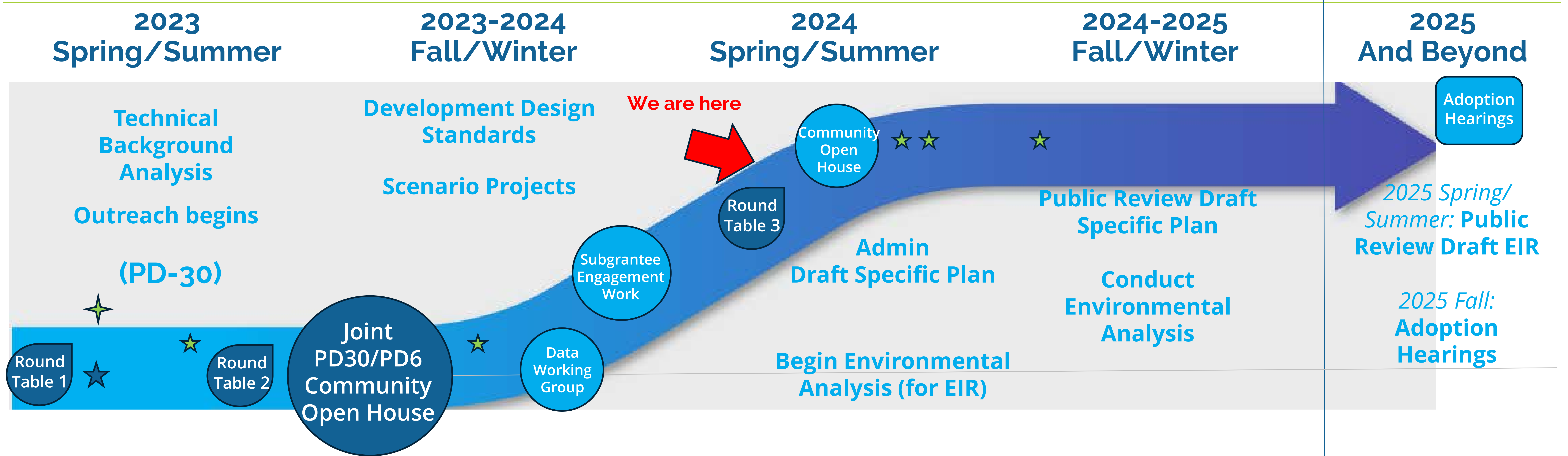


Technical Work to Date and Ongoing Progress



Downtown Plan Update Timeline



Technical Background



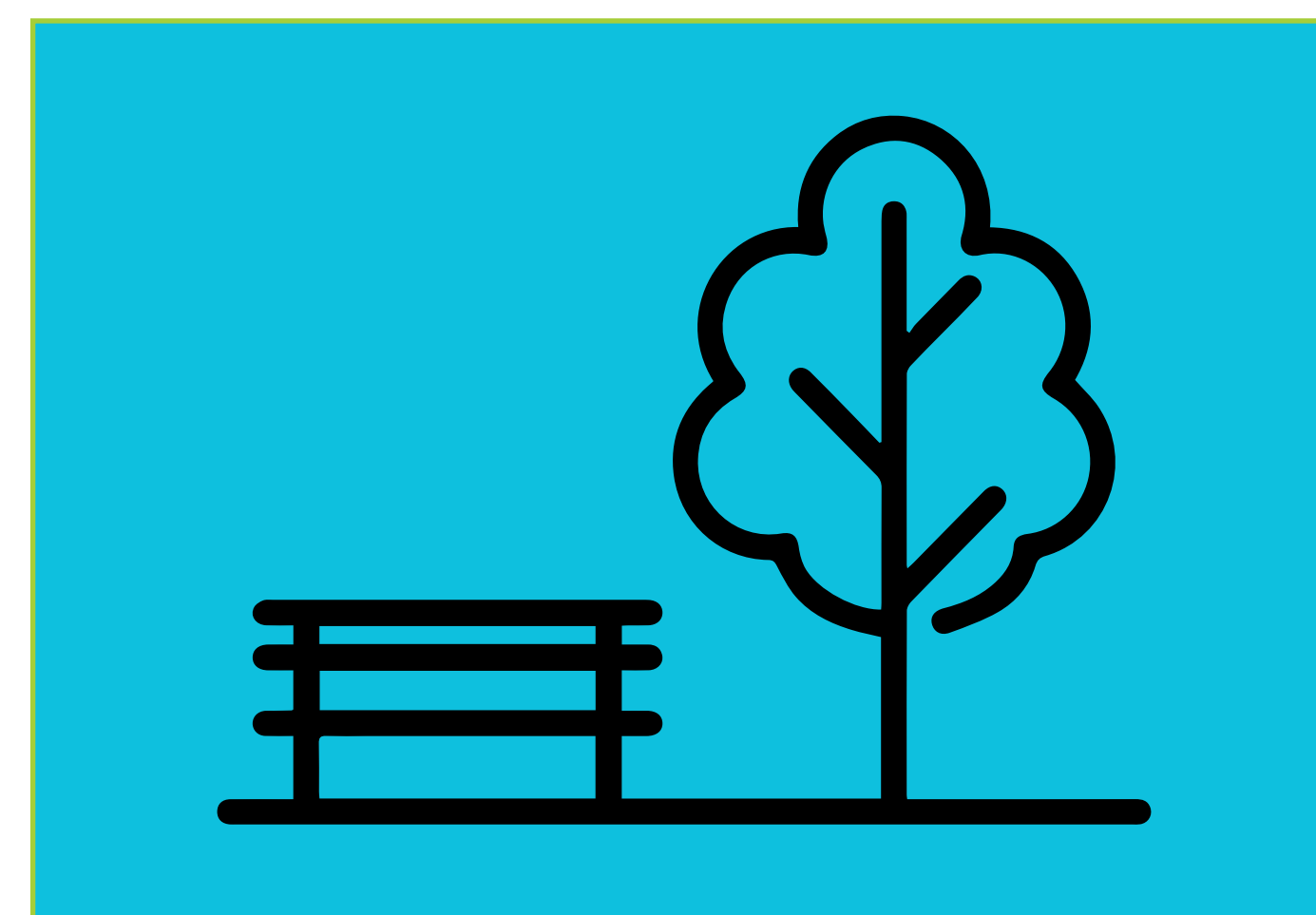
- Assessment of the 2012 Downtown Plan and its Impacts
- Analysis of Existing Conditions
- Evaluation of Other City Plans and City Process for Development

Character & Land Use Districts



- Connecting the Downtown Neighborhoods with the Coastline
- Enhancement of Established Neighborhood Character
- Desired Land Uses by District to Achieve Active Ground Floors and Expand Permitted Uses

Development & Design Standards



- Seeking a High-Quality Urban Environment through Building Form and Heights, Density and Intensity, and Activation of Streets
- Streamline Approval Process for Development Projects and Public Improvements
- Creating Public Open Space Opportunities
- Create clear objective design standards that future developments must adhere to



Mobility



- Enhancing Future Transportation Networks for Pedestrians, Bike, and Transit
- Opportunities for Street Character Change for Selected Downtown Streets
- Parking Management Strategies

Housing & Preservation



- Goal of Yielding 10,000 Dwelling Units in Downtown
- Considerations for Adaptive Reuse and Office Conversion
- Integrating Historic and Cultural Downtown Assets
- Understanding Development Barriers & Providing Community Benefits through Incentives
- Policy Recommendations to Prevent Displacement of Existing Residents

Purpose: Summarize planning process, share proposed strategies and standards for community input prior to draft plan for public review

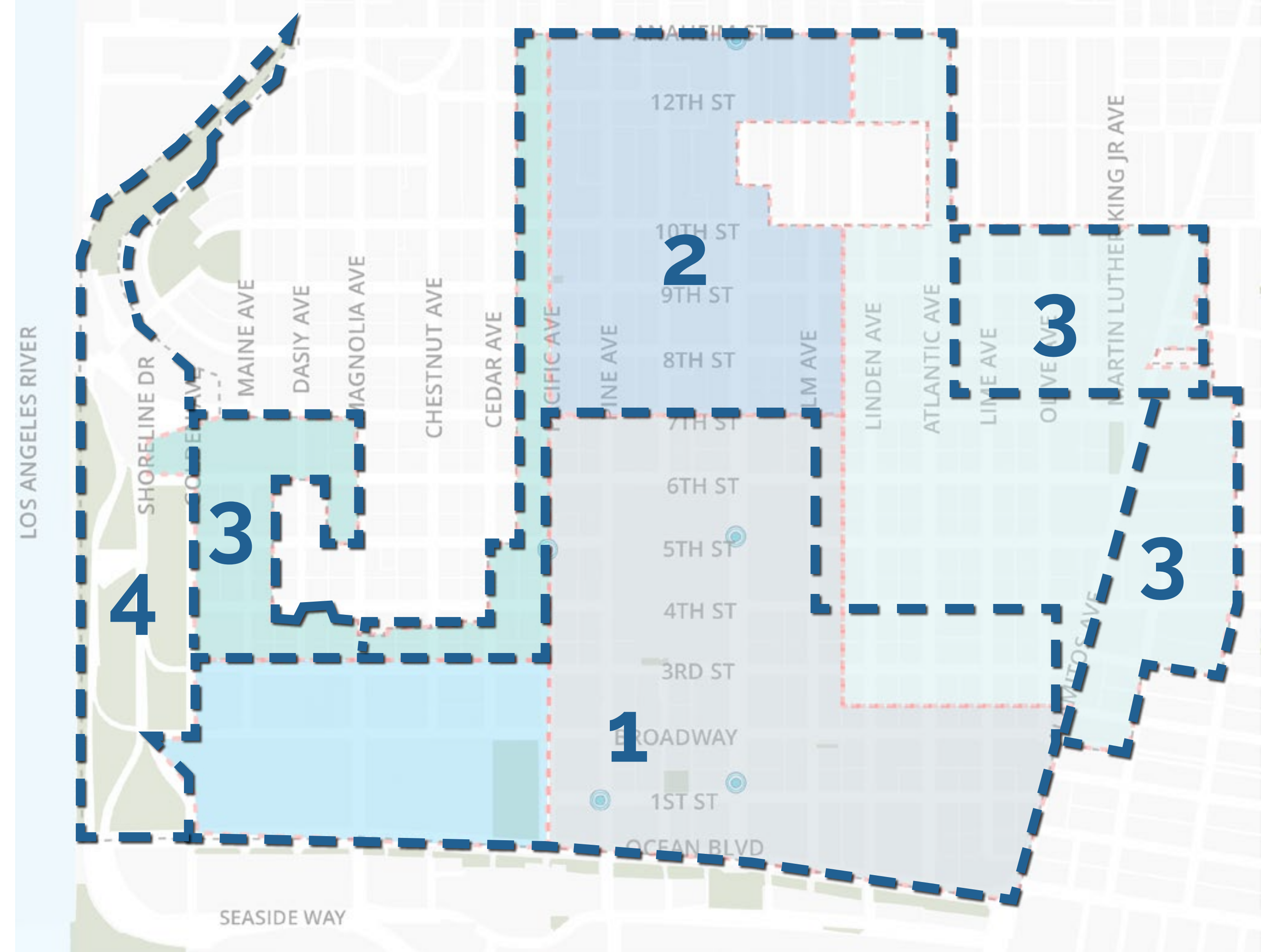




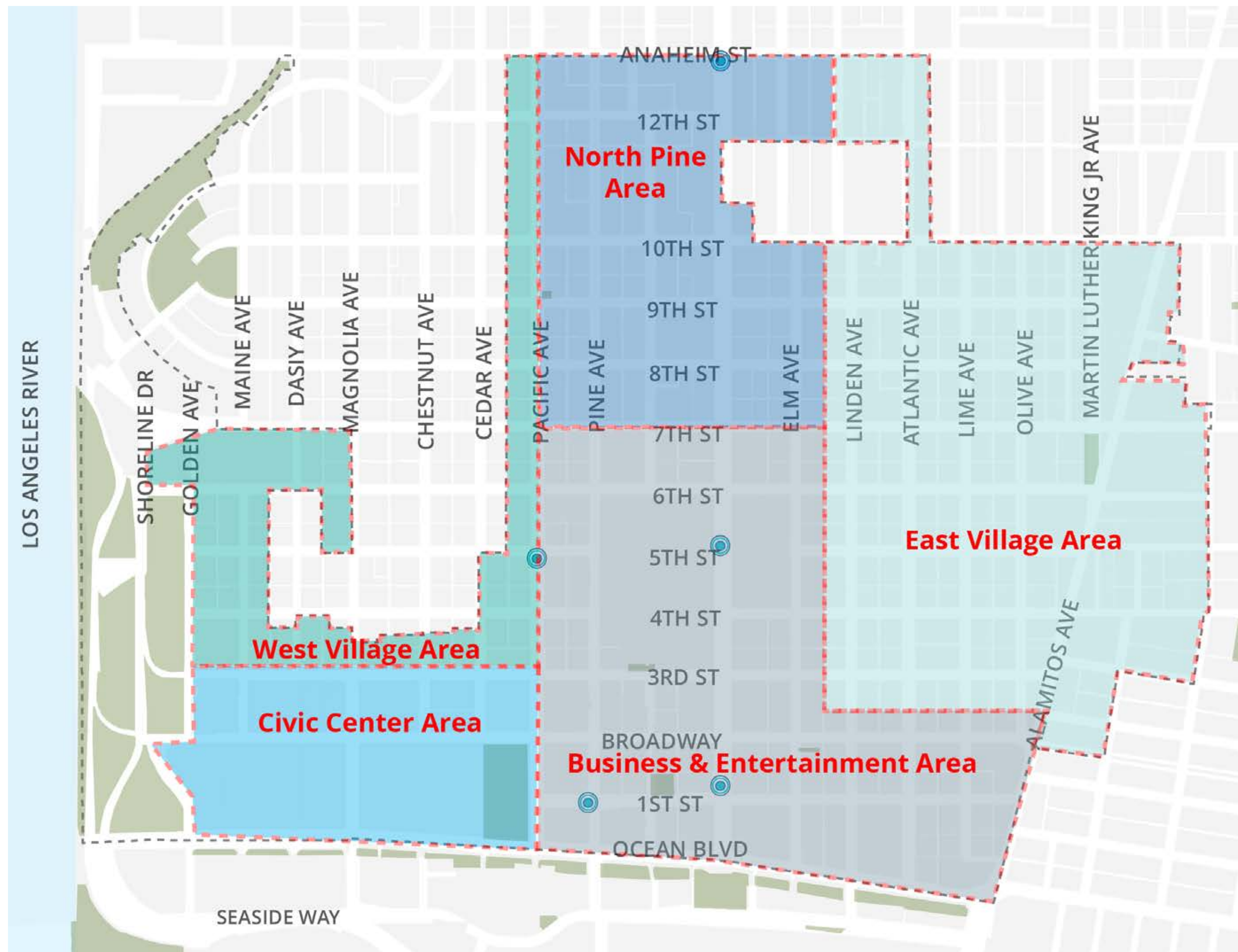
Districts & Neighborhood Character Areas

DISTRICTS

- 1 Downtown Core**
More intensive land uses including residential, office, commercial, and visitor-serving uses.
- 2 Downtown Mixed-Use**
High-to-medium-density, mixed-use district as a transition from the Downtown Core to Downtown Residential.
- 3 Downtown Residential**
Residential-focused medium-density allowing some intensification for more housing opportunities.
- 4 Parks**
Preserve public open spaces for recreational, cultural and community activities that are accessible and inviting for all.



NEIGHBORHOOD CHARACTER AREAS



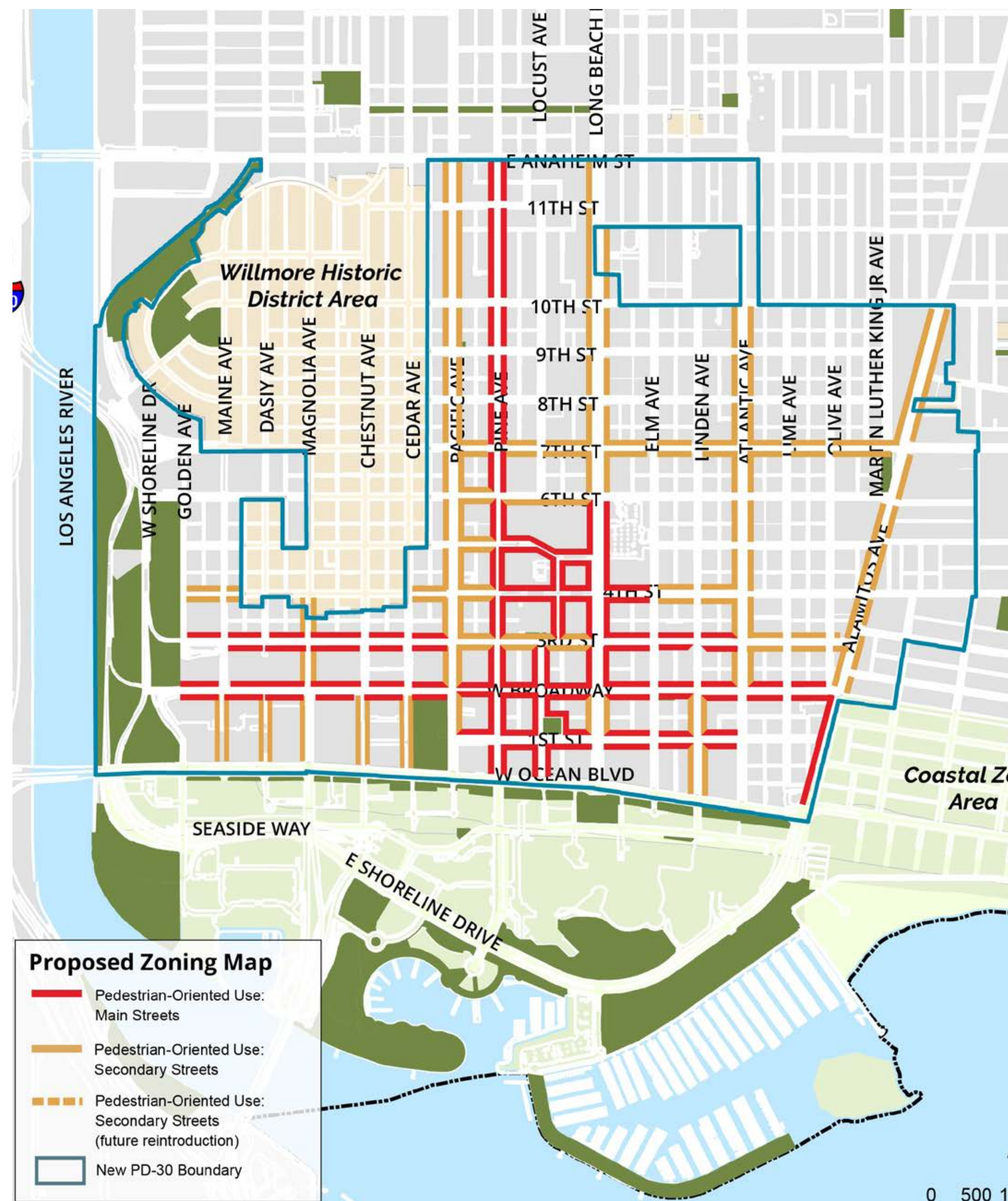
	Character Strategies	Input
Civic Center Character Area	<ul style="list-style-type: none"> • Community-serving civic and institutional resources and amenities, employment-focused mixed-use. • Highlight Cesar Chavez Park and Drake Park as critical community assets and gateways into the Downtown area. • Encourage or require outdoor dining, seating, open space and landscaping along this western edge facing Cesar Chavez Park. 	
Business & Entertainment Character Area	<ul style="list-style-type: none"> • Provide high-density housing, activated streetscapes, and new open space opportunities. • Build upon key transit and tourist investments such as an enhanced Mobility Hub supporting downtown uses. • Enhance streetscapes along main and secondary corridors by requiring landscaping, plazas or outdoor seating/dining • Integrate adaptive reuse standards for preservation of historic assets including potentially contributing buildings. 	
East Village Character Area	<ul style="list-style-type: none"> • Foster a center of local arts and culture. • Create an intimate but urban village-scale atmosphere. • Leverage Alamitos Ave and 7th St for streetscape improvements. • Enable shared parking arrangements where feasible by encouraging private lot consolidation to cluster commercial retail, creative office, and work-live opportunities. 	
North Pine Character Area	<ul style="list-style-type: none"> • Increase housing, open space, and public amenities to complement Pacific, Pine, and Long Beach corridors. • Leverage existing surface parking lots for future development and connections to other district assets such as schools. • Prioritize employment-focused neighborhood-serving uses to support future daytime and nighttime activities. 	
West Village Character Area	<ul style="list-style-type: none"> • Maintain a people-centric neighborhood character with walkable streets, diverse housing types, and activated alleyways for additional open space opportunities. • Line Cesar Chavez Park with limited neighborhood-serving retail to further activate the western gateway into Downtown. 	



Additional Active Ground-Floor Uses

Uses to Consider for the Downtown Plan Area

The Downtown Plan will support a walkable, pedestrian-oriented area through ground-floor uses that "activate" the street and the pedestrian environment. Active ground-floor uses will encourage daytime and nighttime activity and contribute to a vibrant Downtown.



Active Ground Floor Uses	Community Input
Gallery/ Experience/ Demonstration Spaces	
Local Grocery Store/Bodegas	
Large Supermarkets	
Restaurants or Food Hall/Court	
Youth Center/ Community Centers	
Laundromats	
Outdoor Dining or Parklets	
Daycare	
Pharmacies	
ADD-IN (What types of services would you like to see in the DT area?)	
Entertainment Facilities (theaters, bowling, arcades, etc.)	
Personal Services (barber, salons, pet services, financial services, etc.)	
Other (Write-in):	



Development Standards

Use the green or red stickers to indicate your thoughts on the content listed below

Up to 3 (top "likes")

Use the yellow sticky notes to add your own strategies if not listed below

Up to 3 (top "dislikes")



Urban Environment

Urban Streetwall

An urban street wall feel has closer access to storefronts from the streets. It promotes pedestrian activity with large transparent windows that engage visitors. However, the limited sidewalk space may not provide enough space for pedestrian amenities such as seating, bicycle parking, or outdoor dining.

INPUT:



Pedestrian Amenities

A larger setback space enhances the sidewalk area for better walkability while providing for pedestrian amenities such as outdoor dining, street benches, planters, kiosks, and bike racks. This alternative is great for areas with a high level of foot traffic and for highly food-focused corridors.

INPUT:



Green Street

Setbacks can be used to create distance from the street to the building fronts. This area can be filled with landscaped buffers to serve as a green alternative for stormwater management or may accommodate street amenities such as shrubbery, street lights or a larger space for walking. The open space feel and added greenery presents itself as a green street.

INPUT:



Shade Trees

The minimum width for tree wells is 4 feet typically. However, to provide for large shade trees, the landscaped area can be increased to 5-6 feet and more. Pushing buildings further back will allow for a wider landscape space for larger shade trees to grow. This will create tree canopies that will enhance the pedestrian experience.

INPUT:



Open Space Alternatives

Corner Courts (Alley Activation)

Alleyways provide for a great opportunity to integrate open space with activation treatments. One concept to explore is corner courts to provide light and air and make the space feel safer. The additional open space combined with an alleyway creates a publicly accessible open space for the community.

INPUT:



Step-Backs (Alley Activation)

An alternative alley activation treatment is the step-back. Stepping back the building after a certain height will reduce the constrained feel when walking through a tight alleyway. It will provide light and air to enhance safety, and can activate the alley further as terrace space to provide eyes on the alleyway for added safety.

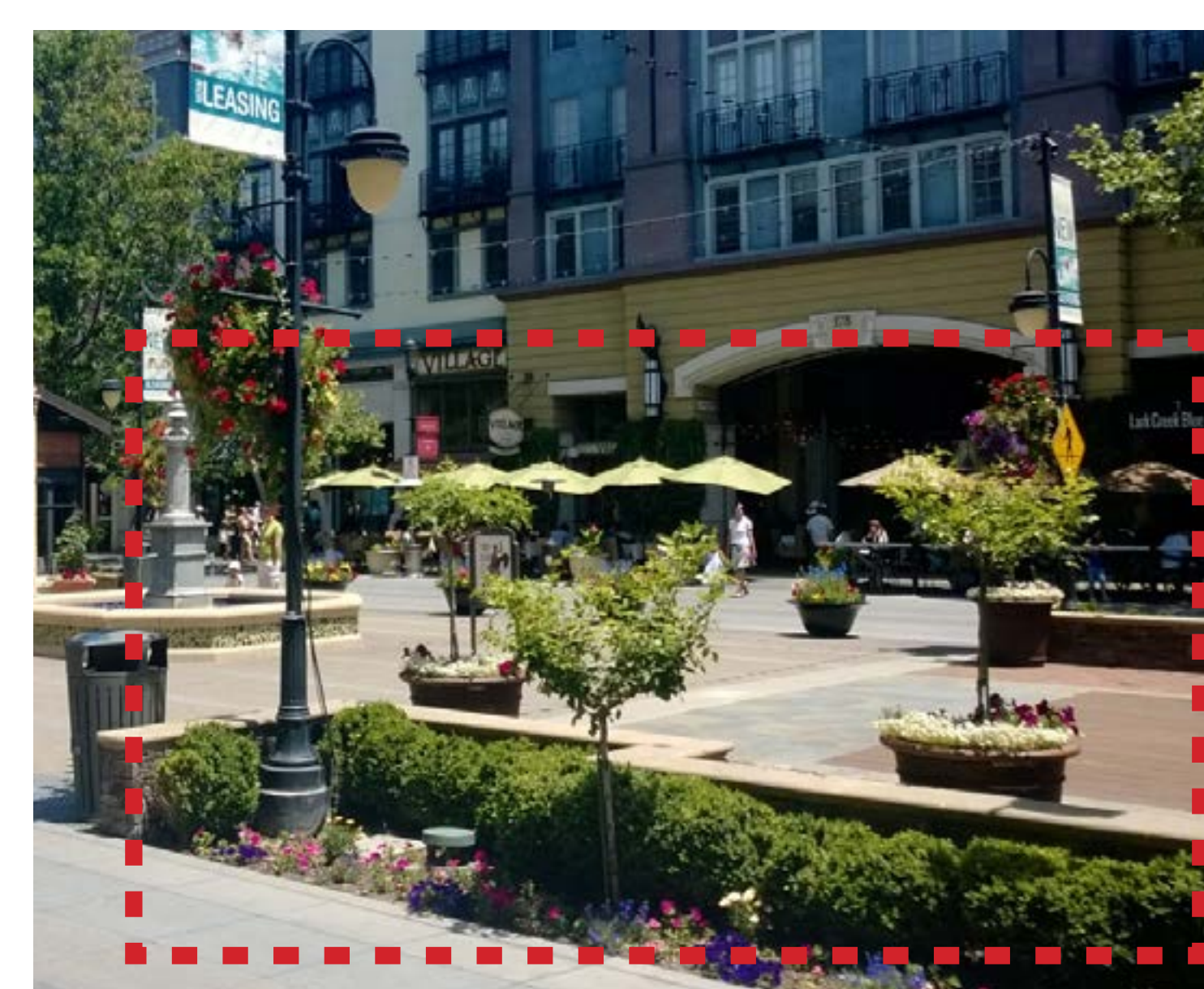
INPUT:



Forecourts (Court in Front of Building)

In addition to a required setback, extended setbacks can be placed at midblocks locations to create forecourts. These can take up a certain percentage of the streetfront to provide windows of open space. These can also be used as places to gather for outdoor dining, seating, or shading for pedestrian refuge.

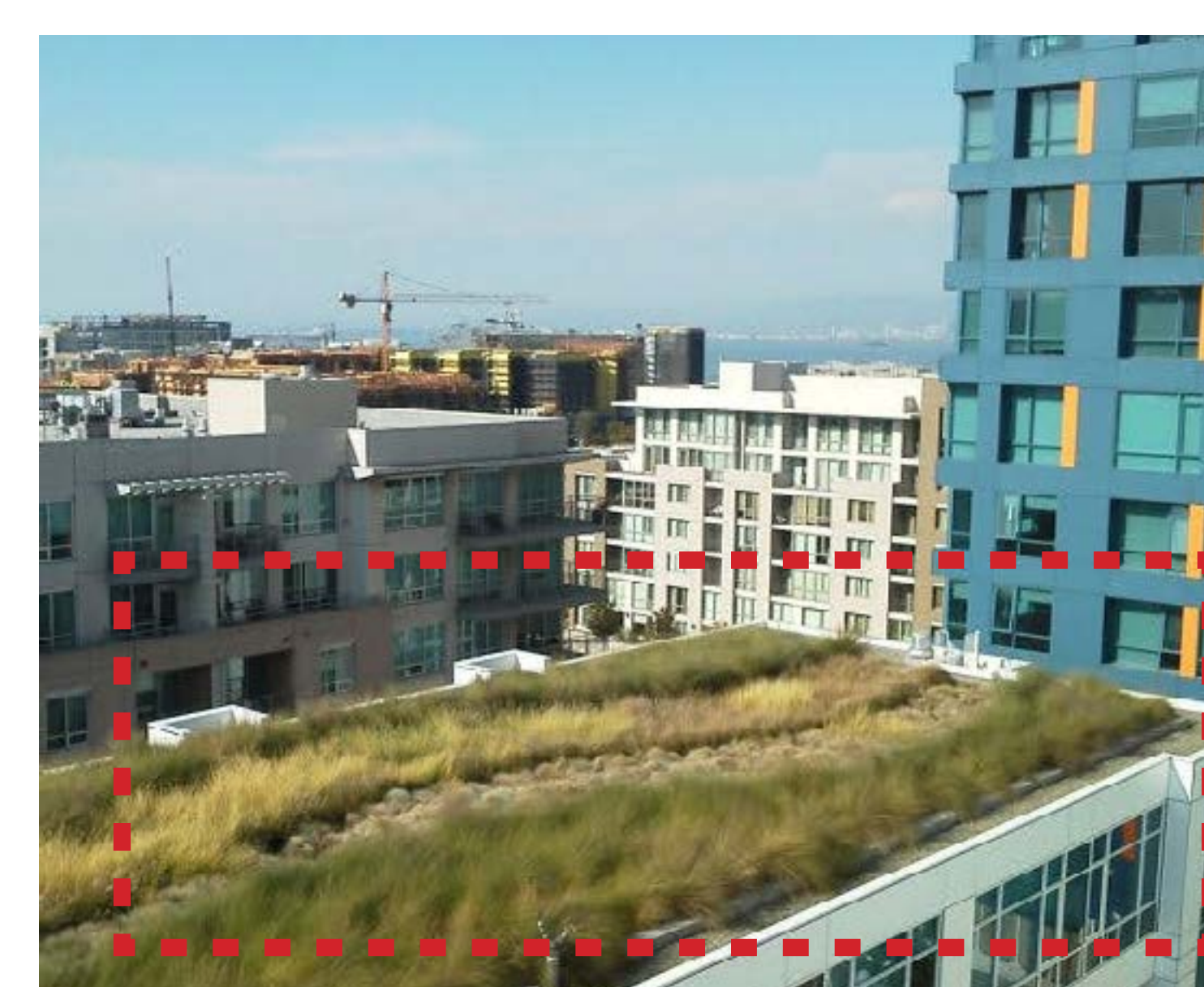
INPUT:



Rooftops (Publicly Accessible)

Rooftop gardens, green roofs, or similar are typically on the roof level of buildings and can be open to the public. Certain standards could be applied to promote public access while maintaining safety. Should this concept be worth exploring?

INPUT:


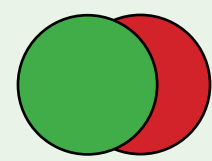
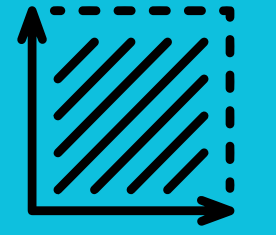



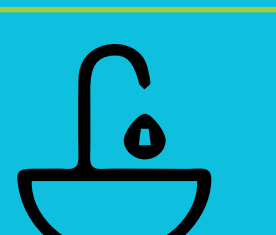
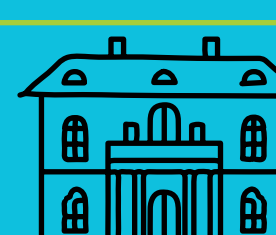

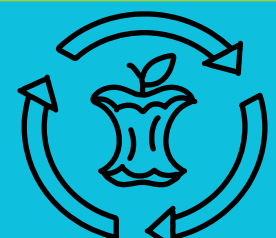

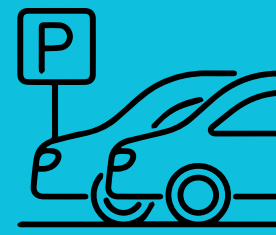


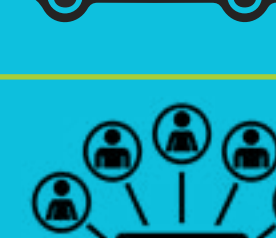
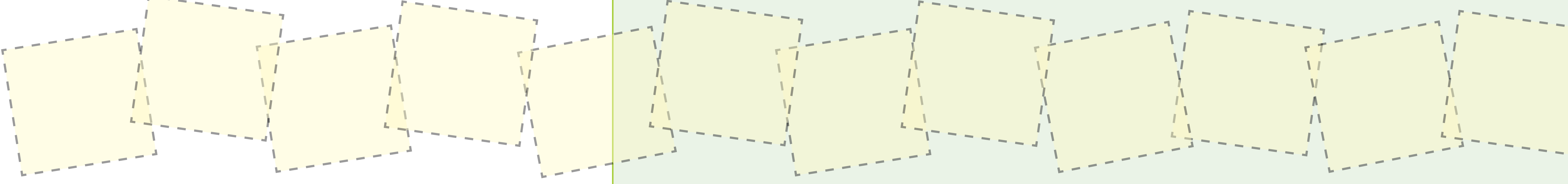


Purpose: To show how development standards contribute to new usable open space for residents and the community

Question: Which on-site open space strategies can provide the greatest benefit for residents?



Community Benefits & Incentives

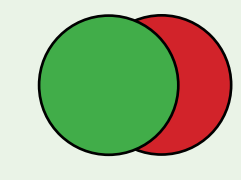
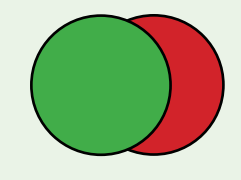
Community Benefits Incentivized with Increased Development		Community Input
	Preservation of local businesses	
	Larger units consisting of 2 and 3 bedroom units	
	Grocery store and food markets on the ground floor level	
	Green roofs and eco-roofs	
	Publicly accessible open spaces	
	Publicly accessible drinking water fountains	
	Rehabilitation of historic buildings	
	Waste management plan	
	Composting	
	Driveway consolidation	
	Shared parking between uses or with the public	
	Parking management plan for sites larger than 50,000 sqft	
	Transportation System Demand Management (TDM) for sites larger than 50,000 sqft	
	Loading and ridesharing accommodations	
OTHER (Write-in)		



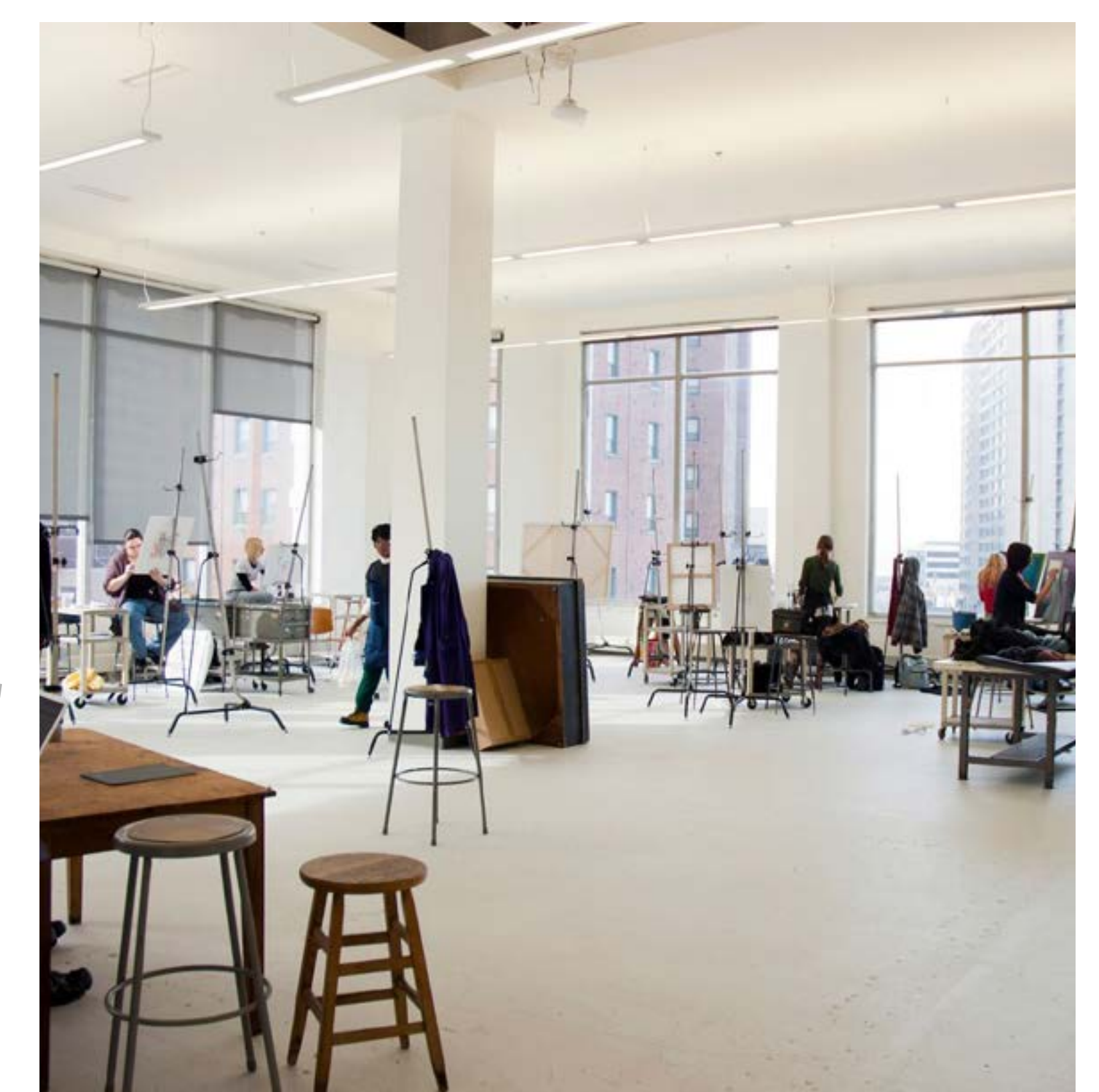
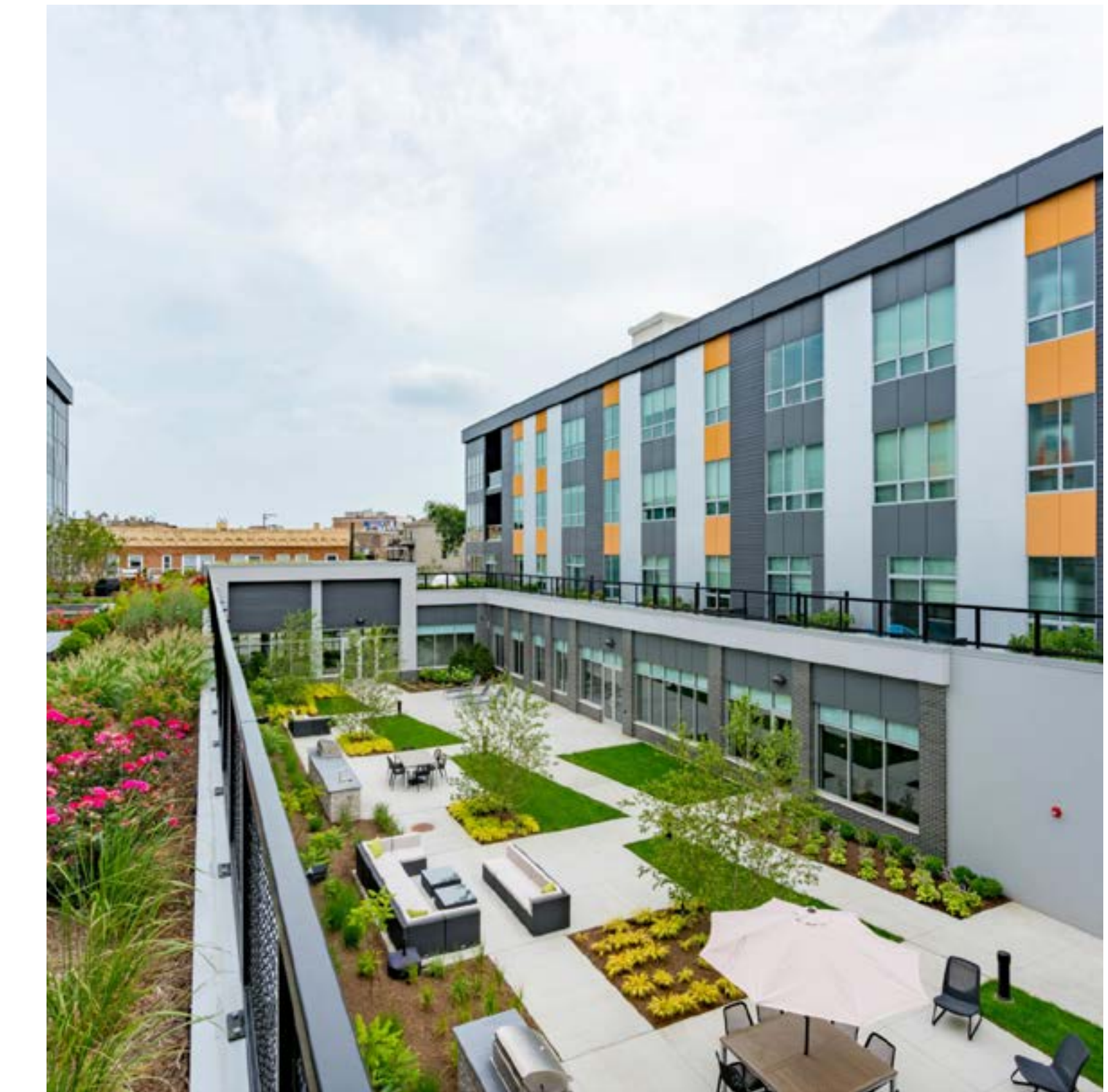
Question: What are some community benefits that are important to your community that you would like to see incentivized?



Residential Amenities

Residential Amenities	Community Input	Residential Amenities	Community Input
Daycare/childcare		Laundry facilities	
Self-storage/storage spaces		Swimming pools/hot tubs	
Community rooms: Media rooms		Outdoor barbecues	
Community rooms: Conference rooms		Common outdoor kitchen	
Community rooms: Community event spaces		Community gardens/green roofs/ rooftop gardens	
Community rooms: Coworking spaces		EV charging stations	
Community rooms: Artistic studios		Bike repair stations	
Fitness: Gym		Pet washrooms	
Fitness: Yoga		Dog relief areas	
Fitness: Playgrounds		Doggy daycare	

OTHER: (Write-in)



Question: What are some residential amenities that are important to your community that you would like to see included?

Design Standards

Use the yellow sticky notes to add your comments and ideas



What Are Design Standards?

Design standards are requirements that development projects should meet to support a walkable, vibrant, and enjoyable Downtown. The standards address:

- Building design and their relationship to the street
- Site design, orientation, and layout
- Design of the "streetscape" and "public realm"

What Are Objective Design Standards?

Objective design standards have clearly defined, measurable, and verifiable criteria that remove subjectivity during design review.

Objective design standards should support creativity, individuality and high-quality design in new development, while also ensuring compatibility with its surroundings and the Downtown as a whole.

How will the Downtown Plan update the design standards?

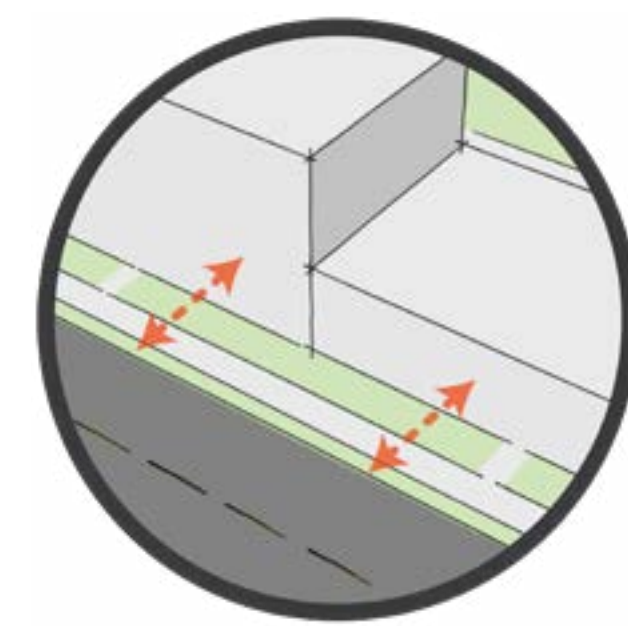
EXISTING (NON-OBJECTIVE)

When located on a corner site, buildings **should include design elements** that differentiate them from their mid-block neighbors, and **integrate special features** that accentuate the buildings' presence on the corner."

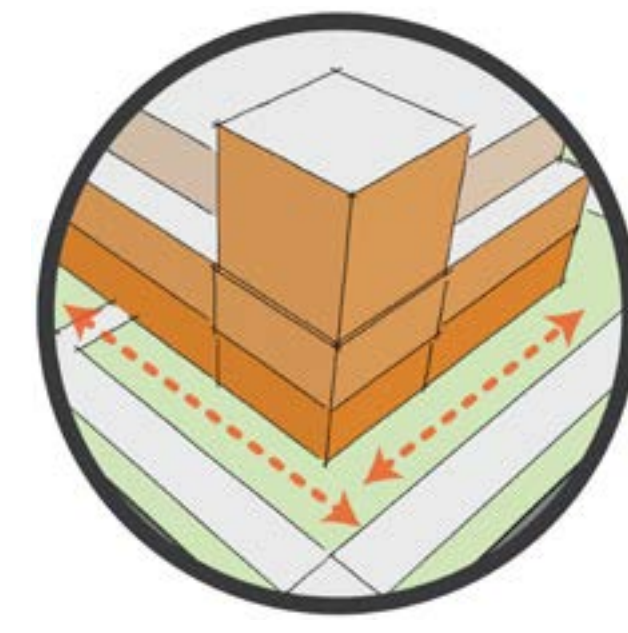
UPDATED (OBJECTIVE)

Buildings over 35 feet high and located at intersecting primary streets, secondary streets, and/or paseos **shall incorporate at least one corner accent strategy selected from the options below.**

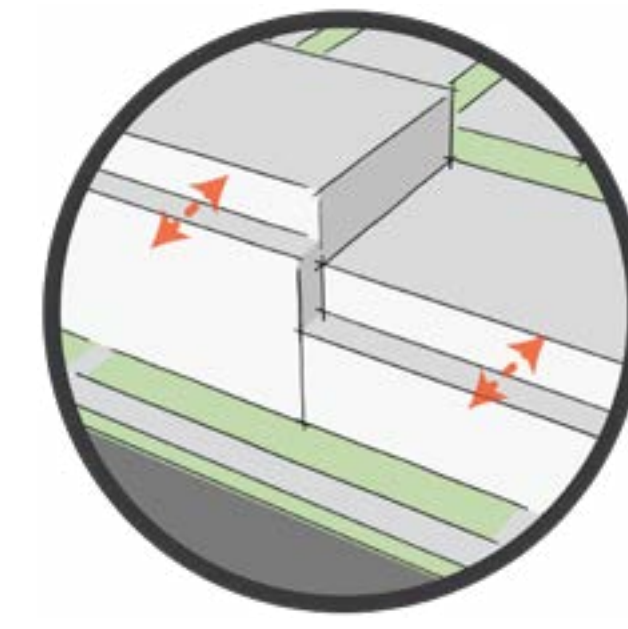
Building Design



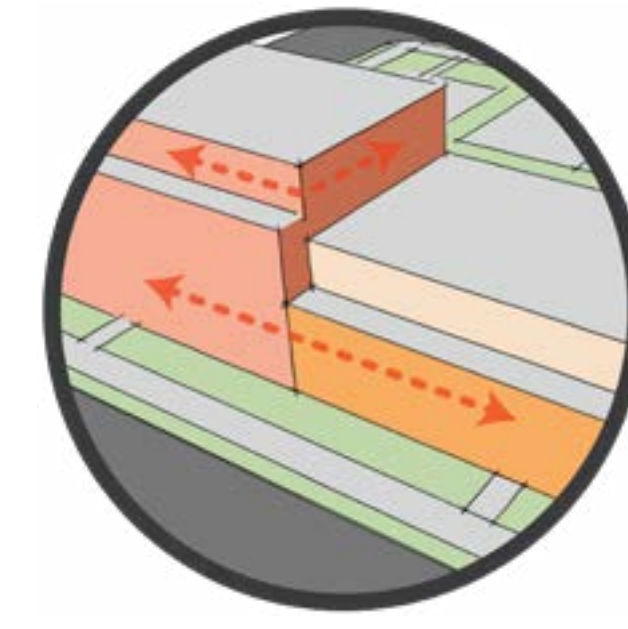
Relationship to the Street



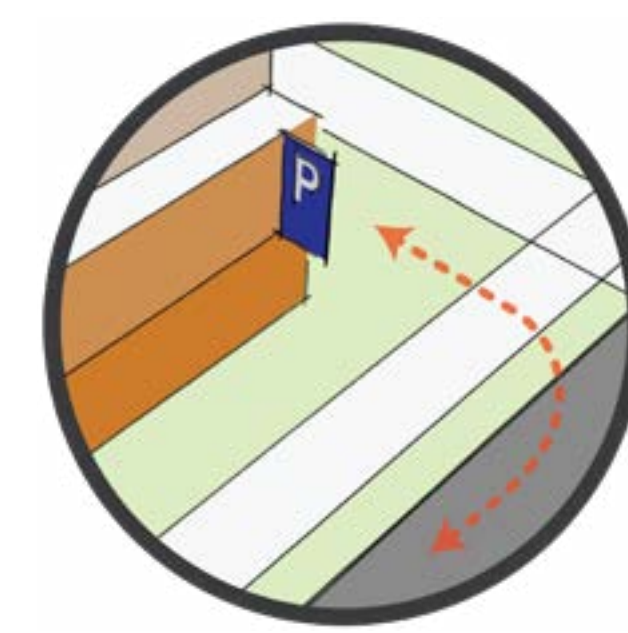
Ground Floor Treatments



Building Articulation

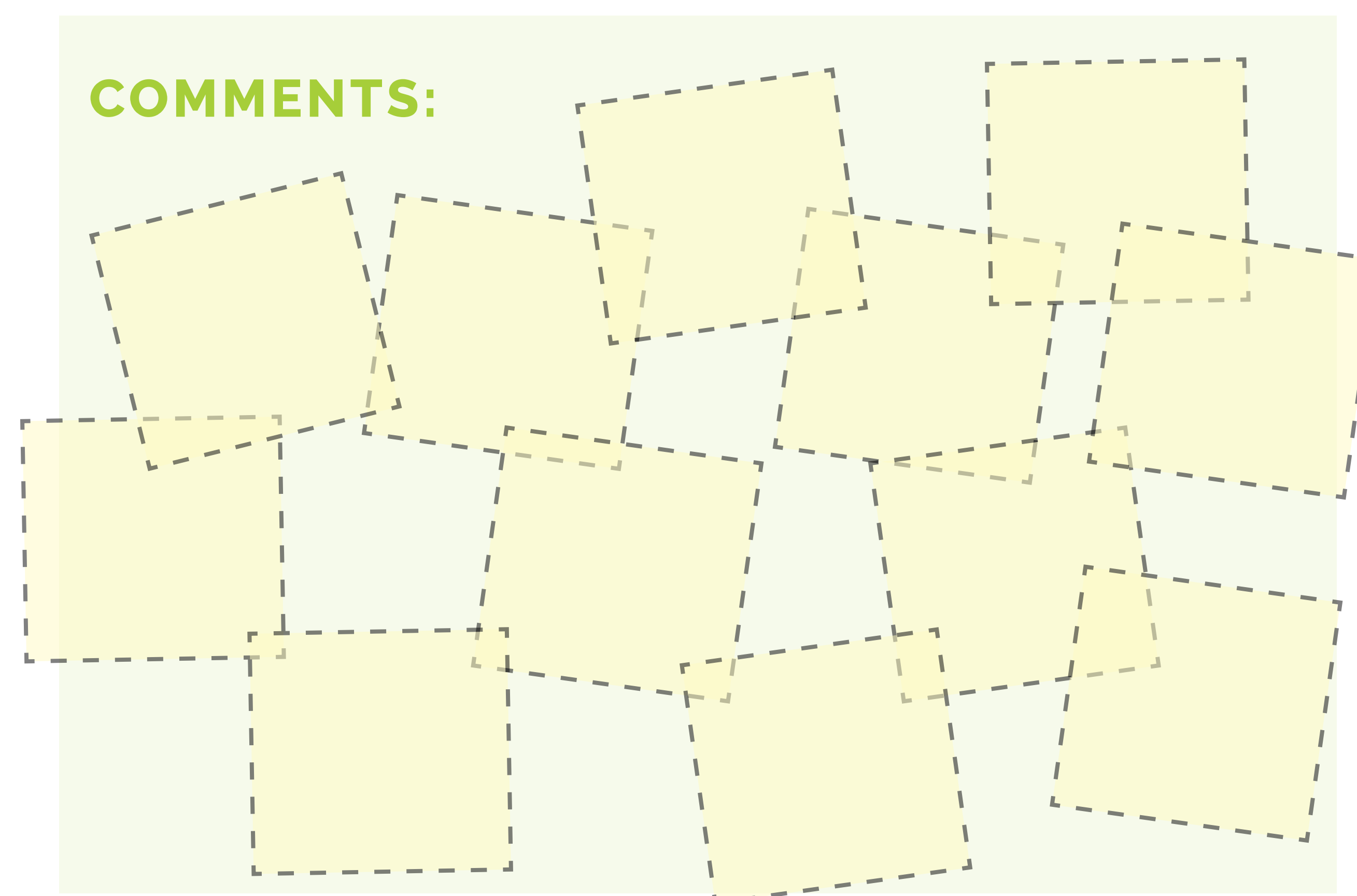


Building Facade Details

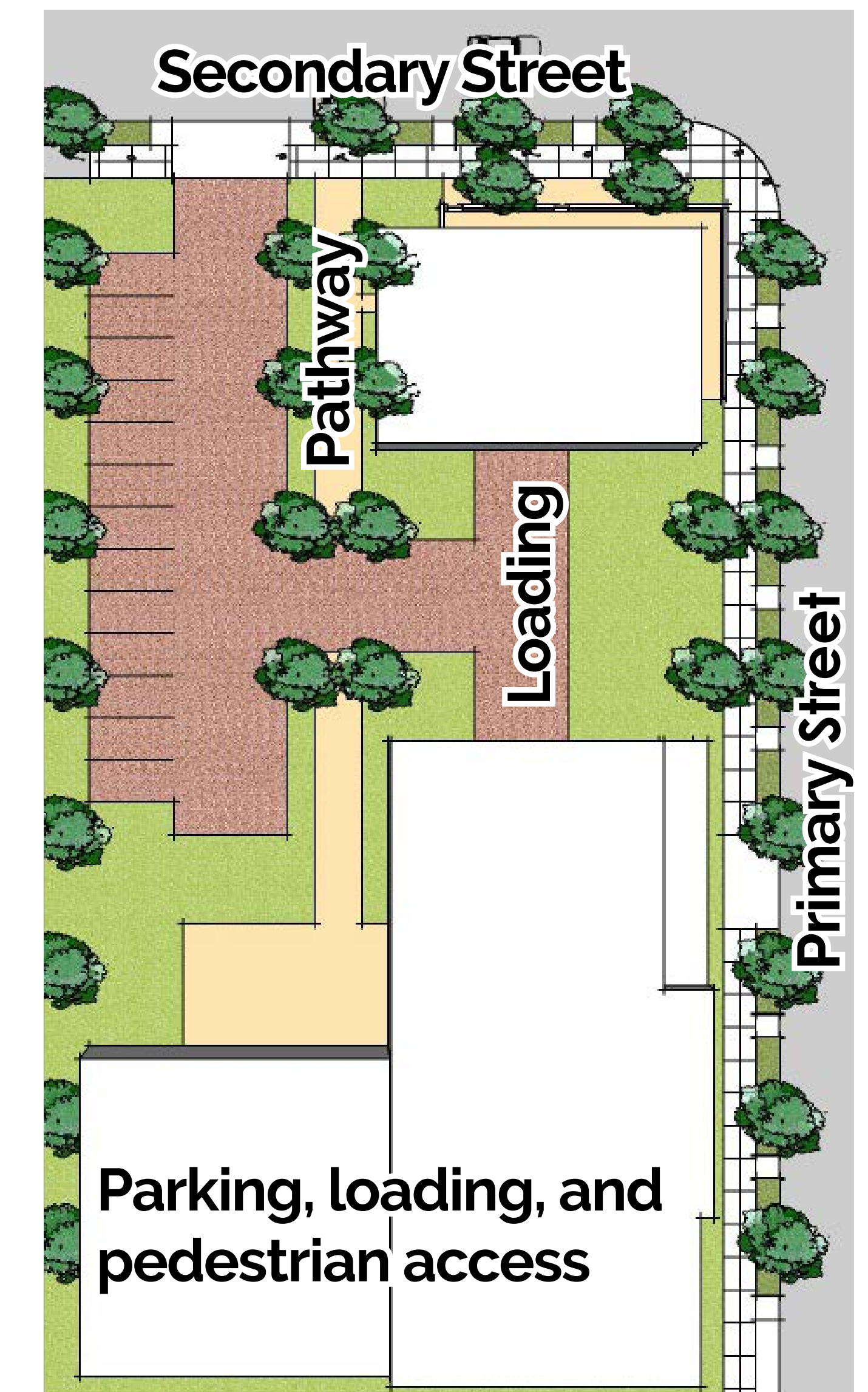


Parking Facilities

COMMENTS:

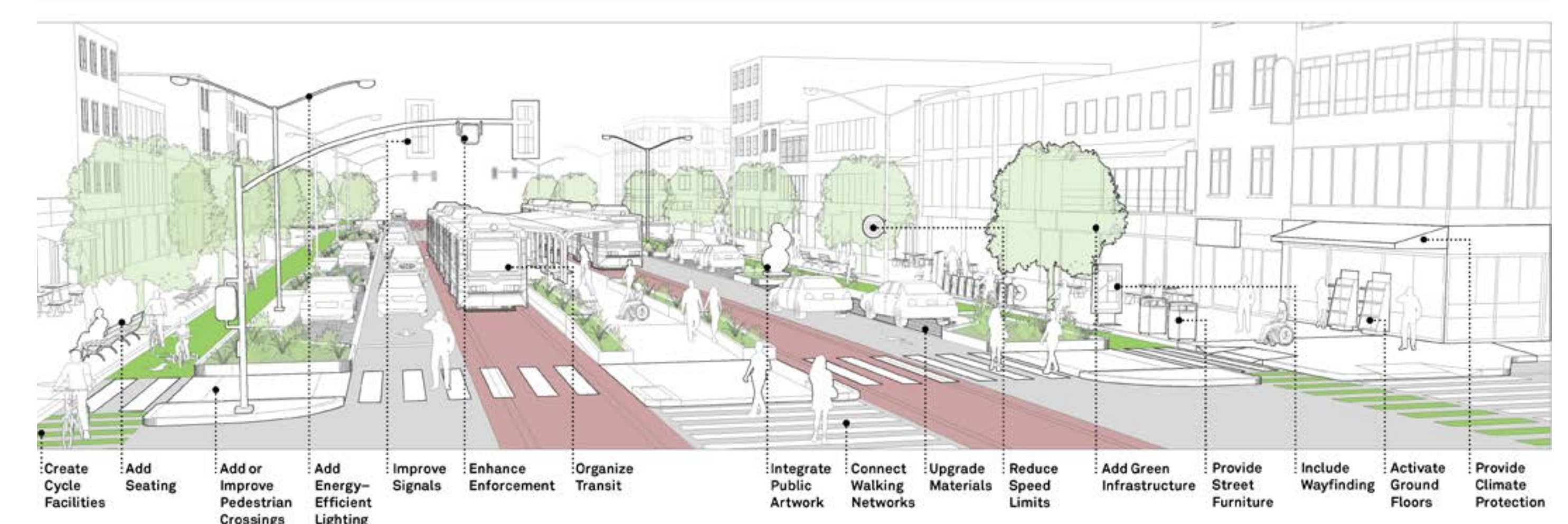


Site Design



Example Topics

Streetscape and Public Realm



Topics include street furnishings (such as seating and lighting), street trees and planting, outdoor dining areas, paseos, plazas, and more.

Design Standards

Use the green or red stickers to indicate your thoughts on the content listed below

Up to 3 (top "likes")



Use the yellow sticky notes to add your own strategies if not listed below

Up to 3 (top "dislikes")

Building Design

Example Standard - Building Corners

"Buildings over 35 feet high and located at intersecting primary streets, secondary streets, and/or paseos shall incorporate at least one corner accent strategy."

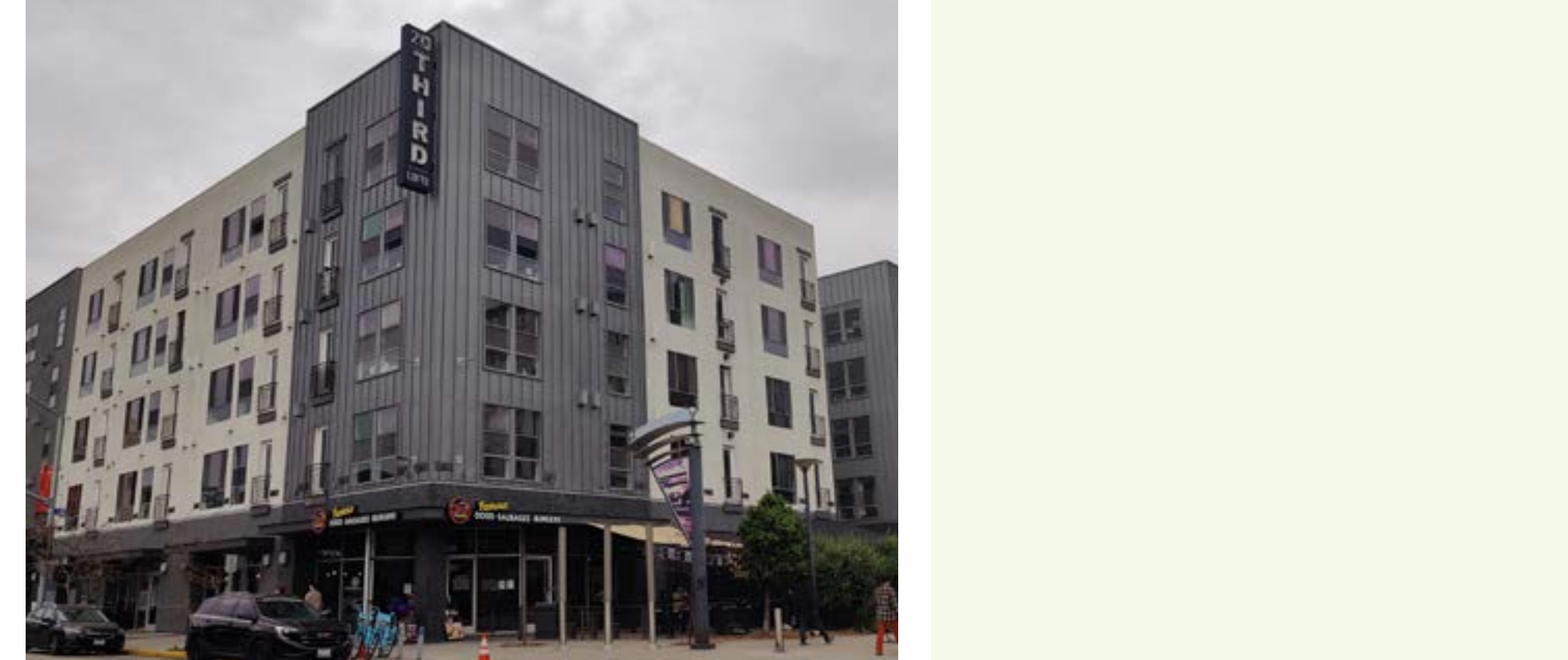
Potential Strategies for Corner Buildings

What corner design treatments would you like to see Downtown?

Vertical element and change in window size and treatment



Change of materials and color



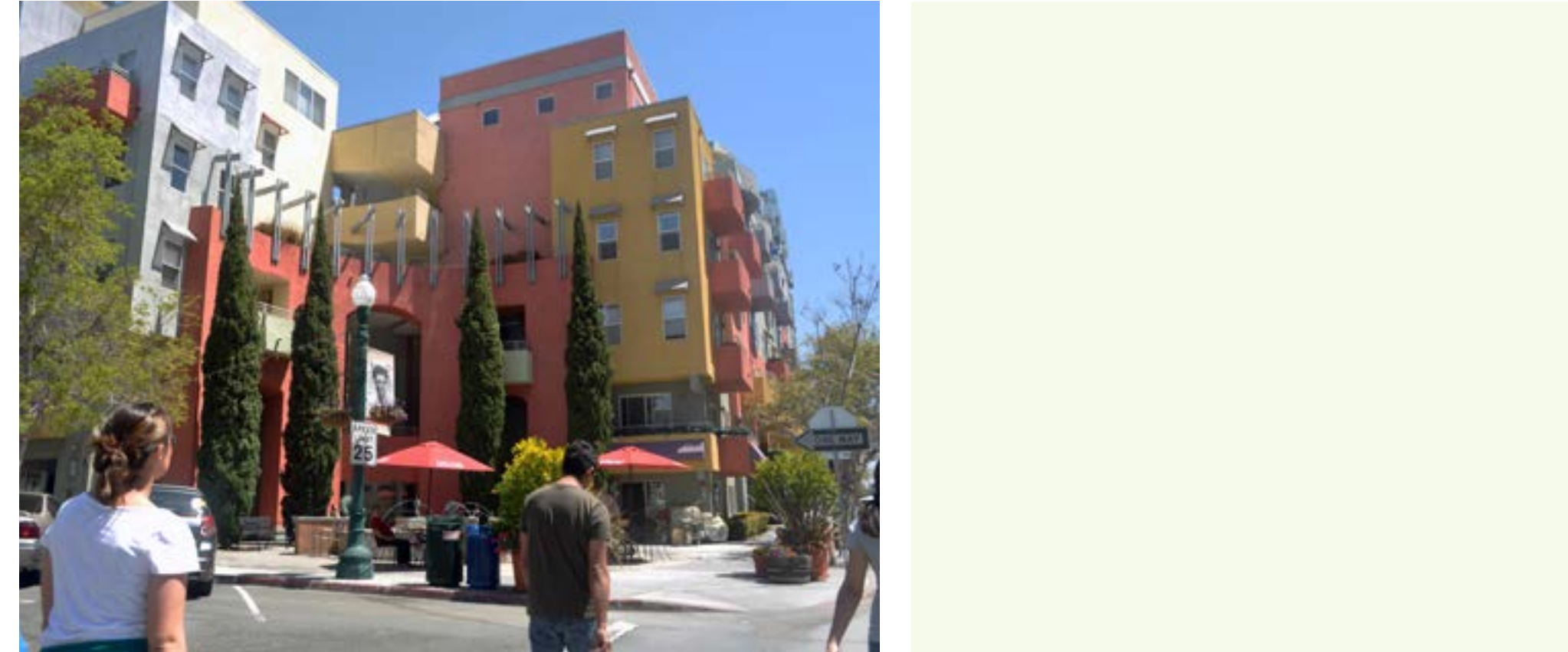
Corner tower projection on upper floors



Façades projecting at the corner



Publicly accessible seating/dining area



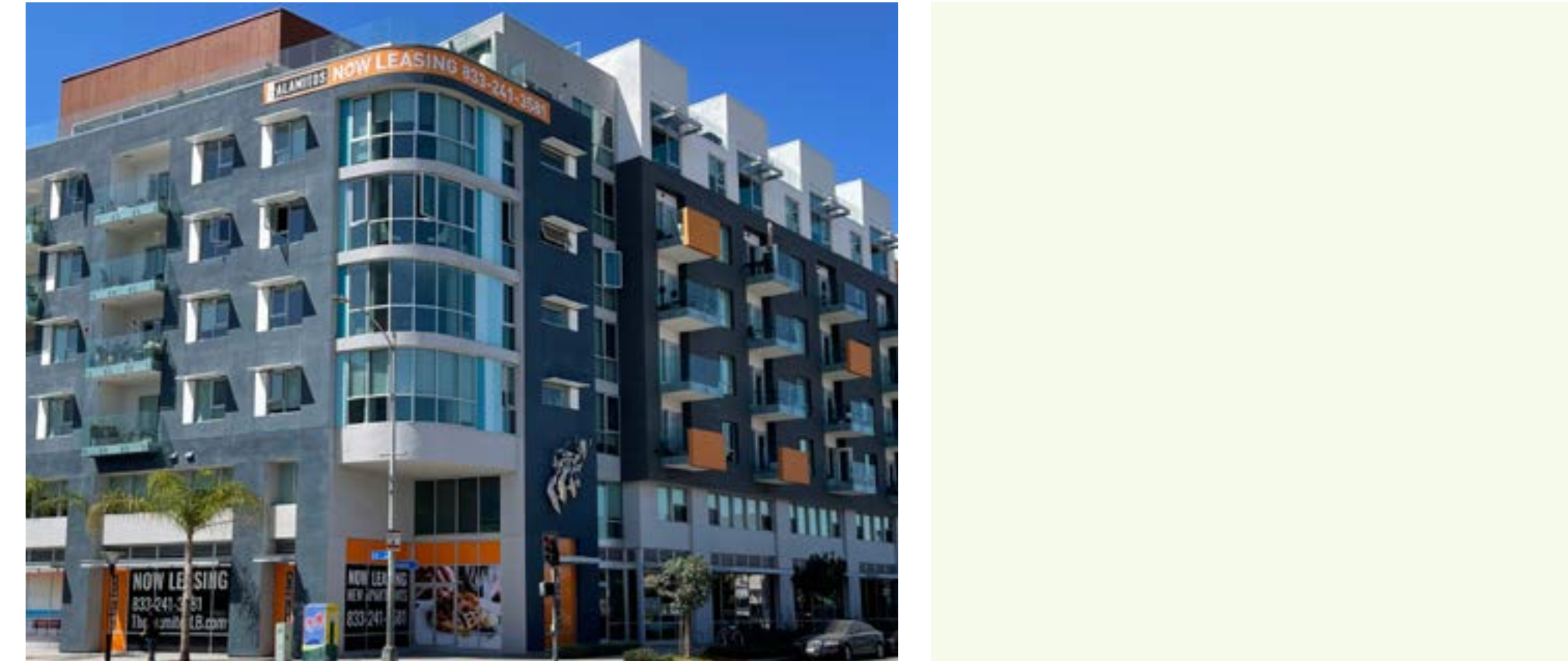
Publicly accessible pocket park



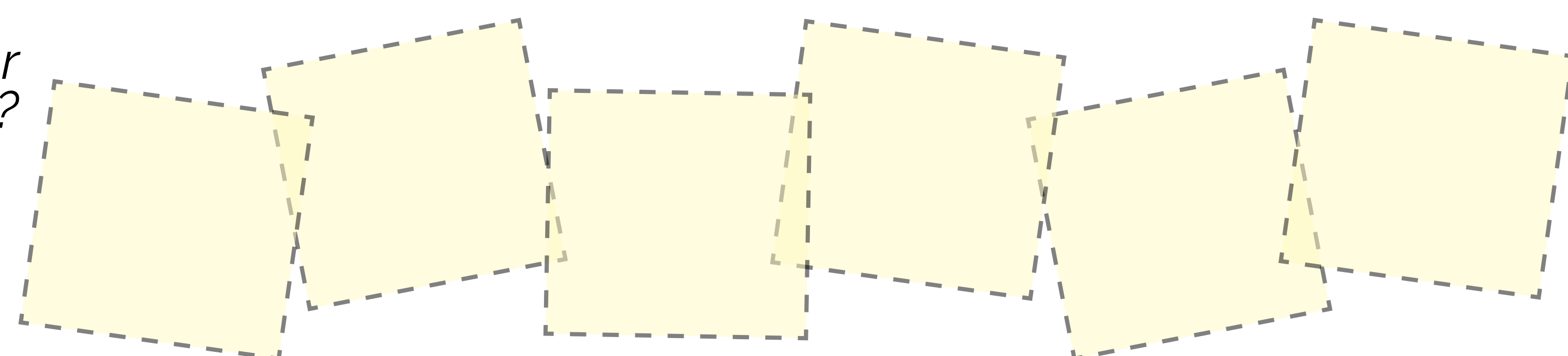
Awning, corner entry, and signage at the corner



Increased corner windows and a rounded corner



Other Ideas?



Streetscape Design

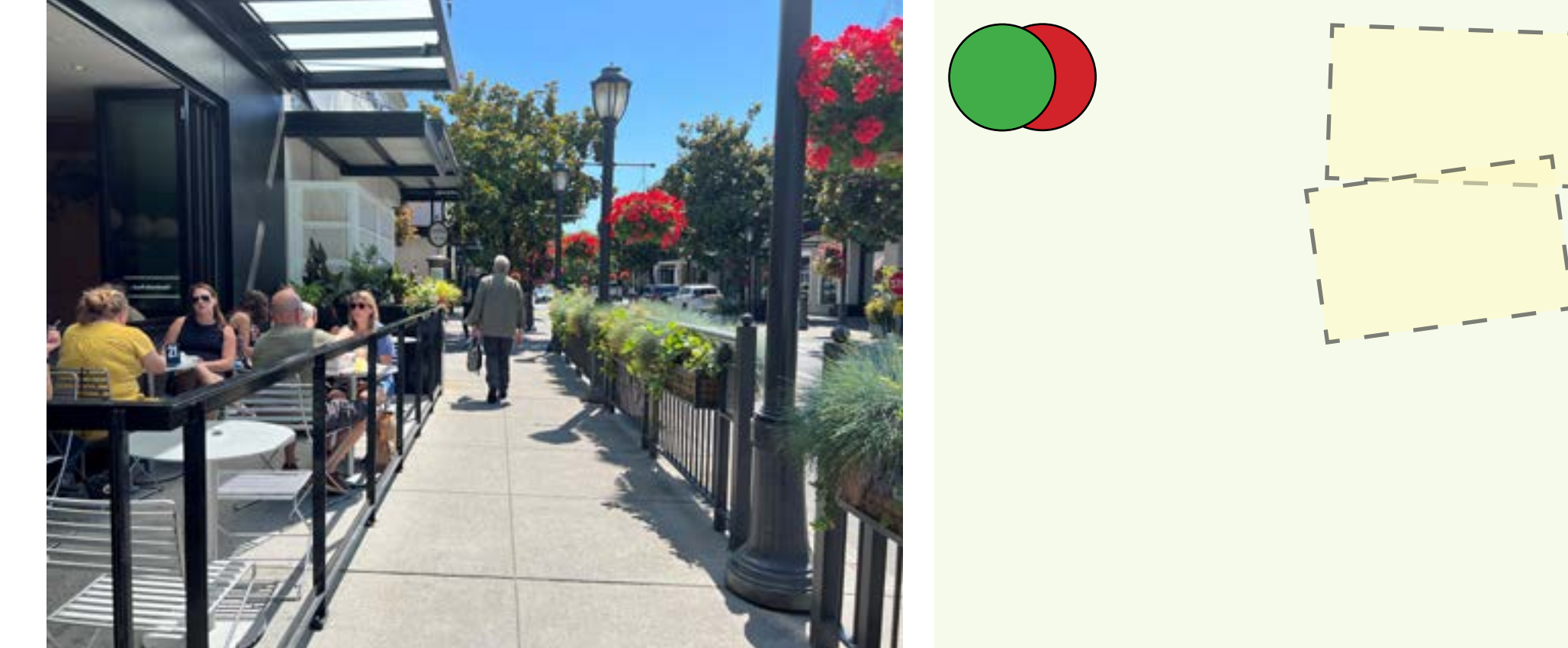
Frontage Treatments

The term "frontage" refers to the area between a building and the street. The images below represent elements that will be addressed in the objective design standards.

Example Topics for Frontage Treatment Standards

What frontage treatments would you like to see more of Downtown, and where?

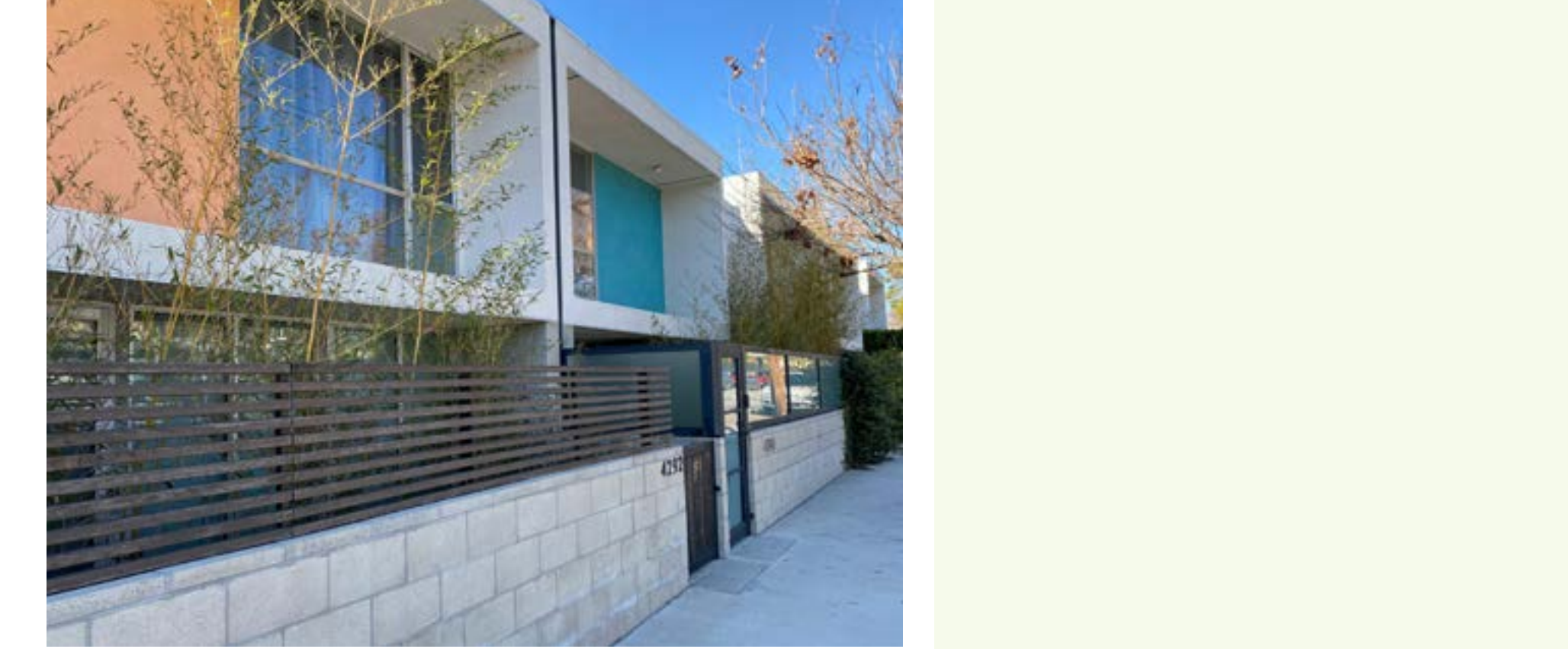
Sidewalk dining



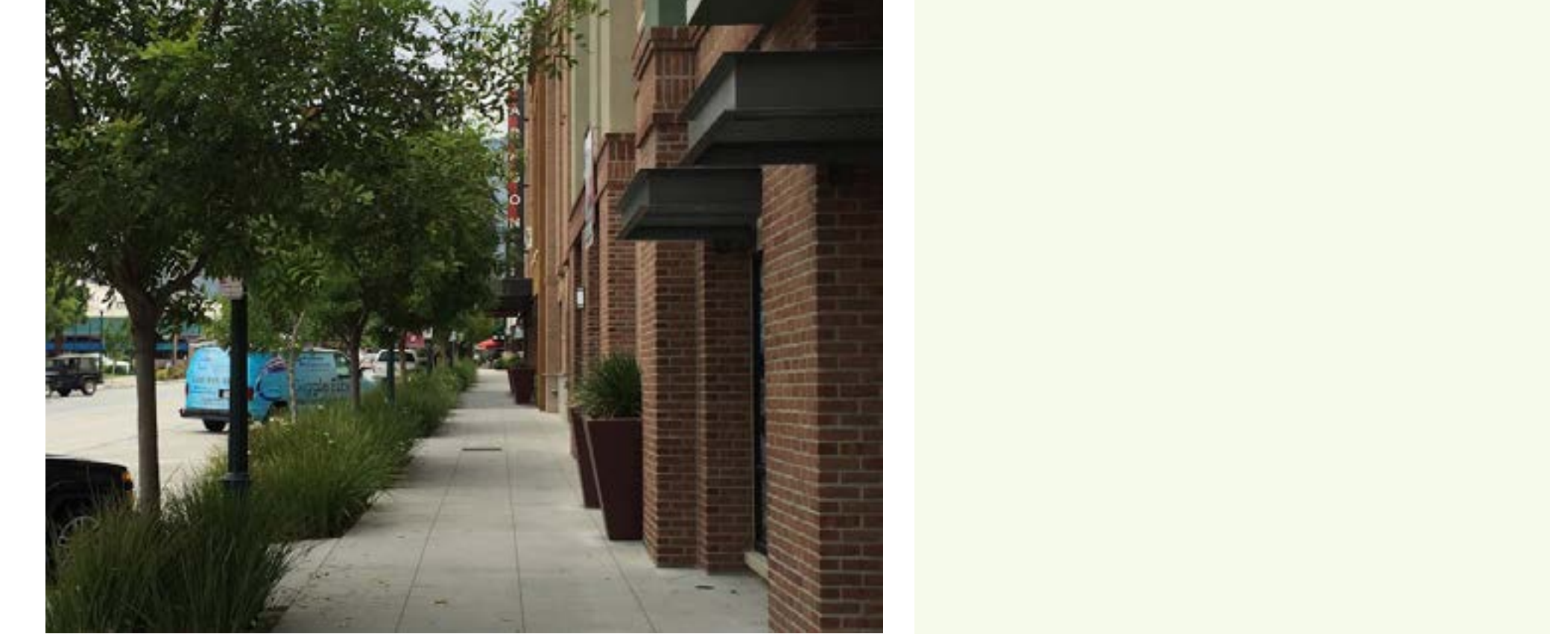
Plants in the parkway and in front of commercial buildings



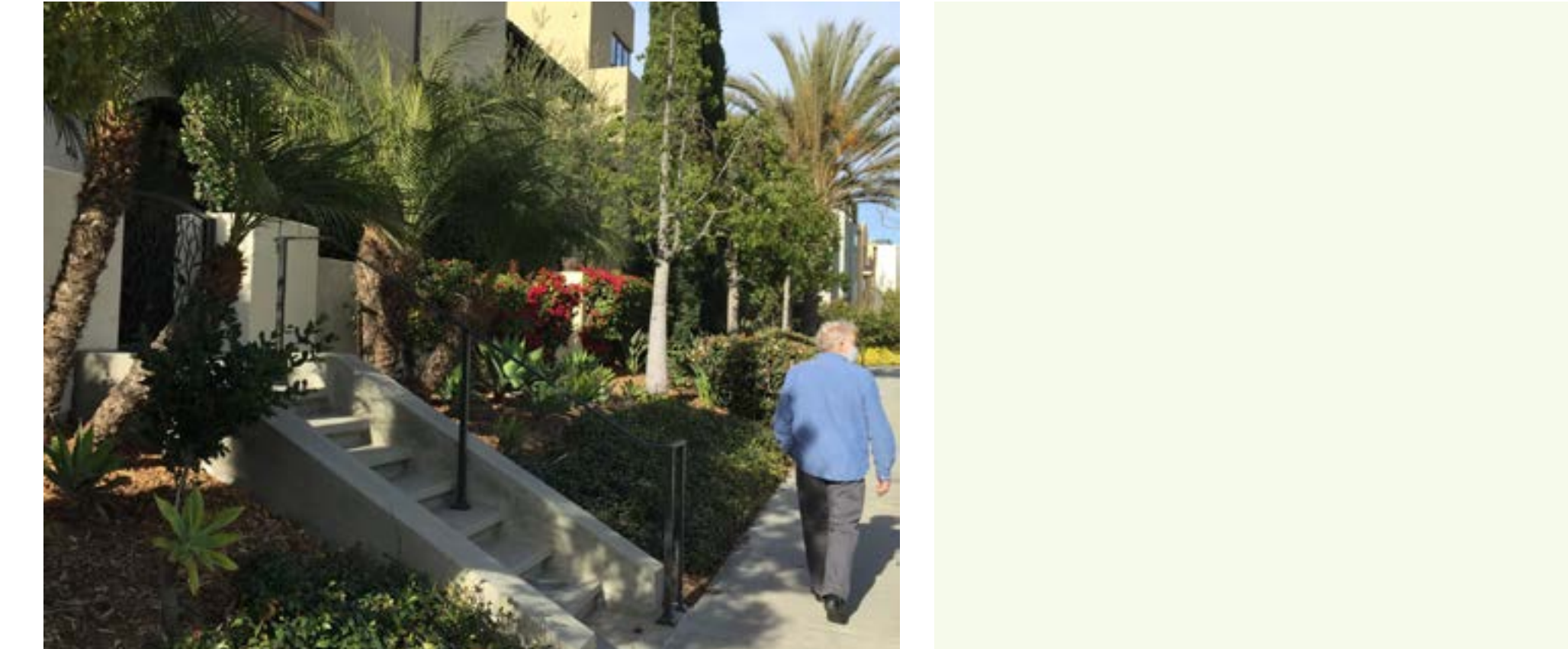
Patio facing the street



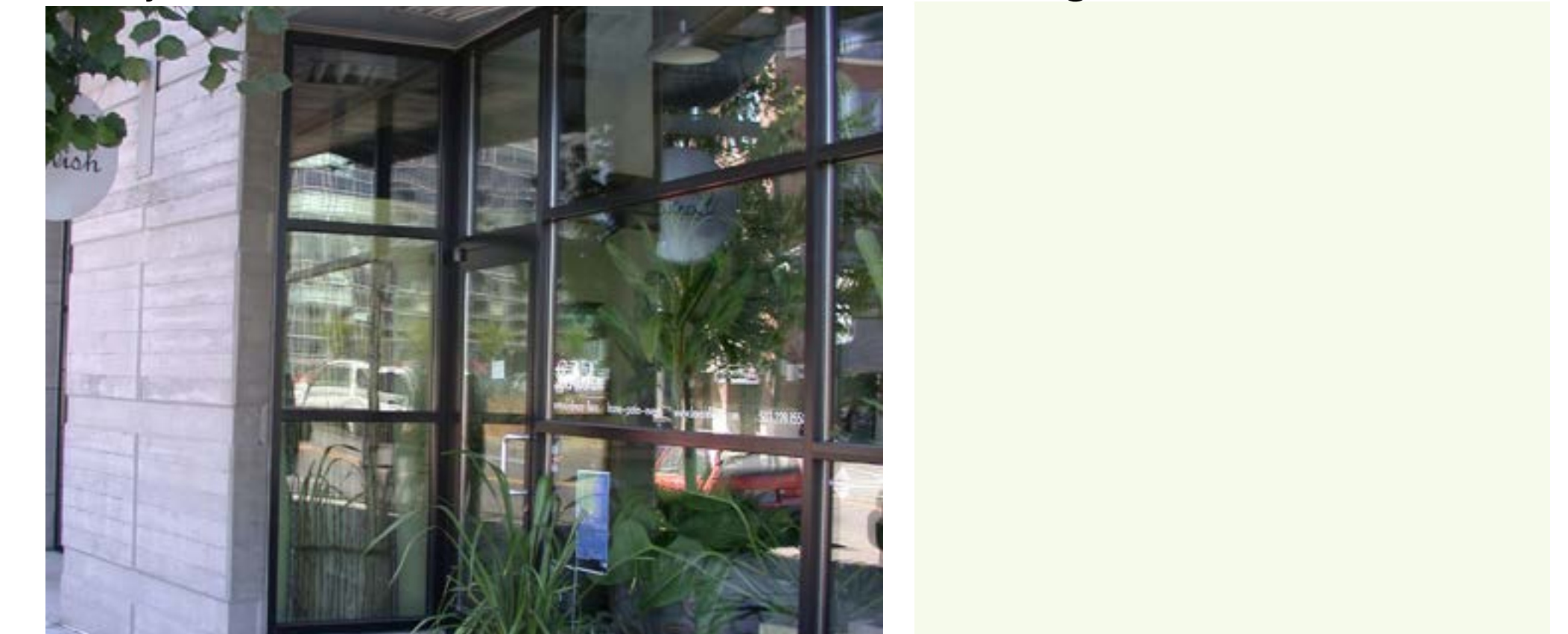
Buildings and entries alongside the sidewalk



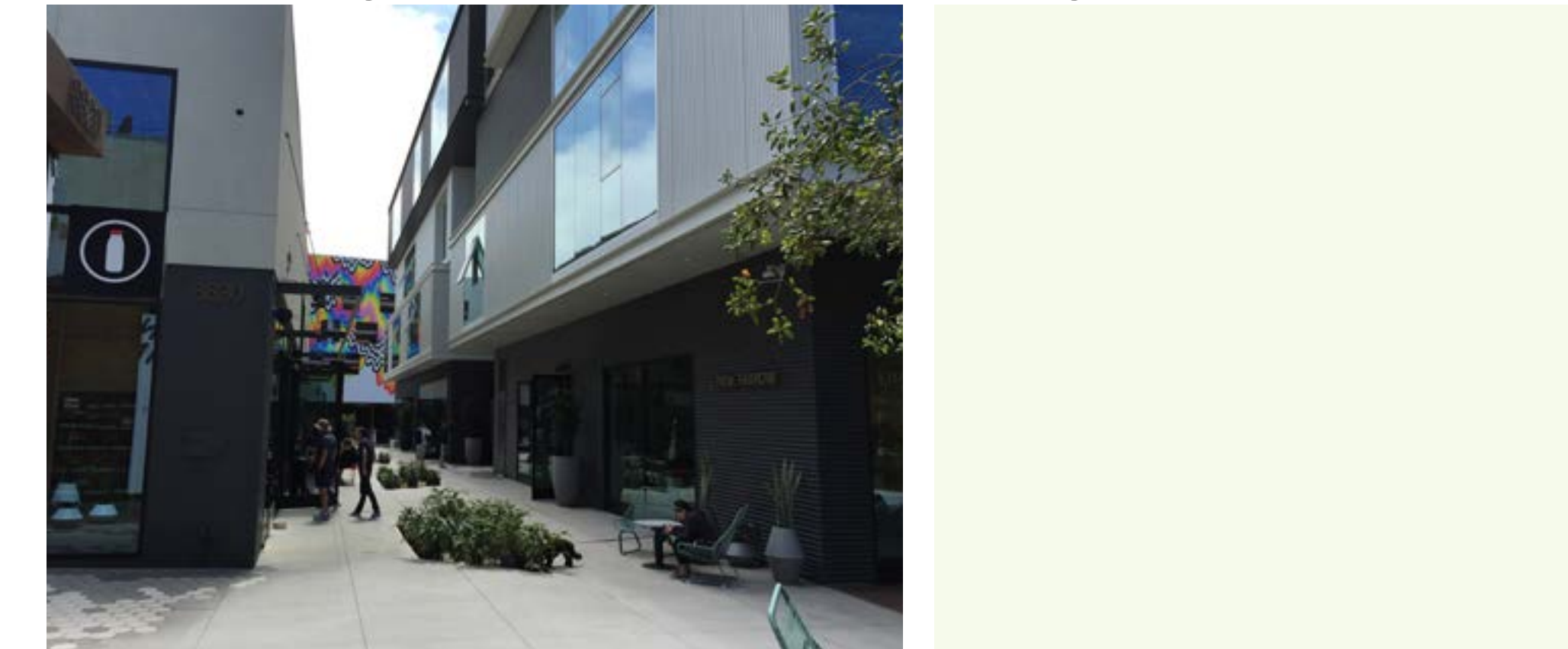
Residential entry and stoop facing the street



Entry nooks set back from the main building facade



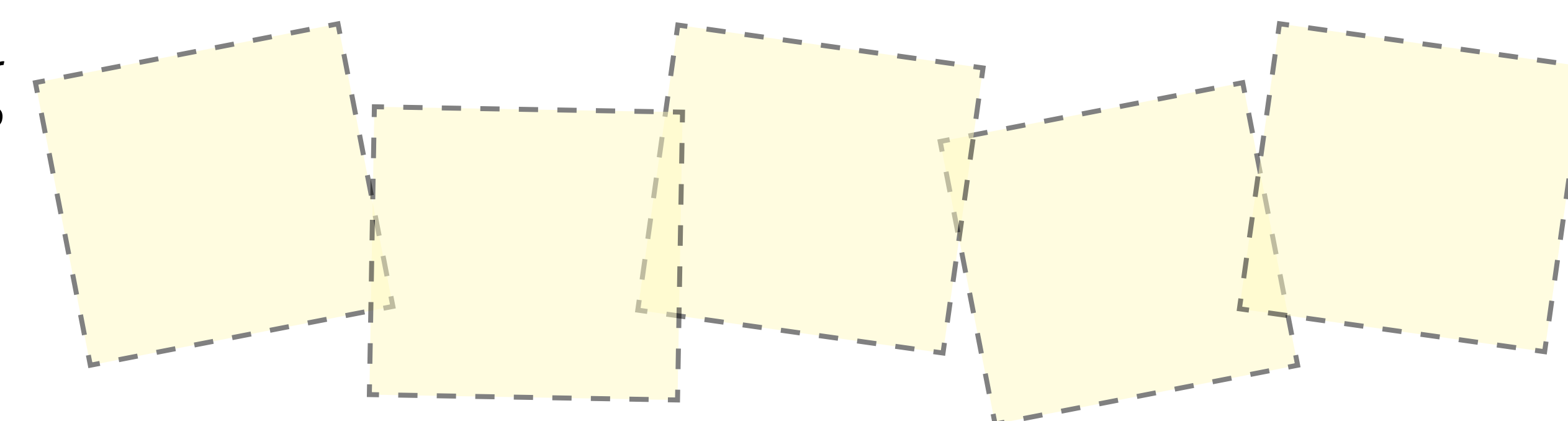
Commercial ground floor shopfronts facing a pedestrian paseo



Expansive storefront windows



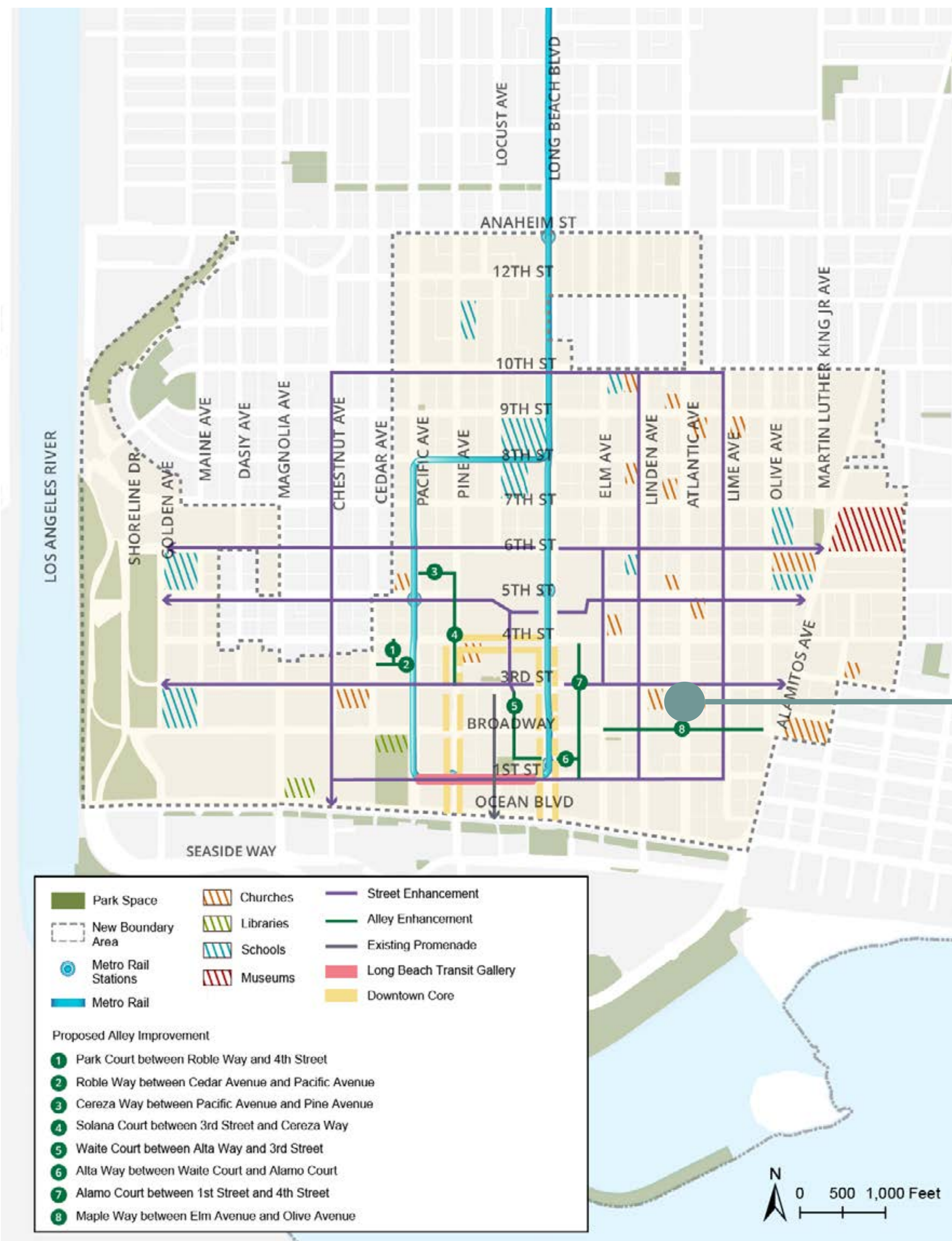
Other Ideas?



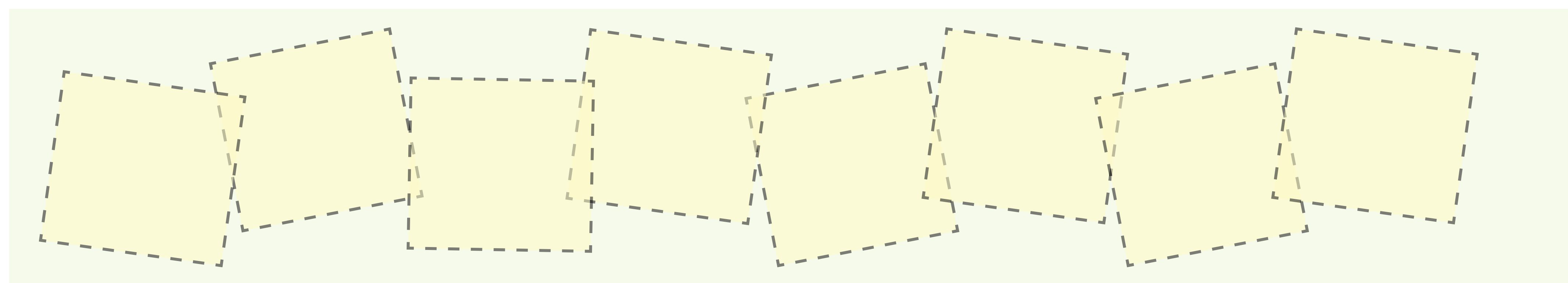


Pedestrian Network

Create a more comprehensive Downtown walking network. Improve the pedestrian experience in Downtown alleyways.



Write in or use yellow sticky notes to indicate your thoughts on the pedestrian network below:



Bicycle Network

Support and expand on planned bicycle projects and identify projects that address gaps in the current bike network.



Bicycle Classification

Class I Bike Path



Class II Bike Lane



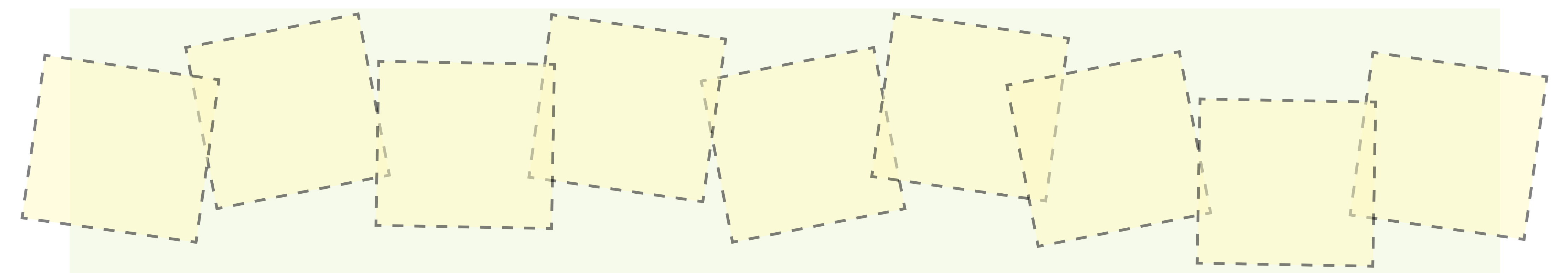
Class III Bike Route



Class IV Protected Bike Lane



Write in or use yellow sticky notes to indicate your thoughts on the bicycle network below:



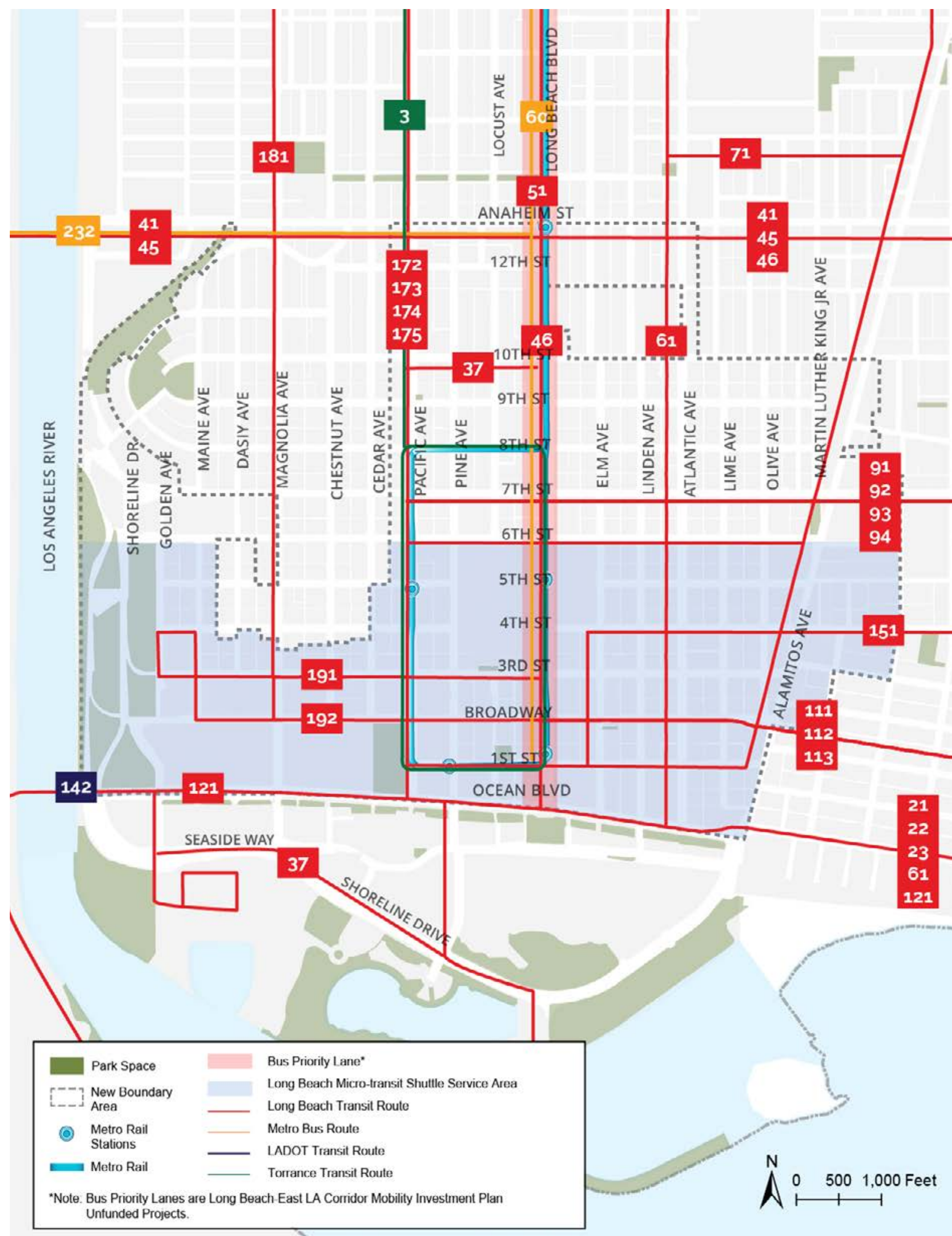
Transit Network and Other Mobility Projects

Use the yellow sticky notes to add your comments and ideas



Transit Network

Improve active transportation access to Metro A Line stations to enhance mobility options.



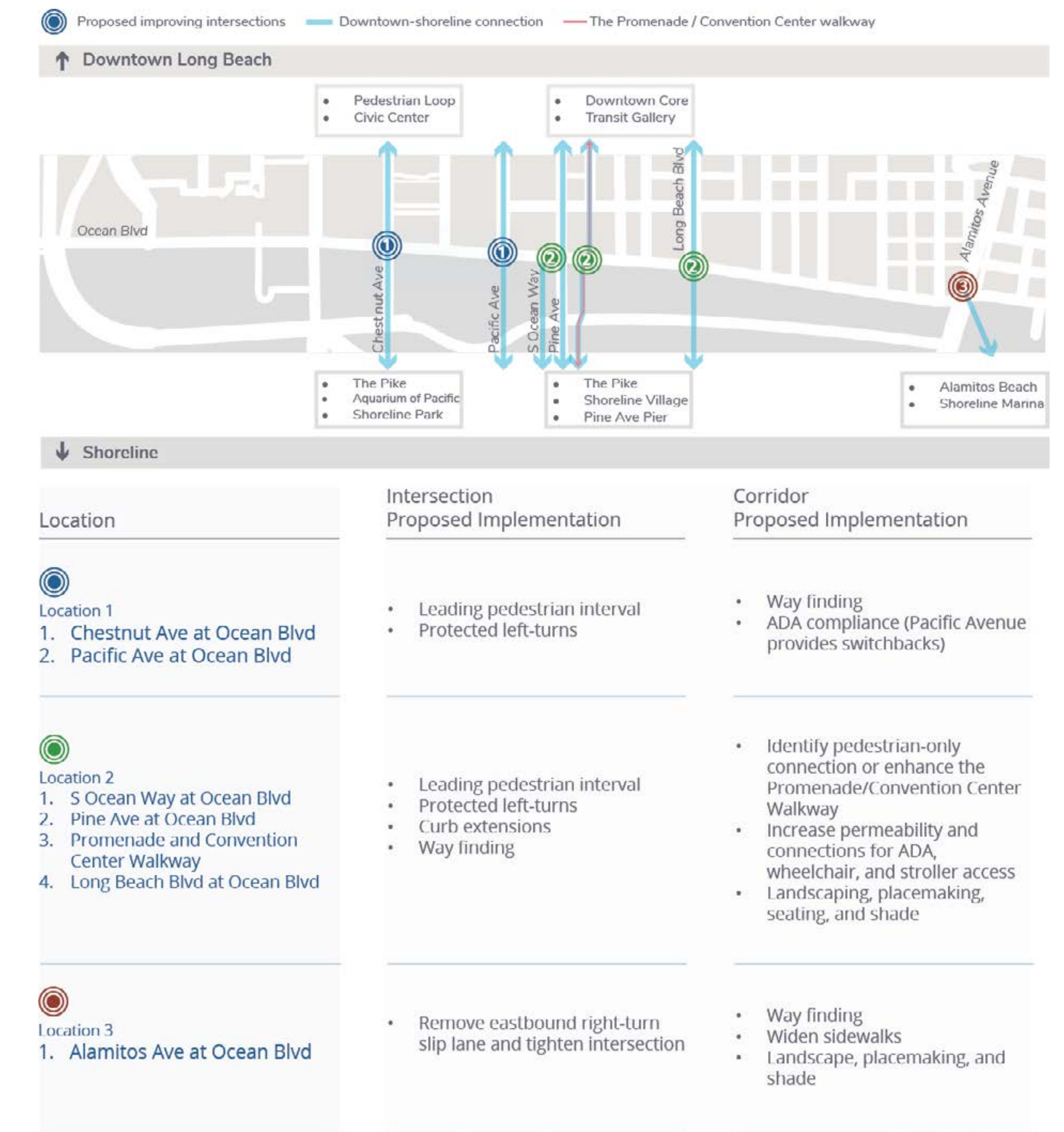
Future Projects

Align Downtown transportation projects with other future plans such as City's Elevate'28 Infrastructure Plan.

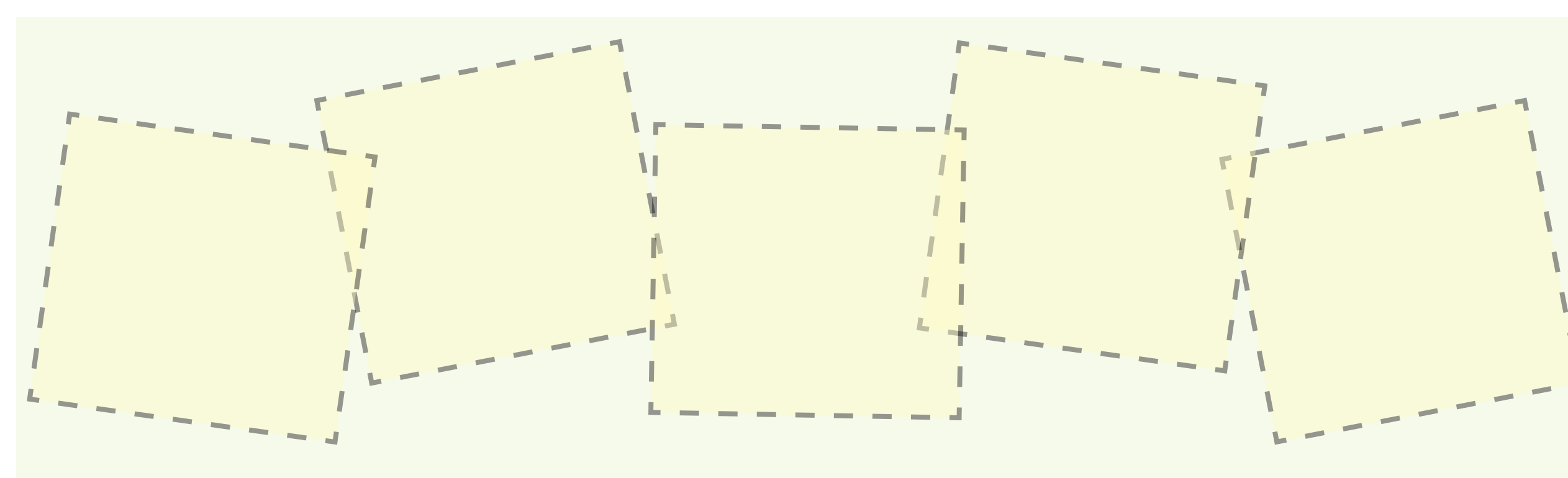


DTLB Shoreline Connection

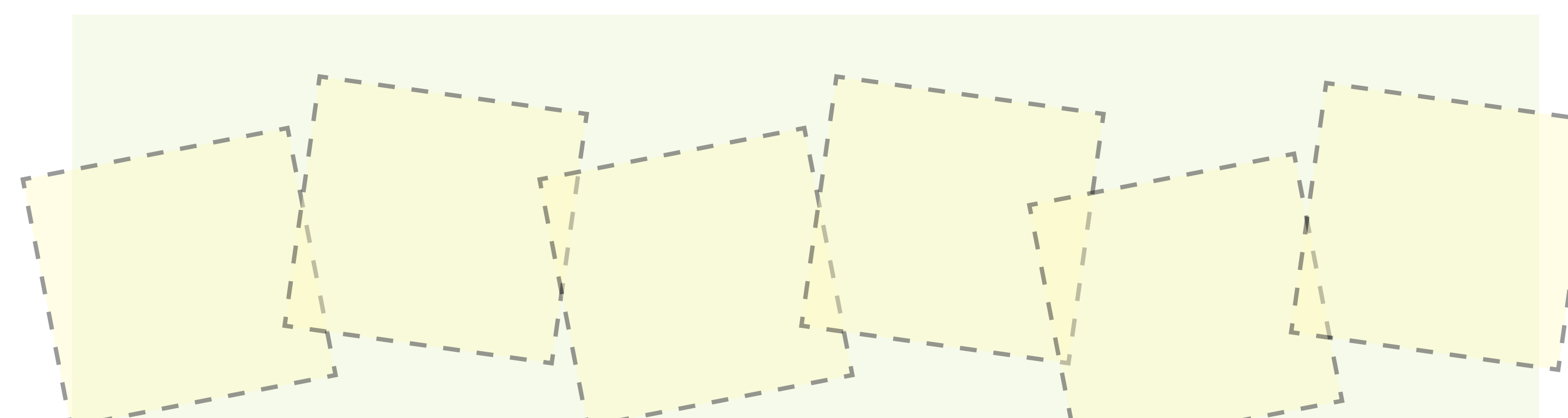
Create a clearer connection between the Downtown core and Shoreline areas.



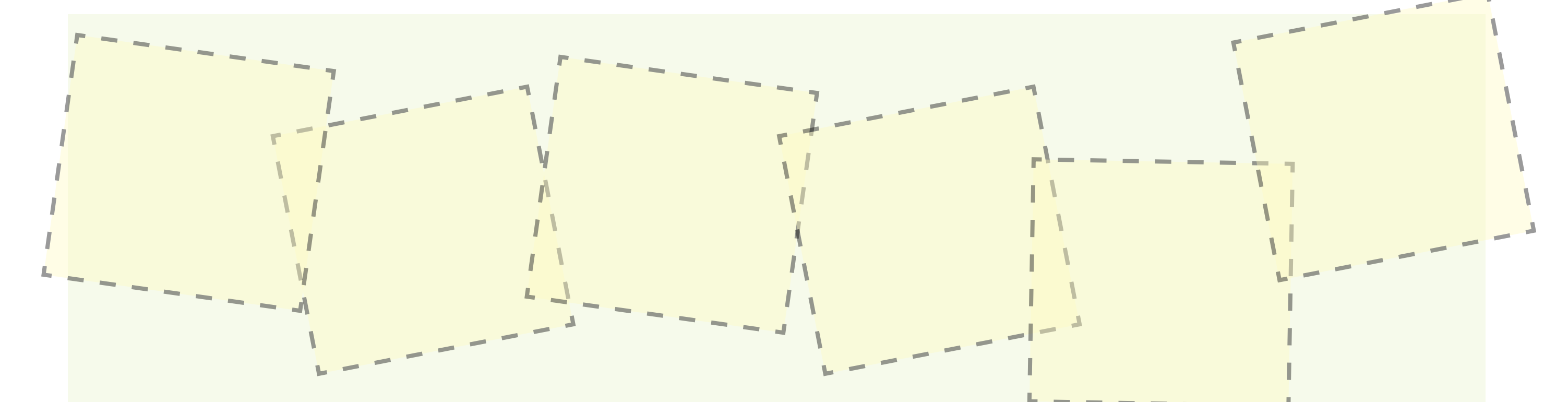
Write in or use yellow sticky notes to indicate your thoughts on the pedestrian network below:



Write in or use yellow sticky notes to indicate your thoughts on future mobility projects below:



Write in or use yellow sticky notes to indicate your thoughts on the connection idea below:



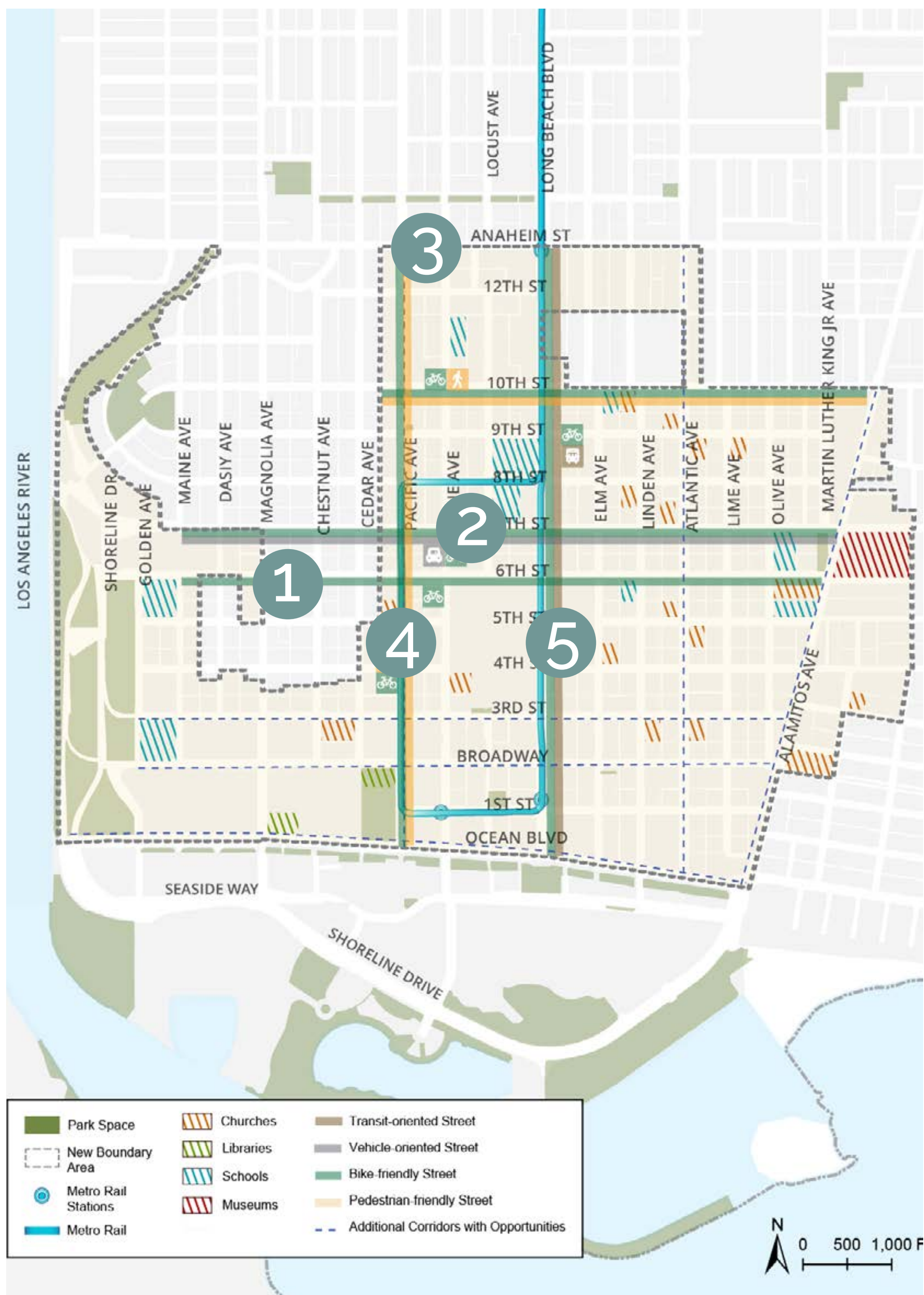
Corridor Options



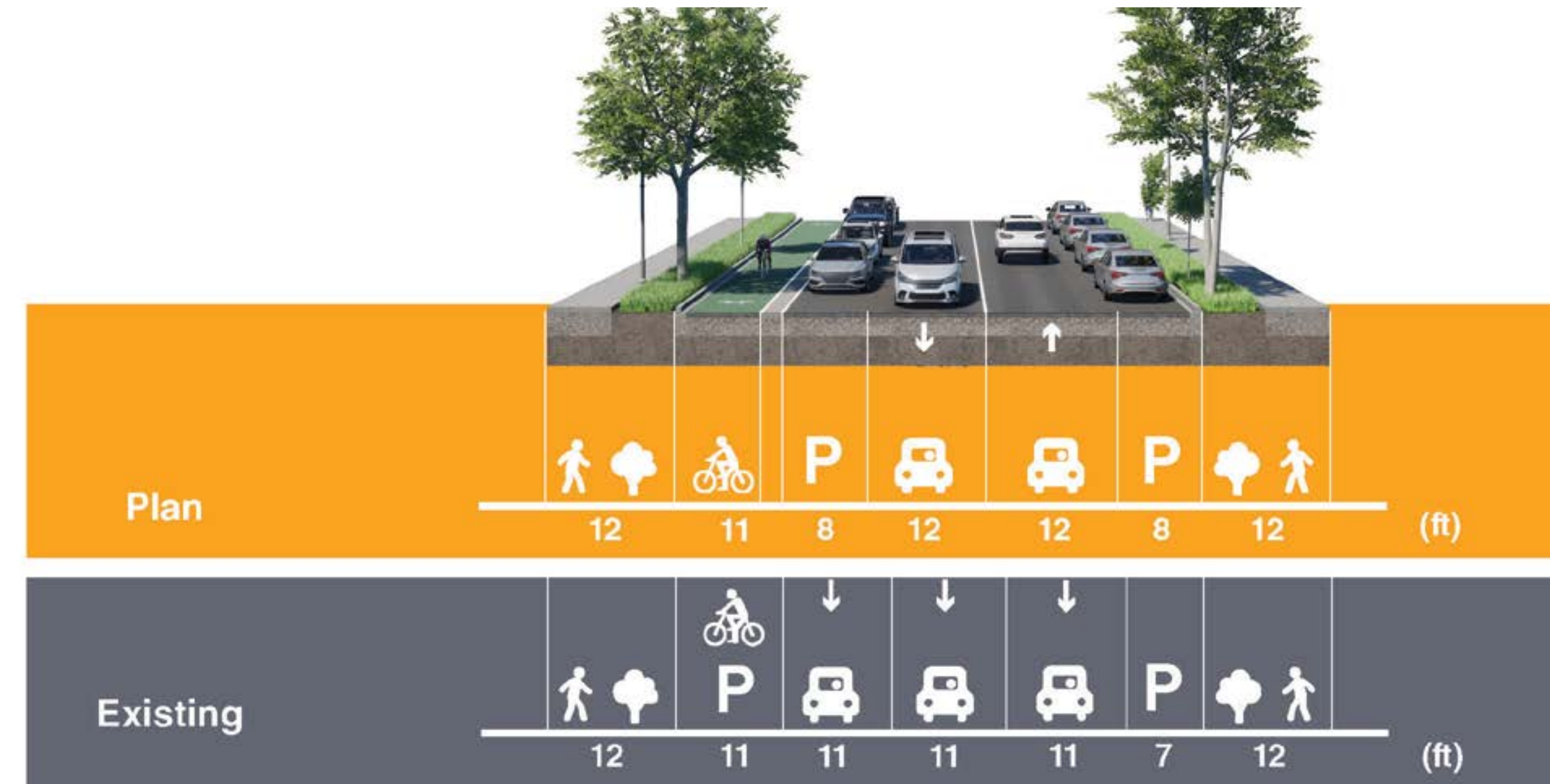
Use the yellow sticky notes to add your comments and ideas

The following corridors have been identified as opportunities for character change to implement mobility strategies:

1. 6th Street
2. 7th Street
3. 10 Street
4. Long Beach Boulevard
5. Pacific Avenue



1 6th Street (from Magnolia Ave to Chestnut Ave)



2 7th Street (from Pine Ave to Locust Ave)



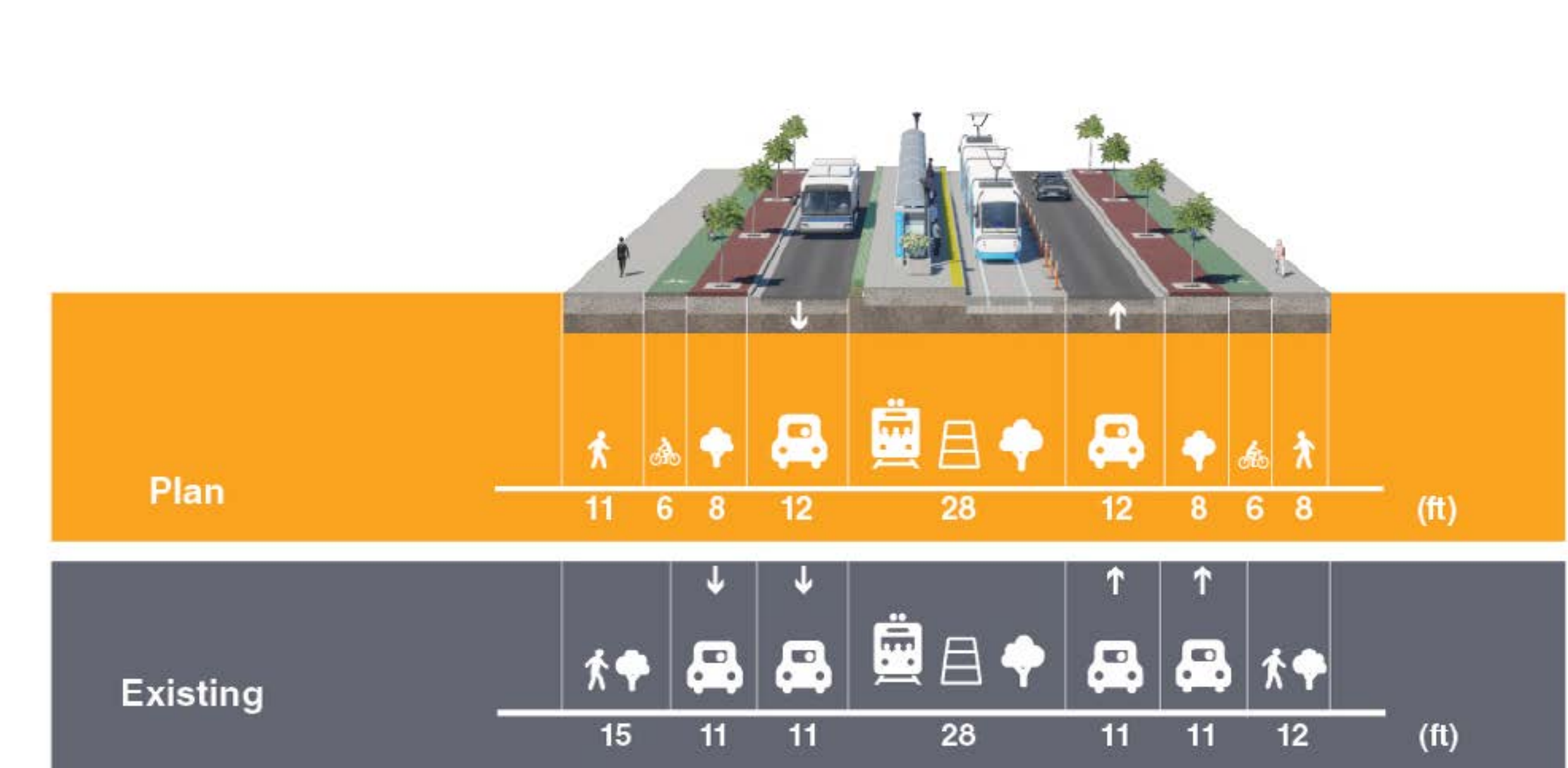
3 10th Street (from Pacific Ave to Pine Ave)



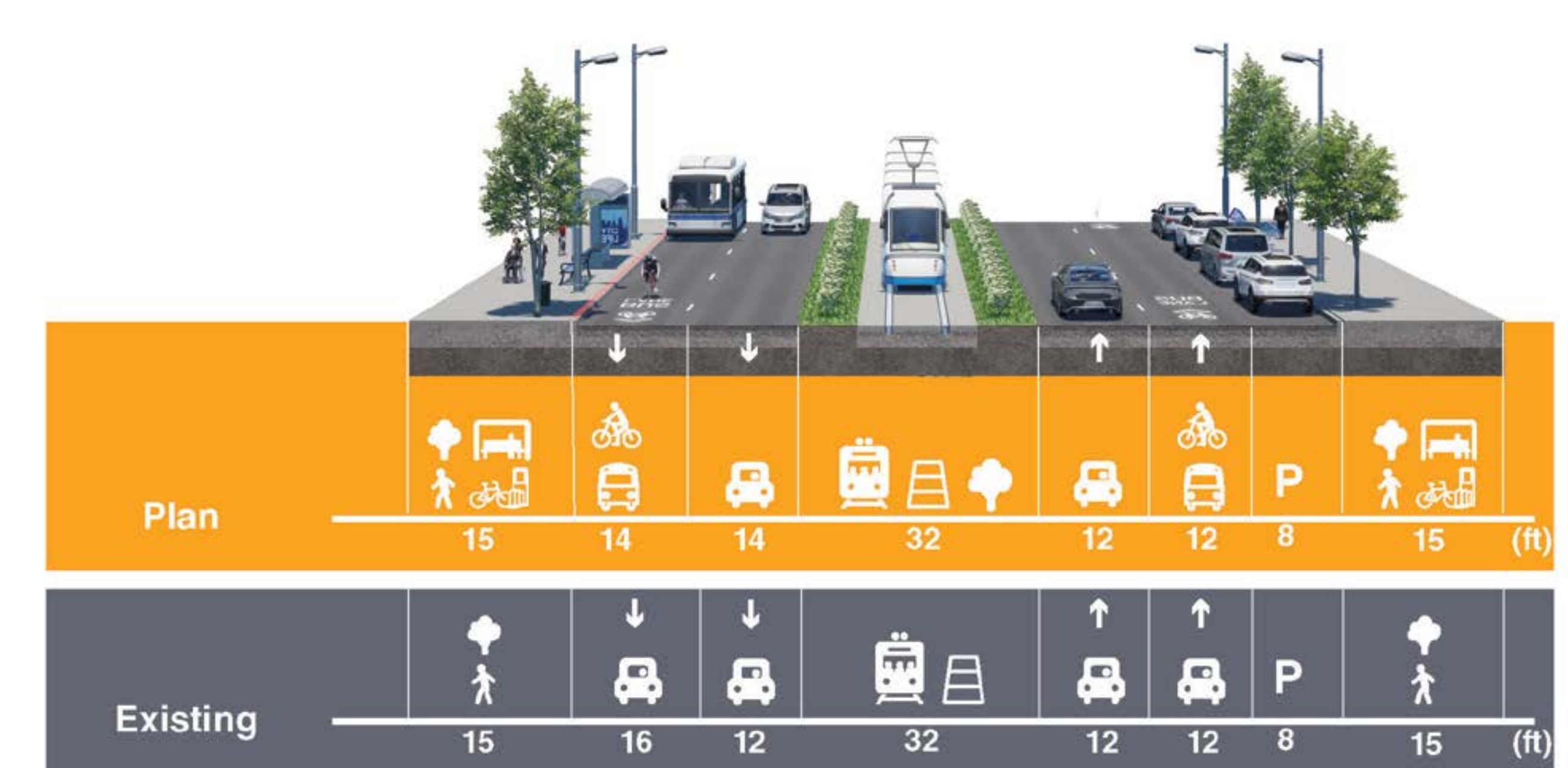
Write in or use yellow sticky notes to indicate your thoughts on the selected corridors below:



4 Pacific Avenue (from 4th St to 5th St)



5 Long Beach Boulevard (from 4th St to 5th St)



Tell us more about your thoughts here:

