

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.



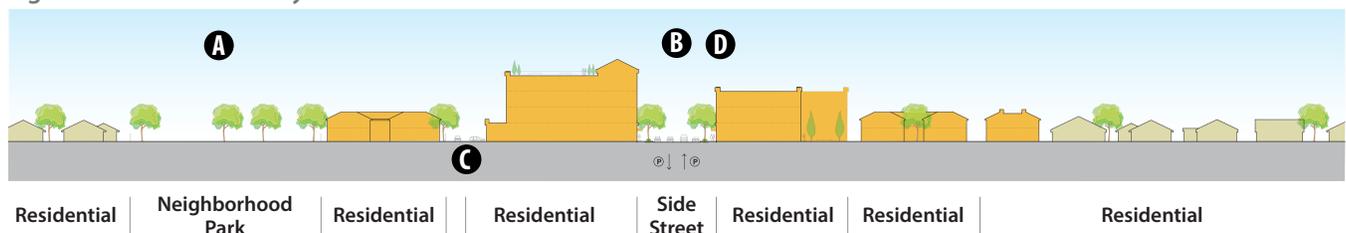
Multi-Family Residential - Low: Three-story townhomes.



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

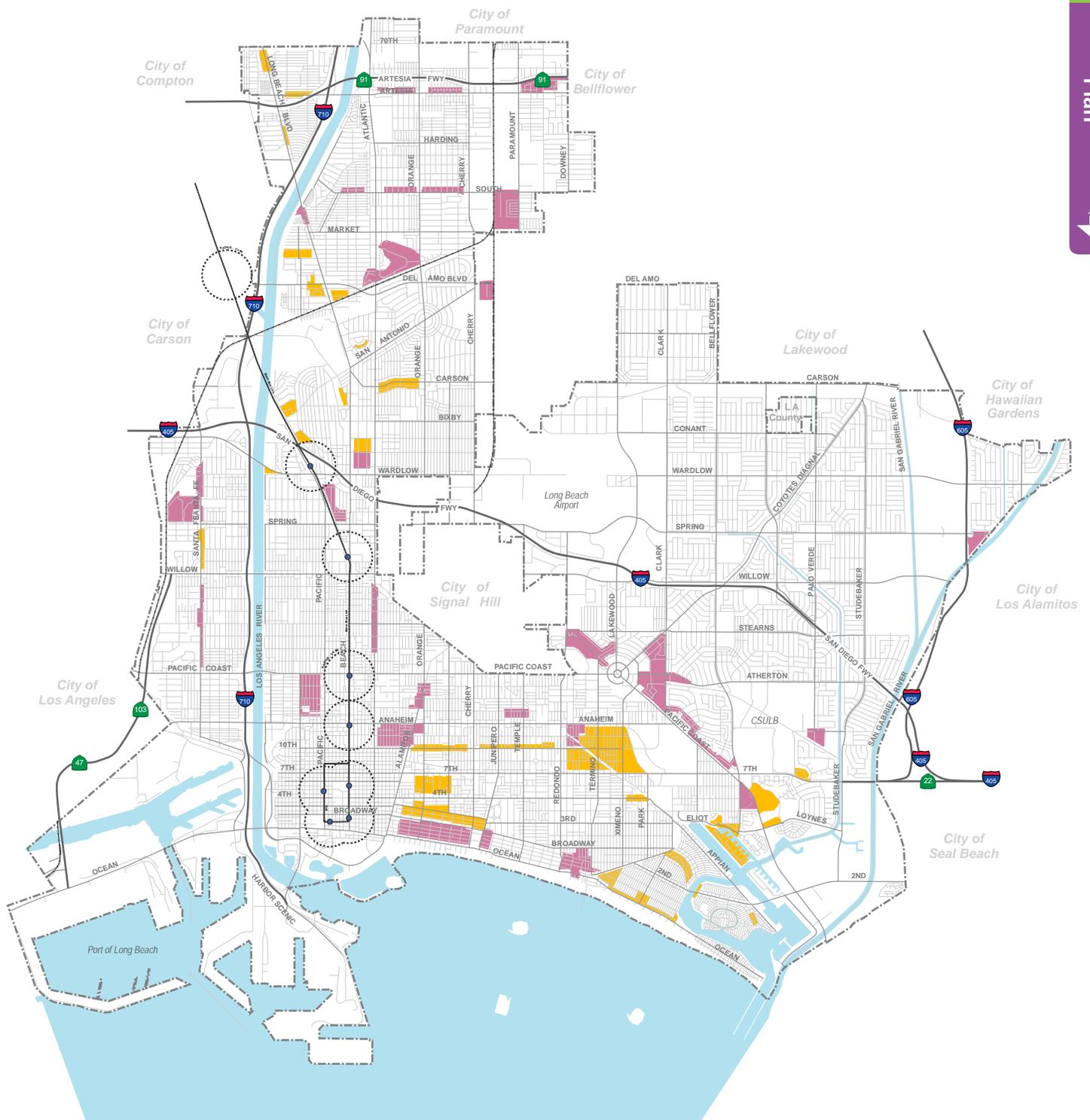
- A** Ensure neighborhood amenities are within walkable proximity (i.e., parks, public facilities, commercial, transit).
- B** Preserve and enhance streetscape character and connections.
- C** Provide off-street parking to alleviate on-street parking demands. Provide bicycle parking facilities to encourage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

Figure UD-5: Multi-Family Residential Cross Section



Residential | Neighborhood Park | Residential | Residential | Side Street | Residential | Residential | Residential

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

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.

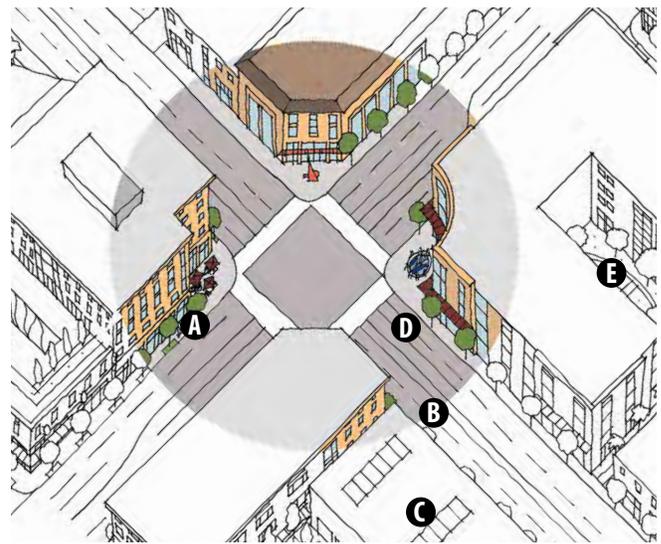
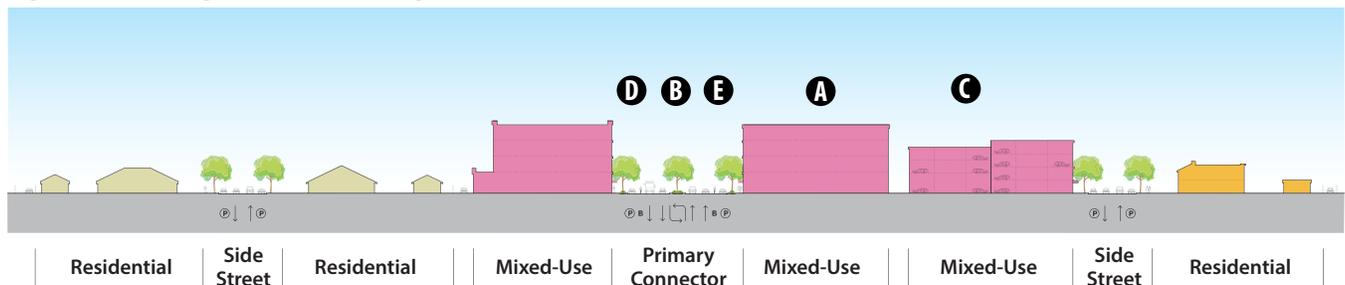


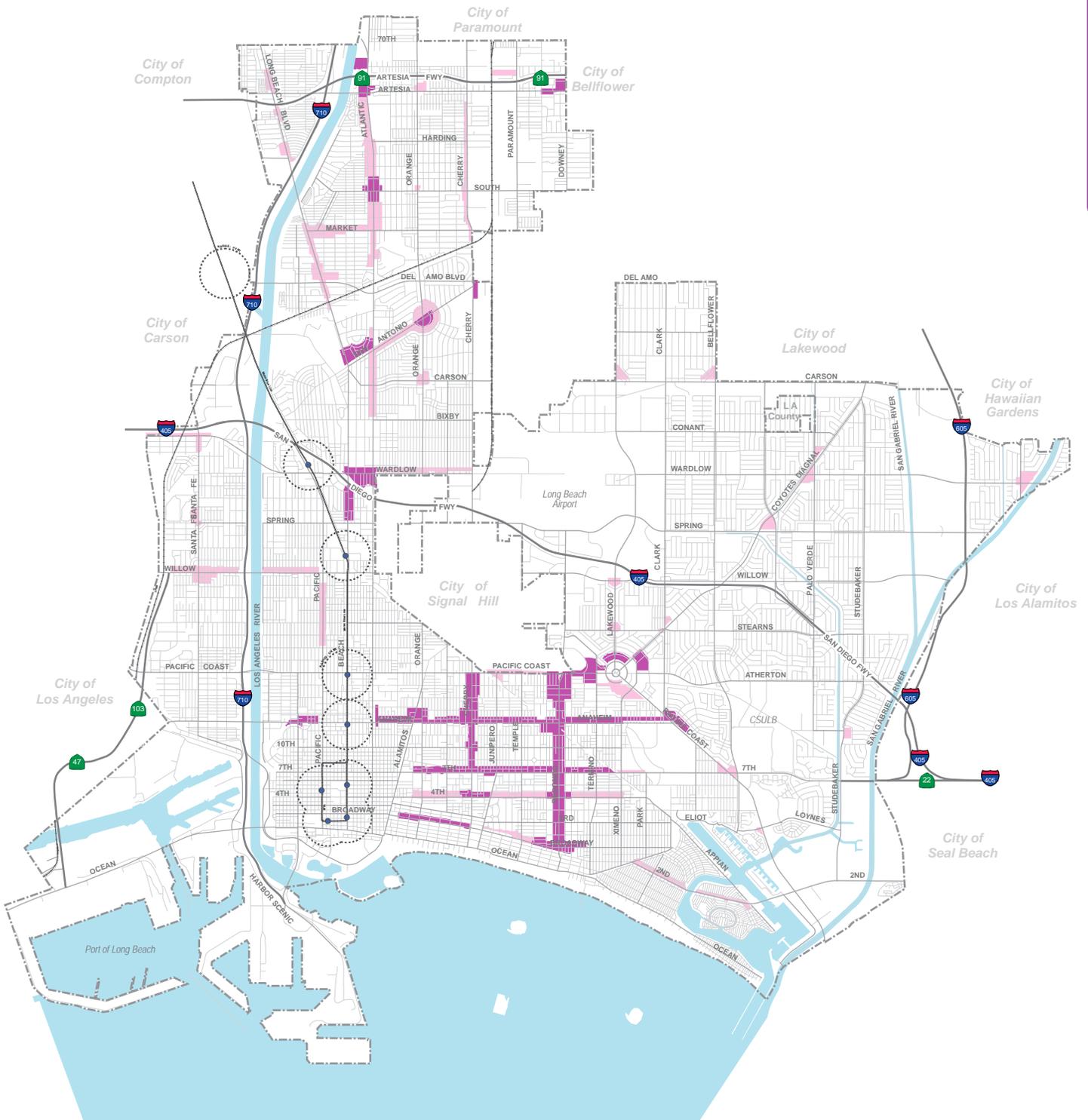
Figure UD-6: Neighborhood-Serving Centers and Corridors Bird's-Eye View

- 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

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.

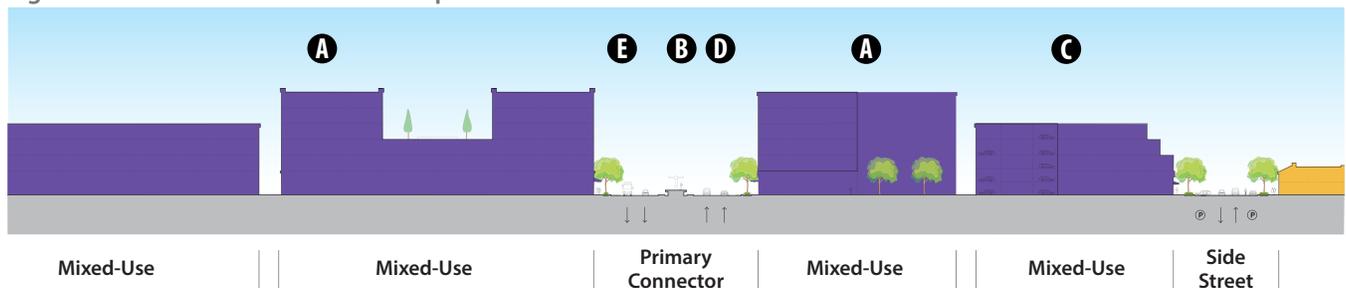
- » **Policy UD 22-5:** Provide access to parking/loading from alleys or side streets to minimize curb cuts along the main boulevard where pedestrian activity will be the heaviest.
- » **Policy UD 22-6:** Require a well-designed interface between pedestrians, bicyclists, and transit users. Bicycle facilities 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.



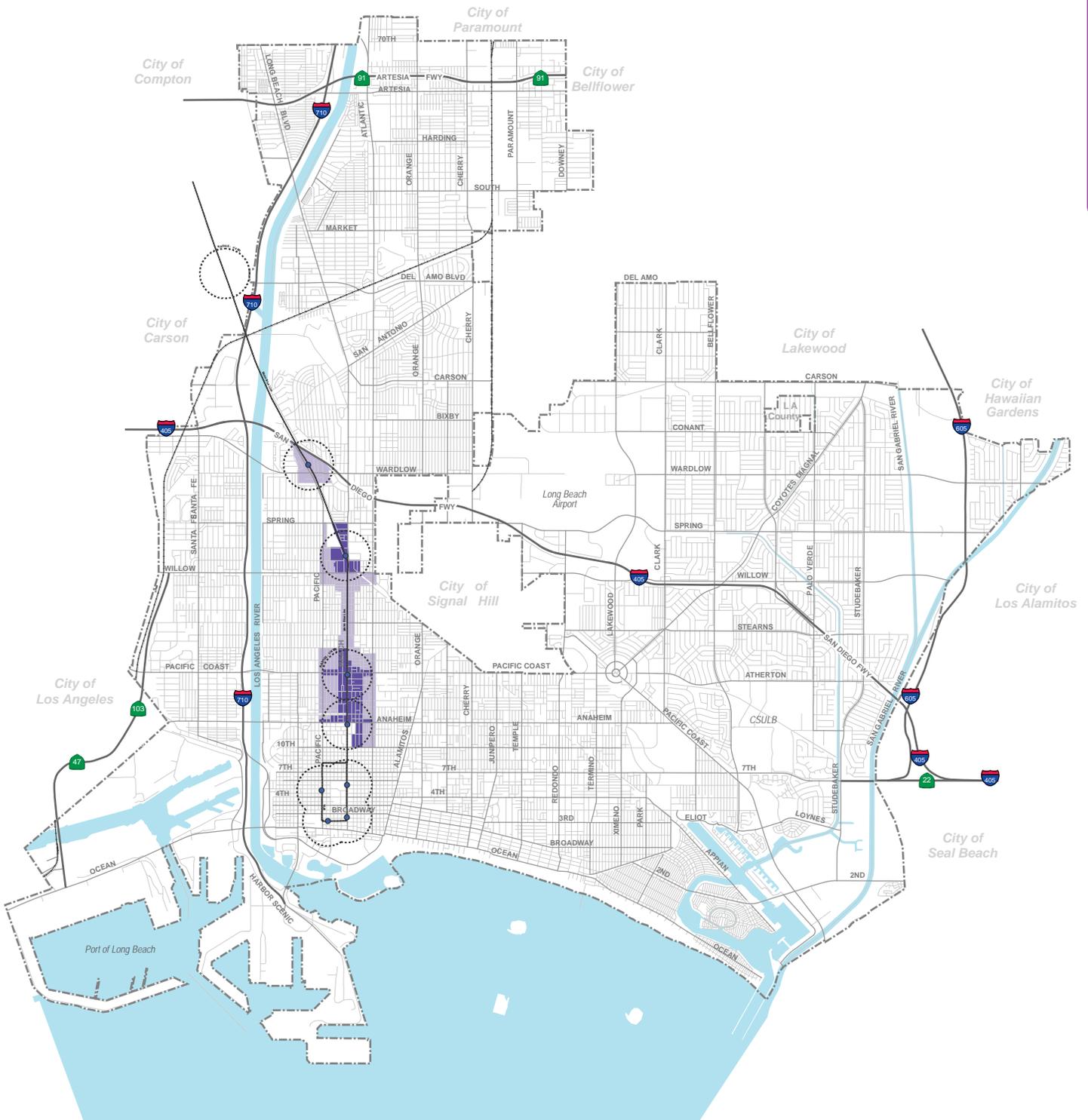
Figure UD-8: Transit-Oriented Development Bird's-Eye

- 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

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.

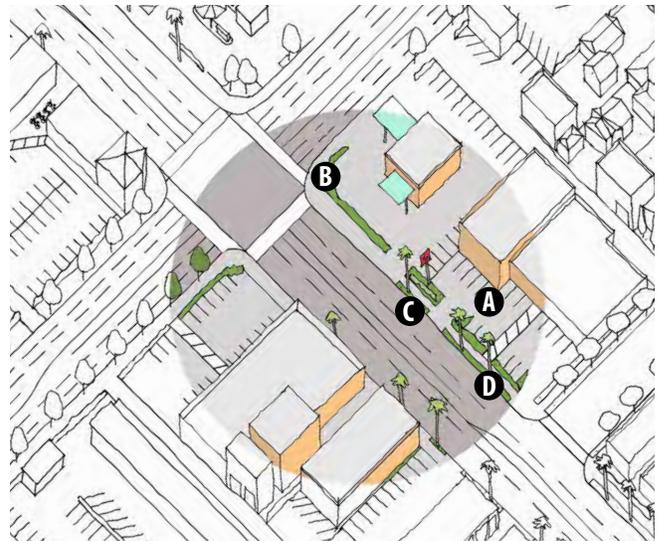
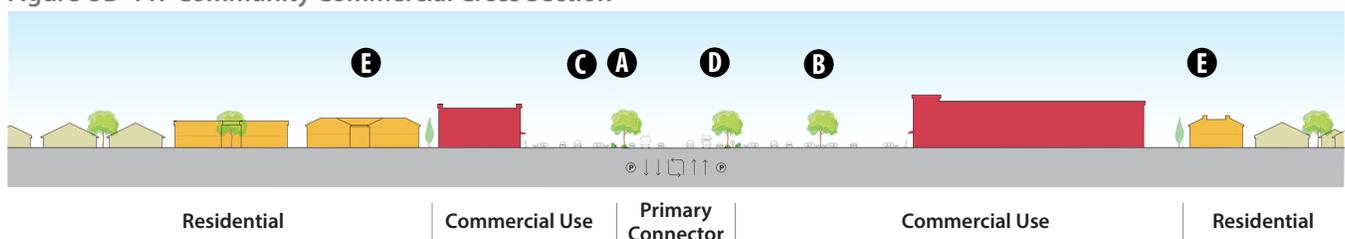


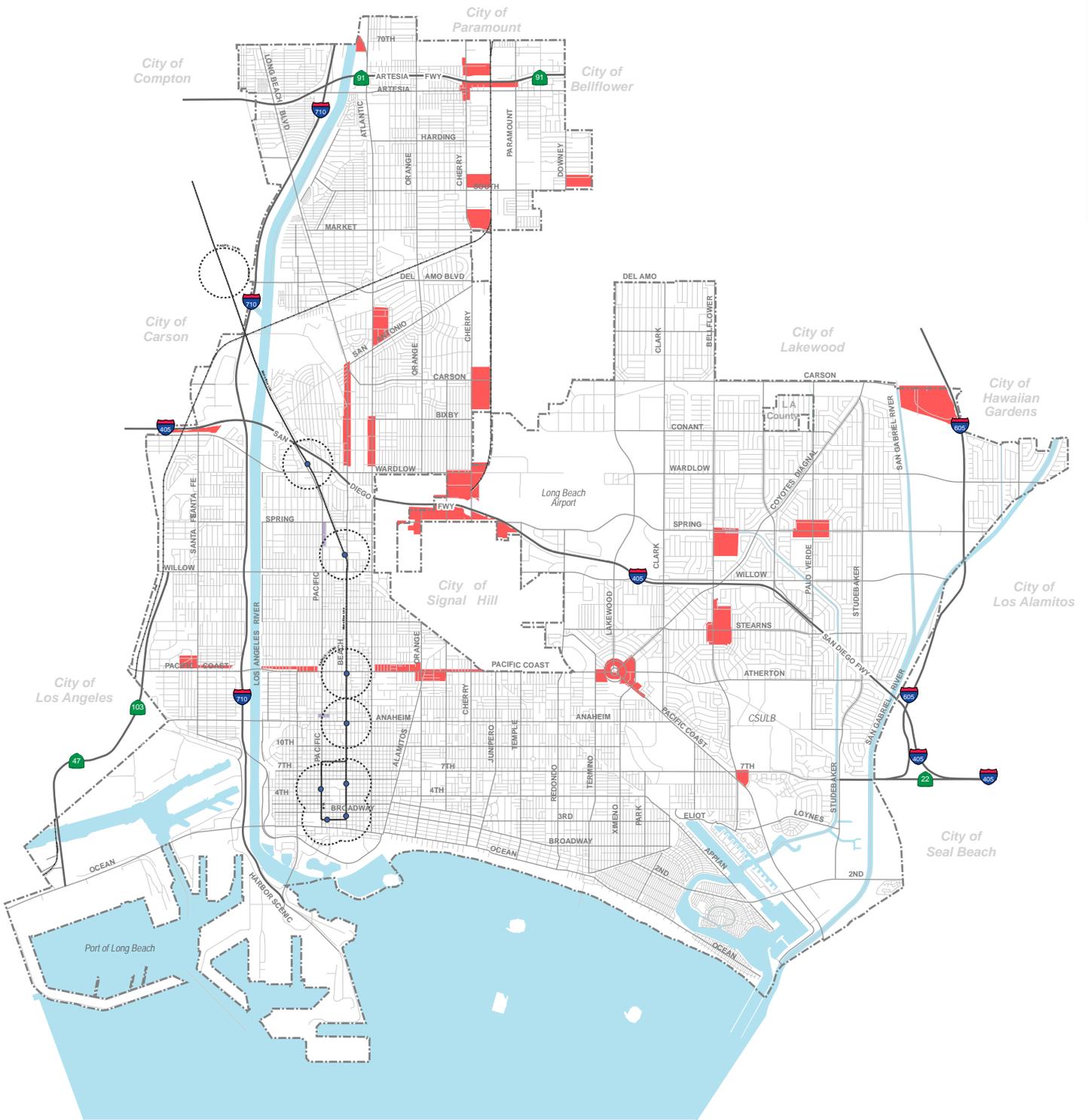
Figure UD-10: Community Commercial Bird's-Eye View

- 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

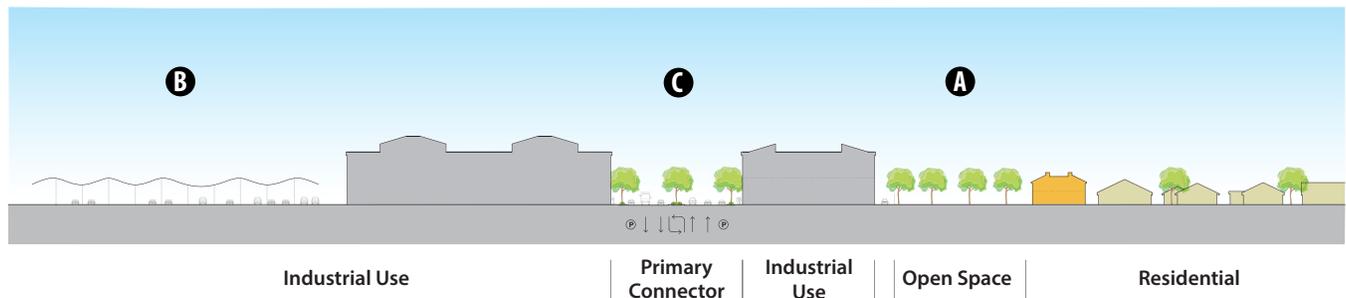
Industrial PlaceType

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.

Figure UD-13: Industrial Cross Section



- » **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.

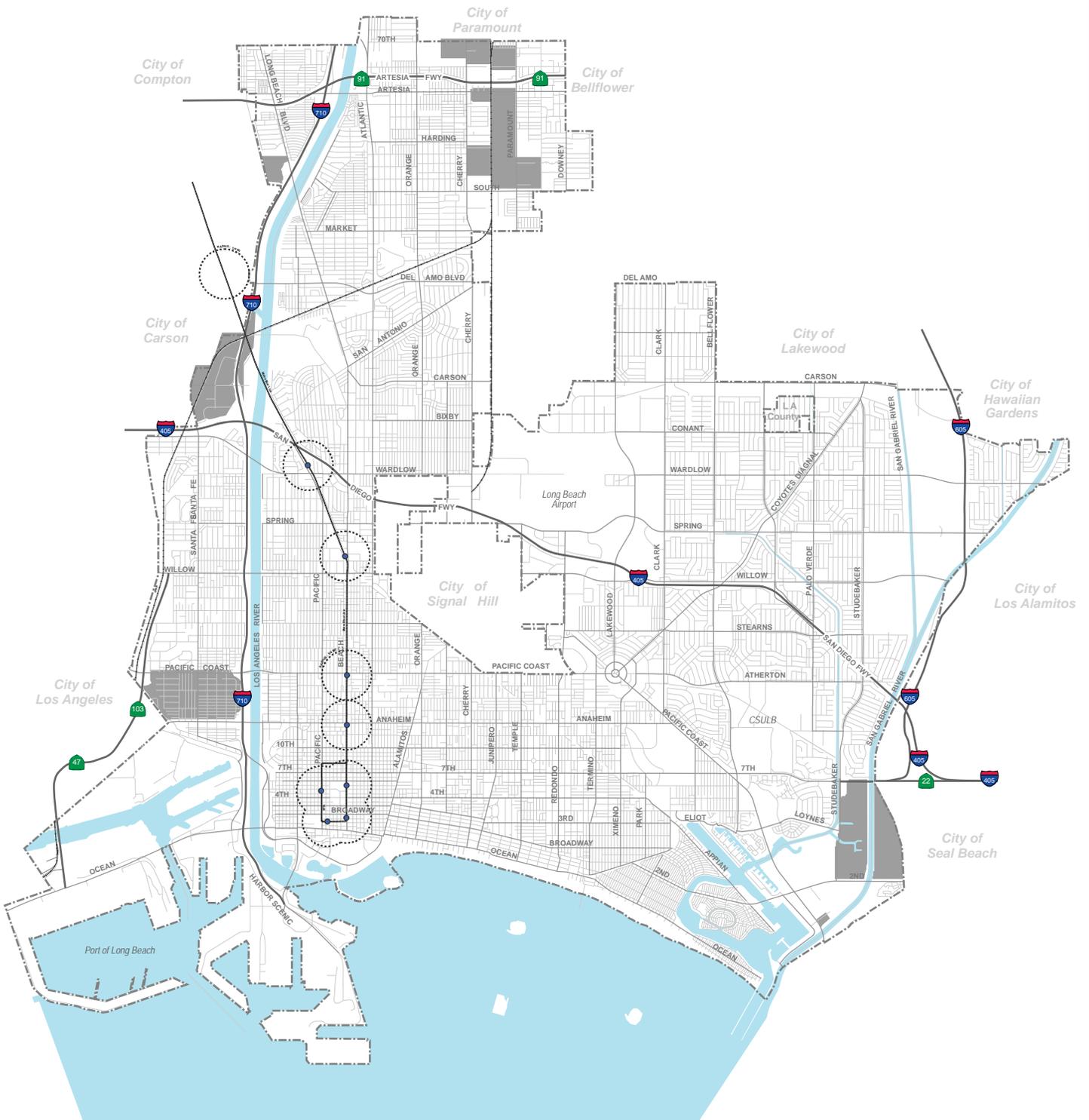
Industrial building.



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.

Map UD-7 INDUSTRIAL PLACETYPE MAP



Legend
PlaceTypes
■ I - Industrial

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.

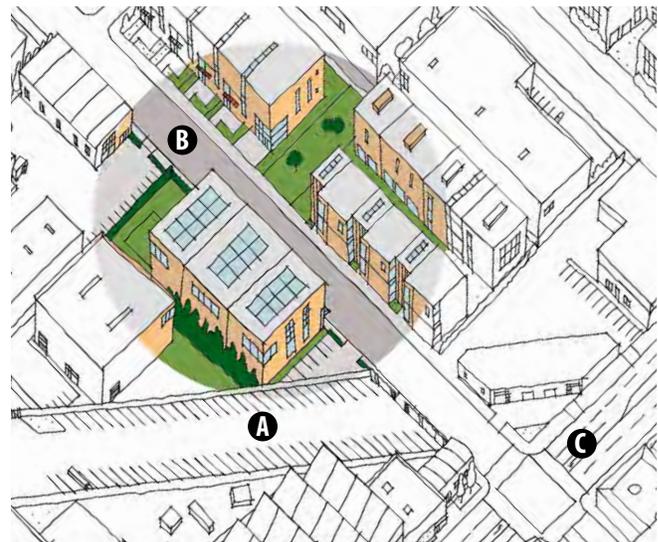
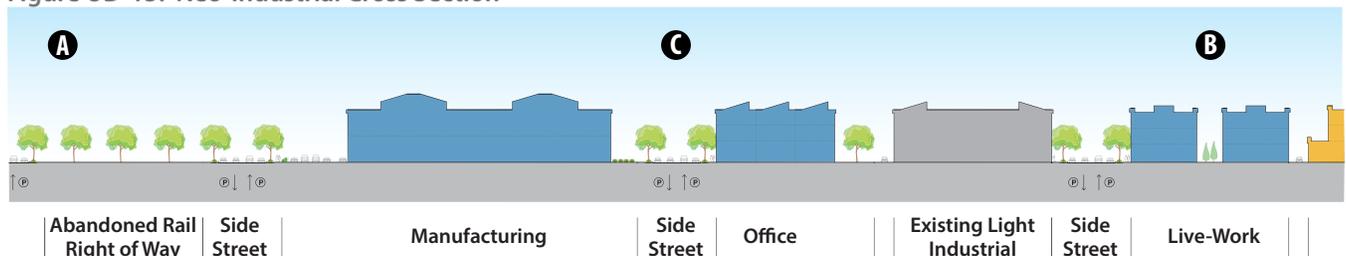


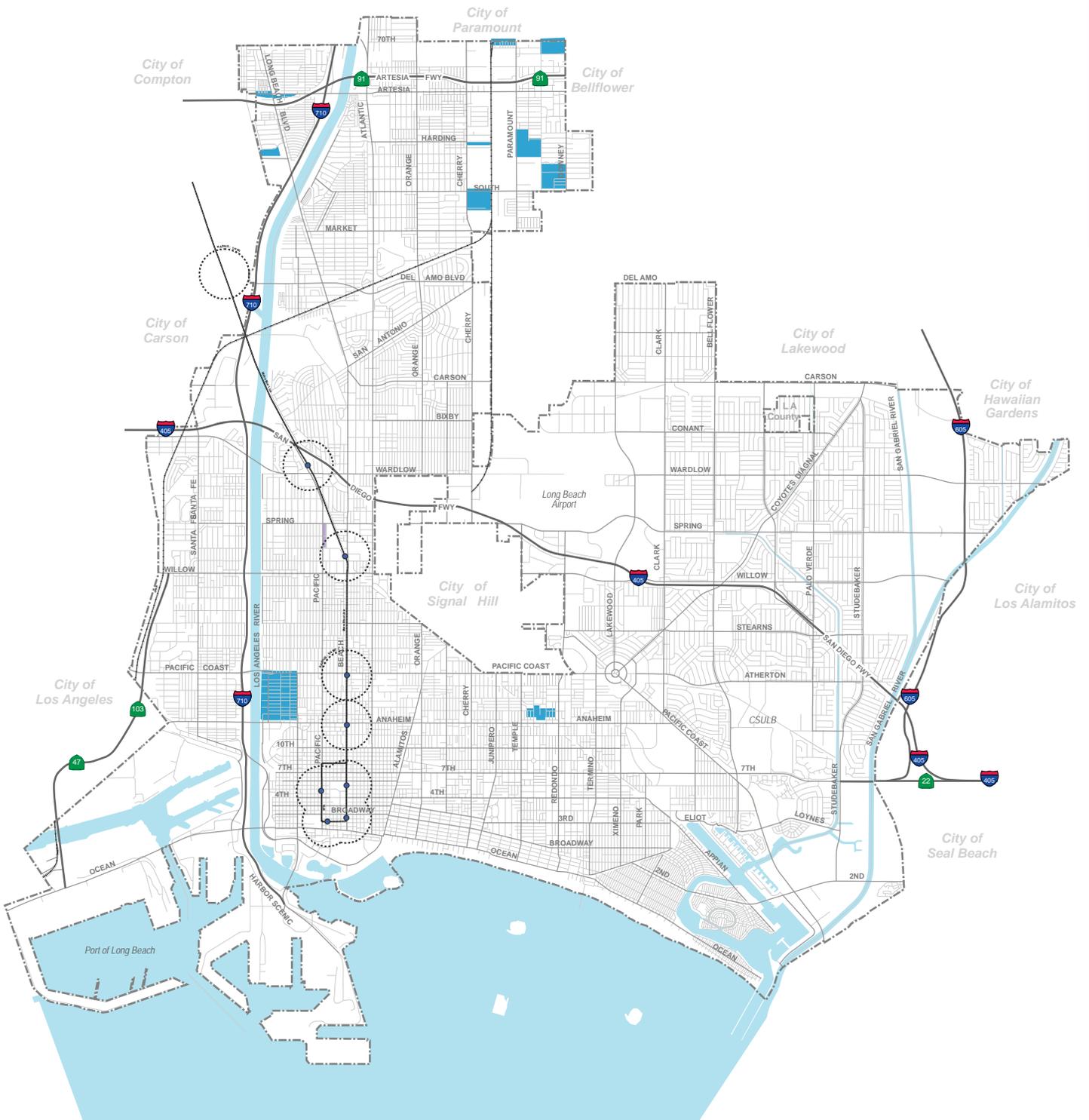
Figure UD-14: Neo-Industrial Bird's-Eye View

- 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

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.

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.

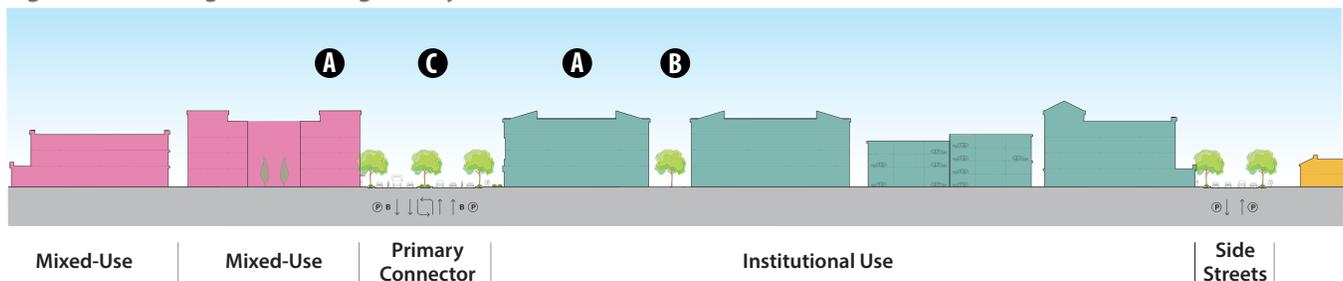
Miller Children's Hospital Long Beach.



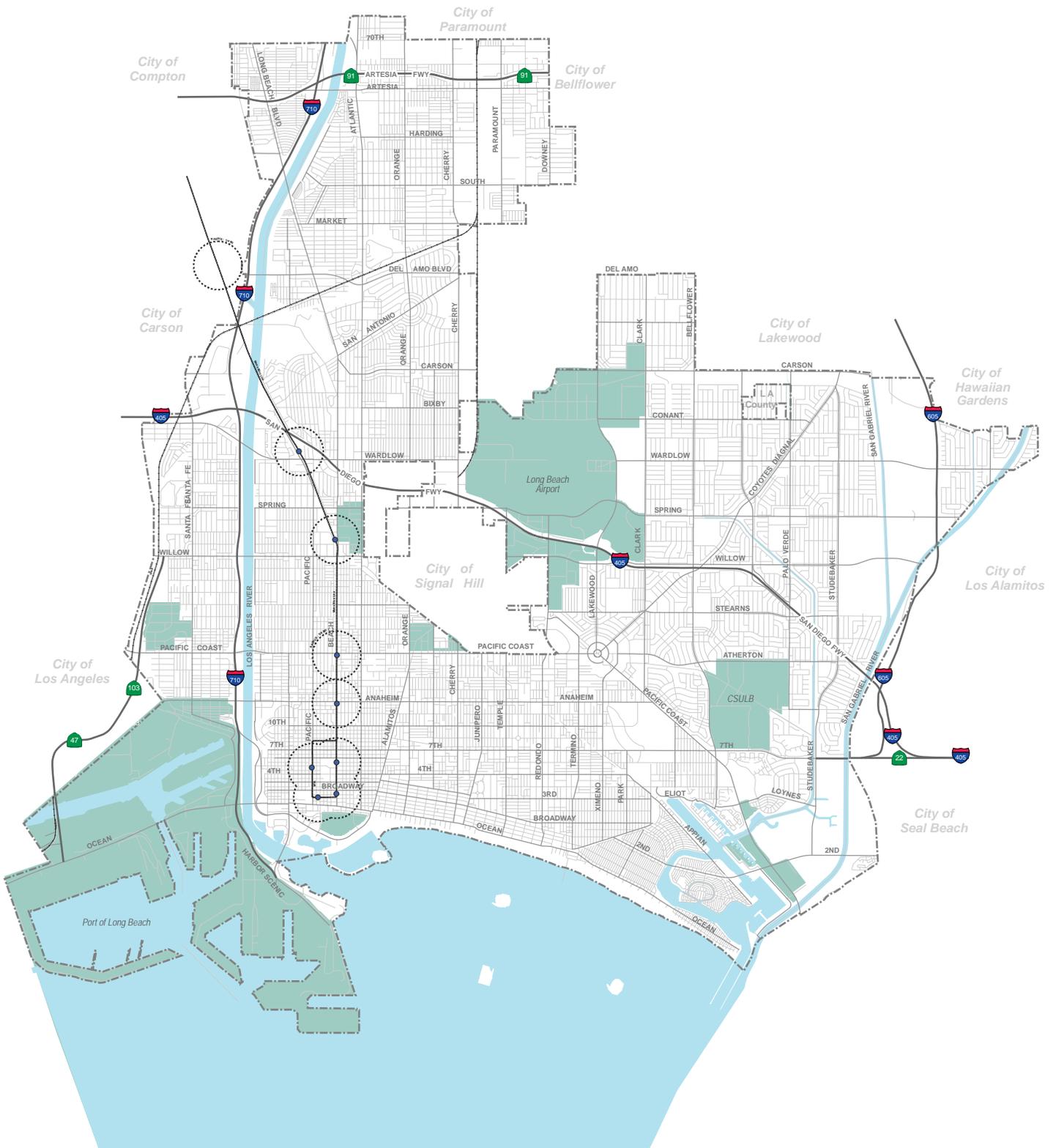
Figure UD-16: Regional-Serving Facility Bird's-Eye View

- 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



Legend
PlaceTypes
 RSF - Regional Serving Facility

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

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 (SEADIP) 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 SEADIP area to encourage wetlands restoration.

Map UD-11 WATERFRONT PLACETYPE MAP



Legend
 PlaceTypes
 WF - Waterfront

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.

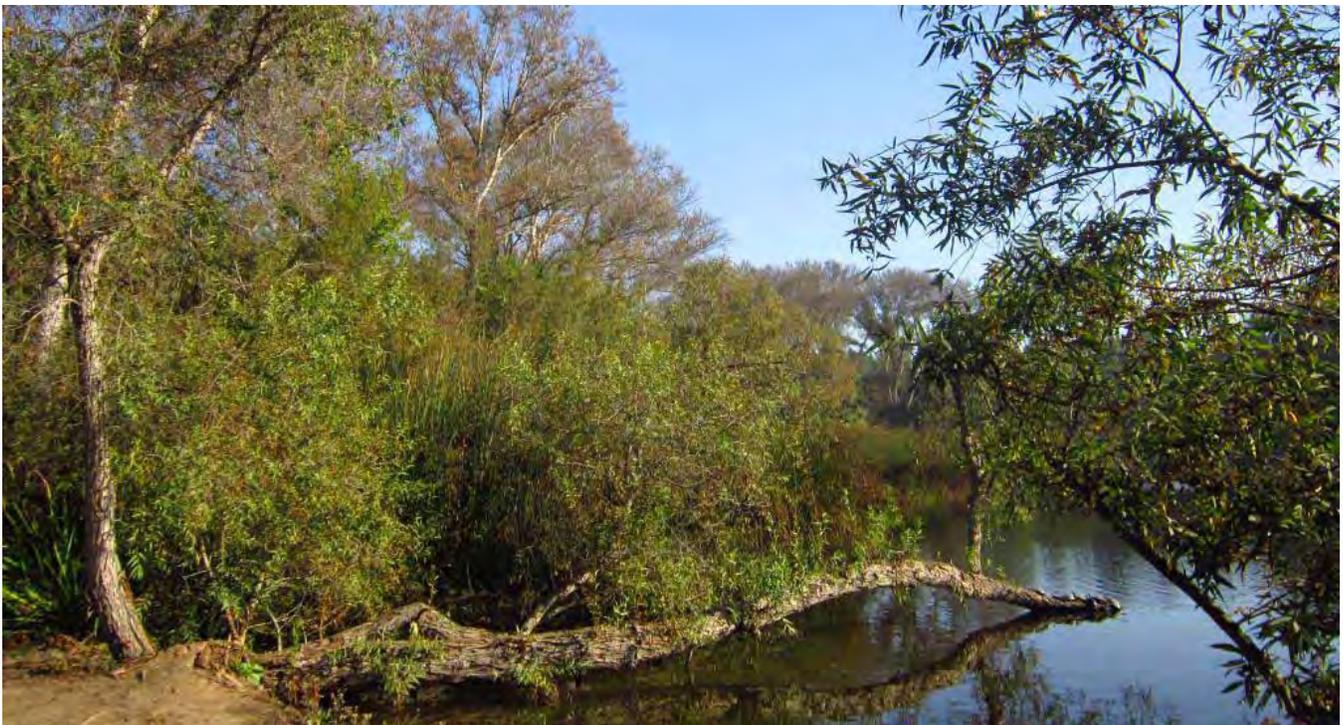
- » **Policy UD 29-1:** Provide leadership and work with the community to restore and rehabilitate habitats and lands along the San Gabriel River and Los Angeles River, the Los Cerritos Wetlands, Colorado Lagoon, and the Alamitos Bay.
- » **Policy UD 29-2:** Support and expand the City's urban forest 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



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 "ciclovia," 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”

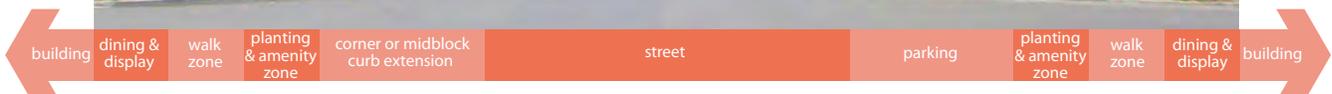
STRATEGY No. 36: Develop a specific role and identity for a street, so that it contributes to the neighborhood’s character while supporting specific, functional requirements.

- » **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:** 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.”

Example of a “public room” space along 1st Street.



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



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.



Figure UD-19: Porches

» **Policy UD37-4:** 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.*



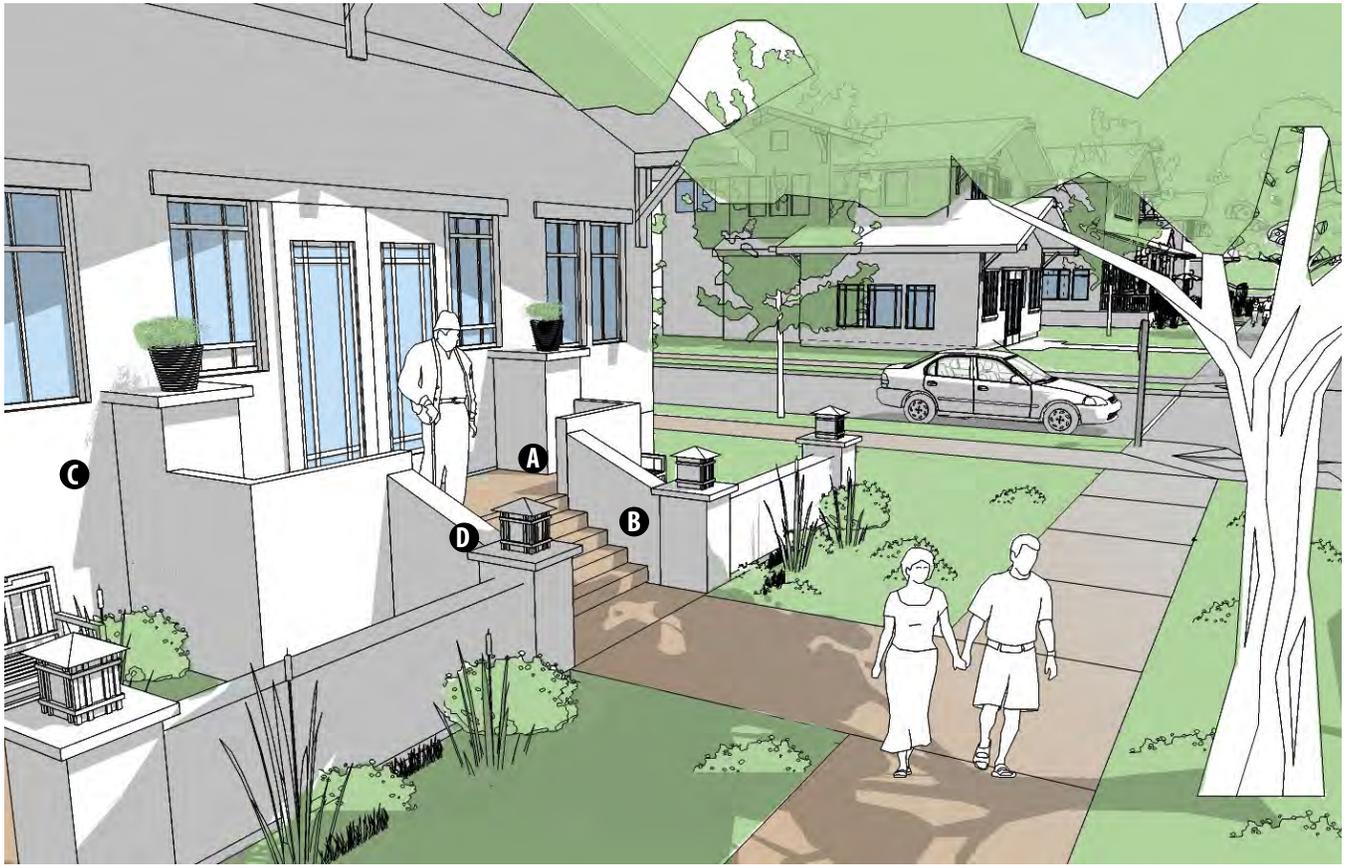


Figure UD-20: Stoops

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.

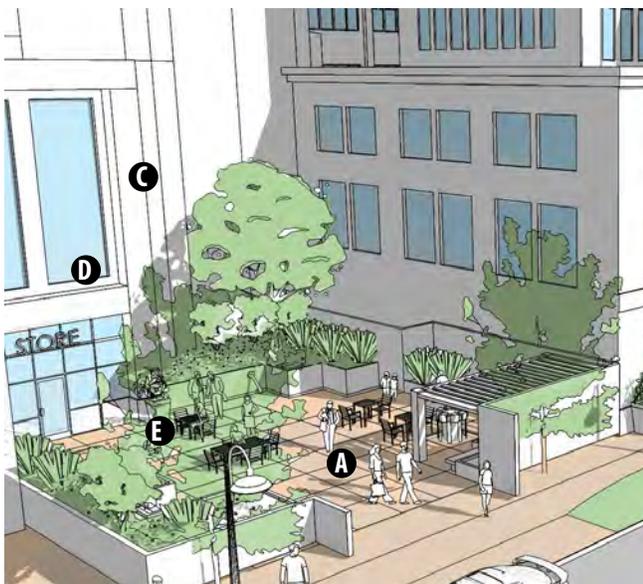


RECOMMENDATIONS FOR TERRACES

- 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.

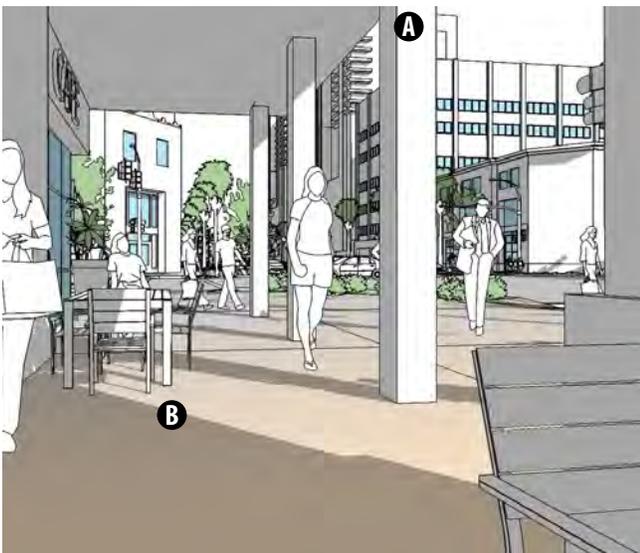


RECOMMENDATIONS FOR GALLERIES

- 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.

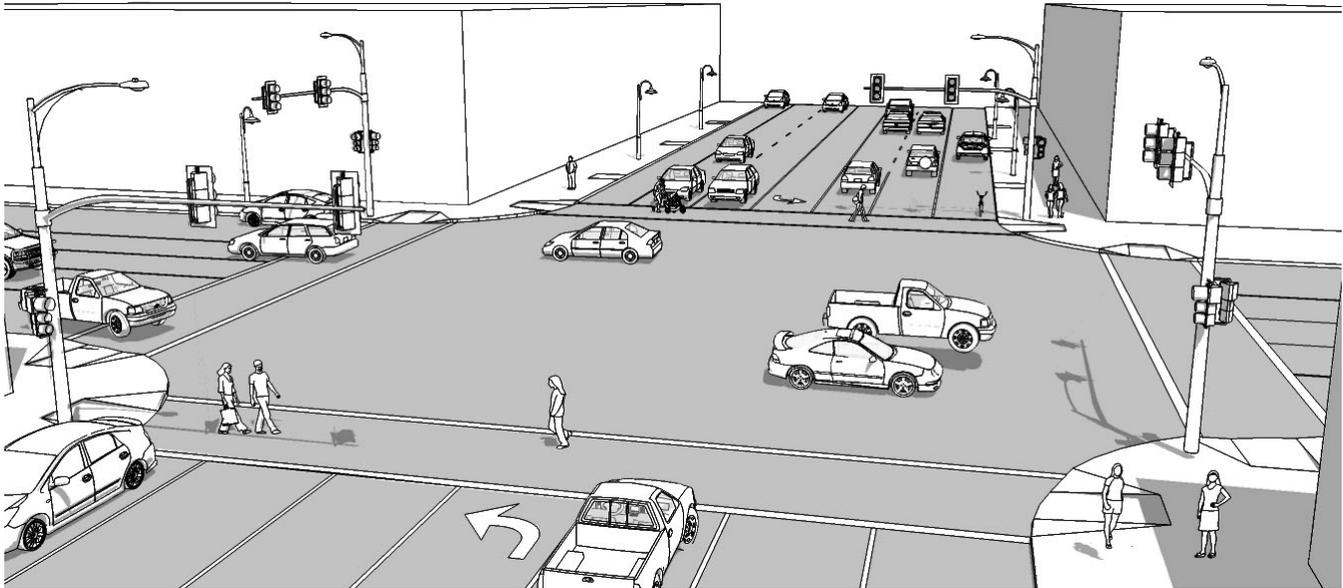
Bike parking is extended out into street parking stall.



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.



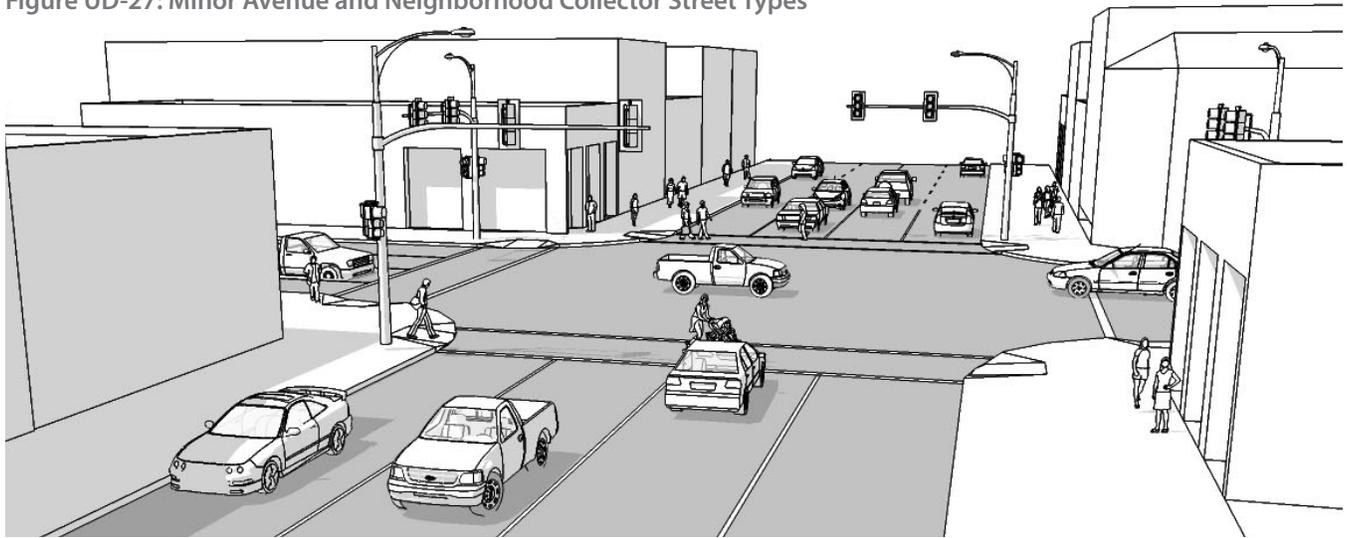
AFTER: Transform streets to include a variety of public spaces, creating a walkable environment.

RECOMMENDATIONS

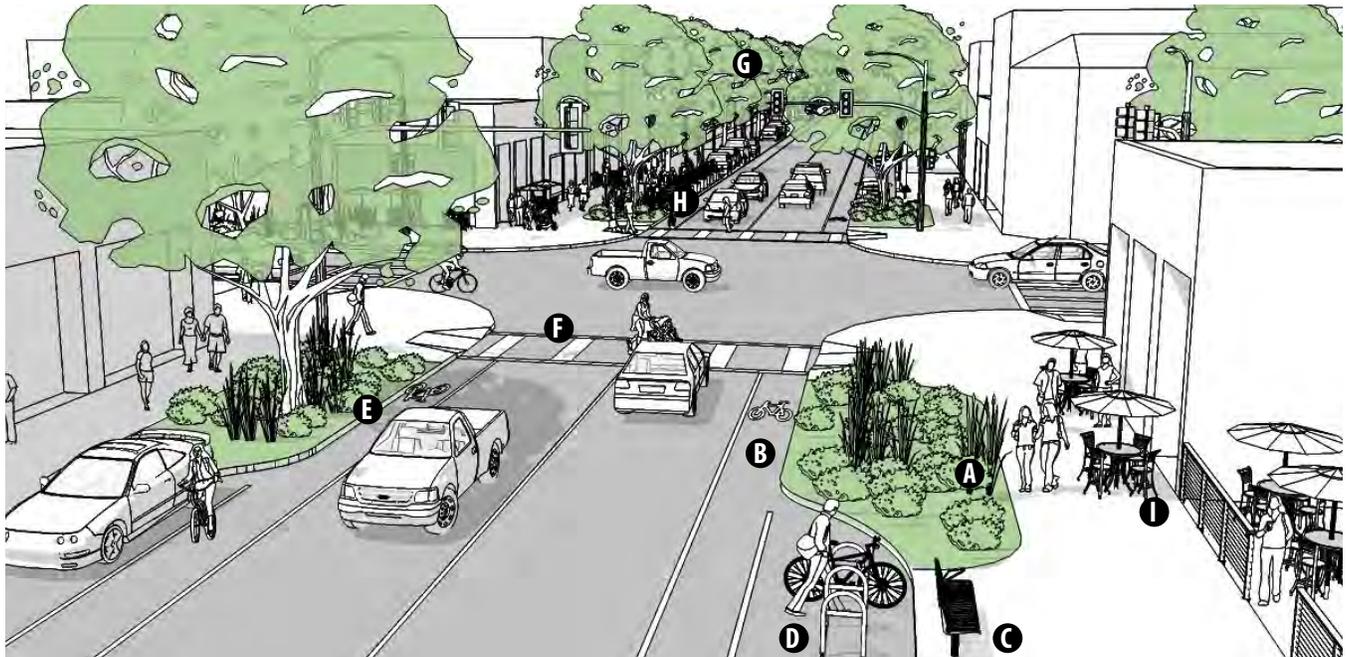
- A** Planted median slows traffic, while allowing room for stacking at heavily used intersections.
- B** Sidewalk widening increases usable space for pedestrians, bicycle parking, and planted bulbouts.
- C** A one-way cycle track, raised cycle track, or parking-buffered cycle track on each side of the 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.

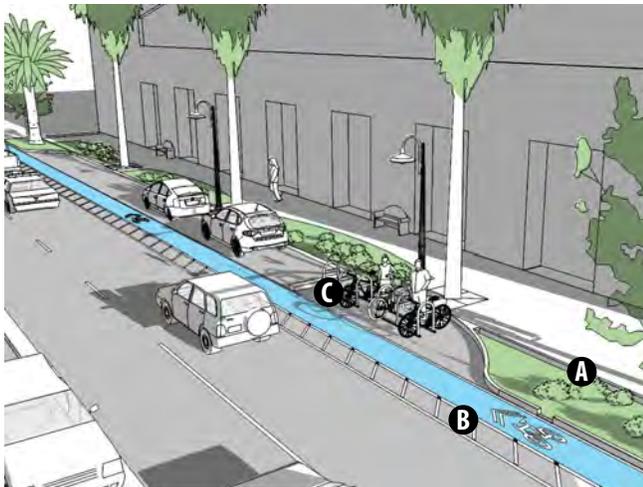


AFTER: Transform streets to include a variety of public spaces, creating a walkable and bicycle-friendly environment.

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.

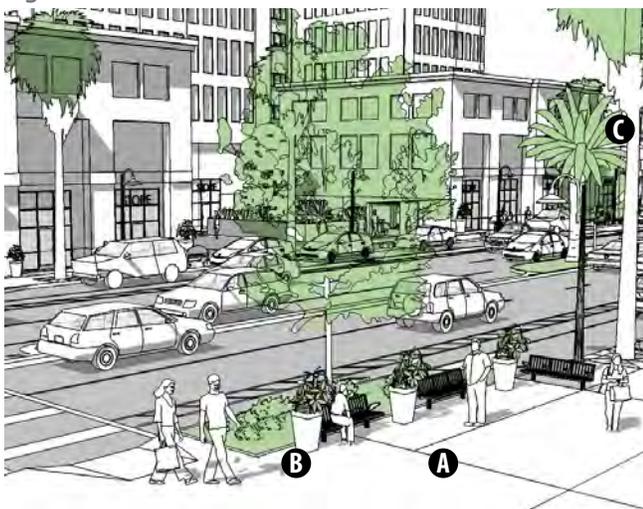
Figure UD-28: Bicycle Corral with Cycle Track



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.

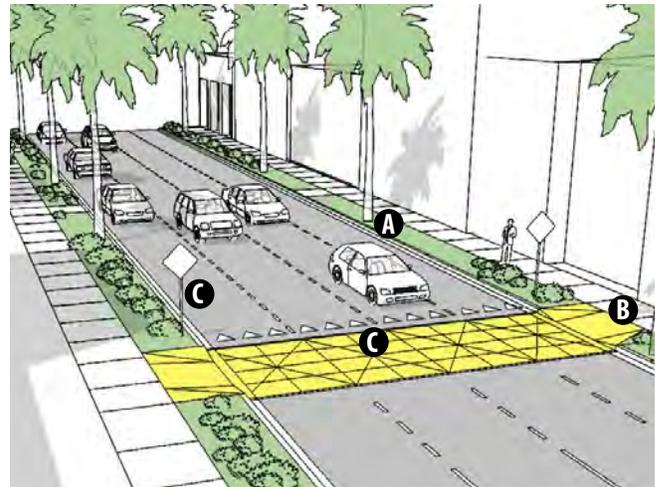
Figure UD-30: Bulbout



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.

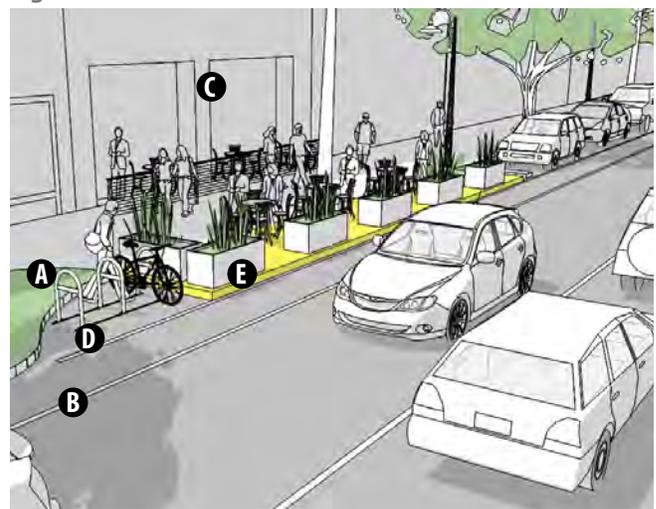
Figure UD-29: Mid-Block Crossing



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.

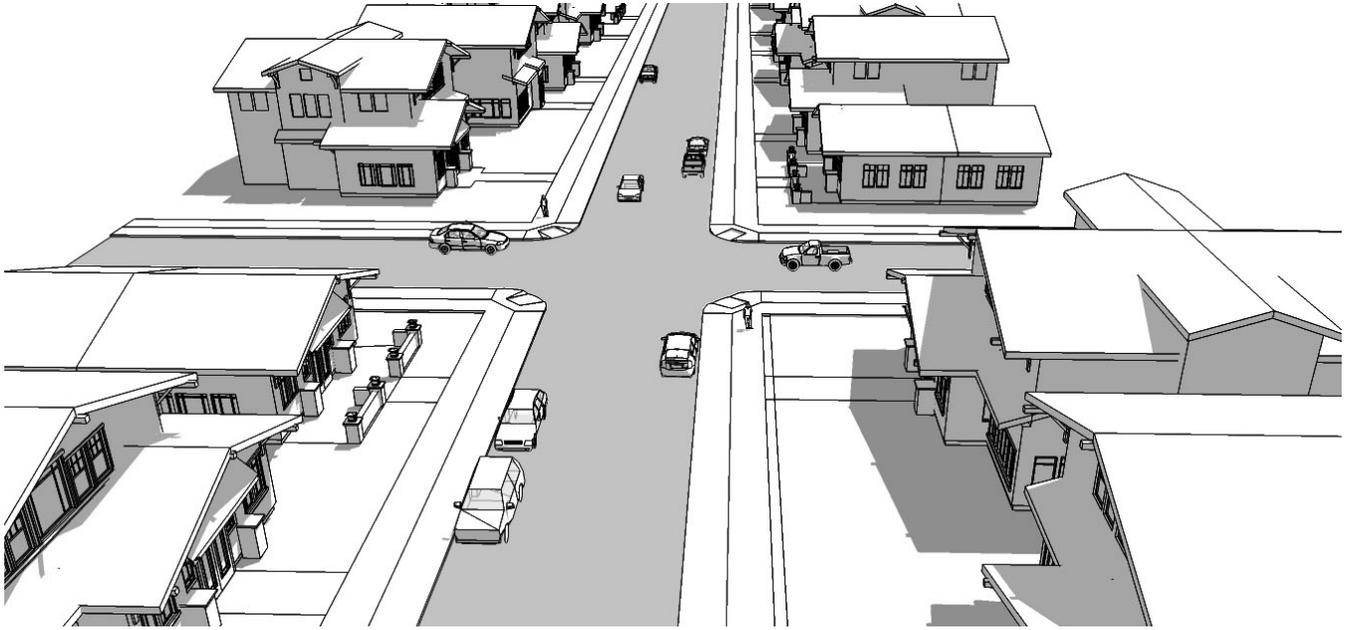
Figure UD-31: Parklet



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.



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Administration + Implementation

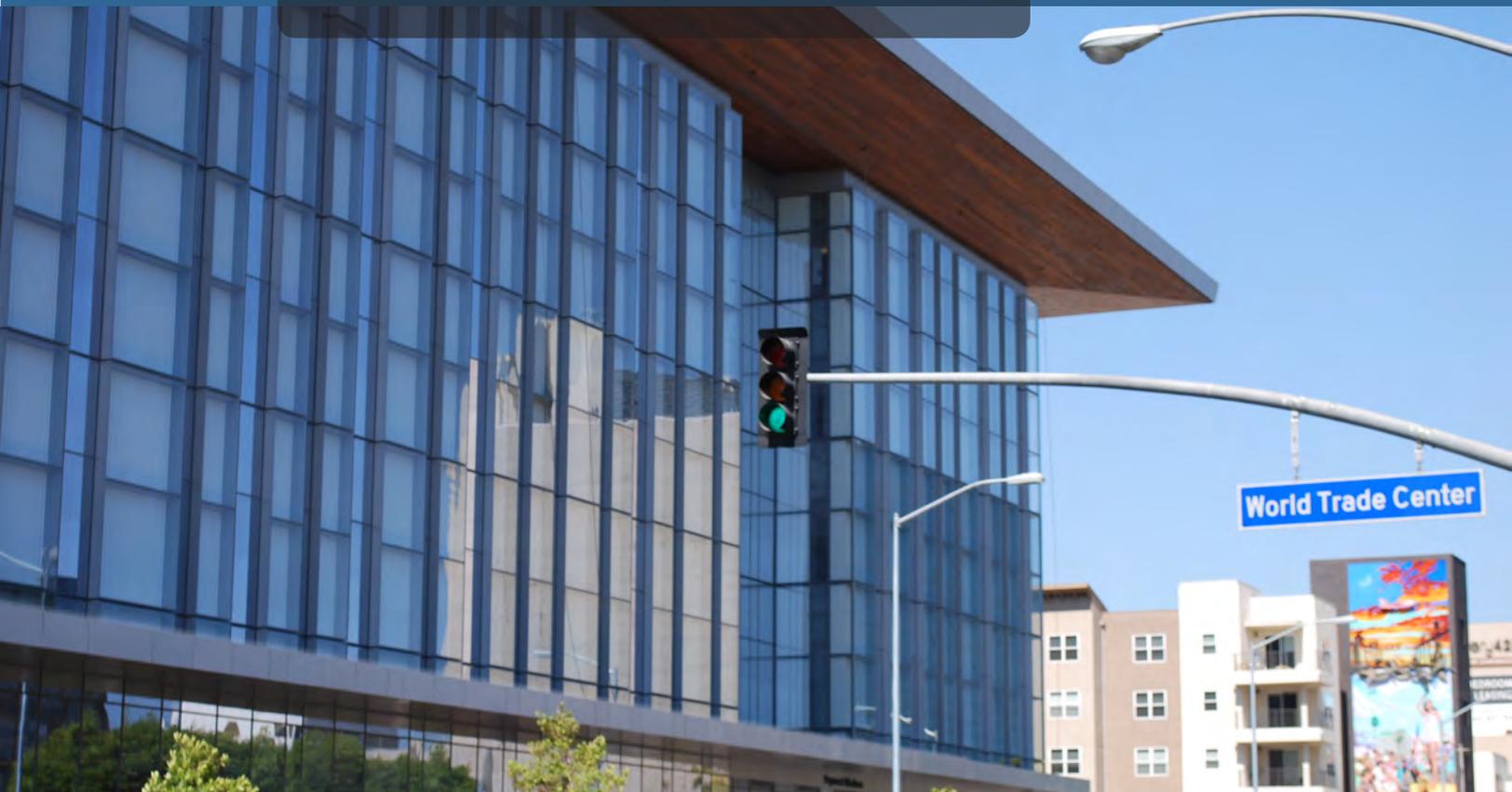
Maintaining the Urban Design Element

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:

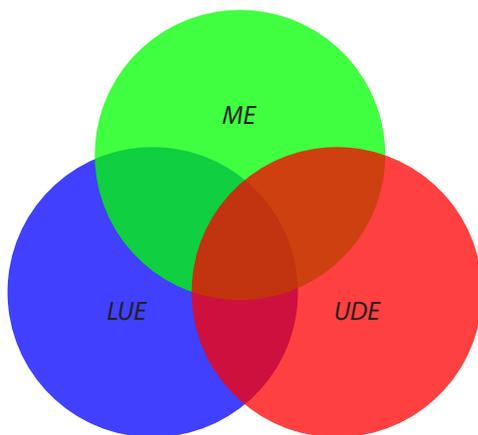
- » *Community Form*: Elements that define the character of the community (e.g., viewsheds, parks, open space, airport, freeways, ridgelines, and rivers)
- » *Neighborhood Structure*: Favorable features that characterize the neighborhoods in the planning area. Street types, parks, landscaping, lot sizes, 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
- » SEADIP
- » 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.

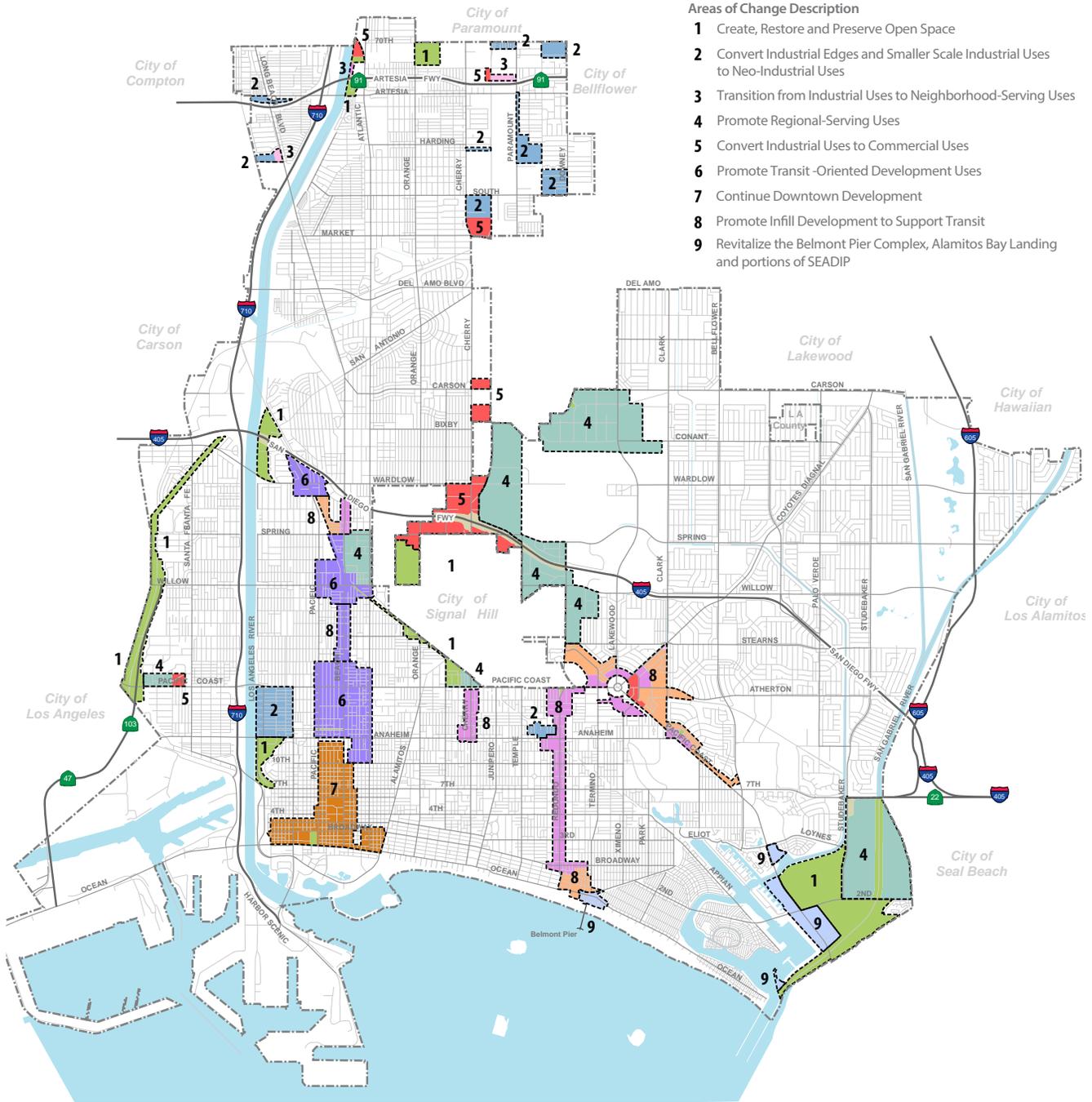
STRATEGY No. 51: Develop guidelines, standards, and incentives to facilitate good design and use of quality materials, encourage adaptive reuse, reduce waste, maintain local character, promote sustainable and healthy living practices, and support existing building preservation, rehabilitation, and integration.

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 Create, Restore and Preserve Open Space
- 2 Convert Industrial Edges and Smaller Scale Industrial Uses to Neo-Industrial Uses
- 3 Transition from Industrial Uses to Neighborhood-Serving Uses
- 4 Promote Regional-Serving Uses
- 5 Convert Industrial Uses to Commercial Uses
- 6 Promote Transit-Oriented Development Uses
- 7 Continue Downtown Development
- 8 Promote Infill Development to Support Transit
- 9 Revitalize the Belmont Pier Complex, Alamitos Bay Landing and portions of SEADIP

Legend

Areas of Change

PlaceTypes

OS - Open Space

Multi-Family Residential

MFR-L - Multi-Family Residential - Low

MFR-M - Multi-Family Residential - Moderate

Neighborhood-Serving Center or Corridor

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

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

TOD-M - Transit-Oriented Development - Moderate

CC - Community Commercial

NI - Neo-Industrial

RSF - Regional-Serving Facility

DT - Downtown

WF - Waterfront

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: Establish guidelines and zoning overlays, as appropriate, to regulate development within scenic areas and for iconic sites.

STRATEGY No. 66: Increase the visibility and awareness of visual resources available to all segments of the population.

STRATEGY No. 67: Identify a network of public and private spaces and provide incentives for development to enhance open spaces beyond minimum requirements.

STRATEGY No. 68: Identify locations and promote the establishment of business improvement districts to create and maintain public spaces.

STRATEGY No. 69: 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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Pg 29	Long Beach Development Services (bottom)	Pg 64	RRM Design Group (bottom)		
Pg 30	Andy Witherspoon (top)	Pg 65	RRM Design Group (top)		
Pg 30	Historical Society of Long Beach (bottom)	Pg 65	Rotary Centennial Park		
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