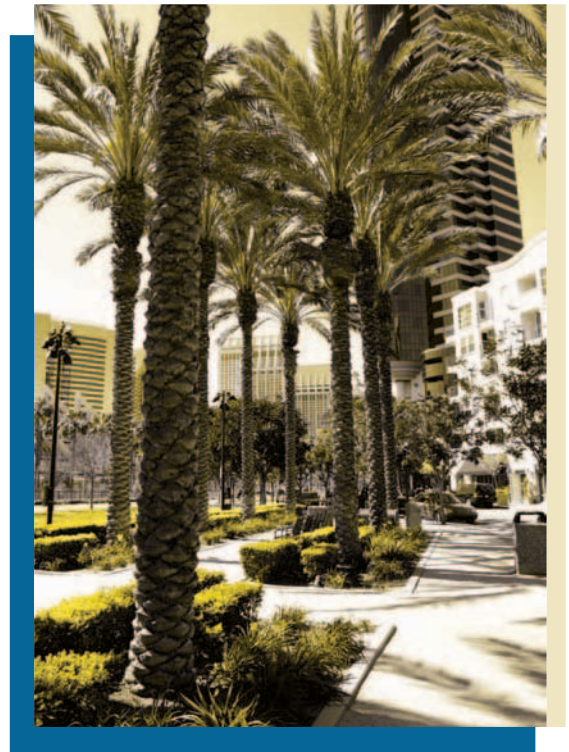


5

STREETSCAPE + PUBLIC REALM STANDARDS



INTRODUCTION



Ocean Boulevard streetscape (above) contributes positively to the identity of Downtown Long Beach.

Good landscape design is an essential part of any development, streetscape, or district. Well-designed layout and careful selection of plants, paving, lighting, and site furnishings can help to create vibrant, functional, and beautiful outdoor spaces.

These landscape design standards are intended to supplement the standards in the zoning code to address streetscapes, building setbacks, required open spaces, and parking lots. With all projects in the Downtown Long Beach area, significant attention should be paid to construction standards, the integration of sustainable practices and solutions, and the idea of creating/maintaining strong district identities through landscape design.



A variety of streetscape improvements can make the pedestrian experience more comfortable and help to foster distinct districts.

STREETScape

PEDESTRIAN ZONE

The pedestrian zone, between the street curb and edge of right-of-way, should be treated according to its width, adjacent uses, and volume of traffic. Shade, seating, and appropriately sized amenities will improve the experience of the pedestrian.

- Trees shall be provided along all streets within the pedestrian zone. (Refer to Street Trees discussion below.)
- Landscaping shall be provided within the pedestrian zone, either in a contiguous parkway between the sidewalk and street, in planted tree wells, or in large pots (where ground planting is not feasible).
- District gateways should be considered. These gateways may include subtle elements such as medallions in the paving, or more prominent elements such as signs or public art.



Parkway planting shall be set back 18 inches from the curb to allow for easy access to parked vehicles.



Parkway planting should be used to buffer the street from the pedestrian zone and minimize paving where curb-to-building sidewalks are not needed, such as along residential streets.



Street trees and street furnishings shall be placed outside of the primary circulation route (above). Permeable materials such as decomposed granite (below) can be used to allow additional room for pedestrian circulation.

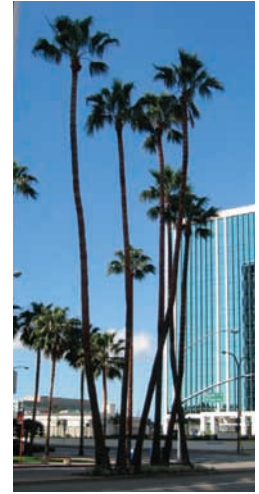


Seating nooks should be integrated into the streetscape to provide comfortable locations to rest, ideally out of the primary pedestrian path and buffered from vehicular traffic. Where feasible, double rows of street trees can be used to produce a park-like feel.

STREET TREES

Street trees should enhance both the pedestrian and vehicular experience throughout Downtown Long Beach. Until a street tree master plan is developed, the following guidelines shall be followed.

- Parkway trees shall be planted at a minimum 36-inch box size. Other trees within setbacks and open spaces shall be a minimum 24-inch box.
- Street trees shall be spaced a maximum of 25 feet on center, per City zoning code.
- When siting trees, consideration shall be given to potential conflicts between tree canopies and building signage.
- Along residential streets, contiguous planted parkways are preferred.
- Along retail or commercial streets, large tree wells shall be provided in lieu of contiguous parkways. In all cases, the tree well should provide space adequate for that particular species' long-term growth. The minimum dimension of a tree well is 4 feet wide by 4 feet long. Where feasible, wider and longer tree wells should be provided.
- In all circumstances, small tree grates and root barriers that severely stunt tree growth shall be avoided. Exceptions may be made due to space limitations or utility conflicts.
- Where sidewalks/setbacks are wide enough, a double row of street trees (of the same species) shall be provided.
- Automatic irrigation systems shall be provided for all street trees. Systems using spray heads should be designed to avoid overspray as well as spray on tree trunks.
- Trees shall be properly staked according to City of Long Beach standards to ensure healthy growth and maintain a vertical trunk.
- Appropriate soil area shall be provided to allow a tree species to grow to its full size.
- Street trees shall be of a species designated for that particular street. (See Figure 5-1.) Variation of street tree species within any block shall be discouraged.
- For nondesignated streets, trees shall be chosen from the list of approved species for nondesignated streets. (See Figure 5-1.)



The *Tabebuia crysotricha* in the Pine district (above left) and the clusters of *Washingtonia robusta* in the median of Ocean Boulevard (above right) serve as good character-defining elements.



If used as a street tree, palms should be alternated with canopy trees or used as accents.



Used consistently along both sides of a street, tree species like Jacaranda (above) can help to establish a distinct character.

FIGURE 5-1

Required Street Trees



DESIGNATED STREET TREES

- █ *Magnolia grandiflora* (Southern Magnolia)
- █ *Washingtonia filifera* (California Fan Palm)
- █ *Ulmus parvifolia* (Chinese Elm)
- █ *Jacaranda mimosifolia* (Jacaranda)
- █ *Fraxinus angustifolia* (Raywood Ash)
- █ *Ginkgo biloba* (Maidenhair Tree) - male only
- █ *Bauhinia blakeana* (Hong Kong Orchid)
- █ *Arcastrum romansoffianum* (Queen Palm)
- █ *Tabebuia caryotrich* (Golden Trumpet Tree)
- █ *Tabebuia caryotrich* and *Washingtonia robusta*
- █ Pine Avenue Streetscape Improvement Project
- █ Long Beach Transit Mall Improvement Project

NONDESIGNATED STREET TREES

- Acer palmatum* (Japanese Maple)
- Chitalpa tashkentensis* (Pink Dawn)
- Cinnamomum camphora* (Camphor Tree)
- Geijera parviflora* (Australian Willow)
- Hymensporum flavum* (Sweet Shade)
- Lagerstroemia indica* (Crape Myrtle)
- Pistacia chinensis* (Chinese Pistache)
- Pyrus calleryana* 'Aristocrat' (Aristocrat Pear)
- Rhus lancea* (African Sumac)
- Tristania conferta* (Brisbane Box)

NOTES

The above diagram illustrates locations of Designated Street Trees where specific tree species are required.

The list of Nondesignated Street Trees is specified as an additional approved list of trees that are permitted along streets without a designated street tree (in addition to those species listed in the Designated Street Trees list).

The Site Plan Review Committee has authority to consider alternatives, through the Site Plan Review process, if such changes are consistent with the intent of the Plan and are found to further the goals of the Plan.

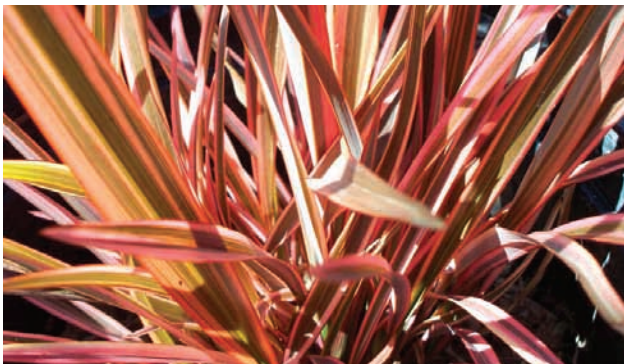
PLANTING

Planting within public and semi-public spaces shall be visually interesting, low maintenance, and drought tolerant.

- The use of turf shall be minimized in the parkway and setbacks, and in publicly accessible open spaces.
- Where the parkway is adjacent to street parking and is planted with a material other than lawn, 18 inches adjacent to the curb shall be concrete, decomposed granite, gravel, or pavers to allow for foot traffic to/from parked vehicles.
- Parkway planting shall not exceed 30 inches in height.
- Wherever possible, plants should require moderate, low, or very low amounts of water per WUCOLS (Water Use Classification of Landscape Species).
- Appropriate plant species should be selected for any given space, preventing plants from becoming overgrown.



Pots and planters add color along a building or sidewalk and help to establish a human scale. Adjacent to or within any given development, pots shall be of a consistent style or family.



Plants with colorful foliage, such as *Phormium tenax*, can provide good accents in the landscape.



Shrubs such as *Diets vegeta* (above left) and *Rosmarinus officinalis* (above right) are drought-tolerant, and hearty, and grow well in coastal areas.



Where feasible, groundcovers such as succulents (above middle) and low drought-tolerant grasses (above left and right) shall be used in parkways instead of turf.

HARDSCAPE

Sidewalks, crosswalks, and other hardscape shall be of a high-quality material and lasting style.

- Stained concrete and surface-colored concrete (other than integral colored concrete) shall not be used. Without proper installation and maintenance, these types of paving wear poorly.
- Standard grey concrete or earth-toned pavers shall be used for paving sidewalks.
- Paving accents, such as banding along the curb or perpendicular to the sidewalk, may be used if consistent with the established style for the district.
- At any given intersection, all crosswalks shall be of a consistent material and color.
- A limited hardscape palette should be used in public and semi-public spaces to help minimize visual clutter and promote a cohesive identity.



Pavers may be used within the right-of-way if they are earth-toned and have only subtle variations in color. Pavers shall be square or rectangular and a minimum size of 8 inches by 8 inches.



Standard grey concrete sidewalks may be complemented by pavers of a similar color (above) or sawcut in a diagonal pattern (right) to add visual interest.



Where possible, crosswalk paving shall visually tie into the adjacent streetscape and contrast with the adjacent street paving.



SITE FURNISHINGS AND LIGHTING

Street furnishings and lighting should enhance the comfort, safety, and character of Downtown Long Beach. The following standards apply to site furnishings and lighting.

- Benches and trash receptacles shall be carefully located to enhance the pedestrian experience without cluttering the streetscape.
- Site furnishings shall be recess mounted to paving, as opposed to surface mounted.
- Lighting shall be included along all streets, sidewalks, and pedestrian connections, and on private property to ensure comfort and safety.
- Where street lights are provided, additional pedestrian-scale lighting should also be incorporated into the streetscape.
- Consideration shall be given to providing lighting of a certain family, color, and style within a given area.



To convey elegance and authenticity, light fixtures shall be painted a dark color, such as dark bronze (left), black, dark green, or dark blue. Accent colors should be avoided. Brushed metal or similar treatments may be considered.



New site furnishings shall be simple, muted, and coordinated with each other within streets and districts. The benches and trash receptacles shown above and below offer examples of such character.



PUBLIC OPEN SPACE

Pocket Parks and Plazas

To serve residents, workers, and visitors, a variety of public open spaces throughout Downtown are encouraged. These open spaces, such as pocket parks and plazas, can vary in size, form, and character but should all contribute to a well-connected public realm.

- Where possible, pocket parks and plazas shall be located at intersections or adjacent to mid-block pedestrian crossings and be prominently integrated with the sidewalk and street. Plazas at corners are encouraged to include outdoor dining space for adjacent restaurants.
- Public parks and plazas may include an edge element such as a low hedge or seat wall but shall not be fenced or gated (unless hours are restricted).
- Public open spaces should include flexible area for public gatherings, such as lawn area or a paved plaza, at a scale that maintains intimacy.
- Public open spaces shall include elements such as shade, seating, and water features. Pedestrian lighting shall be incorporated to provide comfort and safety.



Small open spaces can offer a variety of amenities, such as open lawn and shaded benches (above) and movable seating and water features (below).



Streetscape elements, such as paving (above), should integrate with adjacent pocket parks.

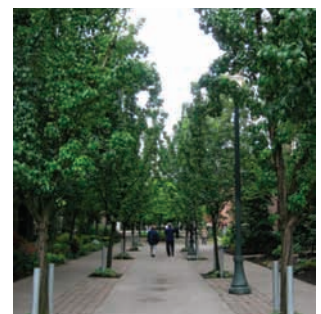
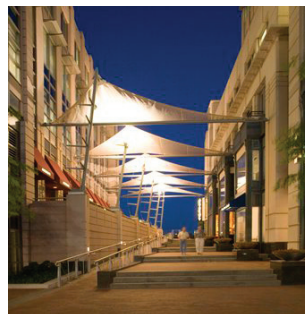
Pedestrian Paseos

New connections and corridors should be created as larger sites are developed.

- Where blocks are longer than 400 feet or where a destination, view, or circulation path warrants a mid-block pedestrian connection, publicly accessible paseos shall be provided.
- Pedestrian paseos shall be considered open space and include elements such as shade, seating, and water features.
- Pedestrian lighting shall be incorporated to provide comfort and safety.
- Paseos should be at least 20 feet wide and include considerations for temporary or emergency vehicle access.



Pedestrian paseos should have a clear line of sight (such as the one adjacent to Long Beach City Hall, above), as well as be lined with active uses such as retail (below left) and residential (below right).



PEDESTRIAN CONNECTIVITY

In addition to creating great urban spaces in Downtown, it is critical to develop a strong pedestrian network that makes travelling between these spaces easy, safe, and enjoyable.

- Disruption of the existing street grid is prohibited; however, new streets or pedestrian connections may be added.
- The pedestrian network shall include a great pedestrian zone (discussed in 'Streetscape' above), legible and well-located crosswalks, mid-block pedestrian connections, and wayfinding elements such as street signs and kiosks.
- The incorporation of retail and residential along pedestrian zones is highly encouraged. Additionally, for safety and "eyes on the street" all buildings addressing pedestrian zones shall incorporate balconies, patios, stoops, and building entries that address the pedestrian zone.
- Pedestrian and bicycle priority zones may be incorporated into pedestrian networks.



Street names, subtly integrated into the sidewalk or curbs, above, can assist with pedestrian wayfinding as well as convey historic character.



Kiosks and pedestrian wayfinding signage should be provided; however, it should be scaled appropriately (above right, as an example) so as not to block a sidewalk or appear characteristic of a shopping mall. (For more detail, refer to Section 7.)



Mid-block pedestrian connections, such as along the Promenade (above), can improve pedestrian circulation and offer vibrant activity zones if flanked at the ground floor with retail, restaurants, or entertainment uses. Where pedestrian paseos or corridors jog or otherwise change direction, strong visual connections should be created using specialty paving, lighting, and signage.

Where possible, mid-block crosswalks (right) should include bump-outs, traffic signals or signs, paving or striping that contrasts with the street, and visual cues in the sidewalk that draw attention to the crossing. All crosswalks within a district should be of a similar style.



PUBLIC ART IN DOWNTOWN

Public art embodies Long Beach's unique cultural spirit and is one of the strongest ways in which to create a sense of place as well as to reflect the rich and varied history of the City. Integrating artwork into both development projects and open spaces enriches the experience of the public realm and increases the quality of life in Downtown.

General Guidelines for Public Art:

1. *Public art should be developed in the most accessible and visible places and considered in relation to other visual elements and cues (signage and other elements that may impede or heighten its enjoyment).*
2. *Public art should reflect Downtown Long Beach's visual and cultural setting and connect visitors and residents through participation, planning, and implementation of new installations.*
3. *New installation proposals shall provide a contextual understanding of and be clearly related to the overall network of public art in Downtown.*
4. *Artists should create sustainable, maintainable works of art that aspire to the highest standards of innovation and aesthetic quality.*
5. *The public artist shall be integrated into the project's design team at an early stage of development to ensure cohesiveness of site design, architecture, art, landscape, and public space.*

