



# WELCOME

Pacific Highway South Subarea Planning

COMMUNITY WORKSHOP

October 1, 2014

## **Purpose of Workshop**

Obtain community feedback on three  
draft land use concepts.

# March Open House: Public Comments



## Key Takeaways – What’s Important:

- Supportive of higher density and mixed use
- Good design is essential for buildings, landscaping and streetscape
- Common area for community gatherings
- Community green space and parks
- Improving parking and traffic flow
- Pedestrian/bicycle safety and sidewalks
- Security and street lighting
- No big box or auto dependent uses

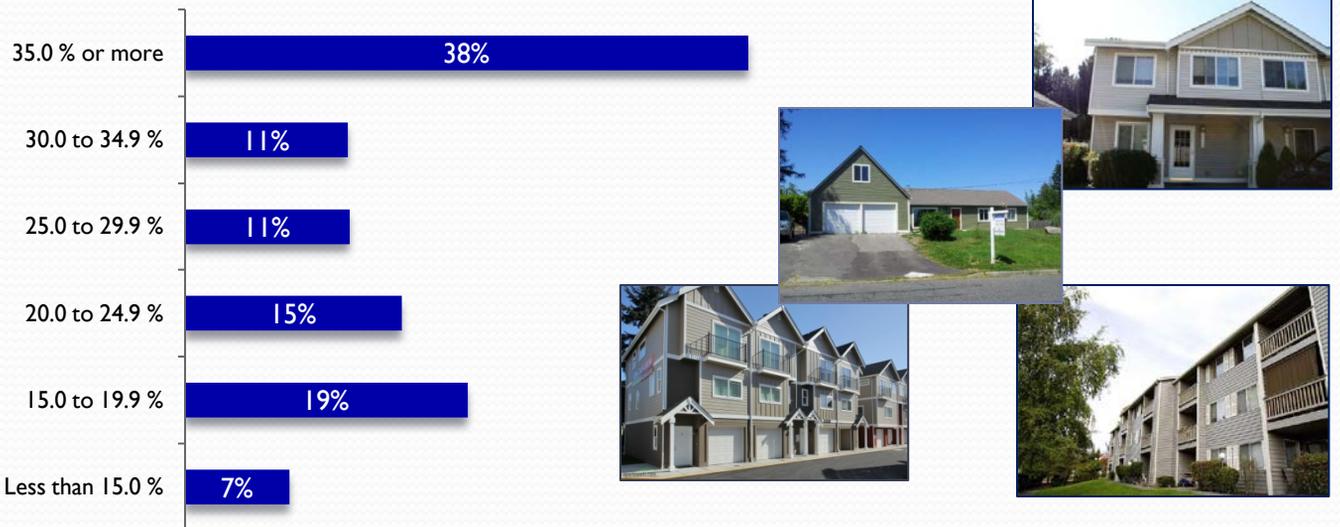


# Housing

**Our Current and Future Housing Needs** – Where we live, our current demographic trends on what we can expect in the future (more youth moving into area, aging population, etc.)



**Gross Rent as % of Household Income**



	DM	WA
Occupied Housing Units	11,664	262,0076
% Owner-Occupied Units	61%	64%
% Renter-Occupied Units	39%	36%

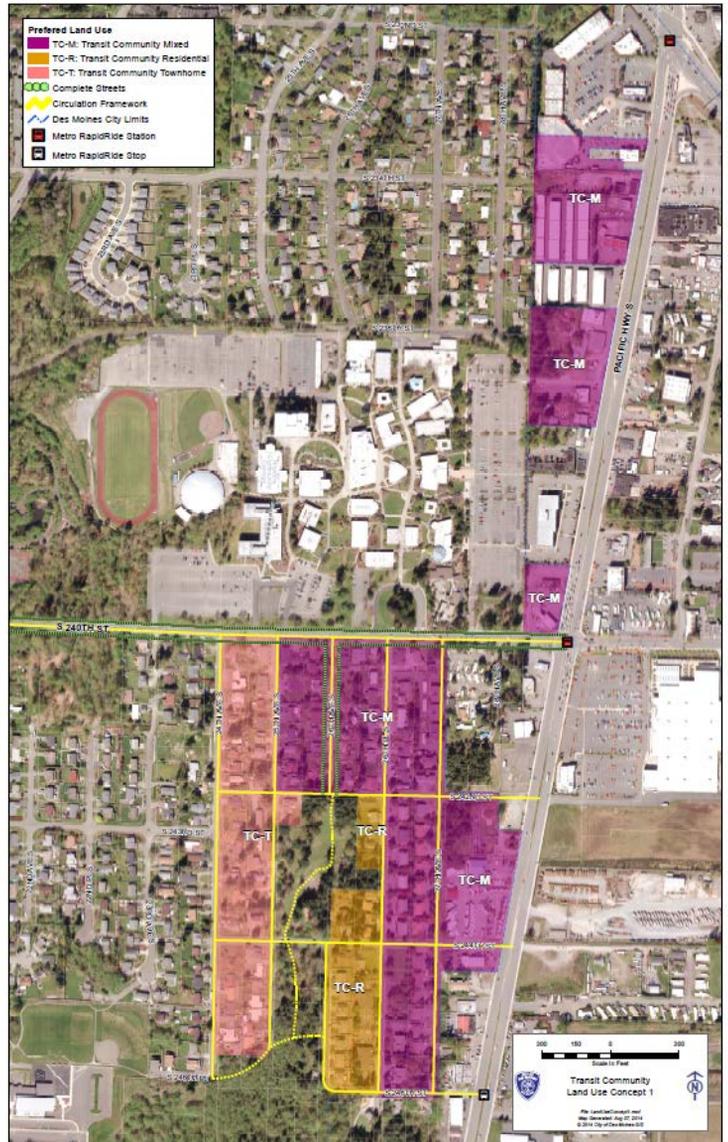
Zoning Designation	% of Total Land Acreage
Single-Family	71 %
Multi-Family	7.5 %
Mixed-Use	6.7 %

# Housing Choices



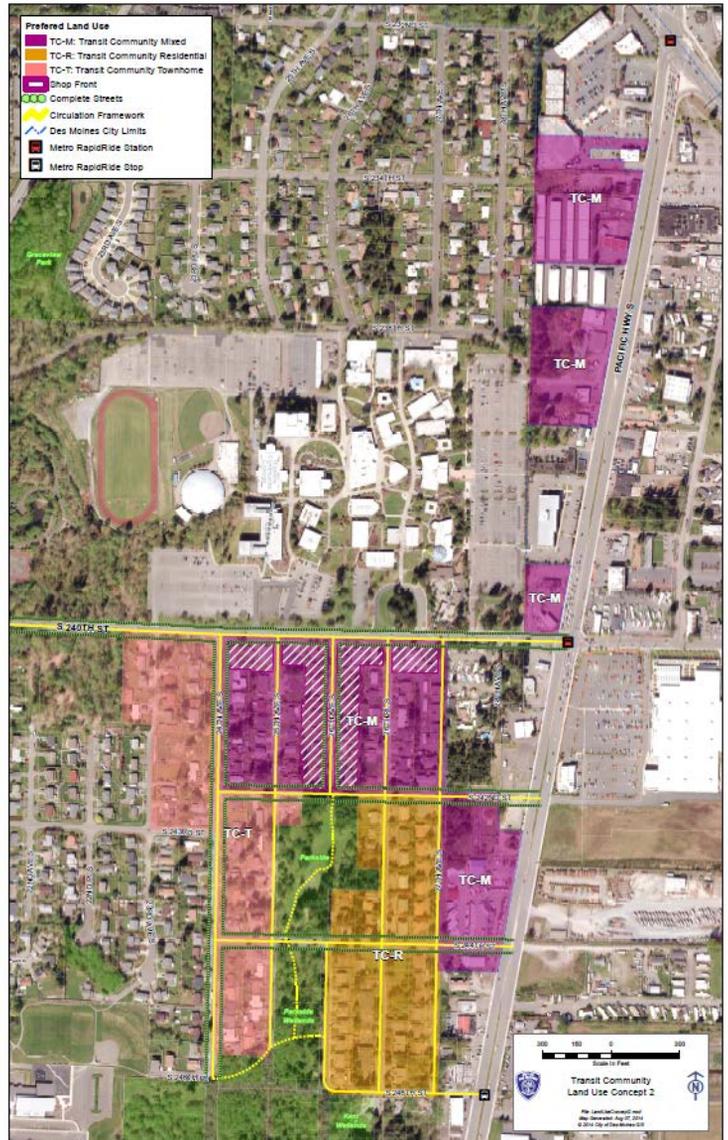
# Land Use Concept 1

- Higher density mixed use transit community.
- Higher intensity commercial focused on S. 240<sup>th</sup> St. and Pacific Hwy South.
- TC-T serves as transition between single family and higher intensity uses.
- Pedestrian and bike linkages enhanced along S. 240<sup>th</sup> Street and 26<sup>th</sup> Ave. South.



# Land Use Concept 2

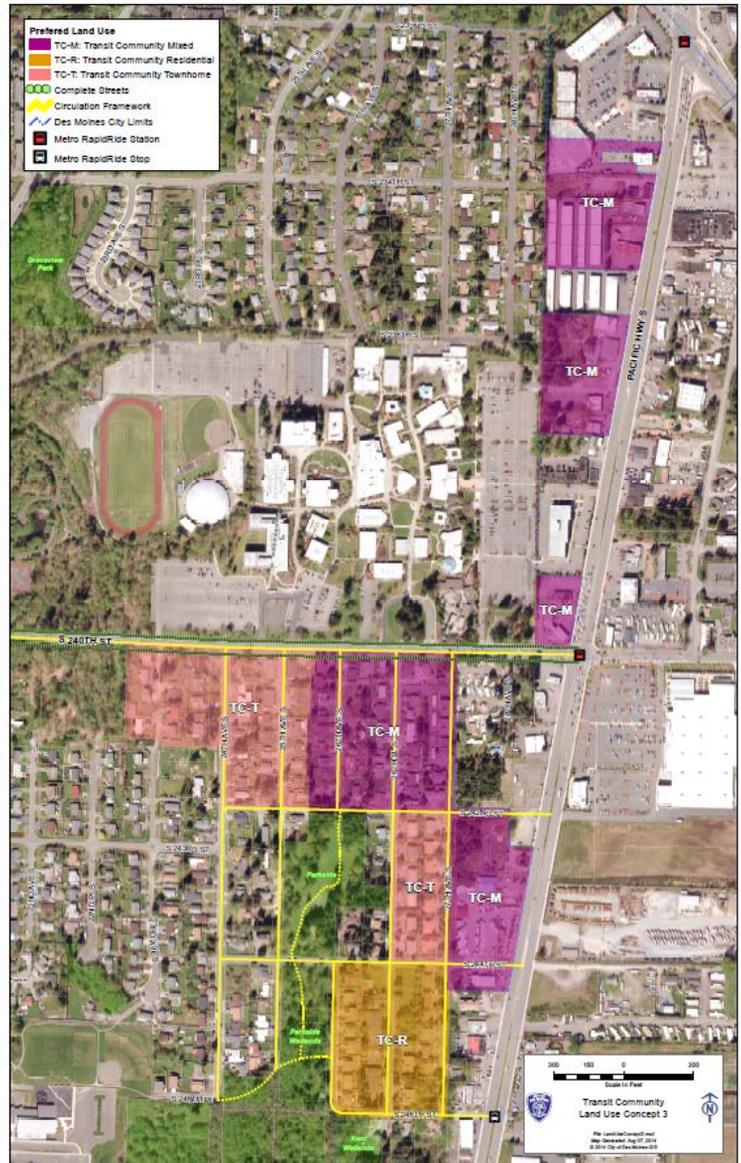
- Active mixed use transit community.
- Shopfront streets on S. 240<sup>th</sup> St. and 26<sup>th</sup> Ave. S. offer “main” street character for shopping, entertainment and eating.
- More intensive commercial uses focused on Pacific Hwy South.
- Additional TC-T provided for higher density residential.
- Enhanced pedestrian environment to create a vibrant streetscape and improve connectivity.



Developed following March public open house. Further refinement was completed by City Planning Staff.

# Land Use Concept 3

- Allocates a larger area to the TC-T designation.
- Maintains the single family designation between 26<sup>th</sup> Place S and Parkside Park.
- Commercial uses focused on S. 240<sup>th</sup> St., 26<sup>th</sup> Ave. S and Pacific Hwy South.
- Pedestrian and bicycle improvements would be focused on S 240<sup>th</sup> Street and Parkside Park and no significant enhancements are envisioned for the internal street network.



Developed following March public open house. Further refinement was completed by City Council Finance and Economic Development Committee.

# Envision Midway Planning (2008-09)

## Rail Station Location Options

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a collaborative planning project

**Revised Midway Light Rail Station Area Concept: SR 99**



**Pros:**

- Removes conflict with autos
- Removes conflict with commerce
- Provides bus service
- Fits into existing high capacity transportation corridor
- Convenient EW METRO link
- Provides EW pedestrian link across SR-99 (overpass or at-grade)
- Supports major employment center (HCC)
- Enhances HCC campus
- High development potential in 1/4 mile radius
- Allows business at station's ground level
- Pedestrian overpass eases traffic conflicts
- No right-of-way (ROW) purchase for 30th Ave
- Preserves intense feel of 30th Ave "Great Street"

**Cons:**

- Need to acquire ROW
- Narrow lots made smaller by ROW purchase
- Need to reconfigure access to properties
- Impact to pedestrian environment
- Long pedestrian crossing at-grade of SR-99 intersection
- Fair rail speed discounts riders from passing community

**Midway Light Rail Station Area Concept: 20th Avenue South**



**Midway Light Rail Station Area Concept: 85**



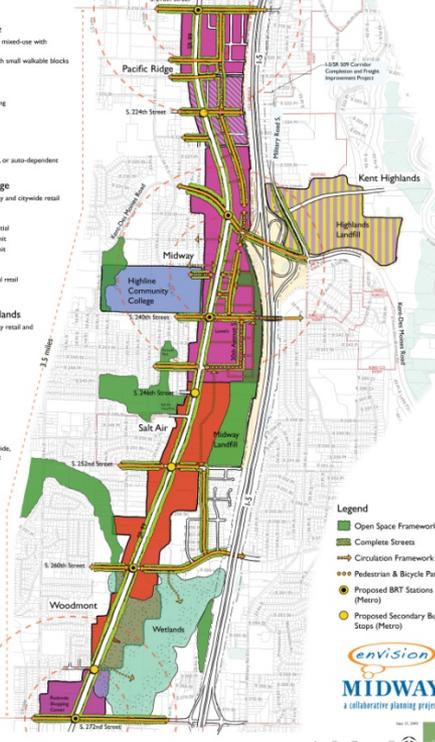
Figure 3 - Light Rail Station Location Options.



**Case Study in Digital Visiting**  
A Guide Book for Long Beach Transportation Center

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### Scenario 3.0



**Transit Oriented Village**

- High intensity transit supportive mixed-use with residential uses
- Strongly pedestrian oriented with small walkable blocks
- 35' to 200' height limit
- Lowered parking requirement
- Uses:
  - Market rate and affordable housing
  - Office
  - Retail
  - Hotel
  - Neighborhood services
  - Civic uses
- No single use, big box, industrial, or auto-dependent uses

**Mixed Use - Pacific Ridge**

- Auto-accommodating community and citywide retail and services
- Pedestrian oriented
- Mixed use with office or residential
- 25' to 85' Commercial height limit
- 35' to 200' Residential height limit
- Uses:
  - Residential
  - Community citywide and regional retail
  - Office
  - Hotel

**Mixed Use - Kent Highlands**

- Auto-accommodating community retail and services
- Pedestrian oriented
- Mixed use with residential
- 300' height limit
- Uses:
  - Residential
  - Community Retail
  - Hotel

**Highway Commercial Corridor**

- Wide range of community, citywide, or regional commercial and light industrial uses
- Primarily auto-dependent uses, with pedestrian supportive buildings
- 35' to 50' height limit
- Uses:
  - Regional and citywide retail
  - Automobile sales and service
  - Light industrial and manufacturing
  - Trucking
  - Outdoor storage
  - Office
  - Flexi-lease
  - Mixed use (on one side)
  - Live-work

**Institutional**

- Institutional mixed use residential or office
- Uses:
  - College academic
  - College oriented retail
  - College oriented office
  - Student and faculty rental housing

**Legend**

- Open Space Framework
- Complete Streets
- Circulation Framework
- Pedestrian & Bicycle Paths
- Proposed BRT Stations (Metro)
- Proposed Secondary Bus Stops (Metro)

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# Next Steps

## 1<sup>ST</sup> QUARTER 2014:

- Open House (March)
- Draft Ordinance for H-C to T-C Rezone

## 2<sup>ND</sup> QUARTER 2014:

- New Transit Community (T-C) Zone Adopted
- Identify Land Use Concepts for Planning Area

## 3<sup>RD</sup> QUARTER 2014

- Evaluate Land Use Concepts
- Evaluate Market Conditions & Potential Impacts
- **Community Workshop**

## 4<sup>TH</sup> QUARTER 2014/1<sup>ST</sup> QUARTER 2015:

- Develop Policies & Finalize Land Use for Planning Area
- City Council Review & Adoption