

Chapter Four

WHAT IS THE COMMUNITY LIVABILITY PLAN'S MISSION?

Preparing a Community Livability Plan for the entire eight mile stretch of I-710 corridor in Long Beach is a significant undertaking, addressing over 29 individual neighborhoods, parts of four City Redevelopment Project Areas, parts of multiple City Council Districts, major freeway and river corridors, and all of the other key components so critical to neighborhoods. The mission for this work has multiple dimensions, and responds to issues from the global to local, in the same way that the livability issues impacting the corridor are broad ranging, from the global economy and goods movement systems to the design of local corridor neighborhood streets, schools, parks, trails and bikeways.

Acknowledging this complex reality, the project team tackled the following tasks in developing the Community Livability Plan:

- Educate the community about the larger outside issues affecting livability inside the corridor neighborhoods.
- Provide information about initiatives already underway, regionally, and beyond, to address the global issues impacting livability inside the City's corridor neighborhoods.
- Make recommendations about corridor-wide improvements which can be tied to the I-710 Major Improvements project, and its EIR. Set the bar high for the I-710 project and suggest components of that project that must be considered, in order to mitigate project impacts on the corridor neighborhoods, and to enhance connectivity within the corridor – for more than just goods movement.
- Make recommendations about improvements that can be made on the ground in corridor neighborhoods, in order to improve livability and quality of life there, with or without the I-710 major improvements project.
- Make any and all recommendations, while being aware of the work already underway and planned in these neighborhoods, by City departments and agencies, and facilities and services in these neighborhoods that are already assets in them, and that support a high quality of life.

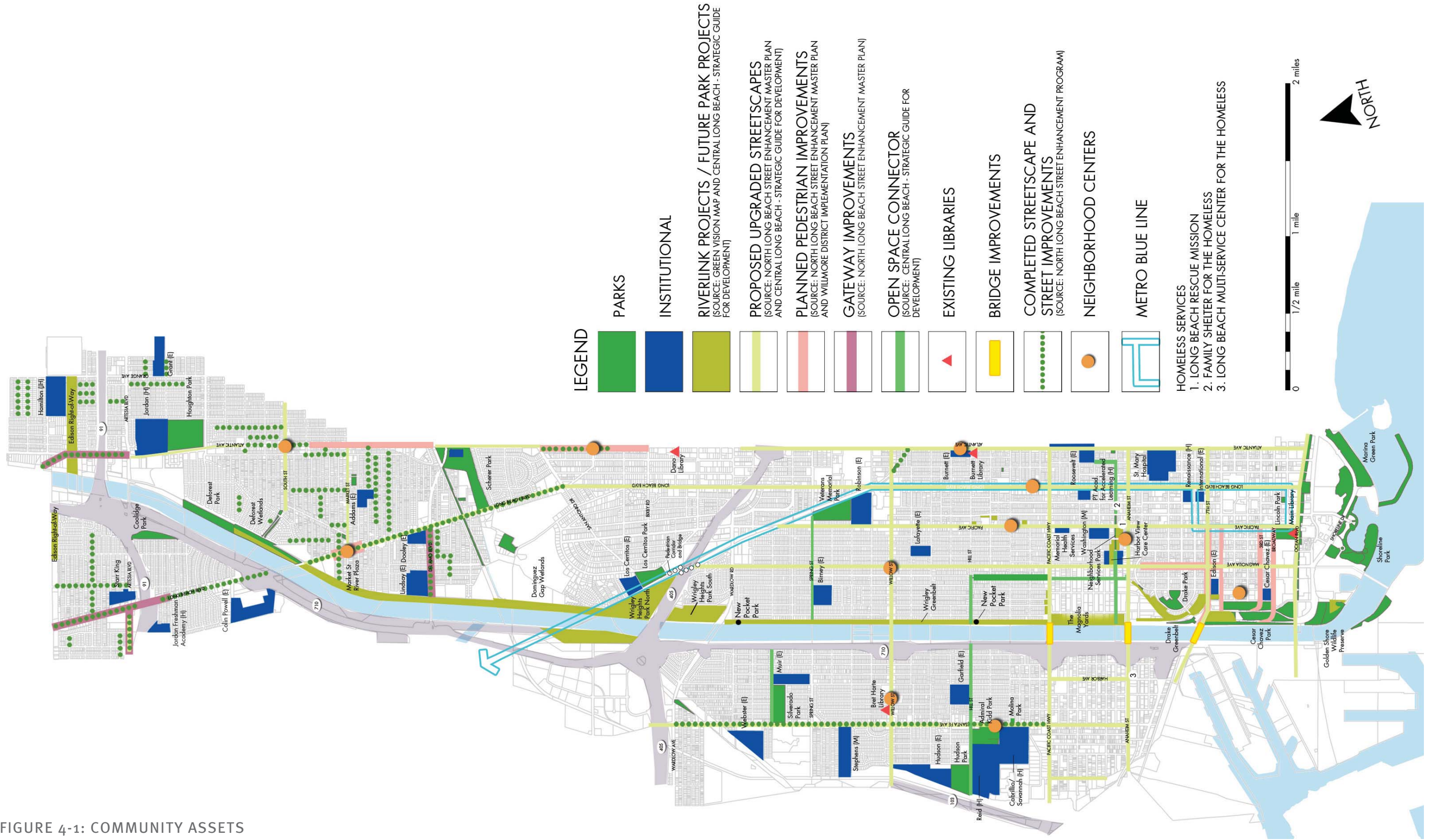
In order to respond to this mission, and each of these tasks, the team has prepared, and includes on the following pages: a community assets map; a summary of the plans and initiatives already responding to larger livability issues affecting the corridor neighborhoods, but outside the scope of the neighborhoods; a map and recommendations addressing corridor-wide issues; and a map, recommendations, and a series of conceptual designs addressing neighborhood issues.

COMMUNITY ASSETS

Various City departments and bureaus, including Public Works, Redevelopment, Neighborhood Services, and Parks, Recreation and Marine are stewards of a significant number of existing plans and initiatives within the corridor area. One of the first tasks in this project was to compile important projects and initiatives, facilities and strategy areas in a single corridor Community Assets Map, which is shown in Figure 4-1. This map has served as an important reference for the planning work of this project, provided context for the comments made by the community, and served as a jumping off point for our process.

Compiling a single map of significant facilities (parks, schools, libraries, social service centers), projects (RiverLink, streetscape, pedestrian and gateway improvements, open space connectors, neighborhood centers, neighborhood improvement strategy areas) helped the team to understand where improvements have already been made, or are planned. In reviewing and discussing this asset mapping, individual City departments, often understandably focused on their own separate responsibilities, gained a broader perspective of the City initiated activity – already contemplated or underway. Ideas about linkages between projects have then been a focus of the corridor wide and neighborhood recommendations. Further, this mapping has served as a reminder that the corridor neighborhoods are not a clean slate, that they are evolving now. Livability Plan initiatives should neither reinvent the wheel, nor duplicate existing activity, but complement and add to the City's livability agenda. Finally, the mapping is an educational tool for community residents, shedding light on the City's plans, actions and strategies already in place, and providing a solid foundation for the additional recommendations for action in this Plan.

FIGURE 4-1: COMMUNITY ASSETS





REGIONAL POLICY FRAMEWORK

In addition to the activities and actions of the City and local agencies, regional state and even national entities' actions and initiatives also have an impact on the I-710 corridor neighborhoods' livability. The Gateway Cities Council of Governments (GCCOG) published the first step toward an Air Quality Action Plan for the I-710 corridor in June of 2007. The following brief summary of broader regional policies impacting air quality in the I-710 corridor neighborhoods has largely been drawn from the information compiled and included in the GCCOG's report, which describes the state, regional and subregional activities related to air quality and goods movement.

The Ports

Clearly, the I-710 Freeway and Ports and the associated goods movement systems, contribute significantly to air quality, health, traffic, noise and aesthetic impacts to the I-710 corridor neighborhoods. The Port of Long Beach, together with the Port of Los Angeles to the west of it, are the two busiest container seaports in the United States, and together are the fifth busiest in the world. The components of the goods movement systems in the port, including ships, marine and harbor equipment and vehicles, trains, trucks and land-side equipment that are powered by diesel fuels, all contribute to the air pollution impacting the residents of the I-710 corridor neighborhoods. Air pollutants at the ports include nitrogen oxides (NO_x), which contributes to smog, and particulate matter (PM), which poses health risks. These pollutants exacerbate air quality impacts in this region, only one of two regions in the State of California not attaining air quality standards.

In response to this port-related air quality concern, new policy and action plans have been adopted by both Ports, and are in the process of being implemented. These actions include the Port of Long Beach Green Port Policy, the Port of Los Angeles Clean Air Program, and the San Pedro Bay Ports Clean Air Action Plan, all of which are described in Chapter Two of this document. Changes that will result from the implementation of these policies and plans include: in-Port greening and equipment conversion to cleaner fuel sources and/or electric power, ship cold ironing (the ability for ships to plug in to electric power while in port, instead of burning diesel fuel), shipping/marine equipment conversions to cleaner fuel sources, and conversions to cleaner burning trucks.

The Rail Systems

Rail related air quality improvements measures being implemented in the Ports include upgrading locomotives and trains to the cleanest burning systems, as well as additional emphasis on developing on-dock rail facilities, which get goods directly from ships to rail without moving goods by trucks between the two modes of transportation. Further, advanced technologies are being considered and explored

for goods movement, such as high speed magnetic levitation rail systems which use electric power. In fact, the Locally Preferred Strategy for the I-710 Corridor Project EIR/EIS mandates that advanced and alternative technologies are considered in the design of the improved facilities for both trucks and cargo, in addition to mandating that any improvement project to the freeway also improves air quality in the corridor.

Harbor Area Refineries

During this plan public outreach process, corridor neighborhood residents have commented on the noxious odors emanating from refineries in the Harbor area, which impact their quality of life. While refineries do pollute, they are tightly regulated, and their air quality impacts are substantially less than shipping, port and trucking impacts stemming from burning diesel fuel and resultant particulate matter air pollution. At this time there is little local, coordinated action to more closely monitor the operation of local refineries, accidental air releases from them, and their specific impacts on community livability. Should Long Beach consider this a priority going forward, the focus of action should likely be on the accidental release issue, instead of pollution stemming from their normal operation.

Subregional Air Quality Initiatives

At a subregional level, the Gateway Cities Council of Governments (GCCOG) Clean Air Program is also ongoing, and complements the work the Ports are doing directly. This program has been underway since 2002, and includes funding for trucking fleet modernization, and adding emission reduction devices to port trucks. Further, the GCCOG Air Quality Action Plan itself is intended to determine and quantify the existing air quality and public health setting for the subregion, determine the effectiveness of planned near-term air quality improvements, analyze and determine possible new air quality improvements or strategies for the subregion, develop a plan to implement and measure air quality improvements for the region, and work with Regional, State and Federal Agencies, industry stakeholders, local communities to develop consensus.

State Air Quality Initiatives

At the State level, the Governor's office has spearheaded the California Goods Movement Action Plan, prepared by CARB and the Business, Housing and Transportation Department. This Plan is the first in the state to address goods movement as both an economic engine for the state, as well as an impact on the state's environment. The Plan both identifies goods movement system improvements for the state to improve the flow of cargo and to mitigate air quality impacts.

CARB has also been implementing the Diesel Risk Reduction Plan since 2000. However, importantly, CARB has now introduced specific emissions standards and low sulfur fuel requirements as part of an Emission Reduction Plan for Ports and

FOR MORE INFORMATION

Port of Long Beach Environmental Programs

<http://www.polb.com/environment/default.asp>

GCCOG Air Quality Action Plan

<http://www.gatewaycog.org/gateway.html>

California Goods Movement Action Plan

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

Emission Reduction Plan for Ports and Goods Movement in California

<http://www.arb.ca.gov/planning/gmerp/gmerp.htm>

Goods Movement in California, introduced in 2005 and 2006. The goals of the Plan are to:

- Reduce emissions to 2001 levels by 2010;
- Continue reducing emissions until attainment of applicable standards is achieved;
- Reduce diesel-related health risks 85% by 2020; and,
- Ensure sufficient localized risk reduction in each affected community.

CORRIDOR-WIDE IMPROVEMENTS

The City of Long Beach initiated this Community Livability Plan in part because of the many community concerns that emerged from the City's outreach process for the I-710 Major Corridor Study. In order to follow through on, and continue the process of, community engagement around the I-710 corridor issues that began to emerge during the major corridor study, this planning process and its outreach component have been completed. The City recognizes that the community outreach around these issues to date has revealed significant community concerns about the scope, form and impacts of any I-710 corridor improvements project to come. The set of corridor wide recommendations to follow in this section have been catalogued in order to provide input that is intended to influence the I-710 Major Improvements Project EIR/EIS, which was initiated early in 2008, and the mitigation measures that must be completed as part of the project. Corridor-wide recommendations are listed in Table 4-1.

A number of categories of potential corridor-wide improvements have been identified and mapped in Figure 4-2. These categories of improvements are defined, described and in some cases conceptually illustrated below.

Freeway Noise/Air Impact Zone Areas closest to the I-710 corridor, within a roughly 200 meter (650 ft.) distance from it, are most impacted by emissions and traffic noise from the corridor. Mitigation measures should respond to the needs of individuals who live, work and go to school within this impact zone. Measures which may be implemented within this zone include providing indoor air filtration devices, a program which is already being test-piloted at Hudson Elementary School in west Long Beach. This program could apply in some form to public facilities such as schools and other community facilities, as well as to private residences and businesses. Providing incentive or assistance programs to install double-paned windows in schools as well as in private residences and businesses could also mitigate noise and air quality impacts in this zone. Finally, soundwalls must be implemented as part of any I-710 improvements project in order to reduce the noise impacts of the freeway on adjacent residences, schools and other public gathering places. Public art on soundwalls facing the neighborhoods should also be included, along with green- ing, to enhance the view of such buffers.

Hill Street Pedestrian Bridge Hill Street is home to several public schools and parks, as well as residential neighborhoods. It is bisected by the I-710 and the LA River corridor, and terminates at the Terminal Island Freeway. City plans have already identified Hill Street as an open space connector from east to west through the corridor area. In order to facilitate this east-west connection, a pedestrian and bicycle only bridge should be considered for construction at this location as part of the I-710 major improvements project. While other locations within the City may be appropriate for separated pedestrian and bicycle crossings of the I-710 and LA River, this opportunity stands out, given the right of way width existing on Hill Street, the opportunity it presents as a major linkage to several public schools on the east and west sides of the corridor, and the benefits of providing an alternative to pedestrian and bicycle traffic on both Pacific Coast Highway and Willow Street.



I-710 Bridge and Overpass Improvements I-710 Bridge and Overpass Improvements Several I-710 bridges have been identified as “early action items” of the I-710 Major Corridor Study. These include the Shoemaker Bridge replacement, which is in design at this time. As bridge and overpass improvements and replacements are designed, and bridges are presumably widened, multiple modes of travel and transportation on them should be fairly considered, in order to facilitate residents’ travel from one side of the freeway and river to the other. Accessibility and safety for pedestrians and bicyclists must be a priority, with provision made for separated bike lanes, pedestrian lighting, wider and ADA compliant safe sidewalks and ramps, signage and possibly even public art elements.

RiverLink Open Spaces The City of Long Beach is currently spearheading and securing funding for development of the RiverLink, a proposed system of open spaces, gateways and open space connectors that will strengthen the physical connections between the Los Angeles River and surrounding corridor neighborhoods and commercial and industrial districts. The RiverLink system is a vital part of the Los Angeles River corridor, and must be supported and enhanced by the I-710 Major Improvements Project. Future I-710 construction projects should be designed to avoid existing and future RiverLink plans and projects as well as avoid compromising access to and public enjoyment of the River itself at interchanges and other potential points of conflict.

LARIO Trail The Class I bike path, known as the LARIO trail, under the jurisdiction of Los Angeles County, runs adjacent to the Los Angeles River from the terminus of the Rio Hondo near Lynwood, through Long Beach, to the Pacific ocean. Although the bike path is constructed, suggestions have been made, in the RiverLink plan, and in the outreach conducted as part of this Community Livability Plan, to improve the trail by adding landscaping, seating, shade, signage and other wayfinding measures, and by improving access to the trail from surrounding residential neighborhoods. Like the RiverLink park, greenway and connections system itself, the LARIO is a vital part of the Los Angeles River corridor in Long Beach, and access to it should be enhanced by the I-710 Major Improvements Project. However, in order to ensure that the LARIO trail is the community asset and recreation destination that it can and should be, it will also be critical to address the river corridor challenges and the homeless population that currently exists there. Residents have identified this issue as a serious safety concern in the Community Livability Plan outreach process, and described it as a major impediment to their use and enjoyment of the LARIO trail. In fact, it was noted at a public workshop that without this issue being addressed, RiverLink may be instead perceived as “crimelink,” and the access and connections it provides may be unwelcome in corridor neighborhoods.

I-710 Corridor Green Zone As noted above, areas closest to the I-710 corridor, within a roughly 200 meter (650 ft.) distance from it, are most impacted by it. Green zone improvements in these areas should include tree and landscape planting. Tree planting efforts in this zone can play a role in reducing levels of ozone, PM10, nitrous oxide and sulfur dioxide, minimize the heat island effect, and provide visual and noise barriers between the freeway and neighborhoods. Other green mitigation measures, addressing capturing and cleaning storm water runoff, and groundwater recharge should also be considered in these areas.

I-710 Freeway Interchanges New or redesigned freeway interchanges, which will be part of the I-710 Major Improvements project, should incorporate cutting edge design approaches to address multi-modal transportation systems operating on adjacent neighborhood roadways, and to improve safety for trucks, automobiles, pedestrians and bicyclists.

I-710 Streetscape and Street Improvements The I-710 Major Improvements Project will have an impact on the major streets that either bisect or run parallel to the freeway. Streetscape and street improvements include pedestrian and biking considerations that should be implemented as part of the I-710 freeway project. Street improvements should include, as appropriate, designated bikeways, landscaping, pedestrian lighting, ADA compliant sidewalks and ramps, signal and crosswalk improvements, public art, and comprehensive signage and wayfinding to facilitate all modes of travel and transportation.

FOR MORE INFORMATION

I-710 Corridor Major Improvements Project
http://metro.net/images/I-710_newsletter.pdf

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

LARIO
<http://dpw.lacounty.gov/wmd/watershed/LA/History.cfm>



FIGURE 4-2: CORRIDOR IMPROVEMENTS



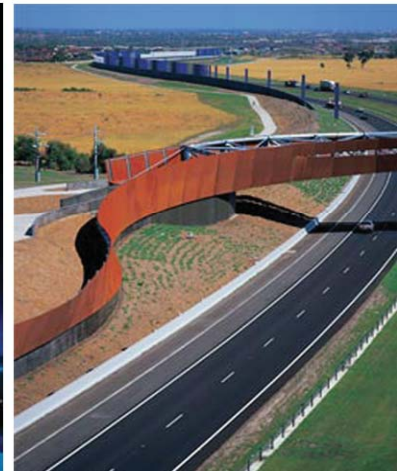
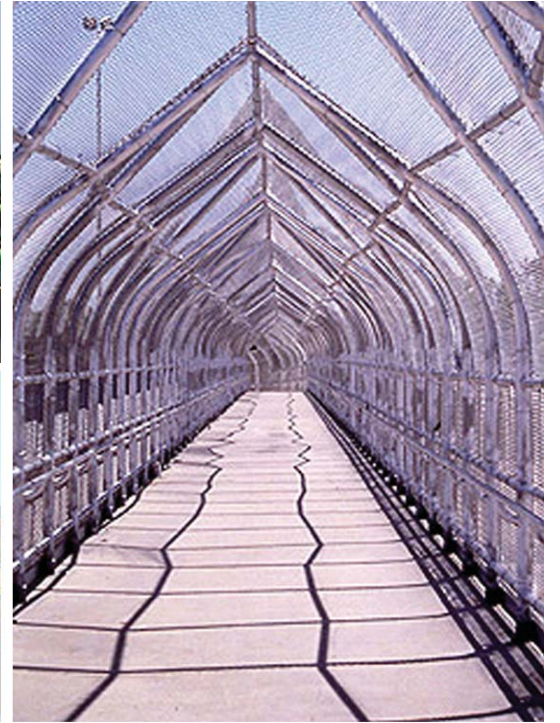
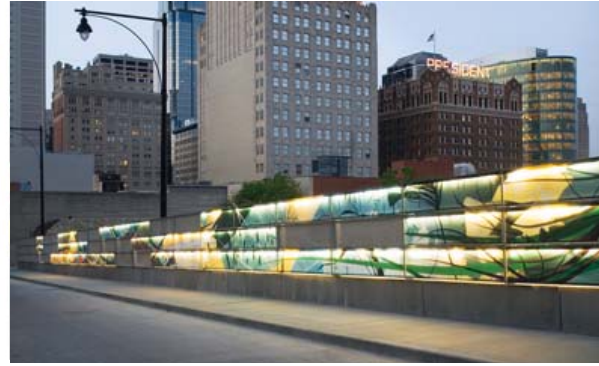
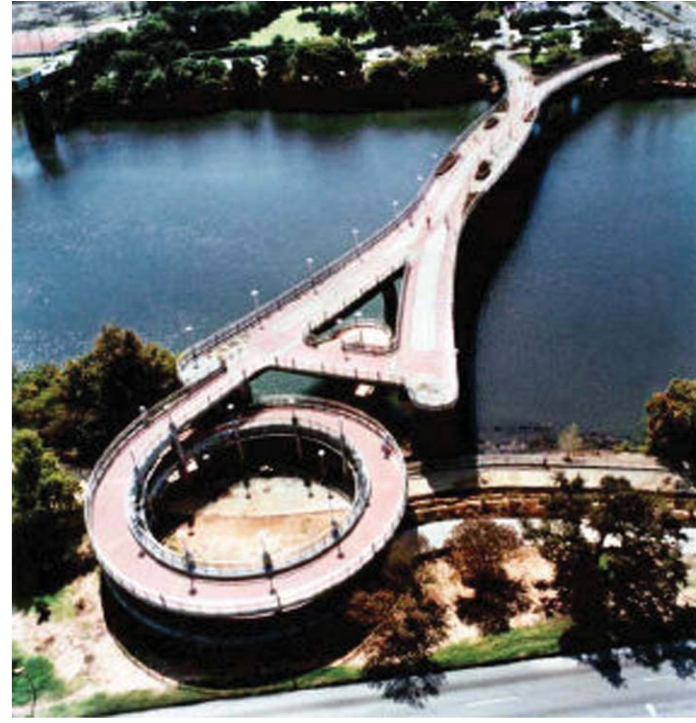
TABLE 4-1: CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION/FUNDING
1. Freeway Noise/Air Impact Zone	Mitigation measures and programs to reduce the impact of the I-710, including double-paned glass, air conditioners, air purifiers, and sound walls	Metro, Caltrans, AQMD	Short-Term Long-Term	Metro, AQMD, Possible state and federal funding
2. Hill St. Pedestrian Bridge	Construction of new pedestrian/bicycle bridge at Hill St. to strengthen neighborhood connectivity	Metro, Caltrans, DPW	Long-term	Safe Routes to Schools, Caltrans, Metro
3. I-170 Bridge and Overpass Improvements	Improvements to each of the I-710 overpasses as part of the I-710 Locally Preferred Strategy and EIR	Metro, Caltrans	Long-term	Metro, Caltrans, federal funding
4. RiverLink Open Spaces	Implementation of multiple parks, open space connectors and gateways to improve access to LA River	DPRM	Short-Term Long-Term	DPRM, Possible state and federal funding
5. LARIO TRAIL Improvements	Pedestrian and bicycle improvements to the existing LARIO Trail to make it safer and more integrated with surrounding neighborhoods	LAC, DPW, DPRM, Metro	Short-Term Long-Term	DPW, Possible state and federal funding
6. I-710 Corridor Green Zone	Tree planting and other greening measures along public ROWs adjacent to the 710, 91, and the Terminal Island Freeway	Metro, Caltrans, DPW, CLB	Short-Term Long-Term	Metro, Caltrans, Possible state and federal funding, Possible Port funding
7. I-710 Freeway Interchanges	Improvements to freeway interchanges according to approved freeway expansion plans	Metro, Caltrans	Long-term	Metro, Caltrans, federal funding
8. I-710 Streetscape and Street Improvements	Street and streetscape improvements along major corridors adjacent to the I-710	Metro, Caltrans, DPW	Long-term	Metro, DPW, Possible state and federal funding

LEGEND

- Metro: Los Angeles County Metropolitan Transportation Authority
- Caltrans: California Department of Transportation
- DPW: City of Long Beach Department of Public Works
- DPRM: City of Long Beach Department of Parks, Recreation, and Marine
- LAC: Los Angeles County
- DS: City of Long Beach Development Services
- BNS: City of Long Beach Bureau of Neighborhood Services
- CLB: City of Long Beach - Multiple Departments

Corridor Improvements Imagery



BRIDGES

PLANTING



Corridor Improvements Imagery



SCREENING, SOUNDWALLS AND EDGES

PLANTING / REGIONAL BIKE PATH



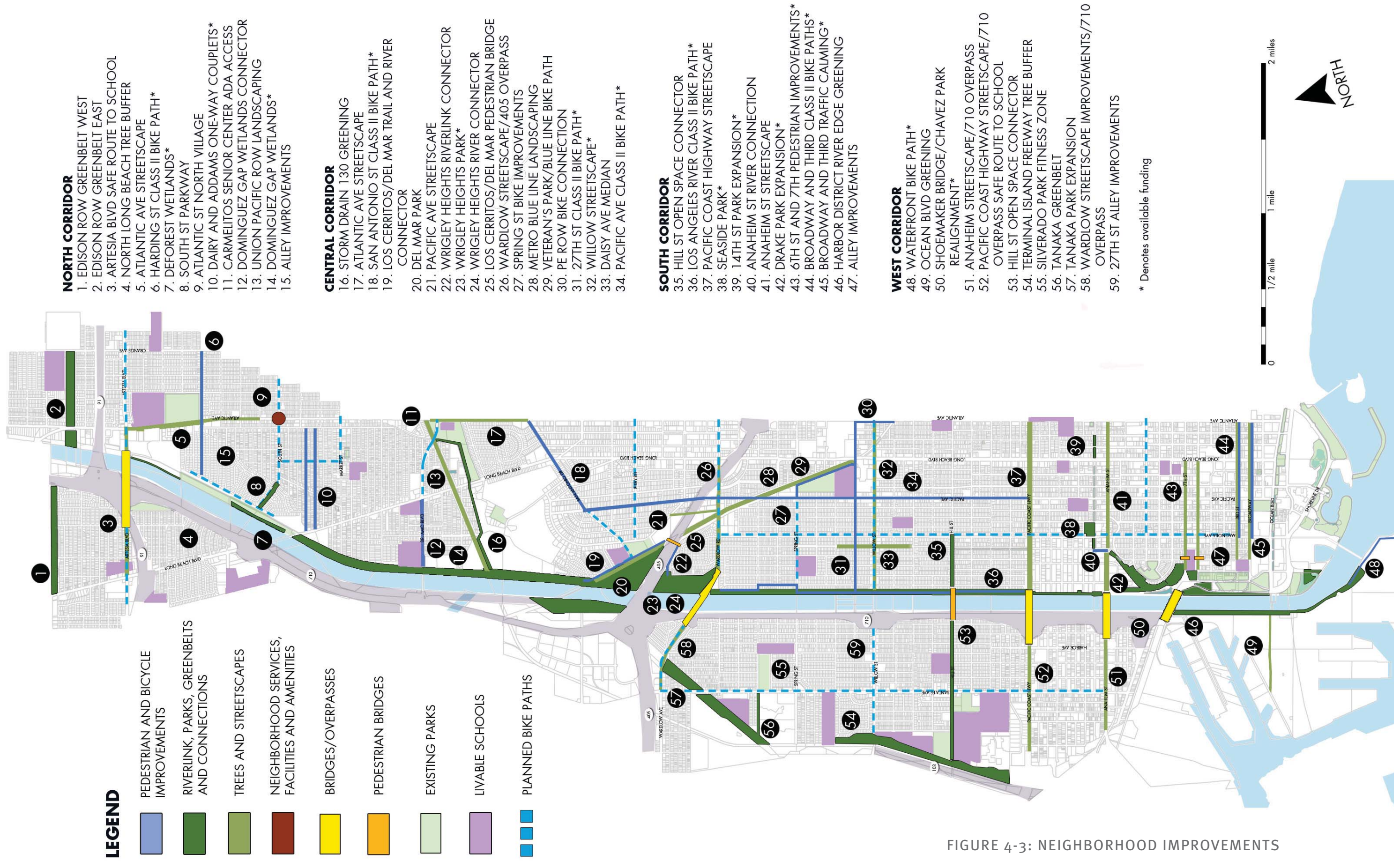


FIGURE 4-3: NEIGHBORHOOD IMPROVEMENTS

NORTH CORRIDOR

1. EDISON ROW GREENBELT WEST
2. EDISON ROW GREENBELT EAST
3. ARTESIA BLVD SAFE ROUTE TO SCHOOL
4. NORTH LONG BEACH TREE BUFFER
5. ATLANTIC AVE STREETSCAPE
6. HARDING ST CLASS II BIKE PATH*
7. DEFOREST WETLANDS*
8. SOUTH ST PARKWAY
9. ATLANTIC ST NORTH VILLAGE
10. DAIRY AND ADDAMS ONE-WAY COUPLETS*
11. CARMELITOS SENIOR CENTER ADA ACCESS
12. DOMINGUEZ GAP WETLANDS CONNECTOR
13. UNION PACIFIC ROW LANDSCAPING
14. DOMINGUEZ GAP WETLANDS*
15. ALLEY IMPROVEMENTS

CENTRAL CORRIDOR

16. STORM DRAIN 130 GREENING
17. ATLANTIC AVE STREETSCAPE
18. SAN ANTONIO ST CLASS II BIKE PATH*
19. LOS CERRITOS/DEL MAR TRAIL AND RIVER CONNECTOR
20. DEL MAR PARK
21. PACIFIC AVE STREETSCAPE
22. WRIGLEY HEIGHTS RIVERLINK CONNECTOR
23. WRIGLEY HEIGHTS PARK*
24. WRIGLEY HEIGHTS RIVER CONNECTOR
25. LOS CERRITOS/DEL MAR PEDESTRIAN BRIDGE
26. WARDLOW STREETSCAPE/405 OVERPASS
27. SPRING ST BIKE IMPROVEMENTS
28. METRO BLUE LINE LANDSCAPING
29. VETERAN'S PARK/BLUE LINE BIKE PATH
30. PE ROW BIKE CONNECTION
31. 27TH ST CLASS II BIKE PATH*
32. WILLOW STREETSCAPE*
33. DAISY AVE MEDIAN
34. PACIFIC AVE CLASS II BIKE PATH*

SOUTH CORRIDOR

35. HILL ST OPEN SPACE CONNECTOR
36. LOS ANGELES RIVER CLASS II BIKE PATH*
37. PACIFIC COAST HIGHWAY STREETSCAPE
38. SEASIDE PARK*
39. 14TH ST PARK EXPANSION*
40. ANAHEIM ST RIVER CONNECTION
41. ANAHEIM ST STREETSCAPE
42. DRAKE PARK EXPANSION*
43. 6TH ST AND 7TH PEDESTRIAN IMPROVEMENTS*
44. BROADWAY AND THIRD CLASS II BIKE PATHS*
45. BROADWAY AND THIRD TRAFFIC CALMING*
46. HARBOR DISTRICT RIVER EDGE GREENING
47. ALLEY IMPROVEMENTS

WEST CORRIDOR

48. WATERFRONT BIKE PATH*
49. OCEAN BLVD GREENING
50. SHOEMAKER BRIDGE/CHAVEZ PARK REALIGNMENT*
51. ANAHEIM STREETSCAPE/710 OVERPASS
52. PACIFIC COAST HIGHWAY STREETSCAPE/710 OVERPASS SAFE ROUTE TO SCHOOL
53. HILL ST OPEN SPACE CONNECTOR
54. TERMINAL ISLAND FREEWAY TREE BUFFER
55. SILVERADO PARK FITNESS ZONE
56. TANAKA GREENBELT
57. TANAKA PARK EXPANSION
58. WARDLOW STREETSCAPE IMPROVEMENTS/710 OVERPASS
59. 27TH ST ALLEY IMPROVEMENTS

* Denotes available funding



NEIGHBORHOOD IMPROVEMENTS

In order to propose the most relevant community design recommendations for the I-710 corridor neighborhoods, the categorized comments from the Neighborhood Design Workshops were linked to physical locations within the planning area. A broad list of fifty-eight neighborhood improvement projects that together make up the proposed Community Livability Plan improvements emerged from this process, and is shown in Figure 4-3 and Tables 4-2 through 4-5. This list of projects is further described and illustrated at the end of this section.

The City of Long Beach departments can use the Neighborhood Improvements Map to support and enhance planning within the I-710 corridor, based on the foundation of a community vision for change in the neighborhoods. Some proposed improvements that are recommended in this Plan are funded and will be implemented in the short term. Other projects are longer-term opportunities of which the City must remain aware as ongoing planning continues in the corridor neighborhoods over time.

A number of categories of community design improvements have been identified, based on the concerns and desires expressed by the community as explained in Chapter 3. These categories are defined and described below, and correspond to the legend on the map included as Figure 4-3, Neighborhood Improvements.

In addition to the wealth of input received from participants in this project that has been related to specific locations within the corridor, and mapped, other input was received that is important but more general. Complete lists of both the location-specific and non-location-specific livability concerns, strengths and suggested changes made by the community in relation all categories of improvements is included in the Appendix to this Plan, and should be referred to by staff as City services are planned and budgets are developed. In the descriptions of the key categories of improvements that follow, reference is made to both mapped (location specific) improvements as well as those suggested that were not location specific, and which may be applied in various locations within the corridor neighborhoods.

Pedestrian and Bicycle Improvements Pedestrian improvements include repairs to existing trails and sidewalks, pedestrian lighting, enhanced signalization, intersections and crossings, and ADA improvements to facilitate access for the disabled. Bicycle improvements include construction of new Class I, II and III bicycle routes, repair of existing bike paths, and additional signage along existing routes. While specific opportunities to target these improvements have been identified and mapped, it is important to note that residents have also made comments about generally improving pedestrian safety and walkability in the corridor neighborhoods, and specifically about repairing and repaving sidewalks.

Further, pedestrian and bicycle improvements in corridor neighborhoods can also be tied to Transit-Oriented Development (TOD), which seeks to provide communities with transit options, decrease reliance on the automobile as the dominant mode of

WE CAN MEASURE QUALITY OF LIFE IN A NEIGHBORHOOD BY:

Its physical condition; whether or not it is well connected by pathways for people, and comfortable to live and move around in

Its physical safety and the health of its residents

The presence of strong and active neighborhood groups and organizations, and residents taking advantage of local services and demonstrating community pride

Cultural and environmental resources that are being preserved, such as historic buildings, trees, landscaping and open space, and real architectural character

The prosperity of the neighborhood, its residents' levels of employment, and the health of its businesses

transit, and encourage the use of public transit, walking and bicycles. A major goal of the design of TODs is multi-modal connectivity—that is, integrating pedestrian and bicycle routes and facilities with nearby public transit lines in order to make it safer and easier to use alternate modes of transit. Achieving an enhanced level of multimodal connectivity is a key component of the recommendations of this Plan. Therefore, any new pedestrian and bicycle improvements in the corridor neighborhoods should be developed in order to enhance the accessibility, visibility and safety of public transit facilities. This is responsive to a series of comments made by residents about access to public transportation in the neighborhoods, and grouped under the Transportation and Goods Movement category of comments.

RiverLink Parks, Greenbelts and Connections The proposed RiverLink park system is identified in this category, as well as additional greenbelts and open space connections that will enhance RiverLink and access between the Los Angeles River and surrounding neighborhoods.

Trees and Streetscapes Includes tree planting and streetscape enhancement on roadway corridors. Improvements can include maintaining and protecting existing trees, and planting new trees, new planted medians and parkways, improved sidewalks, constructing green streets improvements to manage storm water, adding street lighting, signage, art and wayfinding. The recommendation relating to landscaping and buffering the Metro Blue Line, north of Willow Street, is also mapped as part of this category of improvements, though this is a project that specifically responds to a number of comments grouped under the Transportation and Goods Movement category.

While specific recommendations within this grouping of comments have been identified and mapped, other comments relating to the community's desire for additional tree planting in the City, as well as better maintenance of existing trees are important as well, and should be recognized. The City's current initiative to prepare an Urban Forest Master Plan for the City is critical in response to these comments, and should provide a forum for addressing the community's concerns. Further, City of Long Beach Neighborhood Services Bureau, Public Works Department, and non-profit community based initiatives to secure grant funding, as well as use already identified City funds to plant trees, are ongoing and responsive to the thrust of these comments as well.

Neighborhood Services, Facilities and Amenities This category of improvements is broad, and though only identified on the Neighborhood Improvements map at one location, was an important category of improvements for many residents participating in Neighborhood Design Workshops. Improvements suggested in this category range from constructing new public community facilities such as libraries, community centers, cultural centers, police and fire stations, to adding new community, childcare or after school programs or extending the hours at existing City facilities.

One specific project was identified and mapped that responds to typical concerns expressed by residents in relation to this category. This is the North Village Development on Atlantic Boulevard in North Long Beach, which is presently in design, and should be responsive to the expressed community vision for additional retail and

community facility opportunities in that location. A complete list of community concerns and desires for change expressed in relation to this category of improvements is included as an appendix to this document, and should be referred to by City staff as neighborhood services and community programming plans are developed and refined.

Bridges/Overpasses I-710 and LA River bridges have been identified as part of the Corridor Recommendations as a long term opportunity for replacement and improvement in connection with the I-710 Major Improvements Project. However, in the shorter term, improvements can be considered as well. Working within the existing bridge and overpass right of way widths, opportunities should be explored for improving sidewalks, providing some physical barrier between sidewalks and roadways, providing improved pedestrian and bicycle signage, adding pedestrian lighting, and improving crosswalks on freeway on ramps and off ramps.

Pedestrian Bridges A few pedestrian bridges have been constructed in the corridor area, primarily to link elementary schools to their surrounding neighborhoods. These facilities have been identified on the Neighborhood Improvements map. Potential improvements to them are identified in a single case study addressing the Los Cerritos bridge, and included in this Plan. However, these improvements, including lighting, paint, access and sidewalk upgrades, fencing upgrades, and potentially public art, can apply to all of the bridges in the corridor.

Existing Parks Each park located within the corridor is mapped as part of this category. The category responds to an area of high ranking strength, as well as concern and vision for change, based on Community Design Workshops input. Potential changes responsive to the intention of this category of improvements will include maintenance and upgrades at existing corridor parks, as well as additional sports and recreation facilities and programs. Specific changes have been suggested for the Jordan High School pool, Coolidge Park, DeForest Park, Scherer Park, Houghton Park, Cesar Chavez Park and Recreation Center, 14th Street Park, Los Cerritos Park and Veterans Park.

One specific example of potential park improvement has been identified at Silverado Park. This is identified as a Fitness Zone, in response to a specific workshop comment. Fitness zones – outdoor, publicly accessible gymnasium equipment areas – are already being installed in parks in Los Angeles County, and would likely be appropriate, and should be pursued, for multiple locations in parks within the corridor. A complete list of community concerns and changes expressed in this category of improvements is included in the Appendix to this Plan, and should be referred to by City Parks and Recreation staff as parks facilities and services plans are developed and refined.

Livable Schools Each existing school within the corridor is mapped and identified as a candidate for potential Livable Schools improvements. Potential improvements include: pedestrian and streetscape improvements adjacent to the campuses to facilitate students' safe routes to school, greening on campuses by removing asphalt on campus grounds and replacing it with planting or permeable surfaces, using green and energy efficient building materials and systems in campus construction, shad-



ing campus parking lots with trees, and providing better access for neighborhoods to school recreation facilities with joint use agreements. Long Beach Unified School District should consider incorporating Livable Schools principles into the implementation strategies for its current Facilities Master Plan. Other livability improvements at corridor schools include a program currently being piloted at Hudson Elementary School to test indoor air purification systems. Improvements such as this have been identified in the corridor wide recommendations addressed earlier in this chapter of the Plan.

Planned Bike Paths Includes bike path improvements identified in the City's Bicycle Master Plan, for which funding is not currently available. These are long-term plans to complete and improve the bicycle system in the city. There is a planning effort underway to update the Bicycle Master Plan which will incorporate the comments received within this planning effort.

Other important community design issue areas, based on community comments, are described below. While it is not possible to translate these comments into maps and target them to specific projects, this insight should be referenced by City staff as specific improvements are targeted in the I-710 corridor neighborhoods.

Public Safety Residents expressed concerns relating generally to crime, school safety, gang enforcement, police presence, staffing, visibility and patrols.

Traffic and Parking Specific suggestions have been made as part of this public process about traffic signal upgrades, needed traffic control measures and traffic calming opportunity areas, as well as on and off street parking problems, including those involving big rig trucks. It was not possible to evaluate and make recommendations relating to each of these suggestions, but they are important and can be taken into consideration by Public Works staff as traffic and parking planning processes move forward in the City, and as the Mobility element of the Long Beach 2030 Plan is developed. Discussions about the City's approved truck routes on arterial highways, and their livability impacts on corridor neighborhoods should also be a part of the City's Mobility element update.

Code Enforcement Concerns about graffiti and litter removal, as well as residential code violations have been expressed by the community as part of this planning process. These concerns have not been tied to specific locations within the corridor. However, proactive code enforcement initiatives in the City, such as Project Impact and the COPS Program, described in Chapter Two of this Plan, as well as the City's Neighborhood Improvement Strategy Areas (mapped in Figure 4-1, Community Assets), are all established mechanisms for addressing these issues.

Streets and Alleys Concerns about the ongoing maintenance and repair of corridor streets and alleys have been expressed by community members as well. General comments about alley repairs, and cleaning were made, as well as comments about alleys in specific locations in the south and west subareas of the corridor. In response to this, alley improvements are called out on the list of projects associated with the Neighborhood Improvements Map in this Plan. Further, an alley greening concept has been included among the Neighborhood Conceptual Plans included at the end of this chapter of the Plan.

Public Art Roughly a dozen comments have been made by residents about the need for more public art in the corridor during the Neighborhood Design Workshops. Suggestions have been made to incorporate more public art into existing park facilities, into neighborhoods and gateways, and into corridor transportation facilities. Opportunities to incorporate public art and high quality urban design elements into future I-710 projects should certainly be explored in the long term. In the short term, however, the City can take advantage of its newly formed pool of on-call artists, and seek to incorporate art elements into all of the public improvements projects that it constructs.

CONCLUSION

Addressing the community's preferences relating to changes in the I-710 corridor neighborhoods will be a long-term process in the City. Given the diverse nature of the recommendations, this process will involve a number of City departments and local agencies. In order to compile the information included in this Plan about City initiatives, actions and plans in the corridor to date, as well as to develop the recommendations included here, it has been invaluable to work in collaboration with a wide range of City staff, as well as Port, LBUSD, Long Beach Transit, Metro, and others. Ensuring that a single forum is provided, in which staff from a wide range of disciplines can share information and strategize improvements in a coordinated fashion, and focus solely on the corridor neighborhoods and livability, as implementation goes forward, will continue to be a useful technique.



North Corridor Bird's Eye View



TABLE 4-2: NORTH CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION/FUNDING
1. Edison ROW Greenbelt West	Greening of the Edison ROW west of the 710	DPRM	Long-term	DPRM, Possible state funding
2. Edison ROW Greenbelt East	Greening of the Edison ROW east of the 710	DPRM	Long-term	DPRM, Possible state funding
3. Artesia Blvd. Safe Route to School	Pedestrian, bridge and streetscape improvements between Long Beach Blvd. and Atlantic	DPW	Short-term	DPW, Safe Routes to Schools funding
4. North Long Beach Tree Buffer	Street tree planting in the residential neighborhoods adjacent to the 710, the 405, and the 91	DPW, DS	Short- and Long-term	DPW, Potentially Port of Long Beach, DS
5. Atlantic Ave. Streetscape	Pedestrian and open space improvements between South St. and Artesia as link between existing streetscape projects	DPW, DS	Long-term	DS, Possible state and federal funding
6. Harding St. Class II Bicycle Path*	Construction of class II bikeway along Harding per Bicycle Master Plan	DPW	Short-term	Funded
7. Deforest Wetlands*	Transform current nature trail area of DeForest Park into a wetlands park, per RiverLink plans	DPRM	Short-term	\$2.5 million awarded from LA County
8. South St. Parkway	Pedestrian and open space improvements and traffic calming measures along South St. between Dairy St. and the River	DPRM, DPW	Long-term	DPRM, Possible state and federal funding
9. Atlantic St. North Village	Enhanced neighborhood services, facilities, and parking in a new neighborhood center	DS	Short-term	DS, North Village Redevelopment Project in design now
10. Dairy and Addams One-Way Couplets	Multiple one way couplets in the Dairy and Addams neighborhoods to improve traffic, including couplets and additional streetscape and parking improvements at Ellis and 56th	DS, DPW	Short-term	DS, DPW
11. Carmelitos Senior Ctr. ADA Access	ADA improvements at Carmelitos to improve transit stop access and shopping center on Atlantic Blvd.	DPW	Long-term	DPW
12. Dominguez Gap Wetlands Connector	Proposed open space connection from east to the Dominguez Gap Wetlands	DPRM	Long-term	RiverLink, Possible state and federal funding or Port of Long Beach
13. Union Pacific Landscaping	Landscape improvements to rail corridor including the addition of screen fabric on bridge	DPRM, DS	Short-term	DS, DPRM
14. Dominguez Gap Wetlands*	Restored wetlands adjacent to the LA River	DPRM	Short-term	Funded, Under Construction
15. Alley Improvements	Alley improvements pilot project (location to be identified)	DPW	Long-term	DPW, Grant Funding

* Denotes available funding

LEGEND

- Metro: Los Angeles County Metropolitan Transportation Authority
- Caltrans: California Department of Transportation
- DPW: City of Long Beach Department of Public Works
- DPRM: City of Long Beach Department of Parks, Recreation, and Marine
- LAC: Los Angeles County
- DS: City of Long Beach Development Services
- BNS: City of Long Beach Bureau of Neighborhood Services
- CLB: City of Long Beach - Multiple Departments



Central Corridor Bird's Eye View



TABLE 4-3: CENTRAL CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION/FUNDING
16. Storm Drain 130 Restoration	Greening of storm drain 130 from Long Beach Boulevard to Scherer Park	DPRM	Long-term	DPRM, Possible state & federal funding
17. Atlantic Ave. Streetscape	Enhancements to Atlantic Ave. from Del Amo to San Antonio, such as lighting and lengthened sidewalk times at Del Amo and Atlantic	DS	Long-term	DS
18. San Antonio Class II Bike Path*	Construction of class II bikeway along San Antonio from Pacific to Atlantic	DPW	Short term	Funded
19. Los Cerritos/Del Mar Walking Trail and River Connector	Improvements to existing path and green space that extends from Los Cerritos Park north to the Dominguez Gap wetlands to allow ADA access, and to provide long-term additional maintenance of and access to the connector	DPW, DPRM	Long-term	DPW, DPRM, LA County, Possible state and federal funding
20. Del Mar Park	Development of new park per RiverLink plan	DPRM	Long-term	DPRM, Possible state & federal funding
21. Pacific Ave. Streetscape	Pedestrian and streetscape enhancements to Pacific Ave. from Country Club Dr. south to Wardlow, including underpass improvements, lighting, trees, and signal at Pacific, to enhance Metro Station pedestrian access	DPW	Long-term	DPW, Possible state and federal funding
22. Wrigley Heights RiverLink Connector	Connection south to Wrigley Greenbelt via LA County ROW	DPRM	Long-term	DPRM, Possible state & federal funding
23. Wrigley Heights Park South*	Expansion of Wrigley Heights park south of 405 as part of RiverLink	DPRM	Short-term	\$500,000 from LA County for Baker Mini-park; \$1 million for Wrigley Heights Greenbelt
24. Wrigley Heights River Connector	Potential City agreement with LA County to acquire land along river, within Wrigley Heights Park south	DPRM	Long-term	DPRM, LA County, Possible State and Federal Funding Sources
25. Los Cerritos/Del Mar Pedestrian Bridge	Improvements to existing pedestrian bridge near Los Cerritos Elementary	DPW	Long-term	Safe Routes to School
26. Wardlow Streetscape/405 Overpass	Improvements to increase pedestrian safety along Wardlow, including the 405 underpass	DPW	Long-term	DPW
27. Spring St. Bike Improvements	Planning for a new bicycle path along Del Mar/Pacific that would link RiverLink Wrigley Heights Park with Willow bike station	DPW	Long-term	DPW
28. Metro Blue Line Landscaping	Greening of the Blue Line corridor with native and drought tolerant plants, from Willow Street to the northern boundary of the City; potential buffering improvements should also include a soundwall along the ROW, north of the 405 in the Los Cerritos area	Metro	Long-term	Metro
29. Veteran's Park/Blue Line Bike Path	Retrofit or removal of parking strip between Veteran's Park and the Blue Line	Metro, DS, DPW, DPRM	Long-term	Metro, DS, DPW, Federal and State Funding
30. PE ROW Bike Connection	Bike path connection from PE ROW to Atlantic, north to 27th St. and west to Blue Line station	DPRM, Metro, DS	Long-term	DS, DPRM, Possible state and federal funding
31. 27th St. Class II Bike Path*	Construction of class II bike path on 27th St. per Bicycle Master Plan	DPW	Short-term	Funded
32. Willow Streetscape*	Willow Streetscape improvements	DPW	Short-term	Funded
33. Daisy Ave. Median	Continuation of median and tree planting at Daisy north and south of Willow	DPW	Long-term	DPW
34. Pacific Ave. Class II Bike Path*	Proposed addition of Class II bikeway along Pacific (Pacific Coast Highway to San Antonio)	DPW	Short term	Funded

LEGEND

Metro: Los Angeles County Metropolitan Transportation Authority
 Caltrans: California Department of Transportation
 DPW: City of Long Beach Department of Public Works
 DPRM: City of Long Beach Department of Parks, Recreation, and Marine
 LAC: Los Angeles County
 DS: City of Long Beach Development Services
 BNS: City of Long Beach Bureau of Neighborhood Services
 CLB: City of Long Beach - Multiple Departments

* Denotes available funding



South Corridor Bird's Eye View



TABLE 4-4: SOUTH CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION
35. Hill St. Open Space Connector	Enhancements to Hill St. from Terminal Island Freeway east to LA River to provide open space/pedestrian link	DS, DPW, DPRM	Long-term	DS, DPW, DPRM, Possible State and Federal Funding
36. Los Angeles River Class II Bike-way*	Construction of Class II bike path east of the Los Angeles River per Bicycle Master Plan	DPW	Short term	Funded
37. Pacific Coast Highway Streetscape	Pedestrian improvements along PCH between Magnolia and Santa Fe	Caltrans, DPW	Long-term	Caltrans, DPW, State and Federal Funding
38. Seaside Park*	Park development in vacant lot west of Pacific Ave. and 14th	DPRM	Short term	Funded
39. 14th Street Park Expansion*	Expansion of 14th St. park as continuation of existing linear park, including skate park and basketball court complex; expansion of 14th St. park south to Drake Park expansion; bicycle connection to LA River	BNS, DPRM	Short term	DPRM, CDBG funding, Possible State and Federal Funding
40. Anaheim Street River Connection	Pedestrian enhancements to frontage road off Anaheim St. between Daisy Ave. and the river to strengthen the link between 14th St. Park and RiverLink	DPW, DPRM	Long-term	DPW, Possible State and Federal Funding
41. Anaheim Streetscape	Streetscape improvements to Anaheim from Atlantic Ave. west to the Terminal Island Freeway	DPW	Long-term	DS, Possible state and federal funding
42. Drake Park*	Additional open space between Drake Park and the River as part of RiverLink	DPRM	Short term	\$1 million awarded from LA County for conceptual design
43. 6th and 7th St. Pedestrian Improvements*	Traffic calming improvements to 6th and 7th to make them safer and more pedestrian-friendly	DPW	Long-term	Funded
44. Broadway and Third Class II Bike Paths*	Construction of Class II bike paths per Bicycle Master Plan	DPW	Short term	Funded
45. Broadway and Third Traffic Calming*	Pedestrian and bicycle enhancements to Broadway and 3rd Street to calm traffic and improve safety in areas near school and freeway entrances (i.e. improved crosswalks, pedestrian lighting)	DPW	Short term	Funded
46. Harbor District River Edge Greening	Forestation/tree planting inside and outside of Port-operated land	DPW, Port of Long Beach	Long-term	Port of Long Beach, DPW
47. Downtown Alley Improvement	Alley improvements pilot project (location to be identified)	DS	Long-term	DS, Grant Funding

* Denotes available funding

LEGEND

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- Caltrans: California Department of Transportation
- DPW: City of Long Beach Department of Public Works
- DPRM: City of Long Beach Department of Parks, Recreation, and Marine
- LAC: Los Angeles County
- DS: City of Long Beach Development Services
- BNS: City of Long Beach Bureau of Neighborhood Services
- CLB: City of Long Beach - Multiple Departments



West Corridor Bird's Eye View



TABLE 4-5: WEST CORRIDOR RECOMMENDATIONS

PROJECT	DESCRIPTION	RESPONSIBILITY	TIMELINE	IMPLEMENTATION
48. Waterfront Bike Path	Bike path along the Harbor waterfront to be constructed in three phases; will provide pedestrian access to waterfront restaurants, the Quenn Mary, and other attractions	DPW	Short-term	City
49. Ocean Blvd. Greening	Street tree planting along Ocean Blvd.	DPW, Port of LB	Short-term	City/Port of LB, Ocean Blvd. Task Force
50. Shoemaker Bridge/Chavez Park Re-alignment*	Replacement of Shoemaker Bridge and realignment of Chavez Park to expand it	DPW, Caltrans	Short-term	DPW, Funded
51. Anaheim Streetscape/710 Overpass	Streetscape improvements to Anaheim from Atlantic Ave. west to the Terminal Island Freeway	DPW	Long-term	DPW, State and Federal Funding
52. Pacific Coast Highway Streetscape/710 Overpass Safe Route to School	Enhancements to PCH to improve route to school, pedestrian and bicycle safety	DPW, DS	Short-term	DS, Safe Routes to Schools
53. Hill St. Open Space Connector	Enhancements to Hill St. from Terminal Island Freeway east to LA River to provide open space/pedestrian link	DS, DPW, DPRM	Long-term	DS, DPW, DPRM, Possible State and Federal Funding
54. Terminal Island Freeway Tree Buffer	Forestation/tree planting along public ROWs adjacent to the Terminal Island Freeway to buffer schools, parks and Villages at Cabrillo	DPW, Caltrans	Long-term	Metro, Caltrans, DPW, Possible state and federal funding
55. Silverado Park Fitness Zone	Improvements to Silverado Park including addition of exercise stations	DPRM	Long-term	DPRM, Trust for Public Land
56 Tanaka Greenbelt	Development of Tanaka Park Greenbelt along Edison ROW	DPRM, DS	Long-term	City agreement w/ Pacific Edison needed
57. Tanaka Park Expansion	Expansion of Tanaka Park to east	DPRM	Long-term	DPRM, Possible State & Federal Funding
58. Wardlow Streetscape improvements/710 Overpass	Pedestrian and streetscape enhancements to Wardlow St. from Long Beach Blvd. to Santa Fe (lighting, trees, etc.)	DPW, DS	Long-term	DPW
59. 27th St. Alley Improvements	Alley improvements pilot project (location to be identified)	DS	Long-term	DS, Grant Funding

* Denotes available funding

LEGEND

- Metro: Los Angeles County Metropolitan Transportation Authority
- Caltrans: California Department of Transportation
- DPW: City of Long Beach Department of Public Works
- DPRM: City of Long Beach Department of Parks, Recreation, and Marine
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NEIGHBORHOOD CONCEPTUAL PLANS

Fifteen of the projects identified on the Neighborhood Improvements Map, (Figure 4-3) have been conceptually illustrated, in plan, section and bird's-eye before and after views, and are further described on the following pages. These projects have been selected for further description and illustration because their design intent responds to a broad range of livability issues identified by the community in relation to the corridor, and they illustrate a range of the types of improvements the team is recommending at the neighborhood scale. While specific examples, or case studies, have been prepared, these examples may be applicable to and replicable in, more than one location within the corridor. Ideas for applying these concepts in other locations in the corridor are included on the concept design pages themselves.

The conceptual plans that follow in Figures 4-5 through 4-15 are also located on Figure 4-4, *Neighborhood Conceptual Plans Key Map*.

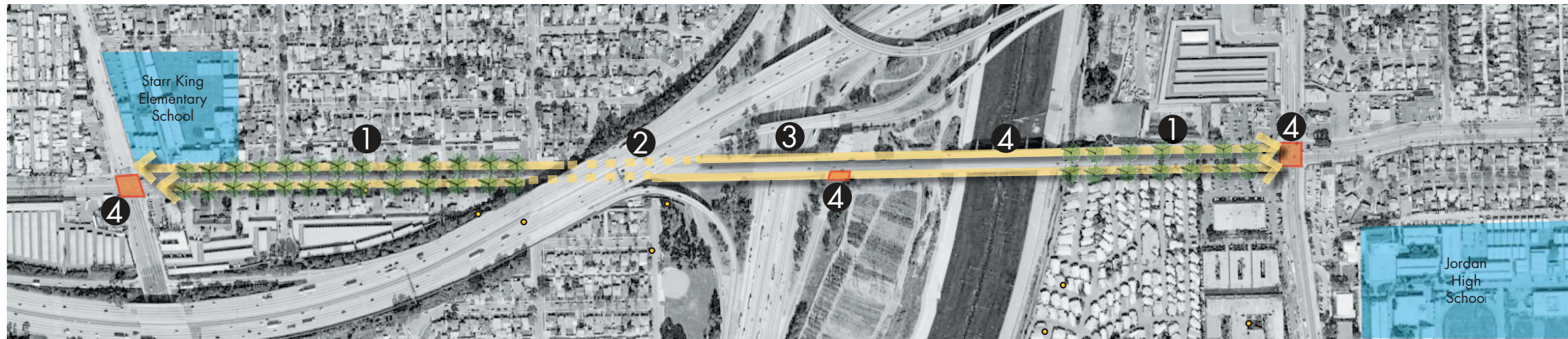
LEGEND

- 1 Artesia Boulevard Safe Route to School
- 2 North Long Beach Tree Buffer
- 3 South Street Parkway
- 4 Wrigley Heights River Buffer
- 5 Wrigley Heights RiverLink Connector
- 6 Wrigley Heights Pedestrian Bridge
- 7 Tanaka Park Expansion
- 8 Tanaka Greenbelt
- 9 Veteran's Park / Blue Line Bike Path
- 10 Hill Street Open Space Connector
- 11 Anaheim Street River Connection
- 12 14th Street Park Expansion
- 13 Ocean Boulevard Greening

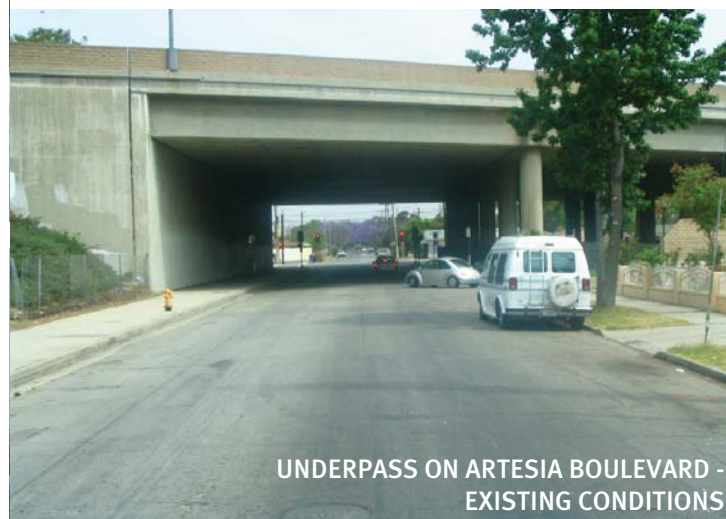
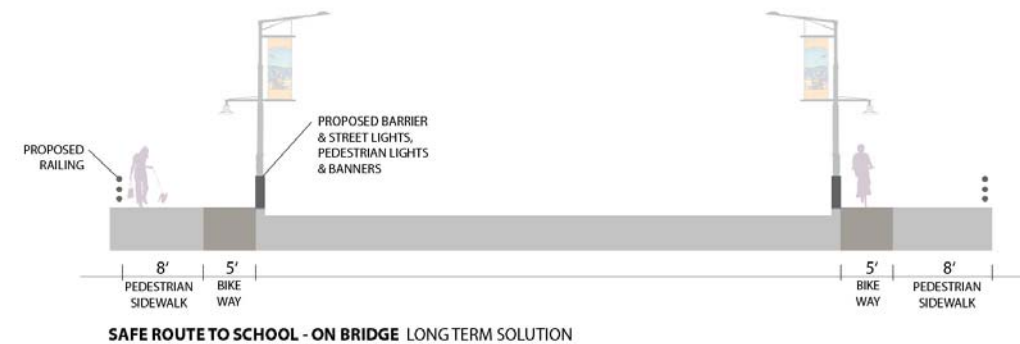
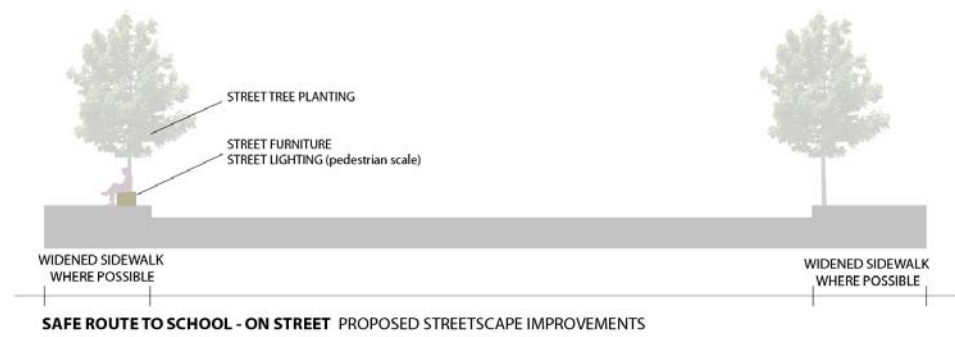
Throughout Plan Area Where Applicable
 A Livable Schools Concept
 B Alley Greening Concept



FIGURE 4-4: NEIGHBORHOOD CONCEPTUAL PLANS KEY MAP



- 1 SAFE ROUTE TO SCHOOL (AT GRADE)**
Widened and continuous sidewalk
Street furniture and lighting
Bikeways
- 2 SAFE ROUTE TO SCHOOL (AT UNDERPASS)**
Widened and continuous sidewalk
Bikeways
Protective barrier between vehicles and pedestrians/cyclists
Include wall or ceiling mounted lighting through underpass
Painting walls of underpass
- 3 SAFE ROUTE TO SCHOOL (ON BRIDGE)**
Widened and continuous
Off street bikeways
Protective barrier between vehicles and pedestrians/cyclists
Potential railing improvements
Continue existing street lighting across entire span
- 4 IMPROVED CROSSWALKS**
Demarcated with decorative pavement or enhanced striping



DESIGN INTENT
Improve the safety and livability of routes to school for students accessing their campuses on foot and by bicycle, crossing the I-710 and the LA River

Modernize and enhance the aesthetic quality and pedestrian safety features of the I-710 overpasses, and LA River bridges along the length of the corridor

APPLICATION
Bridges, overpasses and underpasses at Long Beach Boulevard, Del Amo, Wardlow, Willow, Pacific Coast Highway and Anaheim.



FIGURE 4-5: ARTESIA BOULEVARD SAFE ROUTE TO SCHOOL

Conceptual Plan # **1** on Key Map, Figure 4-4



1 PLANTED CURB EXTENSIONS

Extend curb to add planters on “freeway side” of City street ends, and plant additional trees there as well

2 I-710 URBAN FOREST BUFFER

Pilot tree planting project targeted on City right of way and private side yards in residential neighborhoods

DESIGN INTENT

Buffer residents from the aesthetic, air pollution and noise impacts of the I-710

APPLICATION

Corridor neighborhoods west of the I-710, both in north and west Long Beach



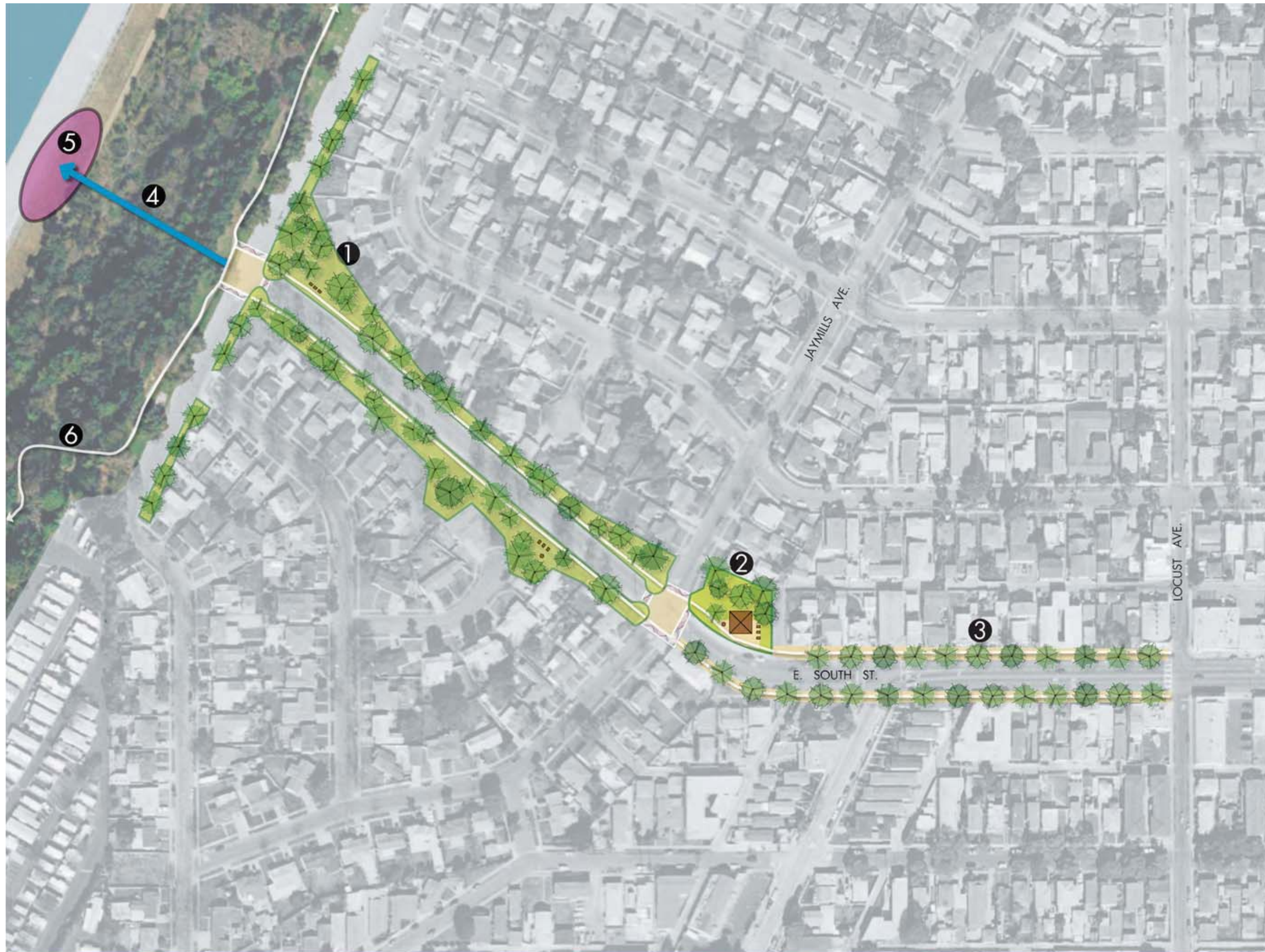
WHITE AVE. LOOKING NORTH



WHITE AVE. LOOKING SOUTH

FIGURE 4-6: NORTH LONG BEACH TREE BUFFER

Conceptual Plan # **2** on Key Map, Figure 4-4



- 1 PED & OPEN SPACE IMPROVEMENTS**
Wider sidewalk/permeable pathway, curb extensions at intersections, enhanced crosswalks, pedestrian lighting, native trees and landscaping, street furniture, storm water management techniques
- 2 VACANT PROPERTY**
New pocket park with furniture and lighting
- 3 STREETScape IMPROVEMENTS**
Added street trees and lighting
- 4 PARK CONNECTION**
Create a pathway across the park, and relocate a park entrance to this location
- 5 LA RIVER ACCESS POINT**
Create a bike/pedestrian access to the River Trail and to DeForest Wetlands, including native landscaping and signage
- 6 DEFOREST PARK NATURE TRAIL**
Restore and reopen the nature trail and connect it to the LA River

DESIGN INTENT
Enhance RiverLink/LA River connectivity into the corridor neighborhoods
Better utilize and improve “found” green space in corridor neighborhoods

APPLICATION
Already identified at Market Street in RiverLink Plan



FIGURE 4-7: SOUTH STREET PARKWAY

Conceptual Plan # **3** on Key Map, Figure 4-4



1 EXISTING PEDESTRIAN CROSSING OVER METRO BLUE LINE AND UNDER 405 FREEWAY
Remove turnstiles, improve lighting, upgrade fencing and screening materials, add public art elements

2 WALKWAY FROM LOS CERRITOS TO PEDESTRIAN CROSSING
Improve and light the walkway, and provide upgraded landscaping and fencing and screening materials

3 STREESCAPE/PEDESTRIAN/BICYCLE IMPROVEMENTS
Improve connection from Blue Line/ 405 pedestrian crossing to LA River with street trees, pathway and lighting

4 COUNTY RIGHT OF WAY
Acquire access to LA County ROW to north and south, continuing LA River trail connection through this area, adjacent to planned RiverLink Park

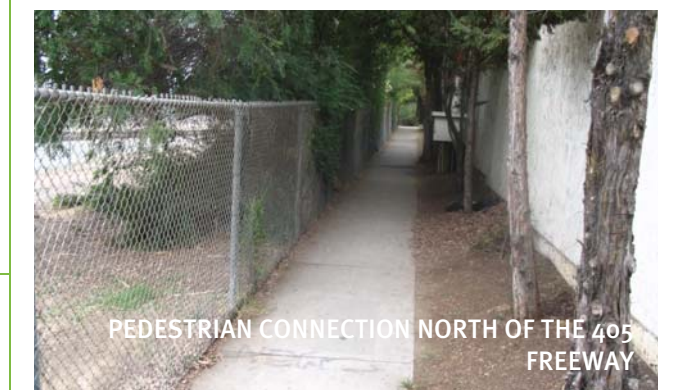
DESIGN INTENT
Provide safe route to school access for Los Cerritos Elementary School students, from Wrigley Heights Better connect proposed RiverLink parks into their corridor neighborhoods

APPLICATION
Pedestrian bridges in the City connecting schools to corridor neighborhoods

Streets adjacent to proposed RiverLink parks



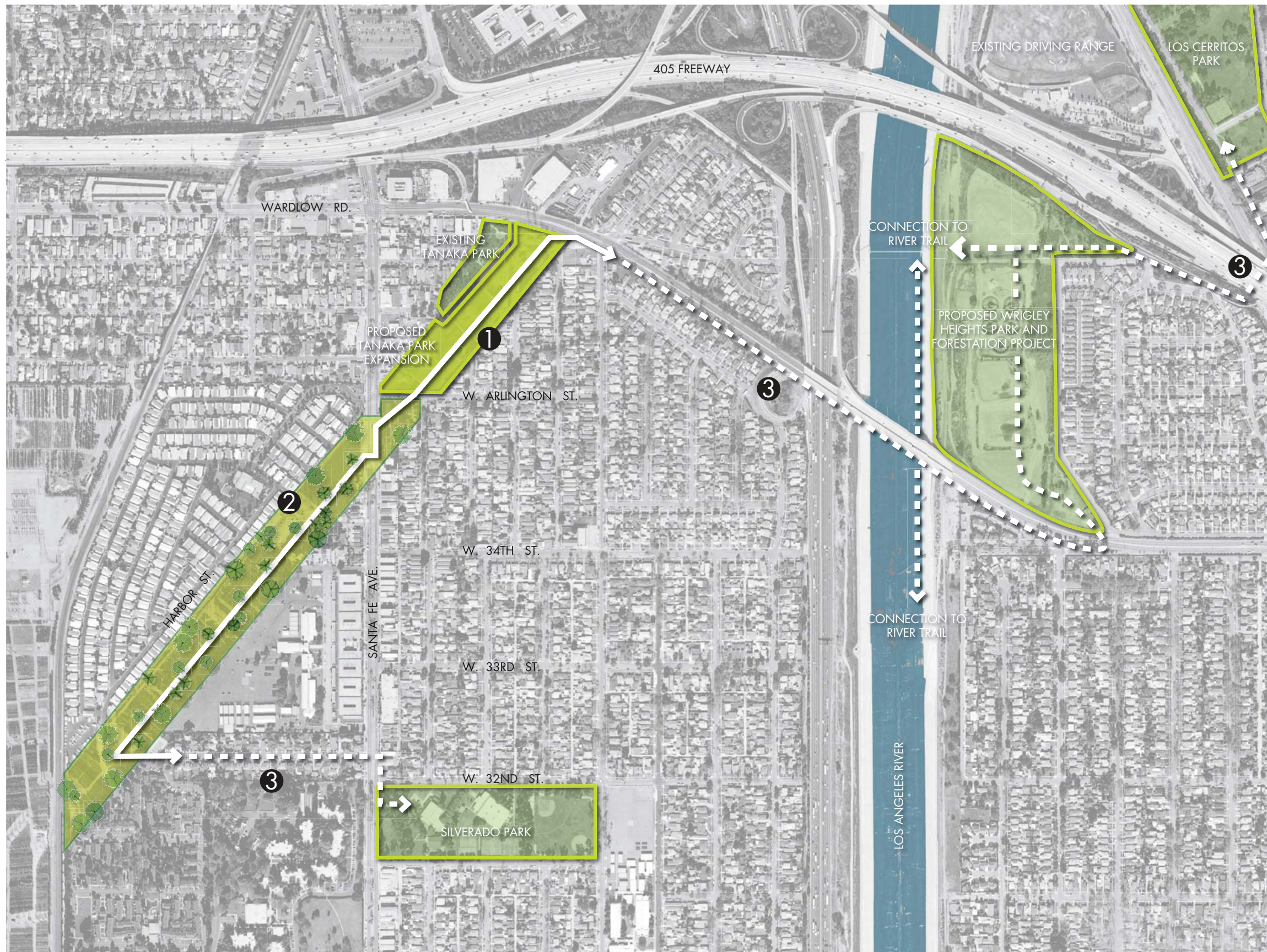
PEDESTRIAN CONNECTION UNDER THE 405 FREEWAY; TURNSTILES



PEDESTRIAN CONNECTION NORTH OF THE 405 FREEWAY

FIGURE 4-8: WRIGLEY HEIGHTS RIVERLINK CONNECTOR, BUFFER AND PEDESTRIAN BRIDGE

Conceptual Plans **4 5 6** on Key Map, Figure 4-4



1 TANAKA PARK

Expand the park into additional available Edison Right of Way land to the west and south

2 EDISON RIGHT OF WAY

Acquire access to the utility right of way for recreation and open space use and to create a neighborhood greenbelt

3 PEDESTRIAN CONNECTIONS

Incorporate improvements to Wrigley Heights Pedestrian Bridge over the 405 Freeway into overall greenbelt /connections planning

Streetscape improvements along Wardlow Rd. to improve the pedestrian / cyclist environment and safety.

Streetscape design or wayfinding signage between the “Greenbelt” and Silverado Park.

DESIGN INTENT

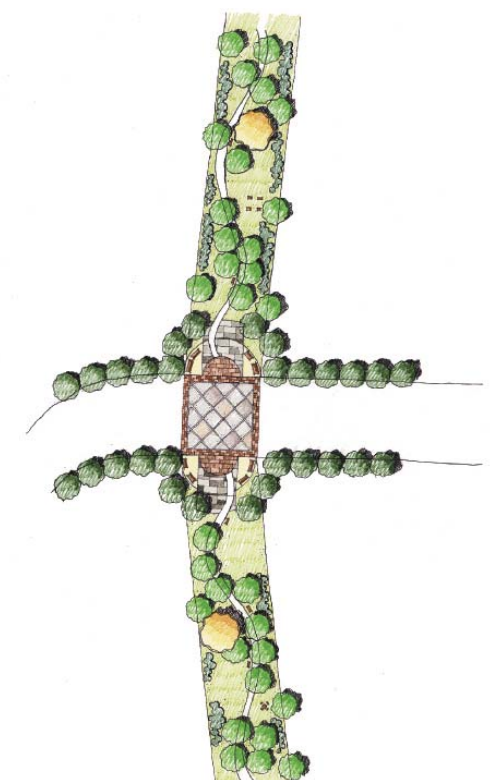
Build on existing community assets, such as Tanaka Park and Silverado Park, and enhance pedestrian and bicycle connections to them

Access existing utility rights of way for community recreation/open space use

Enhance pedestrian and bicycle connectivity over the I-710

APPLICATION

Existing utility rights of way both in north and west Long Beach



GREENBELT CONCEPT WITH CROSSING

FIGURE 4-9: TANAKA GREENBELT AND TANAKA PARK EXPANSION

Conceptual Plans **7** **8** on Key Map, Figure 4-4



1 BLUE LINE FRONTAGE ROAD AT VETERANS PARK

Replace underutilized surface parking with pedestrian and bike improvements, such as pathways and lighting

2 IMPROVED PEDESTRIAN CROSSING

Across Blue Line corridor on Spring Street

3 BLUE LINE CORRIDOR LANDSCAPING

Landscape the Blue Line corridor from Willow Street north to the City limit

4 PACIFIC ELECTRIC RIGHT OF WAY BIKE CONNECTION

Improve Blue Line crossing at Willow Street Station and 27th to accommodate bicyclists approaching from the east on 27th and Atlantic, from the Pacific Electric ROW greenbelt

DESIGN INTENT

Better integrate both Veterans Park and the Metro Blue Line into their neighborhoods

Enhance neighborhood buffering from the Metro Blue Line, and the aesthetics of the Blue Line corridor for both riders and residents

Improve bicycle access to the Metro Blue Line station at Willow, and into the larger bike path system developing in the City

APPLICATION

Bike path connections to all Metro Blue Line stations in Long Beach

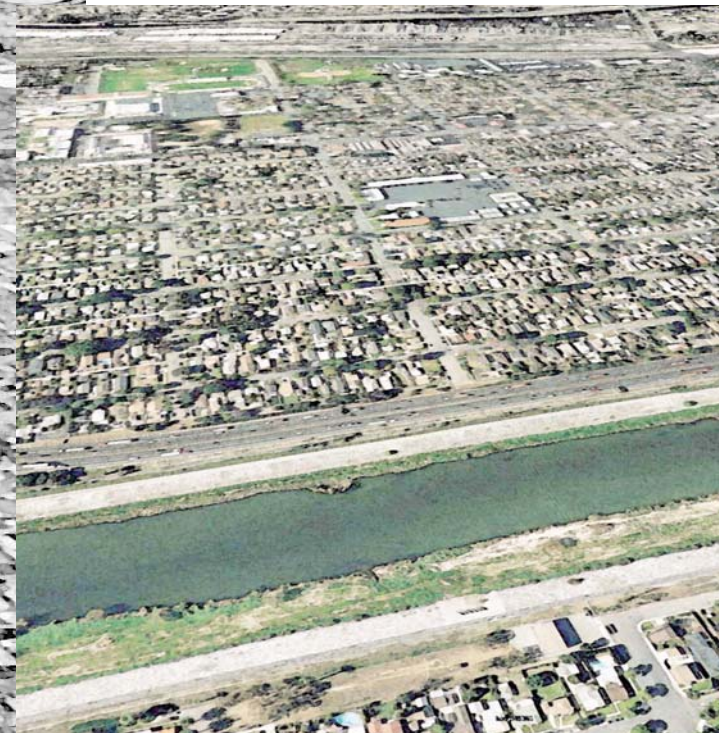


FIGURE 4-10: VETERAN'S PARK / BLUE LINE BIKE PATH

Conceptual Plan # **9** on Key Map, Figure 4-4



AFTER



BEFORE

- 1 PEDESTRIAN / BICYCLE BRIDGE OVER LOS ANGELES RIVER / I 710
- 2 TREE PLANTING, ENHANCED LANDSCAPE AND STREETScape ALONG HILL STREET CORRIDOR
- 3 LIVABLE SCHOOLS GREENING IMPROVEMENTS
- 4 TERMINAL ISLAND FREEWAY TREE AND LANDSCAPE BUFFER

DESIGN INTENT

Provide enhanced access to the proposed RiverLink park and greenbelt areas, as well as the LA River bicycle path, and across the I-710 and LA River

Capitalize on the right of way width of Hill Street to enhance its edges with landscape and pedestrian amenities. Focus attention on buffering the Terminal Island Freeway from the adjacent high school, elementary school and park, as well as the emerging Villages at Cabrillo transitional housing campus and school facility to the south, and capitalize on an opportunity to expand the City's urban forest

APPLICATION

East-west collector or local streets that cross I-710 and the LA River and connect open spaces, greenbelts and public facilities in corridor neighborhoods



HILL STREET EXISTING CONDITIONS

FIGURE 4-11: HILL STREET OPEN SPACE CONNECTOR

Conceptual Plan # **10** on Key Map, Figure 4-4



- 1 PROPOSED SEASIDE PARK
- 2 OPEN SPACE CONNECTION TO MAGNOLIA YARDS REDEVELOPMENT / RIVERLINK
- 3 OPEN SPACE MID-BLOCK CONNECTION TO DRAKE PARK TO THE SOUTH
- 4 MAGNOLIA YARDS / RIVERLINK PLAN AREA
- 5 EXPANSION OF 14TH STREET LINEAR PARK FROM PINE AVE. TO LONG BEACH BLVD.
- 6 EXTENSION OF STREETScape AND PEDESTRIAN IMPROVEMENTS FROM LONG BEACH BLVD. TO ATLANTIC AVE.
- 7 CONNECTIONS TO WASHINGTON MIDDLE & LONG BEACH POLYTECHNIC HIGH SCHOOL

DESIGN INTENT
 Build on the 14th Street Park areas and enhance their connectivity to the west, Drake Park, and its associated RiverLink park spaces to the south, and Washington Middle School to the east.

APPLICATION
 14th Street, or other local streets in the corridor neighborhoods with excess right of way, that can be repurposed as open space.



FIGURE 4-12: 14TH STREET PARK EXPANSION AND ANAHEIM STREET RIVER CONNECTION

Conceptual Plans **11** **12** on Key Map, Figure 4-4



1 TREE PLANTING AND LANDSCAPING ALONG OCEAN BOULEVARD THROUGH HARBOR DISTRICT

2 LOS ANGELES RIVER EDGE SCREENING AND BIKEWAY CONNECTION TO THE QUEEN MARY

DESIGN INTENT

Capitalize on unused right of way edges on roadway corridors throughout the Harbor District for greening opportunities and expansion of urban forest

Focus efforts to green the LA River edge where it also adjoins the Harbor District in order to buffer the City from the Port and enhance the aesthetics of a major gateway into the community and its destinations, including the Queen Mary

APPLICATION

Roadway right of way edges within the Harbor District, and on the west side of the LA River



AFTER

BEFORE

FIGURE 4-13: OCEAN BOULEVARD GREENING

Conceptual Plan # 13 on Key Map, Figure 4-4



- 1 SAFE, PEDESTRIAN FRIENDLY INTERSECTIONS; CURB EXTENSIONS**
- 2 MID BLOCK CROSSINGS**
- 3 GREEN STREETS**
Street tree planting, sidewalk improvements, bioswales and natural drainage systems
- 4 PARKING LOT IMPROVEMENTS**
Shade parking areas with tree plantings; incorporate pervious paving and natural drainage systems, bioswales; capture storm water runoff from surrounding streets
- 5 PERVIOUS SURFACES AND RE-GREENING TECHNIQUES**
Tree plantings, bioswales, minimized paving, pervious surfaces; above and underground cisterns and planters to collect grey water for reuse, etc.
- 6 HEALTH OF THE INDOOR ENVIRONMENT**
Improve indoor air quality with air filtration systems; use low- or no-voc paints and materials; install double-paned windows for noise abatement and pollutant sealing; provide ample daylighting for classrooms
- 7 JOINT USE**
Negotiate joint use agreements to allow access to school fields and recreation facilities after school hours and on weekends

DESIGN INTENT
 Improve the livability of corridor neighborhoods by enhancing their existing assets, such as schools
 Improve corridor schools' sustainability and environmental contribution to their neighborhoods over the long term
 Recreate schools as environments that teach about livability and sustainability
 Expand the City's open space and recreational facilities and system, despite the fact that new park space is difficult to find in this dense corridor area

APPLICATION
 All schools in the I-710 Corridor

FIGURE 4-14: LIVABLE SCHOOLS CONCEPT

Conceptual Plan **A** on Key Map, Figure 4-4



- CONCEPT ONE**
Pervious Paving; Tree Planting
- CONCEPT TWO**
“Hollywood track” Pervious Paving with planting
- CONCEPT THREE**
Secure Alley Park with tree Plantings, pathway, areas for additional plantings

DESIGN INTENT
Implement a range of creative solutions to the problem of deteriorating alleys in neighborhoods throughout the corridor

Where automobile and service access is required, rehabilitate paving only to the degree necessary to accommodate it. Where motorized vehicle access can be eliminated, explore securing the right of way areas and creating shared green space for residents to use and potentially maintain

Enhance the permeability of the spaces, while acting on opportunities to green neighborhoods, expand the urban forest, and turn currently degraded areas into assets

APPLICATION
Degraded alleys throughout the corridor

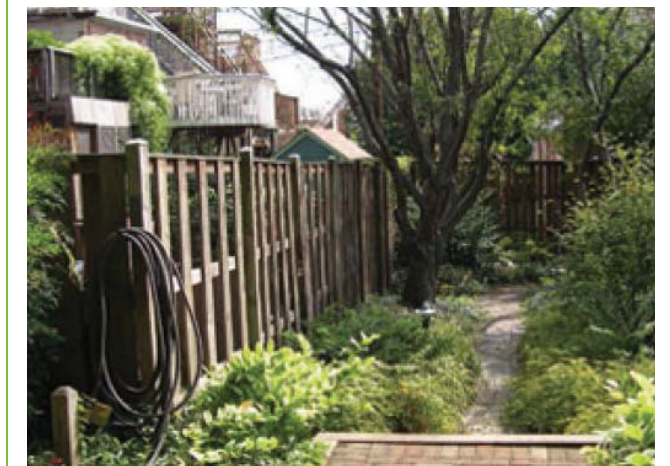


FIGURE 4-15: ALLEY GREENING CONCEPTS

Conceptual Plan **B** on Key Map, Figure 4-4

EXAMPLES OF ALLEY GREENING

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