Lynwood Transit Area
Specific Plan and EIR

Adopted September 6, 2016
Reintegrating Lynwood as a Complete City

Getting Started…

• Identify I-105 Freeway integration options
• Reduce physical division of the City of Lynwood along the I-105 Fwy corridor
• Re-connect the existing Transit Station park and ride lots to surrounding community.
• Orientated to the perceptions of teenage females
• Upgrade or install security factors and incorporate public safety features in the immediate area of the Metro Green Line Long Beach Boulevard
• Land use development standards that promote land use intensification
• Develop TOD-supportive parking management strategies
• Increase the supply of housing in the Specific Plan area
Project Approach

- Engage Business, Property Owners, early in process
- Identify barriers to development & strategies to remove them
- Identify growth/development goals and common understanding to achieve
- Engaged participation in process and role in project decisions
- Identify appropriate policies to support new development
- Define development, land use and business development goals
- **Stay** Engaged with Business, Property owners, throughout the process
Project Location
Overall Land Use Objectives
### Table 3 Lynwood Transit Area Specific Plan Buildout Potential

<table>
<thead>
<tr>
<th>Land Use/Zoning Designation</th>
<th>Residential Units</th>
<th>Commercial Square Footage</th>
<th>Limited Industrial Square Footage</th>
<th>Hotel Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Town Center District (TC)</td>
<td>2,500</td>
<td>950,000</td>
<td>--</td>
<td>350</td>
</tr>
<tr>
<td>• Corridor Mixed Use-1 (CMU-1)</td>
<td>500</td>
<td>100,000</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>• Corridor Mixed-Use-2 (CMU-2)</td>
<td>300</td>
<td>100,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Industrial (LM)</td>
<td></td>
<td></td>
<td>750,000</td>
<td></td>
</tr>
<tr>
<td>• St. Francis Medical (SFM)</td>
<td>100</td>
<td>45,000</td>
<td>--</td>
<td></td>
</tr>
<tr>
<td>• Transit Station (TS) 5,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Residential (R)</td>
<td>100</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Open Space (OS)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>3,500</strong></td>
<td><strong>1,200,000</strong></td>
<td><strong>750,000</strong></td>
<td><strong>350</strong></td>
</tr>
</tbody>
</table>

Residential buildout estimations were based on assumptions identifying the parcels likely to be developed over the next 25 years according to the Specific Plan. The assumed average densities range from 15-60 dwelling units per acre for the residential dwellings. For non-residential buildout, a floor-to-area ratio ranging from approximately 0.2 to 1.0 was utilized for commercial and industrial uses.
Mobility Improvement Strategies

[Map showing various types of bike lanes and paths, with a legend indicating different classes of bike lanes and pedestrian paths.]
Mobility Improvement Strategies

**LEGEND**
- Enhanced Residential Sidewalks
- Enhanced Sidewalk (10 feet)
- Enhanced Sidewalk (14 feet)
- Enhanced Intersection (e.g., crosswalk, bulb-outs, mid-block crossing)
- Gateway Intersection

**FIGURE 3.3 LTSR PEDESTRIAN NETWORK IMPROVEMENT STRATEGIES**
Design Credit: Urban Street Design Guide, National Association of Transportation Officials
Town Center Design Imagery
QUESTIONS?