

Chapter Two

EXISTING PROJECTS AND CONDITIONS

The team documented existing projects and conditions within the Community Livability Plan area using a variety of different strategies. These included review of City General Plan documents, other planning documents, conversation with project team members, and analysis of City GIS data. Using information from these sources, a variety of existing conditions maps were developed and disseminated to project team members. These maps include the following:

General Plan Land Use

The City's General Plan land use designations, shown in Figure 2-1, date back to 1989, and are in the process of being updated as part of the Long Beach 2030 Plan process. The land use makeup within the Community Livability Plan area ranges from single-family residential neighborhoods to downtown mixed-use environments. The downtown area is generally a high-density mixed-use zone, with pockets of industrial land near the port. To the north of downtown, the Plan area is generally characterized by large tracts of single-family residential with schools and open space embedded in the neighborhoods and commercial uses along major corridors.

Existing Land Uses

Existing land uses within the Community Livability Plan area, shown in Figure 2-2, are predominantly single-family residential in the northern, central and western portions of the plan. Within these areas there are also linear tracts of retail and commercial uses along major corridors, such as Long Beach Boulevard. In the southern area of the plan, near downtown and the port, predominant land uses include light and heavy industry, multiple-family housing, and general office. Within the entire Plan area there are a variety of educational and public uses, including parks and recreational facilities.

Views of I-710 Corridor public art and identity



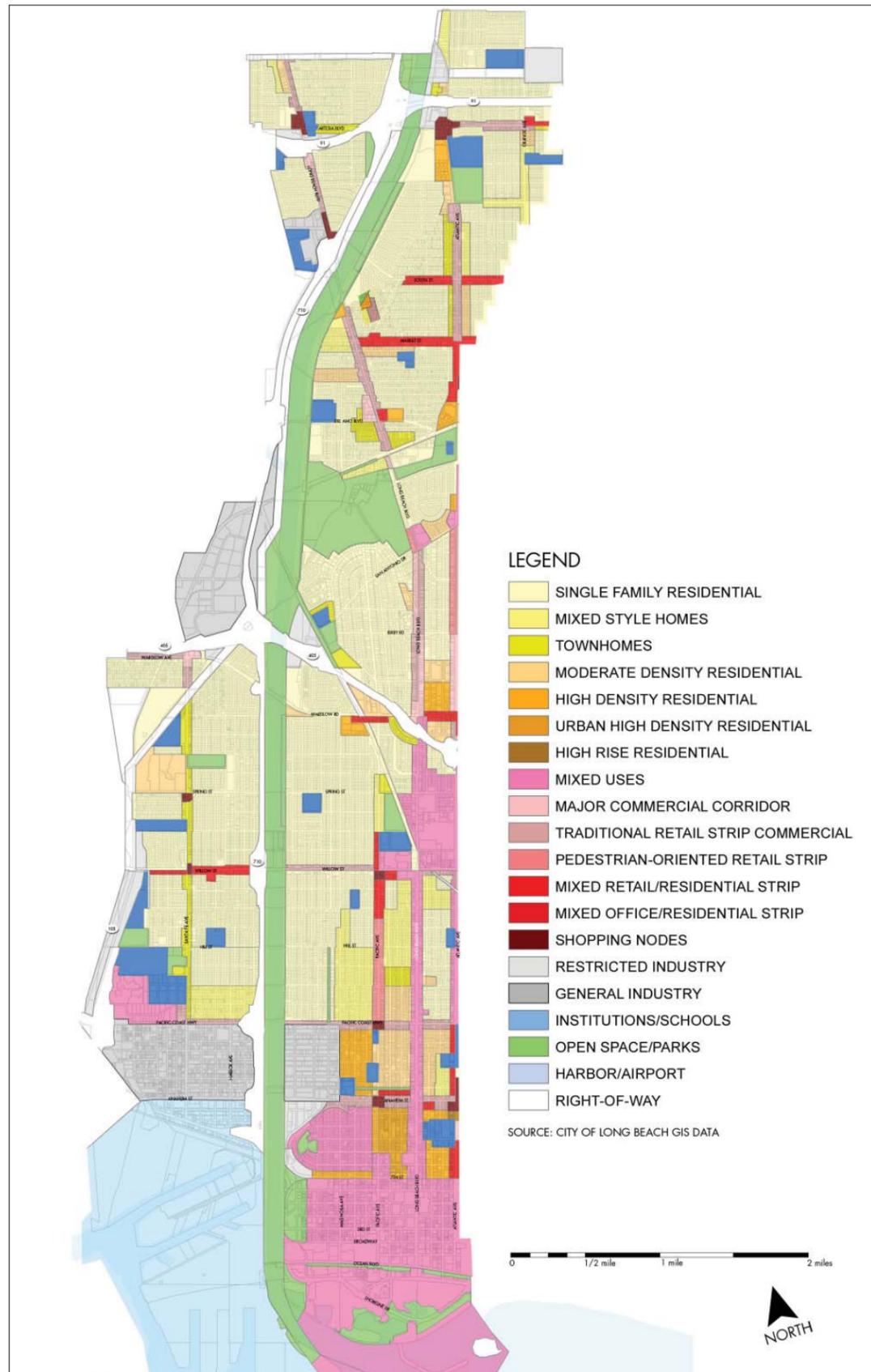


FIGURE 2-1: GENERAL PLAN LAND USE MAP

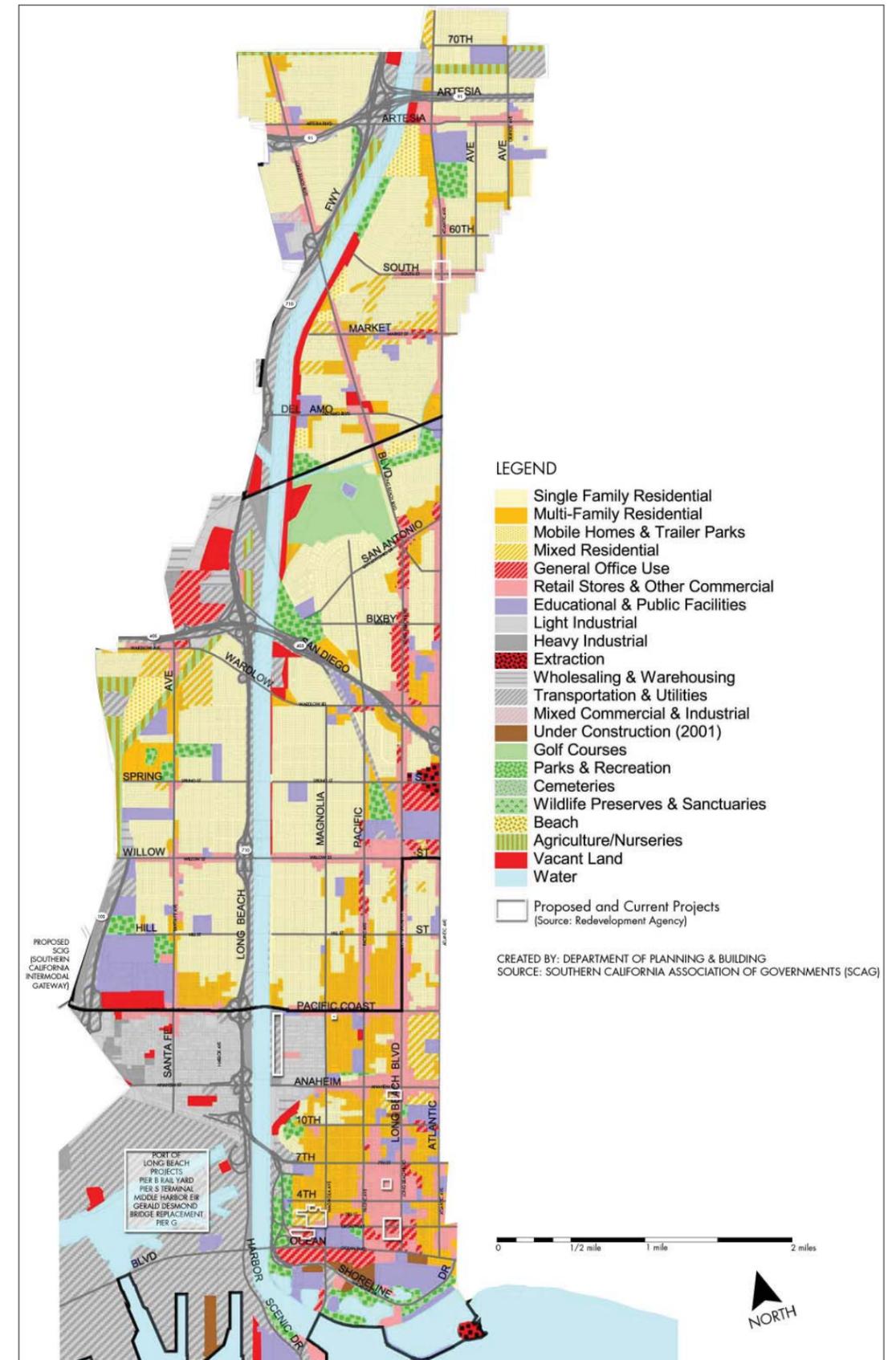


FIGURE 2-2: EXISTING LAND USE MAP



Mobility Options

Alternative transit opportunities within the Community Livability Plan area include the Metro Blue Line, bus routes, and bikeways, and are shown in Figure 2-3, *Existing and Proposed Mobility Options*.

The Blue Line extends north-south along the Long Beach Boulevard corridor in its southern most stretch. Seven different Metro stations serve local neighborhoods within the planning area. The Community Livability Plan area is served by bus as well. Major bus routes run on nearly all of the major arterials. These routes help increase the overall level of accessibility and connectivity within the Community Livability Plan area. The routes are also an important factor in increasing opportunities for intermodal access, particular with regard to the relationship between bus and rail service.

In addition to light rail and bus transit, the City is creating additional opportunities for bicycle transit. The Community Livability Plan area has a Class I bikeway that extends along the Los Angeles River, as well as Class II and III bikeways. Through the City's Bicycle Master Plan, new bikeways are being targeted for several major arterials, including Magnolia Avenue, Wardlow Road, Willow Street, and several others.

Transit Ridership

As shown in Figure 2-4, *Transit Ridership*, boarding statistics within the Plan area reflect a high overall level of transit ridership, particularly along major north-south corridors such as Atlantic Avenue, Long Beach Boulevard, Pacific Avenue, Magnolia Avenue, Easy Street and Santa Fe Avenue. At many bus stops along these corridors, ridership is between 300-900 weekday boardings, which is the highest category for ridership established by Long Beach Transit.

In addition to local bus lines, Metro rail service along the Blue Line also demonstrates a high level of ridership within the study area. All of the individual Blue Line Stations have average weekday boardings between 300-900 transit users.

Traffic Flow

Traffic volumes within the Community Livability Plan area are measured by average daily traffic flow. The number of vehicles is broken down into 5,000 vehicle increments, with zero being the lower limit and 55,000 being the upper limit. As observed in Figure 2-5, *Average Daily Traffic Flow*, traffic volumes are greatest at several major arterials within the study area, including Ocean Boulevard, Pacific Coast Highway, Willow Street and Anaheim Street.

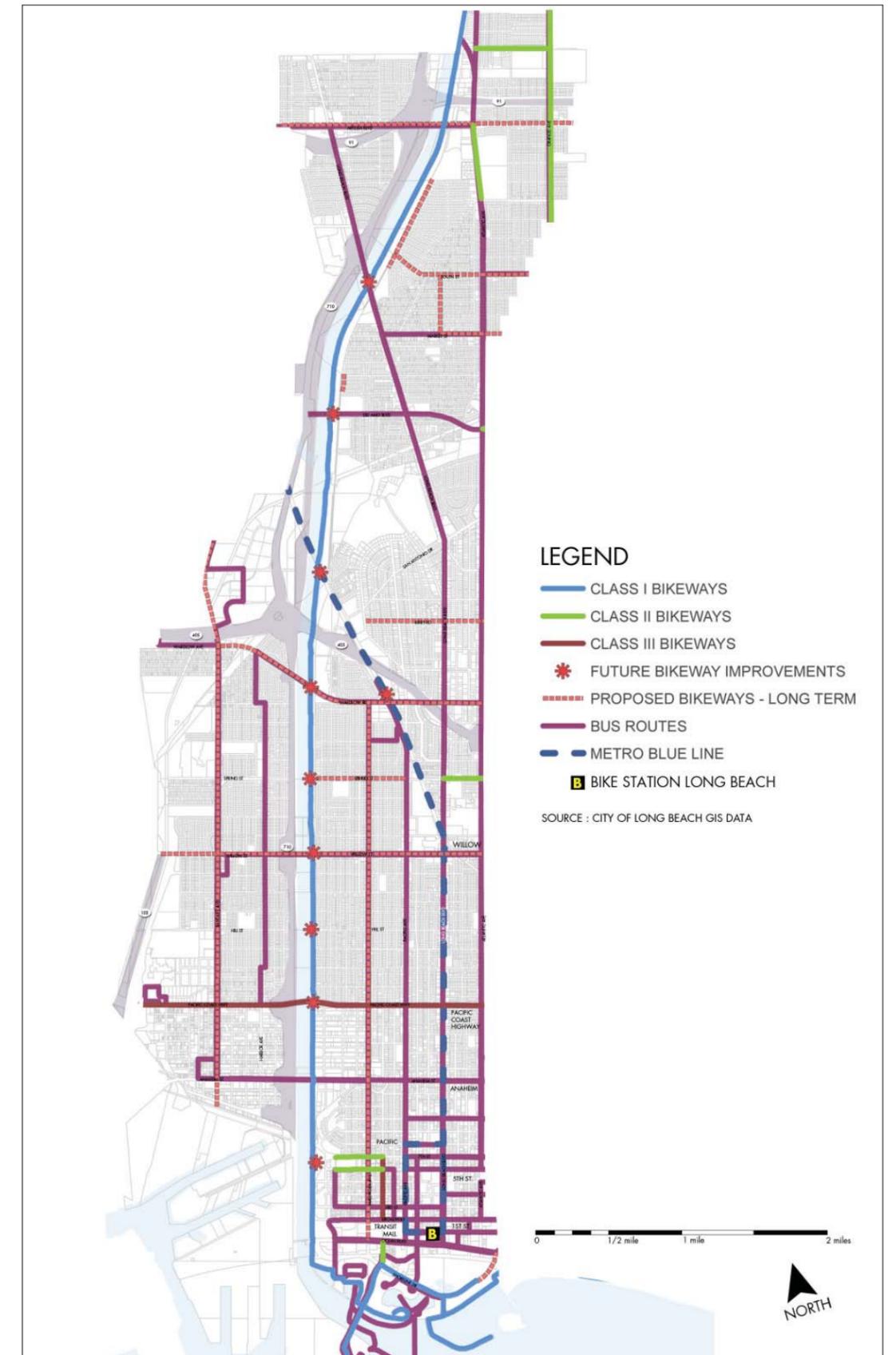


FIGURE 2-3: EXISTING & PROPOSED MOBILITY OPTIONS

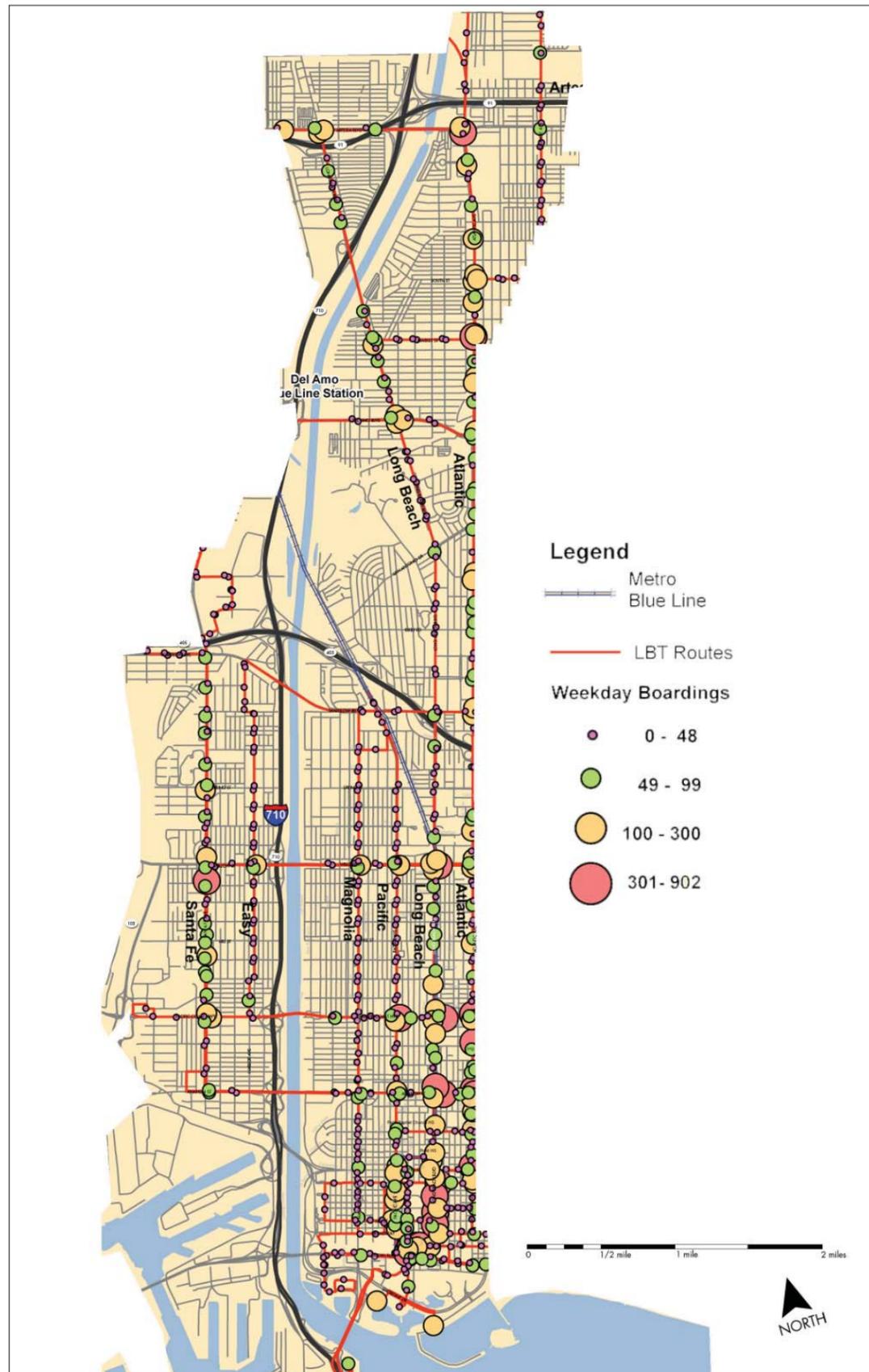


FIGURE 2-4: TRANSIT RIDERSHIP

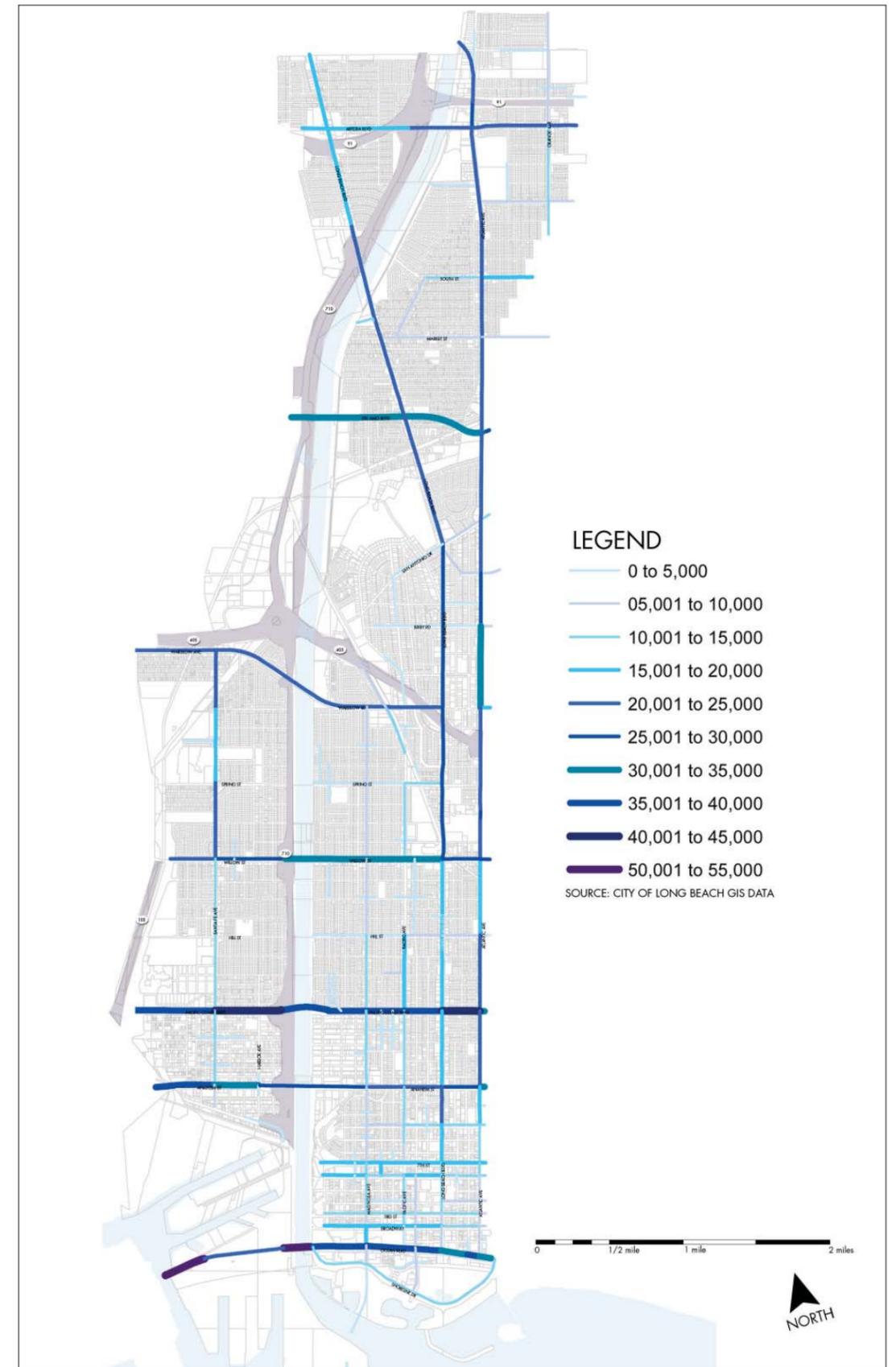


FIGURE 2-5: AVERAGE DAILY TRAFFIC FLOW



FOR MORE INFORMATION
 I-710 Major Corridor Study and Locally Preferred Strategy
http://www.metro.net/projects_programs/final_report.htm

PLANNING CONTEXT

Key regional and local planning efforts that have the potential to positively impact livability in the corridor neighborhoods in Long Beach are summarized below. Specific projects identified in these planning efforts have been incorporated into the mapping and design work included in this livability plan.

I-710 Major Corridor Study and Locally Preferred Strategy

The I-710 Major Corridor Study (MCS) is a multi-agency regional study initiated in 2001 to analyze the traffic congestion, safety, and mobility problems along the I-710 travel corridor and to develop transportation solutions to address these problems. Due to the demands of residents throughout the corridor, efforts were also made to identify some of the quality of life concerns experienced in the I-710 Corridor. Throughout the development of the MCS, Metro worked with the individual cities that front the I-710 freeway to develop a Locally Preferred Strategy for the I-710 freeway expansion. The Locally Preferred Strategy was developed through an extensive community outreach process managed by the I-710 Oversight Policy Committee, which was made up of elected officials and agency representatives from fourteen cities and the County of Los Angeles.

Long Beach, which contains the first eight of the total 18 miles of the I-710 Freeway, handled the development of the Locally Preferred Strategy a little differently. After initial plans from the corridor study recommended taking hundreds of homes in Long Beach for freeway expansion, the Long Beach City Council, chaired by councilmembers Tonia Reyes Uranga, Bonnie Lowenthal, and Val Lerch, appointed its own I-710 Oversight Committee to address the significant policy issues that the City of Long Beach faces regarding the improvements to the I-710 Freeway. The City hired its own engineering firm and outreach firm to develop its own Locally Preferred Strategy for Long Beach. This Committee, composed of council members whose districts include the I-710 Freeway, began working with residents and businesses along the I-710 Corridor to develop a solution for improving the I-710 Freeway that serves both the traveling public and the residents and businesses that are most impacted by the I-710 Freeway.

At its initial meeting, the Committee and the City Council approved a number of actions, including a set of Guiding Principles, which ultimately provided a framework for the development of a Locally Preferred Strategy for the eight mile portion of the I-710 freeway that extends through the City. After hosting several community meetings, it became clear that the design of freeway improvements was just a part of a larger set of concerns residents have concerning the corridor. In 2003 the Committee therefore adopted the recommendation to hold four Community Roundtable Workshops, which took place in 2004. Each of these workshops addressed the four key community concerns that emerged from the first set of community meetings:

1. Loss of Property and Neighborhood Impacts
2. Health, Environment and Noise

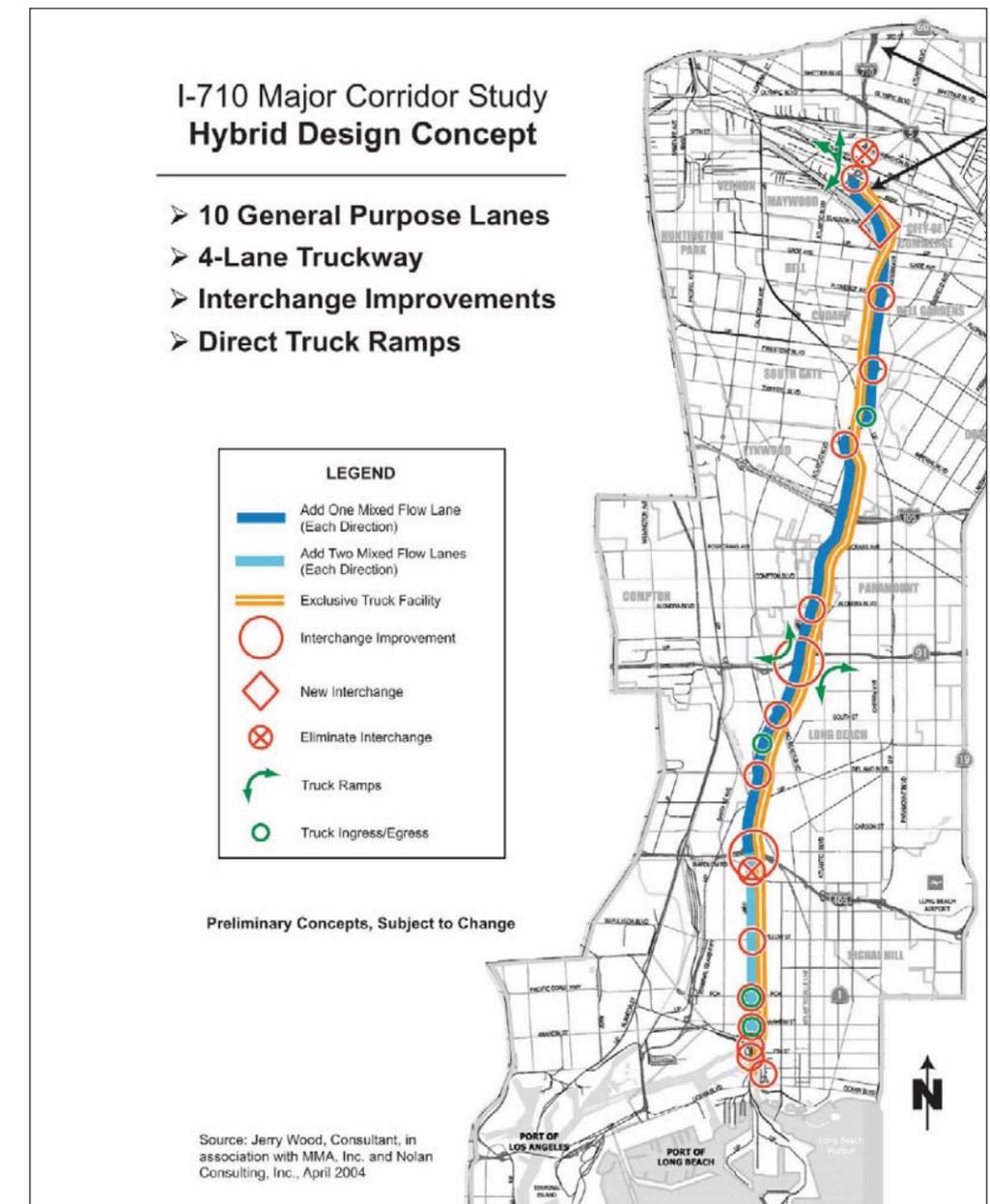


FIGURE 2-6: MAJOR CORRIDOR STUDY HYBRID DESIGN CONCEPT

FOR MORE INFORMATION

Port of Long Beach Green Port Policy

http://www.polb.com/environment/green_port_policy.asp

San Pedro Bay Ports Clean Air Action Plan

<http://www.cleanairactionplan.org>

3. Truck Congestion, Safety and Impacts

4. Port Issues

All four workshops were moderated by a local resident, with participation from community leaders and experts from various agencies, including the California Air Resources Board, the South Coast Air Quality Management District, Caltrans, Gateway Cities Council of Governments, the Army Corp of Engineers, and the Alameda Corridor Transportation Authority. Each workshop generated a list of recommendations for the Long Beach I-710 Oversight Committee to consider as part of the planning process. The recommendations were considered by all of the community in attendance, and only those issues that received a consensus vote were included on the list to be brought forward to this committee.

In addition to the Roundtable Workshops, the Committee continued to hold community meetings to seek community input on the development of design concepts for the I-710. The intent in developing these design concepts was to provide guidance to the engineering consultant hired by the City in the development of the Long Beach Locally Preferred Strategy. A series of six design concepts were approved by the Committee in 2004.

The overarching policy of the Oversight Committee has been that any physical improvements to the I-710 Freeway must also address the key issues and concerns that have been raised by the Long Beach community, and should also incorporate a systems approach that includes:

- Port diesel emission improvements
- Truck diesel emission improvements
- Enhanced Alameda Corridor
- On-dock rail
- Local street improvements
- Traffic signal enhancements
- Improved transit
- Fees to offset local impacts

On March 18, 2004, a draft Locally Preferred Strategy for Long Beach was presented to the I-710 Committee and released for comment. The Locally Preferred Strategy was developed using the systems approach that addressed the issues and concerns of local residents as a condition of any physical improvements to the I-710 Freeway. Numerous comments were received regarding the physical improvements proposed in the draft plan, which has subsequently been revised, as well as continuing concerns expressed regarding air quality, the impacts from Port operations and safety.

The Long Beach Locally Preferred Strategy was ultimately approved by the City Council I-710 Oversight Committee on June 16, 2004 and by the City Council on June 22, 2004. It was then forwarded to the regional I-710 Oversight Policy Committee and its subcommittees for incorporation into the Locally Preferred Strategy

for the full 18-mile I-710 Freeway Corridor. On June 22, 2006 the MTA Board adopted the I-710 Major Corridor Study and authorized the CEO to proceed with the I-710 Corridor Project EIR/EIS and execute funding agreements with the various funding partners.

In 2007, a consultant team was hired to complete the I-710 Corridor Project EIR/EIS. The results of this community Livability Plan will inform the EIR/EIS of the needs and priorities of Long Beach neighborhoods.

Port of Long Beach Green Port Policy

In 2005 the Port of Long Beach adopted a comprehensive set of guidelines for improving air, water and soil quality, protecting wildlife habitat, and enhancing the quality of life for the neighborhoods that surround the port. This set of guidelines, collectively titled the Green Port Policy, outline an environmental protection and sustainability ethic that the Port is currently working to incorporate into all of its existing operations.

The Green Port Policy could help usher in a new era of environmental stewardship for the port. Because of the proximity of the port to many Long Beach districts and neighborhoods, the policy could potentially have a broad influence on the overall quality of life for individuals who live in port-impacted areas.

San Pedro Bay Ports Clean Air Action Plan

In order to effectively integrate common goals for air quality in the South Coast Air Basin, the staff of the Port of Los Angeles (POLA) and the Port of Long Beach (POLB) developed the San Pedro Bay Ports Clean Air Action Plan. The first of its kind in the United States, this joint Clean Air Action Plan describes various measures that the Ports of Los Angeles and Long Beach will take toward reducing emissions related to port operations. The Plan also links the emissions reduction efforts of the two largest ports in the United States with similar efforts and goals established by the regulatory agencies in charge of ensuring compliance with air quality standards.

The Plan proposes hundreds of millions of dollars in investment by the ports, the local air district, the state, and port-related industry. Measures to be implemented under the Plan will reduce smog forming nitrogen oxide (NOx) by more than 45%, sulfur oxide (SOx) by at least 52% and particulate matter (PM) by at least 47% within the next five years. In addition, the ports propose to eliminate all “dirty” diesel trucks from San Pedro Bay cargo terminals within five years by helping to secure the financing for a new generation of clean or retrofitted vehicles. Under the plan, NOx from all port operations would be reduced by 12,000 tons a year, SOx by 8,900 tons a year, and diesel PM from by 1,200 tons a year.

This joint Clean Air Action Plan is one of several significant steps being taken to improve air quality in the South Bay region. If the ports are able to successfully implement the plan, it could potentially have an important role in improving air quality within the neighborhoods that are part of the Community Livability Plan.



Gateway Cities Council of Governments Clean Air Action Plan

The Gateway Cities Council of Governments (GCCOG) was assigned with the task of preparing an Air Quality Action Plan (AQAP) to address the issue of improving the air quality along the I-710 Corridor. This Plan is being prepared as part of the GCCOG Air Quality Action Program, which was created to provide financial incentives to help reduce air pollution in Southern California. The purpose of the Air Quality Action Plan is to address the following community concerns and requests:

- Develop a work plan to improve air quality in the corridor.
- Implement a corridor level work plan to improve air quality.
- Implement local alternative fuels/electrification and/or hydrogen policies and programs to reduce diesel emissions.
- Pursue opportunities for incremental improvements.
- Implement Port-specific strategies.

The Gateway Cities COG has completed the Air Quality Action Plan Phase 1, which involved engaging major stakeholders from corridor cities, the environmental community, and air quality regulatory agencies to secure ideas, concerns, comments and directions for the AQAP.

Because of its overall emphasis on air quality along the I-710 corridor, the Air Quality Action Plan is an important document for this planning effort. The information developed in the AQAP could therefore help guide projects and strategies that are ultimately implemented by the Community Livability Plan.

South Coast Air Quality Management Plan

The Air Quality Management Plan is a regional and multi-agency effort of the South Coast Air Quality Management District (AQMD) Governing Board, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG) and the U.S. Environmental Protection Agency (EPA). Every three years the AQMD prepares an overall plan for air quality improvements within the south coast region. Each new version of the Plan is an update of the previous plan. The final 2007 Air Quality Management Plan was adopted by the AQMD Governing Board on June 1, 2007.

Every action plan released by the AQMD is an effort to meet air pollution standards and reduce public health risks from air pollution. The 2007 update contains aggressive measures to achieve federal clean air standards in the South Coast Region, one of only two regions in the state out of compliance with federal standards. The 2007 Plan shows that emissions of smog-forming nitrogen oxides and volatile organic compounds will have to be cut beyond the requirements in existing programs by an additional 50% by 2020 to meet these standards.

Goods Movement Action Plan

The Goods Movement Action Plan, an initiative of the state Business, Transportation and Housing Agency and CARB, addresses the economic and environmental issues associated with moving goods through the state's highways, railways and ports. The Plan was developed to promote economic growth, encourage the creation of new high-paying jobs, and address the environmental challenges of the goods movement industry. The Plan was developed in two phases. Phase I focused on the "why" and the "what" of goods movement in California. Phase II employed a stakeholder-driven process to identify the "how," "when," and "who" aspects to deal with these wide-ranging issues related to goods movement.

The Plan includes approximately two-hundred possible projects covering infrastructure, public health and environmental impact mitigation, community impact mitigation, homeland security, public safety and workforce training. It recommends investments in congestion relief, infrastructure expansion, air quality improvements and increased security at the ports. Implementation of the Plan will help California have a more "green," efficient, and safe goods movement system.

A variety of goods movement-related issues within the Community Livability Plan affect the corridor area as a result of vehicles coming in and out of the San Pedro Bay ports via the I-710 and on rail via the Alameda Corridor. The Goods Movement Action Plan can therefore play an important role in improving the interface between freight operations and Long Beach neighborhoods.

The Impact Project

The Impact Project is a collaboration of community and university partners dedicated to reducing the impacts of trade, ports and goods movement activities on health and community life. The collaborative uses science-based information to inform public policy decision-making, and ultimately encourages the development of healthy solutions for communities that are impacted by ports, rail yards, intermodal facilities, distribution centers, trucking routes and other goods movement expansion activities.

One of the primary goals of The Impact Project is to ensure that the reduction of health, environmental and community impacts becomes central to the transportation and goods movement planning and policy process. The collaborative also works toward shifting the debate about ports and freight movement so that impacted communities have a stronger voice in the arena of public policy. The collaborative uses science and policy work of its academic partners to strengthen those voices.

In November of 2007 The Impact Project organized the Moving Forward Conference, which brought together a wide range of people who are impacted by or work in the realm of ports and goods movement issues. The conference provided an opportunity to learn about current health research related to air pollution and ports/goods movement, as well as to hear from communities about their specific health-related concerns and efforts. Conference participants had an opportunity to work together to develop strategies for preventing and reducing those health impacts. More

FOR MORE INFORMATION

**Gateway Cities Council of Governments
Clean Air Action Plan**

<http://www.gatewaycog.org/cleanairprogram/index.html>

**South Coast Air Quality Management
Plan**

<http://www.aqmd.gov/aqmp/07aqmp/07AQMP.html>

Goods Movement Action Plan

<http://www.arb.ca.gov/gmp/gmp.htm>

The Impact Project

<http://hydra.usc.edu/scehsc/Web/Index.html>

FOR MORE INFORMATION

SCAG Regional Transportation Plan

<http://www.scag.ca.gov/rtp2008/>

Long Beach Strategic Plan 2010

http://www.longbeach.gov/about/strategic_plan.asp

Long Beach 2030 General Plan Update

<http://www.longbeach2030.org>

Los Angeles River Master Plan

http://ladpw.org/wmd/watershed/LA/LA_River_Plan.cfm

LA River Revitalization Master Plan

<http://www.lariverrmp.org>

than 550 participants representing community and environmental organizations, academic institutions, labor unions, policy groups, nursing, teaching, and government agencies participated in the conference.

SCAG Regional Transportation Plan

The Regional Transportation Plan (RTP) is a 30-year long range transportation plan that identifies strategies to meet mobility, financial and air quality requirements within the SCAG region. Proposed transportation projects within the SCAG region must be included in the RTP in order to receive federal funding and project approvals. The current RTP was adopted in April 2004 by the SCAG Regional Council. The next RTP update is scheduled for adoption in April 2008.

SCAG works with a variety of stakeholders in the development of the RTP, including public agencies, private non-profit groups, environmental agencies, state and federal agencies, county and local jurisdictions, community organizations and the general public. Because the 710, 405 and 91 freeways, the Blue Line, and other transportation systems are included in the SCAG region, the RTP is an important document for the Long Beach I-710 corridor neighborhoods. Future approved RTP projects potentially affect the character of these transportation facilities and their communities.

Long Beach Strategic Plan 2010

The Strategic Plan, which was approved and adopted by City Council in 2001, is a vision for the future that will help guide the City's growth and development to 2010. The Plan is the result of extensive community outreach with over one hundred Long Beach residents representing local neighborhoods, ethnic groups, business and education interests, and environmental and community organizations. The Plan was created through a process that involved a series of community meetings, two public forums, and two years of work.

Because the Plan acknowledges the importance in restoring neighborhoods as the center of community life and supporting each neighborhood's unique identity while aggressively working to halt urban decay and turn around deteriorating neighborhoods, it provides an important philosophical foundation for the development of the Community Livability Plan and the Long Beach 2030 General Plan Update.

Long Beach 2030 General Plan Update

The City is currently in the process of developing an update to its General Plan, which it is calling *Long Beach 2030, Imagine One Great City*. The first step in this process was a series of public workshops and visioning exercises designed to encourage resident involvement in the planning process. The City conducted the workshops in the spring of 2007, and is now distributing a report of the specific issues and themes that emerged.

This planning effort restarts a General Plan update that began in 2004. During the update process, the City organized a series of meetings around land use policy for the City's separate neighborhoods, each of which was divided into five community cluster areas. The purpose of these meetings was to gather input from community representatives related to the assets and issues present in their neighborhood, as well as to discuss what they would like to have changed in specific community clusters. The comments from these meeting were shown graphically on maps of each community cluster area. A series of three maps were created for each community cluster, including Problems/Issues, Assets, and Areas for Future Development.

The community cluster process maps are a good resource for the Community Livability Plan because they sought citizen comment on the assets, needs and opportunities within specific areas of Long Beach. The cluster maps that are part of this plan's study area have been evaluated and included as an appendix to this document.

Los Angeles River Master Plan

In 1991 the Los Angeles County Board of Supervisors directed the Departments of Public Works, Parks and Recreation, and Regional Planning to develop the Los Angeles River Master Plan. The Plan was completed and adopted by the Board in 1996. An Advisory Committee of 50 members representing federal, state, city, and local agencies, and environmental and community groups steward the Plan. The committee meets on a regular basis, and members are given the opportunity to review proposed projects.

The overall purpose of the Plan is to advocate for environmental enhancement of the river, increased recreational opportunities, and economic development. Projects that are part of planning efforts include pocket parks, landscaping enhancements, Earth Day events, the Adopt-a-Riverbank Program, and other community and environmental projects that have been reviewed, supported, and monitored by the Advisory Committee.

A section of the Plan refers to the portion of the LA River that lies within Long Beach city limits. In this section of the Plan there are a variety of recommended actions that can be taken to restore the LA River based on the goals of the Master Plan, such as:

- Creation of a greenway from Queensway Bay to Deforest Park
- Connecting Coolidge Park to the river via Artesia Boulevard
- Developing restoration, educational and interpretive sites at Dominguez Gap and schools

LA River Revitalization Master Plan

In 2007 the City of Los Angeles adopted a master plan that will guide the revitalization of the Los Angeles River. The Plan has been spearheaded by the Los Angeles City Council Ad Hoc Committee on the Los Angeles River, which was formed in 2002 to encourage community involvement in river improvements and to help coordinate river improvements projects within the City. This committee is made up of several LA City Council Members.



The River Revitalization Master Plan is the result of an eighteen month planning process that looked at improvements that could be made along the river to strengthen residential neighborhoods, protect wildlife, promote the health of the river, and leverage economic development. The Plan outlines a vision and framework for the management of the Los Angeles River that will guide its development for the next twenty years.

Although the portion of the LA River that flows through Long Beach is not part of the Revitalization Master Plan, this is an important effort for the City. Decisions regarding the health of the river upstream will have an effect on the river further downstream within the City of Long Beach. Furthermore, the Plan is an important example of how local municipalities can provide important leadership and stewardship of this important natural resource.

Long Beach RiverLink

The RiverLink project was developed by landscape architecture students at Cal Poly Pomona, in partnership with the City of Long Beach Department of Parks, Recreation and Marine and the San Pedro Bay Estuary Project, in 2003. The primary goals of the project are to establish a continuous greenway of parks and natural habitats along the eastern bank of the LA River, while establishing linkages between the greenway and adjacent neighborhoods.

One of the cornerstones of the RiverLink concept is its designation of a system of Gateways, Pathways, Connections, and Destinations to direct visitors to and from the Los Angeles River. These opportunities have been identified and proposed as a series of distinct opportunity sites. They include the Golden Shore Wetlands, the Drake Greenbelt, Magnolia Yards, the Wrigley Greenbelt, Wrigley Heights Park, the Dominguez Gap Wetlands, the Deforest Wetlands, and Deforest Park.

The importance of RiverLink to the Community Livability Plan lies in the fact that every one of its proposed open space enhancement sites lies within the boundaries of the plan. This creates an excellent opportunity to establish linkages between the Los Angeles River and the new RiverLink open spaces with neighborhood-based projects and initiatives that are part of this planning effort.

The County of Los Angeles recently awarded the City of Long Beach \$5 million to finance components of the RiverLink vision. The money will be spent on four different projects, including the Wrigley Greenbelt, development of the DeForest wetlands, Baker Mini-Park, and the Drake Greenbelt. These projects will add new green space while connecting residential neighborhoods to the Los Angeles River.

Long Beach Bicycle Master Plan

This Plan was developed in 2000 by the Public Works Department in partnership with a Technical Advisory Committee made up of staff members from various City departments and other public agencies. The goals of the Plan include making bicycling safer, more convenient and more enjoyable for all types of bicyclists, and encouraging more people to use bicycles as a means of reducing traffic congestion,

air pollution and noise pollution. The Plan was developed with an overall goal of increasing bicycle use by 5% by the year 2020.

The completed Plan is an implementation component of the Transportation Element of the General Plan. It has a comprehensive scope and authority required to coordinate and guide the provisions of all bicycle-related plans, programs and projects.

Recommended improvements to the Long Beach bikeway system focus on connecting existing segments of bike lanes, addressing routes used by bicyclists, and analyzing specific opportunities and constraints within the City. Notable recommendations that pertain to the Community Livability Plan include a series of proposed improvements to access spots along the existing LA River Class I bikeway, a proposed Class II bikeway along Pacific Avenue, and a proposed Class III bikeway along Santa Fe Avenue. These recommendations will be incorporated in the update of the Long Beach Bicycle Master Plan that is currently underway as a part of Long Beach 2030.

Long Beach Parks, Open Space and Recreation Element

The most recent update to the City's Open Space and Recreation Element was completed in 2002 and reprinted in 2005. The updated Open Space and Recreation Element includes four topical areas required to be covered by Open Space Elements: open space for the preservation of natural resources, open space for the managed production of resources, open space for public health and safety, and open space for outdoor recreation. The new element emphasizes policy and implementation measures that are directed at addressing the community's primary open space and recreation issues.

One of the important components of the element is that it addresses the issues of existing open space within the City and acknowledges that the current level of open space has not kept pace with the growth of the City. In 1973 the level of recreational open space was estimated to be 2,500 acres, or 7.0 acres per 1,000 population. In 2001 there was an estimated 2,600 acres of recreational open space. Because of population growth, this amounts to 5.6 acres per 1,000 residents. Thus, there is progressively less recreational open space available to citizens of Long Beach. Of equal concern is the reality that open space within the City is not distributed evenly. Most of the recreational open space is located on the eastern and coastal areas of the City, while most of the population growth has occurred in the central, western and northern sections.

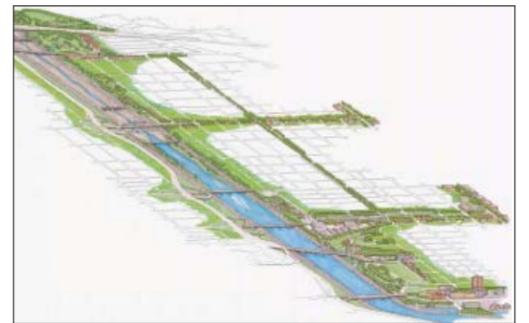
A potentially important component of the Community Livability Plan is its ability to propose new open space, or linkages to existing or planned open spaces, in the western and northern sections of the city where it is most needed.

FOR MORE INFORMATION

Long Beach RiverLink
<http://www.longbeach.gov/park/facilities/intro.asp>

Long Beach Bicycle Master Plan
<http://www.ci.long-beach.ca.us/gov/bmp.asp>

Long Beach Parks, Open Space and Recreation Element
http://www.ci.long-beach.ca.us/plan/pb/apd/general_plan/gp.asp



RiverLink Plan

BIKEWAY DEFINITIONS

Class I bikeways, such as a bike path, provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

Class II bikeways, such as a bike lane, provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

Class III bikeways, such as a bike route, provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

Source: Streets and Highway Code of the State of California, Section 890.4

FOR MORE INFORMATION

Long Beach Green Vision Map

<http://cblegistar.longbeach.gov/attachments/92d18507-e4dc-41b3-86ae-a004022ec6ab.pdf>

Air Quality and Noise Health Risk Assessment

<http://www.longbeach.gov/civica/filebank/blobdload.asp?BlobID=11330>

North Long Beach Strategic Guide for Redevelopment

http://www.ci.long-beach.ca.us/cd/redevelopment/project_areas/north_long_beach_area_documents.asp

North Long Beach Street Enhancement Master Plan

http://www.ci.long-beach.ca.us/cd/redevelopment/project_areas/north_long_beach_area_documents.asp

Long Beach Green Vision Map

The City of Long Beach Department of Parks, Recreation and Marine has developed the Green Vision Map, which is a list of public park development projects that could be implemented by the City in the future. The map is a general planning tool being used by the Department of Parks, Recreation and Marine to work with conservation agencies and community groups on the implementation of public open space, including wetlands, golf courses, new park projects, and existing parks, beaches and recreational waterways.

The Green Visions Map was an important planning tool for the Livability Plan because it outlines the development of a variety of new parks and open spaces within the I-710 corridor.

Air Quality and Noise Health Risk Assessment

The Long Beach City Council directed the Department of Health and Human Services (DHHS) to conduct a comprehensive assessment in order to determine the extent to which Long Beach residents experience adverse health effects from environmental pollution. As an initial step in this process, the DHHS commissioned a study that evaluated whether or not there is sufficient information that directly links air quality conditions to increased health impacts, and then determined if this information could be used to relate current conditions within the city to a potential increase in health impacts. The results of the study were incorporated into a Baseline Health Risk Assessment (HRA).

A major component of the HRA was air quality monitoring. DHHS identified monitored data as the most direct method of evaluating exposure and baseline risk. Within Long Beach, the only air quality monitoring station that measures ambient air quality for regulatory purposes is located in Bixby Knolls approximately one mile east of the I-710 and one half mile north of the 405. This monitoring station is operated by the South Coast Air Quality Management District (SCAQMD), and is being used to collect air quality data for their ongoing Multiple Air Toxics Exposure Study (MATES). Because this air quality monitoring station represents the most comprehensive data available in the city, the HRA relied heavily on data from MATES II, the second iteration of this study.

Because of the reliance on only one air quality monitoring station within the city, several important conclusions were made. First, it was acknowledged that sufficient measured data was lacking to provide a definitive health risk for the entire city. Only one single data source to define relative cancer risks within the City is not sufficient to determine overall risk because of the high degree of variability of air toxic emissions that occur. Furthermore, much of the available information used in the study was based on theoretical estimations or analyses that either aren't supported by empirical data or cannot be used as a statistical means to assess health effects within the city.

The SCAQMD recently released MATES III, a report on air quality measurements taken over a two year period at ten fixed and five mobile monitoring stations, including the station in Bixby Knolls. The air quality measurements taken from the Bixby Knolls station, as well as a second station located in Wilmington, found that residents' cancer risk from exposure to toxic air pollutants is lower than at other air quality monitoring sites, but still reflects an increased risk for cancer due to exposure to toxic air pollutants. The MATES III study also found that diesel exhaust makes an 84% contribution to this increase in cancer risk.

North Long Beach Strategic Guide for Redevelopment

The Long Beach Strategic Guide for Redevelopment provides a strategic framework that the City of Long Beach Redevelopment Agency can use to make decisions about redevelopment opportunities within the North Long Beach Redevelopment Area, shown in Figure 2-7. One of the most important aspects of the guide is that it identifies strategies for the overall revitalization and redevelopment of the North Long Beach Project Area. These strategies suggest changes in land use, specific development projects, regulatory controls, and public services, all of which can be used as revitalization tools for the North Long Beach Project Area.

The strategies outlined in the guide serve as an important reference for the Community Livability Plan because they help provide an overall framework. Projects proposed in the North Long Beach project area that area part of the Community Livability Plan should ultimately conform to the strategies outlined in the Strategic Guide.

North Long Beach Street Enhancement Master Plan

The Long Beach Street Enhancement Master Plan serves as a guide that the Public Works Department and the Redevelopment Agency follow in making improvements to the public rights-of-way in the North Long Beach Redevelopment Agency Project Area. The Plan was written to complement the North Long Beach Strategic Guide for Redevelopment, and was developed in cooperation with the Strategic Guide Steering Committee. The primary intent of the Street Enhancement Plan is to address the following:

- Infrastructure improvements, (pavement construction/restructuring and storm drains)
- Streetscape improvements (street trees, medians, traffic calming and pedestrian amenities)

A Three Year Specific Action Plan that set forth paving improvement to streets and alleys was incorporated into the Master Plan, and is now complete. The Redevelopment Agency is working on paving additional streets, and will soon complete median planting projects on Del Amo, Atlantic and Artesia.



FOR MORE INFORMATION

Central Long Beach Strategic Guide for Development

http://www.ci.long-beach.ca.us/cd/redevelopment/project_areas/central_project_area_documents.asp

Due to its emphasis on enhancements to the public corridors in North Long Beach, the Street Enhancement Plan is an important reference for the Community Livability Plan regarding improvements that are proposed in North Long Beach neighborhoods. Like the Central Strategic Guide, projects proposed in this planning effort should ultimately conform to the guidelines presented in the Street Enhancement Plan.

Central Long Beach Strategic Guide for Development

Like its North Long Beach counterpart, the Central Long Beach Strategic Guide for Development is a planning tool that provides a strategic framework used to make decisions about redevelopment opportunities in Central Long Beach, shown in Figure 2-7. The City of Long Beach Redevelopment Agency uses the guide to facilitate the transformation of specific Central Long Beach corridors and neighborhoods.

Projects proposed in the Central Long Beach project area that area part of the Community Livability Plan should ultimately conform to the strategies outlined in the Strategic Guide.

Community-Oriented Public Safety (COPS)

Community-Oriented Public Safety is a program coordinated by the Police Department that promotes partnerships between the community and city departments to solve neighborhood problems and improve the quality of life. The Police Department collaborates with the City Prosecutor's Office, individual Council District offices, the Commercial Services Bureau, the Fire Department, and the Department of Health and Human Services, to focus resources on chronic problem locations in each of the four patrol divisions. To date, community partnerships have been developed with participants from Community Code Enforcement, Neighborhood Watch, and business and neighborhood associations.

LEGEND

-  North Long Beach Redevelopment Area
-  Central Long Beach Redevelopment Area
-  West Long Beach Industrial Redevelopment Area
-  Downtown Long Beach Redevelopment Area
-  West Beach Redevelopment Area
-  Livability Plan Area

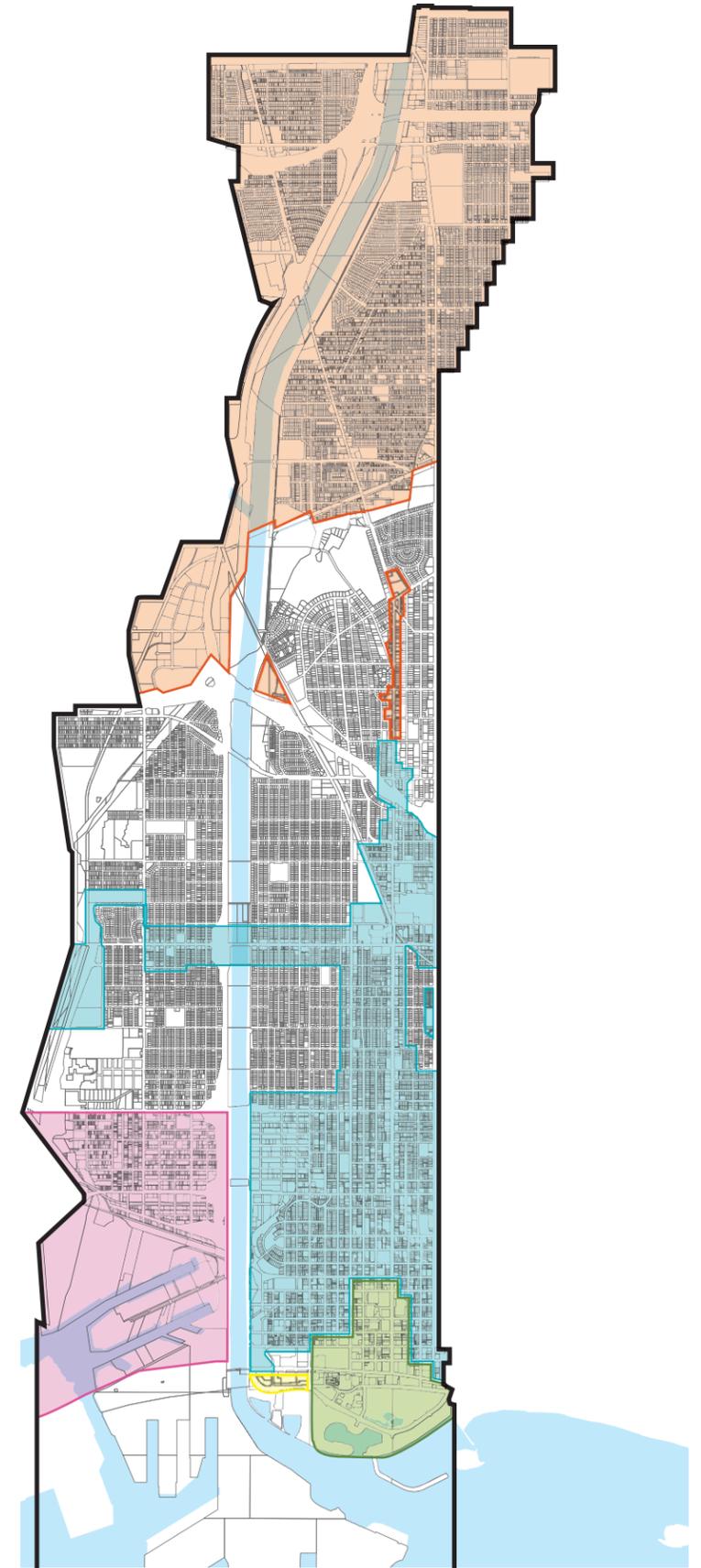
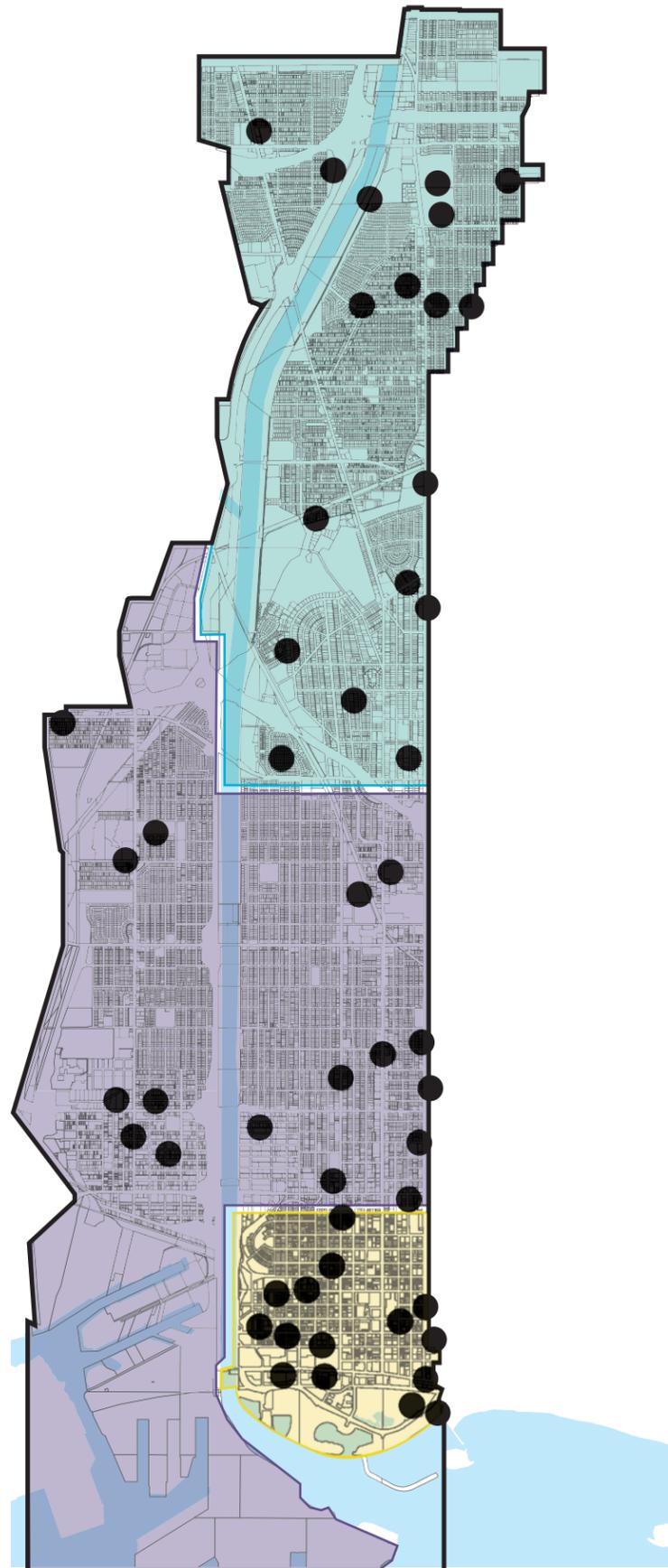


FIGURE 2-7: REDEVELOPMENT PROJECT AREAS

LEGEND

- IMPACT Neighborhood Organization Participant
- LBPD North Division
- LBPD West Division
- LBPD South Division
- Livability Plan Area



Project IMPACT

Project IMPACT is a community-based law enforcement program organized and managed by the Long Beach City Prosecutor’s Office. The program was created through a two-year Federal grant focused on reducing problems with gangs, drugs and other quality of life crimes that afflict one of the most troubled areas of Long Beach. The City Prosecutor’s Office created Project IMPACT to work with the police, code enforcement officers and local residents to better identify potential problem areas and to target criminal activity. The project has successfully helped reduce street-level nuisance crimes and rehabilitate blighted properties that attract drugs and other criminal activities.

The project was recently expanded to include the entire city, and a deputy city prosecutor has been assigned to work in each police substation. This expansion is helping the City respond to the specific resident concerns throughout the entire city.

Locations of Project IMPACT Neighborhood Organization Participants are shown in Figure 2-8.

FOR MORE INFORMATION
Project IMPACT
<http://www.longbeach.gov/citypros/programs/impact.asp>

FIGURE 2-8: PROJECT IMPACT NEIGHBORHOOD ORGANIZATION LOCATION MAP

Existing Conditions Photographs by Category

BRIDGES AND OVERPASSES



PEDESTRIAN BRIDGES



PEDESTRIAN CROSSINGS AND BIKEWAYS



STREETS AND MEDIANS



UTILITY RIGHT OF WAY



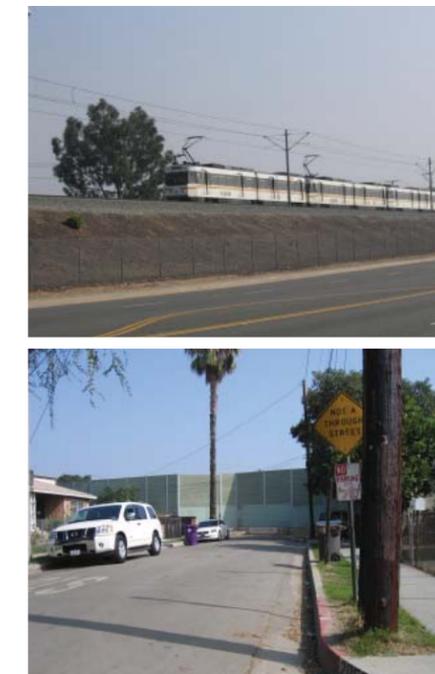
LA RIVER, BIKEWAY, PARKS & RIVERLINK PARK SITES



EDGES: SCHOOLS AND PARKS



EDGES: RAILWAYS



EDGES: FREEWAY



This page intentionally left blank.