



# **UPLAN Study Session**

**September 16, 2021**

**Draft Neighborhood Mobility Enhancement Plan & Zoning Districts**

# UPLAN Overview

## Uptown Planning, Land Use and Neighborhood Strategy

### Overview

UPLAN is a **collaborative** effort between the City & the community to come up with new **transportation strategies** and rules for **housing** and **land use** to improve quality of life, access to jobs, services, and **community resources** in North Long Beach.

### Deliverable

A set of **zoning and mobility recommendations** for the Uptown study area that can be adopted by the City.

### Outcome

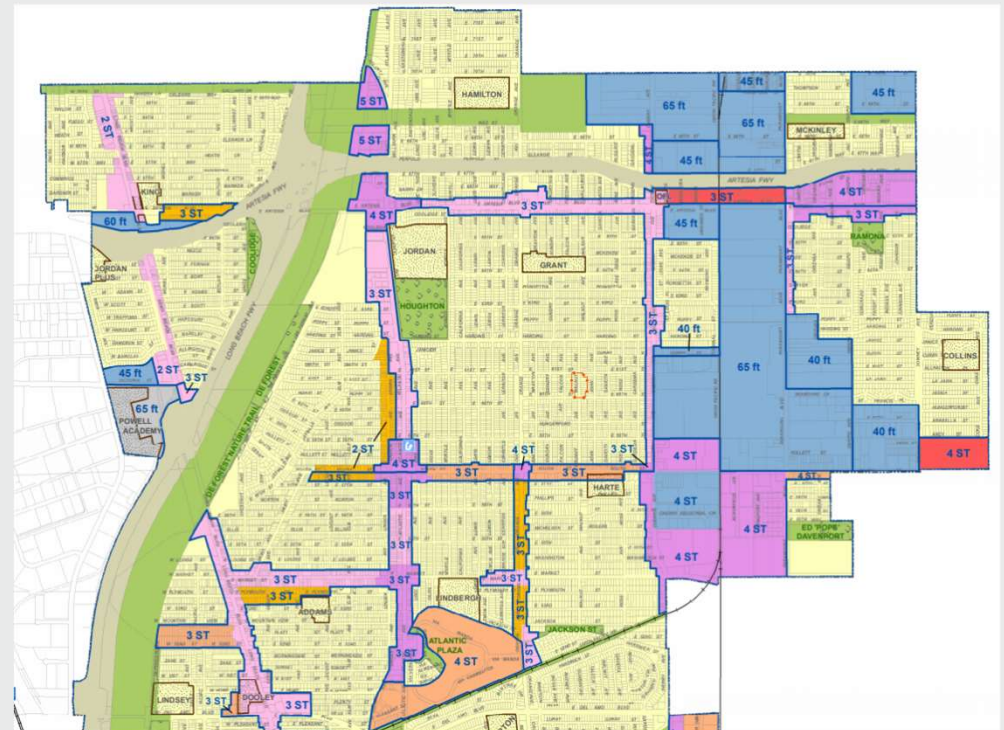
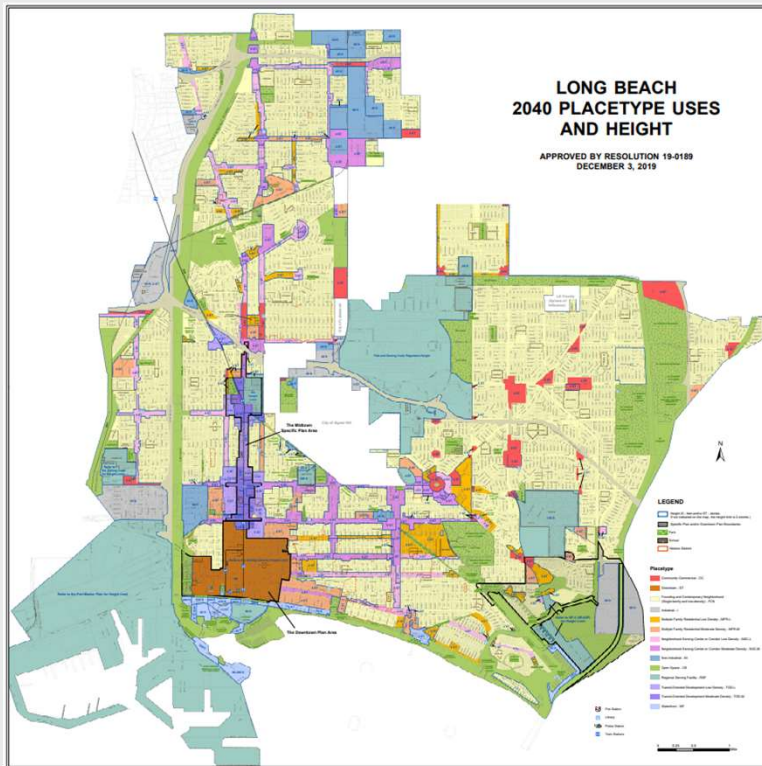
An **evolving, engaged, and equitable** community where existing residents benefit from new investment and changes

# UPLAN Overview

## Where does UPLAN fit in?

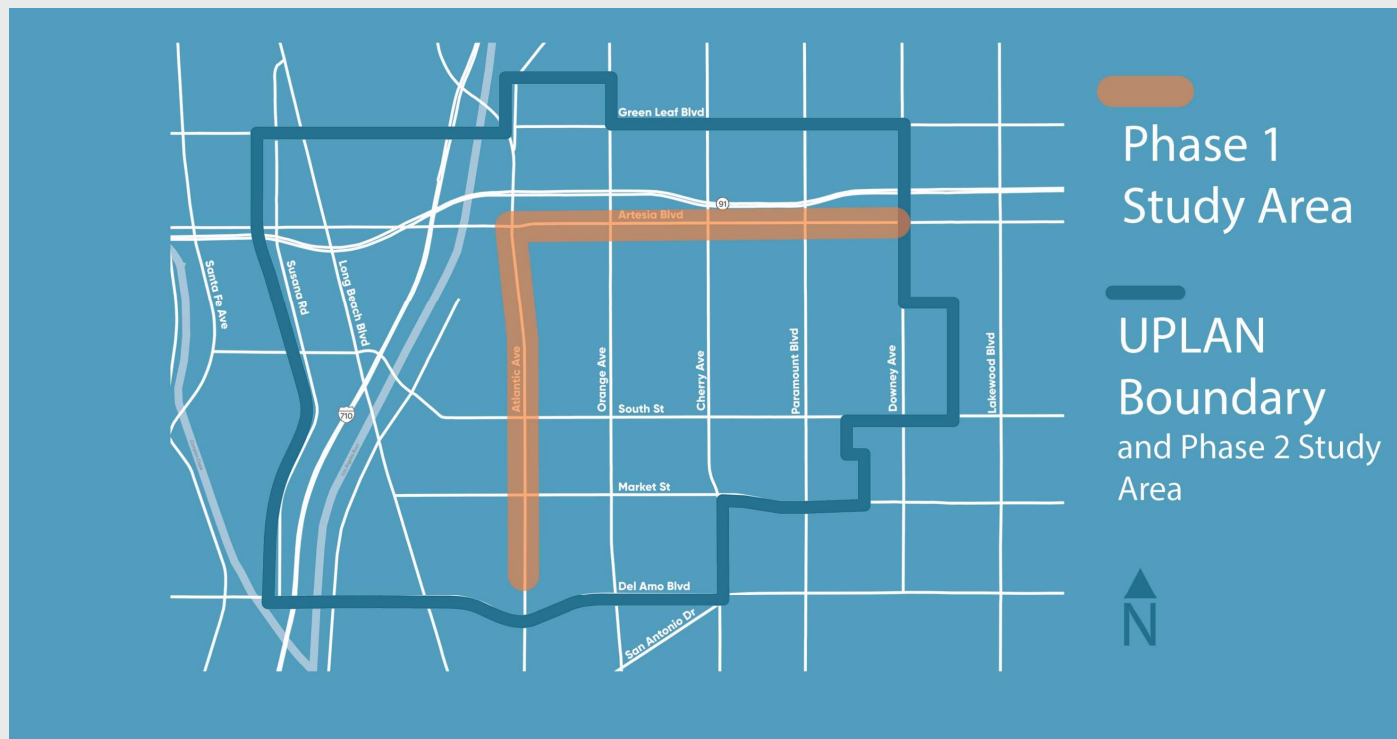
- General Plan Update:
  - Land Use Element Update & Companion Urban Design Element – **ADOPTED!**
    - Climate Action and Adaptation Plan (CAAP) (confirmed by council, CEQA review underway)
    - Uptown Planning Land Use and Neighborhood Strategy (UPLAN)- **Phase 1 adopted!**
  - Housing Element (Update coming to Council November 2021)
  - Noise Element (update coming to Council December 2021)
  - Mobility Element (updated in 2013)
    - Bike Master Plan (appendix adopted in 2017)
    - Pedestrian Plan/CX3 (appendix adopted in 2017)
    - Downtown/TOD Pedestrian Plan (appendix adopted in 2016)

# Reminder: LUE PlaceType Map Guides UPLAN Zoning Rec's



# UPLAN Overview

## UPLAN Study Areas & Boundaries



# UPLAN Overview

## BACKGROUND

### COMMUNITY SNAPSHOT

The NMEP serves a vibrant and diverse community in North Long Beach:



**Diversity:** North Long Beach is made of predominately people of color: 58% of the population is Latino followed by 20% Black or African American and 11% Asian.



**Youth:** Many youth and families live in North Long Beach with over half of the population under 30 years old.



**Immigrants:** North Long Beach has immigrants from all over the world. Over 30% of residents are immigrants, and most come from Mexico.



**Education:** While younger adults in North Long Beach enter higher education at rates similar to Long Beach and Los Angeles County, only 13% of people ages 25 to 34 have a bachelor's degree compared to 33% in the City of Long Beach.

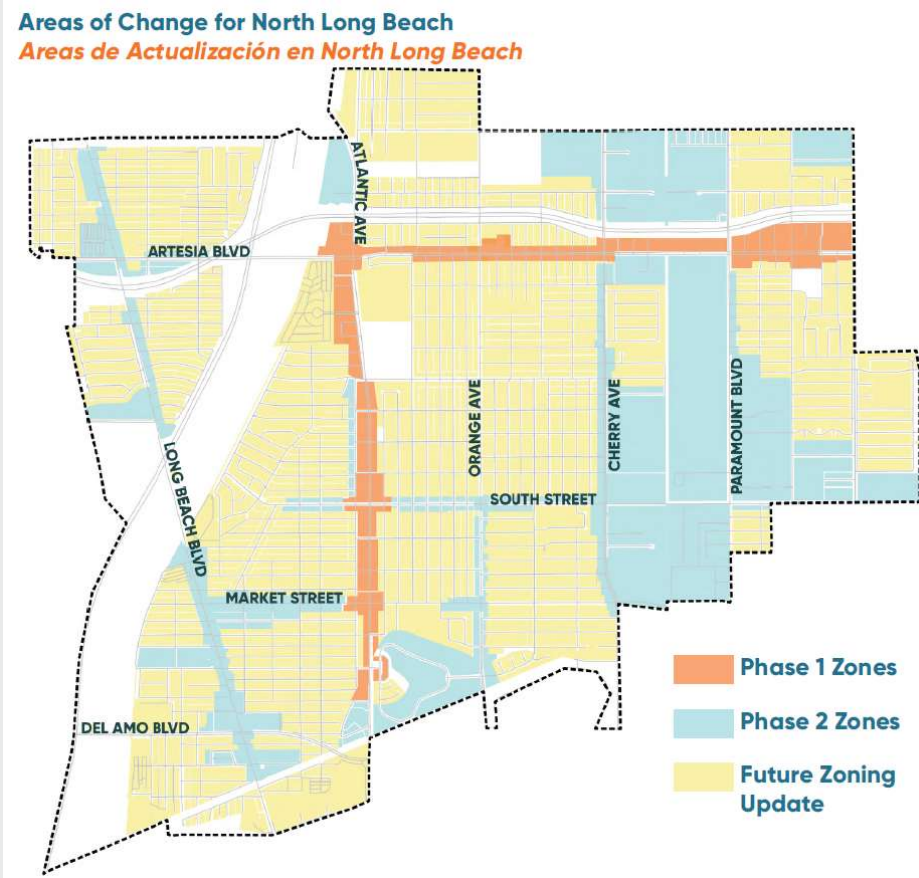


**Employment:** Most North Long Beach residents commute outside of their neighborhood to work, often to other cities.

See page 2 of the [draft Neighborhood Mobility Enhancement Plan \(NMEP\)](#) found on the [UPLAN website](#)

# UPLAN Zoning Code Update Overview

New zoning regulations have been developed for North Long Beach as part of the UPLAN process. The Phase 1 zones (dark orange on the map) were adopted by the City in November 2020 and are now in effect. The Phase 2 zones (blue on the map) are expected to be adopted sometime in 2021. Zoning for the remaining areas in North Long Beach will be updated at a future time.



# Reminder-: Phase 1 Zones Adopted November 2020

## Phase 1 Project Components

### Title 22 Zoning Code

- Established New Long Beach Municipal Code “Title 22” to begin implementing the LUE

### 12 New Zoning Districts in Title 22

- Created 12 Zoning Districts (6 primary, 6 “A-Series” variations) to correspond to three LUE PlaceTypes:
  - Neighborhood Serving Corridor-Moderate (NSC-M), Neighborhood Serving Corridor-Low (NSC-L), and Community Commercial (CC)

### Applied A-Series Zoning Districts to North Long Beach

- Rezone select properties on Atlantic Avenue and Artesia Boulevard in North Long Beach from their existing zoning to the proposed new zoning districts

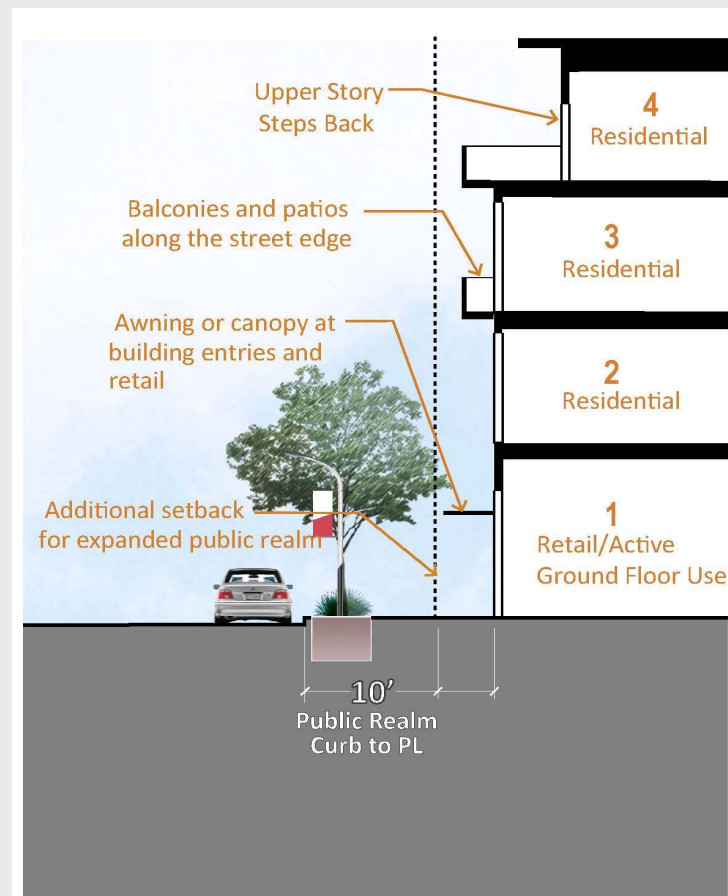
# UPLAN Community Vision Statement

*We envision Uptown as an identifiable and inviting neighborhood, full of pride, with a range of community-serving destinations and hubs — a community that supports its residents and businesses, and creatively celebrates its existing and growing diversity.*



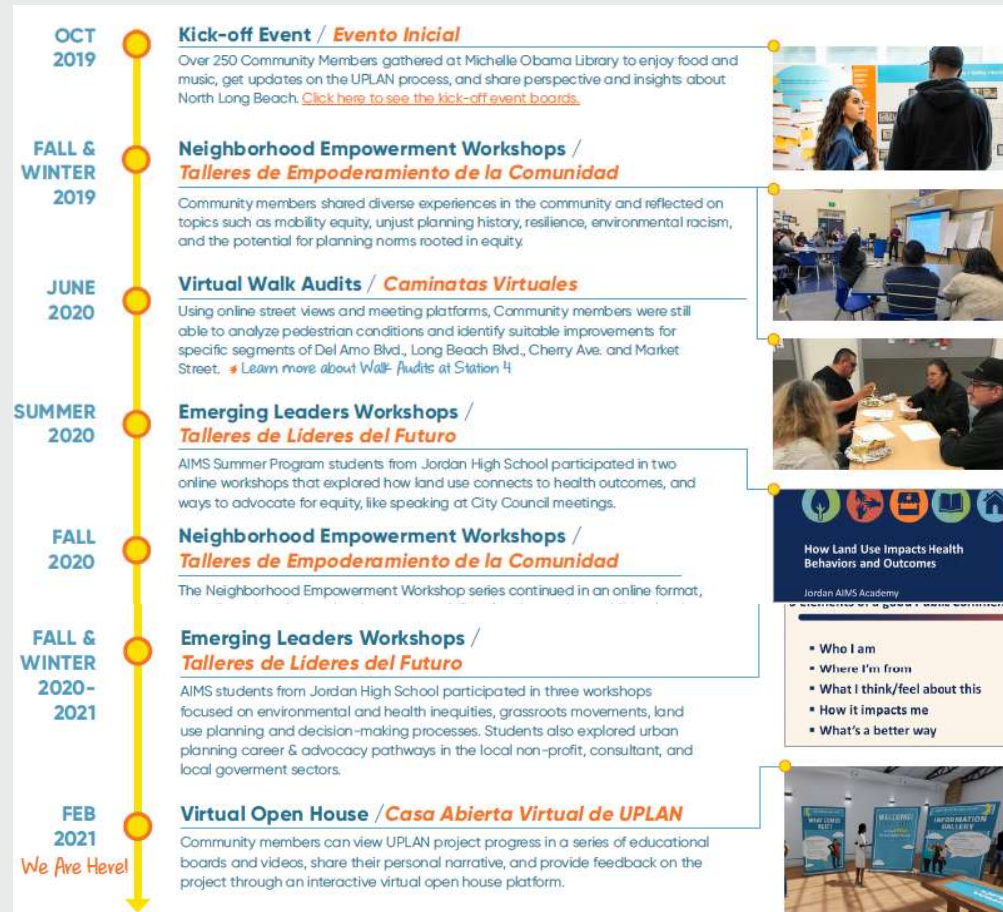
# How Do the Zones Help Implement That Vision?

1. Simplify code with broader use categories
  - Allow for desired & evolving uses
  - Provide greater **flexibility** for new businesses and changes of use (ie flexible change of use parking)
2. Support **desired uses**, such as:
  - Grocery stores
  - Educational, institutional, & non-profit uses
  - Commercial spaces for legacy businesses
3. Expand allowances for mixed-use and residential development
  - Clear design guidelines to expand public realm, to make the area more **walkable** and **inviting**



# Phase 2 Community Engagement Process Overview/Timeline

A series of in-person and online engagement opportunities between Fall 2019 and early 2021 allowed community members to discuss important land use and mobility issues in North Long Beach and inform the planning process.



This and more info found in the UPLAN virtual open house “engagement” station #3 <https://uplanlb.exhibition.app/> or visit the uplan homepage to find the link

# Spotlight: Phase 2 Kickoff Event

## UPLAN Phase 2 Kickoff



# Zoning Districts Phase 1

## NEIGHBORHOOD-SERVING CORRIDORS

### PASILLOS SIRVIENDO A LA COMUNIDAD

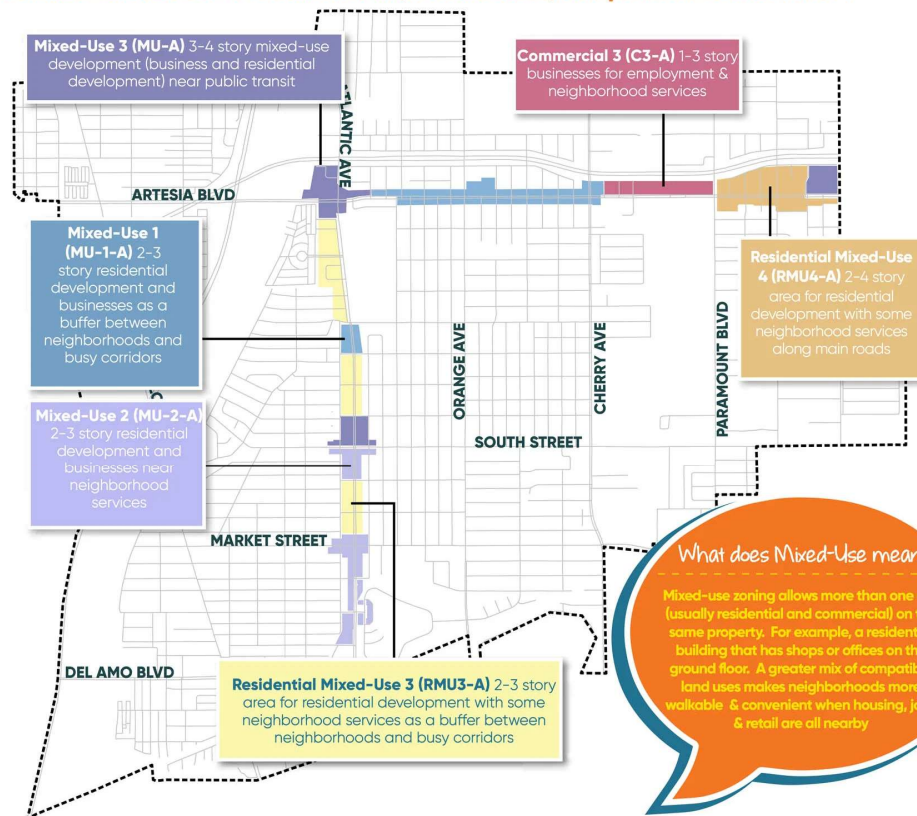
Through Phase 1 of the UPLAN project, 6 new zones were adopted and commercial properties along Atlantic Avenue and Artesia Boulevard were rezoned to encourage a mix of uses the prioritize community-serving commercial and institutional uses along with a range of housing types, as shown on the map.

A través de la 1er fase de UPLAN, 6 nuevas "zonas" fueron adoptadas por la Ciudad y aplicadas a las propiedades sobre Atlantic Ave y Artesia Blvd. Estas zonas apoyan usos 'mixtos' que permiten viviendas multifamiliares y dan prioridad a usos comerciales e institucionales que sirven a la comunidad.

[Click here to view the Phase 1 UPLAN Zoning Code Update](#)



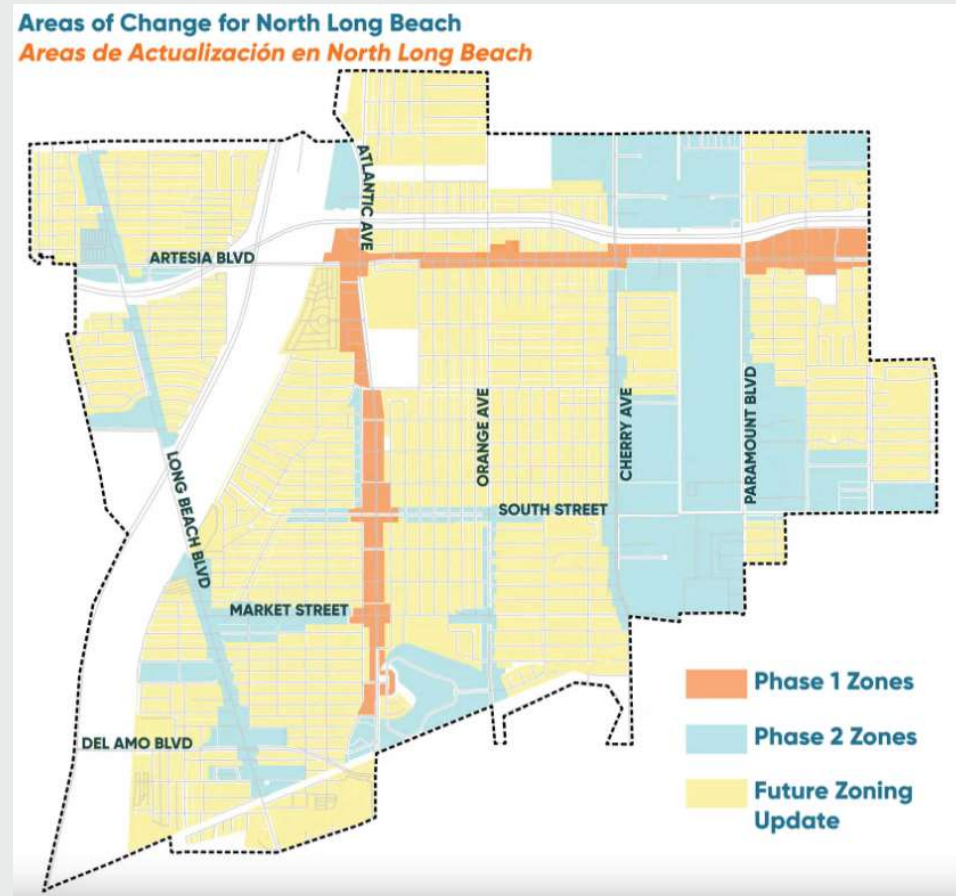
#### Adopted Neighborhood-Serving Corridor (NSC) Zones: UPLAN Phase 1 *Pasillos Sirviendo a la Comunidad (referido NSC) Adoptados: UPLAN Fase 1*



Visit the UPLAN open house "zoning Station" for this and the following slides  
<https://uplanlb.exhibition.app/>

## Zoning Recommendations Phase 2

- Areas in blue on the map proposed for rezoning, primarily along **major corridors and industrial areas**
- New zoning districts implement the General Plan “PlaceTypes” adopted with the Land Use Element (LUE) in 2019
- Zoning district regulations are detailed regulations based on LUE guidelines, **community ideas and priorities**, and technical analysis
- Zoning districts are intended to work in conjunction with other City policies, like transportation plans



# Neighborhood Corridor Zones Expanded in Phase 2

## NEIGHBORHOOD-SERVING CORRIDORS

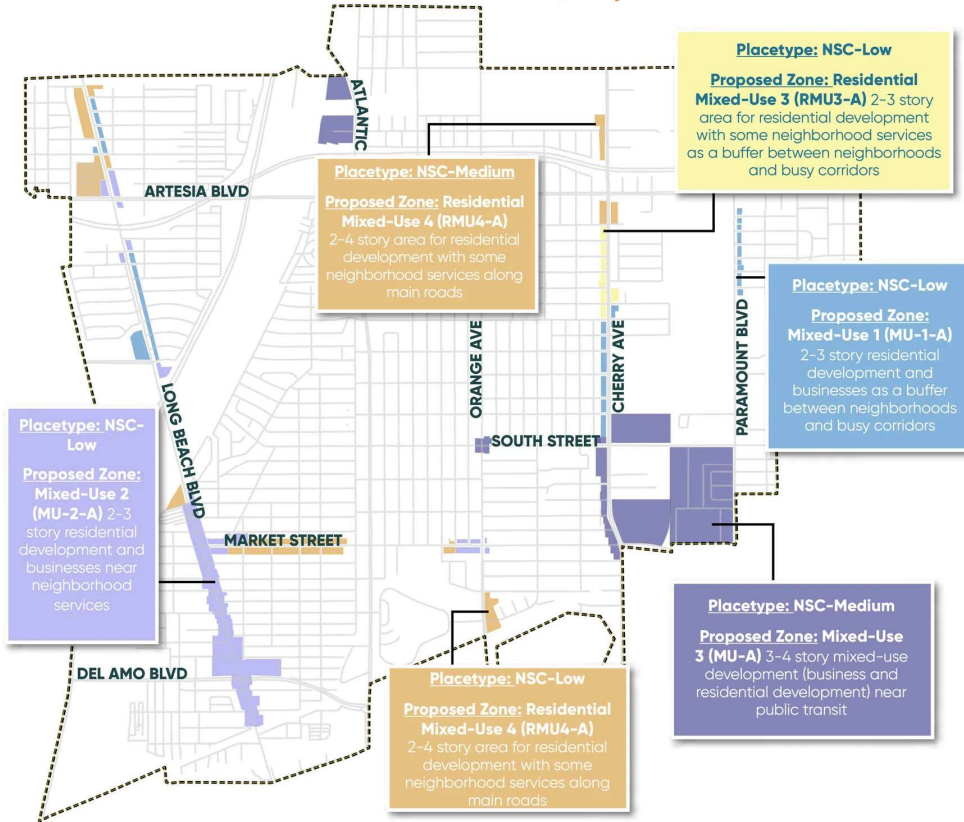
### PASILLOS SIRVIENDO A LA COMUNIDAD

In Phase 2, the zones established and adopted in Phase 1 are being expanded to apply in other areas in North Long Beach to further encourage a mix of uses the prioritize community-serving commercial and institutional uses along with a range of housing types, as shown on the map.

En la 2da fase, las zonas de la 1er fase están siendo expandidas para aplicarlas a otras áreas del North Long Beach para permitir usos mixtos que permiten apartamentos y dan prioridad a espacios comerciales e institucionales que sirvan a la comunidad, como se muestra en el mapa.



#### Proposed Neighborhood-Serving Corridor (NSC) Zones: UPLAN Phase 2 *Pasillos Sirviendo a la Comunidad (referido NSC) Propuestos: UPLAN Fase 2*



# Neighborhood Corridor Zones

Table 1 Development Standards: Phase 1 Adopted Building Placement

		Zones				
		RMU-	RMU-4-A	MU-1-	MU-2-A	MU-3-A

## Minimum Required Public Realm Measured Face of Curb to Building Face

A	Ground Floor Residential	15 ft.				
B	Non-Residential Building Story 1-3	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.
	Stories 4 and above	N/A	5 ft. greater than the average setback of the lower floors	N/A	N/A	5 ft. greater than the average setback of the lower floors
C	Secondary/All Other Street Frontages	10 ft.	8 ft.	8 ft.	10 ft.	10 ft.
D	Balconies	10 ft.	10 ft.	10 ft.	10 ft.	15 ft.
Interior Building Setbacks (Feet) <sup>2</sup>						
E	Alley	12 ft. from centerline of the alley				
Adjacent to existing residential district where not separated by an alley						
F	Stories 1 and 2	15 ft.				
G	Stories 3 and above	20 ft.				
H	All Other Adjacencies	0 ft.				
I	Building to building	0 ft. or 12 ft.				

Table 2: Recommended Development Standard Modifications by Street

		Zones					Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
		RMU-3-A	RMU-4-A	MU-1-A	MU-2-A	MU-3-A	

## Minimum Required Public Realm Measured Face of Curb to Building Face Setbacks (Feet)

Primary Frontage  
See Section B.4.G and B.4.H of this Chapter for standards

### Long Beach Boulevard

A	Ground Floor Residential				20 ft.		
B	Non-Residential Building Story 1-3				15 ft.		

### South Street (south of Market only)

A	Ground Floor Residential					20 ft.	
B	Non-Residential Building Story 1-3					15 ft.	

### Atlantic Avenue (north of freeway)

A	Ground Floor Residential					20 ft.	
B	Non-Residential Building Story 1-3					15 ft.	

# Multi-Family & Neo-Industrial Zones

## MULTI-FAMILY RESIDENTIAL & NEO-INDUSTRIAL

### MULTIFAMILIAR RESIDENCIAL & NEO-INDUSTRIAL

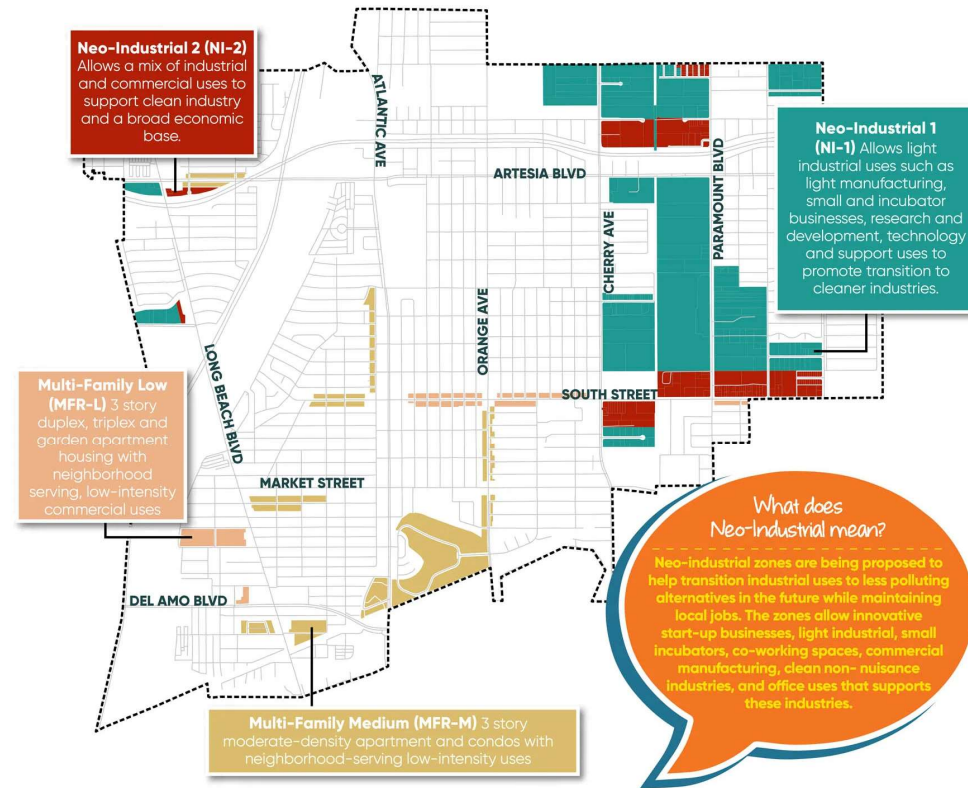
Through Phase 2 additional new regulations are being established for Multi-Family Residential and Neo-Industrial zones to implement the **General Plan Placetypes**. Two types of Multi-Family zones, a low and medium category, are recommended. Similarly, two Neo-Industrial zones are recommended for North Long Beach. Learn more on the right.

*En la 2da fase, se están creando estándares adicionales para las zonas Residenciales Multifamiliares (MFR) y Neo-Industriales (NI) para implementar los distritos del Plan General. Hay dos tipos de zonas MFR, una de baja y otra de media densidad. Similarmente, hay dos zonas NI para North Long Beach. Aprenda más a la derecha.*



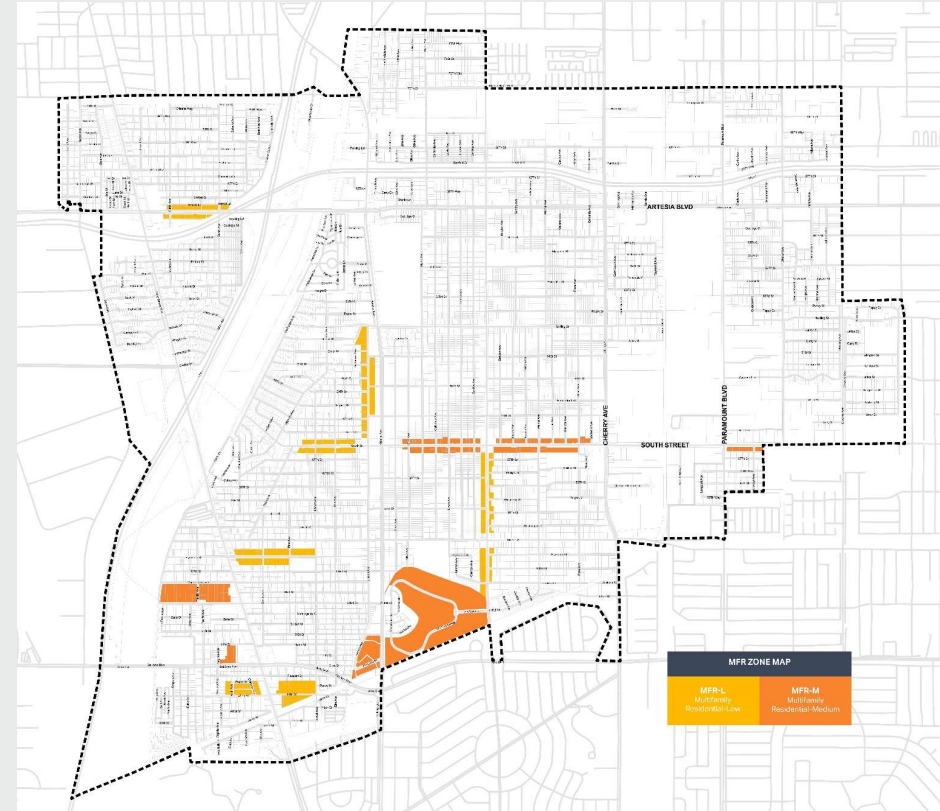
### Multi-Family Residential & Neo-Industrial Zones: UPLAN Phase 2

#### Multi-Family Residential & Neo-Industrial Zones: UPLAN Fase 2



# Multi-Family Zones

1. The Multi-Family Residential (MFR) Placetypes will be implemented through two zoning districts:
  - MFR – Low (MFR-L) Zone – Maximum density of 29 du/ac.
  - MFR – Moderate (MFR-M) Zone – Maximum density of 62 du/ac.
2. Flexible residential development Standards
  - FAR limits for non-residential building area
  - Density regulated by lot area per unit
  - Limited commercial uses to support complete neighborhoods



# Multi-Family Zones

## MULTI-FAMILY RESIDENTIAL ZONES

## ZONAS MULTIFAMILIAR RESIDENCIALES

Updates to regulations for Multi-Family zones in North Long Beach are being proposed through the UPLAN process. Two types of Multi-Family zones, a low and medium category, is recommended.

Actualizaciones a los reglamentos de zonas Multifamiliares en North Long Beach están siendo propuestas a través del proceso de UPLAN. Dos tipos de zonas Multifamiliares, una categoría de baja y otra mediana, son recomendadas.



### Multi-Family Residential Zones *Zonas Multifamiliar Residenciales*

#### Purpose & Intent

- To provide highly desirable housing options for a range of lifestyles
- To encourage a wide variety of multi-family housing types and provide new housing to address the housing crisis
- To serve as a buffer between less intense and more intense residential neighborhoods
- To promote well-designed

What are some examples of the types of required development standards required in the new zones?

*¿Que son unos ejemplos de los tipos de estándares de desarrollo requeridos en las nuevas zonas?*

Example of a multi-family residential 3-story townhome



Example of a multi-family residential 3-story apartment



Neighborhood amenities within walkable distances (stores, buses, etc.)



2. **Covered and Uncovered Parking Options.** Required parking may be provided as follows as covered or uncovered:
  - a. Covered parking may include parking provided under a carport or in an enclosed garage.
  - b. Uncovered parking may comprise up to 50% of the required parking of a development project. Uncovered parking may include parking such as surface parking.



building such as upper story stepbacks



# Tailored Zoning Tools for Neo-Industrial based on Community Input

## Vision

Address historical environmental justice issues

Expand access to “good” jobs and industries

Improve community safety and stability

## Zoning District Recommendations

- Promote transitions to clean and green industries and away from heavy polluting uses
- Update landscaping standards to mitigate climate and other environmental impacts
- Provide flexibility for new businesses to start up and expand within existing buildings
- Incentivize job-rich industries and green businesses
- Facilitate partnerships for local hiring, creation of green jobs, workforce development and private industries
- Allow for complementary commercial uses to promote street activity and reduce local car trips
- Expand sidewalk and other pedestrian infrastructure through design and development standards

# Neo-Industrial Zones

## NEO-INDUSTRIAL ZONES ZONAS NEO-INDUSTRIALES

Neo-Industrial zones are being proposed to help transition existing industrially zoned areas of North Long Beach uses to less polluting alternatives in the future while maintaining local jobs. Through the UPLAN process, community members shared their insights on how the zones should be developed to best meet community needs.

Las zonas Neo-Industriales están siendo propuestas para ayudar a transicionar las zonas industriales que ya existen en North Long Beach a usos menos contaminantes y a la vez mantener una base de trabajo. A través del proceso UPLAN, los miembros de la comunidad han compartido sus opiniones de cómo mejorar estas zonas para responder a las necesidades de la comunidad.



### Neo-Industrial Zones *Zonas Neo-Industriales*

#### Purpose & Intent

- To allow innovative start-up businesses, light industrial, small incubators, co-working spaces, commercial manufacturing, clean non-nuisance industries, and office uses that supports these industries.
- To support industrial uses by allowing commercial uses like retail stores, eating and drinking establishments
- Update allowed uses to focus on promoting clean industries (existing industries will be allowed to stay until such time as a new business comes in)

What are some examples of the types of required development standards required in the new zones?

*¿Que son unos ejemplos de los tipos de estándares de desarrollo requeridos en las nuevas zonas?*

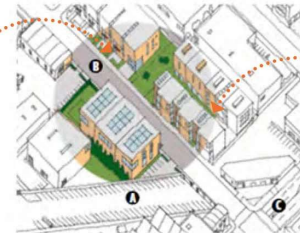
Example of an innovative start-up business and creative design office



Example of co-working space with light industrial



Increased requirements for landscaping to make it more pleasant for walking



Adjusted setbacks & separations between other uses to promote better neighbors

Restaurants and cafes allowed with some industrial uses

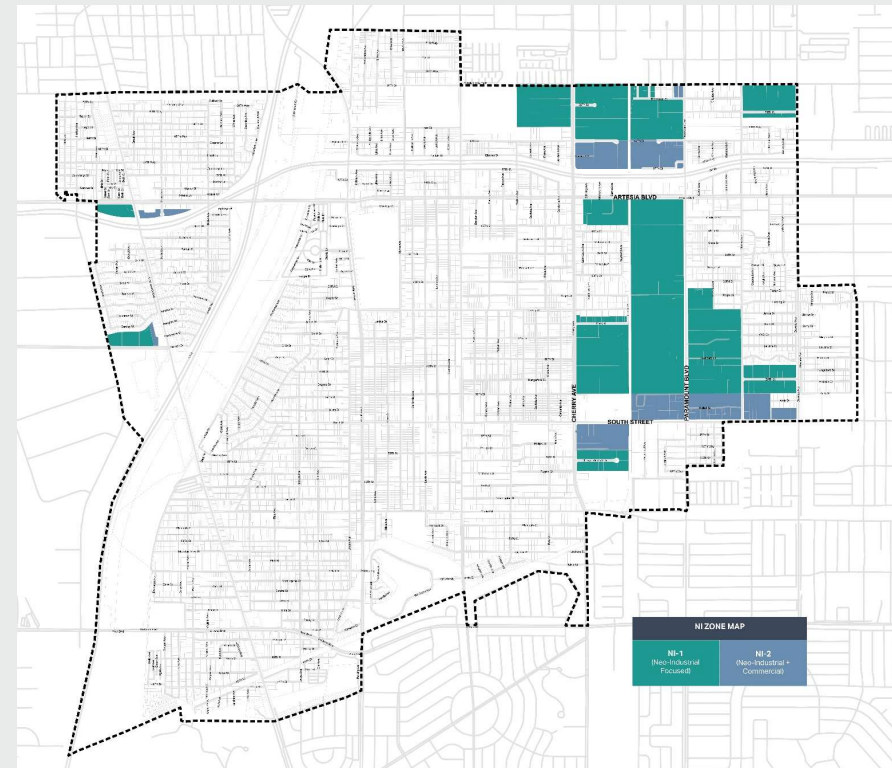


Adaptive re-use of existing buildings for new uses encouraged



# Spotlight on Neo-Industrial Zones

1. The Neo-Industrial (NI) Placetype will be implemented through two zoning districts:
  - NI-1 – light Industrial focus
  - NI-2 – light industrial that also allows commercial uses
2. “Clean industry” transition:
  - Innovative/start-up spaces
  - Landscaping/streetscape requirements for EJ
  - Commercial uses to support job centers
3. Generate “good” local jobs
  - Special incentives, definitions, and provisions for green jobs, community benefits, and CAAP measures

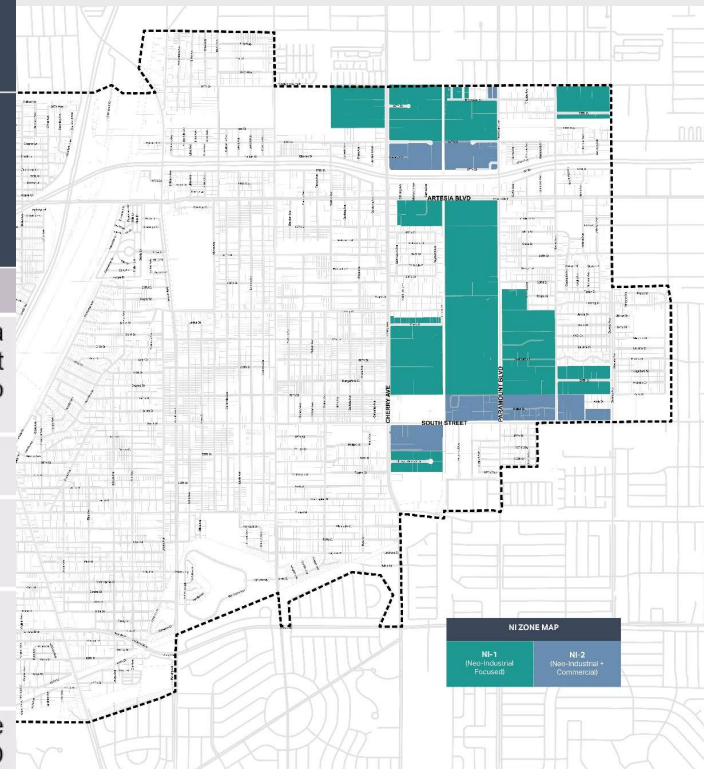


# Spotlight on Neo-Industrial Zones

**Table 10 Landscaping Requirements**

\*See City standards in Chapter 21.42

	Requirements ( <u>Underlined</u> areas indicate a change from existing requirements)		Notes and Exceptions  Code section numbers reference the Long Beach Municipal Code
	NI-1 (Neo-Industrial Focused)	NI-2 (Industrial + Commercial)	
On-Site Street Frontage			
Minimum Landscape Strip	5'	7'	Within the required setback area along all street frontages, except at driveways; minimum landscape strip not inclusive of required curbs
Minimum Tree Count	1 tree	1 tree	for every 15' of street frontage
Additional tree requirements for site with frontage larger than 100 feet	1 tree	1 tree	for every additional 100 feet of Property Line street frontage
Minimum box size	1 tree	1 tree	Minimum 36-inch box size and height of 10 feet at maturity; substitutions allowed pursuant to 21.42.040, LBMC
<u>Minimum Yard Landscape Coverage (New)</u>	<u>80%</u>	<u>80%</u>	Allows a combination of softscape and hardscape and must meet LID requirements, as applicable. Definitions pursuant to Chapter 21.42, LBMC.



# Spotlight on Neo-Industrial Zones

**Table 2 Permitted Uses**

	Zones		Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses shall be subject to Chapters 21.45 and 21.52, and the following noted standards or regulations.
	NI-1 (Neo-Industrial Focused)	NI-2 (Flexible Designation: Neo-Industrial + Commercial)	
Sales and Service: Retail / Business / Professional / Personal			
≤4,500 sf GFA	N	Y	
>4,500 and ≤9,000 sf GFA	N	Y	
>9,000 sf GFA	N	Y	
Thrift Store, Used Merchandise	N	AP	
Pawn Shop	N	N	
Daycare Center or Pre-School, 15 or More	N	C	As defined in 21.15.730, subject to 21.52.249
Gallery / Experience / Demonstration Space	N	Y	
Equipment Sales, Rental, or Repair	N	Y	Indoor only; outdoor display or sales prohibited
Food Uses			
Grocery and Food Market			
≤4,500 sf GFA	N	Y	
>4,500 and ≤9,000 sf GFA	N	AP	
>9,000 sf GFA	N	C	Drive-through subject to 21.45.130

**Table 2 Permitted Uses**

	Zones		Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses shall be subject to Chapters 21.45 and 21.52, and the following noted standards or regulations.
	NI-1 (Neo-Industrial Focused)	NI-2 (Flexible Designation: Neo-Industrial + Commercial)	
Anaerobic Digestion Facility	AP	C	Refer to Section C Definitions
Green Materials Composting Facility	AP	C	Refer to Section D Special Development Standards
Mixed Organic Composting Facility	AP	C	Refer to Section D Special Development Standards
Chipping, Grinding and Mulching Facility	AP	C	Refer to Section C Definitions
Tire Processing Facility	C	C	
Repair shop (stove, refrigerator, upholstery, lawn mowers, etc.)	Y	Y	Permitted indoor, on the ground floor only. Appliances, upholstery, lawn mowers, etc.
Self-Storage, mini-warehousing (indoor only)	N	N	

# Neighborhood Mobility Enhancement Plan



The [draft Neighborhood Mobility Enhancement Plan \(NMEP\)](#) is found on the UPLAN website

# Neighborhood Mobility Enhancement Plan

## NEIGHBORHOOD MOBILITY ENHANCEMENT PLAN (NMEP) *PLAN DE MEJORAS DE MOVILIDAD DE LA COMUNIDAD*

The NMEP provides goals, objectives and implementation actions for mobility enhancements that reflect the community's shared vision for the future of North Long Beach. The plan, which is currently under development, is informed by a multi-year community outreach and capacity building effort through the UPLAN project.

*el NMEP aporta las metas, objetivos, y medidas de implementación para las mejoras de movilidad y transporte que reflejan la visión de la comunidad para el futuro de North Long Beach. El plan, que sigue desarrollándose, fue informado por eventos comunitarios de varios años además de un esfuerzo colaborativo para crecer la formación y capacidad de la comunidad a través de UPLAN.*









The UPLAN Neighborhood Mobility Enhancement Plan (NMEP) provides direction for mobility enhancements and focuses on making it safer, easier and more pleasant to get around North Long Beach, including for those walking, biking, or taking transit.

This includes connectivity between major corridors, adjacent neighborhoods, infrastructure improvements, local jobs, and access to goods and services in North Long Beach.

The plan emphasizes safe bicycle and pedestrian linkages to schools, open space and public transit, and will help the City set project priorities, apply for grants, and guide public infrastructure investments in North Long Beach.



### Plan Objectives / Objetivos del Plan

-  1. Understand and reflect community mobility needs and priorities
-  2. Identify projects to increase safety, equity, and comfort for people bicycling, walking and rolling in North Long Beach
-  3. Use the City's General Plan as a guide for mobility in North Long Beach
-  4. Focus on major corridors used by the community to reach neighborhoods, jobs, recreation and shopping
-  5. Encourage bicycling, walking and rolling for trips within the neighborhood to connect the community to jobs, recreation and shopping
-  6. Create actions that can be taken today, tomorrow and in the future to help fund and implement the mobility enhancements included in this Neighborhood Mobility Enhancement Plan

Learn more about the findings and process for developing mobility recommendations on the following pages:

Connectivity Study Findings	Project Prioritization Methodology	Prioritized Road Segment Projects	Prioritized Spot Projects
<p>What is the experience of walking, biking, and taking transit in North Long Beach?</p> <p>What improvements would the community like to see?</p>	<p>How were data and community feedback used to prioritize mobility enhancement projects in North Long Beach?</p>	<p>Which road segments are prioritized for proposed improvements to make it safer, more comfortable and/or easier to walk, bike or take transit?</p>	<p>Which intersections are prioritized for proposed improvements to make it safer, more comfortable and/or easier to walk, bike or take transit?</p>

Visit the UPLAN open house “Mobility Plan Station” for this and the following slides  
<https://uplanlb.exhibition.app/>

The draft Neighborhood Mobility Enhancement Plan (NMEP) is found on the UPLAN website

# Mobility Focused Objectives Based on Community Vision

## UPLAN COMMUNITY VISION

To guide the UPLAN project, a shared community vision was established in collaboration with the community:

*"We envision Uptown as an identifiable and inviting neighborhood, full of pride, with a range of community-serving destinations and hubs – a community that supports its residents and businesses, and creatively celebrates its existing and growing diversity."*

In addition to an overall vision, the community also collaborated in developing mobility-focused objectives, which included:

- Make it easier, safer & more pleasant to walk, bike, and take buses or trains to local destinations, for people of all ages & abilities.
- Provide street shade, landscaping, & pedestrian-oriented street lights.
- Showcase the neighborhood's unique artistic, cultural, & historical identity.
- More frequent crossings & slowed traffic through the main commercial corridors.
- Repaired streets with a high-quality design aesthetic.
- Be cognizant of impacts related to residential overcrowding and availability of street parking.

See page 2 of the [draft Neighborhood Mobility Enhancement Plan \(NMEP\)](#) found on the [UPLAN website](#)

# North Long Beach Mobility Snapshot

## MOBILITY RECOMMENDATIONS

Based on mobility existing conditions, traffic collision findings, and community feedback, a list of potential mobility improvements was developed to improve equity, safety, and connectivity in North Long Beach, including:

- Landscaping
- Public art
- Public transit stop amenities
- Bus boarding island
- Bus bulb out
- Road reconfiguration
- Curb extension
- High visibility crosswalk
- Pedestrian refuge island
- Flashing Beacon
- HAWK Beacon
- Advanced yield lines
- Leading pedestrian interval
- No right turn on red
- Pedestrian lighting
- Street amenities
- Protected intersection
- Shared-use path (Class I)
- Bike lane (Class II)
- Buffered bike line (Class II)
- Protected bikeway (Class IV)

See page 5 of the [draft Neighborhood Mobility Enhancement Plan \(NMEP\)](#) for the list of recommendations, and pages 67-70 for photos and brief descriptions of each potential improvement



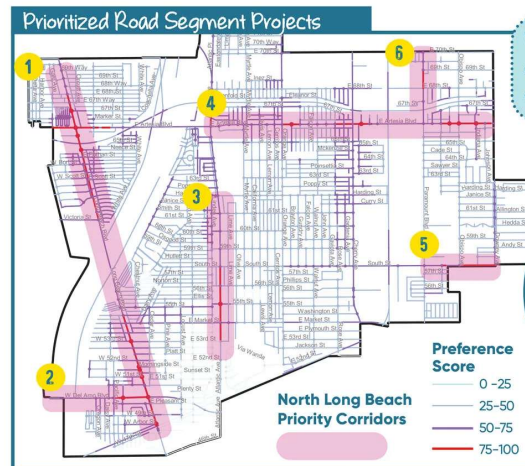
# Neighborhood Mobility Enhancement Plan

## PRIORITIZED ROAD SEGMENT PROJECTS

### PROYECTOS DE SEGMENTOS DE CALLES PRIORIZADAS

Prioritized Road Segment Projects refer to proposed improvements for a stretch of a road to make it safer, more comfortable and/or easier to walk, bike or take transit. This map and list shows the top prioritized road segment projects based on feedback from the UPLAN process and the prioritization criteria described on the previous page. These prioritized projects will be included in the NMEP.

*Proyectos de Segmentos de Calles Priorizadas se refiere a mejoramientos en porciones de calles que pueden modificarse para ser más segura, confortables y más fáciles para caminar, andar en bicicleta o tomar transporte público. Este mapa y lista enseñan los proyectos de más alto nivel de prioridad basado en los comentarios que hemos recibido a través del proceso de UPLAN y del criterio de priorización descrito en la página previa.*



Want to know more about what these projects could look like? Check out pages 6 and 7 at this station for examples of proposed improvements

#### How were Road Segment Projects chosen?

- Results from the Connectivity Study
- Feedback from UPLAN Meetings & Walk Audits
- Project prioritization scores
- Feedback from other City Initiatives

NUMBER	SEGMENT	LIMITS
1	Long Beach Blvd. (from 67th St. to 48th St.)	LA River Overpass Del Amo Blvd. to LA River Overpass Neece Ave. to Artesia Blvd.
2	Del Amo Blvd.	Long Beach Blvd. to A-Line Station
3	Atlantic Ave.	Harding Ave. to 52nd St.
4	Artesia Blvd.	Rose Ave. to RR Tracks Orange Ave. to Downey Ave.
5	South St.	Paramount Blvd. to Downey Ave. De Forest Ave. to Downey Ave.
6	Paramount Blvd.	70th St. to Artesia Blvd.

# Neighborhood Mobility Enhancement Plan

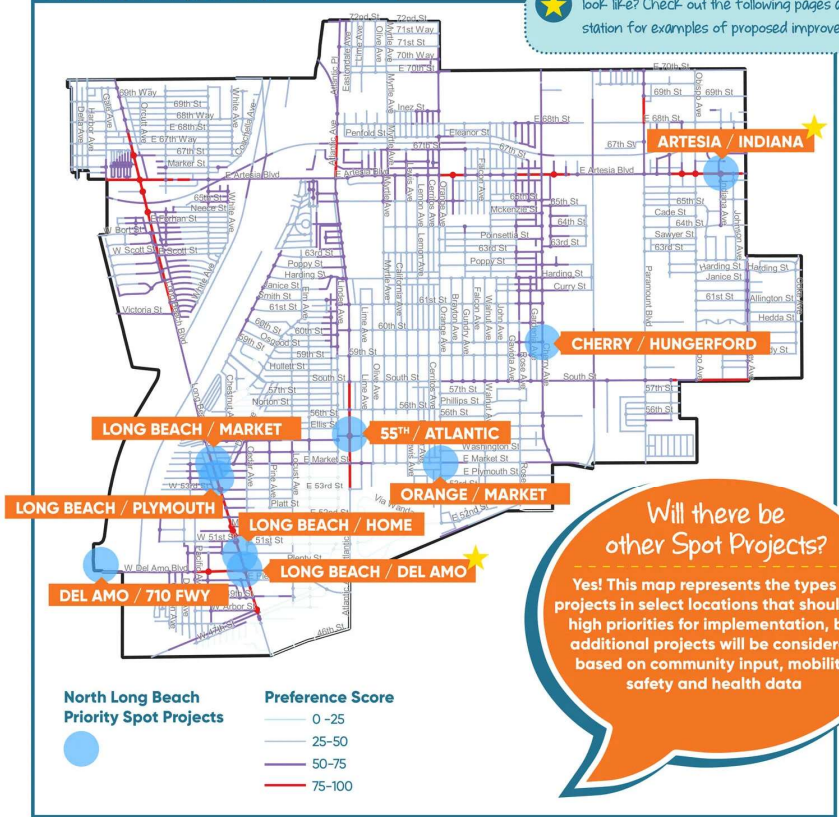
## PRIORITIZED SPOT PROJECTS PROYECTOS DE LUGARES PRIORIZADOS

Prioritized Spot Projects refer to proposed improvements for a specific intersection to make it safer, more comfortable and/or easier to walk, bike or take transit. These prioritized projects will be included in the NMEP. This map and list shows the top prioritized spot projects based on feedback from the UPLAN process and the prioritization criteria described above.

Proyectos de Lugares Priorizados se refiere a mejoramientos para intersecciones específicas que pueden modificarse para ser más seguras, confortables, y fáciles para caminar, andar en bicicleta o tomar transporte público. Estos proyectos priorizados van a ser incluidos en el NMEP. Este mapa y lista enseñan los proyectos de más alto nivel de prioridad basado en los comentarios que hemos recibido a través del proceso de UPLAN y del criterio de priorización descrito arriba.



Priority Spot Projects Map



# Looking Ahead: Adoption Process

## 5 New Zoning Districts in Title 22

- Create 5 Zoning Districts to correspond to four LUE PlaceTypes:
  - Multi-Family Residential-Low (MFR-L), Multi-Family Residential-Moderate (MFR-M), Neo-Industrial (NI1 and NI2), and Community Commercial (CC)

## Apply Zoning Districts to North Long Beach

- Rezone select properties on Long Beach Boulevard, South Street, Market Street, Cherry Avenue, Downey Avenue, Del Amo Boulevard and the industrial core in North Long Beach, as shown on the previous maps

## Adopt the Neighborhood Mobility Enhancement Plan (NMEP)

- Data-driven, equity based recommendations for multi-modal improvements for specific intersections and road segments prioritized by the community
- Document to help prioritize future improvements and grant applications

# Thank You- Questions?

Learn More or Contact Us :

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# UPLAN Limitations - Groundtruthing

- UPLAN ground truthing revealed market forces, development costs and site constraints mean many sites cannot be developed to anticipated densities
  - EDB is designed to help address this and make many sites citywide more viable for multifamily housing development
  - EDB is critical to site inventory HEU and
    - Only 13 within
- “Even on vacant lots the land costs would have to be reduced by **almost 40%** to reach feasibility in the Base Case. Reducing land cost by approximately 20% bring the density bonus scenarios within the realm of feasibility. Alternatively, a **parking reduction of nearly 20%** would bring the density bonus scenarios to a feasible return on cost.”*

Site 2: Neighborhood Residential Lot MFR-L (29 DUAC Max)			
	Base Case	Enhanced DB Base Area	Enhanced DB Transit Corridor
<b>RETURNS</b>			
<b>Net Profit Margin</b>			
Net Value = Net Profit	(\$513,089)	(\$445,334)	(\$445,334)
Gross Revenue	\$2,004,590	\$2,706,590	\$2,706,590
Net Profit / Gross Revenue	-25.60%	-16.45%	-16.45%
<b>SENSITIVITY ANALYSIS</b>			
<b>Land Cost</b>			
Base (/Sq.Ft.)	\$86	\$86	\$86
Cost to reach Return Threshold (\$/Sq.Ft.)	NA <sup>1</sup>	NA <sup>1</sup>	NA <sup>1</sup>
Change	NA <sup>1</sup>	NA <sup>1</sup>	NA <sup>1</sup>
<b>Revenue</b>			
Market Price or Rent/Sq.Ft.	\$314	\$315	\$315
Cost for feasibility (\$/Sq.Ft.)	\$442	\$423	\$423
	41%	35%	35%
Required for Project	6	8	8
Parking Ratio (spaces per unit)	1.50	1.33	1.33
Reduction in Parking for feasibility	NA <sup>1</sup>	NA <sup>1</sup>	NA <sup>1</sup>
Reduced Parking Scenario(# of Spaces)	NA <sup>1</sup>	NA <sup>1</sup>	NA <sup>1</sup>
Reduced Scenario Ratio (Spaces per Unit)	NA <sup>1</sup>	NA <sup>1</sup>	NA <sup>1</sup>
<b>Scenario</b>			
Reduction in Required Parking provided	4	5	5
Reduced Parking Ratio (spaces per unit)	1.00	0.83	0.83
Reduction Needed for Feasibility			
Sales Price /Rent per SF required	\$437	\$417	\$417
Margin	39.25%	32.50%	32.50%

Source: AECOM  
(1) No Solution

AECOM