

# City Staff Meeting: Issues/Concerns/Recommendations

October 12, 2012 at 3 PM

The following issues/concerns/recommendations summarize the Lincoln Blvd. Task Force thoughts on Lincoln Blvd., south of the I-10 Freeway, that address the on-going transition into a neighborhood friendly street as envisioned in the LUCE.

We believe that many of the recommendations can be implemented before the Envisioning Lincoln process begins in Q4 2013.

- Code Compliance:
  - Status of 32 “out-of-compliance” letters
    - Signage, particularly unused pole signs, excessive signage, and animated signs
    - Permitted business uses
    - Poorly maintained parkways, buildings and property
  - Code compliance “one sheet” (with description of common violations and photos for use by residents to identify compliance violations and file complaints)
- Bus Priority Lane
  - Parking changes on affected sides:
    - Drop off areas on side streets – 15 minute limit
    - Drop off areas in alleys – 15 minute limit
    - Permit parking for employees at TBD sites
    - Shared parking with or without BBB shuttles
  - “Smart”, flashing <sup>1</sup> crosswalks to link parking across Lincoln, particularly during priority lane operations, between:
    - Pico and Pearl at either Grant or Pacific,
    - Pearl and Ocean Park at either Cedar or Pine, and
    - Ashland and Marine at Pier.
  - Upgrade crosswalk at Hill to a “smart”, flashing crosswalk
  - Bike “sharrows” in bus lanes
  - Shared ride vehicles (taxi’s only, unless there is strict enforcement of other vehicles)
  - Emergency vehicle use in the priority lanes is a problem; let traffic shift to right, which is the default action
  - Upgrade bus rider amenities (such as, covered shelters, street trash removal at bus stops, and luggage storage on buses)

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<sup>1</sup> Our interpretation of a “smart”, flashing crosswalk is one with in-street and/or overhead flashing lights

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- Transportation/Pedestrians:
  - “Keep Clear” at the following streets to facilitate left turns: Bay, Grant, Pacific, Strand (west side), Cedar, Pine, Hill, Raymond, Ashland, Marine (west side), and Ozone
  - Signal actuation for west side traffic at Strand and Ashland
  - Reduce delay of traffic signal at Pearl after actuation
  - Speed feedback devices in both directions at several locations
  - Eliminate/prohibit dangerous left turn lanes on Lincoln at Pacific (both directions) and at Albertsons
  - De-bottleneck Lincoln traffic at Ocean Park Blvd. (signal timing based on traffic queues on both streets)
  - Discourage bikes on sidewalks with pavement signs next to ADA ramps that say, for example, “No bikes on sidewalks”
- Public Safety
  - Traffic enforcement:
    - Speed
    - Not yielding to pedestrians
    - Bus lane infractions (when implemented)
  - Social service agency clients
  - Homeless, particularly at Albertsons recycle center
  - Monitoring alley activity along Lincoln
  - Education outreach to drivers and pedestrians regarding crosswalk safety (e.g., PSA on buses)
- Streetscape
  - Art in public places
    - Murals on private property
    - Mini-murals on traffic control boxes
    - Tree well plantings in a resident – business cooperative, “adopt a tree” program
  - Tree selection criteria
    - Visually attractive
    - Fast growing/mature trees
    - Carbon sequestration
    - Noise attenuation
    - Not deciduous
    - Compatible with and not obstructing bus/vehicle traffic in priority lane

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- Bike racks (creative AND inexpensive)
- Grants for
  - Trees and bike racks
  - Building façade improvements
- Regular maintenance
  - Street cleaning/sidewalk cleaning
  - More trash cans, particularly at high pedestrian locations as at Pico and Ocean Park
  - Tree well cleaning
  - BBB trash removal at bus stops
  - Trash removal in alleys
- Zoning (on Lincoln south of the I-10 Freeway)
  - Consider the following recommendations:
    - Maintain the current C-4 FAR for both GC and MU-BL to encourage adaptive re-use, in conjunction with potential parking considerations, due to small lot sizes, for small, neighborhood serving restaurants
    - Clearly delineate allowed occupancies that reflect the transition from auto-centric to neighborhood friendly:
      - Consider a GC-Lincoln code, a variant of the GC code, to reflect the this LUCE defined transition, encouraging pedestrian activity and neighborhood oriented businesses
      - Outline minimization of auto uses and/or restrictions, possibly requiring a CUP
      - Prohibit expansion onto adjacent residential lots
    - Require CUPs, or an alternate designation/process, to ensure that all social service agencies are required to negotiate and sign a “good neighbor agreement” with affected residents and businesses. Such CUP’s should be tenant/occupant specific and non-transferable. A change from one SSA to another should require public vetting and a new CUP.
    - Consider the following parking suggestions:
      - Promote the creation of shared use parking to alleviate adaptive re-use and to alleviate the loss of street parking due to implementation of the priority bus lanes.
      - Consider reduced parking requirements for local serving businesses, such as small restaurants, noted above.
      - Do not reduce parking requirements for any new or expanded construction projects or developments, especially developments that exceed the base line.
    - Prohibit/discourage additional “drive – through” businesses, as well as auto business expansion, adult businesses, liquor stores, transitional housing motels and massage parlors

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- Ensure that Community Benefits included in any Tier 2, or Tier 3, development include a comparison of calculated benefits afforded the developer and the corresponding Community Benefits.
  - All comparisons should include specific dollar amounts and be shared publicly.
  - The lack of public credibility over Community Benefits dictates the need for a serious, analytical audit of prior agreements to compare actual benefits to the both parties, developer and community. This analysis needs to compare factual results versus projected impacts outlined in any EIR that had been prepared to justify said projects.
- Business
  - Help facilitate/encourage a Lincoln Business Improvement District
  - Facilitate the consolidation of auto businesses, creation of shared parking and zoning changes as noted, above.