



Location: Long Beach, Los Angeles County

Timeframe: 2007 - 2008

Project Partners: City of Long Beach

Project Services

- Land use policy recommendations
- Urban design solutions and visualizations
- Redevelopment and infill analysis
- Return on investment and market feasibility analysis



Through the Compass Blueprint program, the City of Long Beach has conducted an analysis of how best to achieve the City's vision for mixed use, transit oriented development around the Metro Blue Line stations along the Long Beach Boulevard corridor.

Goals

- Leverage and maximize the investments made into the Metro Rail Blue Line
- Design and create vibrant, mixed use, and walkable communities
- Provide a mix of housing and jobs to commuters and local neighborhoods
- Increase the amount of affordable housing
- Revise land use regulations to encourage and allow more accommodating streetscapes

Long Beach Boulevard is an ideal location for the type of mixed use development that helps create the type of environment that is critical for sustaining a vibrant, walkable community that supports healthy activity around the clock. Promoting mixed use developments would use land more efficiently, and provide new opportunities for the construction of various housing types. Additionally, concentrating dense development around high capacity transit systems, such as the Blue Line in Long Beach, allows residents to easily access the entire Southern California region without relying on a car. By reducing dependence upon individual transportation and clustering services within close proximity to neighborhoods, carbon emissions can be reduced. Focusing development along corridors such as Long Beach Boulevard presents an important local solution in the quest to address regional air pollution.

Results

- Potential infill analysis of 340 acres or 1300 parcels
 - 82 acres or 310 parcels with redevelopment potential
- Development scenario comparisons comparing 50 ft. and 150 ft. height allowances
- Increasing residential density through redevelopment would provide an additional 63 - 81 dwelling units per acre within a quarter-mile of a transit station
- Revised development standards along corridor to increase the allowable building height and reduce the minimum parking requirements to encourage market-feasible development
- Establish tax-increment financing district along the corridor
- Shift from an auto-oriented urban design to a pedestrian-oriented design
- Engage the public realm by offering accessible entryways for bicyclists and pedestrians