

PlaceTypes

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

The Promenade located within the Downtown PlaceType.



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



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

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

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

Founding and Contemporary Neighborhood PlaceType

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

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

- » **Policy UD 19-1:** Encourage new construction, additions, renovations, and infill development to be sensitive to established neighborhood context, historic development patterns, and building form and scale.
- » **Policy UD 19-2:** Ensure that project site design and function minimizes the potential adverse impacts of vehicle access, parking and loading facilities, signage, lighting, trash enclosures, and sound systems.
- » **Policy UD 19-3:** Support new development that is designed to respect the height, massing, and open space characteristics of the existing neighborhood while creating the appearance of single-family units for multifamily buildings to allow for better integration.
- » **Policy UD 19-4:** Promote the uniqueness of each neighborhood through preservation of mature trees, historic structures, fine-grained architectural detail, appropriate building scale, and cultural amenities that are key to the neighborhood's identity and help create a uniform streetscape.
- » **Policy UD 19-5:** Provide shade trees to match the existing species to reinforce neighborhood identity, to add greenscape for texture, shade and overall visual character, and to create a uniform streetscape. Maintain consistent wall and fence treatment along the street edge.
- » **Policy UD 19-6:** Encourage the use of appropriately

sized, landscaped roundabouts in concert with other traffic calming measures to create a pedestrian-friendly, safe environment.

- » **Policy UD 19-7:** Promote opportunities for improved transit connectivity for neighborhoods originally designed around the streetcar.
- » **Policy UD 19-8:** Provide better connections to these neighborhoods by improving bikeways and pedestrian paths, especially along the arterial streets. Capture opportunity for pedestrian paths to improve walkability (e.g., utility easement, vacant parcels).
- » **Policy UD 19-9:** Encourage streets to be repurposed to accommodate slower speeds and better serve pedestrians, cyclists, and local transit where the City Transportation Engineer determines that streets are overdesigned for estimated traffic loads.
- » **Policy UD 19-10:** Preserve and maintain alleys, which provide access to garages in the rear.
- » **Policy UD 19-11:** Ensure access to local serving commercial retail (i.e., dining, coffeehouses) at the periphery to serve residents.



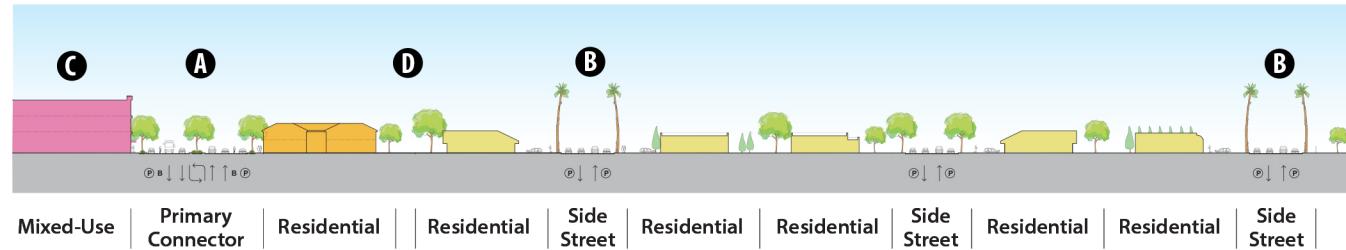
Figure UD-1: Founding and Contemporary Neighborhood Bird's Eye View

A Enhance connections and accessibility.

B Preserve and enhance streetscape.

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

Figure UD-2: Founding and Contemporary Neighborhood Cross Section



Founding and Contemporary Neighborhood PlaceType

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

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

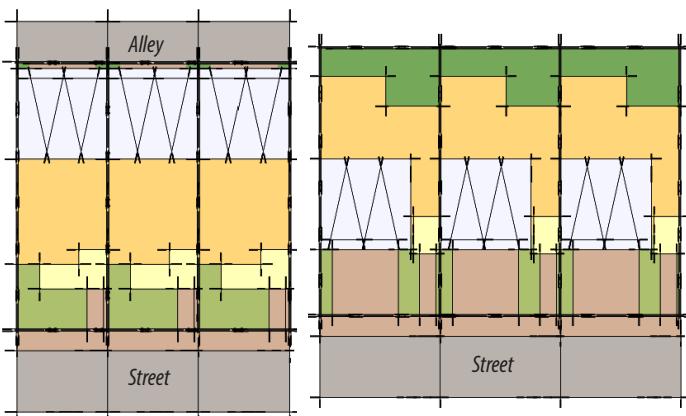
Figure UD-3: Founding and Contemporary Neighborhood Building Types



Traditional Single-Family Lot

Traditional Single-Family

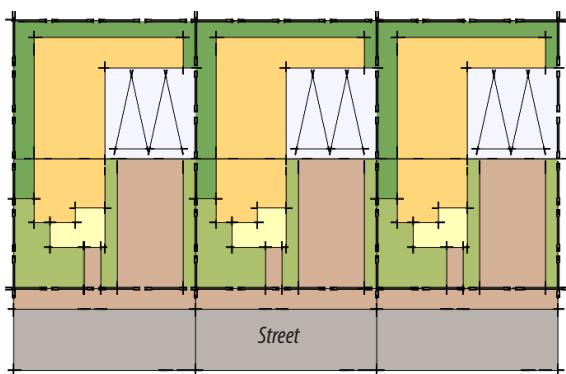
- » Setbacks on all sides
- » Porch facing the street
- » Garage accessed off of street or alley
- » Typically one (1) to two (2) stories in height
- » Rear yard for private open space



Row House

Row House*

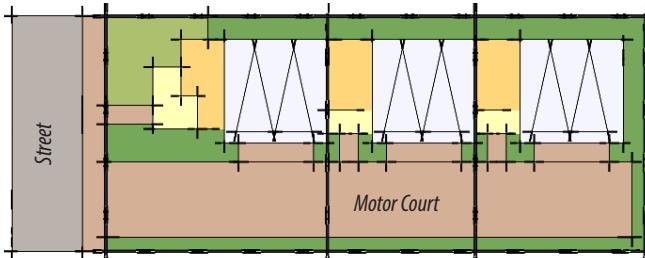
- » Front yard setback, otherwise units attached on sides
- » Porch facing the street
- » Garage accessed off of private drive, street, or alley
- » Typically two (2) to three (3) stories in height.
- » Small rear yard, front patio, or deck for private open space



Zero Lot Line

Zero Lot Line

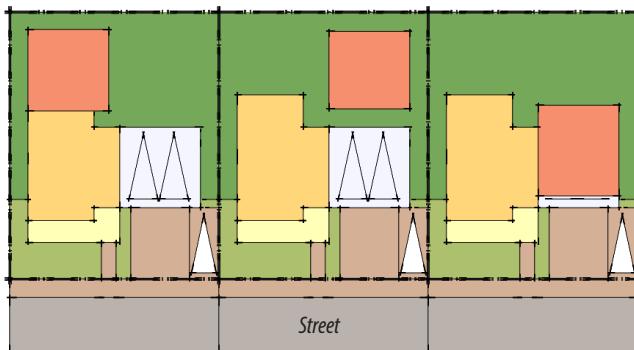
- » Setbacks on three (3) sides, one (1) side built on property line
- » Porch facing the street or motor court
- » Garage accessed off of street or alley in the rear half of lot
- » Typically one (1) to two (2) stories in height
- » Rear or side yard for private open space
- » Smaller lot gives similar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



Small Lot Development

Small Lot Development

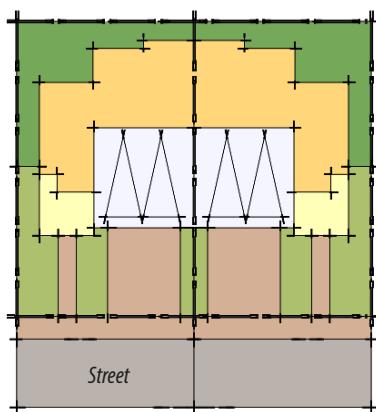
- » Setbacks on all sides, but not internal to original lot
- » Porch facing the street or motor court
- » Garages, surface space, or carports accessed off of motor court on shared driveway
- » Typically two (2) to three (3) stories in height
- » Small side yards or decks for private open space
- » Multiple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



Secondary Dwelling

Secondary Dwelling

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



Duplex

Duplex*

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

Mult-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.



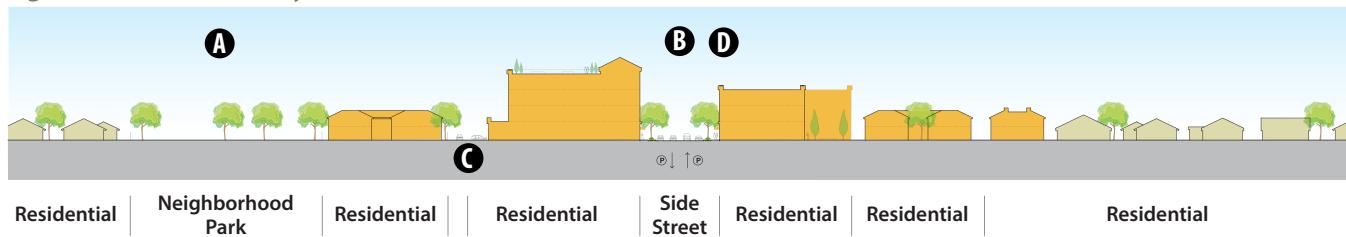
Multi-Family Residential - Low: Three-story townhomes.



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

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

Figure UD-5: Multi-Family Residential Cross Section



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.

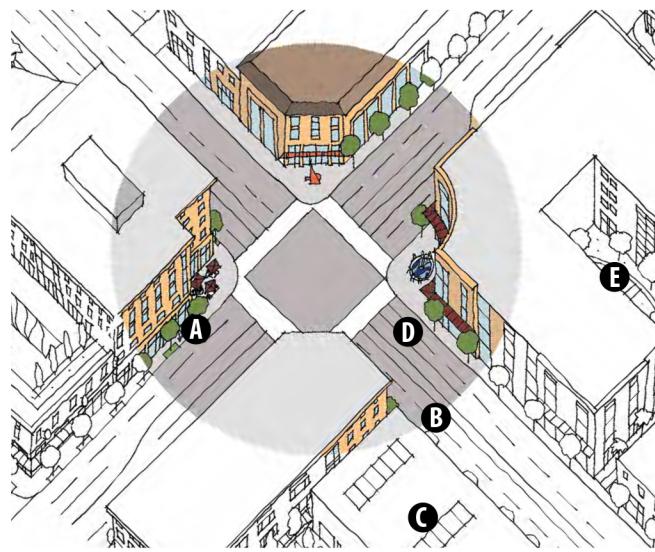
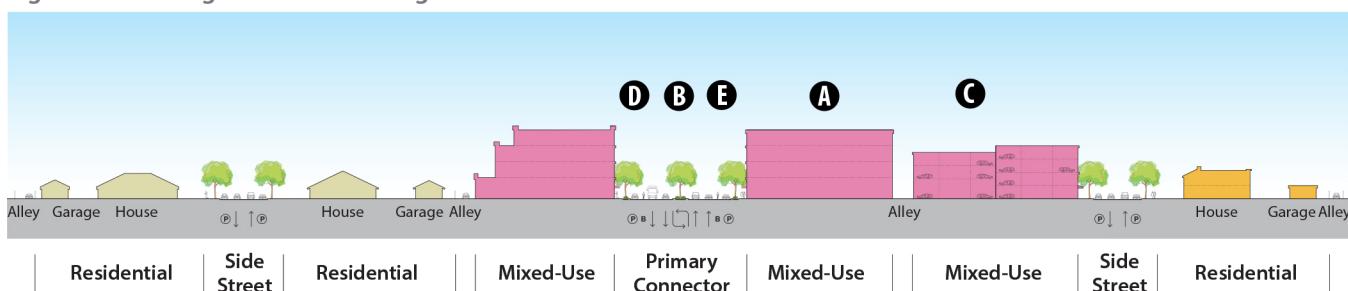


Figure UD-6: Neighborhood-Serving Centers and Corridors Bird's-Eye View

- 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



Transit-Oriented Development - Low and Moderate PlaceTypes

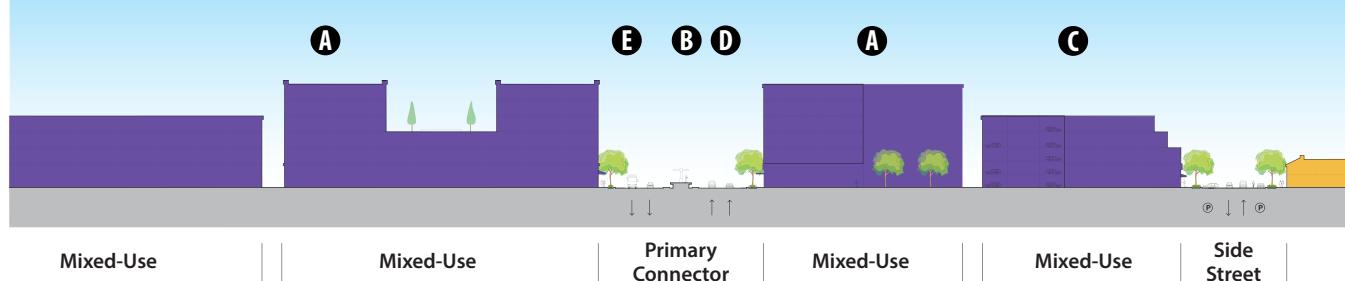
Development Patterns. The Transit-Oriented Development-Low PlaceType encourages multi-family housing at densities that provide a transition from lower-density single-family neighborhoods to the higher-density housing planned for the Metro Blue Line station, as well as existing and future bus, shuttle,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

Figure UD-9: Transit-Oriented Development Cross Section



- » **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.

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.

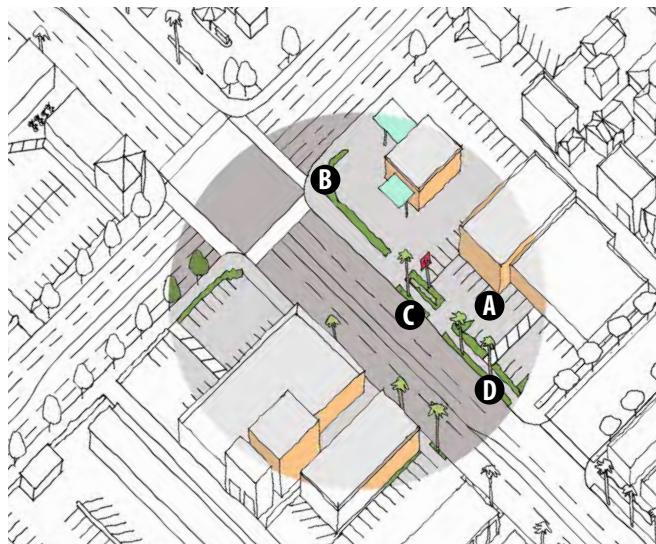


Figure UD-10: Community Commercial Bird's-Eye View

- 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

