

EVALUATION OF PROPOSED MEASURES TO IMPROVE
HOUSING QUALITY IN MULTI FAMILY RESIDENTIAL
BUILDINGS IN THE CITY OF LONG BEACH, CALIFORNIA.

by

MAJID HOSSIEH AHMADI

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Approved by:

Ray B. Weisenburger
Major Professor

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This report is dedicated to the loving memory of my late father. He worked extra hard to support my education and took a very special pride in it. May he rest in peace. Also to my daughter Parre Ann, whose beautiful being is the inspiration of my life. Last but not least to julie Bruton my dear friend, whome without her endless support and help this paper would never have materialized.

INTRODUCTION:

As modern cities go, Long Beach is a good place to live. However, even its most ardent boosters will have to admit that it is far from perfect. It has some serious deficiencies which need correcting, and some complex problems which need solving before its tremendous potential can be realized. To anyone who has lived in Long Beach for even a short period of time, many of these defects and problems are all too obvious. Traffic congested highways; inadequate off-street parking areas; districts with incompatible mixtures of commercial, industrial and residential areas; and deteriorating residential districts are problems that come to mind immediately. Other problems relating to relationships between population movement, land values and tax base, and the cost of municipal services are less apparent to the average resident, but are nonetheless important.

Long Beach is called "The International City." She draws her charm from the diversity of her residents and beauty of the Pacific Ocean, and her financial strength from oil deposits, port activities, and a multitude of commercial and industrial operations. Long Beach was once a small port settlement with a beauty and serenity of a fishing village. But now, Long Beach, as part of the Los Angeles metropolitan area, has grown very rapidly and continuously. People have come to Long Beach from all over the country and the world. Such heavy migration has contributed to a large demand for more residential development.

At the onset of population migration, Long Beach lost many of its residential qualities, such as open space, uncrowded housing, and uninterrupted views of the ocean, for example. The demand for new housing increased steadily, and especially during World War II, the rush for building "any kind of housing" was at its peak. Developers began dividing lots into smaller sizes to maximize profits (although lenient zoning rules and the political atmosphere were no obstacle to them).

During the past fifty years, little or no major zoning standard changes were introduced. Therefore, Long Beach was considered frozen in time, planning-wise.

Citizens in Long Beach are not happy about things where apartment buildings are concerned. They prefer open space over all concrete views, or a little elbow room over crowded conditions, or their own parking space over a constant struggle to beat someone else to it. Surprisingly, most existing apartment buildings were built up to "code requirements" when they were built, but failed to live up to "citizen expectation."¹ Therefore, it became necessary to take a good look at existing development standards and design guidelines of the zoning code to find possible immediate solutions for such developments. The Community Development Department Survey and notes from citizens' meetings indicate that people wanted an immediate solution for these problems, even though long range plans were also appealing to them. While other planning strategies (such

as urban and capital improvement for redevelopment for renewal of certain areas of the city) would lay plans for a more orderly and acceptable (especially where citizens are concerned) development.

CHAPTER I.

General Information about the City of Long Beach, California

Long Beach is part of the Los Angeles-Long Beach metropolitan area, with a combined population of over 14,000,000, serving as the second largest metropolitan area in the United States.²

Long Beach is the second largest city in Los Angeles County, and the fifth largest city in California. Long Beach lies within the southern tip of the South Bay area (known as the Los Angeles-Long Beach Harbor), and is the home of the Queen Mary, U.S. Naval Station, Long Beach Harbor, and the upcoming World Trade Center. Long Beach gets a fair share of southern California tourism and commercial trade.

TOPOGRAPHY:

Topographically, a major part of the area within the City of Long Beach is virtually flat. The level plain on which the city is situated drops only a very little in elevation from its north boundary to the Pacific Ocean. The transition between the upland and the tideland areas are very gentle except along a considerable portion of the shoreline, where the upland terminates abruptly at a bluff of moderate height (the only real exception to this is the hilly area of the City of Signal Hill, which is surrounded entirely by the City of Long Beach).

Illustration 1



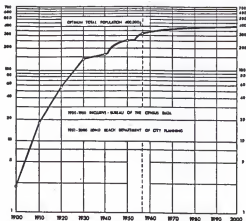
Source: Long Beach Master Plan, Transportation Element, 1978.

CLIMATE:

Weather climates within the City of Long Beach are more or less typical of the Mediterranean-type climate. Mean temperatures range from fifty-eight degrees in the winter and seventy-eight degrees in the summer. The annual rainfall average is 12.4 inches, with eighty percent falling between January and March. During most of the days of a year, the skies are clear. Fog is common during the winter months. The city's daytime on-shore breeze and night time off-shore breeze are typical of the southern California coastal area. Some differences exist between Long Beach and the rest of the greater Los Angeles metropolitan area. Generally, Long Beach receives less rainfall than the rest of the area due to its elevation, topography and relationship to the ocean. Temperatures are generally warmer in the winter and cooler in the summer compared to the interiors of the area; also, less drastic temperature changes occur in Long Beach during the day due to the stabilizing effect of the ocean.

Long Beach, Population projection 1900-2000

Population in thousands.



Source: Long Beach master plan, Population element, 1960.

Illustration 2

POPULATION:

Fast growth and development of Los Angeles-Long Beach Metropolitan Area²

<u>Year</u>	<u>Population Los Angeles/ Long Beach</u>	<u>Long Beach</u>
1850	8,300	500
1870	15,300	1,300
1890	115,000	5,000
1900	260,000	15,000
1957	5,911,000	180,000
1970	8,320,000	250,000
1980	10,450,000	320,000
1985	13,210,000	381,000
1987	14,000,000	406,000
Projected: 1990	-----	410,000
Projected: 1995	-----	433,246
Projected: 2000	-----	450,000

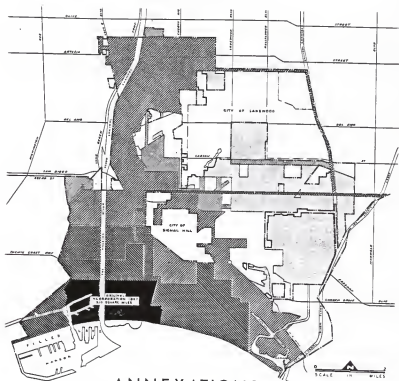
Illustration 3

FACTORS IN GROWTH:

<u>Period</u> ³	<u>Factor/Event</u>
1784-1800	Breakup of Mexican Ranchos. Creation of Rancho Los Nieto, creation of Sub-Rancho Los Cerritos.
1840	Ranchos purchased by two Yankee adventurers, Abel Stearns and John Temple, for \$8,000.
<u>Early Development</u>	
1880	William E. Willmore lays plans for first settlement, called American Colony.
1890	Long Beach linked to eastern regions by Southern Pacific and Santa Fe Railroads.
1910	Most annexation along coastline.
1920	Establishment of "Hollywood" attracts people to Los Angeles/Long Beach area.
1950-56	10 square miles added through 69 annexations.
1960	Final annexation. Final size of the city from 3.1 square miles to 41.3 square miles.

Illustration 4

Illustration 5



ANNEXATIONS
CITY OF LONG BEACH CALIFORNIA
INCORPORATED - 1897

L E G E N D
DATE OF ANNEXATION
SQUARE MILES ANNEXED
SQUARE MILES IN CITY

1900-09	1910-19	1920-29	1930-39	1940-49	1950-55
6.28	3.80	15.28	2.10	4.42	9.65
9.38	13.18	28.46	30.56	34.98	44.63

CHAPTER II.

Description of Multi-Family Neighborhoods:

Long Beach has a number of multi-family districts within the city, which are intended to accommodate the growing population of the city. Seven multi-family districts are classified as follows:

- A. The R-3-3 district. Three-family residential district on small lots. This district recognizes the constraints of small lots on multi-family developments and the adverse consequence on neighborhoods of the transition from single-family to large scale multi-family use. This district was established to encourage investment in older, single-family neighborhoods now in transition to multi-family neighborhoods, but where existing subdivision, use and infrastructure patterns cannot accommodate larger multi-family use without overcrowding and congestion. This district was also established to encourage the use of modern cluster housing techniques to reduce housing costs.
- B. The R-3-4 district. Four-family residential district on moderate sized lots. It recognizes the constraints of lot size upon multi-family development and the adverse consequences of neighborhood transition from single-family to large scale multi-family use. This district was established to encourage transition to multi-family use on a scale compatible with a single-family use and to

encourage investment in the older portions of the City through the use of modern cluster housing techniques.

- C. The R-3-L district. Multi-family residential district at a moderate density. This district encourages consolidation of multi-family developments in a garden-like setting. This district was established to encourage the accumulation of large sites for multi-family developments which form a modern suburban multi-family development.
- D. The R-3-T district. Townhouse or row house residential district on small (especially shallow) lots. This district attempts to encourage the development of residential lots along major traffic arteries where a lot line to lot line, high lot coverage, inward oriented dwelling is most appropriate. This district is typically appropriate for areas in transition from commercial to residential use.
- E. The R-4-H district. High-rise, high density multi-family residential district. This district was intended to encourage high density residential areas surrounding the central business district, where a mixture of commercial and residential land use is appropriate as a means to support the central business district and to create distinctive, urbane and cosmopolitan living environments.
- F. The R-4-N district. Multi-family residential district of high density in a low-rise building. This district was

intended to meet the demand of a broad segment of the population for moderate housing costs in a high density setting, without overcrowding and congestion, and with access, although somewhat limited, to the outdoor environment.

- G. The R-4-R district. Restricted multi-family residential district of high density, but of restricted height. This district was intended to provide high density use consistent in scale with high density uses of the past to be utilized for full development in established high density neighborhoods.

Basically, the existing Development Standards were adopted without adequate regard given to lot sizes, where high density development could cause serious problems for the development of narrow lots by limiting design alternatives and occasionally causing the removal of desired parking spaces, open space, and similar amenities.

Among all multi-family residential districts, R-4-N is the most commonly found in the city. The following is a description of this district, which may help explain the problems stated in the study sites in the following chapter.

R-4-N District. As indicated on the Residential Development Standards table, the R-4-N District requires 18,000 square feet of lot area; 120 square feet of lot frontage; and setback requirements

of ten feet front, ten feet rear, and five percent of the lot width on each side; with a maximum of fifty-five feet allowable height, seventy percent lot coverage, and 700 square feet/unit. With the exception of minimum lot area and frontage requirements (which apply only to new sub-divisions; existing lots are allowed to be developed with their existing sub-standard conditions), other requirements do not do much in the way of controlling quality; therefore, a typical R-4-N lot (50' x 130' = 6500 sq. ft.) would be allowed to have $6000/700 = 9.1$ or 9 units.

The maximum height of fifty-five feet (four stories) encourages developers to seek the most profitable design alternatives, such as using the ground floor for providing parking and the above floors for residential units.

A repeating of this pattern on adjoining lots obviously will have a negative effect on the entire neighborhood, as tall, dense buildings would be developed within five feet of side yards, thereby creating a blocking effect on the street, as well as intruding upon the privacy of occupants of the building, as well as those on adjoining lots.

*****RESIDENTIAL DEVELOPMENT STANDARDS (1 page)*****

DISTRICT	UNITS PER LOT	LOT AREA PER UNIT IN SQ. FT.	MINIMUM LOT AREA IN SQ. FT.	MINIMUM LOT FRONTAGE IN FEET	MINIMUM SIDE SETBACKS (IN FEET)			MAXIMUM HEIGHT	MINIMUM LOT COVERAGE (% OF LOT)	MINIMUM DRIVEWAY SPACE IN SQ. FT.	MINIMUM FLOOR AREA RATIO
					FRONT	SIDE	REAR				
R-1-S	1	2,400	2,400	30'	8	3	8	30' 2 ST.	1st ST. ^a 80%	500	1.1 ^b
					8	3	8		2nd ST. ^a 60%		
					8	3	8	30' 2	1st ST. ^a 55%	500	1.1 ^b
					8	3	8		2nd ST. ^a 55%		
18'	3	8	3rd ST. ^a 55%								
R-1-W	1	8,000	8,000	50	30	4	10 2nd ST. ^a 30	30'	50%	1,800	N/A ^c
R-1-L	1	8,000	8,000	60	30	4	30	35	40	1,800	N/A ^c
R-2-S	2	1,200	2,400	30	15	3	10	30'	1st ST. ^a 65%	300 PER UNIT	1.2 ^b
					15	3	10		2nd ST. ^a 65%		
R-2-I	2	1,000	2,000	35	3	3	8	35' 2 ST.	N/A ^c	300 PER UNIT	N/A ^c
R-2-W	2	2,400	4,800	40	15	4	10	35' 2 ST.	60%	400 PER UNIT	N/A ^c
R-2-L	2	4,000	8,000	45	15	4	10	35' 2 ST.	60%	400 PER UNIT	N/A ^c
R-3-1	3	1,400	3,000	45	10	10	10	35' 2 ST.	60%	150 PER UNIT	N/A ^c
R-3-4	4	1,400	4,500	50	10	10	10	35' 2 ST.	60%	150 PER UNIT	N/A ^c
R-3-L	N/A ^c	1,400	6,000	60	10	10	10	35' 2 ST.	50%	300 PER UNIT	N/A ^c
R-3-T	N/A ^c	1,400	1,400	30	5'	10	10	35'	85%	300 PER UNIT	N/A ^c
R-4-R Excluded Multiple	N/A ^c	700	18,000	120	15	10	10	35' 2 ST.	70%	100 PER UNIT	N/A ^c
R-4-W Multiple	N/A ^c	700	18,000	120	10	10	10	35' 4 ST. OVER PARKING	70%	60 PER UNIT	N/A ^c
R-4-L ^d	N/A ^c	700	18,000	120	10	10	10	N/A ^c	50%	N/A ^c	N/A ^c
RH	N/A ^c	2,400	2,400	120	10	3	10	30' 2 ST.	65%	300 PER UNIT	N/A ^c

Source: Title.21.12.20. Long Beach Municipal Ordinance, 1986.

Illustration 6

CHAPTER III.

Problems in Existing Multi-Family Areas in Long Beach and a Comparison with Neighboring Communities:

Current multi-family housing units in the majority suffer from a series of shortcomings in providing an acceptable level of amenities, comforts, and functional necessities for the occupants of such buildings and the adjacent neighborhoods.

During 1986, the Department of Community Development recorded the complaints received from residents regarding negative aspects of existing residential conditions. The most common complaints received by the Department of Community Planning during 1986¹ included:

1. Parking and Circulation: Nearly half (forty-nine percent) of all complaints by citizens registered expressed displeasure with inadequate parking availability in their apartment or condominium building, or the effects of such parking shortages for the neighborhood.
2. Privacy: Twenty-eight percent of registered complaints were the result of neighborhood squabbles resulting from inadequate privacy in their homes. Most applications for standard variance process for additional height for fences cited "privacy" as the main reason in residential zones, compared to commercial lots where "security" was cited as the main reason for the applications.

3. Density: Complaints regarding overcrowding and its side effects ranked third in this report, taking twelve percent of registered complaints. Almost all complaints in this category were made by people about adjoining properties where "too many people live next door." Most of these complaints were directed to fire and health departments for investigation for possible violations of such codes. (The Long Beach Zoning Code has no regulation regarding the number of people per household).
4. Other Complaints: The remaining eleven percent of complaints were among many other subjects, such as security, open space, construction, craftsmanship, lighting, ventilation, alley use and neighborhood compatibility.

This study focuses on four of these complaints: parking and circulation, privacy, density, and neighborhood compatibility. This study only lightly touches upon other subjects for the consideration of possible changes of Design Standards.

The following two sites were selected and reviewed as examples of problem multi-family residential units in Long Beach. The focus of this review is simply to evaluate the physical of these buildings, and the relationship to neighborhood context.

Site I:

Address: 1227 E. Ocean Blvd.; Long Beach, CA
Zone: R-4-R
Lot Size: 55' x 150' -- 8,250 sq. ft.
Number of Units: 43
Density: 191.8 sq. ft./unit (227 units/net acre)
No. of Available
Parking Spaces: 10

Type of Structure: Semi-subterranean garage. Stucco
building, 50 feet high.

Date of Construction⁴: 1925.

Description: As shown by the following aerial photographs
and zoning map, the subject site is located in a very dense
area, where lots are subdivided into fifty-five foot width and
150' depth.

The most outstanding problems are:

1. Zero Lot Line Development, where, as shown in the
photographs, there are virtually no open spaces, whether
common or private.
2. The density of 191.8 sq. ft./unit is an example of cramped
housing, where stressful living conditions are plentiful.¹
3. There are only ten available parking spaces. This means
that residents of the other thirty-three units must park
on the street and of course, when the whole area has the
same problem, finding a parking space is considered a
difficult task.
4. Neighborhood Incompatibility is the experience for a
passerby who could easily see the less attractive side of



Illustration

7

Long Beach example, site#1.

Source: Author's files.



Illustration
8

Illustration 9



Location of the subject site on city zoning map
Source: City of Long Beach zoning map.

Long Beach example, site # 1. Illustration 10



Source: Author's research files.

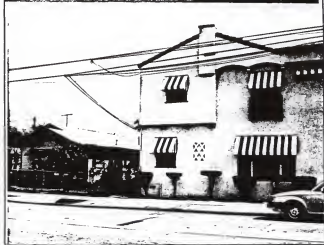
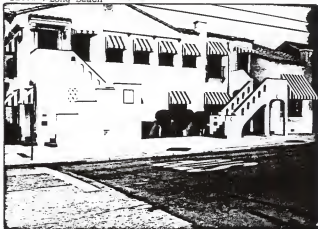
this four-story (fifty-foot high) building against two-story (twenty-five foot high) buildings on either side.

5. Primary and secondary windows both open to side yards where, within ten feet, they face into somebody else's unit. Therefore, a complete lack of privacy exists.
6. Poor building craftsmanship exists, as windows have no details, and the texture of the walls is roughly made. (This problem is intensified on the sides and the rear of the building.)
7. The alley side is entirely rough and does not provide security from unwanted intrusion. Trash containers are exposed, creating safety and health hazards, an unwelcome bonus to the unsightly view.

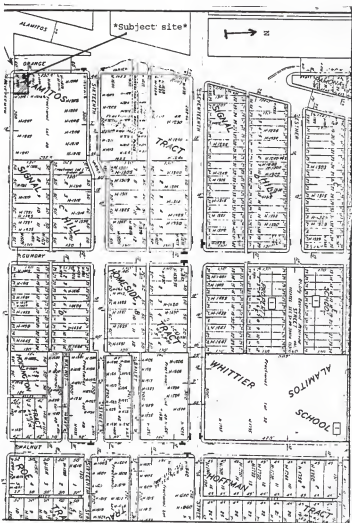
Site II:

Address:	1500 Orange Avenue; Long Beach, CA
Zone:	R-3-4
Lot Size:	45' x 100' (77 units/net acre)
Number of Units:	8
Density:	562.5 sq. ft./unit
Number of Available Parking Spaces:	0
Type of Structure:	Two-story stucco building. No basement. Unrecorded lot split. Alley access.
Date of Construction :	⁵ 1935

Description: As shown on the aerial photograph and zoning map, the subject site is located in the central area of Long Beach, where many sub-standard and unrecorded sub-divisions exist. (The lack of solid lines on the zoning map indicates that the lot is an

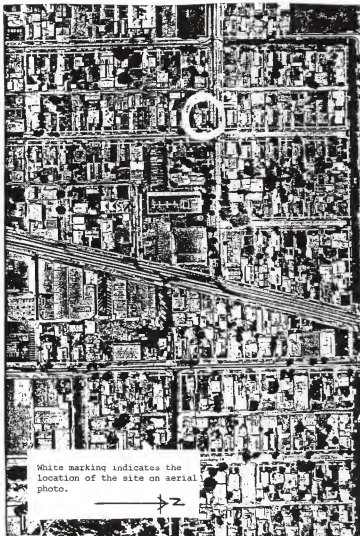


Source: Author's research files.



Source: Long Beach City Zoning Map.

Long Beach site#2 aerial photo. Illustration 13



unrecorded lot division). The most outstanding problems with this lot are:

1. Zero lot line development. As shown on the photograph, the site is covered almost entirely with a building, leaving almost no open spaces or landscaping.
2. The density of 562.5 sq. ft./unit, or seventy-seven units per acre is a serious problem which is compounded by the lack of any amenities on the site.
3. There are no off-site parking spaces. The tenants must simply find their on-street parking anywhere they can find it.
4. Inconsistency in height exists on both sides of this building, where two single-story buildings highlight the problem.
5. North side windows open to adjoining property, where a serious breach of privacy occurs. The craftsmanship of the building seems to be adequate, and there is no alley access.

The problems within the two buildings which have been described in this chapter are typical of those found throughout multi-family neighborhoods in Long Beach. In some respects, these problems resemble some of the similar problems that exist within neighboring communities, which have similar housing conditions.

Two sites in neighboring communities with similar zoning were selected for this review, for the purpose of comparison with those

in Long Beach.

These sites exist in the Cities of Signal Hill and Paramount.

Site III (Signal Hill example):

Address:	2680 Temple Avenue; Signal Hill, CA
Zone:	R-M-2 (Residential Medium Density, hill top)
Lot Size:	100' x 120' -- 12,000 sq. ft.
Number of Units:	6
Density:	2,200 sq. ft./unit (19.6 units/acre)
Number of Available Parking Spaces:	12 (+2 guest) = 14
Type of Structure:	Steel Frame, semi-subterranean parking.
Date of Construction:	Unknown.

Description: The subject site is located on a hillside and has a panoramic view of the Long Beach harbor as its most valuable asset. The City of Signal Hill had improved its development standards five years ago, so many of the existing multi-family buildings (including the subject site) are of much higher quality than those in Long Beach. The following is a comparison of the site with the two examples in Long Beach.

The buildings on this tract have at least twenty-foot side yards to account for adequate privacy.

There is a lower density than the two sites studies in Long Beach (2,200 sq. ft./unit).

Building heights are allowed individually so that height compatibility would exist.

There are well formed windows and exteriors and roof lines.

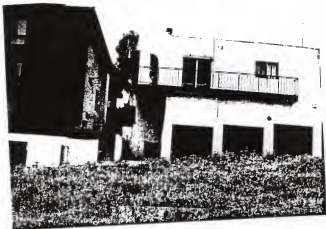
There is not, however, adequate open space in common, although

Signal Hill example. Site # 3. Illustration 14



Source: Author's research files.

Signal Hill example. Site #3. Illustration 15



Source: Author's research files.

there is sufficient private open space in the form of balconies.

(The City of Signal Hill requires private open space only.)

Site IV (Paramount example):

Address:	7255 Cedar Avenue; Paramount, CA
Zone:	R-600
Lot Size:	50' x 145' - 7,250 sq. ft.
Number of Units:	12
Density:	604 sq. ft./unit (71.6 units/acre)
Parking:	0
Type of Structure:	Spanish courtyard. Two-story stucco building. No basement.
Date of Construction:	Unknown.

Description: This is the most common type of low cost multi-family development in Southern California, built mostly for the purpose of encroaching over side yards in order to create a courtyard which would serve as a corridor, as well as "the yard." Due to traffic access in the courtyard, primary windows must be small in order to provide adequate privacy. This compromises the desired ventilation and light factors. It is common for no open space to exist in almost all such buildings, as well as no amenities or recreational facilities. The design of this type of building has remained the same since the 1920's.

Neighborhood compatibility exists in some cases, where a series of such buildings are erected with almost identical features. However, in many cases, this zone, which allows forty-five feet of height, creates an incompatibility in some



Site #4, Paramount example.
Source: Author's research files.

Illustration 16

areas. The City of Paramount has recently undertaken a series of changes to combat their Design Standard shortcomings, such as those existing in Long Beach.

CHAPTER IV

Proposals for Improving the Quality of Multi-Family Housing in Long Beach

1. CIRCULATION AND PARKING⁶

INTENT

It is essential that every site be accessible to both pedestrians and automobiles, with parking facilities sufficient to satisfy the needs of both residents and their visitors. The intent of the following guidelines is to recommend basic approaches to resolve the access and parking problems associated with new development. These problems affect the appearance of the structure, the level of convenience provided to residents, and the safety of pedestrians on sidewalks and in parking areas. The orientation and treatment of parking also affects the character of the street; indiscriminate auto access from the street can substantially lower the quality of the public street environment.

PROBLEMS

In high-density neighborhoods, the quantity of cars that must be accommodated presents both circulation and parking problems. The amount of parking required for new development increases as allowable density increases. In fact, a site's parking capacity is often the factor that determines how intensely the site may be developed. Moreover, the location and quantity of

on-site parking often becomes the initial consideration in the design of multi-family structures.

The problem is most pronounced on narrow city lots, where developers seek to provide the required number of parking spaces without substantially increasing their project costs. Attractive outdoor spaces are usually sacrificed, and nearly all areas outside the building are used for parking or access driveways. At-grade parking is provided on the front yard, side yards and rear yard, depleting almost all opportunities to create useable open space. In some situations, the front yard is totally occupied by parking, with a wide side-yard driveway leading to more parking in the rear. The entire ground plane is covered in bituminous paving materials, with little or no landscaping or visual screening from the street. Along the street, sidewalks and curbside landscaping are disrupted by wide and frequent driveways and the capacity for curbside parking is also seriously reduced.

SOLUTIONS

1. Driveway Curb Cut Standards. No driveways to the street should be allowed in any new development with alley access either at the rear yard or along the side yard. Where alley access is provided, parking requirements should be reduced in accordance with the standards set in Chapter 11. Driveways connected to the streets should only be allowed

in developments without alley access. These driveways should be designed in accordance with the following table. Driveways crossing sidewalks should be paved in materials, such as brick or stamped concrete, that are not only suitable for automobiles but are also visually attractive and amenable to pedestrians. Plain bituminous paving should not be acceptable. Driveways should be designed so that they are an integral part of the front yard area.

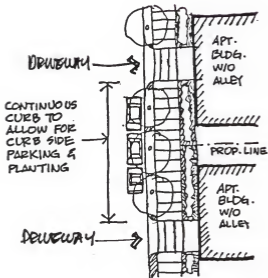
Recommended Driveway Standards
(for lots without alleys)

<u>Site Width</u>	<u>Driveway Standards (*)</u>
0-120'	1 curb cut, 20' wide, 2-way**
120-180'	2 curb cuts, 20' wide, 2-way**
over 180'	1 additional curb cut, 20' wide, 2-way, for each additional 120' of site width**

* All driveways should be perpendicular to the public street they connect to, with a 10- to 15-foot radius curb cut.

** Driveway width may be reduced to 18 feet if an extra curb-side space is created.

Illustration 17



Street curb cuts should be limited to lots without alley access.

Source: Sedway, Cooke Associates. Design Guidelines for R-3 and R-4 Zones in Long Beach, San Francisco, 1986

2. Parking Guidelines. Parking beneath the building, including subterranean parking, economizes the use of land and increases on-site recreation space. Such parking should be considered in all multi-family developments. No parking should be allowed in the front yard. If provided at-grade with the street, parking should be effectively screened from public view on the adjoining streets.

Open parking at-grade in low-density multi-family developments should be arranged in small clusters associated with nearby living units. Where parking adjoins housing areas, the housing should be screened for privacy and to avoid the intrusion of headlights. When the aisle of a parking area serving six spaces or less adjoins a landscaped useable open space, and is paved in materials suitable for recreational use, the aisle may be counted as part of the required total useable on-site open space (such material could be brick pavement or standard concrete).

3. Pedestrian Site Access and Circulation Guidelines. Major building access points should be located along the main pedestrian access route. The building entrance should be visually prominent and well-lighted to make it easily identifiable. Pedestrian circulation routes

should be short, safe, interesting, and paved in durable, non-slip surfaces. Such routes should be well-defined by landscaping, fences, walls, lights, and/or paving materials. Pedestrian entrances and walkways should also satisfy all applicable requirements for the handicapped.

In order to avoid long corridors on the upper floors, intermediate vertical circulation elements (such as stairwells) leading off the main pedestrian level should be provided to serve small groups of living units. When an access balcony or corridor is used, the amount of through-traffic passing by the living units should be kept to a minimum.

4. Increased Number of Parking Spaces

Current parking requirements are considered outdated due to the increased number of cars used by residents of multi-family units, and should be increased to alleviate the parking congestion of these neighborhoods. Current parking requirements are as follows:

Single Unit	1 space/unit
1 Bedroom Unit	1.25 spaces/unit
2 Bedroom Unit	1.50 spaces/unit
3+ Bedroom Unit	2 spaces/unit
Guest	1 space/6 units, regardless of number of bedrooms.

Due to the large number of medium-size apartment building developments on single and double lots, parking requirements for this size of building should be considered higher than very large residential buildings, where large sites and high traffic create less parking problems. The proposed parking requirements are as follows:

Parking for 1-20 Units

Single	1 space/unit
1 Bedroom	1.5 spaces/unit
2+ Bedroom	2.0 spaces/unit

Parking for 21 Units or More

Single	1 space/unit
1 Bedroom	1.25 spaces/unit
2 Bedroom	1.75 spaces/unit

Guest Parking

1-40 Units	1 space/4 units
41-100 Units	1 space/6 units (but at least 10 spaces)
101-200 Units	1 space/10 units (but at least 25 spaces)

The increased parking requirements should make very dense projects less attractive for developers and allow for more comfort on the part of the occupants.

2. PRIVACY:

INTENT

People have a need for both privacy and social contact. Design guidelines that address these needs attempt to provide an acceptable balance between the two. Standards for privacy should not completely isolate residents from each other, while standards for shared spaces, alleys and yard areas must recognize the need for individual space and privacy.

Sociological studies have shown that families are most likely to develop satisfactory relationships with their neighbors when they are protected against unwanted visual and auditory intrusion into their homes. Consequently, housing should be designed to avoid unwanted intrusions while providing spaces where contact can be voluntarily initiated.

Designing for visual privacy involves protecting residents from surveillance by their neighbors or the public while providing them with acceptable light, ventilation, and views from their apartments.

Of all the liveability concerns addressed here, the resolution of privacy requirements have the greatest effect on the siting and design of multi-family housing.

PROBLEMS

Serious problems of inadequate privacy are widespread through the R-3 and R-4 zones. The examples shown in Chapter III are

typical of the most recent R-3 and R-4 construction. The problem is most severe where multi-unit buildings are constructed on sites less than 100 feet wide. In these instances, a majority of the units have primary living areas (living rooms and dining areas) which face onto the side yard. The general problem stems from applying side yard standards (which were originally intended for single family detached housing) to higher-density housing. In small-lot single family detached housing, the primary living areas (living room, dining room, family room) are usually oriented toward the front or rear property line.

This allows ample distance between the windows serving these interior spaces and neighboring residences. In turn, rooms oriented toward the side yards usually are limited to bedrooms, bathrooms, or kitchens, where natural lighting and views are not as critical.

However, this has not been the common pattern in multi-family housing construction. In order to maximize the number of units on the site, the minimum yard requirements permitted in the zoning ordinance are used. With typically long and narrow lots, the majority of the units are oriented to the side yards. The result is that living and dining rooms windows are six feet from the side property line when there is a contiguous access balcony; seven to nine feet when there is a private balcony on

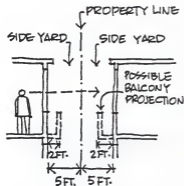
the adjoining lot; or five feet when there is neither an access or private balcony.

When this pattern is repeated on adjoining parcels, facing living room windows are often just ten feet apart. Persons using the balcony on the facing property are just eight feet from the windows of the adjoining property. This development pattern is unsatisfactory in terms of visual and auditory privacy, and results in light and ventilation problems as well.

Illustration 18



Serious privacy problems found in both buildings



The very limited distance for privacy may be further reduced by projecting balconies.

SOLUTIONS

The requirements for visual and auditory privacy should be dealt with directly rather than indirectly through use of uniform yard requirements. In other words, specific standards governing the distance of windows from the respective property lines are needed. Additional design guidelines are needed to achieve better visual screening and buffering of noise. Standards for establishing satisfactory distances between facing windows are shown in the following Table. Primary windows are those serving areas where most daytime activities occur, primarily living rooms, dining rooms, and family rooms. Both privacy and outward views should be guaranteed for these spaces. The numerical standard given would apply only to the wall with the largest window area.

Illustration 19



Conditions reflecting minimum distance for privacy in primary living space.



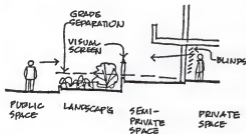
Privacy much improved by a more generous distance.

Secondary windows are those serving bedrooms, bathrooms, kitchens, stairwells and corridors. Although desirable, exterior views are not essential from these areas. The need for privacy here can be met with the use of high windows. When lower sill heights are required by the building code, windows can be designed with solid or semi-translucent panels such as frosted glass on the lower portion of the window. The Privacy Standard Table shows distance standards for facing windows in the R-3 and R-4 districts. Distances between facing windows or between windows and blank walls should be measured only along a horizontal plane using the shortest distance between the two vertical surfaces.

Illustration 20



Side walls with small and high windows provide privacy.



Grade separation as a device to provide privacy.

The effect of these standards is to encourage designs which orient the primary living spaces to the front and rear yards or to amply sized interior courts. In turn, windows serving secondary living spaces are oriented to the narrow side yards which are created under these standards. Illustrative applications of the window spacing standards on sites with different lot width and height limitations are shown in Appendix A.

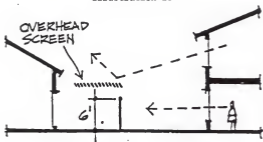
Other provisions for privacy should be made as follows:

1. In the more densely developed neighborhoods, ground or podium level patios should be enclosed with a solid wall of four to six feet; four feet is a height sufficient enough to provide privacy for seated persons. Where the outdoor space would be visible from nearby upper floor units, trees or trellises should be used to obstruct views onto the private patio area.
2. Primary living spaces should not face onto access walkways or balconies serving other units unless adjoined by an enclosed patio or balcony screened from public view. The enclosure should be defined by a solid wall between 5'8" and 6'6" in height, as measured from the public level. When the private outdoor space faces the front or rear property line and is elevated above the public level (for instance, on top of a parking structure), a lower wall of 3'6" or landscaping may be used. As the accompanying

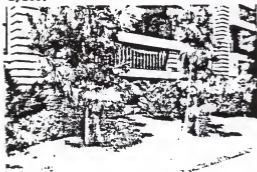
figure shows, the desired level of privacy can be achieved with a lower wall where there is a change in site elevation, thereby permitting a more open view from the interior rooms.

3. Auditory privacy should be improved by placing closets, other storage rooms and kitchen space along the common wall of adjoining units.

Illustration 20



Visual screens used in private open space.



Elevated private outdoor space screened by vegetation to provide privacy.

3. DENSITY:

INTENT

One of the most important factors affecting the quality of housing is the relationship between the amount of building space permitted and the size and dimensions of the site on which the building is placed. The combination of permitted density and regulations governing height, setbacks, parking, and other site requirements dictate to a large extent the design of multi-family housing. Housing density directly affects light, air, open space and other factors that influence housing quality and liveability. Density also affects one's perceptions and emotions. Structures and groups of structures may be perceived as being intimate or comfortable, inviting or oppressive, varied or monotonous; they impart various other positive or negative images upon us.

Two types of problems are occurring in the R-3 and R-4 zones which interfere with attainment of the city's housing objectives. The first deals with the amount of building space that is appropriate on certain sites given the qualities of the site and the neighborhood, while the second concerns the character of the environment created within higher density developments.

PROBLEMS

On narrow lots in R-3 and R-4 zones, the combination of high

permitted densities and height, setback and parking requirements impose a design which is unacceptable both for residents of the building and for the residents of adjoining buildings. The size and bulk of new projects, particularly in the R-4 zones, is often perceived as unattractive, too dense, and undesirable. Buildings may appear out of scale with their surroundings, and may be markedly different in character than existing development on adjoining lots.

SOLUTIONS

The standard for minimum lot area per dwelling unit should vary depending on the width of the lots and the character of the surrounding neighborhood. The following Table specifies the recommended allowable lot area per unit in each of three neighborhood types. In addition to reflecting differences in lot width, lot area per unit standards should also reflect differences in height, useable open space, and anticipated unit size. The effect is to encourage lot assemblage to increase the potential for well-designed housing, particularly in R-4-R (Medium-density, 1-2 stories) and R-4-N and R-4-H (Medium-density, 2-4 stories) neighborhoods. The upper density shown for R-3-3 and R-3-4 (Low-density) neighborhoods is consistent with the existing maximum allowable R-3 density. Upper limits shown for R-4-R are consistent with the maximum allowable R-4 density, and upper limits shown for Type III permit a slight

increase in density.

Illustration 21

Housing Density:		Lot Area Per Unit in Square Feet		
Neighborhood Type		Lot Width (in feet)		
		0-60	60-120	120+
R-3-3/R-3-4	I	2,100*	1,500	1,500
R-4-R	II	1,600	1,200	800
R-4-N/R-4-H	III	1,600	900	700

* Or 1,800 square feet, if 60 percent of the parking is located under the residential structure. (Not more than 50 percent of the ground-floor building coverage on lots up to 60-foot wide in Type I neighborhoods should be used for parking purposes.)

To encourage greater compatibility between new multi-family housing and adjoining single-family homes, features commonly associated with low-density housing should be incorporated in the design and construction of multi-family structures. Design guidelines to be followed include:

- I. Avoid long, unbroken building facades and simple box forms. Building facades should be broken up to give the appearance of a collection of smaller buildings. To the extent possible, each of the units should be individually recognizable. This can be accomplished with the use of balconies, set-backs and projections which help articulate individual dwelling units or collections of units, and by the pattern and rhythm of windows and doors.

- II. Avoid the use of long access balconies or corridors which are monotonous and impersonal. Instead, access points to units should be clustered. To the extent possible, the entrances to individual units should be plainly visible.
- III. Break large projects into groups of structures. Avoid the use of "mega-structures".
- IV. Change roof levels and ground planes to break up the mass and bulk of buildings.
- V. Make extensive use of private enclosed patios and balconies to provide residents with a greater degree of control over their living environments.
- VI. Provide building or building complex entrances which are distinctive and easily identifiable. To the degree possible, entrances to individual units or clusters of units should be distinctive and easily identifiable.

4. NEIGHBORHOOD COMPATIBILITY:

INTENT

Neighborhoods are vital components of a city. Long Beach draws much of its strength and vitality from its neighborhoods; their collective character is an important contributor to the overall image of the city. Therefore, it is important to preserve and enhance socially stable neighborhoods and to protect their historic and aesthetic values. At the same time, incremental

changes should be allowed within these neighborhoods to reinforce their prevailing character. Conversely, changes in neighborhood character should be encouraged in those areas which now have poor environmental qualities. New high quality development should be introduced in such areas as a means of upgrading the living environment and setting a high design standard for future housing.

PROBLEMS

Some of the neighborhoods around the downtown area have a very distinct and consistent character. East of downtown, many areas are occupied predominantly by single-family houses of the bungalow tradition, or by two-story courtyard apartment buildings of the Mediterranean style. North of downtown, there are several neighborhoods with a high concentration of single-family houses of the Mediterranean style.

In recent years, higher-density new development permitted by the R-3 and R-4 zoning regulations has been attracted to the more desirable neighborhoods and has displaced a considerable number of existing structures. The scale, height, and character of the new development does not generally respect the established character of the neighborhood, nor of neighboring buildings in the vicinity. This disrupts social stability and visual quality, and can even cause the economic value of the housing stock to decline.

By contrast, the less desirable neighborhoods do not generally present an established character nor are they attractive to prospective developers. Buildings of varying design styles and qualities co-exist in these areas. The mix of styles is often visually chaotic and is not conducive to a desirable or distinct neighborhood image. It is essential to encourage new development and to set forth design standards in these areas so that high-quality projects are ensured. Such standards should create a foundation for building an appealing and socially stable environment.

Illustration 22



Bungalow style features: low-pitched roof, deep overhangs, porches, horizontal fenestration and elevated main floor on a solid foundation.

SOLUTION

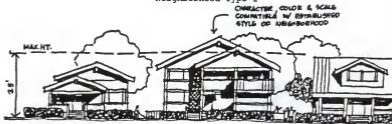
Neighborhood Type I (R-3-3 and R-3-4): Low-Density, Small-Scale Structures.

Two distinct architectural styles are predominant in low-density neighborhoods: the Bungalow style and the Mediterranean style. Certain neighborhoods are consistently one style or the other, while other neighborhoods consist of a mixture of the two styles. In the latter case, either one of the two treatments recommended below will be considered appropriate.

Illustration 23

1. Bungalow Style

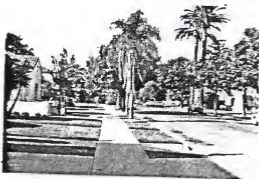
Neighborhood Type I



(a) Scale and Character to be Retained

The single-family homes built in the bungalow tradition are usually wood-frame in construction and are 1-2 stories in height.

Illustration 24



Neighborhood housing in the
- Bungalow style.

Bungalows are commonly raised up on concrete, stone, or brick foundations. The prominent features found in the traditional bungalow style include gently sloping roofs with gable ends forming the street facade, generous overhangs, front porches, exposed rafters, and horizontally arranged fenestrations usually divided into three main glazing areas, each with

smaller divisions. External finish materials are mostly wood siding and stucco.

(b) Facade Design Guidelines

- (1) Scale. The maximum height of new construction should be limited to twenty-five feet to be consistent with the character of the neighborhood. Larger structures should step down towards smaller houses on the side. Major facade interruptions (*) should be introduced at least every forty feet along continuous facades, thereby maintaining the scale of a single-family home.
- (2) Exterior Wall Surface. the external wall surface should be constructed largely in wood, stucco or a combination of these two materials. Other building materials should also be allowed to provide contrast and interest on the facade, as long as these materials do not dominate the overall character of the building. Neutral shades such as white, gray, and brown are generally considered most compatible. Bright primary colors are not considered compatible if they are applied to large wall areas.

(*) A major facade interruption refers to a substantial

break in a continuous facade (extending through all major floors including the roof but excluding the podium structure) so that a building is perceived as two distinct entities. The break may be accomplished by elements such as open space or setbacks of more than four feet, or by elements which present a different external treatment, including balconies and stairs.

Illustration 25



Neighborhood Type I: low-density housing in bungalow tradition.

- (3) Roof Form. To be compatible with the bungalow style, low-pitched roofs with deep overhangs are recommended. Wherever possible, the main gable should be oriented toward the street. If the gable end of the building is oriented to the side yard, the street facade should include building elements with low-pitched roofs, such as porches, balconies and dormers.

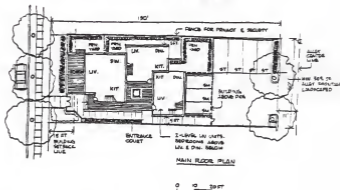
- (4) Fenestration. The bungalow style emphasizes horizontal arrangements of windows with frames on the main facade, complementing the characteristically broad, sweeping roof lines. Fenestration on the front facades of new construction in Type I bungalow neighborhoods should be arranged in a similar manner.

Front-facing living room windows or balcony openings that are below the sloping roof should be designed with a horizontal emphasis. Living room windows in particular should be articulated in the traditional 3-pane arrangement. Their horizontal form should be reinforced with a well-defined window outline using an edge element such as a trim line.

- (5) Porches and Balconies. The tradition in the bungalow design is to have a front porch with a roof in the same pitch as the main roof. New construction should perpetuate this feature in building design, by introducing front or entrance porches as well as balconies on upper floors.

Illustration 26

TYPICAL BUNGALOW BUILDING DESIGN



SITE AREA: 6,500 S.F.

NEIGHBORHOOD TYPE I:
 Low Density, Small Structures
 Bungalow Style

LOT AREA: 6,500 S.F.

LIVING UNITS: 3 (3 B/R ± 1,200 S.F.)

LOT AREA/LIV. UNIT: 2,167 S.F.

PARKING:

Required:	6
Guest:	1
Total:	7 (Reduction by 1 possible due to alley access only)

Illustration 27

2. Mediterranean Style

Neighborhood Type I



- (a) Scale and Character to be Retained. The single-family houses found in these neighborhoods are largely 1- to 2-story structures of wood-frame construction. The main floor is usually elevated, but the foundations usually form part of the external wall. The more prominent architectural features include red tile roofs, white stucco walls punctuated with tiled roof projections, wood or wrought-iron railing and grilles for balconies, large living room windows, and the occasional use of arches and columns of various forms at major openings. Very frequently, red tiles are used only along the visible front of the roof and other materials are used on the portion of the roof which is obscured from public view.
- (b) Facade Design Guidelines
- (1) Scale. To be compatible with neighborhood scale,

new construction should be limited to a maximum height of twenty-five feet. The street facade should have a major interruption (as previously designed) at least once every forty feet to be consistent with the scale of a single-family home.

- (2) External Wall Surface. Stucco should be the predominant external wall finish material. It should be highlighted by small, local decorative elements associated with major wall openings and main gable ends. Other building materials may be used in small quantities for contrast and interest. White, grey and brown shades should be the principal colors for large wall surfaces. Bright primary colors should not be used to cover large surface areas.
- (3) Roof Forms. Low-pitched or flat roofs, or combinations of these two roof forms are compatible with the Mediterranean-style neighborhood character. If the low-pitched roof is visible from public streets, a color compatible with the prevailing red tile roofs should be used.

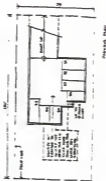
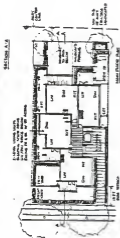
Illustration 28



Prominent red tile roofs, white stucco walls, large living room windows, arches and balconies with wood or wrought iron railings.

- (4) Penetration. The Mediterranean style fenestration takes many interesting forms. New construction should take advantage of this rich tradition through application to new building design. The most traditional windows in the Mediterranean style are the six-pane casement windows and the large ornamented living room windows. Wall openings are found in a great variety of forms such as round, pointed, flat, and arched. Openings may be used with and without columns, singularly or in combination. It is also common to find projected windows on the facade with overhangs that mirror the main roof in their design. Traditionally bright colors such as blue, red,

DESIGN ALTERNATIVE FOR NEIGHBORHOOD TYPE I.



ASSUMED UNIT SIZES:

- 1 B/R: 600 - 800 S.F.
- 2 B/R: 800 - 1,000 S.F.
- 3 B/R: 1,000 - 1,200 S.F.

NEIGHBORHOOD TYPE I:
Low Density, Small Structure
Mediterranean Style

- LOT AREA: 7,800 S.F.
- LIVING UNITS: 4 (3 B/R)
- LOT AREA/LIV. UNIT: 1,950 S.F.

- PARKING:
Required: 8
Guest: 1
Total: 9 (Reduction by 1 possible due to alley access)



and green are used to highlight windows and doors. Limited to such application, the brightly colored windows contrast very well with the generally subtle color of the walls. The main entrance should be emphasized by steps, railings, arches or porches. The main door should show heavy coffers consistent with the Mediterranean style.

- (5) Porches and Balconies. The use of porches and balconies is strongly recommended. Such features are important elements of the Mediterranean style, and will help new structures blend into the neighborhood more naturally. Porches and balconies may vary from very plain to very elaborate. The more simple approach might be to construct a stucco parapet without tile copings, while the more decorative approach might consist of wood or wrought iron railings, columns, and arches.

Neighborhood Type II: Medium-Density, 1- to 2-Story Structures

Illustration 30



- (a) Scale and Character to be Retained. In this neighborhood, the predominant building type is the Mediterranean style two-story apartment fronting on the street. The buildings usually take a continuous horizontal form. Wood-frame construction is very common, with the main floor elevated and the foundations used to form part of the external wall. A series of steps from the street usually provide access to a central courtyard surrounded by two-story structures on the front and back and one- to two-story structures on the sides. The stairs to the upper floors are usually found inside the courtyard where they are integrated into the building design and are seldom treated as an independent element.

(b) Facade Design Guidelines

- (1) Scale. In order to maintain a consistent neighborhood scale, the following guidelines should be followed:
- I. new construction within fifty feet of the front and side property lines should not exceed twenty-five feet in height.

Illustration 31



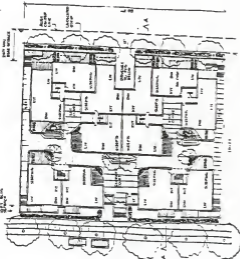
Pedestrian access to upper floors nicely integrated with the building design.



Central courtyard surrounded by buildings.

- II. New construction on the remaining part of the site should not exceed thirty-five feet.
 - III. Continuous facades should be limited to eighty feet without major interruption (as previously defined).
 - IV. When the site is at approximately the same level as the adjoining street, the main floor of the living units on the lowest level facing the street should not be more than four feet above the adjoining street.
- (2) External Wall Surface. Stucco should be used as the primary finish material on all exterior walls. Small quantities of other building materials

DESIGN ALTERNATIVE FOR
NEIGHBORHOOD TYPE II.



ASSUMED UNIT SIZES:

- 1 B/R: 600 - 800 S.F.
- 2 B/R: 800 - 1,000 S.F.
- 3 B/R: 1,000 - 1,200 S.F.

NEIGHBORHOOD TYPE II.

Medium Density, 1-2 Story Structures
Mediterranean Style

LOT AREA: 19,500 S.F.

LIVING UNITS:

- 1/F: 4-2 B/R, 8-1 B/R
- 2/F: 4-2 B/R, 8-1 B/R
- TOTAL: 8-2 B/R, 16-1 B/R

LOT AREA/LIV. UNIT: 813 S.F.

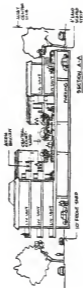
PARKING:

- Required: 34
- Actual: 6
- AG (Reduction by 3 possible due to alley access only)

Illustration 32

Illustration 33

EXAMPLE OF THREE STORY DESIGN IN NEIGHBORHOOD TYPE II.



should be allowed to encourage more interesting design. Generally, formal facades are more compatible with the existing apartment buildings. As in the single-family neighborhoods, gray, white, and brown colors should predominate, and bright primary colors should be used for accent only.

- (3) Roof Forms. (Same as the previous section on Mediterranean style.)
- (4) Fenestration. Most of the recommendations made in the section on low-density Mediterranean style neighborhoods are applicable. However, to complement a more formal facade treatment, fenestration should also be designed in a more formal manner. As in the lower density areas, the main entrance should be emphasized as a special feature.
- (5) Porches and Balconies. The provision of porches and balconies is highly recommended. Their placement should be coordinated with the facade design to achieve a formal visual effect.

Neighborhood Type III: Transitional Housing Area, Medium-Density, 2- to 4-Story Structures:

Illustration 34



- (a) Scale and Character to be Retained. There is no prevailing style of architecture in this type of neighborhood. Buildings are of mixed design and qualities. The only desirable character to be retained is the residential scale and vernacular character of the neighborhood buildings. A more flexible approach should be taken in the control of architectural styles and the facade treatment. However, standards of high-quality construction and craftsmanship should not be compromised.
- (b) Facade Design Guideline.
- (1) Scale. To create a more uniform scale among the neighborhood buildings, new development should

Illustration 34



ASSUMED UNIT SIZES:

- 1 B/R: 600 - 800 S.F.
- 2 B/R: 800 - 1,000 S.F.
- 3 B/R: 1,000 - 1,200 S.F.

EXAMPLE OF COURT YARD DESIGN IN NEIGHBORHOOD TYPE III.

NEIGHBORHOOD TYPE III:

Medium Density, 2-4 Story Structures
 Transitional Housing Area
 LOT AREA: 19,500 S.F.

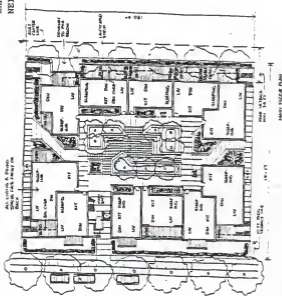
LIVING UNITS:

- 1 1/2: 4-2 B/R, 7-1 B/R
- 2 1/2: 4-2 B/R, 7-1 B/R
- 3 1/2: 2-2 B/R, 4-1 B/R
- TOTAL: 10-2 B/R, 18-1 B/R

LOT AREA/LIV. UNIT: 696 S.F.

PARKING:

- Required: 40
- Guest: 7
- Total: 47 (Reduction by 3 possible due to alley access only)



not exceed thirty-five feet in height along the front and side yards. Elsewhere on the property, structures should be allowed to rise to the maximum height as stated in the zoning regulations. However, upper floors should be progressively set back from the street and side yards so that the portion above the thirty-five foot level is substantially obscured from public view. Horizontally, a continuous street facade should not exceed eighty feet without a major interruption (as previously defined).

- (2) External Wall Surface. External walls should be finished in light colored materials. Wall surfaces should be broken through the articulation of various architectural features such as wall openings, balconies, porches, reliefs, moldings, projections, and recesses, or by the use of different materials, colors, textures, and patterns.
- (3) Roof Forms. The roof form should be consistent with the architectural style of the building, and its design should be articulated in coordination with the main facade treatment.
- (4) Fenestration. As part of the street facade, fenestration should be consistent with the

architectural style of the building.

Oversimplification and uniformity of openings would lead to monotonous designs. Variations in the size, proportion, and placement of windows is recommended within each living unit to reflect the different functions of each interior space. This in turn makes the external walls more interesting.

- (5) Porches and Balconies. Inclusion of porches and balconies on the front facade will provide a sense of scale, add more interest to the facade design, and reinforce the residential character of the neighborhood. Porches and balconies should be encouraged in all new developments.

These basic changes and other changes required by the New Development Standard, such as increased useable open space, and decreased height, will certainly create a much more relaxed environment in the multi-family areas of the city.

The following chart shows the New Development Standards adopted by the City Council.

***** DEVELOPMENT STANDARDS CHART *****

Illustration 35

District	Units Per Lot	Lot Area Sq. Ft.	Minimum Lot Area in Sq. Ft.	Minimum Lot Front-Set in Ft.	Minimum Yard Setbacks (in feet)			Maximum Height	Maximum Lot Coverage (% of lot)	Double Open Space in Sq. Ft.	Maximum Floor Area
					Front	Side	Rear				
R-3-1	3	2,100 (on lots 28' to 60' wide); 1,500 (on lots 61' or wider)	4,500	45	15	5	20	25'	N/A	250 per unit	N/A ²
R-3-4	4	2,100 (on lots 28' to 60' wide); 2,500 (on lots 61' or wider)	4,500	50	15	5	20	25'	N/A	250 per unit	N/A ²
R-3-L	N/A ²	2,100 (on lots 28' to 60' wide); 1,500 (on lots 61' or wider)	5,000	60	15	5	20	25'	N/A	250 per unit	N/A ²
R-3-T	N/A ²	Same as R-3-L	2,100	20	5	5	20	25'	N/A	250 per unit	N/A ²
R-4-R	N/A ²	1,500 (on lots 28' to 60' wide); 1,200 (on lots 61' to 120' wide); 800 (on lots 121' or wider)	18,000	120	10	5	20	25' 2 st. B	N/A	150 per unit	N/A ²
R-4-W	N/A ²	1,600 (on lots 28' to 60' wide); 900 (on lots 61' to 120' wide); 700 (on lots 121' or wider)	18,000	120	10	5	20	25' ^B	N/A	150 per unit	N/A ²
R-4-H	N/A ²	Same as R-4-W	18,000	120	10	5	20	35' ^B	N/A	150 per unit	N/A ²
RM	N/A ²	2,400	2,400	120	10	4	10	20' 2 st.	65%	200 per unit	N/A ²

PARALLEL:

0-25 UNITS

	<u>21 Units or More</u>
Single - 1 space/unit	Single - 1 space/unit
1 Br. - 1.5 space/unit	1 Br. - 1.25/unit
2 Br. - 2.0 space/unit	2 Br. - 1.75/unit
or more	3 Br. - 2.0/unit
	or more

Central Jobs

2 spaces per unit
1 Br. or more

Guest Parking

0-40 units	1 space/4 units			
41-100 "	1 "	76 units but not less than 10		
101-200 "	1 "	76 units "		16
More than 200 units	1 "	76 "		25

CONCLUSION AND FINDINGS:

Urban physical development is a dynamic process in which many factors and criteria are constantly changing. Therefore, it is essential that planning professionals, as well as political bodies tied to the planning process, keep up with such changes. This report attempted to prove that outdated development standards dating back to the 1930's, where housing of wartime manpower (with little respect for planning concepts, and for their purpose of providing a roof over the heads of families) was the immediate and sometimes only goal of development. Gradually, this was no longer acceptable and new definitions and broader perspectives (resulting in new and better development standards) were needed.

Such definitions and perspectives basically fall within the traditional and philosophical standpoints of the planning field. These views place a higher priority on the comfort and welfare of citizens than on the profit margin of developers, or the true compatibility of a project with the neighborhood to official (minimum) conformity with the zoning standards. Simply stated, the whole purpose of the planning process is to create a better physical environment for the majority, and should not be used as a political tool to create wealth for the minority.

In the case of Long Beach, where a fast paced economy and an attractive environment brings in constant migration and immigration, land values increase constantly and help keep the real

estate market increasingly hot. A prospective Land Use Plan/Development Standard can reduce this fever to a reasonable temperature, so as to keep development in the city from becoming a money making machine for developers, and slum quality dwellings for citizens in the future.

The Los Angeles/Long Beach metropolitan area was the fastest growing part of the United States during 1986, with 1.7 million units built during that year. However, these new Development Standards will, without a doubt, help decrease this development rush and control the quality of future development.

As a means of achieving quality housing in their new multi-family residential units, Long Beach should include in their overall strategies other planning techniques and alternatives, such as an urban renewal program for the multi-family areas, to effectively encourage site accumulation by developers. (This option is more workable in the central areas of the city, where delapidated physical conditions mixed with lower land values makes site acquisition more possible). In higher land value areas, a program of "development right transfer", where a developer would be allowed to build at higher density at a site outside of the target area in exchange for a better quality building in the targeted area, may be a valid option.

Personal experiences have helped the author immensely in this report. There has been a need to move constantly from one

apartment building to another because of the many problems that existed in each of them, which gave insight into the difficulties that residents of such buildings faced daily. It was also helpful to be directly involved in the day-to-day affairs of the Long Beach Planning Department, and attend the Planning Commission and City Council meetings, observing the political process.

Long Beach needs to consider and adopt new measures and planning techniques in order to be able to meet many of its long range goals (the present Development Standards tend to encourage dense developments for increasing population, although the Master Plan of the city calls for a slowing down of the population increase). One of the side effects of the proposed measures may be the controlling of population growth.

The author's views were affected as to the previous belief that a large city would be a leader in the adoption of liberal planning policies. However, the reality of political pressures revealed that there are more powerful forces involved in the administration of a city than the dedicated planning professionals.

The example of the City of Signal Hill indicates that a smaller city was able to solve some of its problems through better planning policies, thereby achieving a higher standard of residential quality for its citizens.

The author considers involvement in this project his first, but very rich, planning experience, which should enable him to better understand and participate in the planning process.

END NOTES

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- 5- Department of Planning and Building Microfilm Files.
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EVALUATION OF PROPOSED MEASURES TO IMPROVE THE
HOUSING QUALITY IN MULTI-FAMILY BUILDINGS IN THE
CITY OF LONG BEACH, CALIFORNIA.

by

MAJID HOSSIEN AHMADI

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AN ABSTRACT OF A MASTER'S REPORT

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ABSTRACT

TITLE

Evaluation of Proposed Measures to Improve the Housing Quality in Multi-Family Residential Buildings in the City of Long Beach, California.

THE PROBLEM

Long Beach, like many other southern California cities, has been experiencing rapid population growth and urban sprawl. The push for growth is still present, and although the growth rate in Long Beach has exceeded many official projections, the General Plan and the Landuse Element in particular have been left outdated and are inadequate to respond to the question of urban growth. The combination of a high demand for housing and the lack of effective landuse policies (Zoning Development Standards) have left the door open for many developers to build low quality, high density buildings. This has contributed to a lower quality of housing in Long Beach. The contrast in quality has become very obvious where single family and duplex districts (mainly owner-occupied) enjoy a higher quality of housing through traditionally better development standards. Multi-family residential districts, on the other hand, have been subjected to much relaxed standards in response to the hidden agenda by the officials (to house the incoming population at any cost). The end result of this policy has been a constant flood of complaints from the citizens of Long Beach to the Planning Department regarding various problems in their living environments. Such complaints include, but are not limited to, lack of parking, overdensity, lack of privacy, lack of open space, lack of security, quality, craftsmanship, and neighborhood compatibility.

REVIEW OF LITERATURE

Unless certain changes take place (as they are being considered), most new multi-family buildings in the City of Long Beach will continue to be of poor quality. Consequently, residents of these buildings, as well as the rest of the citizens of Long Beach, would be deprived of a comfortable urban environment.

METHODOLOGY

This study makes some suggestions for adoption of new development standards and design changes in order to improve the quality of life for occupants of those new multi-family buildings, as well as neighboring properties. The main concern of this study is to point out four most important changes which could result in noticeable improvements in the overall desirability of new residential units in the City of Long Beach. The following design changes are intended to improve:

- 1) liveability and quality of new housing;
- 2) the compatibility of new housing with adjoining residential areas;
- 3) the stability of the city's neighborhoods; and
- 4) the appearance of the city.

These design changes are also intended to slow down the population growth, as prescribed by the population element of the general plan. Such design changes should include density, circulation and parking, street scape, privacy, lighting and ventilation, useable open space, security, craftsmanship, alleys, and neighborhood compatibility.

PROPOSITION

The City of Long Beach has attempted to adopt new design guidelines for new multi-family residential buildings in order to improve upon the existing multi-family buildings, as well as start a new trend toward the development of high quality buildings.

This study will discuss the following:

- 1) A brief description of Long Beach;
- 2) A description of the types of multi-family neighborhoods;
- 3) Examples of existing housing units and their outstanding problems;
 - a) comparison with similar housing units in neighboring communities;
 - b) negative aspects of existing low quality housing standards, as viewed by the residents;and
- 4) Elements to be changed in new development standards (solutions to the problems).