



COMMUNITY ADVISORY COMMITTEE Meeting #3

Southeast Area Specific Plan | July 9, 2014



Introduction

- ❖ Overview
 - City Staff Updates
- ❖ Project Name
- ❖ Opportunities and Constraints Workbook
 - Planning
 - Mobility
- ❖ Public Comment
- ❖ Next Steps

Introduction

❖ Update:

Overview of action taken during July 1, 2014 City Council meeting to consider processing authority for a joint LCP amendment on LCW and Lyon properties



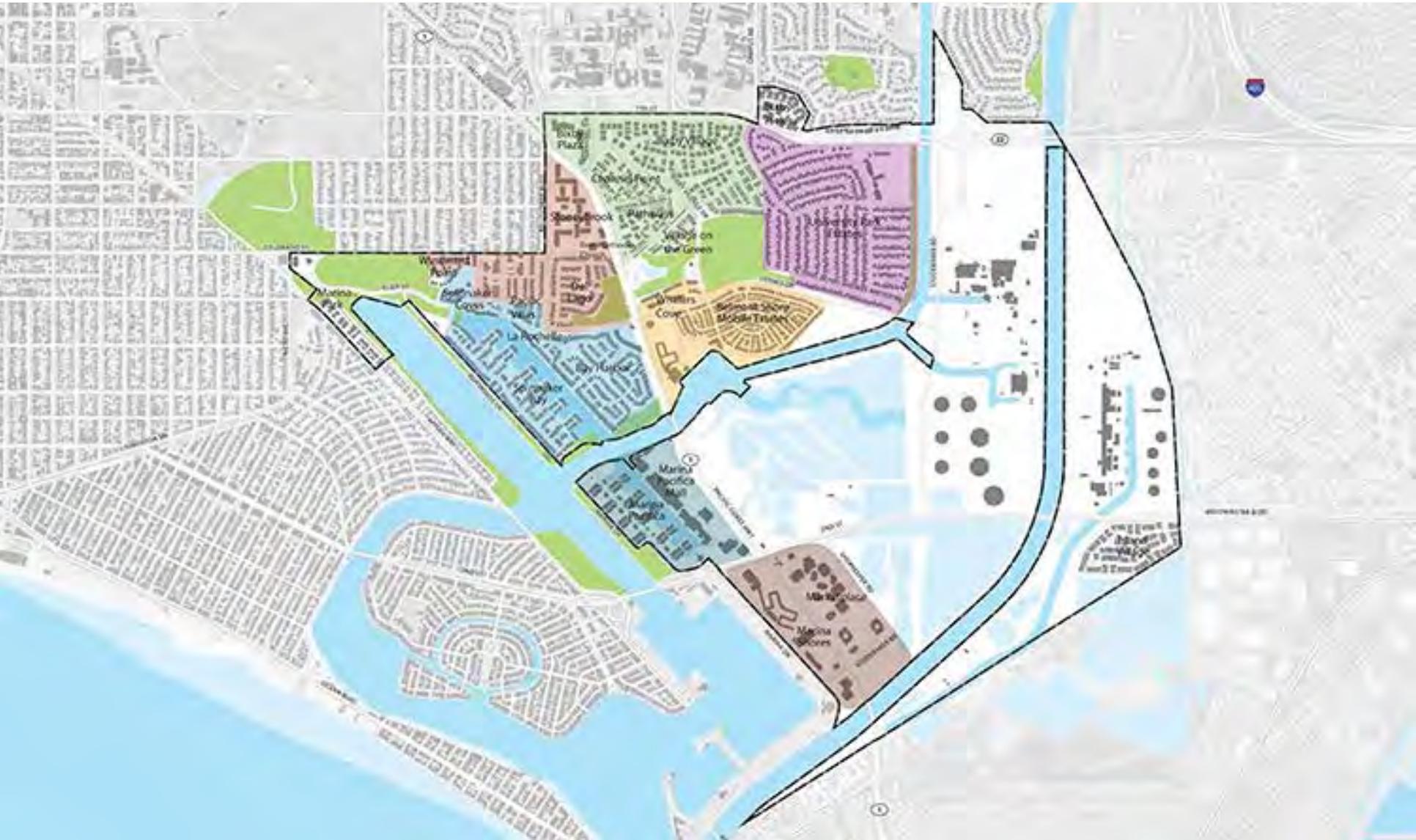
Urban Design: Discussion

- ❖ What does the community find positive and negative about the current development character? And what should new residential or new/renovated commercial aspire to do better?
- ❖ What are some good examples of main streets and waterfront communities that they'd suggest the team look at for reference?
- ❖ What are residents' and visitors' favorite gathering places? What is missing that could enrich a sense of community and of being in a special place?
- ❖ What are the neighborhoods that make up Southeast Area? Are they the individual developments, or do residents see a cluster of several making up "their neighborhood"?

Urban Design: Discussion

- ❖ What aspects of placemaking could be integrated into existing neighborhoods? What aspects could be integrated into new projects?
- ❖ Where do residents go for daily shopping and services? Do they drive even if those destinations are close? Would residents consider walking or bicycling to get around if it was convenient and safe?
- ❖ What do residents feel are the strengths and weaknesses of their neighborhood today? (For example: Do residents desire more amenities within walking distance? Should they be made safer for their family to bicycle? Do they need more open space?)

Neighborhoods



Gateways, Landmarks & Destinations

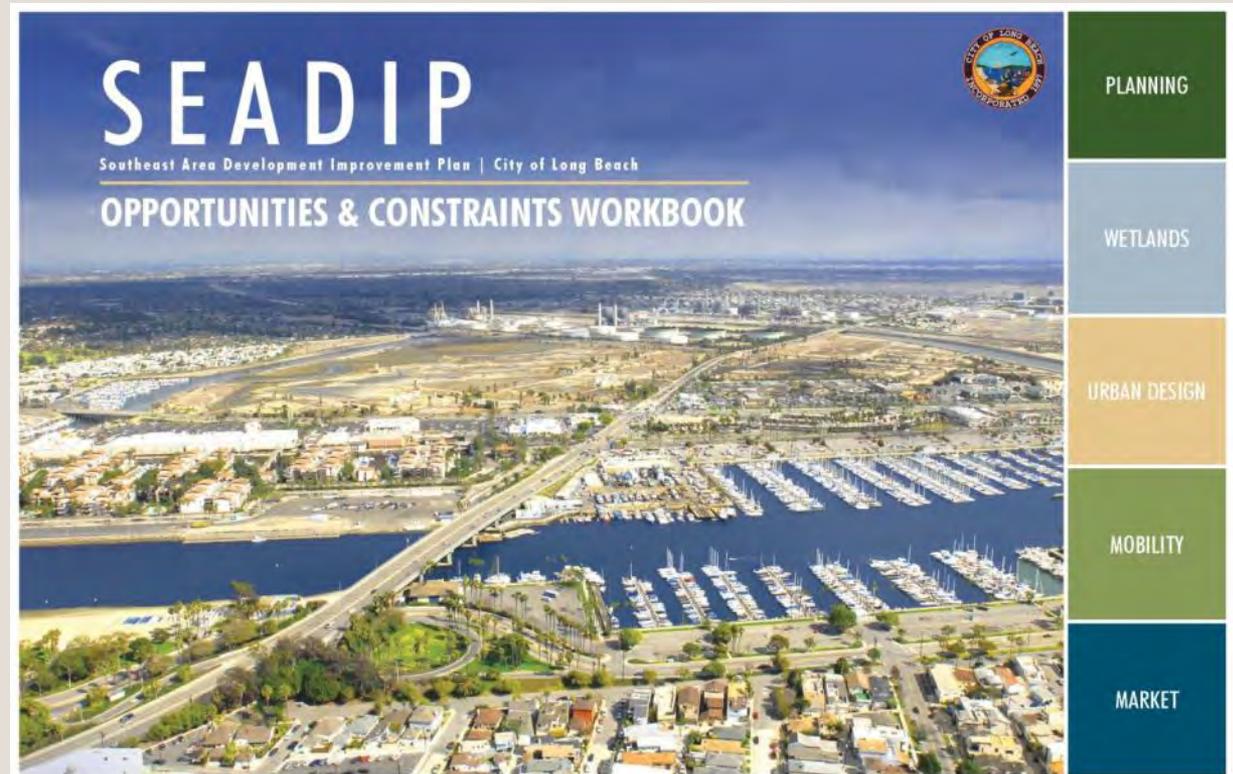


Views

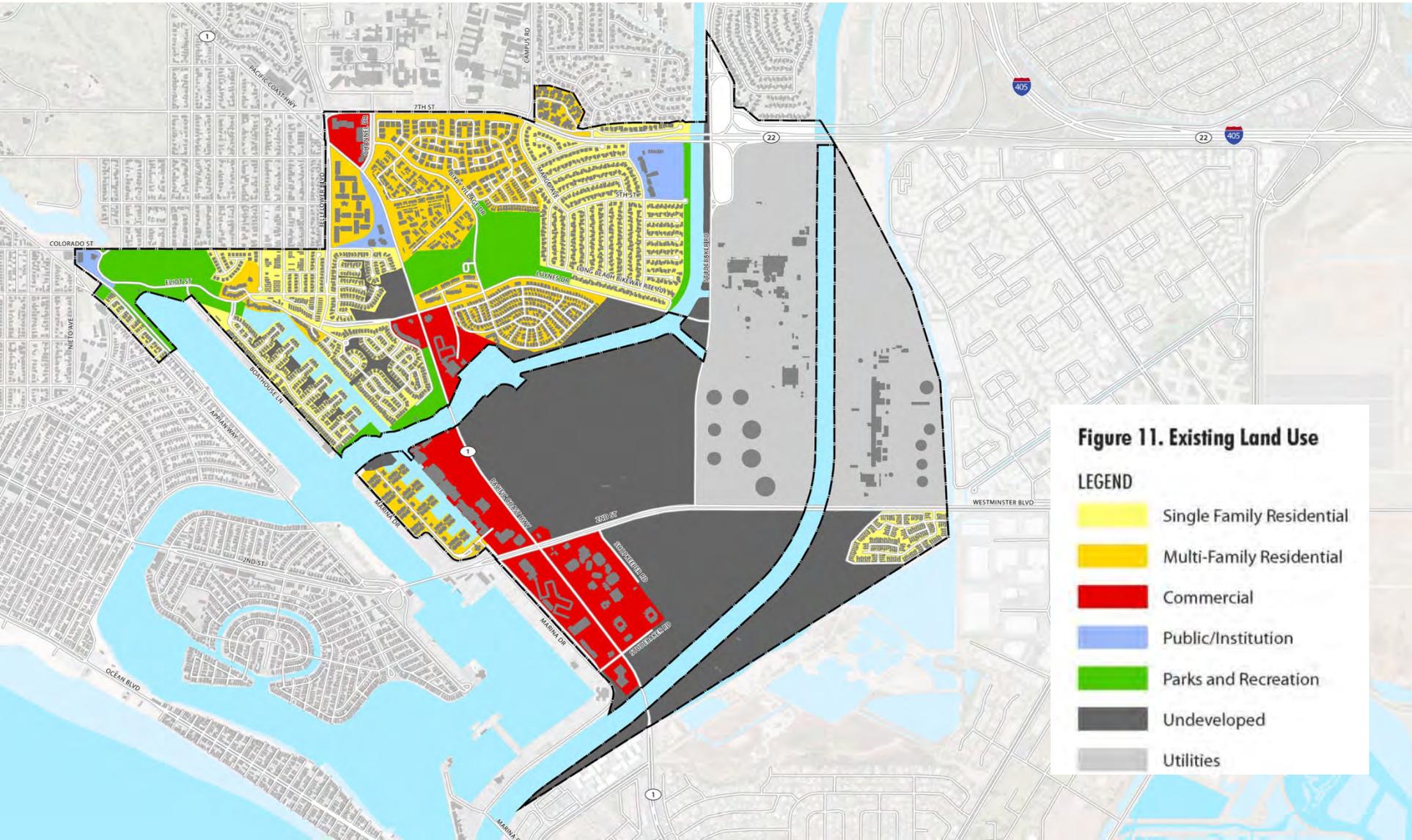


Opportunities and Constraints Workbook

- ❖ Planning
- ❖ Mobility



Planning: Existing Land Use



Planning: Planned Land Use (SEADIP)

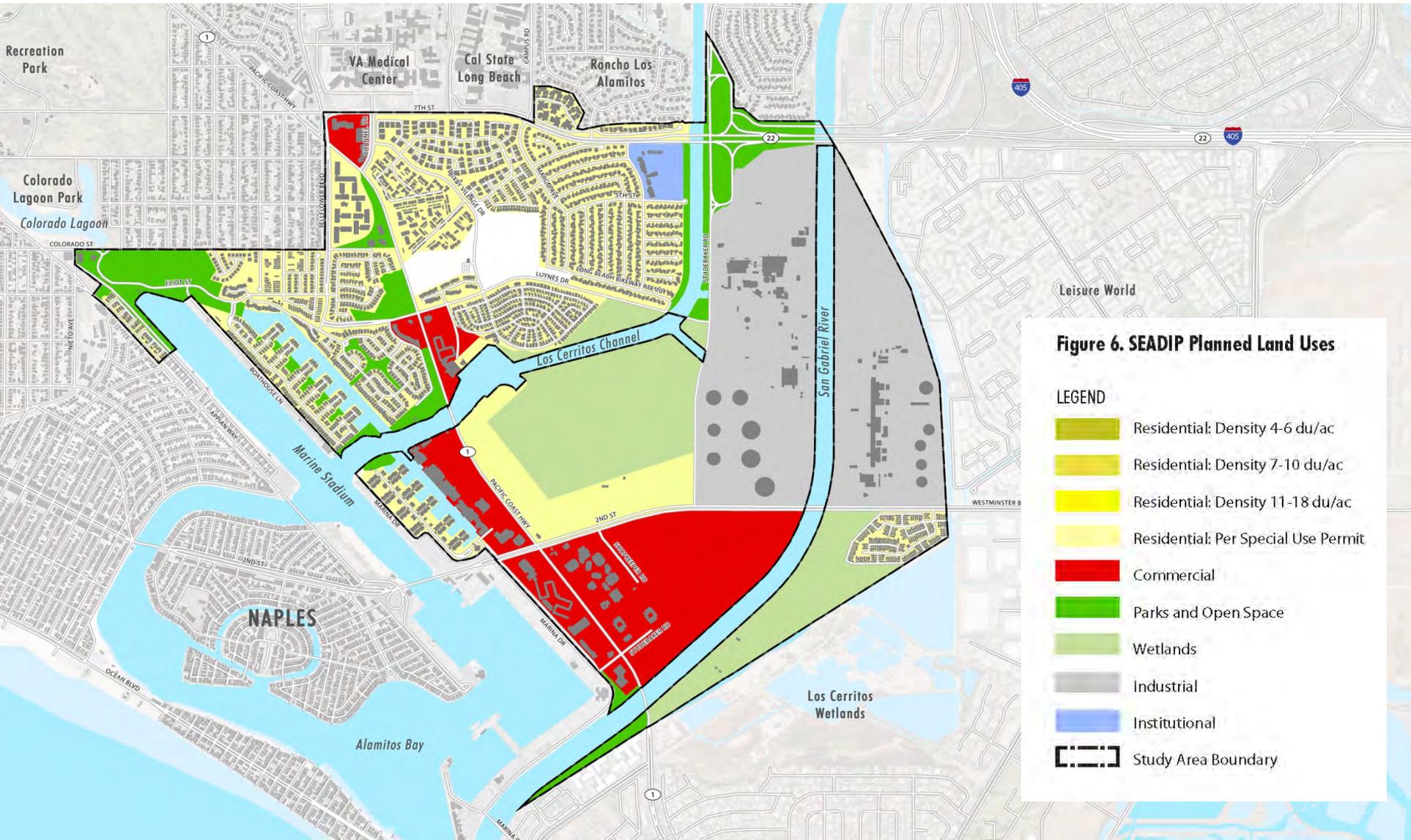


Figure 6. SEADIP Planned Land Uses

LEGEND

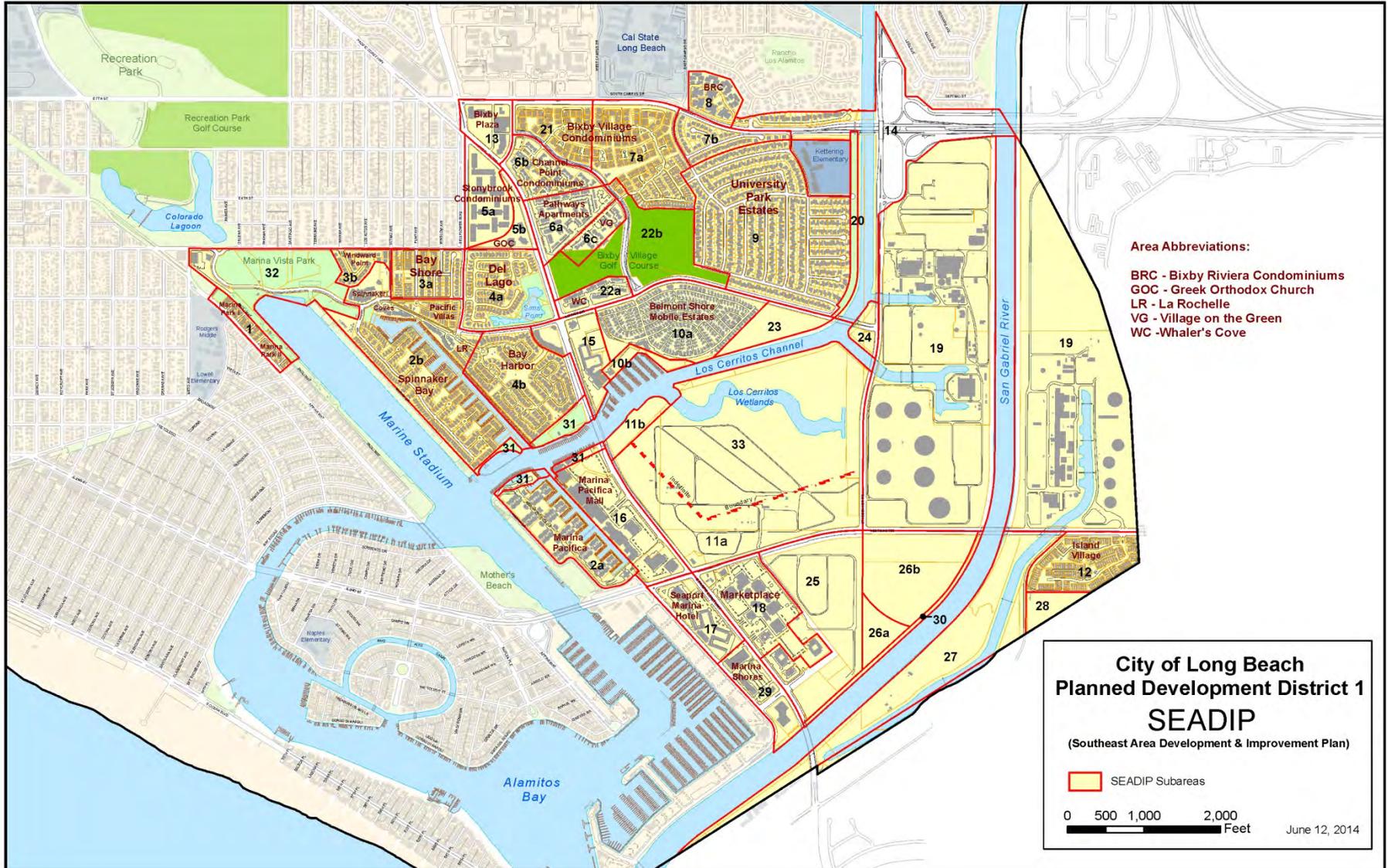
- Residential: Density 4-6 du/ac
- Residential: Density 7-10 du/ac
- Residential: Density 11-18 du/ac
- Residential: Per Special Use Permit
- Commercial
- Parks and Open Space
- Wetlands
- Industrial
- Institutional
- Study Area Boundary

Planning: Existing vs Proposed (SEADIP)

EXISTING	ACRES	PERCENT
Residential (Single and Multi Family)	419	30.3%
Commercial/Office	97	7.0%
Public (School, Church)	16	1.1%
Open Space	67	4.8%
Utilities/Industrial	285	20.6%
Undeveloped/Wetlands	277	20.0%
Right of Way (Roads)	165	11.9%
Water (San Gab. River & Los Cerritos Channel)	57	4.1%
TOTAL ACRES	1382	

PLANNED (1977 SEADIP)	ACRES	PERCENT
Residential (Single and Multi Family)	519	37.6%
Commercial/Office	184	13.3%
Public (School, Church)	11.5	0.8%
Open Space	115	8.3%
Utilities/Industrial	285	20.6%
Wetlands	88	6.4%
Right of Way (Roads)	122.5	8.9%
Water (San Gab. River & Los Cerritos Channel)	57	4.1%
TOTAL ACRES	1382	

Planning: SEADIP Sub Areas



Planning: Difference Between PD & SP

❖ Planned Development (PD)

- Action items for each sub area

❖ Specific Plan (SP)

- Vision
- Development Standards (setbacks, heights, open space, etc.)
- Design guidelines (gateways, buffers, architecture, landscape)
- Street sections (pedestrian, bike, vehicular, transit)
- Illustrations,

Planning: Regulatory Environment

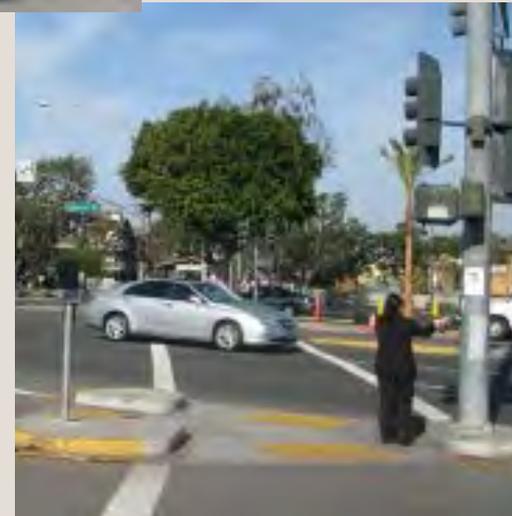
- City of Long Beach
 - Capital Improvements Plan
 - Urban Water Management Plan
 - Sewer Master Plan
 - General Plan
- California Coastal Act (Local Coastal Program, Sea Level Rise)
- Regional Water Quality Control Board
- LA & OC County Flood Control Districts
- Southern California Air Quality Management District
- Army Corps of Engineers
- Department of Fish and Wildlife

Planning

❖ Questions?

Mobility

- ❖ Complete Streets – What Are They
- ❖ Existing Conditions
 - Transit
 - Bicycle
 - Pedestrian
 - Vehicular
- ❖ Opportunities/Constraints



Mobility – What Are Complete Streets?

*“Complete Streets are streets for **everyone**. They are **designed** and **operated** to enable safe access for **all users**. **Pedestrians, bicyclists, motorists, and public transportation users** of **all ages and abilities** are able to safely move **along and across** a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.”*

Source: National Complete Streets Coalition

<http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals>

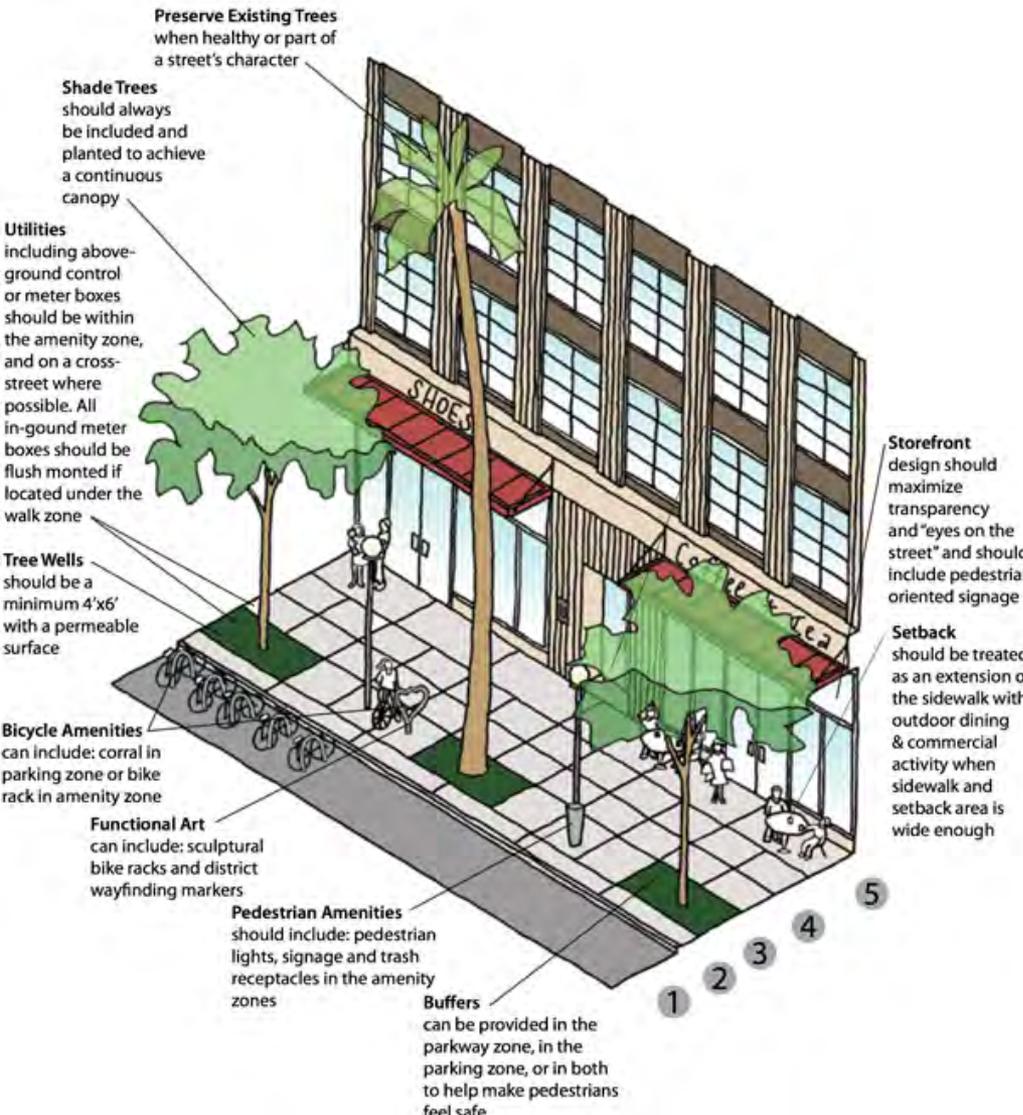
Mobility – What Are Complete Streets?



Mobility – Complete Streets Evolution



Mobility – Complete Streets Evolution



Storefront design should maximize transparency and "eyes on the street" and should include pedestrian oriented signage

Setback should be treated as an extension of the sidewalk with outdoor dining & commercial activity when sidewalk and setback area is wide enough



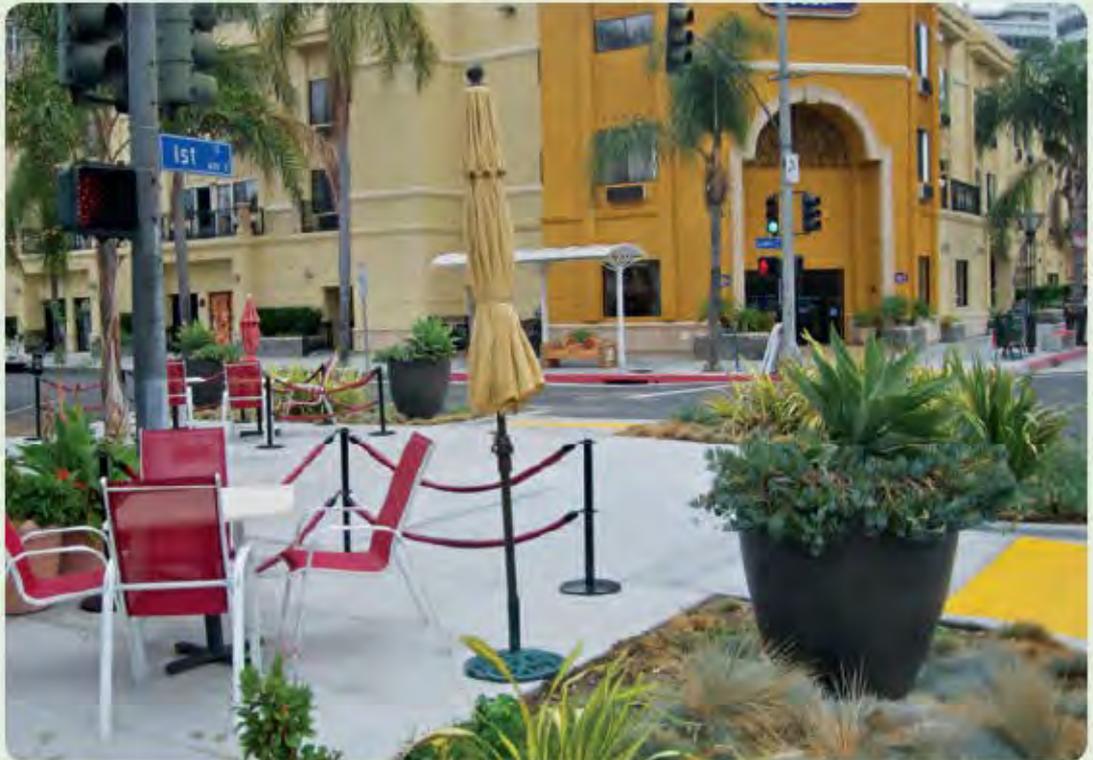
Mobility – Complete Streets Evolution

Creating Our Own Complete Streets

The City of Long Beach and this Mobility Element place a priority on creating “complete streets” and a multimodal approach that balances the needs of all users of the streets (see *A City Built on Bold Moves*, page 11). The goal is to provide people more choices when making transportation decisions for local and regional trips.



Before (First St. and Linden Ave.)



After (First St. and Linden Ave.)

Mobility – Transit

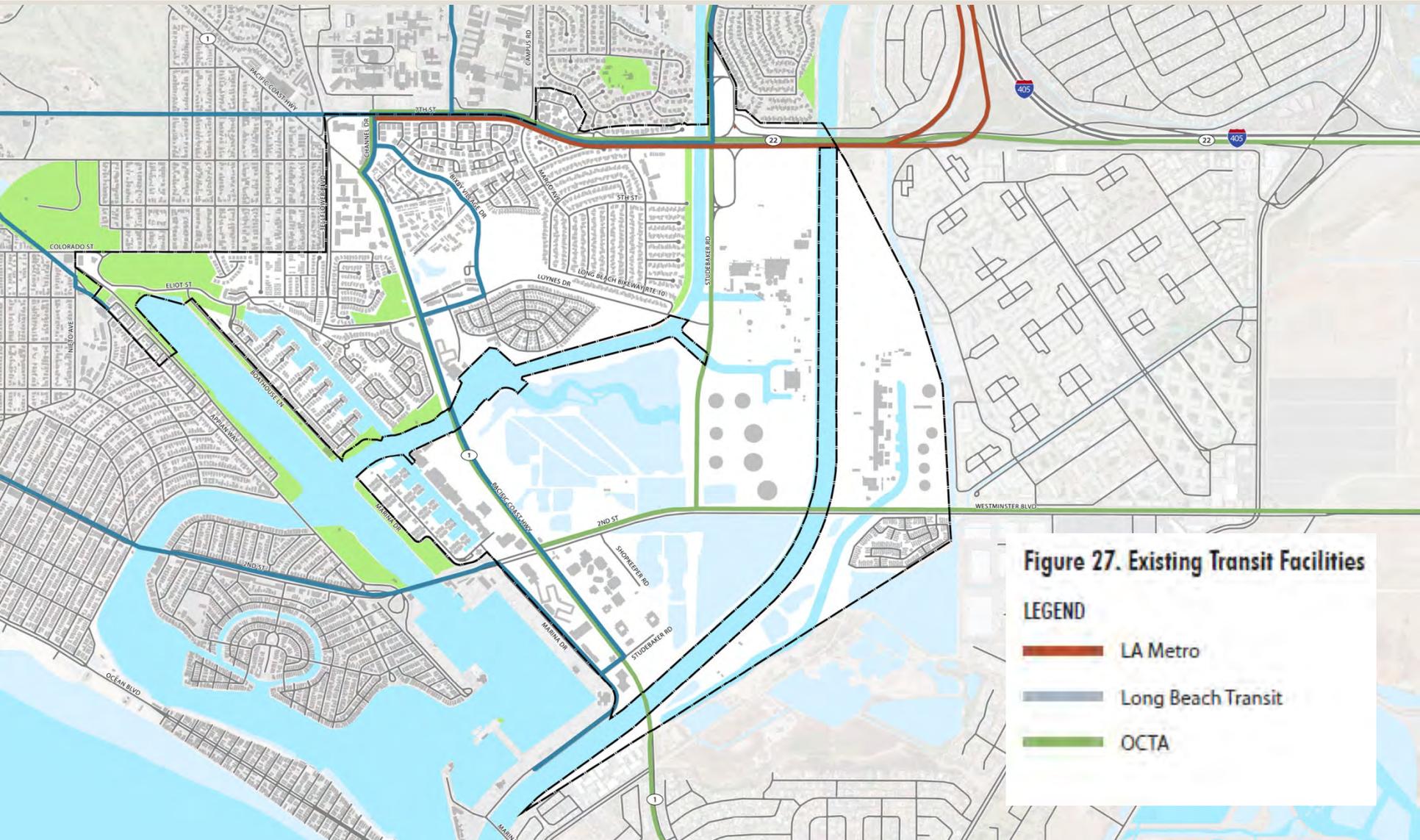


Figure 27. Existing Transit Facilities

LEGEND

-  LA Metro
-  Long Beach Transit
-  OCTA

Mobility – Pedestrian

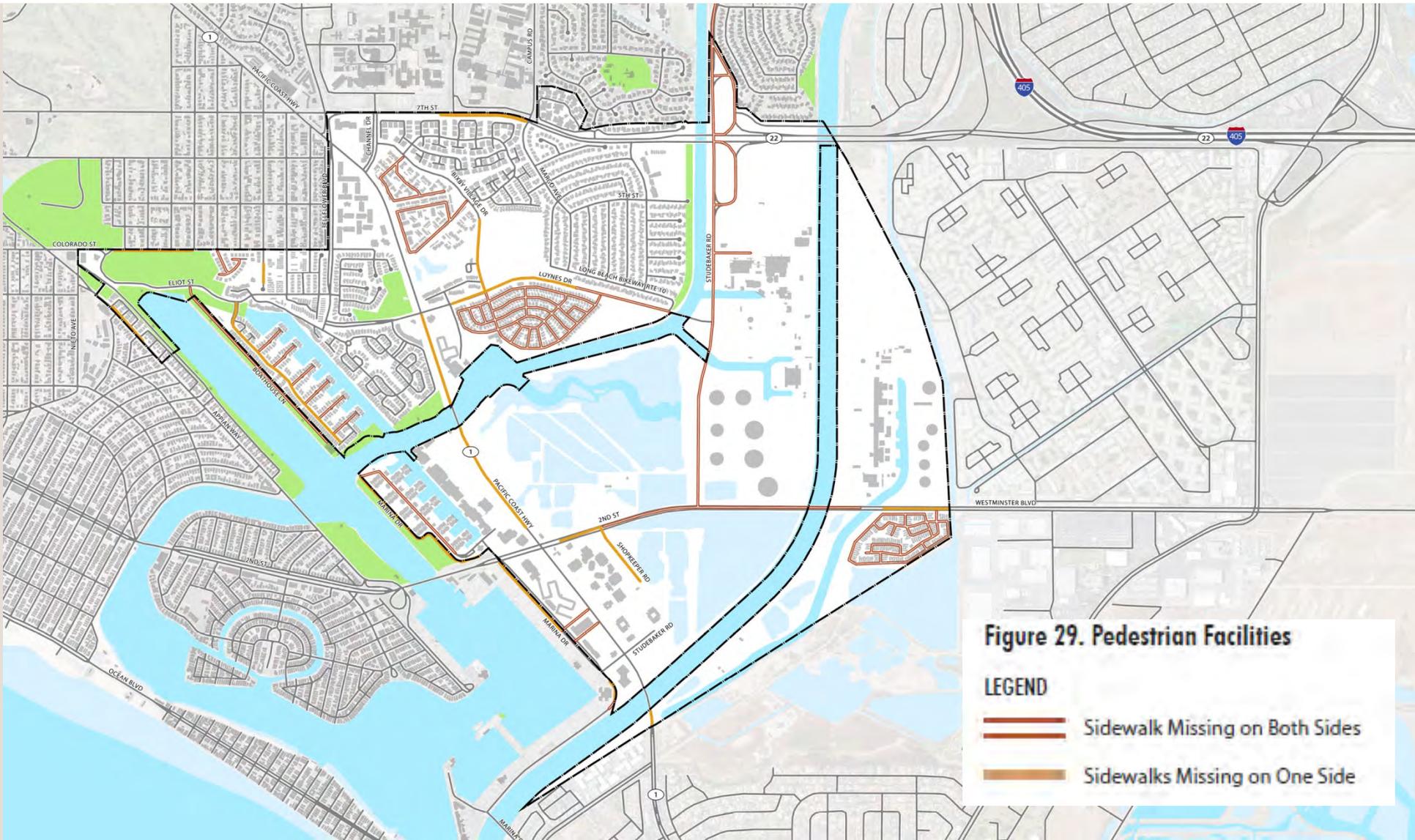
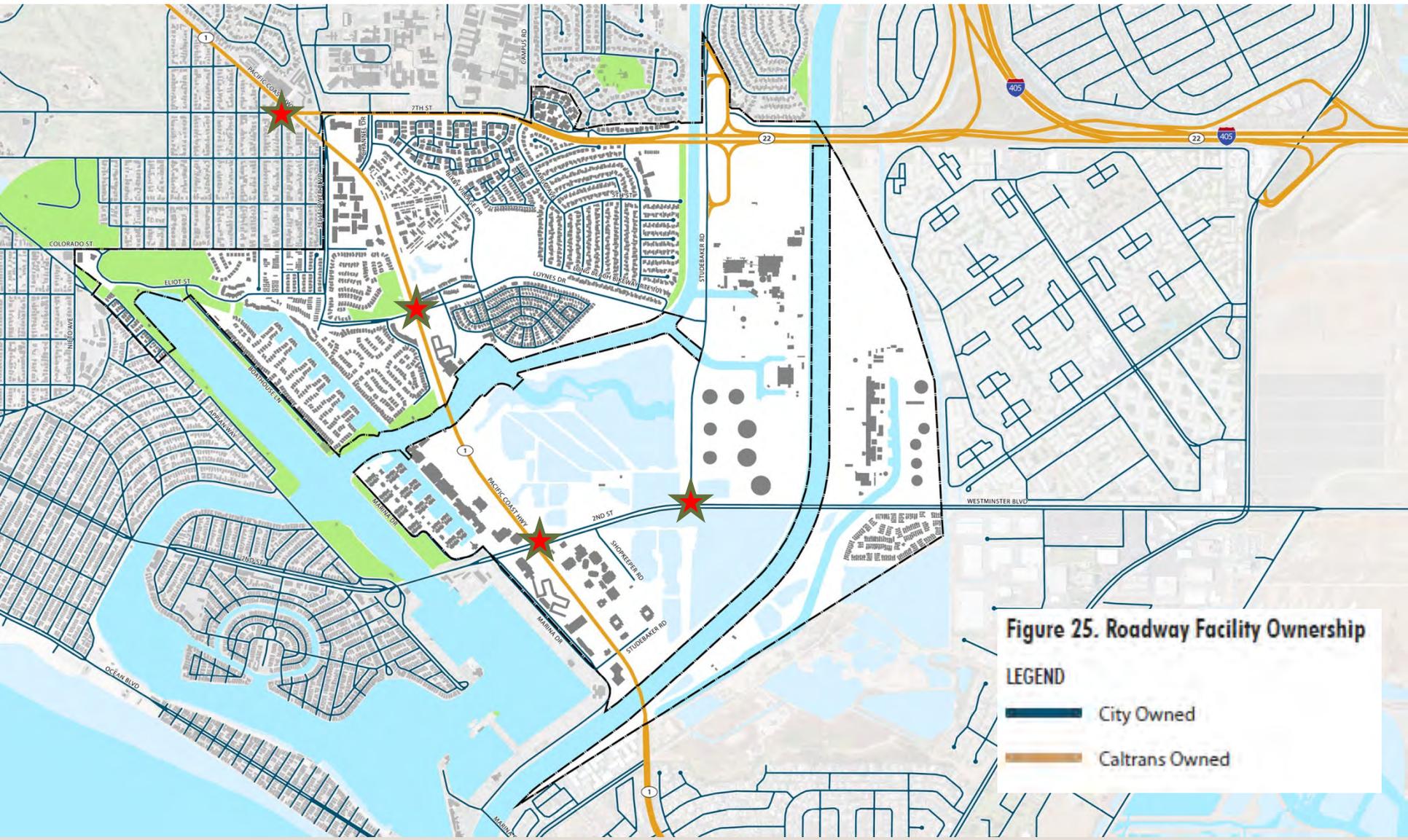


Figure 29. Pedestrian Facilities

LEGEND

- Sidewalk Missing on Both Sides
- Sidewalks Missing on One Side

Mobility – Vehicle



Mobility

- ❖ What does this mean for the study area?
 - Prioritize modes based on the user and consistent with the urban design
 - Great streets are part of a great place

The Long Beach Mobility Element designates most of the classified roadways within the study area as opportunity for character change. Potential changes to the street character could include implementing new pedestrian, transit or bicycle facilities, traffic calming, or other treatments that would develop the area into a more balanced mobility system with more transportation choices.

Mobility: Big Ideas to Pursue?

- ❖ What should be the role of PCH within SEADIP, and across the City?
- ❖ Should the City take over PCH (and/or 7th Street)?



Mobility: Big Ideas to Pursue?

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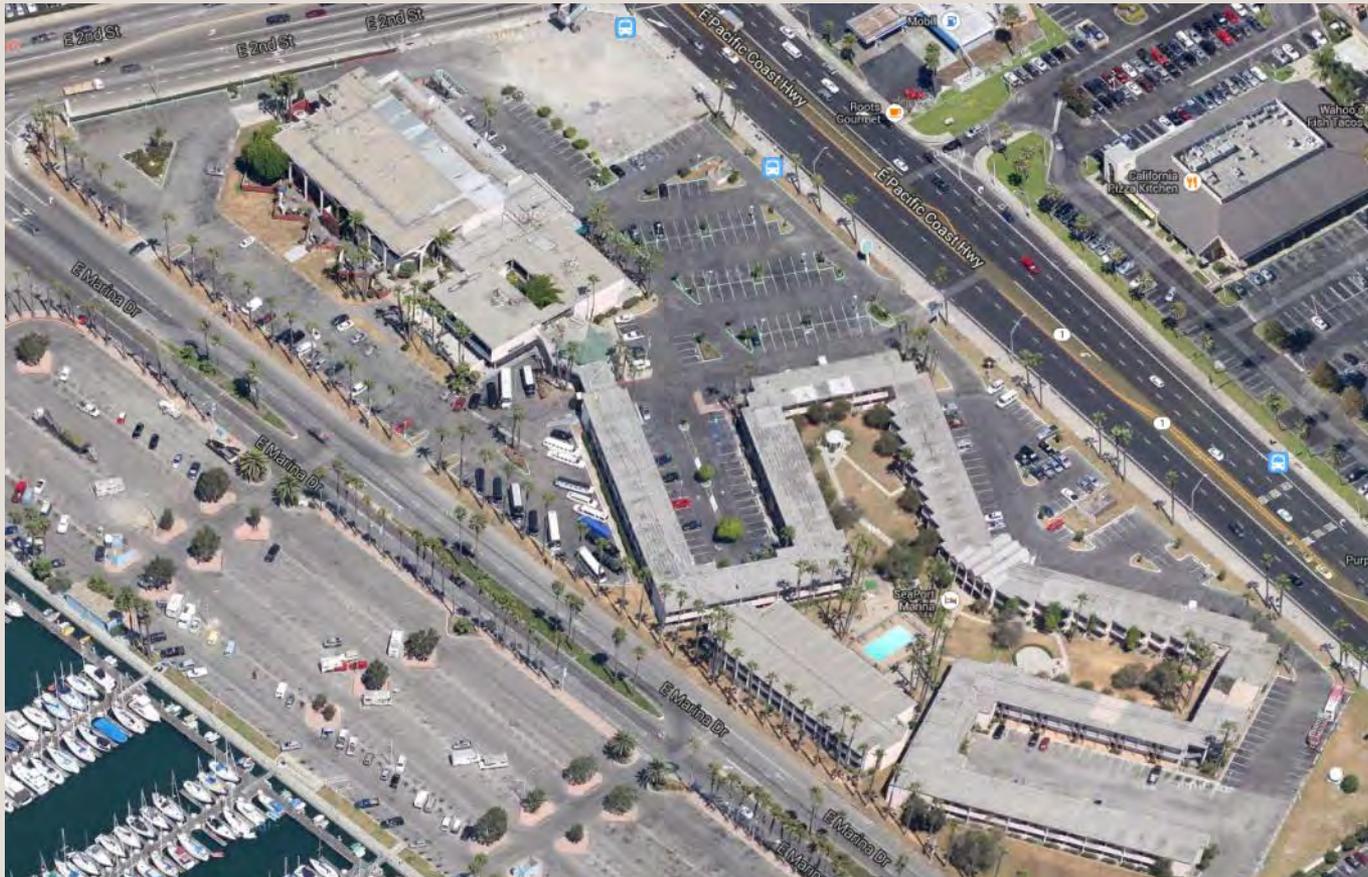
Mobility: Big Ideas to Pursue?

- ❖ What modes are most important to the success of the Study Area?



Mobility: Big Ideas to Pursue?

- ❖ Smaller blocks and better pedestrian facilities?



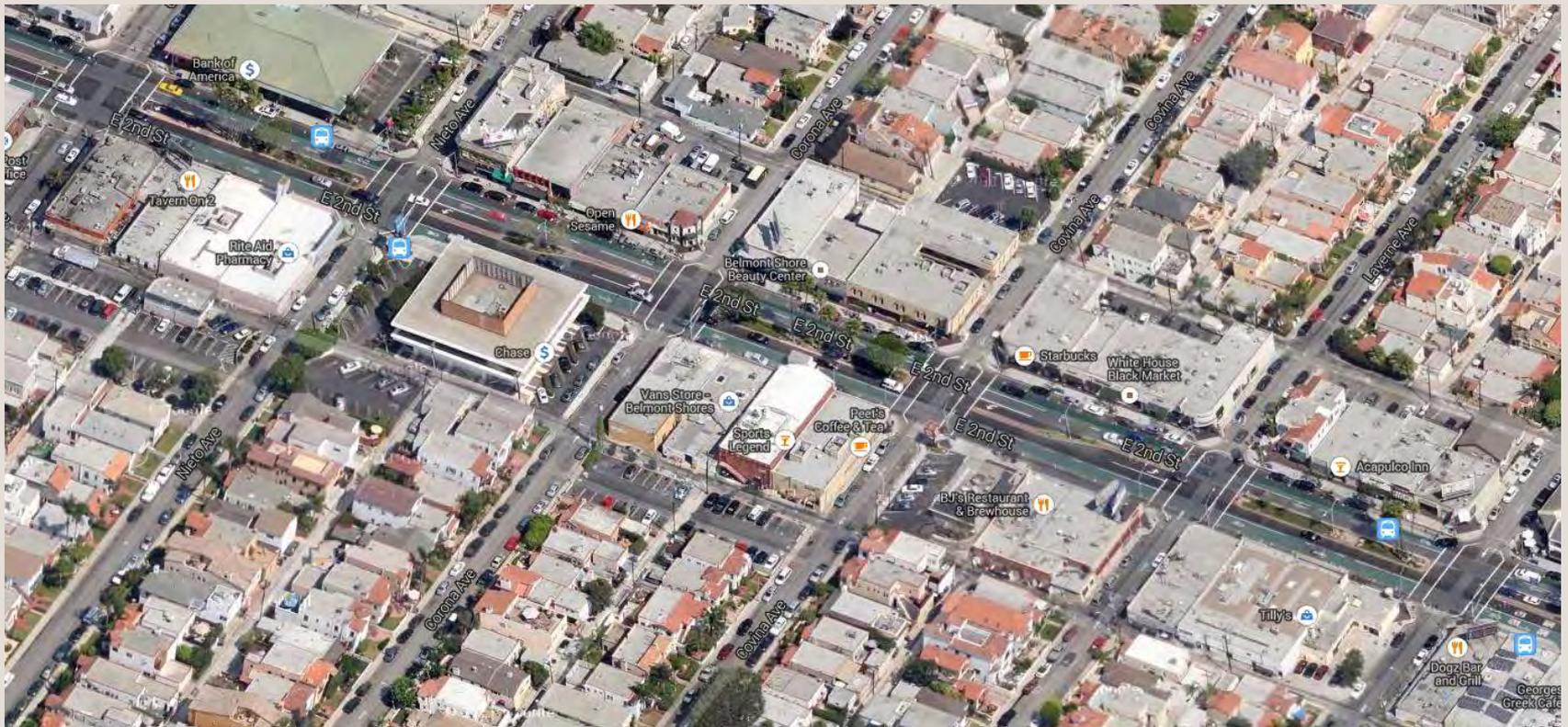
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Mobility: Big Ideas to Pursue?

- ❖ Smaller blocks and better pedestrian facilities?



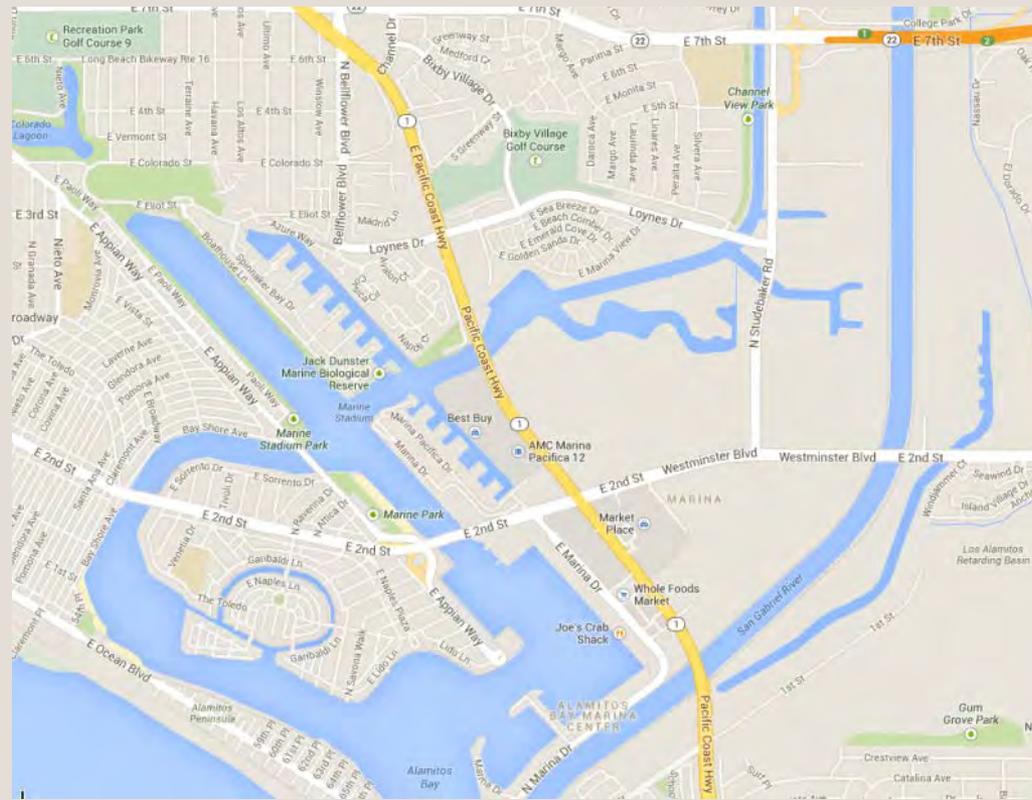
Mobility: Big Ideas to Pursue?

❖ Better Pedestrian Crossings?



Mobility: Big Ideas to Pursue?

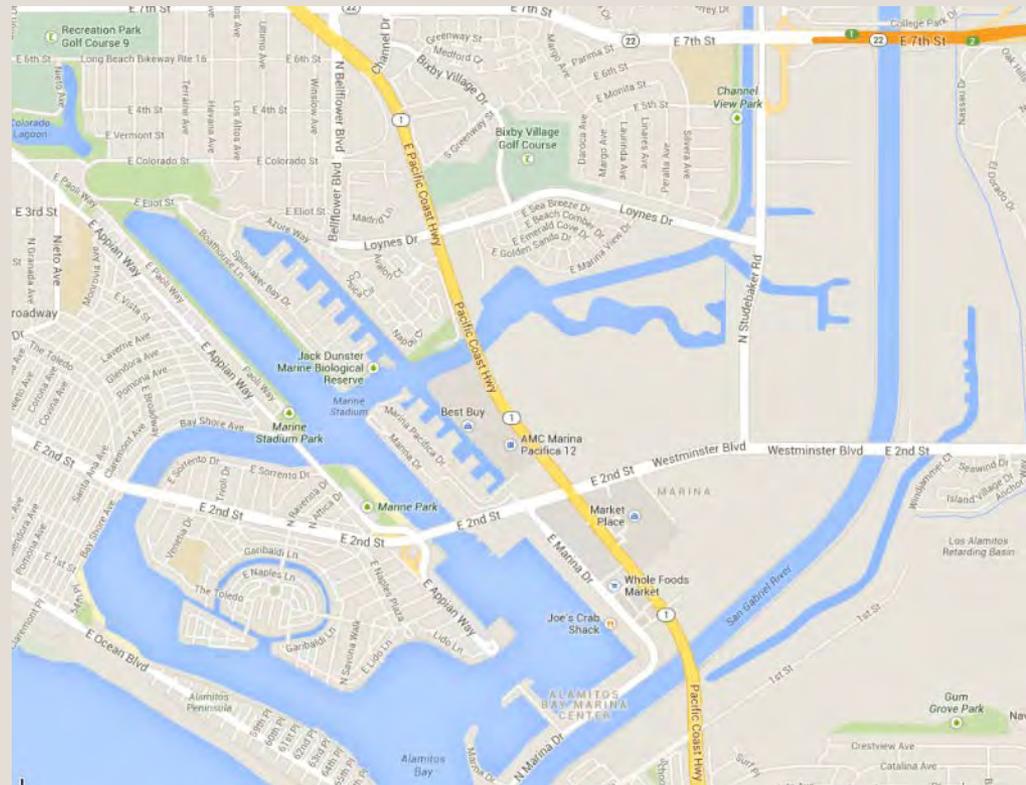
- ❖ How would you connect the Study Area to the surrounding communities?



Mobility: Big Ideas to Pursue?

❖ Other Ideas:

- New streets or alignments?
 - Studebaker Extension?
 - Marina Drive Shifted Westward?
- Better transit access to CSULB/Belmont Shores?
- Bike path along the Los Cerritos Channel?
- Better bicycle facilities?



Public Comment

City of Long Beach



Administration & Next Steps

- ❖ Pop Up July 20th at the Farmers Market
- ❖ Public Workshop August 6th
- ❖ Next CAC meeting August 13th
 - Topic: Wetlands, Infrastructure, and Vision
- ❖ Stakeholder Interviews
- ❖ Wetlands Tour
- ❖ Homework: Review Wetlands and Infrastructure Chapters of the Workbook