

LYNWOOD TRANSIT AREA SPECIFIC PLAN



March 2019

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CHAPTER I - INTRODUCTION



I.1 SPECIFIC PLAN LOCATION

The Lynwood Transit Area Specific Plan (LTASP, or Specific Plan) area is located in the City of Lynwood, (City or Lynwood) a “Gateway City,” approximately nine miles southwest of downtown Los Angeles. Lynwood is bordered by the cities of Los Angeles to the west, Compton to the south, Southgate to the north, and Paramount to the east. Lynwood is situated near the intersection of two major freeways, Interstate 105 (I-105) and Interstate 710 (I-710). Lynwood is also situated along the Alameda corridor, which connects the Ports of Long Beach and Los Angeles to the rest of the Los Angeles, Orange County, and the Inland Empire (Figure 1-1, Vicinity Map).

The LTASP encompasses approximately 315 acres surrounding I-105 at the freeway’s junction with Long Beach Boulevard and the Long Beach Boulevard Metro Green Line station (Figure 1-2, LTASP Planning Boundary). The Specific Plan’s vision for development is focused on the area around the Metro Green Line station and is intended to contribute to the City’s focus on creating transit-oriented communities. Therefore, the planning boundary generally contains properties within a half mile radius of the station. Some of the key facilities and corridors in the Specific Plan area include the Plaza Mexico Shopping Center, the Metro Green Line station and associated I-105 on/off-ramps, St. Francis Medical Center, Long Beach Boulevard, Imperial Highway, and Martin Luther King Jr. Boulevard.

I.2 BACKGROUND AND SETTING

The city of Lynwood has approximately 71,371 residents in its 4.9 square miles, with 31,875 residing in the Specific Plan area (BAE 2015). The overall land use mix in the City consists of approximately 42 percent residential uses, seven percent commercial uses, seven percent industrial uses, seven percent governmental uses, 34 percent right-of-ways, and three percent vacant lands. According to Lynwood’s 2014 Housing Element, the City has a total of 16,312 housing units, of which approximately 15,270 units are occupied, with approximately 6,300 housing units in the Specific Plan area. The majority of the City’s housing stock is made up of single-family homes and approximately 42 percent of the households in the Specific Plan area are owner-occupied.

Approximately 90 percent of Lynwood’s 23,000 working residents commute to other jurisdictions for work, while only 10 percent of residents live and work in Lynwood. The Metro Green Line, as a whole and the Long Beach Boulevard

station specifically were completed in 1995, connecting Redondo Beach to Norwalk. The station is in the center median of the I-105 at the Long Beach Boulevard interchange. The area immediately around the Metro Green Line station is largely auto-oriented. To the north of the station, Long Beach Boulevard is the main commercial artery in the City, and is a heavily-used automobile corridor connecting Lynwood to cities to the north. A similar auto-oriented environment exists along Imperial Highway and Martin Luther King Jr. Boulevard. Immediately northwest of the Metro Green Line station is Plaza Mexico, a regional specialty shopping center with a mix of national box stores and smaller-scale local businesses arranged around an interior plaza. Additional strip and stand-alone retail are located directly south of the Metro Green Line station.

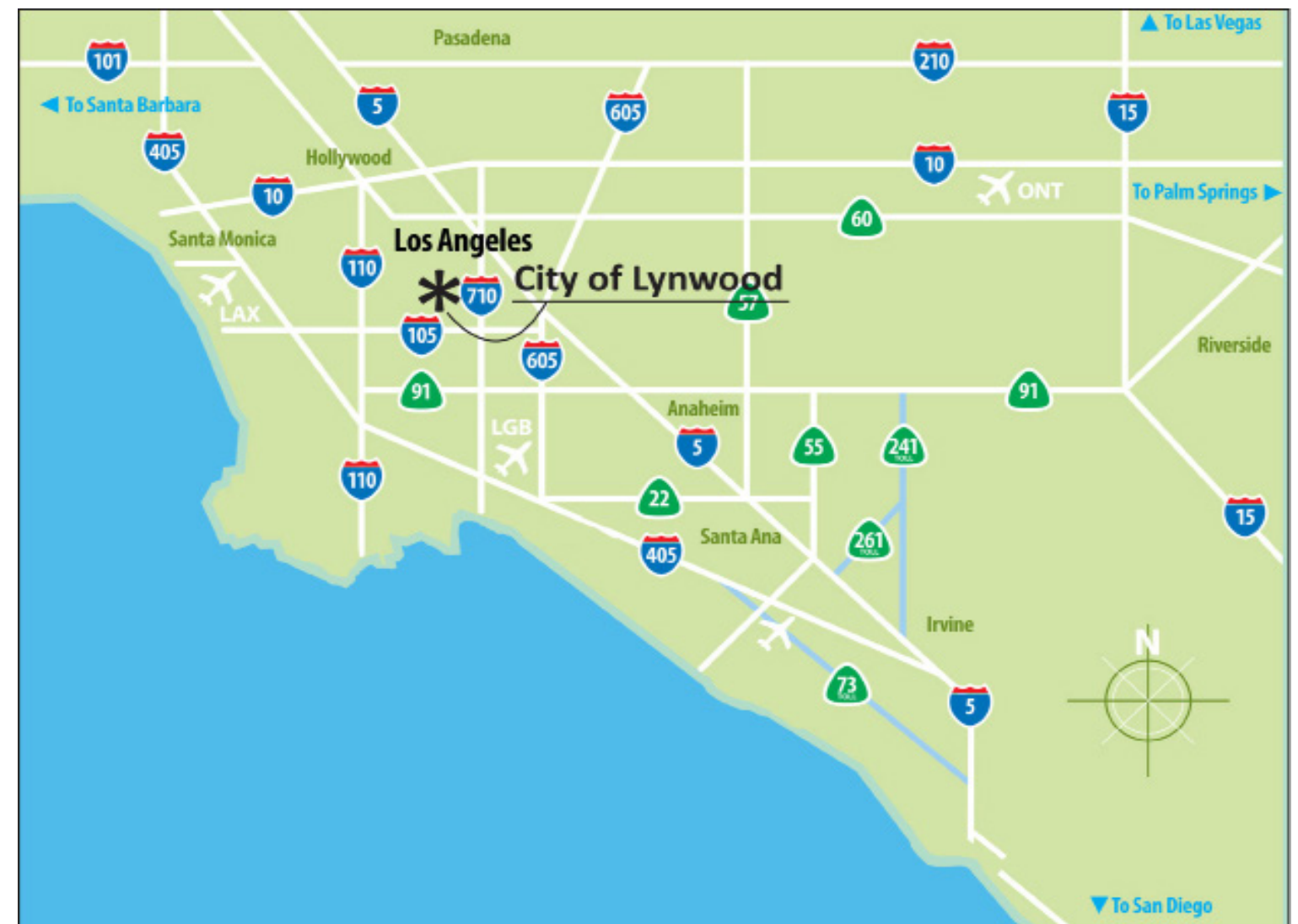


FIGURE I-1 VICINITY MAP

LYNWOOD TRANSIT AREA SPECIFIC PLAN

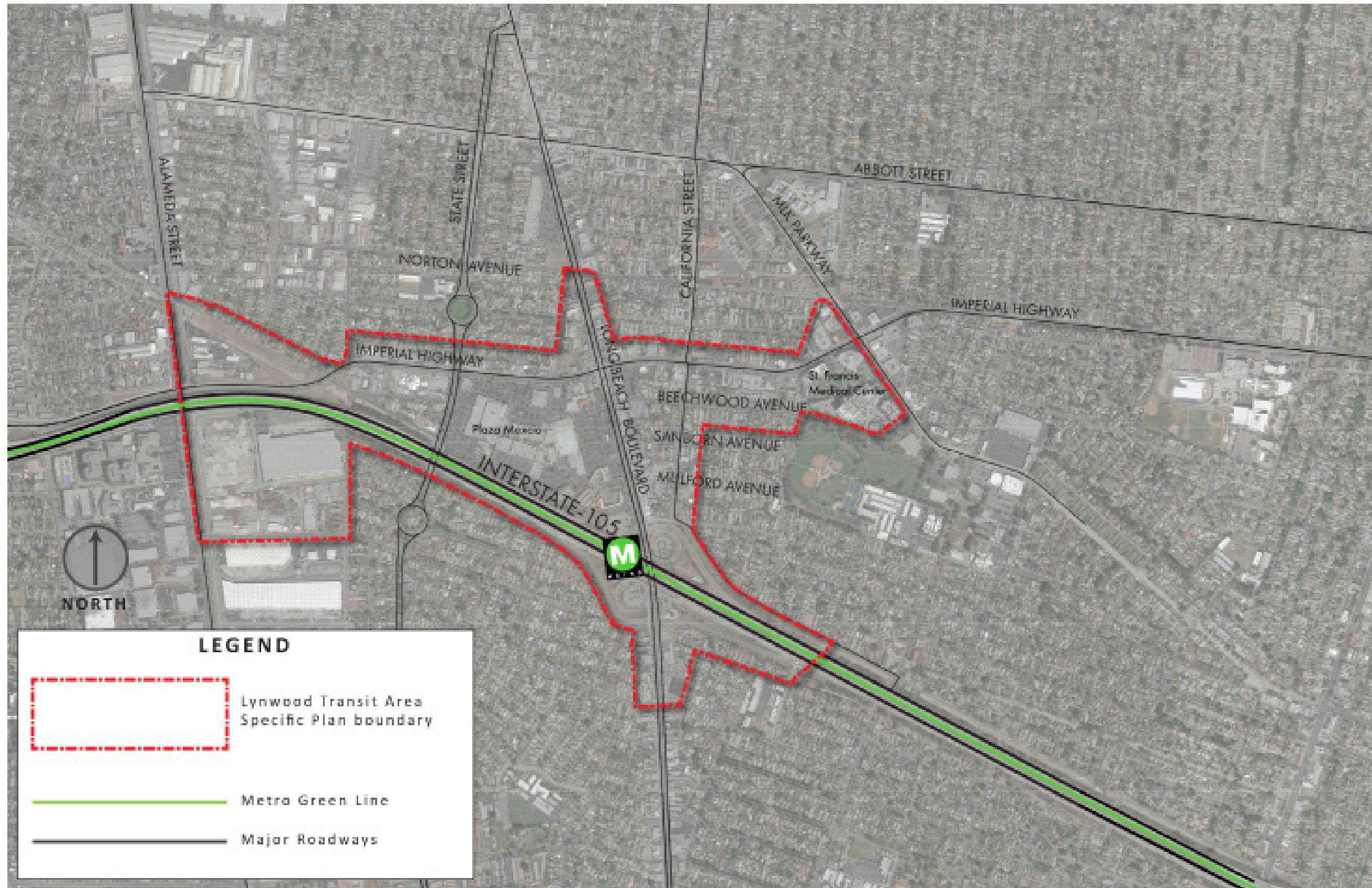


FIGURE 1-2 LTASP PLANNING BOUNDARY

1.3 PURPOSE

The purpose of the LTASP is to encourage the revitalization of the existing uses in the planning area and to establish a land use framework that emphasizes a compact, urban form that relies less heavily on the private automobile. Building on the goals, policies, and development standards established in the City's General Plan (adopted in 2002) and Long Beach Boulevard Specific Plan (adopted in 2006), the LTASP will facilitate the formation of transit-oriented communities, including a healthy mix of retail, office, hotel, dining, entertainment, employment, housing, and public open spaces close to the Metro Green Line station.

The LTASP establishes a land use framework and design guidelines to create public spaces that foster a strong sense of community, attract private investment, enhance the safety and aesthetics of the planning area, and promote the everyday use of transit, pedestrian, and bicycle facilities.

1.4 LOCAL PLANNING CONTEXT

The preparation of this Specific Plan involved close coordination with City of Lynwood staff members, decision makers, and community members. The Specific Plan's design recommendations are based upon input received from City officials, stakeholders, and community members during each stage of the planning process. The LTASP is also consistent with policies of the City of Lynwood General Plan (2002), the Long Beach Boulevard Specific Plan (2006), and the *California Sustainable Communities and Climate Protection Act of 2008* (SB 375) "Transit Priority Project Requirements." The LTASP and its associated design recommendations essentially "overlay" a portion of the existing Long Beach Boulevard Specific Plan adopted in 2006. A summary of these planning documents is provided below to describe how the overall vision of this Specific Plan developed.

CITY OF LYNWOOD GENERAL PLAN

The City of Lynwood General Plan Land Use Element provides a range of land uses to accommodate the living, working, shopping, and recreational needs of the City's population. The land uses also consider the mixed-use nature of the area and the LTASP's unique condition of having easy access to regional transit systems. The City of Lynwood General Plan Community Design Element envisions new development in the Specific Plan area to be attractive, safe, well-designed, and well-integrated with adjacent neighborhoods, while identifying proper corridors, gateways, and nodes. Such identified corridors present unique

opportunities for enhancing urban design in the City.

The City of Lynwood General Plan Circulation Element addresses the City's intention to provide alternatives to private automobile transportation, offer a system of roadways that accommodate vehicle traffic while giving preference to pedestrian and bicycle users, and implement joint-use and public parking facilities where needed.

The City of Lynwood 2014-2021 Housing Element specifically identifies the need to streamline permitting and design review in order to construct the urban type of development envisioned by the LTASP and to support vibrant and affordable housing along Long Beach Boulevard.

CITY OF LYNWOOD BICYCLE + PEDESTRIAN TRANSPORTATION PLAN

The Lynwood Bicycle and Pedestrian Transportation Plan (LBPTP), adopted in 2013, outlines the goals and conceptual improvements proposed to establish complete streets that provide safe travel options for all users. The LBPTP also recommends linear circulation improvements that would contribute to increasing connectivity along the entire length of Long Beach Boulevard, and pedestrian oriented intersection improvements throughout the City. The LTASP recommends circulation improvements that can contribute to increased connectivity along Imperial Highway through the existing residential neighborhoods, and the integration of enhancements adjacent to the key development areas that would create vibrant zones of activity.

CITY OF LYNWOOD LONG BEACH BOULEVARD SPECIFIC PLAN

The Long Beach Boulevard Specific Plan was adopted in 2006 and generally addresses a linear, 2.37-mile, north-south aligned project site of approximately 140 acres in Lynwood, a portion of which is conterminous with the Specific Plan area. The Long Beach Boulevard Specific Plan identifies key issues, creates a land use development program based on sound planning principles, and establishes design guidelines for architecture and landscaping along Long Beach Boulevard.

1.5 COMMUNITY ENGAGEMENT

City staff and their consultants conducted community outreach to understand the most critical issues that needed to be addressed in terms of planning in the



WORKSHOPS AND PRESENTATIONS PROVIDED OPPORTUNITIES TO UPDATE THE COMMUNITY

LYNWOOD TRANSIT AREA SPECIFIC PLAN



EXAMPLE PRESENTATION BOARDS USED FOR COMMUNITY OUTREACH

Please Plan to Attend the Lynwood Transit Area Strategic Plan Community Scoping Meeting

The City of Lynwood is preparing the "Lynwood Transit Area Strategic Plan." The Strategic Plan Area includes the Metro Green Line - Long Beach Transit Station Area, the I-105 Freeway, portions of Long Beach Boulevard, Imperial Highway and Alameda Street's Industrial Park areas. The Strategic Plan will propose recommendations that improve neighborhood access to bus and rail transit services, encourage bicycle use, and increase pedestrian mobility and safety. The Strategic Plan will recommend useful tools to reduce traffic, increase housing opportunities, create economic growth through business attraction and retention, and identify public infrastructure investments to support new development projects.

In order to better identify the issues to be addressed for this project, the City is soliciting comments from the public regarding potential social, economic, traffic, safety, and environmental issues. Please plan to attend this meeting to share your input.







OPEN HOUSE DETAILS:
6:00 - 8:00 PM
Thursday, December 10, 2015
Lynwood Civic Center
Bateman Hall Room 1
11331 Ernestine Avenue
Lynwood, CA 90262

Refreshments will be provided

Lynwood Transit Area Strategic Plan
Your Community. Your Plan.
Be a Part of It.

"FACT-SHEETS" SENT TO THE PUBLIC HELPED GUIDE DISCUSSION



Lynwood Transit Area Strategic Plan – Moving and Growing Lynwood in the Right Direction

The City of Lynwood is preparing the "Lynwood Transit Area Strategic Plan." The Strategic Plan Area includes the Metro Green Line - Long Beach Transit Station Area, the I-105 freeway, portions of Long Beach Boulevard, Imperial Highway and Alameda Street Industrial Park. The goal of the Strategic Plan is to capture development opportunities, ease transit connections, provide transportation options and develop a more sustainable and pedestrian-oriented Lynwood.

The Strategic Plan will propose recommendations that improve neighborhood access to bus and rail transit services, encourage bicycle use, and increase pedestrian mobility and safety. The Strategic Plan will offer useful tools to improve mobility, create housing opportunities, promote economic growth through business attraction and retention, and identify public infrastructure investments to support new development projects.

The Project Area Study

The Lynwood Transit Area Strategic Plan generally includes a one-half mile radius around the Green Line Long Beach Station and Alameda Street/Imperial Highway Corridor. Each one-half mile radius contains significant transit-oriented development opportunity sites. Additionally, the project area's proximity to these major regional arterials and the Interstate 105 freeway help create synergy for a unified transit-oriented development district.

QUICK FACTS

- The City of Lynwood is leading the Lynwood Transit Area Strategic Plan.
- The goal of the Plan is to create development opportunities, ease transit connections, improve transportation options and develop a more sustainable and pedestrian-oriented community.
- The average commute-to-work time for Lynwood residents is 33 minutes.
- 73 percent of Lynwood residents drive alone to work.
- 33 percent of Lynwood residents commute to jobs in Los Angeles.
- 80 percent of Lynwood housing stock was built before 1970.
- Between 2007 and 2012, the number of retail trade jobs in the city decreased by 6.9 percent.



community. Three open house meetings were held on Wednesday, May 20, 2015 at the Lynwood Civic Center; Tuesday August 4, 2015 at the City's national night-out event at Burke-Ham Park; and Tuesday January 12, 2016 at the Lynwood Civic Center. These meetings were held to provide stakeholders with an overview of the project and to encourage participants to share their insights on future development in the city. Overall, the outreach efforts facilitated the sharing of ideas, discussion of visual preferences, and the establishment of community goals. City staff and the City's consultants also held regular stakeholder and staff meetings during the Specific Plan preparation period to discuss critical issues. Key issues areas discussed during the community meetings include the following:

- Development trends and future development projects
- Land use, zoning, and parking issues
- Infrastructure and implementation strategies
- Reconfiguration of the Long Beach Boulevard/I-105 Interchange
- Environmental (CEQA) review process
- Metro station safety

1.6 WHAT IS A SPECIFIC PLAN?

The LTASP is a strategic document that provides guidance to City officials and staff, addresses the community's unique issues, and sets the course for positive future change. It includes a combination of text, diagrams, and graphics that describe concepts and requirements for future public improvements and private developments. It will be used by the City to consistently enhance the economic vibrancy, character, health and overall quality of the downtown area.

More specifically, this document is a tool that the City will use for the systematic implementation of the Lynwood General Plan. It establishes a link between the implementation of the overarching policies of the General Plan and individual projects.

Specifically, this Specific Plan is consistent with the overall land use policies of the Lynwood General Plan Land Use Policy 6.3 that states that the "Specific Plan" land use designation is intended to allow for a mix of residential and commercial land uses and allows persons to live close to employment opportunities.

Major funding for the LTASP came from an \$800,000 Los Angeles Metro Transit-Oriented Development planning grant. The grant award recognized the

importance of creating transit-oriented development around the Metro station, which could function as center of commerce and employment, and as the site of a growing community with great access to regional transportation.

As part of the Specific Plan process, the City of Lynwood also funded and prepared an Environmental Impact Report (EIR) consistent with the requirements of the California Environmental Quality Act (CEQA). The EIR is a tool that will help decision-makers, staff, and the community understand the potential environmental impacts or benefits associated with implementation of the LTASP. The Draft EIR was released for public review in July, 2016 and was adopted by the Lynwood City Council in August 2016.

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS



CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.1 INTRODUCTION

The overarching goal of the land use framework and development standards presented in this chapter is to provide a blueprint for how the LTASP will grow and evolve over the next decade and beyond. This chapter describes an approach to land use and urban design that will transform the area into a vibrant transit-oriented district, while strengthening its connections to the adjacent residential neighborhoods and the rest of Lynwood. It also provides answers to some fundamental questions: What are the goals of the community? How do those goals translate to a commonly held vision for the future? What should the physical character of the LTASP area look and feel like? How should the area function, so that it is a vibrant and attractive place that makes neighborhood residents, workers, and visitors engaged, healthy and productive?

As the LTASP vision and strategies are implemented, they should be measured and monitored as to how they achieve the following goals.

GOAL 1: PROMOTE TRANSIT-ORIENTED DEVELOPMENT NEAR THE METRO GREEN LINE STATION

Expand the accessibility and improve the aesthetics of the Metro Green Line station and surrounding environs, including Long Beach Boulevard and at Plaza Mexico by creating a dynamic “downtown” transit district with a distinctive identity while also reducing vehicle miles traveled and reliance on the automobile.

GOAL 2: ALLOW FOR FLEXIBILITY IN LAND USES

Provide a framework for future approval of infill development projects that offer a mix of uses, building types, and community benefits that can accommodate changes in the market.

GOAL 3: CONSOLIDATE USES AND CREATE NEW DEVELOPMENT SITES

Identify sites or areas most suitable for assembly and revitalization.

GOAL 4: ENHANCE PEDESTRIAN COMFORT AND SAFETY

Increase facilities, add connections, and multiply opportunities to safely and conveniently travel the area on “complete” streets by foot, bike, and public transit.

GOAL 5: ENHANCE RECREATIONAL OPPORTUNITIES

Increase the opportunity to develop landscaped areas, parks, open space, and trails that are supportive of the public life of the community. Improve security and well-being for the area’s residents, employees, and visitors through increased

activity, increased walkability, safety improvements along roadways to slow down cars, and better design and wayfinding.

GOAL 6: IMPROVE AND FACILITATE ADDITIONAL HOUSING

A variety of housing types should be provided that are compatible with existing housing types and neighborhoods in the community. A diverse mix of ownership and rental housing, and market -rate, affordable, and workforce housing should be maintained.

GOAL 7: CREATE A SUSTAINABLE COMMUNITY

Ensure public health, safety, and welfare by providing and maintaining sustainable infrastructure and facilities to ensure a balance between development and the environment. Continue to make certain that public services and facilities adequately support new development.

2.2 LAND USE STRATEGY

The essential elements of the Specific Plan’s overall land use strategy include the following:.

MIXED-USE PLACEMAKING OPPORTUNITY AREAS

The major placemaking opportunities in the Specific Plan area include the Metro Green Line station, Plaza Mexico shopping center, Northgate mixed use area, northwest Industrial area, and the St. Francis Medical Center. The location of these and other placemaking areas are illustrated in Figure 2-1.



MOBILITY ENHANCEMENT

The Long Beach Boulevard and the Imperial Highway corridors are critical thoroughfares that once enhanced, can improve mobility and a sense of community. Pedestrian and bicycle infrastructure improvements, parking improvements, and increased transit service will enhance connectivity and improve health and wellness.



OPEN SPACE AND RECREATION

Neighborhood parks, plazas, and pedestrian and bicycle connections will be created along Long Beach Boulevard, Imperial Highway, around the Metro Green Line station, Plaza Mexico, and the adjacent neighborhoods.



MAJOR INTERSECTION IMPROVEMENTS

Major intersections will be enhanced to increase pedestrian and bicycle safety. Curb extensions and other appropriate improvements will be constructed to identify the transition to a slower speed street.



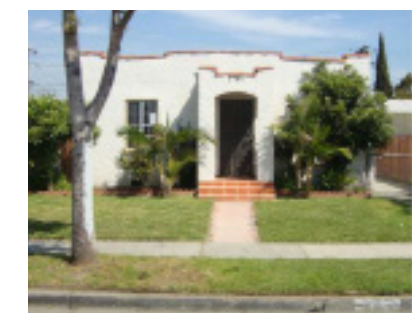
COMPLETE STREETS IMPROVEMENTS

Long Beach Boulevard, Imperial Highway, State Street, California Avenue, and other neighborhood streets will be enhanced with permanent and temporary features that will improve the visual experience of the driver, the pedestrian, people riding bicycles, and property owners.



RESIDENTIAL NEIGHBORHOODS

The character of existing residential neighborhoods will be preserved or enhanced. Key strategies include maintaining the density and character of the neighborhoods, improving safety and comfort for navigating the street network, and maintaining sufficient areas for residential parking.



LYNWOOD TRANSIT AREA SPECIFIC PLAN

2.3 PLACEMAKING OPPORTUNITIES

The LTASP encourages a range of land uses, including commercial, retail, entertainment, office, and housing that serve as a gateway to the City. New development in the Specific Plan area potentially includes smaller infill projects, as well as revitalization of the Plaza Mexico shopping center and the Metro Green Line station. The following placemaking opportunity areas and design elements have been identified as the basis for the proposed land uses, design standards, future development intensity, and infrastructure improvement.

- Town Center District
- West Town Center Neighborhood
- Long Beach Boulevard Corridor
- Neighborhood Mixed Use
- Alameda Street Industrial Corridor
- West Imperial Highway Corridor
- East Imperial Highway Corridor
- Industrial District
- St. Francis Medical Center District
- Residential
- Open Space and Recreation
- Gateways
- Multi-Modal Transit

The following pages describe the existing conditions in each placemaking opportunity areas and a summary of the primary design strategies to be embraced as part of any future development project.

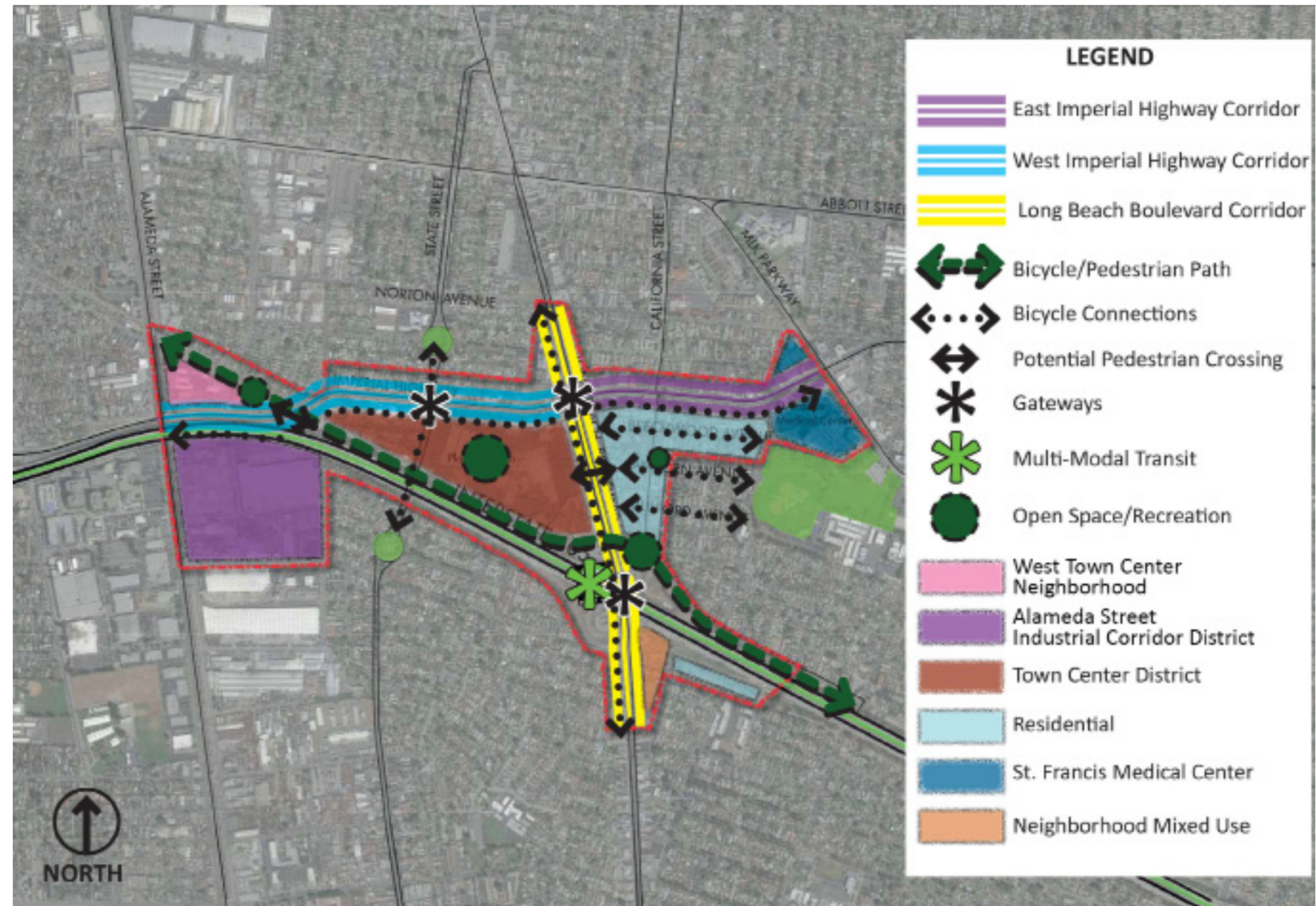


FIGURE 2-1 LTASP PLACEMAKING OPPORTUNITIES

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.3.1 TOWN CENTER DISTRICT

EXISTING CONDITIONS

The Town Center District is the triangular-shaped quadrant generally bounded by Imperial Highway, Long Beach Boulevard, State Street, and the I-105 (see Figure 2-1, LTASP Placemaking Opportunities). Future infill development is envisioned for the approximately 36 acres currently containing Plaza Mexico, which blends 650,000 square feet of retail, grocery, dining, and office uses with several other commercial uses located near the Plaza, including the Lynwood Travelodge Hotel, a multi-tenant commercial strip center, a big-box retail center with a Rite Aid and Food 4 Less, and other free-standing commercial uses.

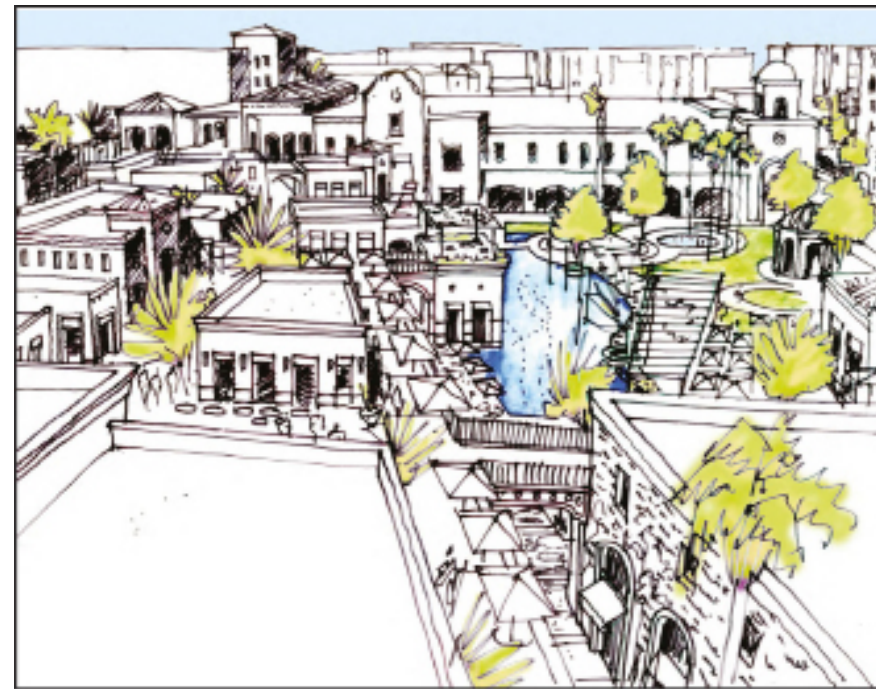
DESIGN STRATEGY

The Town Center District is envisioned as a destination, mixed-use, transit-oriented environment located in the center of the Specific Plan area. Future development could include up to 2,500 multi-family residential units, approximately 1.0 million square feet of local shopping, dining, and entertainment opportunities, and a 350-room hotel, all of which would create a highly livable community with transit services conveniently located within a comfortable walking or bicycling distance. A mix of pedestrian-scale building types, frontages, and gathering spaces are required and will encourage residents and visitors to stop, shop, walk, or cycle along the improved Imperial Highway and Long Beach Boulevard streetscapes. A safe pedestrian and bicycle pathway and a linear park adjacent to the I-105 would connect this district with adjacent neighborhoods, parks, and the Metro Green Line station.

Maximum building intensities up to seven stories are encouraged. The buildings shall be oriented toward Imperial Highway, Long Beach Boulevard, and a central plaza. New ground-floor retail spaces would generate high-volume customer traffic that would enable the district to become a commercial anchor that supports local businesses and residents above the ground floor uses. The buildings would feature attractive facades that front the streets and the interior plaza to enhance increase pedestrian activity and community gathering. Residential uses would be allowed above or behind commercial space, and would promote street activity during all times of day and to increase the consumer base for local businesses.

Public parking will be provided to compliment the various multi-modal transportation options available in the area, including the Metro Green Line Station and nearby bus stops; reduce parking needs and encourage public transportation ridership; promote economic and community development; and encourage increase in sales tax revenue. Shared parking facilities would be constructed along the southern edge of the district to buffer I-105 freeway noise and would increase development feasibility while reducing overflow parking impacts on existing neighborhoods. Shared garage parking structures should be considered and funded through financing mechanisms such as a parking authority or business improvement district fees.

Design Credit: Jerde Partnership, Inc.



EXAMPLE OF PUBLIC OPEN SPACE FRAMED BY A MIX OF RETAIL RESIDENTIAL AND OFFICE USES

Design Credit: Jerde Partnership, Inc.



EXAMPLE OF SHARED STREET FRAMED BY A MIXED OF RETAIL OFFICE, AND RESIDENTIAL USES

Design Credit: Jerde Partnership, Inc.



EXAMPLE OF PUBLIC OPEN SPACE FRAMED BY A MIX OF RETAIL RESIDENTIAL AND OFFICE USES

Design Credit: Jerde Partnership, Inc.



EXAMPLE OF AN ACTIVATED PUBLIC REALM

LYNWOOD TRANSIT AREA SPECIFIC PLAN

2.3.2 WEST TOWN CENTER NEIGHBORHOOD

EXISTING CONDITIONS

The West Town Center neighborhood is divided between two clusters of parcels. The larger cluster is a triangular site comprised of twelve parcels that encompasses approximately 13 acres. The site is bounded by Imperial Highway to the south, Alameda Street to the west, and Fernwood Avenue to the north (see Figure 2-1, LTASP Placemaking Opportunities). Current development includes a blend of industrial uses along the southern and eastern portions, with undeveloped land along Fernwood Avenue and Imperial Highway. The smaller portion is located across the Triangle, south of and adjacent to the intersection of Fernwood Avenue and Imperial Highway. It is currently vacant.

DESIGN STRATEGY

The West Town Center neighborhood is envisioned as an extension of the nearby Town Center district, but the density will transition from continuing the vibrant, high-density entertainment, retail, and residential uses in the Town Center district to a mixture of low- to medium-density residential dwellings and recreational facilities parallel to Fernwood Avenue and Imperial Highway. Future housing types include duplex/triplex, townhouses, courtyard housing, stacked flats, and live/work units. Development on the larger cluster of parcels (northwest corner of the Imperial Highway/ Fernwood Avenue intersection) could include the current industrial uses and/or feature a mixed-use neighborhood consisting of up to 632 multi-family residential units. The units will include market-rate and affordable townhomes and apartments. Housing types will include three-story townhouses, stacked flats, and mixed-use developments of up to six stories (both market-rate and inclusionary/affordable housing).

The development could potentially incorporate ground-floor retail that will provide local shopping, services, and dining options. Potential on-site community amenities may include a clubhouse for social engagements, offices to house governmental services, a health care center, a career services center, and an on-site daycare facility. The smaller cluster (southeast corner of the Imperial Highway/ Fernwood Avenue intersection) will focus on providing services for surrounding residents and may include a potential gas station with twelve pumps and additional commercial uses.

Special attention will be given to neighborhood compatibility between new residential development and the existing single-family residences located north of Fernwood Avenue. The lower density, shorter townhomes will line the south



EXAMPLE OF RENTAL OR FOR SALE TOWNHOUSE TYPE HOUSING OF APPROPRIATE SCALE



EXAMPLE OF COURTYARD TYPE HOUSING INCORPORATING SHARED OPEN SPACES



EXAMPLE OF SHARED PEDESTRIAN AND BICYCLE PATHWAY



EXAMPLE OF LINEAR PARK WITH COMFORTABLE SPACES FOR ALL USERS

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

side of Fernwood Avenue, creating a buffer between the existing single family homes on the north side of Fernwood Avenue that will "terrace" up to the taller multi-family and mixed-use development in the center of the site



EXAMPLE OF ACCEPTABLE BUILDING ORIENTATION, ARCHITECTURAL TREATMENT, AND STREETScape



EXAMPLE OF PREFERRED BUILDING ORIENTATION AND STREETScape



EXAMPLE OF TEMPORARY OPEN SPACE (PARKLET) USED TO ACTIVATE THE STREET



EXAMPLE OF TEMPORARY OUTDOOR DINING USED TO ACTIVATE THE STREET

LYNWOOD TRANSIT AREA SPECIFIC PLAN

2.3.3 LONG BEACH BOULEVARD CORRIDOR

EXISTING CONDITIONS

The Long Beach Boulevard corridor is a linear, north-south aligned, arterial roadway (see Figure 2-1, LTASP Placemaking Opportunities) with commercial uses generally one block deep on each side of the roadway and facing the boulevard. It is one of the major transportation corridors in the city and is busy with vehicular traffic most times of the day. Although there is significant pedestrian movement, sidewalks are inconsistent and lack basic amenities and lighting throughout the corridor.

DESIGN STRATEGY

The Long Beach Boulevard corridor area is envisioned as a blend of neighborhood-serving uses that provide places to work, shop, and live within a safe walking or bicycling distance of public rail and bus transportation. Complete street improvements should be designed to reduce vehicle speeds while increasing pedestrian and bicycle infrastructure. Complete street improvements should also include amenity zones, pedestrian/bicycle zones, and activity zones.

Multi-story buildings with primarily shop-front orientation are encouraged. Attractive building frontages, landscaping, and hardscapes should encourage the presence of people in the public spaces throughout the day for safety and vitality. Future development along this corridor should generally have a lower intensity than the neighboring Town Center district, with buildings up to four stories.

Development incentives such as facade enhancement, density bonuses, or reduced parking requirements should be considered and should be funded through business improvement district fees (or other similar financing mechanism). Provisional pop-up (outdoor dining and parklets) uses are encouraged on a temporary basis on all vacant and underutilized parcels or parking areas to create momentum until larger -scale mixed-use development becomes more feasible.

To the extent feasible, onsite parking lots should be moved to the side or rear of new businesses. Street -side parallel, angled parking, and/or reverse angled parking should be added along the corridor to improve pedestrian safety and lower vehicle speeds.

Parking lots should be moved to the side or rear of new businesses, where feasible, and parallel/angled parking should be added along the boulevard to improve the sense of pedestrian safety.



EXAMPLE OF ACCEPTABLE COMMERCIAL BUILDING ORIENTATION AND ARCHITECTURAL TREATMENT



EXAMPLE OF ACCEPTABLE MIXED-USE RESTAURANT AND RESIDENTIAL DESIGN AT INTERSECTION



EXAMPLE OF ACCEPTABLE MIXED-USE MARKET/RESIDENTIAL DESIGN WITH BIKE STORAGE



EXAMPLE OF PREFERRED BUILDING INTENSITY AND STREETSCAPE TREATMENT

Photo Credit: Alex Wilson

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.3.4 NEIGHBORHOOD MIXED-USE

EXISTING CONDITIONS

The Neighborhood Mixed-Use area includes the commercial uses located south of the I-105 interchange and one block east and west of Long Beach Boulevard, adjacent to the freeway (see Figure 2-1, LTASP Placemaking Opportunities). Traffic remains busy most of the day along Long Beach Boulevard and there is significant pedestrian movement, yet sidewalks are inconsistent and lack basic amenities and lighting throughout the corridor.

DESIGN STRATEGY

The Neighborhood Mixed-Use area is envisioned as a mix of uses that provide places to work, shop, and live within a safe walking or bicycling distance of public rail and bus transportation. Multi-story buildings with primarily shop-front orientation are encouraged. Attractive building frontages, landscaping, and hardscapes should encourage the presence of people in the public spaces throughout the day for safety and vitality. Future development along this corridor should feature buildings up to four stories between the I-105 ramps and Louise Street and up to three stories between Louise Street and Josephine Street.

Future development should feature aesthetically pleasing building frontages placed adjacent to a streetscape that encourage the presence of people in the public spaces at most times for safety and vitality. Development in this area should be centered around the underutilized commercial properties located on the east side of Long Beach Boulevard. Due to the location near existing transit services, future development could include a neighborhood market combined with affordable housing or other retail/office uses. Future complete street improvements should consider a reconfiguration of the I-105 east/west bound ramps to remove barriers to pedestrian/bicycle connections to the adjacent Metro Green Line station.

Development incentives such as facade enhancement, density bonuses, or reduced parking requirements should be considered and should be funded through business improvement district fees (or other appropriate financing



EXAMPLE OF ACCEPTABLE MIXED-USE RESTAURANT AND RESIDENTIAL DESIGN



EXAMPLE OF ACCEPTABLE ADAPTIVE RE-USE



EXAMPLE OF TEMPORARY RETAIL (FOOD-TRUCKS) USED TO ACTIVATE THE STREET



EXAMPLE OF ACCEPTABLE ADAPTIVE RE-USE AND STREET ACTIVATION

LYNWOOD TRANSIT AREA SPECIFIC PLAN

mechanism). Provisional pop-up (outdoor dining and parklets) uses are encouraged on a temporary basis on all vacant and underutilized parcels or parking areas to create momentum until larger -scale mixed-use development becomes more feasible. Parking lots should be moved to the side or rear of new businesses, where feasible, and parallel parking should be added along Long Beach boulevard to improve pedestrian safety.



EXAMPLE OF ACCEPTABLE MIXED-USE OFFICE ABOVE RESTAURANT USES



EXAMPLE OF PREFERRED BUILDING INTENSITY AND STREETScape TREATMENT



EXAMPLE OF ACCEPTABLE LIVE-WORK BUILDING TYPE



EXAMPLE OF ACCEPTABLE MULT I - FAMILY DESIGN

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.3.5 WEST IMPERIAL HIGHWAY CORRIDOR

EXISTING CONDITIONS

The West Imperial Highway Corridor is a linear, east-west aligned arterial roadway (see Figure 2-1, LTASP Placemaking Opportunities) with predominantly strip commercial and industrial uses. Big-box retail and associated surface parking lots dominate the southern side of the street, while the northern side features locally-owned, commercial businesses and associated surface parking areas. Industrial uses are more prevalent to the west of State Street.

DESIGN STRATEGY

The West Imperial Highway Corridor area is envisioned as a revitalized, medium-density mixed-use corridor that will capitalize on its proximity to the revitalized Plaza Mexico. A mix of local retail and restaurant uses, live-work, and arts and culture uses are encouraged as well as complete street improvements to safely accommodate all modes of travel.

Future development should feature an aesthetically pleasing mix of building frontages placed at or near the sidewalk edge or adaptive reuse of existing commercial and industrial spaces that encourage the presence of people in the public space at most times for safety and vitality. Future development along this corridor should feature buildings up to three stories.

Provisional pop-up (outdoor dining and parklets), and food truck uses should be encouraged along the corridor on vacant and underutilized parcels or parking areas to create market momentum until larger-scale, commercial development becomes more feasible.

Development incentives such as facade enhancement, , or reduced parking requirements should be considered and should be funded through business improvement district fees (or other similar financing mechanisms). Parking lots should be moved to the side or rear of new businesses, where feasible, and parallel, angled, and/or reverse -angled parking should be added along the boulevard to improve the sense of pedestrian safety.



EXAMPLE OF INDUSTRIAL CAMPUS ENVIRONMENT



EXAMPLE OF COMPLETE STREET IN INDUSTRIAL AREA



EXAMPLE OF ACCEPTABLE INDUSTRIAL BUILDING DESIGN



EXAMPLE OF ENHANCED LANDSCAPING IN INDUSTRIAL FRONT YARD SPACE

LYNWOOD TRANSIT AREA SPECIFIC PLAN

2.3.6 EAST IMPERIAL HIGHWAY CORRIDOR

EXISTING CONDITIONS

The East Imperial Highway area is a linear, east-west aligned arterial roadway (see Figure 2-1, LTASP Placemaking Opportunities) with predominantly strip commercial uses, generally one block deep and oriented toward the street. East of Long Beach Boulevard, locally-owned, commercial businesses and associated surface parking lots are generally oriented toward the street. Throughout the corridor, pedestrian and bicycle improvements are limited and landscaping is inconsistent or non-existent. The roadway frontage is generally uninviting to pedestrians and people riding bicycles. Single and multi-family residential uses are located immediately behind the existing commercial uses and face the surrounding residential streets.

DESIGN STRATEGY

The East Imperial Highway Corridor area is envisioned as a mix of commercial office, retail, live/work, and residential uses that will capitalize on the corridor's proximity to revitalization efforts along Long Beach Boulevard and its location near St. Francis Medical Center. The overall density/intensity of future development should be similar to the neighboring Long Beach Boulevard Corridor, with buildings modulating between three and four stories. Complete -street improvements should include amenity zones, pedestrian/bicycle zones, and activity zones.

Development incentives such as facade enhancement, density bonuses, or reduced parking requirements should be considered and should be funded through business improvement district fees (or other appropriate financing mechanism).

Provisional pop-up (outdoor dining and parklets) uses are encouraged on a temporary basis on all vacant and underutilized parcels or parking areas to create momentum until larger-scale, mixed-use development becomes more feasible.



EXAMPLE OF ACCEPTABLE NEIGHBORHOOD CHARACTER



EXAMPLE OF ACCEPTABLE USE OF CONSTRAINED LOTS



EXAMPLE OF ACCEPTABLE USE OF TREES TO CREATE NEIGHBORHOOD CHARACTER



EXAMPLE OF SHARED STREET PERMITTING SAFE VEHICLE AND NEIGHBORHOOD USE

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

Parking lots should be moved to the side or rear of new businesses, where feasible, and parallel, angled, and/or reverse angled parking should be added along the boulevard to improve the sense of pedestrian safety.



EXAMPLE OF ACCEPTABLE MIXED-USE OFFICE ABOVE RESTAURANT USES



EXAMPLE OF ACCEPTABLE ROWHOUSE FRONTAGE AND STREETSCAPE



EXAMPLE OF ACCEPTABLE MEDICAL OFFICE BUILDING DESIGN



ST. FRANCIS MEDICAL CENTER AND ADJACENT OPEN SPACES

LYNWOOD TRANSIT AREA SPECIFIC PLAN

2.3.7 ALAMEDA STREET INDUSTRIAL CORRIDOR

EXISTING CONDITIONS

The Alameda Street Industrial Corridor District is a linear, north-south aligned arterial roadway with industrially-zoned properties and traditional heavy industry and manufacturing businesses on its eastern edge and south of the I-105 (see Figure 2-1, LTASP Placemaking Opportunities). These industrial properties form one large, “superblock” that contains heavy industrial uses with a history of contamination along its western and southern portions.

The northeastern portion of this area contains newer distribution/warehousing industrial park uses. No landscaping, pedestrian, or bicycle improvements are in place along the property frontages and the roadway frontage is generally uninviting to pedestrians and people riding bicycles.

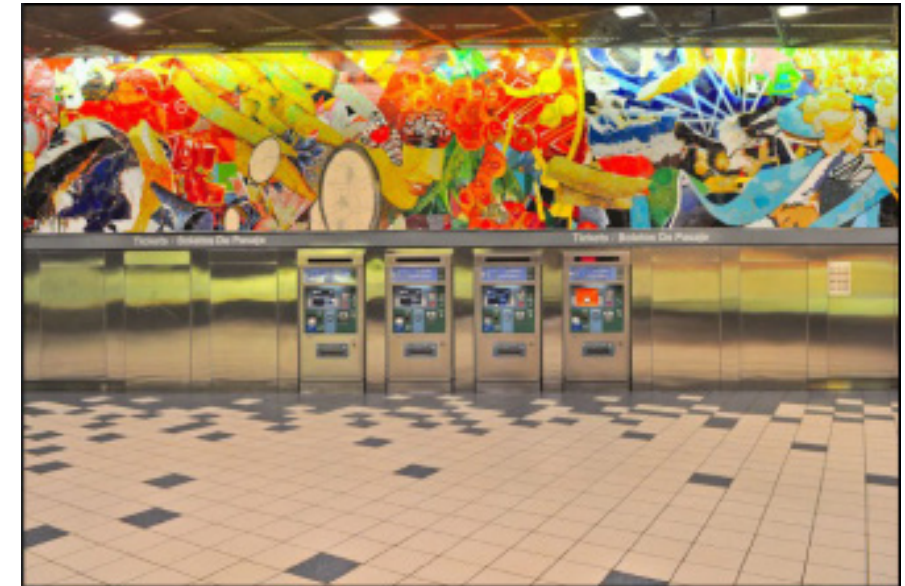
DESIGN STRATEGY

The Alameda Street Industrial Corridor is envisioned as a revitalized collection of coordinated industrial condominium buildings divisible for smaller firms needing less space than conventional manufacturers or campus-oriented research and development. New buildings in this zone would not be the typical windowless boxes set behind a sea of parking and loading docks. Instead, street-oriented buildings are encouraged, with frontage close to the sidewalk, and with windows, entrances and architectural features facing the street.

A compact parking arrangement is encouraged: structured parking rather than large surface lots, located in the mid-section of blocks, behind occupied buildings. Loading facilities would be located similarly, to facilitate a pedestrian-oriented streetscape.



EXAMPLE OF ENHANCED TRANSIT STATION PLAZA



EXAMPLE OF ENHANCED TRANSIT STATION SERVICES



EXAMPLE OF ENHANCED GATEWAY SIGNAGE



EXAMPLE OF CATALYTIC DEVELOPMENT AT KEY INTERSECTION

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.3.8 RESIDENTIAL

EXISTING CONDITIONS

Residential uses in this area (see Figure 2-1, LTASP Placemaking Opportunities) are a mix of single-family homes, two-family units, and apartments, condominiums, and townhouses. The residential area along Fernwood (located in the far western portion of the Specific Plan area) primarily contains small lot, detached, single-family residences. The properties located west of State Street along Oakwood Avenue are predominantly small lot single-family residences with detached garage, with similar conditions found east of State Street. A greater mixture of housing types exists south of Imperial Highway and east of Long Beach Boulevard along Mulford Avenue, Sanborn Avenue, Beechwood Avenue, and Birch Street. These areas include a mix of single-family detached homes, and multi-family dwellings, with a mix of apartments and detached town homes. Most of the multi-family developments are at least two stories.

DESIGN STRATEGY

The residential areas and their character should be maintained but differentiated by compatible intensification, revitalization, and streetscape/landscaping enhancements. Future development should focus on maintaining the quality of life for existing residents by establishing compatible massing and appropriate buffers between larger, more occupant-intense building types such as townhouses and duplex/triplex and existing, single-family, detached dwellings.

Safe pedestrian/bicycle connections to Plaza Mexico are encouraged and the establishment of tree-lined streets is encouraged throughout each residential neighborhood to improve neighborhood identity while also increasing pedestrian safety.

Future roadway improvements should be designed to reduce vehicle speeds and/or create shared spaces to encourage outdoor activity.



EXAMPLE OF COMBINED PEDESTRIAN CROSSING AND PUBLIC GATHERING SPACE



EXAMPLE OF TRANSIT STATION PLAZA



EXAMPLE OF NEIGHBORHOOD PARK



EXAMPLE OF SHARED PEDESTRIAN/BICYCLE PATHWAY

LYNWOOD TRANSIT AREA SPECIFIC PLAN

2.3.9 ST. FRANCIS MEDICAL CENTER

EXISTING CONDITIONS

St. Francis Medical Center is located on approximately 14 acres of land, and is bounded by Martin Luther King Boulevard to the to the east, Imperial Highway to the north, Birch Street to the west, and Cesar E. Chavez Lane to the south (see Figure 2-1, LTASP Placemaking Opportunities). The hospital is expected to serve 1.2 million residents in south eastern Los Angeles. The facility has 384 licensed beds, 2,100 employees, and 350 medical staff physicians.

DESIGN STRATEGY

The St. Francis Medical Center area is envisioned as a destination for medical, health, and associated services. The development on the campus will be guided by the St. Francis Medical Center Master Plan, which has largely been completed. Future development close to the facility should include additional housing, medical offices, mixed-use medical offices, work-force housing, and enhanced pedestrian and transit connections between St. Francis Medical Center and the Lynwood Civic Center area.

The overall density/intensity of future development should be similar to the East Imperial Highway Corridor, with buildings varying between three and four stories. Complete -street improvements should include amenity zones, pedestrian/bicycle zones, and activity zones.

2.3.10 GATEWAYS AND MULTI-MODAL TRANSIT

EXISTING CONDITIONS

The Gateway areas include the Long Beach Boulevard Metro Green Line station, the I-105 intersection with Long Beach Boulevard, and the Imperial Highway/Long Beach Boulevard intersection (see Figure 2-1, LTASP Placemaking Opportunities). Landscaping and gateway features (such as monument signage, four corner catalytic developments facing the streets, decorative lighting, or significant works of art) in these areas is minimal to non-existent.

The existing intersection of Long Beach Boulevard/Imperial Highway is unremarkable, with two gas stations at the northwest and southwest corners of the intersection, a McDonald's at the southeast corner, and a strip commercial shopping center at the northeast corner. Gas station islands and paved vehicle parking lots dominate each quadrant of this intersection along with minimal pedestrian improvements.

The Metro Green Line station is poorly integrated into the Long Beach Boulevard/I-105 intersection. The combination of multiple intersections, minimal pedestrian/ bicycle improvements, limited access to the Metro Green Line station, and poor lighting all contribute to this area being uninviting and unsafe at times.

DESIGN STRATEGY

The Metro Green Line station is envisioned as a revitalized transit hub that encourages continued transit ridership among current users and entices new riders to utilize public transportation, whether commuting to and from work or frequenting the revitalized Town Center District or the Long Beach Boulevard/ or Imperial Highway Corridors.

The most significant improvement envisioned for this area involves a redesign of freeway-related access points, including removal of the westbound I-105 onramp nearest the Travelodge Motel and realignment of the remaining three ramps to intersect with Long Beach Boulevard at right-angled, signalized intersections. These improvements will remove the existing hazard posed by wide, scattered, and uncontrolled freeway access points that are hostile to pedestrians, transit riders, and people riding bicycles.

To entice pedestrian traffic and create a sense of destination and gateway, substantial improvement is also envisioned at all corners of Long beach Boulevard/ Imperial Highway intersection.

2.3.11 OPEN SPACE/RECREATION

EXISTING CONDITIONS

The amount of open space in the City of Lynwood currently falls well below the City's goal of three acres for every 1,000 persons. This is evident throughout the Specific Plan area, where paving and concrete are prevalent and there is a noticeable lack of coordinated and meaningful open space, recreational opportunities, and gathering spaces in and around the existing commercial uses, the Metro Green Line station, and the residential neighborhoods.

DESIGN STRATEGY

Streetscapes, sidewalks, paseos, plazas, courtyards, and parks are envisioned as placemaking opportunities. Landscaped areas shall be given a unique character and image, which collectively reinforce the enhanced identity of the surrounding public and/or private realm.

A network of linear open spaces will be established so that pedestrians and people riding bicycles can move throughout the Specific Plan area on ample facilities that are buffered from vehicular traffic. This will improve neighborhood character while also enhancing the overall health and wellness of the community.

Landscaping shall include predominantly drought-tolerant, native or naturalized plant materials with proven adaptation to the region's Mediterranean climate, .4 Land Use Diagram

Establishing a balance between different types of buildings and uses is vital to encouraging a vibrant mix of commercial retail, office, residential, and transit services in the LTASP. It is also critically important to protect and enhance the quality and character of the existing residential areas. The Land Use Diagram (Figure 2-2) is a policy tool that illustrates the proposed location and intensity of new development necessary to create a vibrant, walkable, cohesive collection of neighborhoods with access to multiple transportation modes. The following are descriptions of each land use category included in the diagram.

The City's Planning Division shall maintain an accounting system of the total amount of dwelling units and non-residential square footage approved and permitted within each land use designation (district/area). Residential and non-residential development shall not exceed the total development potential permitted within each land use designation; any proposed increase over that permitted shall require an amendment to the Specific Plan. However, dwelling units may be transferred between individual development sites/ parcels within the same land use designation of the Specific Plan. This will require the owners' written authorization of the transfer and a deed recordation on both properties. The review of this will be through the Site Plan Review process outlined in Chapter 5 of

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.4 LAND USE DIAGRAM

Establishing a balance between different types of buildings and uses is vital to encouraging a vibrant mix of commercial retail, office, residential, and transit services in the LTASP. It is also critically important to protect and enhance the quality and character of the existing residential areas. The Land Use Diagram (Figure 2-2) is a policy tool that illustrates the proposed location and intensity of new development necessary to create a vibrant, walkable, cohesive collection of neighborhoods with access to multiple transportation modes. The following are descriptions of each land use category included in the diagram.

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TOWN CENTER DISTRICT

The intent of the Town Center District land use designation is to provide an urban form that can accommodate a vibrant, walkable, and urban mixed-use environment that supports public transportation alternatives and provides commercial retail to serve local and regional communities. It would also include entertainment uses and a variety of urban housing choices in an area currently developed with Plaza Mexico and the immediately surrounding properties. Up to 2,500 dwellings at densities of approximately 60 dwelling units per acre, up to 950,000 square feet of commercial uses, and a 350-room hotel are envisioned within this land use designation. The Town Center District will also provide a connection to the adjacent Metro station. This designation along with the specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: C-2, C-2A, PCD, and R-3 as specified in Municipal Code Chapter 25 (Zoning), Appendix A.

Town Center District would not be subject to a Community Facilities District in order to encourage redevelopment of the downtown district and facilitate economic development by adding jobs, businesses and housing. With the additional retail and residential development that will occur in the Town Center District, the additional fees

and the taxes generated from these uses would help finance the necessary services within the public areas of the Town Center District and overall Specific Plan area

WEST TOWN CENTER NEIGHBORHOOD

The intent of the West Town Center Neighborhood land use designation is to provide an urban form that can accommodate a vibrant, walkable, and urban mixed-use environment that supports public transportation alternatives and provides supporting commercial retail and service uses to serve the local West Town Center Neighborhood as well as Lynwood residents and visitors in general. The neighborhood could offer industrial uses and a variety of urban housing choices totaling up to 632 multi-family dwellings at densities of approximately up to 70 dwelling units per acre. The envisioned development for this land use designation could also accommodate up to 25,000 square feet of commercial uses including a twelve-pump gas station. The designation along with the specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: M, CB-1, C-2, C-2A, PCD, R-2, and R-3 as specified in the Municipal Code Chapter 25 (Zoning), Appendix A.

CORRIDOR MIXED USE - I

The intent of the Corridor Mixed Use-1 land use designation is to provide an urban form that can accommodate a vibrant, walkable urban mixed-use environment with a diverse range of commercial uses and urban housing choices near the Metro station and other transit services. Up to 500 dwellings at densities of approximately 40 dwelling units per acre and up to 100,000 square feet of commercial uses are envisioned for this land use designation. This designation along with the specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: C-2, C-2, C-2A, PCD, and R-3 as specified in Municipal Code Chapter 25, Appendix A.

CORRIDOR MIXED-USE 2

The intent of the Corridor Mixed Use-2 land use designation is to provide an urban form that can accommodate a very diverse range of uses, including adaptive re-use, restaurant uses, live-work, arts and culture, medical office, and housing. Up to 300 dwelling units at densities of approximately 40 dwelling units per acre and up to 100,000 square feet of commercial uses are envisioned within this land use designation. This designation along with the specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: C-2, C-2, C-2A, PCD, and R-3 as specified in Municipal Code Chapter 25, Appendix A.

ST. FRANCIS MEDICAL DISTRICT

This intent of the St. Francis Medical District designation is to provide an urban form that can accommodate the St. Francis Medical Center campus along with workforce housing. Neighborhood-serving commercial uses and other services are also encouraged. The designation is intended to foster the growth of the institution while enhancing the livability of surrounding residential neighborhoods and the viability of nearby business areas. Up to 100 dwelling units at densities of approximately 30 dwelling units per acre and 45,000 square feet of commercial uses are envisioned within this land use designation. This designation along with the specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: HMD as specified in Municipal Code Chapter 25, Appendix A.

INDUSTRIAL DISTRICT

The intent of the Industrial land use designation is to provide an urban form that can accommodate a mix of traditional industrial uses, eco-industrial parks, and limited live-work uses, all of which utilize a high standard of environmental and economic performance. Up to 750,000 square feet of industrial uses are permitted in this land use designation. This designation along with the specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: CB-1, M as specified in Municipal Code Chapter 25, Appendix A.

LYNWOOD TRANSIT AREA SPECIFIC PLAN

2.4 LAND USE DIAGRAM

RESIDENTIAL

The intent of the Residential land use designation is to preserve existing housing and allow small to medium lot detached and attached homes and reinforce their role within a walkable neighborhood. Up to 100 dwelling units at densities of approximately 20 dwelling units per acre are envisioned within this land use designation. This designation along with the specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: R-1, R-2, and R-3 as specified in Municipal Code Chapter 25, Appendix A.

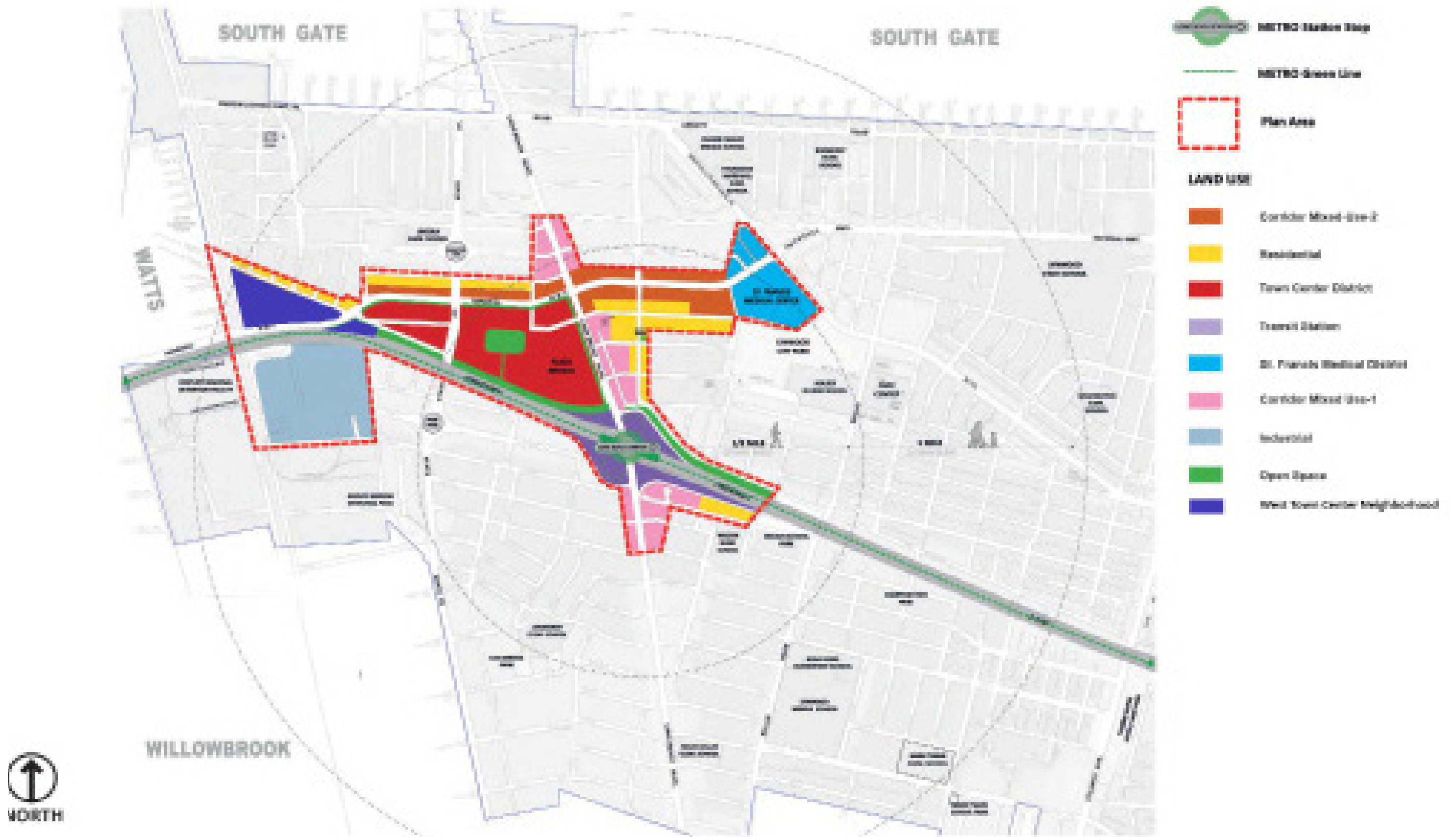
TRANSIT STATION

The intent of the Transit Station land use designation is to allow reconfiguration of the I-105 Freeway ramps to improve pedestrian and bicycle access to the Metro station and to promote the creation of a mobility hub with safe and inviting public spaces, affordable mobility choices, transit rider service uses, and gateway signage. Up to 5,000 square feet of commercial uses are envisioned in this land use designation. This designation along with the specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: C-2, C-2, C-2A, PCD, and R-3 as specified in Municipal Code Chapter 25, Appendix A.

OPEN SPACE

The intent of the Open Space land use designation is to promote the creation of inviting, safe, and accessible open spaces. The open spaces shall include, but are not limited to pedestrian and bicycle pathways, linear parks, and neighborhood parks. This designation along with the specific list of permitted and conditionally permitted uses shall be implemented by the following City of Lynwood Zoning Districts: OS and PF as specified in Municipal Code Chapter 25, Appendix A.

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS



LYNWOOD TRANSIT AREA SPECIFIC PLAN

2.5 DESIGN STANDARDS

The development standards translate the Specific Plan vision and principles into prescriptive evaluation standards, ensuring that new development projects activate the public realm, exhibit high standards of urban design and landscaping, and maximize flexibility and development feasibility for public and private projects.

2.5.1 TOWN CENTER DISTRICT

If in the future there are new TOD benefits implemented at the state, regional or local level, this Specific Plan shall accommodate the TOD benefits to encourage development along transportation routes, encourage smart development, and reduce traffic by encouraging the use of public transportation.

A. BUILDING PLACEMENT

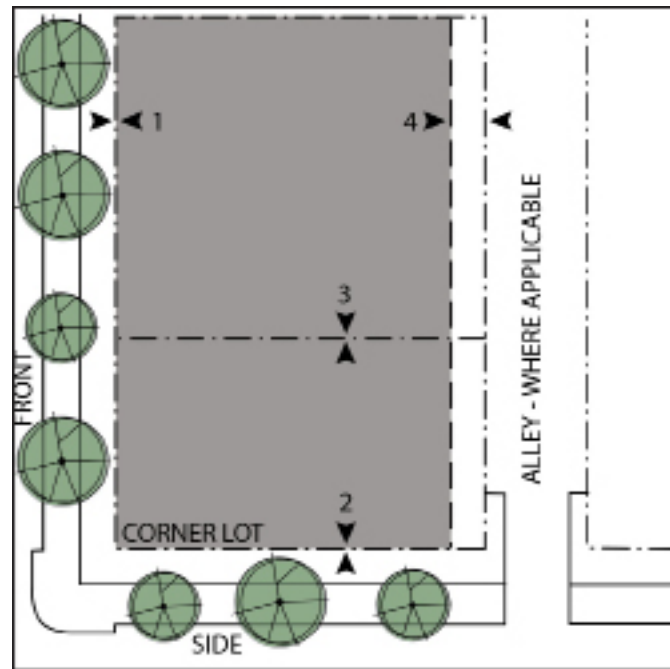


DIAGRAM A. SETBACKS

B. SETBACKS

Primary Building shall be placed in the shaded area as shown in the diagram above (unless specified otherwise by a Site Plan Review).

1. Street Build-to Line: 0'
2. Side Street Build-to Line: 0'
3. Side Yard Setback: 0'
4. Rear Yard Setback: 5' min 0'

Setback of 0' will be allowed for all property lines that abut or are adjacent

to public or private pathway or roadway. A minimum of 5' sideyard setback required for developments abutting other privately or publicly-held parcels

C. ARCHITECTURAL ENCROACHMENT

Balconies, bay windows, chimneys, cantilevered rooms and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

1. Balconies: 6' max. into street build-to line and rear setback
2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' maximum into all setback area identified in Diagram A.
3. Stoops, patios, gardens, balconies, and outdoor dining may be located in the setback and are encouraged along the street edge

D. BUILDING PROFILE AND FRONTAGE

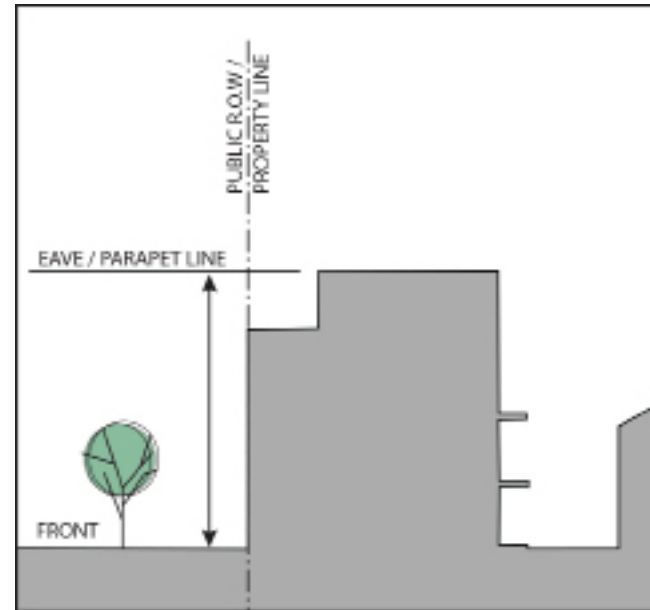


DIAGRAM B. BUILDING PROFILE

E. REPRESENTATIVE BUILDING FORMS AND GENERAL DESIGN STANDARDS



1. Maximum building length shall be 250 feet. Buildings longer than 250 feet buildings shall be subject to approval through a Site Plan Review. Buildings exceeding 250 feet in length shall have architectural elements to offset/break the building massing every 250 feet.
2. At least 50 percent of the wall plans of the exterior walls along public streets shall vary in depth and/or direction through the use of cornices, recesses, ecological elements or overhangs.
3. 50 percent of the facades shall be articulated by use of a change in plan, color, arrangement of facade elements, or a change in materials to break up the building mass.
4. Flat building facades shall incorporate details such as window trim, window recesses, cornices, changes in material, color or other design elements in an integrated composition.
5. There shall be the same or a greater level of detail and articulation on the ground floor as on the upper floors of the.

F. BUILDING HEIGHT

1. Building Maximum: Up to seven stories or 85' high. Additional stories shall require City approval.
2. Floor to Floor: 13' min. and 20' max. ground floor for shop front frontage type; 25' max. ground floor for all other frontage types; 9' min. for second floor and above. This provision does not apply to parking structures.
3. Architectural Feature/Projection Maximum: Architectural features/projections (e.g., elevator shafts, clock towers, cupolas, and similar structures) are not included in the 85' height maximum.

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

G. FRONTAGE TYPES



SHOP FRONT

Shop fronts are facades placed at or close to the right-of-way line, with the entrance at side walk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered awnings or similar shade providing overhangs. Substantial glazing at pedestrian level encourages sidewalk activation. Most appropriate for active commercial areas.



FLEX

Flex frontages are designed so that ground floor retail and commercial uses may be used for temporary residential uses, and uses may be interchanged. The design flexibility allows for ground floor facades to transition between shop front requirements and residential uses.



ARCADE

Arcades are a flex Frontage type where facades have an attached colonnade covered by upper stories. For Building Code compliance, this frontage type cannot cover the public right-of-way.



FORECOURT

A forecourt is a public or semi-public exterior space partially surrounded by a building and open to a thoroughfare, inside the shop front, gallery or arcade frontage. The space is suitable for gardens, outdoor dining, shared open space, and public plazas and should be situated to maximize solar access.

H. DWELLING UNIT SIZE

1. The minimum unit size shall be 550 square feet. The minimum bedroom dimensions shall be 10' x 9'.

I. PARKING

PARKING STANDARDS

The parking standards are intended to provide a parking supply that is tailored for and supports transit-oriented development and allows for greater flexibility in the provision of required parking. The standards are also intended to work in concert with the parking strategies outlined in Sections 3.3.5, Parking Management, and 3.8, Parking Strategies, of Chapter 3.

1. Parking Stall Dimensions: All parking stalls shall be standard in size and stand-alone single stalls with the exceptions listed herein.
 - Standard Stall: Min. 9 ft. wide by 18 ft. deep.
 - Compact Stall: Of the 20% allowed compact stalls, the first 12% must measure 9' wide x 15' deep. The remaining 8% of those 20% may measure 8' wide x 15' deep.
 - All dwelling units must have at least one parking space measuring 9' wide x 18' deep minimum.
2. Residential Parking:
 - Resident: Min. 1.5 spaces per DU (dwelling unit).
 - Guest: Guest parking may be located in adjacent parking structures or parking lots where parking spaces are shared with other non-residential uses (retail and other similar uses). Overnight guest parking is only allowed with permit from the property management.
 - Commercial and Retail Parking: Min. 3.0 spaces per 1,000 sq. ft.
3. Restaurant Parking: Min. 8 spaces per 1,000 sq. ft. Parking calculated is based on square feet of dining area.
4. Tandem Parking: The purpose of tandem parking is to allow flexibility in and creative solutions to the parking provisions of mixed-use projects. Following are provisions for the residential and commercial/retail portions of mixed-use projects.
 - Residential: Tandem parking is allowed in residential portions of mixed-use projects. Residential-tandem parking spaces in a the same tandem stall shall be assigned to the same unit and cannot be divided/shared between tenants of various units.
 - Commercial/Retail: Because of the need for individual commercial/retail businesses to coordinate owner, employee and customer parking on a larger scale, tandem parking is permitted as follows:
 - If tandem parking is proposed for use by owners and employees of commercial/retail businesses, and residential leasing/management office,

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parking spaces shall be clearly marked as reserved or assigned.

- If tandem parking is proposed for general customer use, a parking management system (e.g., valet parking, parking attendant) shall be established to manage and operate the tandem spaces. Tandem parking for customer use shall only be permitted with the establishment of a parking management system.

5. Compact Parking: In parking areas or garages containing 10 or more spaces up to 20% of the total required parking spaces and 100% of the non-required parking spaces may be compact. For dwelling units, all parking stalls in excess of one stall per unit may be compact.
6. Unbundled Parking: In accordance with the parking unbundling strategy of Section 3.8.5, Managing Parking Demand, of Chapter 3.

common areas shall be developed and professionally maintained in accordance with approved landscape and irrigation plans.

3. Courtyard internal to a project, or enclosed on at least three sides, shall have a minimum width of 15 ft.

PARKING PLACEMENT

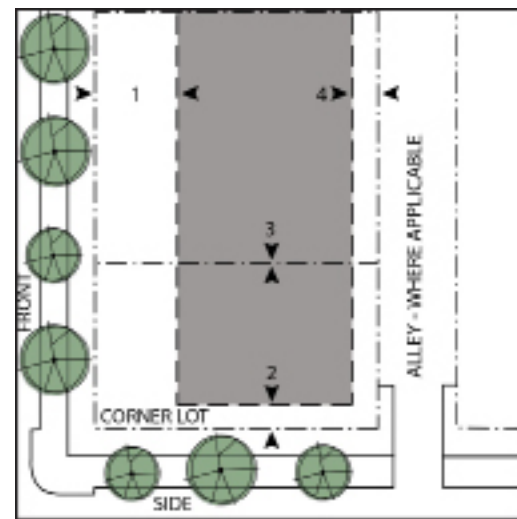


DIAGRAM D PARKING PLACEMENT

1. Off-street parking shall be allowed on the entire development site, provided that a visual buffer in the form of landscaping (e.g., landscaped hedge wall) and/or a decorative low wall or fence are provided along the roadway frontage.
2. On-street parking is permitted along designated parkway and sidewalk.
3. A stand-alone Parking structures may be incorporated in the Town Center District and its placement shall be adjacent to the I-105 right-of-way, where feasible, to reduce vehicular noise emanating from the freeway.
4. Subterranean parking may extend to a height of five feet maximum above finish grade, provided that garage perimeter wall either aligns with face of building or becomes part of the building frontage

RESIDENTIAL OPEN SPACE

1. Minimum 120 sq. ft. per unit for usable open space either as common and/or private area. No minimum sq.ft. requirement for private open space.
2. All residential common areas shall be improved as either active or passive facilities, with landscaping or hardscape elements designed to serve the residents of the project. All

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

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LYNWOOD TRANSIT AREA SPECIFIC PLAN

2.5.2 WEST TOWN CENTER NEIGHBORHOOD

If in the future there are new TOD benefits implemented at the state, regional, or local level, this Specific Plan shall accommodate the TOD benefits to encourage development along transportation routes, encourage smart development, and reduce automobile traffic by encouraging the use of public transportation. Development Standards for any M (Manufacturing) use can be found under Section 2.5.4 "Industrial". Development Standards for all other allowable uses are described below.

A. BUILDING PLACEMENT

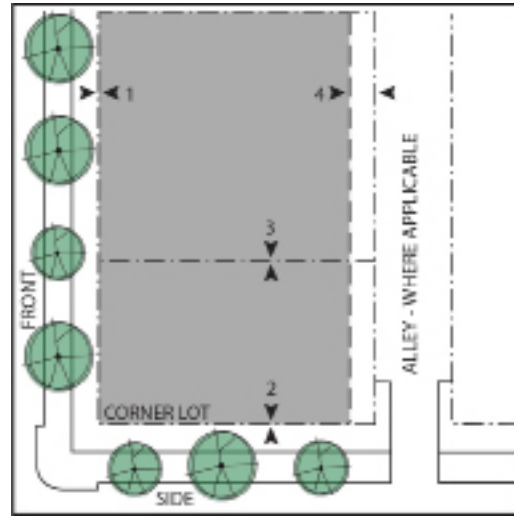


DIAGRAM A SETBACKS

B. SETBACKS

Primary Building shall be placed in the shaded area as shown in Diagram A unless specified otherwise by a Site Plan review.

1. Street Build-to Line: 10' min.
2. Side Street Build-to Line: 10' min
3. Side Yard Setback: 5' min
4. Rear Yard Setback: 5' min

Setback of 10' will be required for all property lines that abut or are adjacent to public or private pathways or roadways. A minimum of 5' setback is required for developments abutting other privately or publicly-held parcels.

C. ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

1. Balconies: 6' max. into street build-to line and rear setback
2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' maximum into all setback area identified in Diagram A.
3. Stoops, patios, gardens, balconies, and outdoor dining may be located in the setback and are encouraged along the street edge

D. BUILDING PROFILE AND FRONTAGE

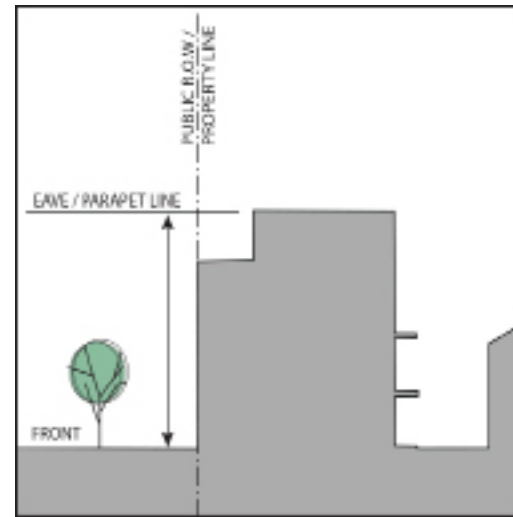


DIAGRAM B PROFILE

E. REPRESENTATIVE BUILDING FORMS AND GENERAL DESIGN STANDARDS

1. Maximum building length shall be 200 feet. Buildings longer than 200 feet shall be approved through a Site Plan Review and requires Fire Department approval. Buildings shall have architectural elements to offset/break the building massing every 25 feet.
2. At least 50 percent of the wall plans of the exterior walls along public streets shall vary in depth and/or direction through the use of cornices, recesses, ecological elements or overhangs.
3. Fifty percent of the facades shall be articulated by use of a change in plan, color, arrangement of facade elements, or a change in materials to break up the building mass.
4. Flat building facades shall incorporate details such as window trim, window recesses, cornices, changes in material, color or other design elements in an integrated composition.
5. There shall be the same or a greater level of detail and articulation on the ground floor as on the upper floors of the buildings.

6. Gated communities are permitted in the West Town Center.

F. BUILDING HEIGHT

1. Building Maximum:
 - Apartments and Mixed-Use: Up to six stories or 73 feet.
 - Townhomes- Street-facing: Up to two stories or 35 feet
 - Townhomes- Interior-facing: Up to three stories or 45 feet.
 Additional stories shall be subject to City approval through a Site Plan Review.
2. Floor to Floor: 14' minimum and 18 maximum ground floor for shop front frontage type; 12' maximum for ground floor residential; 12' maximum for second floor and above. This provision does not apply to parking structures.
3. Architectural Feature/Projection Maximum: Architectural features/structures are not restricted by the 73' height limit.

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

G. FRONTAGE TYPES



SHOP FRONT

Shop fronts are facades placed at or close to the right-of-way line, with the entrance at side walk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered awnings or similar shade providing overhangs. Substantial glazing at pedestrian level encourages sidewalk activation. Most appropriate for active commercial areas.



FLEX

Flex frontages are designed so that ground floor retail and commercial uses may be used for temporary residential uses, and uses may be interchanged. The design flexibility allows for ground floor facades to transition between shop front requirements and residential uses.



ARCADE

Arcades are a flex Frontage type where facades have an attached colonnade covered by upper stories. For Building Code compliance, this frontage type cannot cover the public right-of-way.



FORECORT

A forecourt is a public or semi-public exterior space partially surrounded by a building and open to a thoroughfare, inside the shop front, gallery or arcade frontage. The space is suitable for gardens, outdoor dining, shared open space, and public plazas and should be situated to maximize solar access.

H. DWELLING UNIT SIZE

1. No minimum unit sizes. The minimum bedroom dimensions shall comply with the California Building Codes and Health and Safety Codes.

I. PARKING

PARKING STANDARDS

The parking standards are intended to provide a parking supply that is tailored for and supports transit-oriented development and allows for greater flexibility in the provision of required parking. The standards are also intended to work in concert with the parking strategies outlined in Sections 3.3.5, Parking Management, and 3.8, Parking Strategies, of Chapter 3.

1. Parking Stall Dimensions: All parking stalls shall be standard in size and stand-alone single stalls with the exceptions listed herein. Standards Stall Minimum 9 feet wide by 18 feet deep.
2. All dwelling units must have at least one parking space measuring 9' wide x 18' deep minimum.
3. All garages must have interior minimum dimensions of 20' x 20'.
4. Residential Parking: Number of Automobile Parking Spaces Required

Townhome Housing Units

- a) Zero to Three Bedrooms: A two-car garage per unit
- b) Four or More Bedrooms: A two-car garage per unit plus one parking space per unit
- c) Guest Parking: 0.5 onsite parking spaces per unit

Market Rate Apartment Housing Units

- a) Zero to One Bedrooms: One on-site parking space
- b) Two to Three Bedrooms: Two on-site parking spaces
- c) Four or More Bedrooms: Three on-site parking spaces
- d) Guest Parking: 0.5 onsite parking spaces per unit

Affordable Apartment Housing Units

- a) Zero to One Bedrooms: One on-site parking space
- b) Two to Three Bedrooms: Two on-site parking spaces
- c) Four or More Bedrooms: Two and one-half onsite parking spaces
- d) Guest Parking: 0.5 on-site parking spaces per unit

Resident Parking: Any additional covered parking space may be located in adjacent parking structures or in parking lots.

Guest: Guest parking may be located in adjacent parking structures or in parking lots. Overnight guest parking is only allowed with permit from the property management.

Commercial and Retail Parking: The number of parking required in Table 65-1 of the Lynwood Zoning Code per listed use, reduced by 20%.

LYNWOOD TRANSIT AREA SPECIFIC PLAN

5. Restaurant Parking: Minimum 1 space per 200 square feet of gross floor area with a minimum of 4 spaces.
6. Tandem Parking: The purpose of tandem parking is to allow flexibility in and creative solutions to the parking provisions of mixed-use projects. Following are provisions for the residential and commercial/retail portions of mixed-use projects.
 - a) Residential: Tandem parking is allowed in residential portions of mixed-use projects. Residential-tandem parking spaces in the same tandem stall shall be assigned to the same unit and cannot be divided/shared between tenants of various units.
 - b) Commercial/Retail: Because of the need for individual commercial/retail businesses to coordinate owner, employee, and customer parking on a larger scale, tandem parking is permitted as follows:

If tandem parking is proposed for use by owners and employees of commercial/retail businesses, and residential leasing/management office, parking spaces shall be clearly marked as reserved or assigned.

If tandem parking is proposed for general customer use, a parking management system (e.g. valet parking, parking attendant) shall be established to manage and operate the tandem spaces. Tandem parking for customer use shall only be permitted with the establishment of a parking management system.

PARKING PLACEMENT

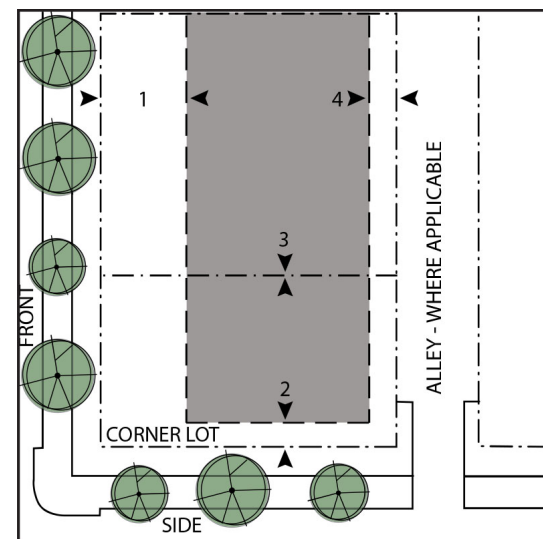


DIAGRAM C. PARKING PLACEMENT

Off-street parking shall be tied into the design of the development of the site. When possible, visual buffers in the form of landscaping (e.g. landscaped hedge wall) and/or a decorative low wall or fence shall be provided when along the roadway frontage.

On-street parking is permitted along designated parkway and sidewalk.

RESIDENTIAL OPEN SPACE

1. Minimum 120 square feet per unit of open space either as common and/or private area. There is no minimum square foot requirement for private open space.
2. All residential common areas shall be improved as either active or passive facilities, with landscaping or hardscape elements designed to serve the residents of the project. All common areas shall be developed and professionally maintained in accordance with approved landscape and irrigation plans.
3. Courtyard internal to a project, or enclosed on at least three sides, shall have a minimum width of 15 feet.



EXAMPLE OF APPROPRIATE BUILDING DESIGN



EXAMPLE OF APPROPRIATE BUILDING DESIGN



EXAMPLE OF APPROPRIATE BUILDING DESIGN

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.5.3 CORRIDOR MIXED USE-I

A. BUILDING PLACEMENT

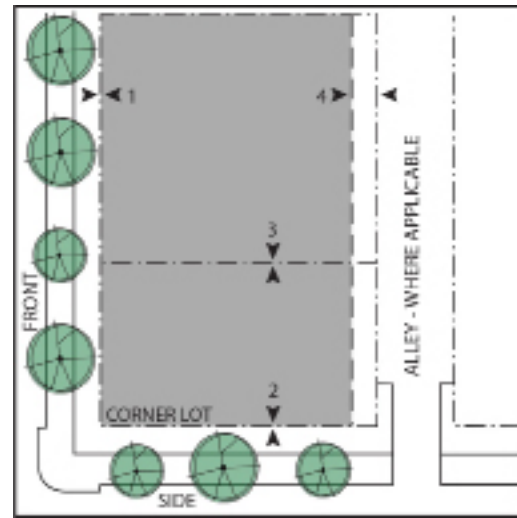


DIAGRAM A SETBACKS

B. SETBACKS

Primary Building shall be placed in the shaded area as shown in Diagram A unless specified otherwise by a Site Plan review.

1. Street Build-to Line: per frontage type requirements.
2. Side Street Build-to Line: 0' to 5'
3. Side Yard Setback: 5' min.
4. Rear Setback: 15'

C. ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

1. Balconies: 6' max. into street build-to line and rear setback
2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all setback area identified in Diagram A
3. 12' max. second floor and above

D. BUILDING PROFILE AND FRONTAGE

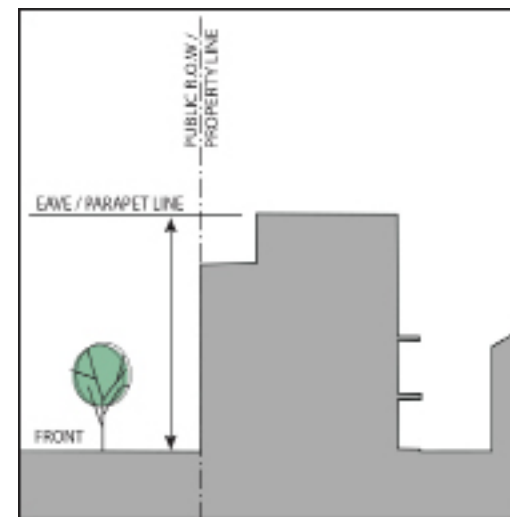


DIAGRAM B PROFILE AND FRONTAGE

E. REPRESENTATIVE BUILDING FORMS AND GENERAL DESIGN STANDARDS

1. Maximum building length shall be 200 feet. Longer buildings shall be approved by Site Plan Review.



EXAMPLE OF APPROPRIATE BUILDING DESIGN

2. At least 50 percent of the wall plans of the exterior walls along public streets shall vary in depth and/or direction through the use of cornices, recesses, ecological elements or overhangs.
3. Wall offsets shall be a minimum of 1 foot for every 25 feet of length.
4. 50 percent of the facades shall be articulated by use of a change in plan, color, arrangement of facade elements, or a change in materials to break up the building mass.
5. A flat building facade shall incorporate details such as window trim, window recesses, cornices, changes in material, color or other design elements in an integrated composition.
6. Building materials on the ground floor shall be high quality durable materials.
7. There shall be the same or a greater level of detail and articulation on the ground floor as on the upper floors of the building.

F. BUILDING HEIGHT

1. Maximum: three stories for primary building (25 percent of building footprint may be four story).
2. Floor to Floor: 14' min. and 18' max. ground floor for arcade, gallery and shopfront frontage types; 18' max. ground floor for all other frontage types, 12' max. second floor and above.



EXAMPLE OF APPROPRIATE BUILDING DESIGN

LYNWOOD TRANSIT AREA SPECIFIC PLAN

G. FRONTAGE TYPES



SHOP FRONT



FLEX



ARCADE



FORECOURT

Shop fronts are facades placed at or close to the right-of-way line, with the entrance at side walk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered awnings or similar shade providing overhangs. Substantial glazing at pedestrian level encourages sidewalk activation. Most appropriate for active commercial areas.

Flex frontages are designed so that ground floor retail and commercial uses may be used for temporary residential uses, and uses may be interchanged. The design flexibility allows for ground floor facades to transition between shop front requirements and residential uses.

Arcades are a flex Frontage type where facades have an attached colonnade covered by upper stories. For Building Code considerations, this frontage type cannot cover the public right-of-way.

Arcades are a flex Frontage type where facades have an attached colonnade covered by upper stories. For Building Code considerations, this frontage type cannot cover the public right-of-way.

H. PARKING

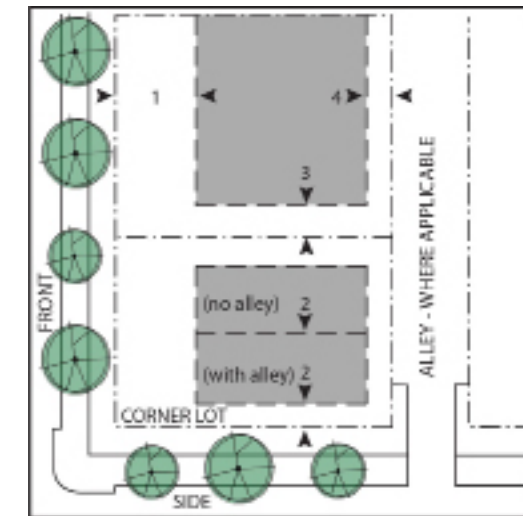


DIAGRAM C PARKING PLACEMENT

PARKING PLACEMENT

Off-street parking and Services are allowed only in the shaded areas as shown in Diagram C above.

1. Street Setback: Rear 50 percent of the lot depth
2. Side Street Setback: 5 feet minimum (with alley) / 20' min. (no alley)
3. Side Yard Setback: 5 feet minimum
4. Rear Setback: 5 feet minimum
5. On-street parking is permitted along designated parkway and sidewalk
6. A shared parking structure may be incorporated into the Town Center district.
7. Subterranean parking may extend to a height of three feet max above finish grade, provided that garage perimeter wall either aligns with face of building or becomes part of a stoop or dooryard frontage.

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.5.4 CORRIDOR MIXED USE-2

A. BUILDING PLACEMENT

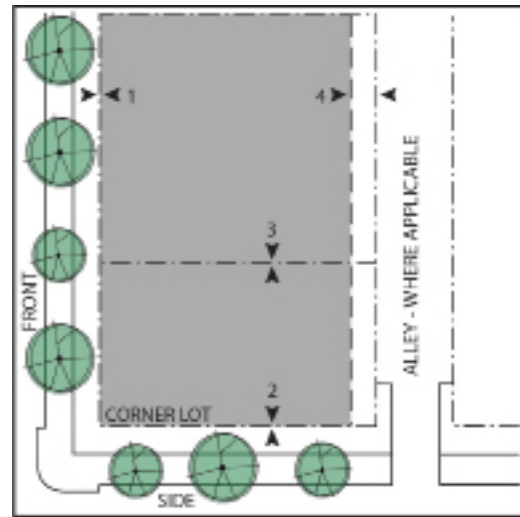


DIAGRAM A SETBACKS

B. SETBACKS

Primary Building shall be placed in the shaded area as shown in Diagram A unless specified otherwise by a Site Plan review.

1. Street Build-to Line: per frontage type requirements.
2. Side Street Build-to Line: 0' to 5'
3. Side Yard Setback: 5' min.
4. Rear Setback: 15' min.

C. ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

1. 1. Balconies: 6' max. into street build-to line and rear setback
2. 2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all setback area identified in Diagram A

D. BUILDING PROFILE AND FRONTAGE

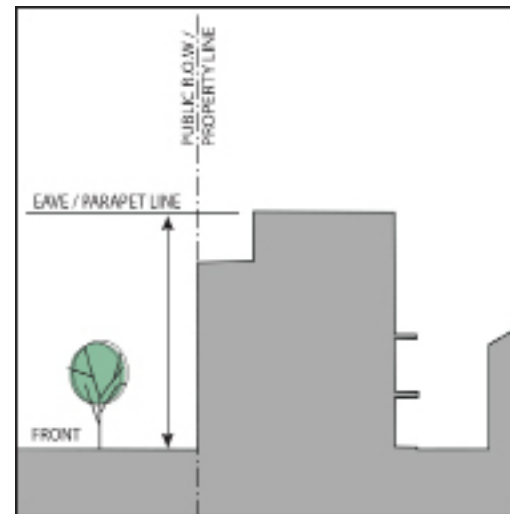


DIAGRAM B PROFILE AND FRONTAGE

E. REPRESENTATIVE BUILDING FORMS AND GENERAL DESIGN STANDARDS

1. Maximum building length shall be 200 feet. Longer buildings shall be approved by Site Plan Review.
2. At least 50 percent of the wall plans of the exterior walls along public streets shall vary in depth and/or direction through the use of cornices, recesses, ecological elements or overhangs.
3. Wall offsets shall be a minimum of 1 foot for every 25 feet of length.
4. 50 percent of the facades shall be articulated by use of a change in plan, color, arrangement of facade elements, or a change in materials to break up the building mass.
5. A flat building facade shall incorporate details such as window trim, window recesses, cornices, changes in material, color or other design elements in an integrated composition.
6. Building materials on the ground floor shall be high quality durable materials.
7. There shall be the same or a greater level of detail and articulation on the ground floor as on the upper floors of the building.

F. BUILDING HEIGHT

1. Maximum: three stories for primary building (25 percent of building footprint may be four story).
2. 2. Floor to Floor: 14' min. and 18' max. ground floor for arcade, gallery and shopfront frontage types; 18' max. ground floor for all other frontage types, 12' max. second floor and above.



EXAMPLE OF APPROPRIATE BUILDING DESIGN



EXAMPLE OF APPROPRIATE BUILDING DESIGN

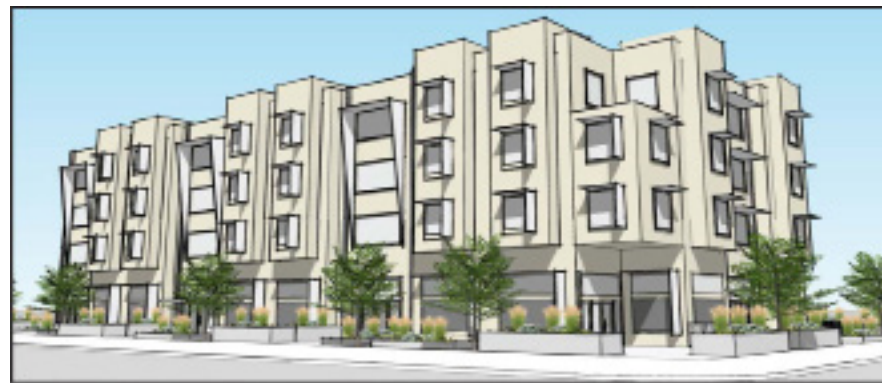
LYNWOOD TRANSIT AREA SPECIFIC PLAN

G. FRONTAGES



SHOP FRONT

Shop fronts are facades placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered awnings or similar shade providing overhangs. Substantial glazing at pedestrian level encourages sidewalk activation. Most appropriate for active commercial areas.



FLEX

Flex frontages are designed so that ground floor retail and commercial uses may be used for temporary residential uses, and uses may be interchanged. The design flexibility allows for ground floor facades to transition between shop front requirements and residential uses.



ARCADE

Arcades are a flex frontage type where facades have an attached colonnade covered by upper stories. For Building Code considerations, this frontage type cannot cover the public right-of-way.



FORECOURTS

A forecourt is a public or semi-public exterior space partially surrounded by a building and open to a thoroughfare, within the shop front, gallery or arcade frontage. The space is suitable for gardens, outdoor dining, shared open space and public plazas and should be situated to maximize solar access

H. PARKING

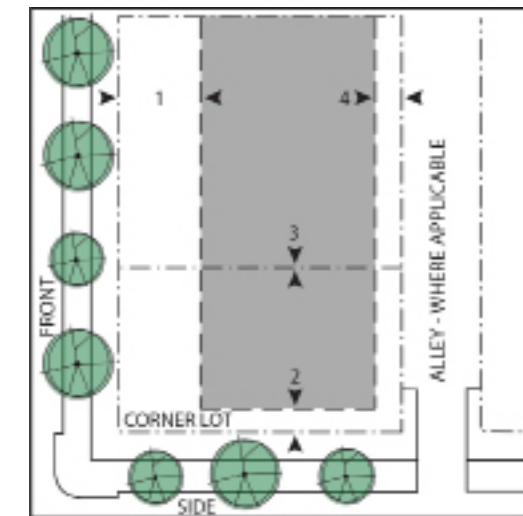


DIAGRAM C PARKING PLACEMENT

PARKING PLACEMENT

Off-street parking and services are allowed only in the shaded areas as shown in

1. On-street parking is permitted along designated parkway and sidewalk.
2. Subterranean parking may extend to a height of 3' max above finish grade, provided that garage perimeter wall either aligns with face of building or becomes part of a Stoop or Dooryard frontage.

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.5.5 INDUSTRIAL

A. BUILDING PLACEMENT

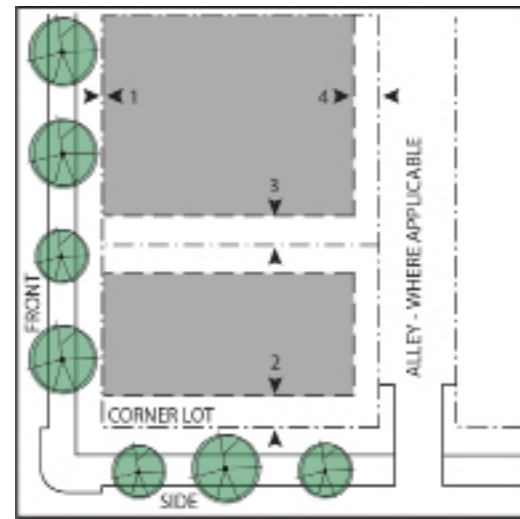


DIAGRAM A SETBACKS

B. SETBACKS

Primary Building shall be placed in the shaded area as shown in the diagram above (unless specified otherwise by a Site Plan review).

1. Street build-to Line: per frontage type requirements.
2. Side street build-to Line: 0' to 5'
3. Side yard setback: 5' min.
4. Rear setback: 15' min.

C. ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

1. 1. Balconies: 6' maximum into street build-to line, side street build-to line and rear setback
2. 2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' maximum into all setback areas as identified in Diagram A.

D. BUILDING PROFILE AND FRONTAGE

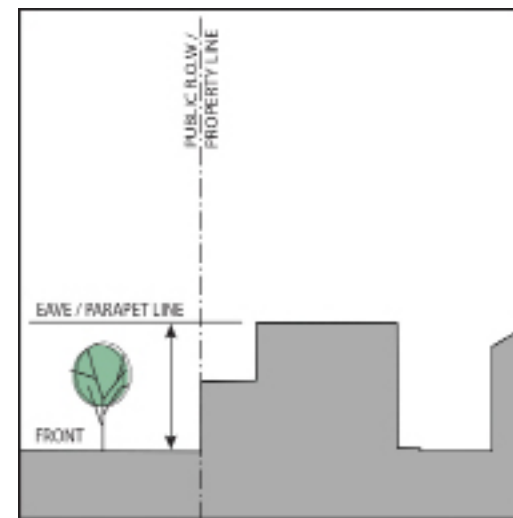


DIAGRAM B PROFILE AND FRONTAGE

E. REPRESENTATIVE BUILDING FORMS AND GENERAL DESIGN STANDARDS

3. 1. Buildings should be reduced in apparent mass or articulated to avoid large onolithic, box-like shapes.
4. 2. Building location should optimize internal efficiencies, especially in multibuilding developments, in screening service and loading areas from adjoining public streets, designation of regional facilities for stormwater detention, implementing cross access easements, and providing for common /functional employee recreational areas.
5. 3. Building location shall act to minimize from all adjoining public streets, view of truck parking and loading areas, outside storage areas, ground mounted mechanical equipment, as well as trash and service enclosures.
6. 4. Any wall adjacent to the public right-of-way shall incorporate significant architectural features and treatments to diminish the building mass.
7. 5. Variations in color and/or texture should be used. Avoid blank walls at ground-floor levels. Use windows, trellises, wall articulation, arcades, material changes, awnings, canopies, clerestory, or other features.
8. 6. Building exterior materials shall be factory finished, stained, integrally colored, or otherwise suitably treated. Materials may include: split faced or concrete masonry units, glazed concrete masonry units, face brick, stone veneer, architectural pre-cast concrete, painted or stained site-cast concrete, architectural concrete, or similar.

F. BUILDING HEIGHT

1. 1. Maximum: 2 stories for Primary Building (40 percent of building footprint may be 3 story).
2. 2. Floor to Floor: 14' min. and 17' max. ground floor for the shopfront frontage type; 12' max. second floor and above.



EXAMPLE OF APPROPRIATE BUILDING DESIGN



EXAMPLE OF APPROPRIATE BUILDING DESIGN

LYNWOOD TRANSIT AREA SPECIFIC PLAN

G. FRONTAGE TYPES



SHOP FRONT



FLEX



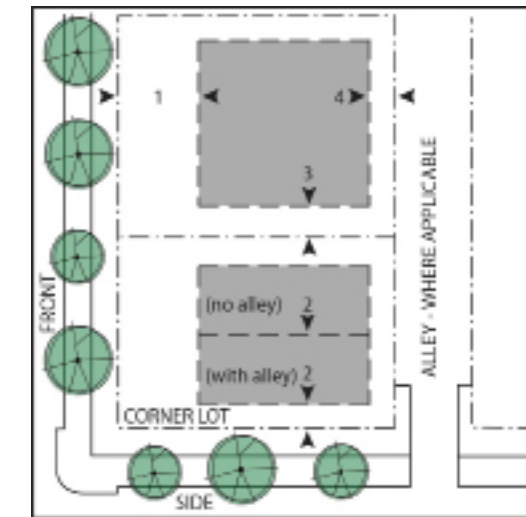
FORECOURT

Shop fronts are facades placed at or close to the right-of-way line, with the entrance at side walk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered awnings or similar shade providing overhangs. Substantial glazing at pedestrian level encourages sidewalk activation. Most appropriate for active commercial areas.

Flex frontages are designed so that ground floor retail and commercial uses may be used for temporary residential uses, and uses may be interchanged. The design flexibility allows for ground floor facades to transition between shop front requirements and residential uses.

A forecourt is a public or semi-public exterior space partially surrounded by a building and open to a thoroughfare, within the shop front, gallery or arcade frontage. The space is suitable for gardens, outdoor dining, shared open space and public plazas and should be situated to maximize solar access

H. PARKING



PARKING PLACEMENT

PARKING PLACEMENT

Off-street parking and Services are allowed only in the shaded areas as show in Parking Placement diagram above.

Street Setback: Rear 50% of lot depth

1. Side Street Setback: 5' min. (with alley) / 20' min. (no alley)
2. Side Yard Setback: 5' min.
3. Rear Setback: 5' min.
4. On-street parking is permitted along designated parkway and sidewalk areas.
5. All parking is envisioned within surface parking lots.

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.5.6 TRANSIT STATION

A. BUILDING PLACEMENT

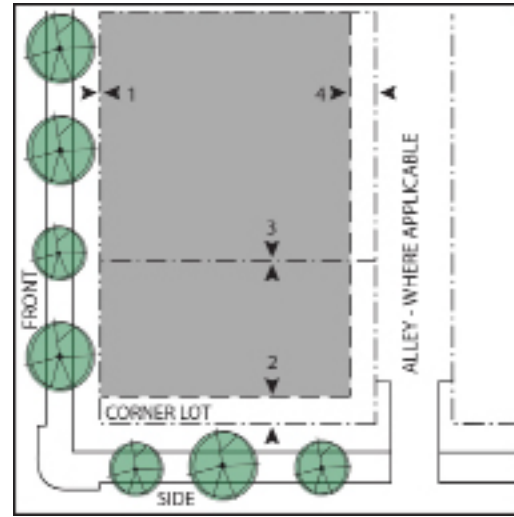


DIAGRAM A SETBACKS

B. SETBACKS

Primary building shall be placed in the shaded area as shown in Diagram A unless specified otherwise by a Site Plan review.

1. Street Build-to Line: 0' to 5' min.
2. Side Street Build-to Line: 5' min.
3. Side Yard Setback: 0' min.
4. Rear Yard Setback: 5' min.

C. ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

1. Balconies: 6' max. into Street Build-to Line and Rear Setback.
2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback area identified in Diagram A. Building Placement.

D. BUILDING PROFILE AND FRONTAGE

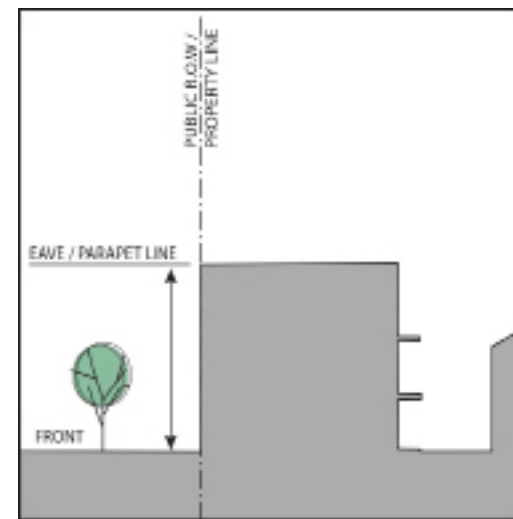


DIAGRAM B PROFILE AND FRONTAGE

E. REPRESENTATIVE BUILDING FORMS AND GENERAL DESIGN STANDARDS

1. Buildings that face a transit station platform should incorporate architectural features, such as windows, awnings, projections, reveals, belt courses, changes in building material, pattern and other elements on all four sides of the building.
2. Exterior building materials should consist of durable, high quality materials that are easy to maintain. Durable, high quality materials include brick, stone, architectural cast or pre-cast concrete, cast stone, colored split or ground face concrete masonry units, and terracotta. Other materials, such as stucco, are acceptable when used as a trim feature. Materials should be compatible with the architecture of the building.
3. Increase the visibility from buildings onto public spaces through the use of windows, doors, balconies, etc. Operable openings, balconies, veranda or other similar features should be integrated on all levels of the building that face a public space and allow visibility into the public space.
4. Lighting located on the building and the site should be integrated into the architecture of the building and be compatible with the context of the site. Lighting should emphasize the ground floor store fronts and spill out onto the sidewalk. All lighting should be screened so that it does not negatively impact adjacent property and shines down instead of up.
5. Integrate signs into the design of the building and the site so that they are visible from the sidewalk.

F. BUILDING HEIGHT

1. 1. Maximum: Three stories for primary building
2. 2. Floor to Floor: 14' min. and 18' max. ground floor for arcade, gallery and shopfront frontage types; 18' max. ground floor for all other frontage types, 12' max. second floor and above. (12' max for parking structure).



EXAMPLE OF APPROPRIATE BUILDING DESIGN



EXAMPLE OF APPROPRIATE BUILDING DESIGN

LYNWOOD TRANSIT AREA SPECIFIC PLAN

FRONTAGE TYPES



SHOP FRONT



FLEX



FORECOURT

Shop fronts are facades placed at or close to the right-of-way line, with the entrance at side walk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered awnings or similar shade providing overhangs. Substantial glazing at pedestrian level encourages sidewalk activation. Most appropriate for active commercial areas.

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Arcades are a flex Frontage type where facades have an attached colonnade covered by upper stories. For Building Code considerations, this frontage type cannot cover the public right-of-way.

A forecourt is a public or semi-public exterior space partially surrounded by a building and open to a thoroughfare, within the shop front, gallery or arcade frontage. The space is suitable for gardens, outdoor dining, shared open space and public plazas and should be situated to maximize solar access.

PARKING

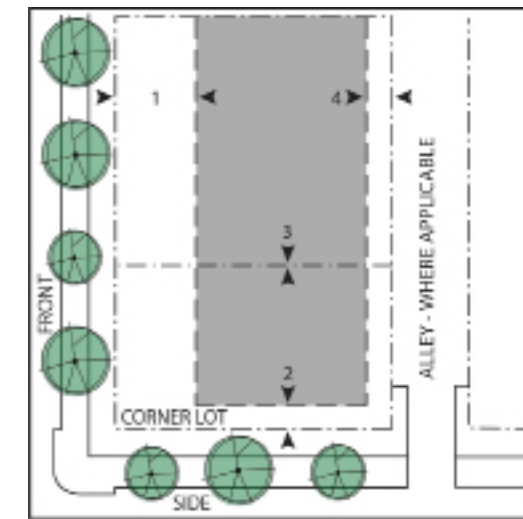


DIAGRAM C PARKING PLACEMENT

PARKING PLACEMENT

1. Off-street parking and Services are allowed only in the shaded areas as show in Parking Placement diagram above.
2. On-street parking is permitted along designated parkway and sidewalk
3. Subterranean parking may extend to a height of 3' max above finish grade perimeter wall either aligns with face of building or becomes part of a stoop or Dooryard frontage.
4. On-street parking is permitted along designated parkway and sidewalk.

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.5.7 ST. FRANCIS MEDICAL CENTER

A. BUILDING PLACEMENT

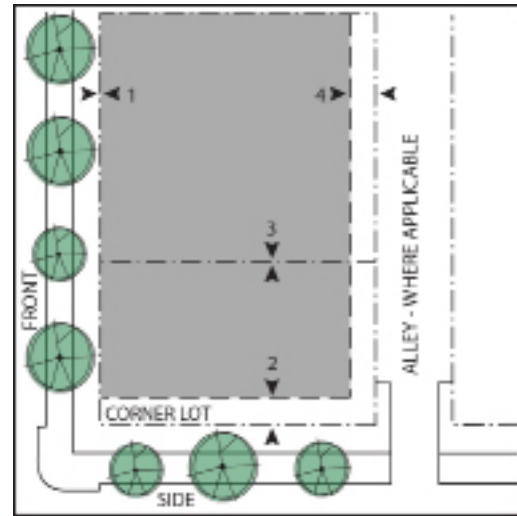


DIAGRAM A SETBACKS

B. SETBACKS

Primary Building shall be placed in the shaded area as shown in Diagram A unless specified otherwise by a permitted Building Type.

1. Street Build-to Line: 0' to 5' min.
2. Side Street Build-to Line: 5' min
3. Side Yard Setback: 0' min
4. Rear Yard Setback: 5' min

C. ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

1. 1. Balconies: 6' max. into Street Build-to Line and Rear Setback.
2. 2. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all Setback area identified in diagram A. Building Placement.

D. BUILDING PROFILE AND FRONTAGE

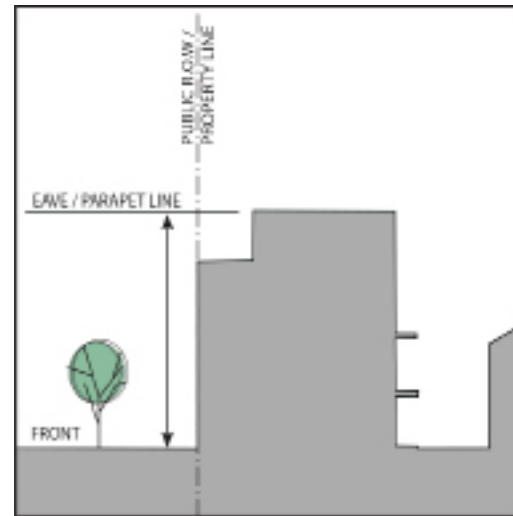


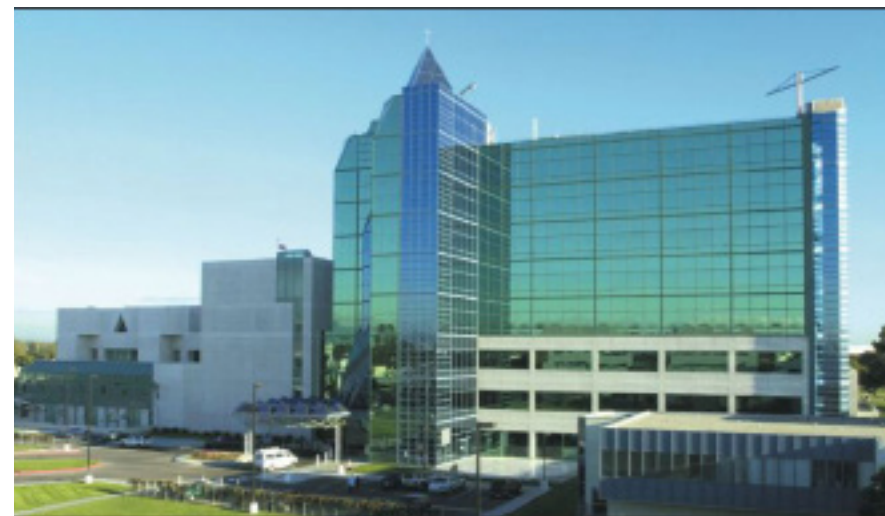
DIAGRAM B PROFILE AND FRONTAGE

E. REPRESENTATIVE BUILDING FORMS AND GENERAL DESIGN STANDARDS

1. Maximum building length shall be 200 feet. Longer buildings shall be approved by Site Plan review.
2. At least 50 percent of the wall plans of the exterior walls along public streets shall vary in depth and/or direction through the use of cornices, recesses, ecological elements or overhangs.
3. Wall offsets shall be a minimum of 1 foot for every 25 feet of length.
4. 50% of the facades shall be articulated by use of a change in plan, color, arrangement of facade elements, or a change in materials to break up the building mass.
5. A flat building facade shall incorporate details such as window trim, window recesses, cornices, changes in material, color or other design elements in an integrated composition.
6. Building materials on the ground floor shall be high quality durable materials.
7. There shall be the same or a greater level of detail and articulation on the ground floor as on the upper floors of the building.

F. BUILDING HEIGHT

1. St. Francis Medical Center: As permitted in Master Plan.
2. All Others: Maximum three stories for primary building (25 percent of building footprint may be four story).
3. Floor to Floor: 14' min. and 18' max. ground floor for arcade, gallery and shop front frontage types; 18' max. ground floor for all other frontage types, 12' max. second floor and above.



EXAMPLE OF APPROPRIATE BUILDING DESIGN



EXAMPLE OF APPROPRIATE BUILDING DESIGN

LYNWOOD TRANSIT AREA SPECIFIC PLAN

G. FRONTAGE TYPES



SHOP FRONT

Shop fronts are facades placed at or close to the right-of-way line, with the entrance at side walk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered awnings or similar shade providing overhangs. Substantial glazing at pedestrian level encourages sidewalk activation. Most appropriate for active commercial areas.



FLEX

Flex frontages are designed so that ground floor retail and commercial uses may be used for temporary residential uses, and uses may be interchanged. The design flexibility allows for ground floor facades to transition between shop front requirements and residential uses.



ARCAGE

Arcades are a flex frontage type where facades have an attached colonnade covered by upper stories. For Building Code considerations, this frontage type cannot cover the public right-of-way



FORECOURT

A forecourt is a public or semi-public exterior space partially surrounded by a building and open to a thoroughfare, within the shop front, gallery or arcade frontage. The space is suitable for gardens, outdoor dining, shared open space and public plazas and should be situated to maximize solar access

H. PARKING

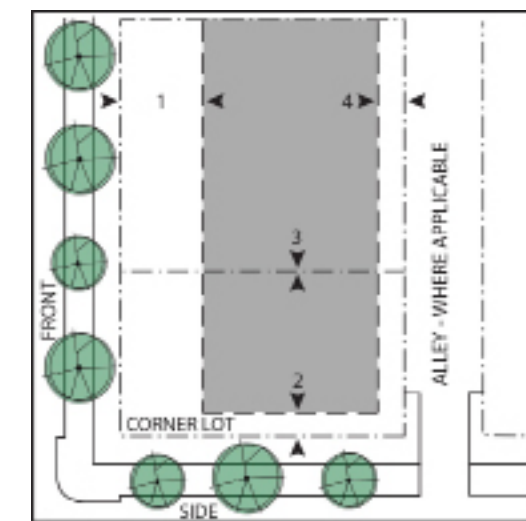


DIAGRAM C PARKING PLACEMENT

PARKING PLACEMENT

Off-street parking and Services are allowed only in the shaded areas as shown in Parking Placement diagram above.

1. On-street parking is permitted along designated parkway and sidewalk.
2. Subterranean parking may extend to a height of 3' max above finish grade, provided that garage perimeter wall either aligns with the face of building or becomes part of a Stoop or Dooryard frontage.

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.5.8 RESIDENTIAL

A. BUILDING PLACEMENT

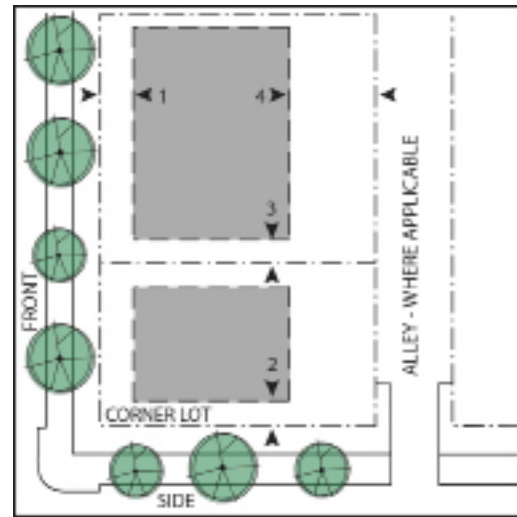


DIAGRAM A SETBACKS

B. SETBACKS

Primary Building shall be placed within the shaded area as shown in the diagram above (unless specified otherwise by a permitted Building Type).

1. Front Yard Setback: 15' min. to 25' max.
2. Side Street Setback: 10' to 15'
3. Side Yard Setback: 5' min.
4. Rear Setback: 25' min.

C. ARCHITECTURAL ENCROACHMENTS

Balconies, bay windows, chimneys, cantilevered rooms and eaves may encroach into required setbacks as identified below and as may be further limited by the California Building Code (CBC).

1. Balconies: 6' max. into Street Build-to Line, Side Street Build-to Line and Rear Setback.
2. Porches and Dooryard walls: 6' max. into Street Build-to Line and Side Street Build-to Line.
3. Bay windows, chimneys, cantilevered rooms, and eaves: 3' max. into all setback areas identified in Diagram A.

D. BUILDING PROFILE AND FRONTAGE

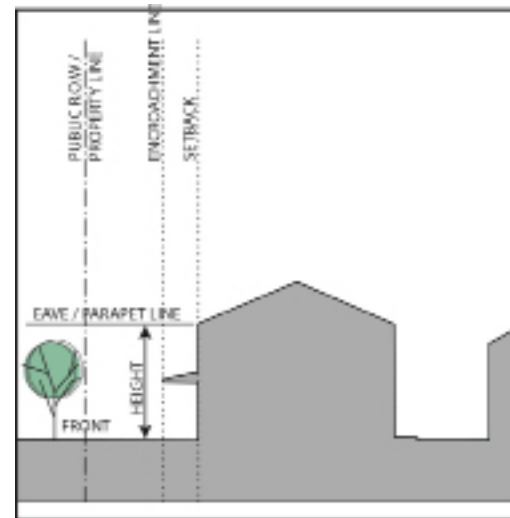


DIAGRAM B PROFILE AND FRONTAGE

E. REPRESENTATIVE BUILDING FORMS AND GENERAL DESIGN STANDARDS

1. The physical size and mass of the project shall be proportional to the lot size.
2. The overall design of buildings shall be compatible with the scale and mass of surrounding properties.
3. Front facade detail that is varied and interesting rather than straight and continuous in a horizontal and/or vertical fashion.
4. Architectural elements shall be designed to eliminate the appearance of boxlike buildings.
5. The scale and mass of new infill buildings shall be reduced by stepping down the building height toward the street and adjacent smaller structures.
6. Special design attention shall be directed to two-story facades when larger houses and additions are introduced into neighborhoods with homes smaller in scale and mass.
7. Flat walls with uniform appearance (e.g., all stucco) shall be avoided on two-story homes or additions. Design features to break up the facade or create architectural breaks shall be incorporated.

F. BUILDING HEIGHT

1. Maximum: 2 stories for Primary Building (20% of building footprint may be 3 story).
2. Floor to Floor: 12' max.
3. Accessory Buildings: 14' max. to eave or parapet line.



EXAMPLE OF APPROPRIATE BUILDING DESIGN



EXAMPLE OF APPROPRIATE BUILDING DESIGN

LYNWOOD TRANSIT AREA SPECIFIC PLAN

FRONTAGE TYPES



FRONTAGE YARD

The Front Yard frontage is created by setting back the building facade from the property line. Front yards remain unfenced and are visually continuous with adjacent yards, supporting a common landscape. Where employed this frontage type should be used on both sides of the street and for the entire length of the block. Porches or stoops that provide access to the buildings may encroach into the setback.



PORCH

The Porch frontage consists of a porch that encroaches into the front setback, and an optional fence that delineates the property line. Porches shall be at minimum seven feet deep to provide usable space, and shall occupy at least 50 percent of the facade width, unless narrower porches are conventional for the building's architectural style. Porches shall be raised above grade a minimum of 18 inches and a maximum of 36 inches.



DOORYARD

Dooryard Frontages are elevated gardens or terraces located between the property line and the building facade. Buildings are accessed directly from the Dooryards. Dooryards are enclosed by low garden walls at or near the property line, with a few steps leading from the sidewalk to the elevated yard. Garden walls enclosing the Dooryard shall not exceed 42 inches in height, unless necessary for structural reasons.

H. PARKING

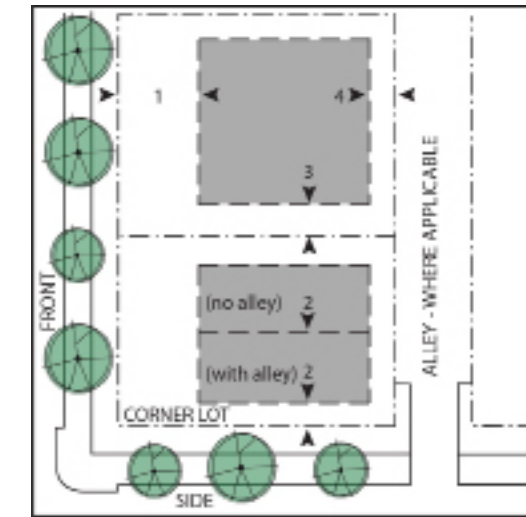


DIAGRAM C. PARKING PLACEMENT

PARKING PLACEMENT

Off-street parking and services are allowed only in the shaded areas as shown in Diagram C.

1. Street Setback: Rear 50% of lot depth
2. Side Street Setback: 5' min. (with alley) / 20' min.(no alley)
3. Side Yard Setback: 5' min.
1. Rear Setback: 5' min

CHAPTER 2 - LAND USE FRAMEWORK + DEVELOPMENT STANDARDS

2.5.9 OPEN SPACE

The Open Space land use designation is intended to offer residents, workers, and visitors places to relax, gather, and exercise while providing visual relief and pedestrian/bicycle connections to all future development areas and existing neighborhoods within the LTASP. Improvements in the Open Space land use designation shall primarily include: (1) the development of a central plaza within the Town Center land use designation; (2) the development of a linear park containing a shared bicycle/pedestrian pathway and other amenities along the southern boundary of the Town Center land use designation that extends from Long Beach Boulevard west to the intersection of Fernwood Avenue and Imperial Highway; and (3) the development of a linear park containing shared bicycle/pedestrian pathway and other amenities along the south side of Fernwood Avenue from its intersection with Long Beach Boulevard east to Fir Street (Figure 2-3). The following development standards apply to future development in the Open Space land use designation.

A. OBJECTIVE

Open space uses shall be designed to provide enhanced connectivity between destinations and other open spaces while offering areas for activity and gathering.

B. GENERAL DESIGN STANDARDS

PLAZAS

1. The minimum area for public plazas shall be 2,000 square feet and should generally be rectangular in shape.
2. Include amenities in all plazas such as benches, trees and landscaping, pedestrian scaled lighting and shade structures.
3. Minimize shade from the adjoining building and ensure 50% of the plaza space is free of shadow during two-thirds of daylight hours. (sunrise to sunset). Where feasible, do not locate on north facing edge of a building.
4. Include special paving in the plazas to increase visibility and identify. Where possible, pave plazas with permeable paving.
5. Design plazas to be places for community gathering, play, performance and commerce.
6. Outdoor seating for retail uses is permitted and encouraged **on** the plazas to activate the space.

LINEAR PARKS

1. Where a shared bicycle/pedestrian pathway is proposed, a minimum corridor width of 30 feet is recommended.

2. Provide a minimum 5-foot wide continuous pathway for ADA access through open spaces and for pedestrian paths if not used by people riding bicycles. Provide a minimum 10-foot wide path if used by pedestrians and people riding bicycles.
3. Where residential uses front the linear parks and/or shared bicycle and pedestrian pathways within the Open Space land use designation, provide 15 feet minimum setbacks to provide “eyes on the street” and to activate the space.
4. Where commercial or mixed-uses front the linear parks and/or shared bicycle and pedestrian pathways within the Open Space land use designation, (i.e. future mixed uses within the Town Center land use designation), a minimum 75% transparency on the ground floor facade facing the open space area and upper story step backs along the open space area to be activated with balconies or other uses to promote interaction between the private and public realm.

NEIGHBORHOOD PARKS/TEMPORARY PARKS

1. Neighborhood parks shall include play equipment areas, gathering space, community gardens and multi-use play areas to make the spaces multi-purpose.
2. Conserve and reuse water used for irrigation purposes and plant resource-conserving landscaping.
3. Fences within private lots should be no higher than 3 feet to provide a meaningful connection between residents and open space users.
4. Identify and highlight the character of adjacent neighborhoods with enhanced landscaping, public art, and signage.
5. Where seating is provided, incorporate a variety of seating to accommodate a range of physical abilities.
6. Provide adequate lighting, seating, trash cans, etc. within park space areas.
7. Where open space areas cross intersections or roadways, provide buffers from traffic flow using planters or low barriers.
8. If temporary open spaces (e.g., parklets) are established in the open space designation, incorporate movable features, such as seating, container planting, screens, bollards, that can be used to change the size and scale of the spaces.



EXAMPLE OF NEIGHBORHOOD PARK WITH AMENITIES (#1 FIGURE 2-3)



EXAMPLE OF PEDESTRIAN/BICYCLE PATH (#2 FIGURE 2-3)



EXAMPLE OF TOWN CENTER PLAZA (#3 FIGURE 2-3)

LYNWOOD TRANSIT AREA SPECIFIC PLAN



EXAMPLE OF LINEAR PARK WITH AMENITIES (#4 FIGURE 2-3)



EXAMPLE OF TEMPORARY PARK (#5 FIGURE 2-3)



EXAMPLE OF COMMUNITY GARDEN (#6 FIGURE 2-3)

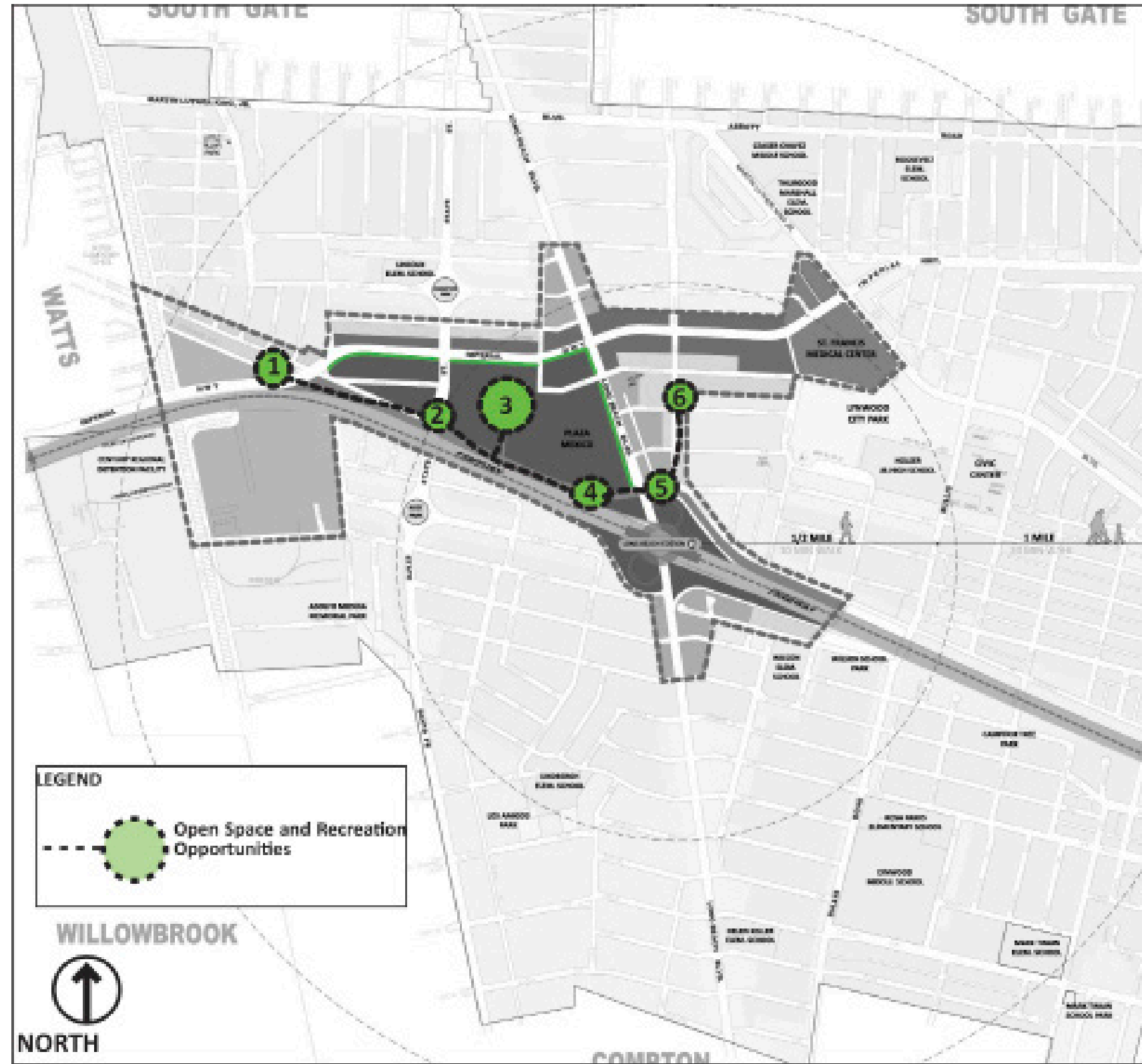


FIGURE 2-3 - LOCATION OF KEY OPEN SPACE AND RECREATIONAL IMPROVEMENTS

CHAPTER 3 - MOBILITY



LYNWOOD TRANSIT AREA SPECIFIC PLAN

3.1 INTRODUCTION

This chapter describes the mobility and parking strategy for the LTASP. The overall goal of this chapter is to guide the creation of an efficient, balanced, multi-modal mobility network that integrates autos, public transit, bicycles, and pedestrians into complete streetscapes.

3.2 EXISTING CONDITIONS

The focal point of the LTASP is the Metro Green Line station, which is located at the intersection of I-105 and Long Beach Boulevard. Ridership on this elevated transit line ranges from approximately 40,000 passenger boardings per day during the weekday to approximately 24,000 boardings on weekend (Metro.net, April 2015). Green Line trains operate approximately every 10-15 minutes with set schedules for weekdays, weekends and holidays. The six bus lines operating within the LTASP provide varying degrees of service, with headways ranging from 6-7 minutes to 60 minutes. The bus service provides access to the Cities of Long Beach, Whittier, Hawthorne, Watts, Walnut Park, Bell, and South Gate, and downtown Los Angeles.

Despite these transit services, the circulation system surrounding the Specific Plan Area is primarily automobile-oriented and auto-dominated. The Metro Green Line rail station is also difficult to access, and the station area is inhospitable to a large number of transit users, and at times unsafe throughout the day. Safety concerns in and around the station were consistently raised by the Lynwood community throughout the LTASP preparation process; specifically, the local community expressed concerns over the high speed of vehicle traffic on roadways and the lack of pedestrian and bicycle amenities along roadways and at most intersections. The Lynwood community also expressed concerns about the lack of crosswalks, clear roadway and pedestrian markings, and poor lighting.

3.3 OVERALL MOBILITY STRATEGIES

The following mobility strategies shall be used to guide future mobility improvements within the LTASP:

3.3.1 LOCAL AND REGIONAL CONNECTIONS

- Maintain acceptable levels of local circulation in the LTASP area and adjacent neighborhoods and good connections with the regional circulation network for both transit and personal/commercial vehicles.
- Develop street typology based on functional and urban design considerations,

emphasizing connectivity and linkages, pedestrian and people riding bicycles safety and comfort, increasing transit movement and reducing total person delay, and compatibility with adjacent land uses.

- Maintain, re-establish, and enhance the street grid, to promote flexibility of movement through greater street connectivity, capture natural views, and retain the historic relationships between various streets.

3.3.2 LAND USE AND TRANSIT

- Link land use and transit development policies to maximize transit use and convenience in Downtown.
- Cluster housing and employment around shared parking and major transit corridors and transfer nodes, connected by pedestrian streets.
- Make street and transit stop improvements to facilitate the safety, attractiveness and convenience of transit use. This might include transit improvements to designated transit-priority streets to keep buses moving, upgrades to transit stops to include amenities such as weather protection, and real time trip information, and other improvements.

3.3.3 MULTI-MODAL FUTURE

- Increase transportation choices by providing viable alternatives to exclusive reliance on the auto for residents and visitors.
- Through sound land use and transportation planning, emphasize diversifying modal choices, increasing number of downtown trips by transit, bicycle, and on foot, and improving pedestrian comfort and safety.

3.3.4 ENCOURAGE PEDESTRIAN AND BICYCLE ACTIVITY

- Implement the Lynwood Bicycle and Pedestrian Transportation Plan, to provide additional safe and comfortable options for people riding bicycles by expanding the planned bicycle and pedestrian path along Fernwood Avenue to connect Long Beach Boulevard to California Avenue.
- Provide a high level of pedestrian amenities throughout the Specific Plan Area. Minimize interruptions, such as areas for loading and trash collection, and parking garage entries, in sidewalks designated for pedestrian priority.
- Provide pedestrian crosswalks at all intersections and consider additional improvements to promote safety in key locations with high potential for pedestrian/vehicle conflicts.
- Install bulb-outs and mid-block crossings to improve safety.
- Consider the special mobility requirements of the young, the elderly, and wheelchair or mobility impaired users of the sidewalk network.
- Promote increased walking for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.

- Provide designated bicycle routes with lane markings and signage within and to and from major LTASP destinations.
- Include bicycle parking, showers, and lockers to promote bicycle commuting in new development.
- Include bicycle parking in streetscape improvements.
- Promote increased bicycling for downtown residents and visitors with expanded marketing, promotional/informational events, and financial incentives.

3.3.5 PARKING MANAGEMENT

- Maximize the efficiency of existing and future parking facilities by creating a comprehensive on-street and off-street parking system to achieve 85 percent parking space occupancy.
- Establish demand-based parking requirements (with future development having the option to prepare a parking management plan to further reducing parking requirements).
- Create a Transportation Management District to manage parking supply and revenue policies. The District can facilitate coordination of parking pricing to promote efficient use of parking resources, policies that provide incentives for transit use for employees, bicycle parking in-lieu of vehicle parking, and other LTASP transportation programs and incentives.
- Utilize shared parking where possible and establish a parking trade program that allows for off-site parking (within 2,000 feet) to meet on-site requirements while minimize parking activity impacts, particularly spillover parking impacts on adjacent residential neighborhoods.
- Protect residential parking –implement 50 percent/75 percent Residential Parking Program – share with employees and/or short term users. This program will be used in residential areas with 75 percent occupancy and 50 percent use by non-resident related vehicles. This limits intrusion of non-residents into adjacent residential communities.
- Require a certain portion of on-site parking for motorcycle, bicycle, and carpool/carshare vehicle parking in addition to automobile spaces.
- Allow excess parking to be converted to other uses or parking should be made available for shared use. At off-peak times where parking is not in use by an individual use, parking should be made available for shared use.
- Implement public-private parking program through the Lynwood Parking Authority and reinvest parking revenues into parking and transportation and set up separate on-street and off-street revenue/expenditure programs.

3.4 COMPLETE STREETS NETWORK

The complete streets network shows the proposed hierarchy and describes the priority of transportation modes on existing streets. Streets within the LTASP are divided into four classifications: Regional Corridor, Boulevard, Neighborhood Connector, and Local Street. A description of each classification for each of the major streets within the Specific Plan area is provided below. Figure 3-1 maps the street classifications in and around the LTASP.

REGIONAL CORRIDOR

Designed for intraregional and inter-community mobility, these corridors emphasize traffic movement and include signalized pedestrian crossings. The adjacent land uses should provide continuous mixed-use and commercial land uses with adequate off-street parking to minimize dependency on on-street parking. Alameda Street and the I-105 Freeway are characterized as Regional Corridors within the LTASP.

BOULEVARD

Characterized by a long-distance, medium-speed corridor that traverses an urbanized area, boulevards consist of four or fewer vehicle travel lanes, a balanced multi-modal function, landscaped medians, on-street parking, narrower travel lanes, more intensive land use oriented to the street, wide sidewalks, and designated pedestrian/bicycle pathways. Buildings uniformly line the edges. Long Beach Boulevard and Imperial Highway are characterized as Boulevards.

MINOR AVENUE

A minor avenue provides for the movement of traffic to neighborhood activity centers and serves as a route between neighborhoods. Avenues serve as a primary bicycle route and may serve local transit routes as well. State Street, Fernwood Avenue, Lynwood Road, and California Avenue are characterized as Minor Avenues.

NEIGHBORHOOD CONNECTOR

A neighborhood connector street serves trips generated in surrounding or adjacent neighborhoods and should discourage through-trips that do not end within the neighborhood. Goods movement is restricted to local deliveries only. Caesar E. Chavez Lane, Birch Street, Los Flores Boulevard, and Norton Avenue are characterized as Neighborhood Connectors.



FIGURE 3-1 LTASP ROADWAY CLASSIFICATIONS

LOCAL STREET

Local streets primarily provide access to individual residential parcels. The streets are generally two lanes with on-street parking, tree planting strips, and sidewalks. Traffic on a local street should have a trip end on that street or on a connecting local street or to a connector. Lorraine Street, Santa Fe Avenue, PennStreet, Franklin Street, Bellinger Street, Oakwood Avenue, Poplar Drive, Peach Street, Beechwood Avenue, Sanborn Avenue, Mulford Avenue, and Platt Avenue are characterized as Local Streets.

LYNWOOD TRANSIT AREA SPECIFIC PLAN

3.5 ROADWAY NETWORK IMPROVEMENT STRATEGIES

Planned roadway improvements within the LTASP should minimize travel lane widths to the extent feasible to allow for expanded sidewalks and bicycle facilities. Travel lane and turn lane width minimization is acceptable provided that the overall right-of-way width is retained to ensure safe vehicular travel throughout the Specific Plan Area. At intersections, careful design will be needed to ensure that vehicles, bicycles, and pedestrians can coexist without conflicts. Future improvements for each roadway segment are described below; overall, improvements should emphasize non-vehicular travel modes and ensure that pedestrians, bicycles and transit providers are prioritized and conflicts between these modes are minimized.

3.5.1 REGIONAL CORRIDOR IMPROVEMENTS

Alameda Street and the I-105 Freeway shall continue to prioritize automobile use and the efficient movement of goods and services. However, a cycle track is recommended along the east side of Alameda Street adjacent to the Industrial Land Use District in order to increase modal choice. The cycle track shall connect to enhanced bicycle improvements planned along Fernwood Avenue, Imperial Highway, and Lynwood Road.

3.5.2 BOULEVARD IMPROVEMENTS

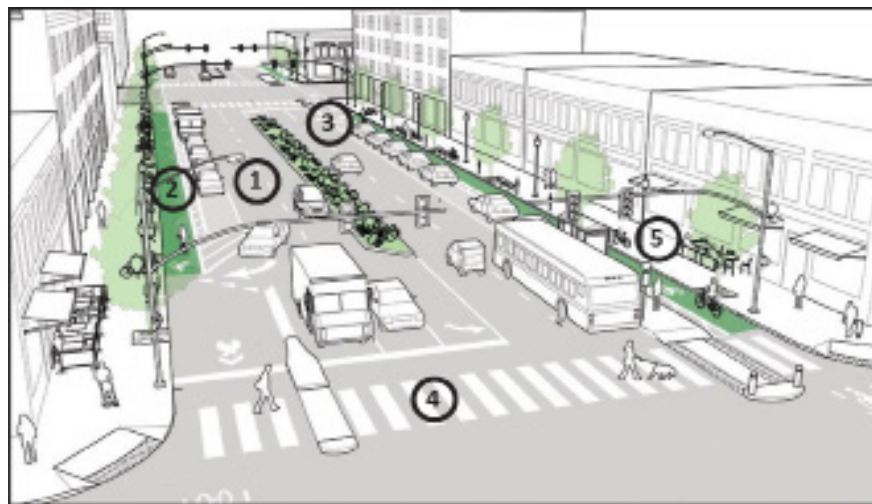
Long Beach Boulevard should be a lively and visually stimulating public realm. It should be supported by greenspace, street furniture (benches, information kiosks, trash and recycling receptacles), outdoor cafes, plazas, public art, and should support multiple transportation modes. The following improvements are recommended:

1. Reduced vehicle travel lane widths and widen sidewalks on each side of the street to at least 10 feet along the entire length of Long Beach Boulevard.
2. Construct Class IV: Cycle Tracks on each side of the street.
3. Provide parallel, angled and/or reverse angled parking amidst landscaping planters in clusters of 5 to 7 stalls.
4. Construct improvements at key intersections, including Long Beach Boulevard/ Imperial Highway, Long Beach Boulevard and Sanborn, and formal pedestrian crossing near Platt Avenue/Long Beach Boulevard to improve multi-modal access to the transit station.



EXAMPLE OF LONG BEACH BOULEVARD BEFORE IMPROVEMENTS

Design Credit: Urban Street Design Guide, National Association of Transportation Officials



EXAMPLE OF LONG BEACH BOULEVARD AFTER IMPROVEMENTS

Design Credit: Urban Street Design Guide, National Association of Transportation Officials



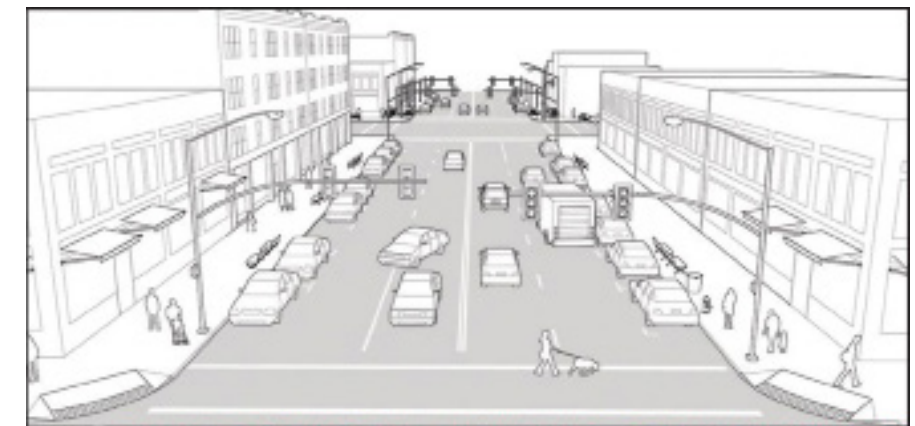
EXAMPLE OF LONG BEACH BOULEVARD AFTER IMPROVEMENTS

Photo Credit: Urban Street Design Guide, National Association of Transportation Officials

5. Enhance bus station amenities and increase bicycle parking locations at transit stations/stops and in front of commercial establishments.

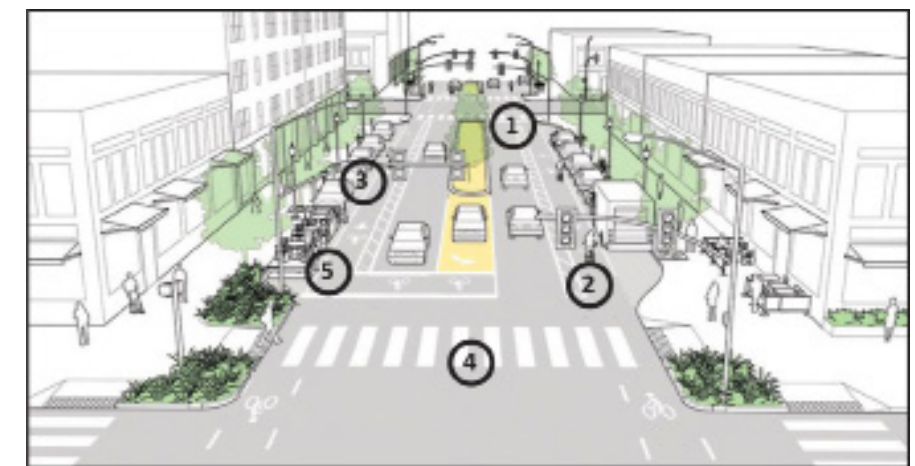
Imperial Highway should be a lively and visually stimulating public realm. It should be supported by greenspace, street furniture (benches, trash and recycling receptacles), and public art. It should support multiple transportation modes. The following improvements are recommended:

1. Reduced vehicle travel lane widths and widen sidewalks on each side of the street along the entire length of Imperial Highway.
2. Construct Class II: (Buffered/Protected) bike lanes on each side of the street.
3. Provide parallel parking amidst landscaping planters in clusters of 5 to 7 stalls.
4. Construct improvements at key intersections, especially Imperial Highway/ State Street, Imperial Highway/Long Beach Boulevard and Imperial Highway/ California Avenue.
5. Allocate space for parklets/food trucks in areas of heavy pedestrian activity.



EXAMPLE OF IMPERIAL HIGHWAY BEFORE IMPROVEMENTS

Design Credit: Urban Street Design Guide, National Association of Transportation Officials



EXAMPLE OF IMPERIAL HIGHWAY AFTER IMPROVEMENTS

Design Credit: Urban Street Design Guide, National Association of Transportation Officials



EXAMPLE OF IMPERIAL HIGHWAY AFTER IMPROVEMENTS

Photo Credit: Urban Street Design Guide, National Association of Transportation Officials

3.5.3 MINOR AVENUE IMPROVEMENTS

Minor Avenues (State Street, Fernwood Avenue, Lynwood Road, and California Avenue) should be enhanced to maintain or create a strong sense of place and should calm traffic by integrating a pedestrian friendly design elements that encourage walking and provide for gathering opportunities. The following improvements are recommended:

1. Create or activate the existing central median with plantings, street trees, walkways, and seating. Broad central medians can become a community focal point as well as an active space for recreation, exercise, and leisure. Provide curb extensions and/or mid-block crossings to make it safer and easier for residents to access the median.
2. Consider adding a raised cycle track within the center median to take advantage of the central right-of-way and avoid frequent conflicts with driveways and double-parked cars. This feature also effectively expands the amount of recreational space along the corridor.
3. Provide curbside parking for residents. Curbside parking provides access to the recreational median for visitors, space for residents' guests to park, and narrows the overall cross-section of the road, reinforcing its residential character. Where on-street parking remains underutilized, consider adding curb extensions, bicycle corrals, or expanding the sidewalk to take advantage of the excess pavement.



EXAMPLE OF MINOR AVENUES BEFORE IMPROVEMENTS

Design Credit: Urban Street Design Guide, National Association of Transportation Officials



EXAMPLE OF MINOR AVENUES AFTER IMPROVEMENTS



EXAMPLE OF LOCAL STREET AFTER IMPROVEMENTS

Photo Credit: Urban Street Design Guide, National Association of Transportation Officials

3.5.4 LOCAL STREET IMPROVEMENTS

Local streets should provide safe and inviting places to walk with direct access to local stores and schools. The design for local streets can combine stormwater management features, curb extensions, vertical speed control elements, and bicycle facilities that encourage safe speeds and meter through traffic. The following improvements are recommended:

1. Consider implementing a yield street design, which should mitigate the effects of driveway conflicts, reduce cut-through traffic, and maintain slow speeds conducive to traffic safety. Where appropriate, streets should have a minimum of signage and striping.
2. Driveways should be constructed to minimize intrusion upon the sidewalk. Maintain sidewalk materials and grade across driveways.
3. Establish a plated zone adjacent to the sidewalk to create opportunities for street trees, bioswales, pervious strips, and rain gardens.



EXAMPLE OF MINOR AVENUES AFTER IMPROVEMENTS

Design Credit: Urban Street Design Guide, National Association of Transportation Officials



EXAMPLE OF LOCAL STREET AFTER IMPROVEMENTS

Photo Credit: Urban Street Design Guide, National Association of Transportation Officials

LYNWOOD TRANSIT AREA SPECIFIC PLAN

3.6 BICYCLE NETWORK IMPROVEMENT STRATEGIES

Increasing the density of bicycle infrastructure has been proven to promote bicycle ridership. Increasing bicycle infrastructure is not intended to replace vehicles, but to increase the choice in modes of transportation. Bicycling has the added benefits of helping to improve the physical health of the rider, reduce transportation costs, reduce vehicle miles traveled, and improve air quality.

3.6.1 PLANNED BICYCLE IMPROVEMENTS

The LTASP Bicycle Network, shown in Figure 3-2, includes a combination of Class I, Class II, Class III, and Class IV facilities that connect to centers and neighborhoods and to the Metro Green Line station. These improvements will provide a dedicated network for people riding bicycles to use safely and efficiently. The pathway classes are as follows:

- A Class I Bike Path consists of an exclusive bicycle facility, separated from roadways and traffic.
- A Class II (Buffered/Protected) Bike Lane consists of a designated, striped lane along the curb of a street. It provides for one-way travel and is generally delineated with special striping and signage.
- A Class III Bike Route is for shared use of bicycles with automobile traffic. Signs are posted to indicate the road also serves as a bike route, but no special lane for bicycles is striped. There may however be painted bicycle symbols on the roadways surface (known as sharrows) to indicate to motorists that bicycles also use the street.
- A Class IV Cycle Track, provides a right-of-way designated exclusively for bicycle travel on or adjacent to a roadway. It is protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

Specific recommendations for the infrastructure include the following:

1. Class IV Cycle Tracks will be constructed along Long Beach Boulevard and Alameda Street.
2. Class III Bike Routes will be constructed along Oakwood Avenue, Bellinger Street, Beechwood Avenue, Las Flores Boulevard, Poplar Drive, Norton Avenue, Sanborn Avenue, Mulford Avenue, and others. Class III Bike Routes may include roundabouts, neighborhood traffic circles, and traffic diverters to enhance the bicycle-friendly environment.
3. Class II (Buffered/Protected) Bike Lanes will be constructed along Imperial Highway and State Street.
4. Class I Bike Paths will be constructed along Fernwood Avenue, the southern

portions of Plaza Mexico, and future abandoned west-bound I-105 Freeway on-ramp.

5. Provide direct, safe, and secure pedestrian and bicycle connections to the Long Beach Boulevard Green Line Metro station.

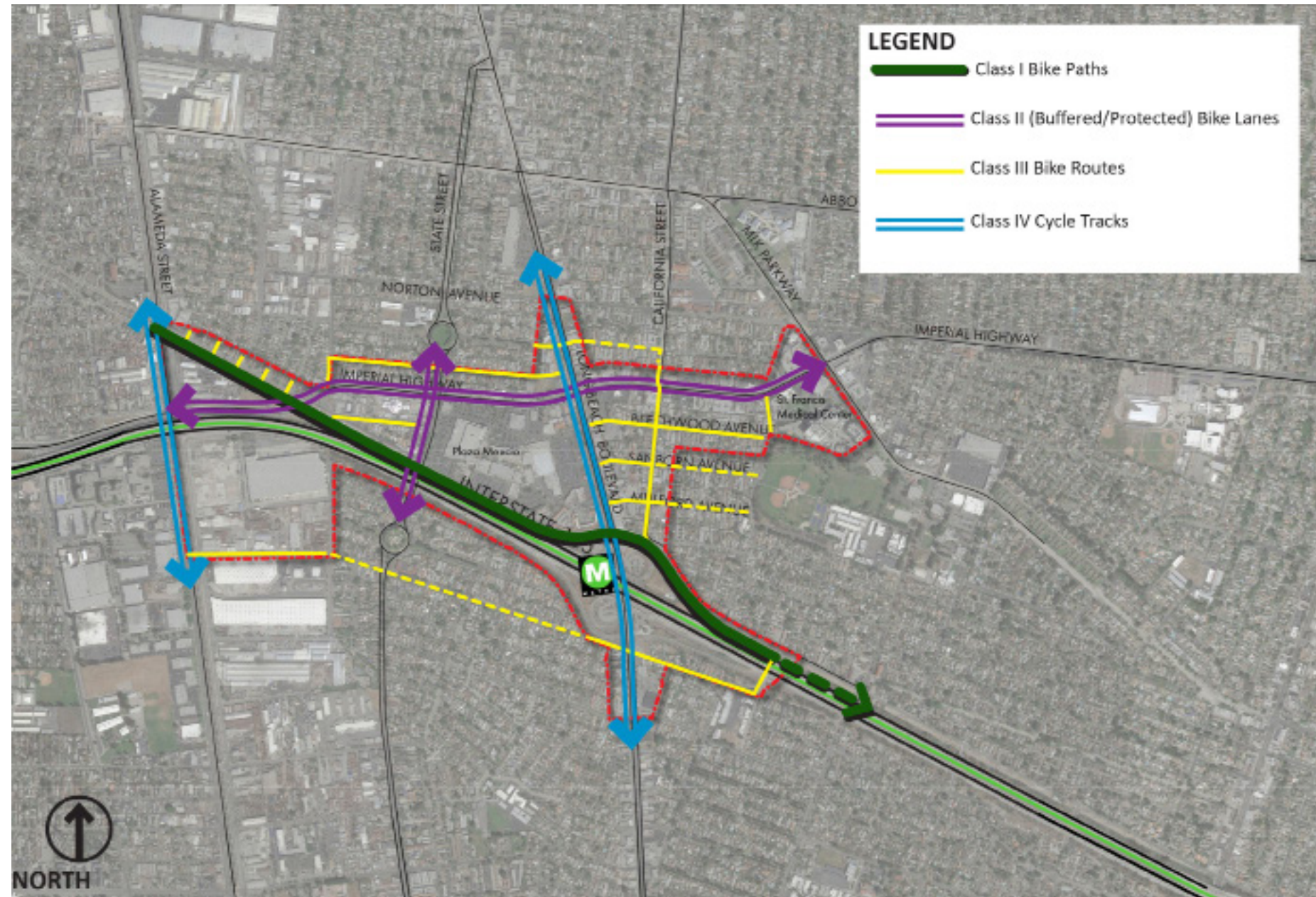


FIGURE 3-2 LTASP BICYCLE NETWORK IMPROVEMENT STRATEGIES

3.7 PEDESTRIAN NETWORK IMPROVEMENT STRATEGIES

Mounting evidence suggests that there are social, health, and economic consequences to isolated and sedentary lifestyles. Therefore, the creation of an activated pedestrian environment with sidewalks, weather protection, and attractive landscaping as part of the LTASP could encourage people to choose transit, bikes, or walking over cars.

3.7.1 PLANNED PEDESTRIAN IMPROVEMENTS

The key pedestrian improvements in the LTASP are shown in Figure 3-3. The backbone of the pedestrian system is formed by Long Beach Boulevard in the north-south direction and Imperial Highway in the east-west direction. These corridors connect the activity centers to the Metro Green Line station, the Town Center land use designation, St. Francis Medical Center, and others. Additional key elements are a State Street, which connects the Class I bicycle pedestrian pathway to the western residential neighborhoods and Sanborn Avenue, which connects to the eastern residential neighborhoods to Plaza Mexico and the Civic Center park facilities. Sidewalks currently exist on most streets in the Specific Plan area, although some are narrow or substandard in quality. Sidewalks will be improved as new development occurs.

Specific recommendations are as follows:

1. Establish enhanced sidewalks along Long Beach Boulevard with dedicated six-foot wide amenity zone and an eight-foot wide pedestrian zone.
2. Establish enhanced sidewalks along Imperial Highway, State Street, and Beechwood Avenue west of State Street with a dedicated four-foot wide amenity zone and 6 ft. wide pedestrian zone.
3. Add high visibility cross-walks at Imperial Highway and State Street, Long Beach Boulevard and Imperial Highway and California Avenue and Imperial Highway.
4. Add sidewalk bulb-outs and extensions, or reducing curb returns, on intersection corners where feasible.
5. To the extent feasible, reconfigure the east and westbound I-105 on- and off-ramps to allow safe pedestrian crossing.

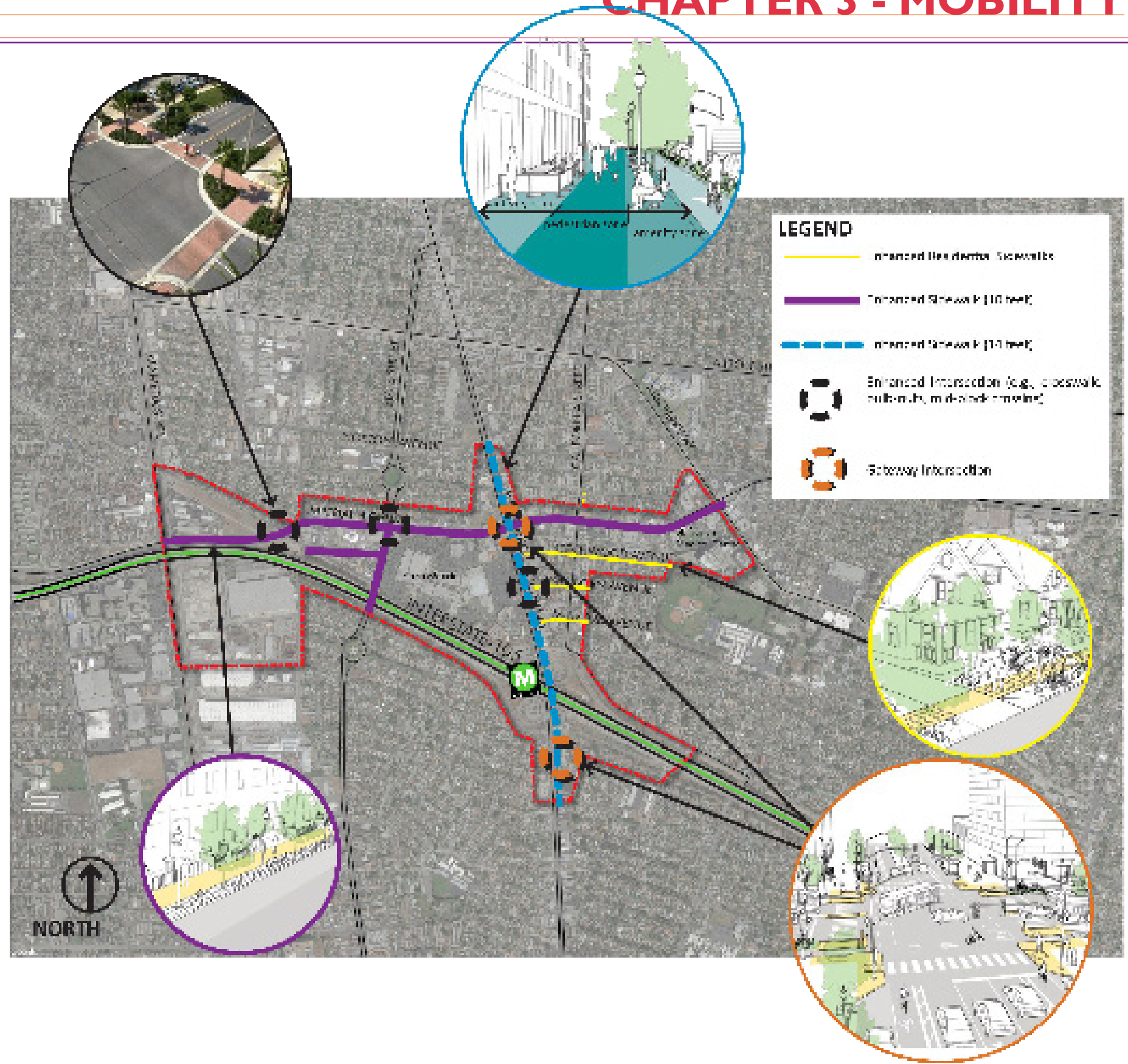


FIGURE 3-3 LTASP PEDESTRIAN NETWORK IMPROVEMENT STRATEGIES
Design Credit: Urban Street Design Guide, National Association of Transportation Officials

3.8 PARKING STRATEGIES

3.8.1 INTRODUCTION

The overall goal of the LTASP parking strategy is to make efficient use of the parking supply by including as many spaces as possible in a common pool of shared, publicly-available spaces by building a small number of cost effective, strategically-located parking structures, rather than many small, inefficient and scattered private lots. In essence, the parking strategy strives to manage both the demand and the supply of parking in order to achieve the Specific Plan's desired level of urban design, housing, and economic development. The following table identifies public and private sector benefits of this type of approach.

3.8.2 MANAGING PARKING SUPPLY

Managing the supply of private and public parking will reduce the long-term cost of having to build more supply than is needed to support future development within the Specific Plan area. For example, through efficient utilization and management of the current and future supply of parking, the City will ensure that sufficient parking is available for residents and visitors of the Town Center District and to generate economic vitality in the Town Center District, the parking environment will enable a visitor to easily find parking such that he or she can park upon arrival and then shop, dine or be entertained without having to get back in the car. This is called the "Park Once" strategy and it is implemented by:

- Managing parking supply as a public utility, just like streets and sewers, to maximize the efficiency of existing parking and provide public parking in strategically-placed, city-managed lots and structures; and
- Encouraging existing private commercial parking to be shared among different land uses so that spaces are available to the public when not serving private commercial use.

Operating the downtown parking supply as a single shared pool results in significant savings in daily vehicle trips, air emissions and costly provision of parking spaces, for three reasons:

1. Those arriving by car can easily follow a "park once" pattern: they park their car just once and complete multiple daily tasks on foot, or by using local transit, before returning to their car.
2. Spaces can be efficiently shared between uses with different peak hours, peak days, and peak seasons of parking demand (such as office, restaurant, retail and entertainment uses).

3. The parking supply can be sized to meet average parking loads (instead of the worst-case parking ratios needed for isolated suburban buildings), since the common supply allows shops and offices with above-average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant.

Overall, the benefits of implementing a "Park Once" strategy for the entire LTASP include:

- A welcoming environment for customers and visitors through removal of confusing time and "no re-park" restriction signs scattered throughout the area.
- Greater urban design and redevelopment opportunities by consolidating the parking supply into strategically placed lots and new larger, more space-efficient (and therefore more cost-effective) structures.
- Finally, and perhaps most importantly, by transforming motorists into pedestrians, who walk instead of drive to different downtown destinations. A "park once" strategy is an immediate generator of pedestrian life, creating crowds of people who animate public life on the streets and generate patrons for street-oriented retail businesses and restaurants.

3.8.3 MANAGING PARKING DEMAND

Managing the demand for parking will allow current investment of parking supply to be utilized more efficiently, thereby reducing the long-term cost of having to build more supply than is needed to support a successful, sustainable development within the LTASP. The following set of parking demand management actions are recommended, in concert with policies discussed above in Section 3.3.5. The following actions are also discussed in Chapter 5.0, Implementation, in chronological order of implementation.

1. Implement new code and parking regulations for all new development in the LTASP area that requires residential parking costs to be "unbundled" from the cost of the housing itself. Unbundling parking, which involves separating the cost to rent a parking space from the cost to rent an apartment, is a vital tool in managing parking demand.
2. Hire new parking management staff (or contractors) to implement the requirements of this plan and perform ongoing monitoring and supply and demand analyses.
3. Require all employers in the LTASP area to offer employees the option to "cash out" the cost, if applicable, of a parking space provided by the employer. Parking spaces paid for by employers are made available to employees as a Transportation Fringe Benefit to promote use of alternative transportation methods.
4. Use net parking revenue from the formation of a Commercial Parking Benefit Districts to fund street improvements and long-term transportation

and parking demand management programs and incentives within the LTASP, including:

- Universal transit passes for all residents and employees in the Commercial Parking Benefit District; and
- A car sharing program (Zip Car) with one or more convenient and highly-visible "pods" located in the LTASP.

3.9 TRANSPORTATION DEMAND MANAGEMENT

3.9.1 INTRODUCTION

The LTASP is designed to promote the use of alternative local and regional modes of transportation in-lieu of continuous private automobile use. Regardless of the specific service or mode, increasing the use of alternative forms of transportation is an essential element in meeting local and regional transportation planning objectives (such as improving traffic flow), environmental objectives (such as improving air quality), and social objectives (such as improving quality of life and increasing the affordability of housing).

The goals of the Specific Plan's Transportation Demand Management (TDM) program are to do the following:

- Reduce the number of vehicle trips generated by existing and future uses within the LTASP and greater Lynwood community.
- Increase awareness and participation in the TDM program by encouraging existing and future developments to implement some or all of the TDM concepts.
- Increase transit ridership and the use of alternative transportation modes in the LTASP and the city of Lynwood as a whole.

3.9.2 TDM PROGRAM COMPONENTS

The Transit Center land use designation is envisioned as a place where one can conveniently access mass transit and alternative modes of transportation in the downtown area of Lynwood. Local and regional transportation alternatives will be provided within the Metro Green Line station and immediately surrounding areas, which is conveniently located at Metro's Long Beach Boulevard Green Line stop. Although the transit "hub" is proposed at this location, the TDM programs are also planned to serve the surrounding communities and businesses throughout the LTASP and surrounding Lynwood neighborhoods. Individual developers within the LTASP will be responsible for implementation of the program prior to issuance of building permits, or upon verification by the City that sufficient transit demand exists.

Transit services envisioned within the LTASP’s Transit Center area include:

- Improved access to the existing Metro bus lines (Metro Buses Lines 25, 60, 251, 360, 622, and 751) and other transit services, such as the local trolley and Dial-a-Ride Traditional bus service to other local and regional destinations;
- Expanded number of Park-n-Ride spaces parking spaces within a multi-level parking structure with integrated ground-floor retail and/or other transit rider services (such as a police sub-station, coffee shop, and/or news stand);
- Creation of an on-site “Mobility Center”, which will provide residents with opportunities to conveniently access ZipCar, bicycle rental, and bicycle storage; and
- Van Pool Service to major employment centers such as downtown Los Angeles, Long Beach, LAX, and West Los Angeles.

Other key components that should be implemented as part of each new development in the LTASP, including:

- Introductory Transportation Information Packet: provided to all residents and employees, outlining TDM programs, routes, schedules, carpools/vanpools, shuttle/bus service maps, menu of incentives, etc.
- Carpool/Vanpool/Ridematching Services: This program would match residents and employees in Lynwood in carpools and vanpools to reduce drive alone trips. A Guaranteed Ride home service would provide reimbursement for immediate transportation home via Uber or Lyft or other similar mode to those in an emergency.
- Subsidized Transit Pass: Transit passes would be purchased in bulk so that bus and rail passes could be provided for residents and employees within the LTASP. These passes typically provide unlimited rides on local or regional transit for low monthly fees.
- Priced Commercial Parking: Multi-Spaced parking meters are planned along portions of Long Beach Boulevard, Imperial Highway, and within shared parking structures, with rates calibrated to ensure an 85% occupancy rate. This will provide a high level of convenience for parkers, largely eliminates circling for parking, and will help ensure turnover of the most convenient curb-parking spaces and availability for customers.
- Parking Cash-Out: Parking cash-out provides an equal transportation subsidy to employees who ride transit, carpool, vanpool, walk, or bicycle to work. Employees can be offered financial incentives such as free transit passes or a cash bonus to carpool, vanpool, bicycle, or walk, thus decreasing the demand for parking and ultimately reducing traffic congestion.

Recent transportation case studies show that use of transit services, such as those described above have the highest capacity for moving people in a constrained space. Where a single travel lane of private vehicle traffic on an urban street might move 600 to 1,600 people per hour (assuming one to two passengers per

vehicle and 600 to 800 vehicles per hour), a dedicated bus lane can carry up to 8,000 passengers per hour. A transitway lane can serve up to 25,000 people per hour per travel direction.



Design Credit: Urban Street Design Guide, National Association of Transportation Officials

3.9.3 LONG TERM TDM MANAGEMENT

A Transportation Management Agency (TMA) is envisioned as the entity responsible for managing and funding the TDM Program. Typically, a TMA’s responsibilities include funding oversight, information dissemination, overall TDM program management and development, marketing, and management of incentive packages. TMA’s are often legally constituted (similar to a Homeowner’s Association) and frequently led and funded by the private sector in partnership with the public sector to solve transportation problems. Residents, business owners, city officials, and developers of projects within the LTASP are envisioned as TMA members. A TMA, or equivalent entity should be established prior to implementation of the LTASP TDM program.

Future developers in the LTASP shall be committed to the following TDM implementation strategies:

- Work closely with key neighborhoods, business owners, the City of Lynwood, and developers within the LTASP TDM District to develop an efficient and financially feasible TDM program.
- Work closely with the transit service providers, and the City of Lynwood to assure that the type, routes, location of transit stops, information signage and related facilities will meet the needs of the people who live, work, and shop within the LTASP.
- Utilize similar standards of urban design and architectural quality for the transit stops, signage, shelters, and any other structures.

Figure 3.4 identifies important aspects of the LTASP TDM Program, illustrates the intended service areas, and provides a preliminary estimate of the proposed transit routes. This figure also illustrates the important design elements and enhancements envisioned for the Transit Center area.

LYNWOOD TRANSIT AREA SPECIFIC PLAN



FIGURE 3-4 LTASP TDM PROGRAM COMPONENTS

CHAPTER 4 - INFRASTRUCTURE



EXAMPLE OF WATER-WISE DRAINAGE FEATURE

LYNWOOD TRANSIT AREA SPECIFIC PLAN

4.1 INTRODUCTION

This chapter addresses the infrastructure, and other engineering components of the LTASP. Note that the Environmental Impact Report (EIR) accompanying this Specific Plan also addresses infrastructure and may include additional requirements to help ensure that the surrounding infrastructure can support the project. The following topics are discussed in this chapter:

- Demolition and Grading
- Drainage and Water Quality
- Water Infrastructure
- Sewer Infrastructure
- Dry Utility Infrastructure

The infrastructure plans, demolition plans, and drainage plans described in this Chapter are not precisely designed or “engineered” for construction as part of the LTASP. The plans presented in this chapter are conceptual and thus are subject to change as the detailed engineering designs are prepared, reviewed, and approved by the City of Lynwood. However, the plans presented in this Chapter do describe the extent of the proposed infrastructure improvements, the conceptual engineering designs intended to establish the standards by which the final precise infrastructure plans must conform.

4.2 DEMOLITION AND GRADING

The existing topography of the specific plan area is relatively flat, and the area is fully improved with wet and dry utilities, roadways, commercial, residential, and industrial buildings. In addition, there is mature landscaping which has been planted as part of each property’s formal landscaping plan and as part of streetscape landscaping.

Future development of properties within the LTASP area will likely involve the complete removal of all existing structures, roadways, and existing landscaping within each property. During demolition, building materials will be recycled and re-used as part of new construction, and the existing mature trees will be preserved and re-used to the extent feasible. Future grading activities will retain the existing topographic condition, with slight changes in overall elevations to establish adequate drainage, street grades, subterranean or above-grade parking garage construction, and building pad envelopes. The pad elevations will also take into account the need for project phasing.

4.3 DRAINAGE AND WATER QUALITY

Existing development within the boundaries of the LTASP has established impervious surfaces over the entire Specific Plan area. Storm water runoff that does not infiltrate into the subsurface is directed into the City’s storm drain system that consists of five major north to south drainage facilities. These include but are not limited to the following facilities:

- The State Street system serves the drainage area generally west of Long Beach Boulevard
- The Bullis Street system drains the area generally east of Long Beach Boulevard and several blocks east of Bullis Road
- The eastern system consists of three drains that cut from the northwest to the southeast and enter the Los Angeles River

The overall LTASP area is located between the State Street and Bullis Street systems.

Development of properties within the LTASP will require the construction of new drainage infrastructure to reduce existing drainage and flooding problems present in areas immediately offsite. In addition to the construction of conventional drainage improvements like catch basins and storm drains, the Specific Plan envisions using sustainable drainage technologies, such as subterranean mechanical water quality filtration, natural storm water infiltration areas, mechanical storm water filtration components, and if necessary, underground detention basins. Overall, the drainage facilities will be designed to reduce flood hazards during heavy rains, and reduce the runoff volume and the concentration of contaminants within the storm water from the site before it enters the Los Angeles River. Drainage studies will be required for each individual development project within the LTASP and must show that development of the subject site with drainage improvements will not increase off-site drainage volumes. The studies must also show conformance with the storm water management objectives below, which will also help ensure that development cleanses storm water prior to leaving the site, thus reducing storm water pollutant concentrations.

The primary objectives of the LTASP storm water management program and drainage concept are as follows:

- To incorporate Low Impact Development (LID) practices wherever feasible
- To capture, treat, and convey both on and off-site storm water associated with storm events before it enters the storm drain system and ultimately the Los Angeles River

- To safely convey the 100-year storm flows to a safe point of discharge without flooding any onsite structures
- To minimize impacts to water quality using both mechanical and natural detention, infiltration, and treatment methods in a “treatment train” approach
- To meet regulatory and BMP design requirements established by the County of Los Angeles as part of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County (CAS004001, Order No. R4- 2012-0175)

Upon re-development of properties within the LTASP, storm water will be directed first to natural bio-filtration and infiltration areas and, if necessary, to below ground mechanical storm water collection and treatment areas before ultimately entering the City of Lynwood storm drain system and ultimately the Los Angeles River. The Specific Plan’s overall drainage concept involves establishing independent collection and conveyance systems within each drainage sub-area to manage their respective storm flows. These storm flows will be collected, cleansed, and conveyed via a water filtration and storm drain system directly into the Bullis Street System.

Using natural Best Management Practices (BMP), such as Low Impact Development practices, and mechanical stormwater BMPs throughout the various phases of development will provide direct benefits, including:

- Reduction of suspended sediments and sediment associated contaminants via sub-surface detention
- Natural filtration during over-land flow through vegetated swales;
- Filtration of auto-oriented contaminants via pervious pavement and bio-parking islands
- Infiltration and percolation via conventional landscaping and dual-use recreation areas

The storm water management program will include a number of proven storm water filtration technologies which ultimately will be arranged in a “treatment train” approach. A “treatment train” approach provides multiple opportunities for storm water filtration before the runoff leaves the site. The following Low Impact Development storm water management solutions shall be considered as part of any final drainage design for the LTASP:

CHAPTER 4 - INFRASTRUCTURE

Structural Soils: Structural Soils are an artificial growing medium that serve the multiple functions of encouraging root growth, satisfying pavement design and installation requirements, and increasing storm water holding capacity. Structural soils should be considered for use wherever feasible, particularly as part of each future development's parkway and sidewalk landscaping program.

- **Bio-Retention:** Bio-retention facilities are engineered storm water solutions that mimic the natural hydrological cycle and rely on the biological and chemical processes that occur in nature to treat storm water. Bioretention facilities are designed to utilize soil, vegetation, hardscape elements and other materials to support and enhance the infiltration and bioremediation processes. Bio-retention should be considered for use wherever feasible as part of each future development project's landscaping program.
- **Bio-Filtration:** Bio-filtration facilities include filter strips/planters and vegetated swales, which filter runoff through soils and plant material to remove suspended sediments. The design solutions in this category differ from bio-retention facilities in that their primary purpose is usually to convey storm water rather than to retain or store it. Bio-filtration should be considered for use wherever feasible as part of each future development's landscaping and/or drainage program.
- **Infiltration:** Infiltration facilities can take a number of forms, including infiltration basins, trenches, sand filters, and French drains, all of which slow and filter runoff, thereby improving the water quality and reducing the volume of runoff leaving a site. Infiltration areas should be considered for use within each future development's parkways, parks, and landscaped corridors wherever feasible.
- **Permeable Pavement:** Permeable paving systems facilitate infiltration by allowing storm water to soak through the voids in the pavement into an underlying detention basin or a basin that is filled with gravel, a layer of filter fabric, or other filtration media. Permeable pavement areas should be considered for use within each future development's surface parking lots, enhanced pedestrian crossings, parks, and landscaped corridors wherever feasible.
- **Mechanical Filtration:** Mechanical filtration systems can be integrated into storm drain systems with the ability to filter everything from trash to metals and organic compounds. Mechanical filtration should be considered for use within each future development's storm drain system design.
- **Subsurface Detention:** Underground storm water detention systems can be used as needed beneath parking lots or other appropriate areas to capture and store surface runoff during a rain event. The stored water is then released at pre-development flow rates. If necessary to achieve acceptable off-site drainage volumes, sub-surface detention facilities should be considered for use beneath parks and surface parking lots wherever feasible. Figure 4.1 provides an example of how the storm water management strategies described above could be applied throughout the LTASP.

- **Tree Planting:** Trees perform a variety of functions that reduce runoff volumes and improve water quality. Leaf canopies intercept and hold large quantities of rainwater on the leaf surface, preventing it from reaching the ground and becoming runoff. Root systems create voids in the soil that facilitate infiltration. Trees also absorb and transpire large quantities of ground water, making the soil less saturated, which allows more storm water to infiltrate. Finally, tree canopies shade and cool paved areas.



FIGURE 4-1 LTASP STORMWATER MANAGEMENT STRATEGIES

LYNWOOD TRANSIT AREA SPECIFIC PLAN

4.4 WATER SERVICE

Water supply to the LTASP area primarily consists of local groundwater extracted from the Central Groundwater Basin; in addition, the City imports water purchased from the Metropolitan Water District (MWD) via the Central Basin Municipal Water District (CBMWD) and recycled water provided by CBMWD. About 90% of the water supply is provided by the City's active groundwater wells located throughout the City for groundwater production. The wells range in capacity from 550 to 2,000 gallons per minute with a combined production capacity of 5,650 gpm (9,600 AFY). The City supplements its groundwater supply with imported water from its connection to CBMWD on an as needed basis. The CBMWD is one of 11 wholesale agencies served by MWD. The City has an imported connection to CBMWD with a 12 CFS capacity of 5,376 gpm (about 8,670 AFY). In addition to imported water and groundwater, the City's water supply system also includes four 8-inch emergency interconnections with the City of Compton and one 8-inch connection with the City of South Gate. The connections to the Cities of Compton and South Gate are located on the southern and northern portions of the City's limits, respectively.

The LTASP's potential future development of up to 4,132 residential units, 1,225,000 square feet of commercial, 750,000 square feet of industrial, and a 350 room hotel is estimated to demand approximately 1.19 million gallons per day (1,327 acre-feet/year) of water. After reviewing the City of Lynwood's 2010 Urban Water Management Plan, it was concluded that sufficient supplies are available to serve the City of Lynwood population. However, future development could potentially impact water supplies and therefore it is assumed that the City would continue to implement the citywide water conservation strategies described in the 2010 Urban Water Management Plan. In addition, the following project specific water conservation measures shall be integrated into any future development project within the LTASP to help ensure that sufficient water supplies remain available:

- Future development projects shall employ strategies that in aggregate use 20 percent less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements. Calculations are based on estimated occupant usage and shall include only the following fixtures (as applicable to the building): water closets, urinals, lavatory faucets, showers and kitchen sinks.
- All landscaping planted within the LTASP shall conform with the State of California's Model Water Efficient Landscape Ordinance.

- Landscaping shall focus on integrating native or adapted species in order to provide landscapes that are Drought tolerant, use minimal water, and require little maintenance.
- All future irrigation systems within the LTASP must be equipped with rain sensors that disable systems when the soil is adequately moist.
- Consider requiring that all future development projects harvest rain water or indoor grey water to be used for irrigation.
- Landscaping established within the LTASP shall primarily consist of live, drought-resistant plant material. Food gardens and decorative landscape features such as pavers, walls, art, fountains and ponds may be used within the landscape area, provided such materials are integrated into an attractive setting consistent with the intent of the landscaping requirements, as determined by the City of Lynwood Planning Department.

4.5 WASTEWATER SERVICE

The LTASP area is located in the Los Angeles County Sanitation District No. 1. The LACSD owns, operates, and maintains the large trunk sewers serving the regional wastewater conveyance system in the city of Lynwood. Wastewater is collected through a citywide network of gravity sewers and lift stations and conveyed to the County Sanitation District's Joint Water Pollution Control Plant (JWPCP) in the City of Carson. Treated effluent is then discharged through an ocean outfall. The JWPCP has a design capacity of 400 million gallons per day (mgd) and currently processes an average daily flow (DWF) of 258.4 mgd (Sanitation Districts of Los Angeles, 2016b). The JWPCP is maintained and operated per guidance provided in the City of Los Angeles Regional Sewer System Management Plan (SSMP), which provides direction for maintenance, repairs, rehabilitation, and funding, as well as for hydraulic modeling to use in system design planning, capacity studies to anticipate where and how system improvements are needed, and contingency plans for emergency response (City of Los Angeles, 2015). The JWPCP does not produce recycled water; the Los Coyotes Water Reclamation Plant (LCWRP) in Cerritos provides those recycled water services. The recycled water from LCWRP is returned to the City through the CBMWD (City of Lynwood 2011).

The LTASP's potential future development of up to 4,1332 residential units, 1,225,000 square feet of commercial, 750,000 square feet of industrial, and a 350 room hotel is estimated to contribute approximately 1.1 million gallons per day (1,263 acre-feet/year) to the City's wastewater collection system. These potential future wastewater flows can be sufficiently collected and treated by the JWPCP, which has a remaining capacity of approximately 142 million gallons per day.

Future development within the LTASP will require wastewater improvements, including abandoning and/or removing the existing wastewater pipelines within each property proposed for development and replacing them with appropriately sized new sewer lines. The City of Lynwood Public Works Department will require the preparation of the requisite wastewater capacity studies to determine the extent of wastewater infrastructure improvements associated with all future development.

4.6 DRY UTILITIES

Electricity is provided to the project area by Southern California Edison. The electric supply is sufficient to service the future needs of the City. The Southern California Gas Company supplies natural gas to the project area through a fixed transmission and distribution area. Several major natural gas mains pass through the City of Lynwood. Available natural gas supplies are sufficient to meet the existing and future development envisioned within the LTASP.

Telephone service to the project area is provided by AT&T. AT&T coordinates the installation of its facilities with other utility companies in order to run its cables alongside other company lines in the same trench or on the same pole. Unless a plant facility is needed, AT&T will provide the funds to supply telephone service to the Specific Plan area, or a reimbursement agreement with the developer will be prepared. AT&T also provides high-speed Internet access for computers using lines to a fiber-optic network.

Electric, gas, and telecommunication infrastructure will be installed to serve the future development within the LTASP. These "dry" utilities will be located within underground conduits and vaults in the public or private street corridors. All existing dry utility infrastructure will be either protected in place (i.e. the existing Southern California Edison substation located within the southern portions of the Plaza Mexico) or replaced as part of future buildout. To the extent feasible, all above ground utilities proposed for removal and will be placed underground. Consultations with all appropriate utility agencies to determine the extent of dry utility improvements will be required prior to and during the design of final improvement plans.

CHAPTER 5 - IMPLEMENTATION + FINANCING



LYNWOOD TRANSIT AREA SPECIFIC PLAN

5.1 INTRODUCTION

This chapter describes the roles, responsibilities and procedures required for the City of Lynwood, the developers, and other stakeholders to implement the LTASP in accordance with the Specific Plan's vision, standards and guidelines. It also describes the mechanisms for increasing government and business representation; and funding sources for implementation. From a legal perspective, this Chapter also fulfills the requirements of Government Code 65451 (California Planning Law). This code section requires that specific plans shall include a program for implementation, including regulations, conditions, programs and additional measures as necessary to carry out the plan.

5.2 APPLICATION

The LTASP applies to all lands within the Specific Plan Area boundaries shown in Figure 1-2. All future development within the Specific Plan boundaries must be consistent with the Specific Plan and the City of Lynwood's General Plan, and must be approved and granted a permit by the City of Lynwood before development. The building, landscaping, and other regulatory illustrations shown in this Specific Plan are intended to be generally in conformance with all applicable Specific Plan regulations and shall serve as a guide to the developers and City Staff when preparing and reviewing more formal development plan submittals.

5.3 REGULATORY OBJECTIVES

The LTASP incorporates the following set of regulatory objectives intended to facilitate appropriate development:

1. To assure that all development within the LTASP is consistent with the planning and design intent, guidelines and standards of this Specific Plan, as well as with other applicable City of Lynwood development and performance standards.
2. To specify land uses and development guidelines within the Specific Plan, which are consistent with the City of Lynwood.
3. To establish, as part of the City of Lynwood General Plan, the Specific Plan area as a "Specific Plan" with the land use designations specified in Figure 2-2, to which these detailed land use definitions and development standards apply to only those areas within the LTASP.
4. To provide a range of development standards and guidelines that are mandatory, recommended, or illustrative in nature.
5. To provide an efficient project review and approval process of formal development plans consistent with the LTASP.

5.4 ADOPTION, ADMINISTRATION, AND RELATED PUBLIC ACTIONS

5.4.1 SPECIFIC PLAN ADOPTION

As part of the review and approval process of this Specific Plan, the City of Lynwood General Plan (2003) Land Use Map shall be amended to reflect the revised land uses and land use locations proposed within the Specific Plan. Upon adoption of the Specific Plan, the Specific Plan was deemed consistent with the provisions of the City's General Plan. Adoption of the Specific Plan makes the land uses and development standards of the Specific Plan regulatory in nature and equal to, but separate from, the existing regulations contained within the City of Lynwood Municipal Code and the City of Lynwood Zoning Ordinance (Chapter 25 of the Municipal Code). These actions have created consistency between the City's General Plan and Zoning Ordinance designations and the Specific Plan.

In conjunction with approval of this Specific Plan, several other related public actions are necessary to implement the Specific Plan, including the following:

1. Approval of a General Plan Amendment consisting of changes to the City of Lynwood General Plan Land Use Map designations for the Specific Plan Area and changes to the text of the Land Use Element of the General Plan and the General Plan Land Use Map.
2. Approval of a Zone Change consisting of changes to the existing Zoning designations shown on the City's Zoning Map to those proposed as part of this Specific Plan.
3. Certification of a Final Environmental Impact Report (FEIR) for the LTASP area.

5.4.2 SPECIFIC PLAN ADMINISTRATION

The Lynwood Transit Area Specific Plan is adopted by the Lynwood City Council (adopted September 6, 2016, under Ordinance No. 2016-191) and functions as the regulatory document that serves as the implementing zoning for the Specific Plan area, thereby ensuring the orderly implementation of the Lynwood General Plan. The Specific Plan establishes the prevailing land use and zoning regulations for all development projects, plans and activities within the Specific Plan area.

The LTASP shall be administered and enforced by the City of Lynwood Planning Division. In administering this Specific Plan, the City's Planning Division shall give primary consideration to the vision and goals of this Specific Plan to ensure that development can proceed in accordance with the vision and goals.

The land use designations and design standards contained within the Specific Plan are designed to be implemented in conjunction with the City of Lynwood Zoning Ordinance. Where the Specific Plan specifies standards or regulations for particular uses, it shall be the regulatory document. Where applicable development standards and regulations are not specified in the Specific Plan, the provisions of the City of Lynwood Zoning Ordinance shall be used to regulate development. Where there is a conflict between the Specific Plan and the Lynwood Zoning Ordinance standards or regulations, the Specific Plan standards or regulations shall apply. For any other topical issue, development standard, design guideline, and/or regulation not addressed or otherwise specified in the Specific Plan, regulation and approval shall be carried out in accordance with the provisions of the Lynwood Zoning Code.

Additionally, if there are new transit-oriented development (TOD) benefits implemented at the state or regional level, the Specific Plan shall have the flexibility to accommodate the TOD benefits to encourage development along transportation routes.

INTERPRETATION

In case of uncertainty or ambiguity to the meaning or intent of any section, subsection, sentence, clause, phrase, portion, or word of this Specific Plan, the City Manager or Community Development Director (Director) has the authority to make interpretations of the Specific Plan. In so doing, the City Manager or Director shall consider the following factors:

- The case is similar to previous interpretation of similar provisions.
- The interpretation responds satisfactorily to the purpose and intent of the Specific Plan.
- The resulting project is consistent with the Lynwood General Plan.
- The decision constitutes sound precedent for other similar situations.

The City Manager or Director may, at his/her discretion, refer interpretation determinations to the Lynwood Planning Commission for consideration and action. Additionally, all interpretation determinations made by the City Manager or Director may be appealed to the Planning Commission, and Planning Commission determinations may be appealed to the City Council. All appeals shall be in accordance with the appeal procedures and process set forth in Section 25-100-6 (Appeals) of the Lynwood Zoning Code.

CHAPTER 5 - IMPLEMENTATION + FINANCING

SEVERABILITY

If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court, such decision shall not affect the validity of the remaining portions of the Specific Plan.

NONCONFORMITIES

The nonconforming use and structure provisions codified in Article 165 (Nonconforming Uses and Structures) of the Lynwood Zoning Code. Article 165 allows for all non-conforming uses and structures in areas governed by the Specific Plan to remain in place. Refer to Article 165 for a detailed description of nonconforming uses and structures and the provisions applicable to these.

5.4.3 REVIEW AND APPROVAL PROCESS

ENFORCEMENT AND REVIEW AND APPROVAL AUTHORITY

The City of Lynwood Planning Division shall be responsible for enforcing the conditions and standards imposed on all permits granted by the City and permitted under this Specific Plan.

For all specific procedures not modified or otherwise specified in this Specific Plan, all planning entitlements and permitting processes for development projects, plans and activities requiring permits within the Specific Plan area shall be carried out in accordance with the procedures and processes outlined in Article 100 (Administrative Procedures) of the Lynwood Zoning Code. Article 100 outlines the specific procedures for filing and processing the various land use permits and other regulatory review and approval responsibilities of the City. Subsection 25-100.-1B (Types of Review Procedures) identifies the full range of land use permit options/types and final review authority applicable to each option/type.

Additionally, if there are new TOD benefits implemented at the state or regional level that allow for expedited review and approval through the City, this review and approval process should take precedence over the City's standard review process.

Per Section 25-100-6 (Appeals) of the Lynwood Zoning Code, appeals of the City Manager or Director determinations are to the Planning Commission and appeals of Planning Commission determinations are to the City Council. All appeals shall be in accordance with the appeal procedures set forth in Section

25-100-6.

DEVELOPMENT REVIEW PROCESS

Unless otherwise specified in this Specific Plan, all future development projects, plans and activities (e.g., site plan and tentative map approvals, infrastructure improvement plans, landscape plans, grading and building permits) proposed within the Specific Plan area shall be reviewed in accordance with the procedures and processes contained in Article 100 (Administrative Procedures) and Article 150 (Site Plan Review Approval) of the Lynwood Zoning Code. Review procedures include, but are not limited to conditional use permits, site plan approval, minor and major variances, and temporary use permits.

DESIGN REVIEW PROCESS

Design review of future development projects, plans and activities proposed within the Specific Plan area shall be in accordance with the design review procedures and process outlined in Sections 25-3-14 through 25-3-20 of Article 3 (Planning Commission) of the Lynwood Zoning Code.

SPECIFIC PLAN CONSISTENCY

All future development projects, plans and activities proposed within the Specific Plan area, or any other action requiring ministerial or discretionary approval shall be consistent with the Specific Plan (California Government Code Sections 65455, 65860, and 66473.5). Subsequent development projects, plans and activities determined to be consistent with the Specific Plan will likewise be determined to be consistent with the Lynwood General Plan.

MINOR MODIFICATIONS

It is recognized that minor modifications may be necessary as a result of the City's review of more detailed site plans, design plans, architectural plans, landscape plans, and infrastructure plans by individual project applicants/developers. The following minor modifications to the Specific Plan constitute "administrative changes" that do not require a Specific Plan Amendment, and subject to administrative review and approval by the City Manager or Director, are considered to be in substantial conformance with the purpose and intent of this Specific Plan. Any decisions made by the City Manager or Director may be appealed to the Planning Commission, and decisions of the Planning Commission may be appealed to the City Council. All appeals shall be in accordance with the appeal procedures and process set forth in Section 25-100-6 (Appeals) of the City's Zoning Code.

1. Minor modifications to the Specific Plan area boundaries and/or Specific Plan land use designation boundaries that respond to more accurate or recent data (e.g., land survey) or actual onsite conditions, but which do not result in an increase in environmental impacts already assessed in the certified FEIR for the Specific Plan.
2. Minor modifications to the architectural or landscape design guidelines necessary to respond to actual site conditions, community expectations and wants, market or economic conditions or expectations, or to creative, new architectural designs.
3. Minor revisions to the Specific Plan graphics and exhibits that are consistent with the overall purpose and intent of the Specific Plan.
4. Addition of new information or data to the Specific Plan maps, exhibits and/or text that does not change the effect of the overall concepts of the Specific Plan.
5. Any other modifications or requested changes to any part of the Specific Plan that are deemed minor by the City's Manager or Director.

All minor modifications shall be subject the following "substantial conformance" requirements:

1. The proposed change/modification shall be consistent with the overall purpose and intent of the Specific Plan.
2. The public health, safety and welfare shall not be detrimentally jeopardized by the proposed change/modification.
3. No substantially new or greater potentially significant environmental impacts are expected to occur as a result of the proposed change/modification, except as evaluated in the certified Final Supplemental EIR for the Specific Plan.

SPECIFIC PLAN AMENDMENTS

All Specific Plan modifications that do not meet the criteria of a Minor Modification, as defined above or determined by the City Manager or Director, shall be deemed major and require approval of a Specific Plan Amendment. Because this Specific Plan functions as the regulatory document that serves as the implementing zoning for the Specific Plan area, Specific Plan Amendments shall be processed in accordance with the procedures and process outlined in Article 120 (Specific Plan Adoption and Amendment) of the Lynwood Zoning Code. If the proposed Specific Plan Amendment requires supplemental/subsequent environmental review pursuant to CEQA, the project applicant/developer shall be responsible for preparing the necessary environmental documentation to provide CEQA clearance.

LYNWOOD TRANSIT AREA SPECIFIC PLAN

5.4.4 EFFECTS OF A GENERAL PLAN AMENDMENT ON THE SPECIFIC PLAN

Adoption of amendments to the City of Lynwood General Plan or a General Plan Update by the City will not necessarily require an amendment of the Specific Plan. However, any subsequent discretionary approval or amendment to the Specific Plan shall be consistent with the General Plan, as amended and/or updated, except to the extent that such change in the General Plan deals with matters in which the Developer shall possess vested rights under the terms of a Development Agreement and/or Owner Participation Agreement entered into between the Developer and the City.

5.4.5 ENVIRONMENTAL ISSUES

In conjunction with adoption of the LTASP, The City of Lynwood certified the Final Environmental Impact Report (State Clearinghouse No. 2015121020) pursuant to the provision of the California Environmental Quality Act. The Mitigation Monitoring and Reporting Program (MMRP) is included as part of the Certified Final EIR prepared for this Specific Plan. The MMRP and all of its requirements are thus incorporated by reference into this Specific Plan and must be implemented as part of any future project development.

5.5 IMPLEMENTATION RESPONSIBILITIES

The Specific Plan requires that a property owner or developer, or a combination of property owners and developers (applicant) assume the primary responsibility for implementing future project development according to, and in conformance with, the design intent of the Specific Plan; and initiating and participating in any required design review process until project completion.

The City of Lynwood is responsible for administering the project review and approval processes described in this Chapter. The applicant is responsible for initiating and participating in the City's design review process, which will include a detailed review of each project pursuant to all applicable conditions of approval and provisions of the Specific Plan. The design review and approval will result in a recommendation to the City Staff confirming the conformance of each individual development proposal with the standards and guidelines of the Specific Plan, the applicable conditions of project development adopted by the City of Lynwood, and the applicable provisions of the City of Lynwood Zoning Ordinance and Municipal Code.

Future developers and/or property owners proposing development in

conformance with this Specific Plan and in close proximity to existing Los Angeles County Metropolitan Transportation Authority (LACMTA) bus or rail facilities must adhere to the notification procedures contained within the LACMTA Adjacent Construction Design Manual. In addition, developments within 100 feet of a METRO facility will require METRO review and approval, including compliance with LACMTA Development Guidelines.

5.5.1 MAINTENANCE

It is anticipated that a Home Owner's Association (HOA) or an equivalent property maintenance entity will be created for individual development projects to help ensure long-term maintenance of future improvements. Nevertheless, it is assumed that the project applicant will assume maintenance responsibilities for the following:

1. Future streets, lighting, signage, landscaping, parks, and hardscape within the private areas of the Specific Plan shall be maintained in conformance with City of Lynwood standards;
2. Future streets, lighting, signage, landscaping, parks, and hardscape within the public areas of the Specific Plan, shall be maintained by the City of Lynwood in conformance with City of Lynwood standards and/or via the formation of a Community Facilities District (CFD) or other similar financing/maintenance district; and
3. Future drainage and storm water treatment facilities shall be maintained by the applicant until such time as ownership of the facilities is transferred to the appropriate public entity such as the City of Lynwood or a new entity formed to own and maintain the storm water infrastructure.

5.6 FINANCING STRATEGIES

There are a number of grant, loan, and value capture funding mechanisms that could be utilized to finance the infrastructure and community benefits identified in the LTASP. These resources are detailed in the section below:

5.6.1 LOCAL TAX INCREMENT AND ASSESSMENT DISTRICTS

COMMUNITY REVITALIZATION INVESTMENT AUTHORITY (CRIA)

A Community Revitalization Investment Authority (CRIA) represents the next phase of redevelopment in California. Starting in January 2016, local agencies will be authorized to designate "community revitalization and investment areas" to carry out infrastructure, affordable housing, and economic revitalization activities with tax increment financing. Similar to the prior redevelopment law, 25 percent of tax increment revenues must be spent on affordable housing.

The Authority must operate in an investment area that meets the State's criteria of a disadvantaged community (generally, the district must consist of households making no more than 80 percent of the state's median household income). The law also stipulates that any successor redevelopment agency (e.g., City of Lynwood) must have received a "Finding of Completion" from the California Department of Finance before proceeding.

While a majority of registered voters in the District must agree to form the Authority, no public vote is needed to issue debt once established. And while any number of taxing entities may agree to contribute their share of tax increment, school districts may not participate.

ENHANCED INFRASTRUCTURE FINANCING DISTRICT (EIFD)

The Enhanced Infrastructure Financing District (EIFD) is another new funding mechanism that was signed into law on September 2014. Its main purpose is to finance a wide array of infrastructure projects with "communitywide significance", from parks and brownfield remediation to transit improvements and affordable housing.

An EIFD can be created by a city, county, or Joint Powers Authority to fund specific infrastructure and economic development projects as outlined in the Financing Plan. EIFDs can also leverage multiple funding streams to achieve these goals—including tax increment (if approved by voters), assessment revenues, fees, and other sources such as state and federal grants.

EIFDs share a number of similarities to CRIAs: The governing structure must include at least two members of the public; any taxing entity other than a school district can participate; and they may not form until the successor redevelopment agency is wound down. Unlike a CRIA, however, an EIFD can be established without voter approval, and does not require an affordable housing set-aside. EIFDs may not issue debt without a 55 percent vote of the District's registered voters, nor can revenues be used to fund ongoing maintenance and operations.

SPECIAL ASSESSMENT DISTRICTS

Special Assessment Districts can be used to fund any improvement that provides a "direct and special" benefit to the assessed property. By this definition, improvements like parking facilities, sidewalks, and lighting can be funded via Special Assessment, while "general" benefits like parks and schools may not.

There are two primary challenges in establishing Special Assessment Districts, particularly for those in already developed areas. The first is that total

property taxes can only increase a certain amount before new development is disadvantaged relative to properties not subject to an assessment. The second challenge is that assessment districts require a majority vote of property owners weighted by property value to pass. All the affected properties must stand to benefit from that particular improvement, and no assessment can exceed the “reasonable cost” of its special benefit to that parcel.

Business Improvement District (BID) - A Business Improvement District (BID) is a common type of Special Assessment District that assesses business and/or property owners to fund maintenance, marketing, and other activities, including additional public services or improvements.

COMMUNITY FACILITIES DISTRICTS

Community Facilities Districts (also known as Mello-Roos) are another form of Tax District that can be used to fund infrastructure improvements and ongoing operations. California law allows CFDs to fund a much wider range of improvements than Special Assessment Districts, including park facilities and open space as well as infrastructure.

CFDs also differ from Assessment Districts in that they do not require that a nexus be established between the fee and the parcel. A two-thirds vote of registered voters is required to form the District. CFDs are most commonly formed in undeveloped areas, where a two-thirds vote of property owners is required (so long as there are no more than 12 registered voters living within the proposed district).

If bonds are sold, property owners located within the district will pay the yearly special tax until the bonds are paid in full.

5.6.2 OTHER LOCAL SOURCES OF FUNDING

DEVELOPMENT IMPACT FEES

Development impact fees are another potential funding source for affordable housing, parks, and recreational open space. These fees, paid by new residential and commercial development projects, must only be used to pay for improvements that can be demonstrated to serve new residents and businesses (from new development), but these fees can be combined with other funding sources to fund a project that serves both new and existing residents or businesses. A nexus study, which calculates the new increment of development, estimates the portion of an improvement project attributable to that increment of growth, and allocates the fee among the new development projects by land

use, is required by state law for implementation. Additional impact fees, such as a transportation and traffic impact fee could be considered as a means to fund additional improvements that enhance mobility.

REVENUE BONDS

Public activities that are revenue generating, and create sufficient cash flow to cover operating costs and debt service can potentially issue tax-free municipal debt to cover the cost of capital improvements. A common example of this is revenue bonds for parking garage construction where there is pay parking.

GENERAL OBLIGATION BONDS AND OTHER PUBLIC DEBT

New commercial and lodging projects could generate significant new sales tax and transit occupancy (lodging) tax revenues that will flow into the City’s General Fund. This new money could be used to finance debt service on tax-exempt debt obligations so that existing activities provided through the General Fund are not impacted. Such a General Obligation bond, however, requires a two-thirds vote of local residents (except for educational facilities) to approve. Alternatively, for facilities that can serve as collateral for debt, certificates of participation are a public finance technique that does not require voter approval.

5.6.3 REGIONAL AND STATE SOURCES OF FUNDS

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES

The 2006 Global Warming Solutions Acts (AB 32) established a cap and trade system in California. The system establishes quarterly auctions of carbon allowances, whose proceeds are deposited into a Greenhouse Gas Reduction Fund (GGRF). Using revenue from the GGRF, the Affordable Housing and Sustainable Communities program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas (“GHG”) emissions. SB 862 apportions 20 percent of GGRF annual proceeds to the AHSC; some \$130 million in grants have been awarded to date. Draft Program guidelines for 2015-16 were released September 1.

INFRASTRUCTURE STATE REVOLVING LOAN FUND (ISRF)

The California Infrastructure and Economic Development Bank (I-Bank) loans money for infrastructure projects around the state. The I-Bank is the state’s general purpose financing authority that finances public infrastructure and private development projects that promote economic development and revitalize communities.

METRO CALL FOR PROJECTS

Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of transportation. Every other year, Metro accepts Call for Projects applications in eight modal categories. Local jurisdictions, transit operators, and other public agencies are encouraged to submit applications proposing projects for funding.

AFFORDABLE HOUSING INNOVATION FUND

The California Housing and Community Development Department (HCD) provides loans to developers for projects that create or preserve affordable housing. The Affordable Housing Innovation Program – Loan Fund (AHIP-L) provides site acquisition loans to developers through a nonprofit fund manager. The Affordable Housing Innovation Program – Program Fund (AHIP-P) provides site acquisition financing to pre-qualified developers.

INTEGRATED REGIONAL WATER MANAGEMENT GRANT (DWR)

Thanks to funds from Proposition One, the water bond passed by California voters in 2014, IRWM will award over \$510 million for planning and implementation projects throughout the State, with \$98 million specifically allocated to the Los Angeles region starting in 2016. Projects can include stormwater capture, water reuse, and other green streets measures. Applications will likely be due in summer of 2016. DWR has released the 2015 IRWM Program Guidelines and Proposal Solicitation Package.

CALTRANS ACTIVE TRANSPORTATION PROGRAM (ATP)

Caltrans also provides grants for infrastructure projects that benefit active transportation through its Active Transportation Program (ATP). The ATP was created by statewide legislation in 2013 to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various transportation programs, including the federal Transportation Alternatives Program, state Bicycle Transportation Account, and federal and state Safe Routes to School programs into a single program. Funding is divided into three categories: Statewide competition (50 percent), MPO projects for regions with 200,000 or more residents (40 percent), and small urban and rural regions with populations of less than 200,000 (10 percent). Funding for 2015/16 is \$119,700,000 with \$25,432,000 allocated to the SCAG region for MPO projects, and \$59,850,000 allocated for statewide projects.

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BROWNFIELD CLEANUP REVOLVING LOAN FUND (RLF) PROGRAM

The California Department of Toxic Substances Control (DTSC) provides a revolving loan fund that provides loans to help developers, businesses, schools, and local governments clean-up and redevelop brownfields. This is a brownfields clean-up loan program administered through a Cooperative Agreement with the U.S. Environmental Protection Agency (U.S. EPA). Loans can be used to clean up hazardous substance release sites or petroleum sites. Loans range from \$200,000 to \$900,000 per site at an interest rate that can range between 2.5 percent and four percent, depending on the length of the loan. A local match of 10 percent is required.

CLEAN UP AND ABATEMENT ACCOUNT

The Cleanup and Abatement Account (CAA) was created by California State Water Resources Control Board to provide public agencies with grants for the cleanup or abatement of pollution when there are no viable responsible parties available to undertake the work. Eligible entities that could apply for this funding include public agencies that serve a disadvantaged community and that have the authority to clean up or abate brownfield sites

5.6.4 FEDERAL SOURCES OF FUNDS

CDBG INFRASTRUCTURE FINANCING

For cities like Lynwood that participate in the CDBG entitlement program, HUD offers grants that can fund infrastructure improvements, provided that low-income residents represent 51 percent of project beneficiaries. There are two kinds of grants: General Allocation Grants, which must address a health and safety need (such as relocating housing units due to sea level rise or improving security by installation of lighting in a park), and Over the Counter (OTC) Grants, which support off-site infrastructure to support economic development.

ECONOMIC DEVELOPMENT ASSISTANCE PROGRAMS (EDA)

Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace.

EPA BROWNFIELD CLEANUP GRANTS

The U.S. EPA provides grants of up to \$200,000 per site for cleanup of sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum).

Cleanup grants require a 20 percent match, which may be in the form of a contribution of money, labor, material, or services. Hardship waivers for the 20 percent match may be granted. The City must own the site for which it's requesting grants, and performance must be completed within three years.

5.7 REGULATORY ACTION ITEMS

The City of Lynwood will need to undertake a series of specific policy and regulatory actions to fully implement the LTASP. The following strategies and/or action items should be considered:

TRANSPORTATION AGENCY COORDINATION

From a Transportation Enhancement Advisory Council (TEACH) to work closely with Metro officials for the purposes of expanding Metro green line service to the area, promote enhancement of the Long Beach Boulevard Metro station as described in this Specific Plan, establish local control over the existing park and ride lots adjacent to the Metro station to allow future mobility enhancements as described in the LTASP, and work with Caltrans officials to finalize plans for I-105/Long Beach Boulevard interchange reconfiguration.

FLEXIBLE BUSINESS OPERATIONS AND REGULATIONS

Implement flexible administrative procedures and use regulations that allow businesses to make operational changes with minimal or no discretionary City approval, recognizing that business operations need to adapt to changes in technology and market conditions.

STREET VENDING ORDINANCE

Prepare and adopt a street food vending ordinance to allow designated areas for flexible street commerce, in particular food carts and trucks within public and private plazas, larger parking lots, parking islands, and/or excess road right-of-way along Imperial Highway, west of Long Beach Boulevard. The ordinance should include specific requirements related to timing, duration, public safety (e.g., clearly blocked off areas for food trucks and dining) and alcoholic beverage distribution (e.g., consistency with citywide and county alcoholic beverage sales, distribution and licensing requirements), as appropriate.

FACADE IMPROVEMENT PROGRAM

Establish or revive a Facade Improvement Program for properties located within the LTASP boundary, update as appropriate, and restart implementation. Biofiltration Treatment System Standards - Prepare and adopt alternative standards for alleyways, streets, parking lots and landscaped areas enabling

proven bio-filtration treatment features to be integrated in public thoroughfares and private development projects as approved by the Regional Water Quality Control Board, Los Angeles Region.

LTASP ADVISORY GROUP

Transition community support for economic development into an autonomous committee so they can become a catalyst for positive change within the LTASP area. This new LTASP Advisory Group will help the community become more organized and allow them to take ownership of strategies and projects described in this Specific Plan. Membership in the advisory group should include representatives from the business and real estate community, as well as local residents, civic leaders and school representatives.

BUSINESS IMPROVEMENT DISTRICT(S)

Working closely with the LTASP Advisory Group and other business and property owners, facilitate the creation of one or more Business Improvement Districts (BIDs) that will help fund facade, streetscape and signage improvements along Long Beach Boulevard and Imperial Highway.

SITE SELECTION ASSISTANCE

Provide "hands-on" site selection assistance to new businesses looking to locate in the LTASP area.

CITY OF LYNWOOD WEB PAGE ENHANCEMENTS

Establish a LTASP webpage so it can become a one-stop online resource for all information related to the area, including updates about public improvements, construction projects, events or other community activities. Consider adding a community forum component to the LTASP webpage where residents, property owners, businesses, real estate brokers and other area stakeholders can post information about available properties, jobs or upcoming events.

AMBASSADOR PROGRAM

Develop an Ambassador Program where local business owners and residents assist visitors with directions and information, maintain open communications with police to report on-going issues, help deter aggressive panhandling and other nuisance crimes, add a presence in the LTASP area (particularly in and around the Metro station) to prevent vandalism and other undesirable behavior, and conduct routine patrols of public spaces and schools.

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COMMUNITY BENEFITS DISTRICT

Form partnerships with business and property owners, and community volunteers to encourage them to engage in the upkeep and maintenance of landscaping and cleanliness of the street a. Create an “adopt-a-block” program to encourage a sense of ownership and pride.

FINANCIAL INCENTIVES PROGRAM

Establish a focused financial incentives program in order to attract new businesses and development to the LTASP area, while ensuring financial commitments do not negatively impact the City’s general fund revenues. Potential incentives that the City should explore include:

- Sales Tax Rebates for attracting new retail businesses
- Transient Occupancy Tax Rebates for attracting new hotels
- Business License Fee/Tax reductions or exemptions for attracting new commercial businesses, in particular businesses with gross receipts above \$1 million

GRANT FUNDING STRATEGY

Actively monitor, prepare and submit applications for regional, state and federal grant money to fund major capital improvement projects within the Downtown area, specifically including grants for Complete Streets and Green Streets construction, historic building rehabilitation, environmental justice and regional sustainability.

IMPERIAL HIGHWAY AND LONG BEACH BOULEVARD (BOULEVARD) STREETSCAPE IMPROVEMENTS

Implement roadway restriping, road diet, transit station improvements, sidewalk improvements, bike improvements (e.g., cycle track), and improved landscaping along the portions of Long Beach Boulevard and Imperial Highway within the LTASP consistent with strategies described in Section 3.5.2 and as illustrated in Figures 3-2 and 3-3.

MINOR AVENUE IMPROVEMENTS

Implement roadway restriping, road diet, sidewalk improvements, bike improvements and improved landscaping along the portions of the Minor Avenues located within the LTASP consistent with strategies described in Section 3.5.3 and as illustrated in Figures 3-2 and 3-3.

LOCAL STREET IMPROVEMENTS

Implement roadway restriping, road diet, sidewalk improvements, bike

improvements and improved landscaping along the portions of the Local Streets located within the LTASP consistent with strategies described in Section 3.5.4 and as illustrated in Figures 3-2 and 3-3.

LONG BEACH BOULEVARD METRO STATION MOBILITY IMPROVEMENTS

Work with Metro, Caltrans, and adjacent property owners to improve pedestrian and bicycle connectivity to the existing Long Beach Boulevard Metro station and enhance mobility throughout the LTASP area as envisioned in Figure 3-4.

TRANSIT/PARKING MANAGEMENT DISTRICT

Create a Transit/Parking Management District along Long Beach Boulevard, portions of Imperial Highway to make parking more efficient and to promote multi-modal transportation (See Section 3.9.3).

IMPROVE PEDESTRIAN CROSSINGS

Improve pedestrian crossings at major intersections shown in the Figure 3-3 with higher viability crosswalks, Americans with Disabilities Act (ADA) compliant curb cuts and signals.

SPECIALIZED MAINTENANCE PROGRAM

Create a Specialized Maintenance Program that includes tailored City work crews to perform a variety of maintenance activities within the LTASP area to supplement Lynwood’s standard services. This program should include:

- Trash and debris removal
- Sidewalk/street power washing
- Systematic graffiti removal
- Landscaping and tree maintenance
- Lighting and infrastructure maintenance

SIGNAGE AND WAYFINDING PROGRAM

Develop and implement a new signage and wayfinding program that is easily understood and provides information on automobile parking, bicycle parking and connectivity between parking and non-motorized transportation options.

PARKLET PILOT PROJECT

Working with the LTASP Advisory Group, identify a location for a temporary parklet(s) to provide needed gathering space in front of a business along Long Beach Boulevard, Imperial Highway, or other suitable locations. Install the parklet as a pilot project to show business owners, visitors and the community how they

could be designed and how they function to create energy for businesses along major thoroughfares.

LYNWOOD TRANSIT AREA SPECIFIC PLAN
