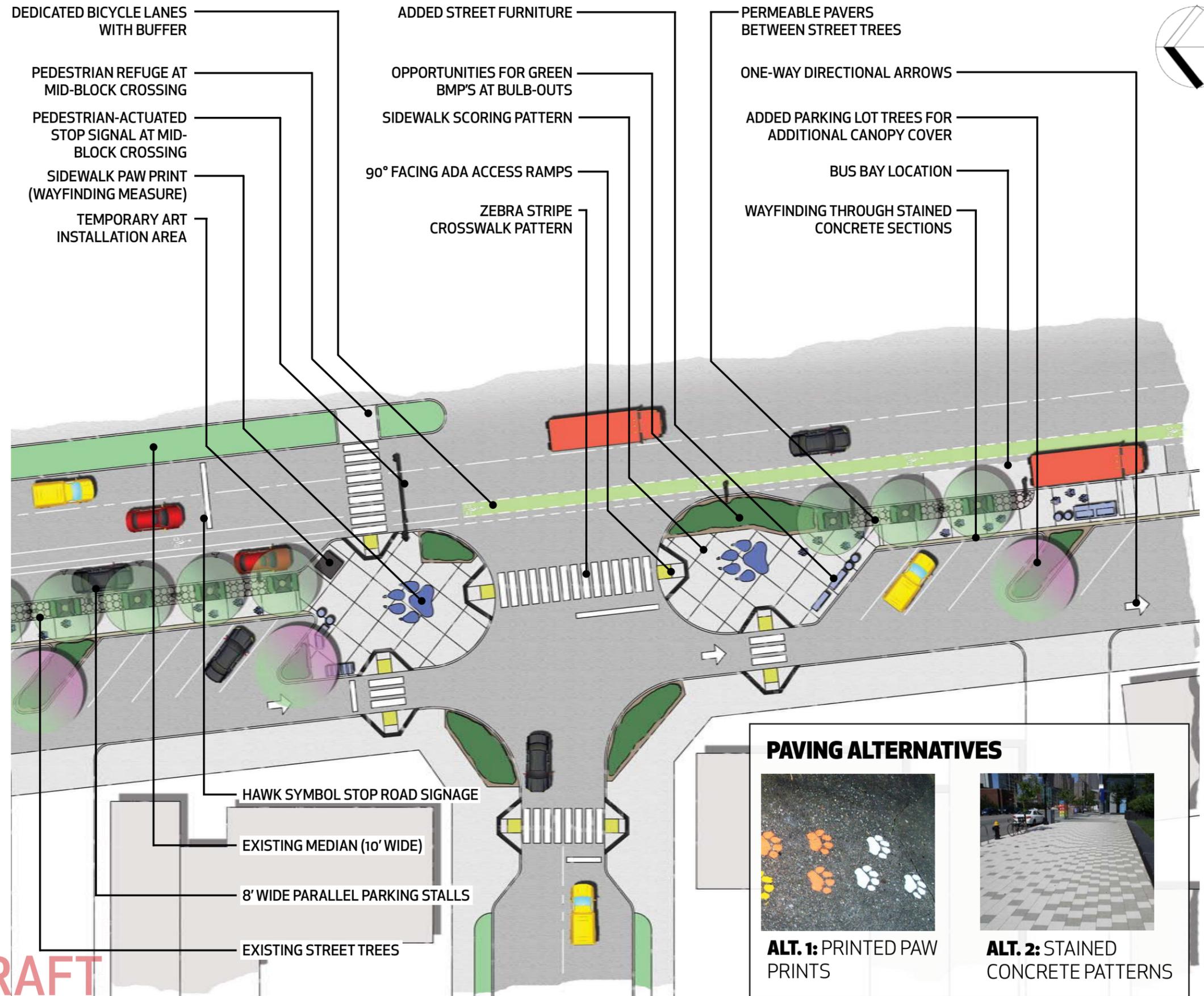
North Atlantic Avenue - Streetscape and Public Realm Enhancement Strategy



LEGEND

-  PROJECT BOUNDARY
-  MAIN ARTERIAL
-  FRONTAGE ROAD ALONG ATLANTIC AVENUE
-  ON-STREET BICYCLE FACILITIES
-  ADDED SIDEWALK SECTION
-  PROPOSED STREET TREE AREAS
-  CLOSED FENCE MARKING SCHOOL BOUNDARIES
-  SIDEWALK SPACE IN FRONT OF UNDEVELOPED PARCELS
-  COMMUNITY GATEWAY OPPORTUNITY
-  GUARDED SCHOOL ENTRANCE/EXIT POINTS
-  GUARDED SCHOOL ENTRANCE/EXIT POINTS
-  POTENTIAL PROJECTS IDENTIFIED IN KEY
-  ROUNDABOUT LOCATION
-  PROPOSED PARKLET LOCATIONS

FRONTAGE ROAD CONCEPTUAL PLAN





IDENTIFIED PLAN RECOMMENDATIONS AND DESCRIPTIONS

This section contains detailed descriptions of the 20 recommendations made regarding potential improvements to the project area. These recommendations differ in type, from physical improvements to programmatic changes that would need to be implemented by stakeholders along the corridor. Most improvements are identified by number on the exhibits in the Concept Plan section of this report. Some improvements are not numbered because they do not relate to a specific area along the corridor, but rather apply to the entire area.

PRIORITY PROJECTS

4. Median redesign along north Atlantic frontage road

Due to a number of design and functional factors, the median currently located to the west of Atlantic Avenue between the street and the adjacent frontage road is often used as a sidewalk despite large tree wells and safety issues. It is recommended that the frontage road's configuration be changed to include a one-way travel lane and forty-five (45) degree angled parking. This will allow for an approximately six (6) additional feet of median which can be programmed to include ADA compliant walkways, transit stops, bicycle infrastructure, minor landscaping, and temporary art installations.

5. Restriping of buffered bike lanes along the corridor

The drive aisles for many sections of Atlantic are 11 to 12 feet wide. There is the potential to shrink these lane widths to 10 and 11 feet, respectively. This decrease in width would allow additional buffer space along bicycle lanes and wider parallel parking spaces. The additional space would increase safety for cyclists by reducing traffic speeds through the corridor. This improvement would not impact traffic volumes along Atlantic Avenue.

6. Bulb-outs at intersections along corridor

A number of benefits are achieved by creating expanded pavement areas at intersections to decrease the width of the street at these points. Benefits include the ability to implement ADA-compliant ramps, create more pedestrian space in an area that has narrow sidewalk widths, and create a more walkable corridor. These bulb-outs could also be expanded at certain locations to accommodate parklets or transit stops. Additionally, bollards are another design element that increases aesthetic appeal and safety for pedestrians.

7. Pedestrian lighting throughout the corridor

Almost all of the existing lighting in the corridor is directed at servicing vehicular traffic, leaving many sections of the sidewalk without adequate lighting for pedestrians. This condition creates an unsafe atmosphere and decreases the amount of activity along the corridor after dark. This goal of adding more lighting at a human scale is to increase safety and invigorate the corridor in the evening hours. Additionally, light posts are a design element that can serve to reinforce the style of the area.

9. Public art

Currently the Uptown Business District (Uptown BID) has begun to implement a public art program throughout the corridor. This project would involve engaging local artists, community groups, and students to expand the public art element of the corridor. One way to do this is to create designated areas for temporary art installations which can be rotated on a regular basis. These installations would be located in high traffic areas and have built-in electrical outlets to allow the uplighting of art pieces or the powering of kinetic art.

12. Streetscaping

Improving the aesthetic appearance and functionality of Atlantic Avenue involves coordination with the area south of the project area to create a cohesive look and feel for the entire corridor. Example improvements include lights, benches, trash receptacles, transit stops, landscaping, and signage. Subtle improvements such as sidewalk art or the addition of crossarms can also have a large impact. These are all elements which contribute to increasing wayfinding measures throughout the corridor as well by creating a sense of place that aids pedestrians in recognizing where they are and where they are going based on a consistent feel and appearance.

16. Entrance spaces to Houghton Park

This project would create a transition space between the street and Houghton Park, but remain within the right-of-way and outside the boundary of the park. The transition space would consist of parklets placed in the street right-of-way to act as a transition from the sidewalk to the internal areas of the park. Currently there is a lack of dedicated seating and gathering space at the entrance to the park and parklets would provide spaces that could be regularly reconfigured to meet the changing plans for the park. All potential changes within the boundary of Houghton Park are being addressed in a master planning effort that was in process as of the completion of this plan.

18. Street tree additions

Street trees serve a number of functions within a commercial corridor such as Atlantic Avenue. They help to provide shade for pedestrians and parked cars, soften the architecture of the buildings, and create a unifying look and feel. Additionally, street trees have a positive impact on retail businesses in the area by creating a more inviting atmosphere for potential shoppers and have been shown to decrease traffic speeds. Currently, there are almost no street trees along the southern portion of the corridor from E. Harding Street to South Street.

20. Pedestrian-actuated stop signal at mid-block crossing

Pedestrian-actuated stop signals at mid-block crossings increase pedestrian safety. Such signals have been proven to be much more effective at stopping vehicular traffic at mid-block crossings than the traditional blinking yellow light, thereby increasing pedestrian safety. Traffic moves at high speeds down Atlantic Avenue, and because of the number of lanes and parked cars, it can be difficult for drivers to see pedestrians attempting to cross the road. Pedestrian-actuated stop signals would be installed at both existing mid-block crossings and at any proposed crossings where such a signal is deemed beneficial.

PIPELINE PROGRAMS

The following are identified projects and programs that are already on-going or under consideration as part of neighborhood and citywide planning efforts.

2. Neighborhood roundabout at Harding Street and Linden Avenue

The proposed neighborhood roundabout to be located at the intersection of Harding Street and Linden Avenue is part of the bicycle infrastructure improvements for the area.

11. Parklet implementation strategy

The City of Long Beach has an existing parklet implementation program. Installing parklets in front of businesses would help to combat the existing space issues and create hubs for the community to gather. Social parklets near Jordan High School and Houghton Park would give students other places to congregate while still being highly visible. Ideally, these parklets would keep more residents in the corridor, thereby activating the space and making it an enjoyable place to be. Potential locations for business or social parklets within the corridor include:

- In front of Robert Earl's BBQ on Artesia Boulevard
- In front of the two sidewalk entrances to Houghton Park on Atlantic Avenue
- In front of the currently undeveloped areas along Atlantic Avenue, depending on the use
- In front of existing restaurants or cafes along Atlantic Avenue that have limited seating or space

13. Wi-Fi enabled corridor

This project will increase internet access throughout the corridor. While increasing access can be a very expensive and maintenance intensive endeavor, some strategies for accomplishing this project include installing routers on publicly owned facilities such as light poles or incentivizing local businesses that have existing Wi-Fi networks to open them up to the public. This project is an effort that would further the City of Long Beach's current efforts to provide free public Wi-Fi, which include configuring Wi-Fi hotspots in City Hall, the Long Beach Airport, and many of the public libraries around the city.

15. Community center to update programming for all age groups

The Community Center located in Houghton Park should consider updating the programs available to ensure that there are topics which interest all area students, from elementary school through high school. It is recommended that decision-makers for the Community Center examine current programs for their relevance to all age groups in order to increase community members' participation in local events.

SELECTED POLICY CONSIDERATIONS

1. Jordan High School physical modifications

The current fence in front of Jordan High School is a mixture of chain link and blue painted iron work. Along with being a physical barrier, this creates an aesthetically uncomfortable perception of the school. The project would paint the fence to a mural, perhaps as a project by a local committee or students from the high school. Other small related projects include replacing the chain-link portions to match the existing light blue fencing and landscaping the base of the fence to soften its appearance.

3. School District should consider additional access off of Myrtle Avenue

There are currently only two entrance/exit points out of Jordan High School when classes are over, both of which are via Atlantic Avenue. In accordance with Safe Routes to School (SRTS) guidelines, there is an opportunity for the School District to increase safety and encourage more walking and bicycle riding by routing students through the neighborhood. The addition of an exit point at Myrtle Avenue would allow students an alternative to using Atlantic Avenue when leaving the school grounds.

8. Develop a theme for the area

The corridor currently lacks a cohesive theme. Design elements such as temporary art installations, banners on light poles, and concrete stamping are all tactics used to help create and reinforce a theme within a certain area. Many of these elements are easily changeable, allowing the community to test a few different themes or highlight different aspects of the area throughout the year.

10. Wayfinding strategy

Wayfinding throughout the corridor is an important element to aid residents and visitors in navigating from place to place. Tactics can be large scale, such as signage and monumentation, or more subtle with elements like stamped concrete patterns and banding. One area where improved wayfinding is possible is the expanded median along the existing Atlantic Avenue frontage road. With the additional space, there is the opportunity to add design elements on the face of the sidewalk to aid in wayfinding through the north section of the corridor. When these elements are coupled with the temporary art pads, this section has the potential to be developed into an art walk for the community.

PIPELINE PROJECT RECOMMENDATIONS/ DESCRIPTIONS

SELECTED POLICY CONSIDERATIONS (CONT'D)

14. Open school to after-school activities

Currently, students of Jordan High School are unable to use parts of the school, such as the gym or auditorium, for after-school activities that are not directly related to existing programs at the school. Students are essentially forced to leave the school, which contributes to loitering in the park and at various points along Atlantic Avenue. Operational changes within the high school would create additional spaces for students to feel safe outside of normal school hours. Additionally, there is the opportunity for joint use of Jordan High School by various community groups.

17. Building façade guidelines and improvements

This project is a set of recommendations to the design guidelines for new and existing businesses which would improve the aesthetic appearance of the corridor. Some actions, such as removing security bars from windows, limiting excess signage and advertisements, and removing window tinting, are simple changes that can go a long way toward altering the perception of the area. These are changes that can be made by local business owners for little to no cost. Other improvements are more substantial, such as exterior painting, new doors, or lighting. The City of Long Beach and Uptown BID have a program in place which will reimburse business owners for some of the costs of their improvements once the business owners go through an application and approval process.

19. Expanded sidewalks as part of design guidelines

The width of sidewalks along the corridor is an issue. Sidewalks are not wide enough to allow amenities, nor do business owners have the ability to display their wares on the sidewalk, which would help to activate the corridor. One option is to require an expanded sidewalk along with a five to seven foot setback as part of the design guidelines for new development on the currently vacant parcels. Another option is to create a five foot front setback "building zone." Both standards would increase the visual appeal of the businesses through facade articulation and help increase the amount of programmable sidewalk space.

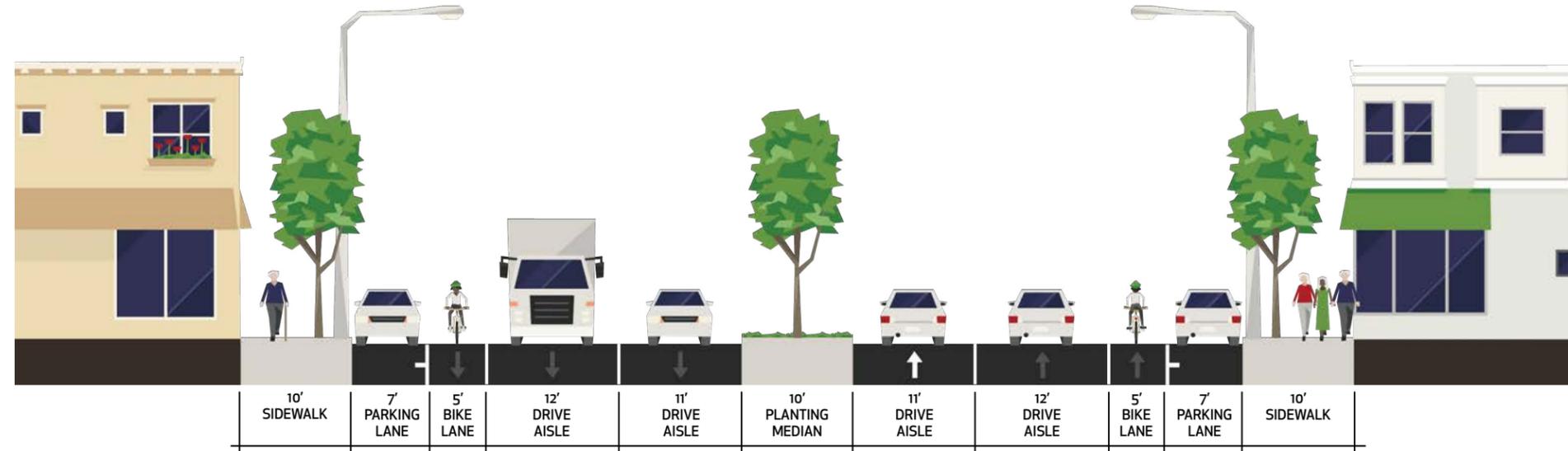


STREET SECTIONS

The street sections are representative of the four different street profiles found along the corridor within the plan area. The location of each section cut is shown on the map exhibits in the Site Analysis section of this report, with each section looking north down the corridor. The purpose of these street sections is to show the current street profile and to demonstrate its appearance with potential improvements.

Potential improvements include the resizing of drive aisles and parallel parking lanes and the addition of on-street bicycle lanes and bike buffers. All potential changes are made within the existing right-of-way and do not alter the overall street width or median location and size.

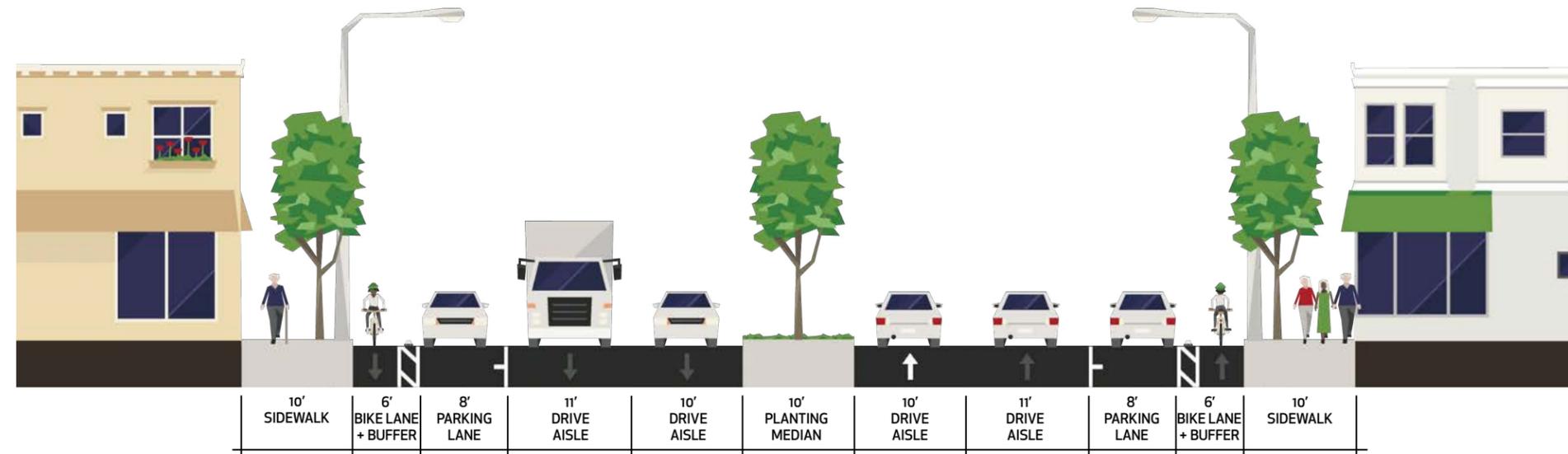




Existing Section A-A

Atlantic Avenue from E. Coolidge Street to Artesia Boulevard

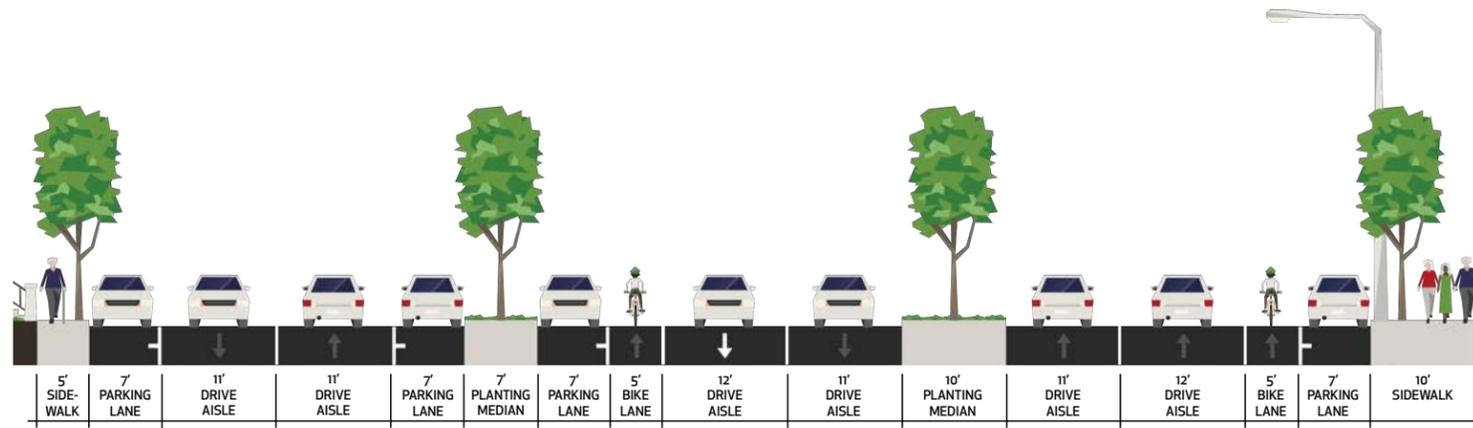
Section Description: The existing street R.O.W. in this section has a narrow seven foot parallel parking space on each side adjacent to five foot wide, unprotected bicycle lanes. The drive aisles going both directions are twelve feet wide on the outside lane and eleven feet wide on the inside lane. Additionally, the sidewalk on both side is ten feet wide.



Proposed Section A-A

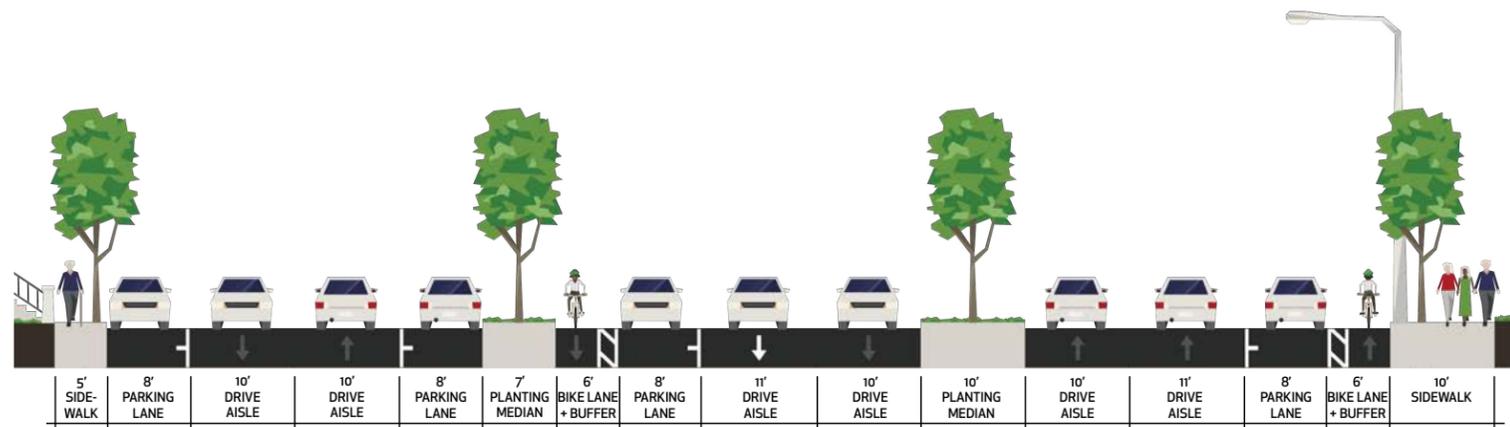
Atlantic Avenue from E. Coolidge Street to Artesia Boulevard

Section Description: The proposed street R.O.W. in this section would move the widened bike lane to be directly adjacent to the sidewalk and add protective striping and warning bumps. It would also increase the width of the parking spaces to eight feet to give more space between cars and cyclists while narrowing each drive aisle by one foot to help slow traffic speeds.



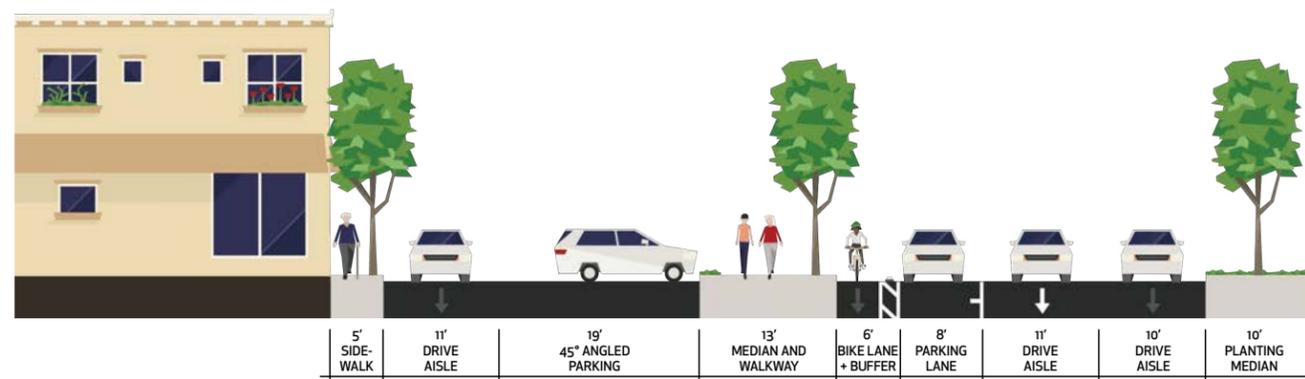
Existing Section B-B
Atlantic Avenue from E. Harding Street to E. Coolidge Street

Section Description: The existing street R.O.W. in this section has a narrow seven foot parallel parking space on each side adjacent to five foot wide, unprotected bicycle lanes. The drive aisles going both directions are twelve feet wide on the outside lane and eleven feet wide on the inside lane. The sidewalk on the park side of the street is ten feet wide. Additionally, there is a frontage road to the west that serves the residential units on that side. The frontage road has two seven foot parking lanes and two eleven foot drive aisles.



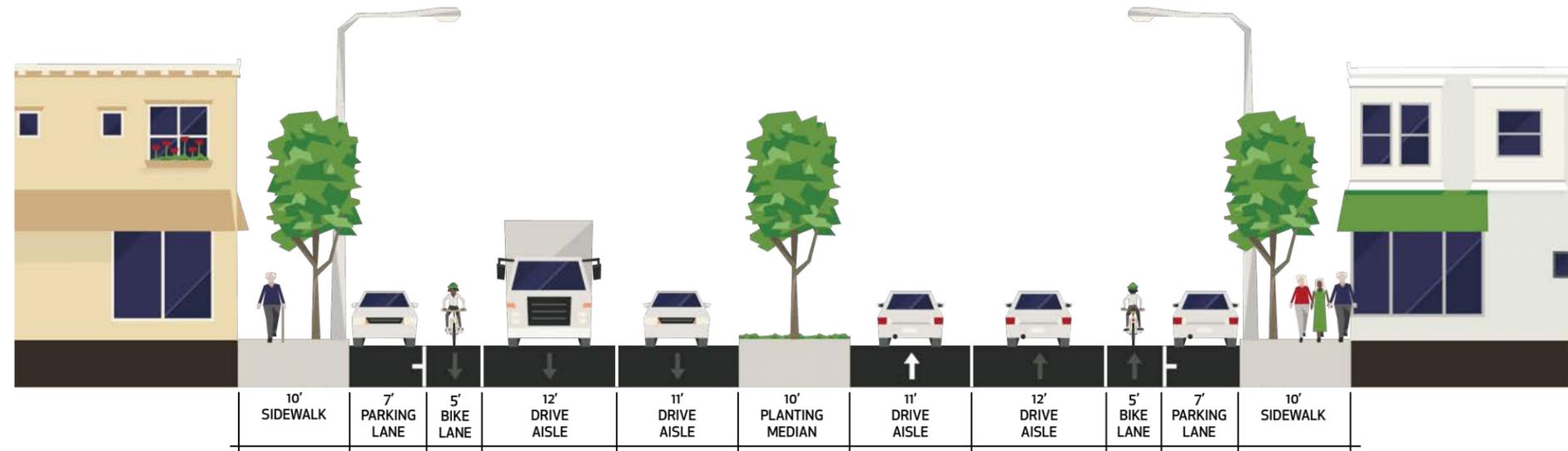
Proposed Section B-B
Atlantic Avenue from E. Harding Street to E. Coolidge Street

Section Description: The proposed street R.O.W. in this section would move the widened bike lane to be directly adjacent to the sidewalk and add protective striping and warning bumps. It would also increase the width of the parking spaces to eight feet to give more space between cars and cyclists while narrowing each drive aisle by one foot to help slow traffic speeds. This proposed section would also widen the parking lanes on the frontage road to eight feet and narrow the drive aisles to ten feet.



Proposed Section B-B - Alternative 1
Atlantic Avenue from E. Harding Street to E. Coolidge Street

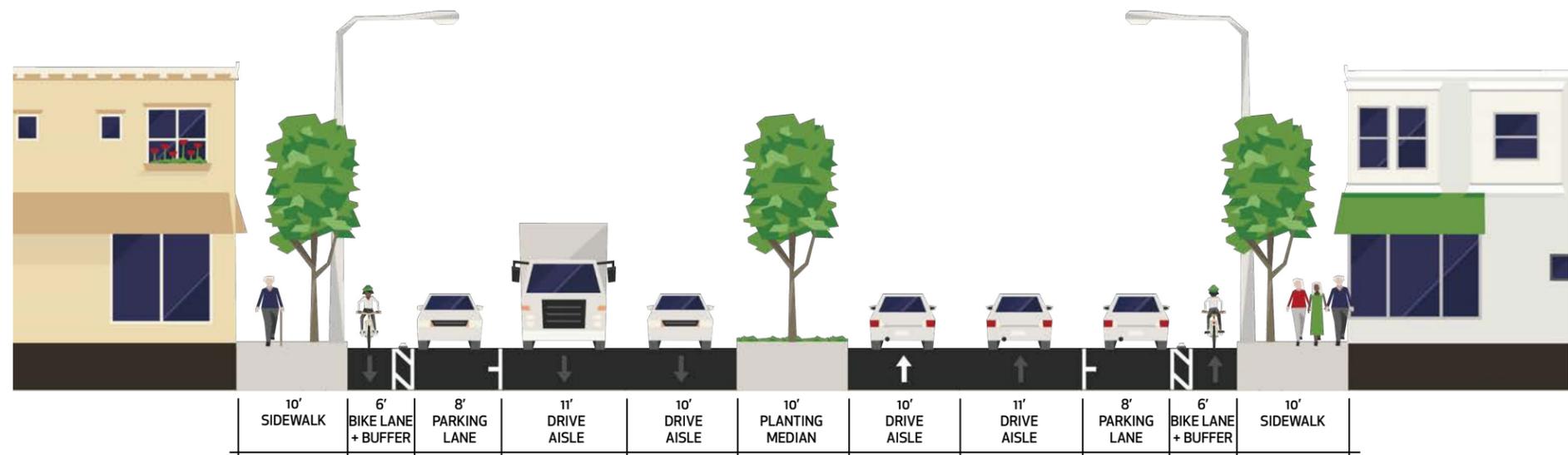
Section Description: This alternative proposed street R.O.W. section of Atlantic Avenue includes the same recommendations as the proposed section above along Atlantic Avenue, but alters the frontage road dramatically. This alternative widens the median to thirteen feet while adding planting and a walkway. It also removes on drive aisle, leaving an eleven foot drive aisle and changing the flow of traffic to one way. Lastly, this alternative removes the parallel parking spaces and add forty-five degree angled parking.



Existing Section C-C

Atlantic Avenue from 61st Street to Harding Street

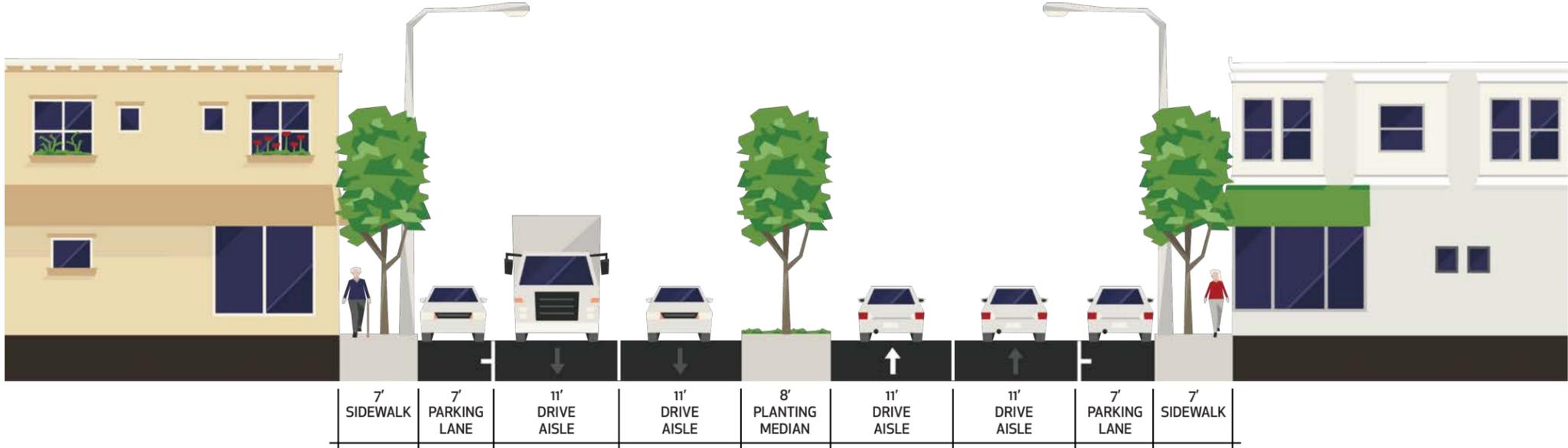
Section Description: The existing street R.O.W. in this section has a narrow seven foot parallel parking space on each side adjacent to five foot wide, unprotected bicycle lanes. The drive aisles going both directions are twelve feet wide on the outside lane and eleven feet wide on the inside lane. Additionally, the sidewalks on both sides of the street are ten feet wide.



Proposed Section C-C

Atlantic Avenue from 61st Street to Harding Street

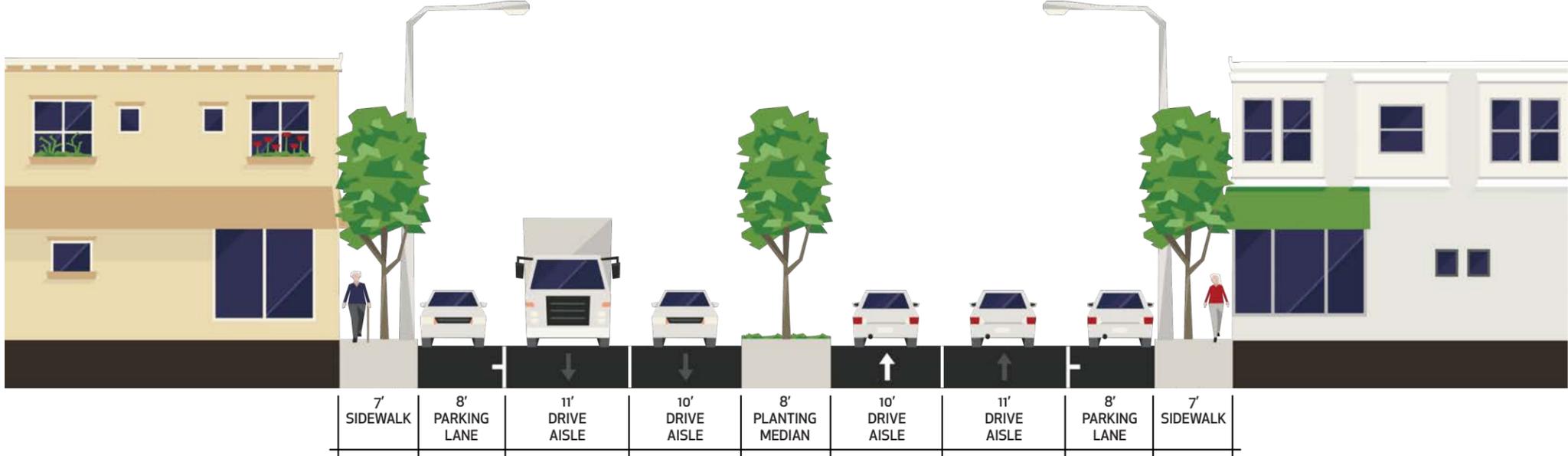
Section Description: The proposed street R.O.W. in this section would move the widened bike lane to be directly adjacent to the sidewalk and add protective striping and warning bumps. It would also increase the width of the parking spaces to eight feet to give more space between cars and cyclists while narrowing each drive aisle by one foot to help slow traffic speeds.



Existing Section D-D

Atlantic Avenue from South Street to 61st Street

Section Description: The existing street R.O.W. in this section has a narrow seven foot parallel parking space on each side and no dedicated bicycle lanes. The drive aisles going both directions are eleven feet for each lane. Additionally, the sidewalks on both sides of the street are seven feet wide.



Proposed Section D-D

Atlantic Avenue from South Street to 61st Street

Section Description: The proposed street R.O.W. in this section would increase the width of the parallel parking stalls to 8 feet to increase the safety of people exiting their cars. It also calls for a narrowing of the center most lane in each direction to ten feet.



North Atlantic Avenue - Streetscape and Public Realm Enhancement Strategy



COST OPINIONS FOR PRIORITY PROJECTS

The cost opinions for the select projects shown below reflect materials, construction costs, design, environmental review costs, and City administration costs. These numbers are cost opinions and do not represent an engineering estimate. A true estimate of project cost can only be obtained after engineering due diligence has been performed to better understand site constraints. No subsurface investigation, survey, property research, or utility research has been conducted as a part of the planning process. This research will be necessary to help assess true project costs. These numbers are for planning purposes only and should not be substitutes for engineering cost estimates produced during an actual design project.

The cost opinions are displayed as a range from low to high, with separate assumptions as to the types of materials or design features proposed for each project. These assumptions can be found in the far right two columns and help explain the differences in the low and high cost opinions.

Additional projects that did not require cost opinions are shown in the tables on page 29. These are either projects that are currently proposed or in development within the project area or policy changes that do not require fiscal outlay.

COST OPINIONS FOR SELECT IDENTIFIED PROJECTS

PROJECT NUMBER	PROJECT NAME	TOTAL PROJECT COST*		PROJECT DESCRIPTION	ASSUMPTIONS	
		LOW	HIGH		LOW	HIGH
4	Median redesign along north Atlantic frontage road	\$1,360,000	\$2,200,000	Widen the median between Atlantic Avenue and the frontage road to accommodate pedestrian traffic and design elements, change the drive aisle to one way, and add 45 degree angled parking.	Includes six (6) concrete bulb outs, and three (3) bollards at each corner. Additional lighting and streetscaping elements are included in projects 8, 10, and 13.	Includes six (6) bulb-outs with LID bio-retention and enhanced plant materials, and additional street trees. Additional lighting and streetscaping elements are included in projects 8, 10, and 13.
5	Restriping of buffered bike lanes along the corridor	\$400,000	\$520,000	Restriping of the buffered bike lanes along the corridor.	Restriping done using paint.	Restriping done using thermoplastic materials.
6	Bulb-outs at intersections along Corridor	\$900,000	\$1,350,000	Twenty (20) bulb-outs at intersections along the corridor.	Bulb-outs will be concrete continuation of the sidewalk with three (3) bollards on each corner.	Bulb-outs will utilize LID bio-retention and related plant materials with underdrains.
7	Pedestrian lighting throughout the corridor	\$3,790,000	\$6,580,000	Pedestrian light poles to increase lighting and safety throughout the corridor.	One hundred and eighty-two (182) light poles to be standard materials with simple aesthetic elements. Spaced at one light per 50'. (Actual spacing will be dependent upon luminaire type and intensity.)	One hundred and eighty-two (182) ornamental light poles designed to reinforce a specific theme for the area. Spaced at one light per 50'. (Actual spacing will be dependent upon luminaire type and intensity.) Pricing variation accounts for differences in pricing of decorative poles and luminaire types.
9	Public art	\$120,000	\$180,000	Six (6) 4' x 4' art installation pads located throughout the corridor.	Raised concrete platforms and electrical outlets for temporary art displays.	Raised concrete platforms, installed uplighting, and electrical outlets for temporary art displays.
12	Streetscaping	\$2,550,000	\$3,220,000	Develop a uniform theme for N. Atlantic Ave including unified lighting (vehicular 27' poles and luminaires), benches, trash receptacles, signage, bicycle racks, signal poles, and mast arms.	Pricing differences account for style, spacing, and potential quantity differences dependent upon final design and material selection.	Pricing differences account for style, spacing, and potential quantity differences dependent upon final design and material selection.
16	Entrance spaces to Houghton Park	\$50,000	\$75,000	Transition/gathering spaces at the sidewalk entrances from Atlantic Avenue into Houghton Park. This opinion is based on this being comprised of parklets taking the place of two parking spaces.	Simple street furniture (paving, seating, trash receptacles, bicycle racks).	Custom street furniture (paving, seating, trash receptacles, bicycle racks, shelter structure, lighting).

ADDITIONAL PROJECTS NOT COSTED

PROJECT NUMBER	PROJECT NAME	TOTAL PROJECT COST*		PROJECT DESCRIPTION	ASSUMPTIONS	
		LOW	HIGH		LOW	HIGH
18	Street tree additions	\$410,000	\$640,000	Street trees spaced at 30' on center along the corridor where the right-of-way allows it.	Based on 4,700 linear feet, 24" box trees at 30' on center (156 trees), and simple tree grates.	Based on 4,700 linear feet, 36" box trees at 30' on center (156 trees), and ornamental tree grates.
20	Pedestrian-actuated stop signal at mid-block crossing	\$400,000	\$600,000	Placing a pedestrian-actuated stop signal at two (2) mid-block crossings. Proposed locations are at Atlantic Avenue/61st Street intersection and Atlantic Avenue/Adams Street intersection.	Pedestrian-actuated stop signals and crosswalk elements.	Pedestrian-actuated stop signals with an ornamental crossarm and pole and enhanced crosswalk elements.
Total*		\$9,980,000	\$15,365,000			

- Notes:
1. These numbers are cost opinions and do not represent an engineering estimate. A true estimate of project cost can only be obtained after engineering due diligence has been performed to better understand site constraints.
 2. No subsurface investigation, survey, property research or utility research has been conducted as a part of the planning process. This research will be necessary to help assess true project costs.
 3. These numbers are for planning purposes only and should not be substitutes for engineering cost estimates produced during an actual design project.
 4. All numbers in 2016 dollars unless otherwise noted.

* Rounded to the nearest \$10,000



North Atlantic Avenue - Streetscape and Public Realm Enhancement Strategy



SAMPLE FURNITURE PALETTE

The sample furniture palette is provided to guide the potential selection of future street furniture along Atlantic Avenue. For the purpose of this plan, three themes were provided in order to show a samples of the potential themes for the corridor. These themes are traditional, modern, and rustic/eclectic. Establishing a consistent look and feel of street furniture throughout an area is critical to defining the theme. Sample elements shown in this section include seating, trash receptacles, lighting, bollards, planters, bicycle racks, and tree grates. The examples are not intended to represent the exact furniture that should be used in the corridor, but rather they show a sample of the style.

**RUSTIC/
ECLECTIC**

SEATING



TRASH RECEPTACLES



LIGHTING



BOLLARDS



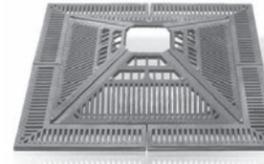
BICYCLE RACKS



PLANTERS



TREE GRATES



SEATING



TRASH RECEPTACLES



LIGHTING



BOLLARDS



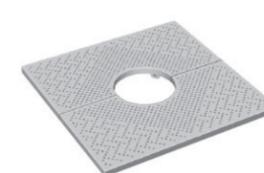
BICYCLE RACKS



PLANTERS



TREE GRATES



SEATING



TRASH RECEPTACLES



LIGHTING



BOLLARDS



BICYCLE RACKS



PLANTERS



TREE GRATES



MODERN

TRADITIONAL



SAMPLE LANDSCAPE PALETTE

The sample landscape palette is provided as a guide for potential plant material that would be well-suited for the corridor. It includes suggestions for trees, shrubs, vines, groundcovers, and plants that will do well in pots or boxes. The majority of suggested plant material has low water needs in order to further contribute to efforts for a sustainable corridor and to prevent excessive watering during the drought.

Plant suggestions from this list could be used to create consistency throughout the corridor and help define a sense of place through repetition of a particular street tree or shrub. This palette by no means constitutes a complete list for the corridor. Other plant material should be considered to provide variety, while still complementing the existing architecture and plant material.

SAMPLE LANDSCAPE PALETTE



Handroanthus impetiginosa
Pink Trumpet Tree



Galvezia speciosa
Island Bush Snapdragon



Clytostoma callistegiodes
Purple Trumpet Vine



Heuchera maxima
Island Alum Root



Koelreuteria bipinnata
Chinese Flame Tree



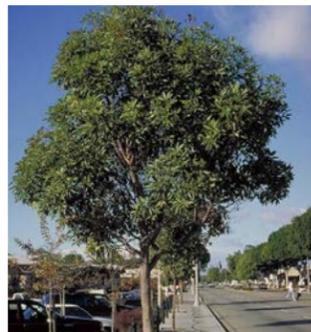
Juniperus confertus
Shore Juniper



Pandorea jasminoides
Bower Vine



Kalanchoe hildebrandii
Silver Spoon Kalanchoe



Lophostemon confertus
Brisbane Box Tree



Leucophyllum candidum 'Thunder Cloud'
Dwarf Texas Ranger



Rosa Banksiae 'Lutea'
Lady Banks' Rose



Lavandula angustifolia
English Lavender



Pistache chinensis
Chinese Pistache



Rhaphiolepis indica 'Ballerina'
Ballerina Indian Hawthorn



Rosmarinus prostratus
Trailing Rosemary



Various succulent combinations

TREES

SHRUBS

GROUNDCOVER/VINES

PLANTER BOXES

CITY OF
LONG BEACH

LONG BEACH
DEVELOPMENT SERVICES
BUILDING A BETTER LONG BEACH



CITY OF LONG BEACH
**PUBLIC
WORKS**
STRONG FOUNDATION. STRONG CITY.



Michael Baker
INTERNATIONAL