R-20

CITY OF LONG BEACH

DEPARTMENT OF PARKS, RECREATION & MARINE

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selected best in the nation

July 24, 2018

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive and file the Uptown Open Space Vision Plan; and accept Categorical Exemption CE-18-023. (District 9)

DISCUSSION

In 2015, the Department of Parks, Recreation and Marine was awarded a HEAL Zone grant for the production of an open space plan in North Long Beach. The Healthy Eating and Active Living, or HEAL Zone, is a place-based healthy community initiative in North Long Beach sponsored by Kaiser Permanente. The purpose of the grant was to develop an open space plan that expanded the total park space and enhanced linkages between residents and available park space to establish healthy, active, and safe places to recreate in the Ninth District of the City of Long Beach.

The Uptown Open Space Vision Plan (Vision Plan) (Attachment A) serves as a visionary document to guide potential future development of open space, and identifies new and innovative opportunities to fill a need for publicly-accessible open space and recreation facilities in the North Long Beach community. The Vision Plan includes an existing conditions analysis, examination of opportunity types, summary of the public outreach process, community-driven vision, and implementation strategies. The Vision Plan looks back to how the park system has evolved to its current state and the previous efforts in planning and development that have informed the path forward. It also develops a blueprint for the possible creation and preservation of open spaces, recreation facilities, and parks. The Vision Plan is a plan for future park investment, anticipated over a long-term horizon, which will be implemented incrementally over time as capital, maintenance, and operating resources allow.

The Vision Plan is built upon years of previous work related to analyzing the North Long Beach environment, and incorporates multiple plans, including the Los Angeles County Park Needs Assessment (2016), Mobility Element (2013), Community Livability Plan (2008), Long Beach RiverLink Plan (2008), North Long Beach Design Guidelines (2005), General Plan and Open Space and Recreation Element (2002), and several Los Angeles River plans still in development. The analysis uses several types of indicators that affect a person's access to open space, including public health, transportation, land use, environmental health, and demographic information.

Building upon these previous planning and outreach efforts, three unique community engagement activities were developed to obtain robust community input, including: (1) The Open Space Game, which empowered participants to identify potential open space locations and amenities within realistic planning obstacles; (2) The Dot Game, which gave participants the opportunity to prioritize the open space ideas based on neighborhoods; and, (3) A one-day pop-up park program, which demonstrated the most popular community-identified open space ideas and provided an opportunity for conceptual design feedback. Thousands of residents, business owners, and other stakeholders participated in various phases of the outreach, ensuring the community was fairly represented. The community engagement process resulted in 14 priority projects across North Long Beach where all neighborhoods are represented.

The Vision Plan is designed to provide a complete picture for why, where, when, and how to expand publicly-accessible open space in North Long Beach. It is grounded by case studies, best practices, statistics, considerable community input, and adopted policy, ensuring that the projects, programs, and policies proposed in the Vision Plan contain significant value. On February 15, 2018, the Parks and Recreation Commission approved the Vision Plan (Attachment B).

This matter was reviewed by Deputy City Attorney Linda T. Vu on March 23, 2018 and by Revenue Management Officer Geraldine Alejo on May 1, 2018.

SUSTAINBILITY

While approval of the Vision Plan has no immediate sustainability impact, individual projects developed through the implementation of the Vision Plan support the City of Long Beach's existing pedestrian, bike, and park plans. These plans provide for safe connectivity between neighborhoods, commercial corridors, and parks, and create additional acres of open space in an underserved part of Long Beach. Future projects are anticipated to incorporate sustainable elements and materials, wherever possible, and comply with the City's green building and water efficiency policies.

In accordance with the California Environmental Quality Act (CEQA), this Vision Plan has been determined to be categorically exempt (Attachment C).

TIMING CONSIDERATIONS

City Council action is requested on July 24, 2018, to assist in the City's efforts to plan for upcoming grant opportunities.

FISCAL IMPACT

The total cost of the Vision Plan was $55,000, which was funded by a HEAL Zone grant and one-time funds from Council District Nine. There is no fiscal or local job impact associated with this recommendation as the Vision Plan is intended to be the framework for future investment. The Vision Plan provides initial cost estimates for priority projects, although funding for projects outlined have not yet been identified and further detailed cost estimates will need to be created when implementation resources are identified. The work done throughout the Vision Plan process will become the basis for future grant funding requests as the City seeks grants for these and other citywide priorities. As municipal resources for maintaining and programming existing park facilities are already strained, the Vision Plan is long-term, intended to be phased in over time, as projects, operations, and maintenance funding becomes available, or as greater stewardship from community and corporate partners is identified.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

Gerardo Mouet

GERARDO MOUET
DIRECTOR OF PARKS, RECREATION AND MARINE

GM:SS:MR:vd

Attachments

APPROVED:

PATRICK H. WEST
CITY MANAGER

ATTACHMENT A

UPTOWN OPEN SPACE VISION

City of Long Beach | Department of Parks, Recreation and Marine Department

Department of Health and Human Services | Office of Vice Mayor Rex Richardson

Prepared by City Fabrick 2018

CITY OF LONG BEACH

ACKNOWLEDGMENTS

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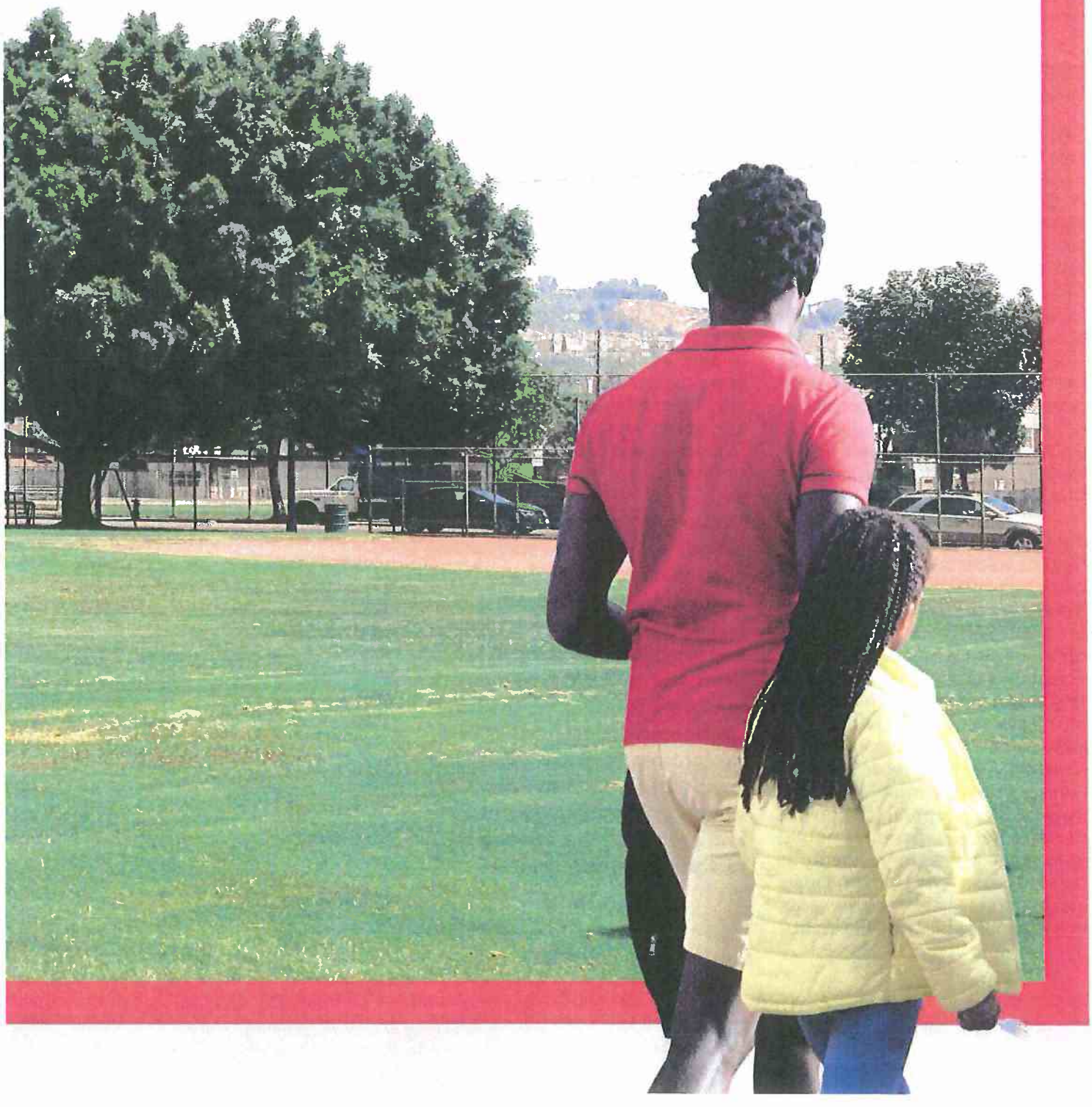
INTRODUCTION

The Uptown Open Space Vision Plan serves as a visionary document to guide future development of open space in North Long Beach for years to come.



The Uptown Open Space Vision Plan identifies new and creative opportunities to fill community needs for publicly accessible open space and recreation facilities in North Long Beach. The Plan includes an existing conditions analysis, examination of Opportunity Types, summary of the public outreach process, community-driven vision and Implementation Strategies. It looks back to how the park system has evolved to its current state and the previous efforts in planning and development that informed the path forward. It also develops a blueprint for the creation and preservation of open spaces, recreation facilities, and parks.

WHO DOES THIS PLAN SERVE?

The Uptown Open Space Vision Plan focuses on Council District 9 in Long Beach, as it was sponsored by the Office of Vice Mayor Rex Richardson and the Healthy Eating Active Living [HEAL] Zone, a place-based healthy community initiative in North Long Beach sponsored by Kaiser Permanente. This collective investment on behalf of North Long Beach residents recognizes that the community is dramatically underserved by the amount of available publicly accessible open space due to historic growth patterns that did not balance park investment with private development.

The Uptown Open Space Vision Plan is a valuable tool for the Long Beach Parks, Recreation and Marine department to identify opportunities for future open space development, infrastructure investment and recreational programming in North Long Beach. A vision plan establishes concepts for future study and implementation and is meant to serve as more of a guiding document than a prescriptive document. The Plan provides a conceptual framework for sustainably expanding public open space access for residents in the study area. The Uptown Open Space Vision Plan not only benefits park planners and City Officials but also provides the community a clear vision for a greener community. Long Beach Parks, Recreation and Marine will work with the Department of Development Services to incorporate the Uptown Open Space Vision Plan in the Long Beach General Plan and partner with the Public Works Department as well as any other relevant government agencies to implement the policies, programs and projects identified in the Plan. The recommendations for new parks and greenways will be reflected in future plans and Capital Improvement programs.

The Uptown Open Space Vision Plan will guide the public investment of open space and greenway projects for the City of Long Beach as well as public and private partners. This Plan also establishes larger open space goals and builds the framework for future funding. As the open space network expands, greater stewardship from community and corporate partners will be necessary as municipal resources for maintaining and programming existing park facilities are already strained.

WHAT DOES THIS PLAN CONSIDER?

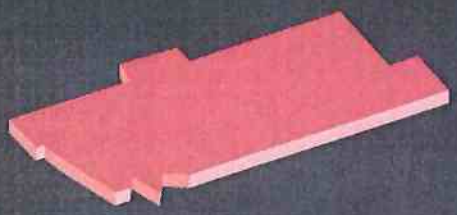
As the Uptown Open Space Vision Plan was directed by the Office Council District 9, the Plan's primary focus is set within the council district boundary, which includes the area of the City of Long Beach, north of South Street. There is a recognized inequity of the distribution of public park space across Long Beach with the large majority of park acreage located on the east side of the city. While East Long Beach has 16 acres of park space for every thousand residents Central, West and North Long Beach have closer to one acre for every thousand residents. In total, there are approximately 88 acres of existing park space in North Long Beach. Much of this has to do with the eras of city growth where the later efforts of neighborhood development included consideration for park space.

RIGHT
Accompanied by family, a child and their dog play together at Coolidge Park in North Long Beach.
PHOTO COURTESY OF CITY PLANNING

WHAT AREAS OF UPTOWN LONG BEACH DID WE STUDY?

HEAL ZONE

Inspired by its mission to improve community health, Kaiser Permanente developed the HEAL Zone initiative in 2004 to support healthy behaviors and reduce obesity through clinical practice and sustained community-level change.

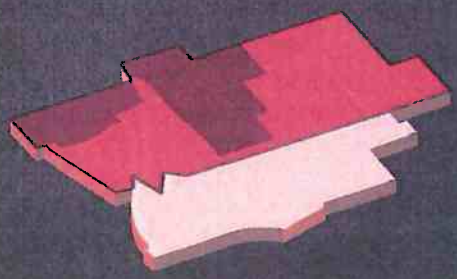


COUNCIL DISTRICT 9

Council District 9 is home to close to 54,000 residents and is surrounded by the communities of Rancho Dominguez, the cities of Compton, Paramount, Bellflower, and Lakewood. The southern boundary and is shared by Council District 8.

LOS ANGELES COUNTY NEEDS ASSESSMENT

In 2015, the Los Angeles County Board of Supervisors approved a motion to initiate the Countywide Comprehensive Parks and Recreation Needs Assessment. This represents an unprecedented effort to document existing parks and recreation facilities in cities and unincorporated communities and to use these data to determine the scope, scale, and location of park need in Los Angeles County.



THE MAPS SHOWS THE STUDY AREAS OF COUNCIL DISTRICT 9, THE HEAL ZONE AND THE LOS ANGELES COUNTY NEEDS ASSESSMENT. THE AREA WITHIN COUNCIL DISTRICT 9 IS THE OFFICIAL PROJECT BOUNDARY FOR THIS PLAN.

NORTH LONG BEACH HEAL ZONE

The Long Beach Department of Health and Human Services in partnership with the Coalition for a Healthy North Long Beach [Coalition] was awarded two million dollars from Kaiser Permanente to launch and support a HEAL Zone initiative in North Long Beach. The North Long Beach HEAL Zone, which is one of several HEAL Zones in Southern California, is designed to help make healthy choices accessible to people in underserved communities and prevent obesity related conditions.

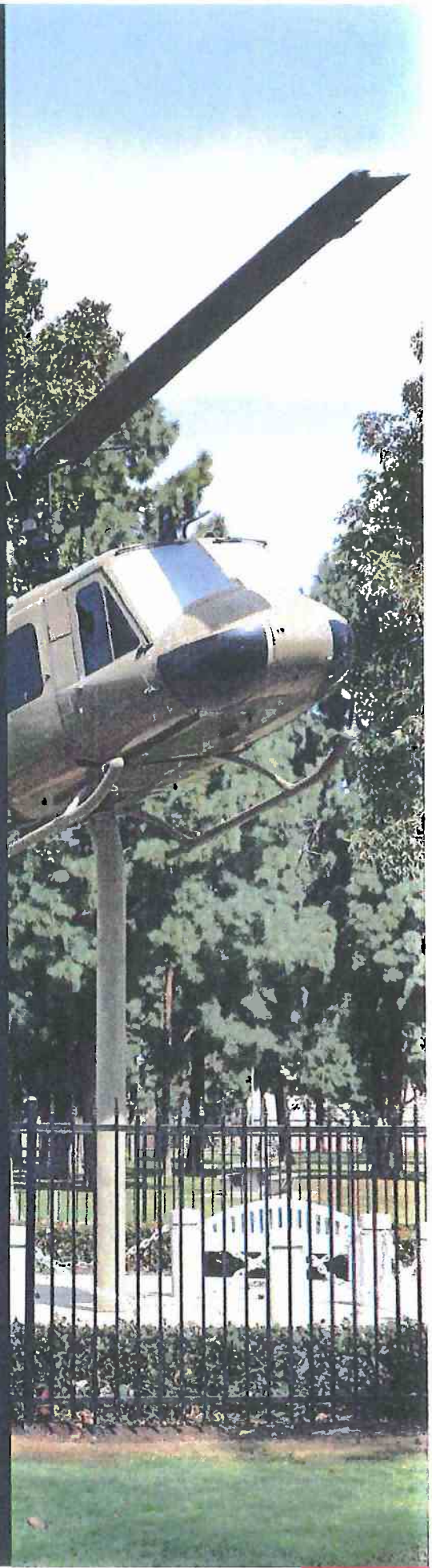
The HEAL Zone vision for North Long Beach is a community where people eat better and move more as part of their daily life. To achieve this vision, the Health Department and Coalition strive to reach the following HEAL Zone goals:

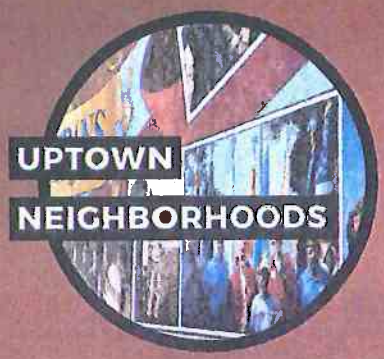
1. IMPROVE THE PREVENTION, TREATMENT, AND MANAGEMENT OF OBESITY AND ITS RELATED CONDITIONS.
2. INCREASE THE CONSUMPTION OF HEALTHY FOOD AND HEALTHY BEVERAGES.
3. INCREASE PHYSICAL ACTIVITY.

LOS ANGELES COUNTY NEEDS ASSESSMENT

Unprecedented in scope and scale, in 2016 the Los Angeles County Parks and Recreation Department embarked on a countywide Parks and Recreation Needs Assessment that quantifies the need for parks and recreation resources in Los Angeles County's cities and unincorporated areas and estimates the potential cost of meeting that need. The Parks and Recreation Needs Assessment establishes a new way to understand and think about parks, recreation, and open space by:

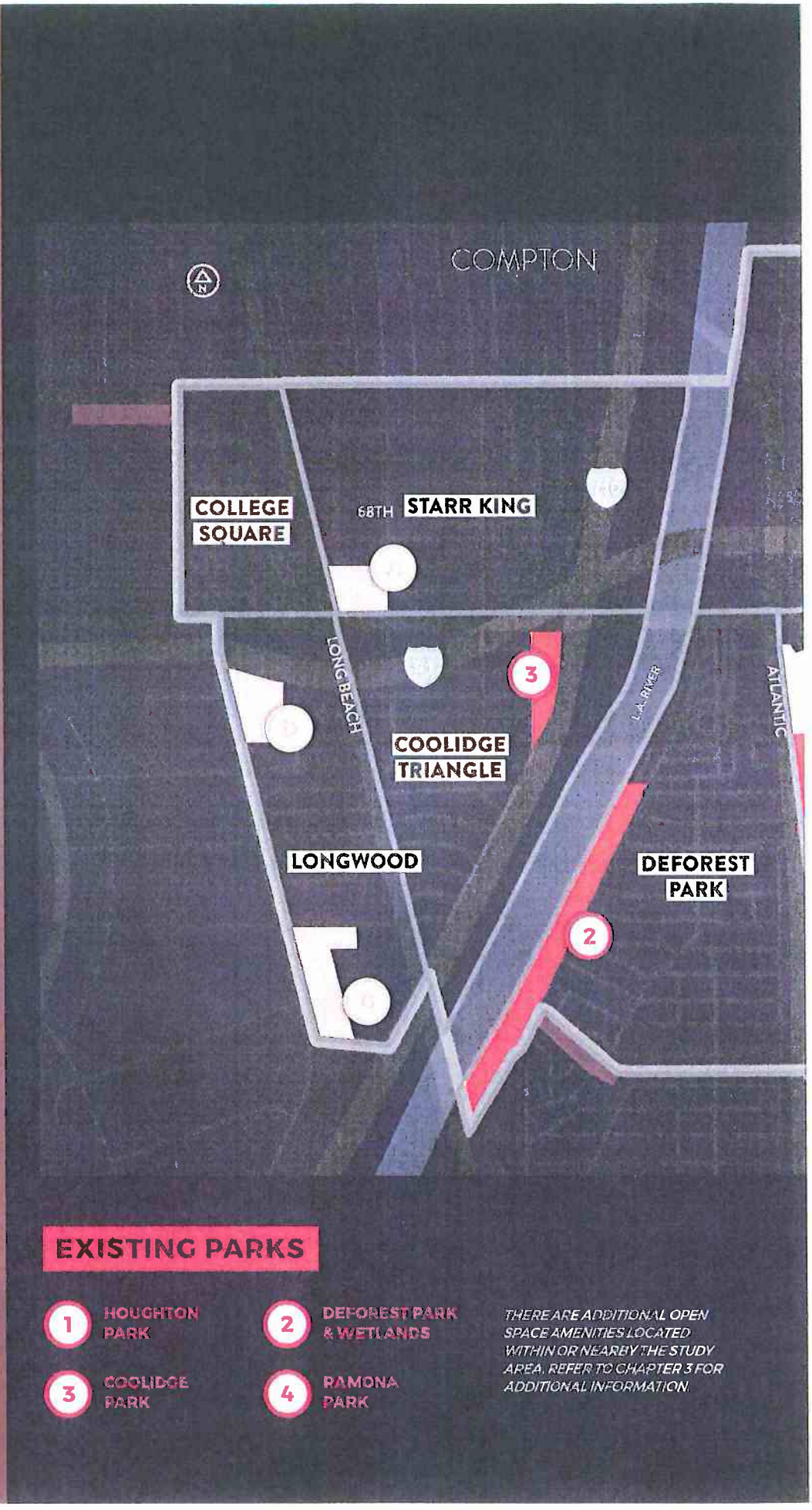
1. CONSIDERING PARKS AS KEY INFRASTRUCTURE NEEDED TO MAINTAIN AND IMPROVE THE QUALITY OF LIFE FOR ALL COUNTY RESIDENTS.
2. EMPHASIZING BOTH COMMUNITY PRIORITIES AND DEFERRED MAINTENANCE PROJECT.
3. SUPPORTING A NEED-BASED ALLOCATION OF FUNDING FOR PARKS & RECREATION.
4. USING A NEW SERIES OF METRICS TO DETERMINE PARK NEED.

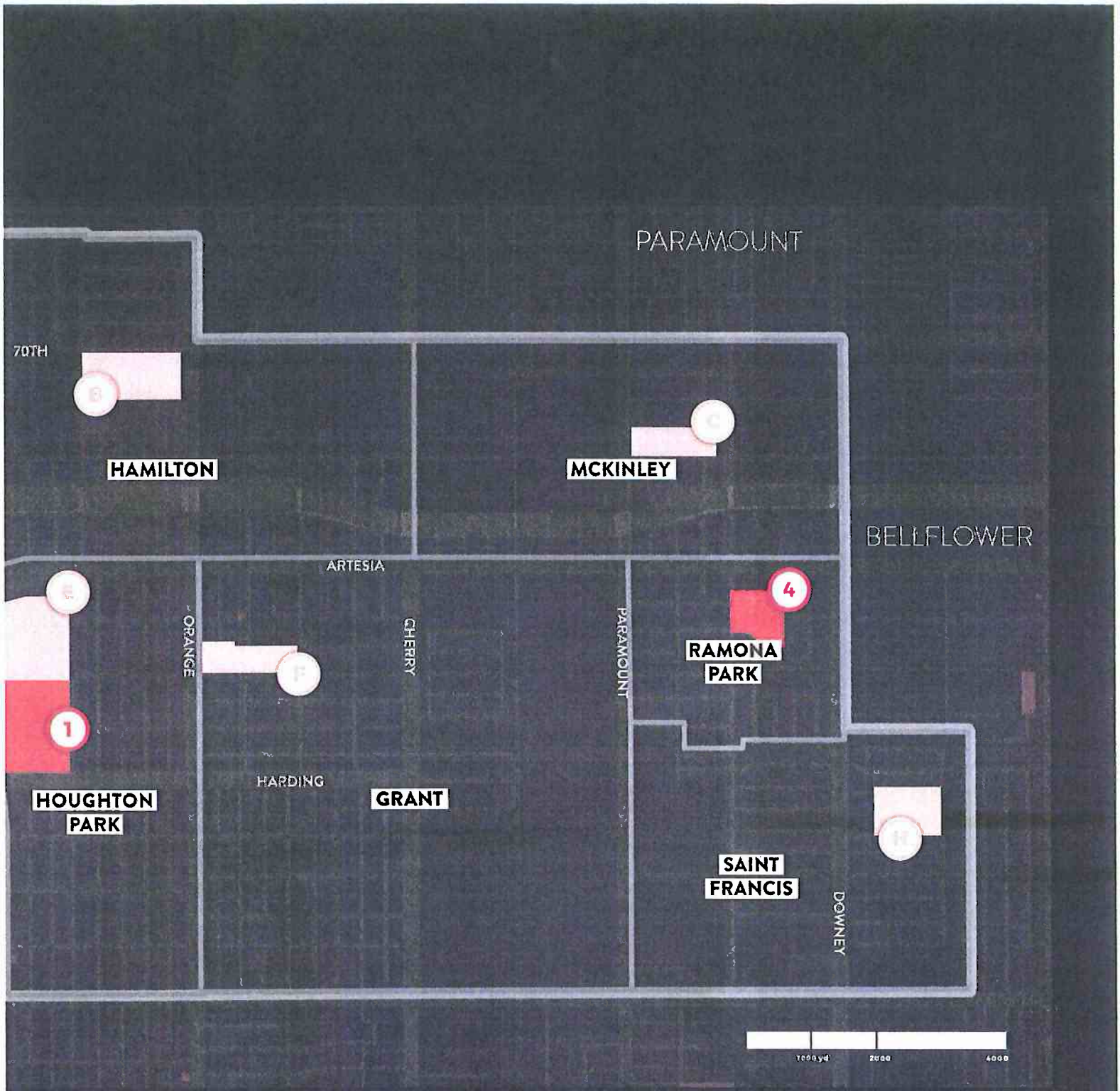




There are 11 neighborhoods within the study area which all are unique in character and community. According to the 2010 U.S. Census, roughly 58 percent of the population are Hispanic, roughly 19 percent are black, roughly 10 percent are non-Hispanic whites, and roughly 12 percent are Asian. There are also 12 neighborhood associations and community groups that represent each of the neighborhoods. These neighborhoods are:

- COLLEGE SQUARE
- STARR KING
- HAMILTON
- MCKINLEY
- LONGWOOD
- COOLIDGE TRIANGLE
- DEFOREST PARK
- HOUGHTON PARK
- GRANT
- RAMONA PARK
- SAINT FRANCIS





NEARBY SCHOOLS

- A STARR KING ELEMENTARY SCHOOL
- B HAMILTON ELEMENTARY SCHOOL
- C MCKINLEY ELEMENTARY SCHOOL
- D JORDAN PLUS HIGH SCHOOL
- E JORDAN HIGH SCHOOL
- F GRANT ELEMENTARY SCHOOL
- G COLIN POWELL ELEMENTARY SCHOOL
- H CAPTAIN RAYMOND COLLINS SCHOOL

OPEN SPACE PLAN GOALS

The Uptown Open Space Vision Plan should be considered an amendment to the Open Space Element of the Long Beach General Plan. The General Plan sets forth the goals, policies and directions the City will take in managing its future. The General Plan is the citizens' "blueprint" for development; the guide to achieving our vision. The Uptown Open Space Vision Plan is not a comprehensive plan for maintenance and programming, and it is solely focused on North Long Beach, recognizing the need to address public open space equity within this community. There are elements within this Plan that can be applied to other parts of the city, especially identifying to open space and greenway opportunities, along with broader policies and potential funding mechanisms, but this is intended solely for the Plan's study area. The research and analysis, along with the community engagement, were focused on fulfilling the following goals of the Plan:

- Build upon previous planning efforts including the Los Angeles County Needs Assessment and City of Long Beach General Plan Update.
- Identify opportunities for new open spaces and parks based on a community needs assessment.
- Identify potential mechanisms, policies, and funding sources for expanding and maintaining new public open space.
- Develop potential concepts for programming and construction budget for identified priority projects.

PLAN STRUCTURE

The Uptown Open Space Vision Plan is formatted to provide a complete picture for why, where, when and how to expand publicly accessible open space in North Long Beach. The Uptown Open Space Vision Plan is grounded by case studies, best practices, statistics, considerable community input and adopted policy, insuring the projects, programs and policies proposed in the plan contain significant value.

1 INTRODUCTION
Frames the Uptown Open Space Vision Plan's purpose, scope, and function.

2 CONTEXT
Profiles the physical, social, and economic landscape.

3 FOUNDATION
Describes North Long Beach's open space network.

4 OPPORTUNITY
Presents the potential for open space given existing constraints.

5 COMMUNITY
Captures community opinion as it relates to open space and recreation.

6 VISION
Imagines a bold future open space network in North Long Beach.

7 IMPLEMENTATION
Maps out how the vision will be implemented over time.

8 APPENDIX
Additional information that supplements the main document.

HOW IS THIS PLAN IMPLEMENTED?

The Uptown Open Space Vision Plan is to be implemented incrementally over time as funding becomes available, envisioning a thirty year period. The most publically visible method of implementation is when the Plan is used to increase or consolidate land, programs, or services and support funding to develop new or expanded parks in North Long Beach. The Plan also creates priorities for strategic planning, evaluation of amenities and programs in these future parks, and spending of budgeted capital improvement dollars. The Plan provides a strategic guide for investments within the city and shows potential funders the basis for new park development through the depth of analysis, community input and collective consideration when identifying open space for the community. The Uptown Open Space Vision Plan will provide the bridge between different administrations, ensuring that incremental development of open space remains consistent within the larger park and greenway network.

1 INTRODUCTION > 2 STRATEGIES > 3 OPPORTUNITY TYPES > 4 PROJECTS

GUIDING PRINCIPLES FOR THE UPTOWN OPEN SPACE VISION PLAN

The Uptown Open Space Vision Plan is grounded on a series of guiding principles that analyze the existing conditions of the community and open space network, study of previous plans and best practices and deliberate conversations with residents and local stakeholders within the study area. This allows the authors of the Plan, department staff and policymakers to understand the drivers of the program, policies and projects that result from it. The guiding principles are as follows:

Strive to increase the total size of publicly accessible open space to reach greater parity with other parts of the city.

Use new park space to reduce impacts from the local environment while improving availability of healthy activities.

Provide opportunities for open space and recreational activities within walking distance of every resident.

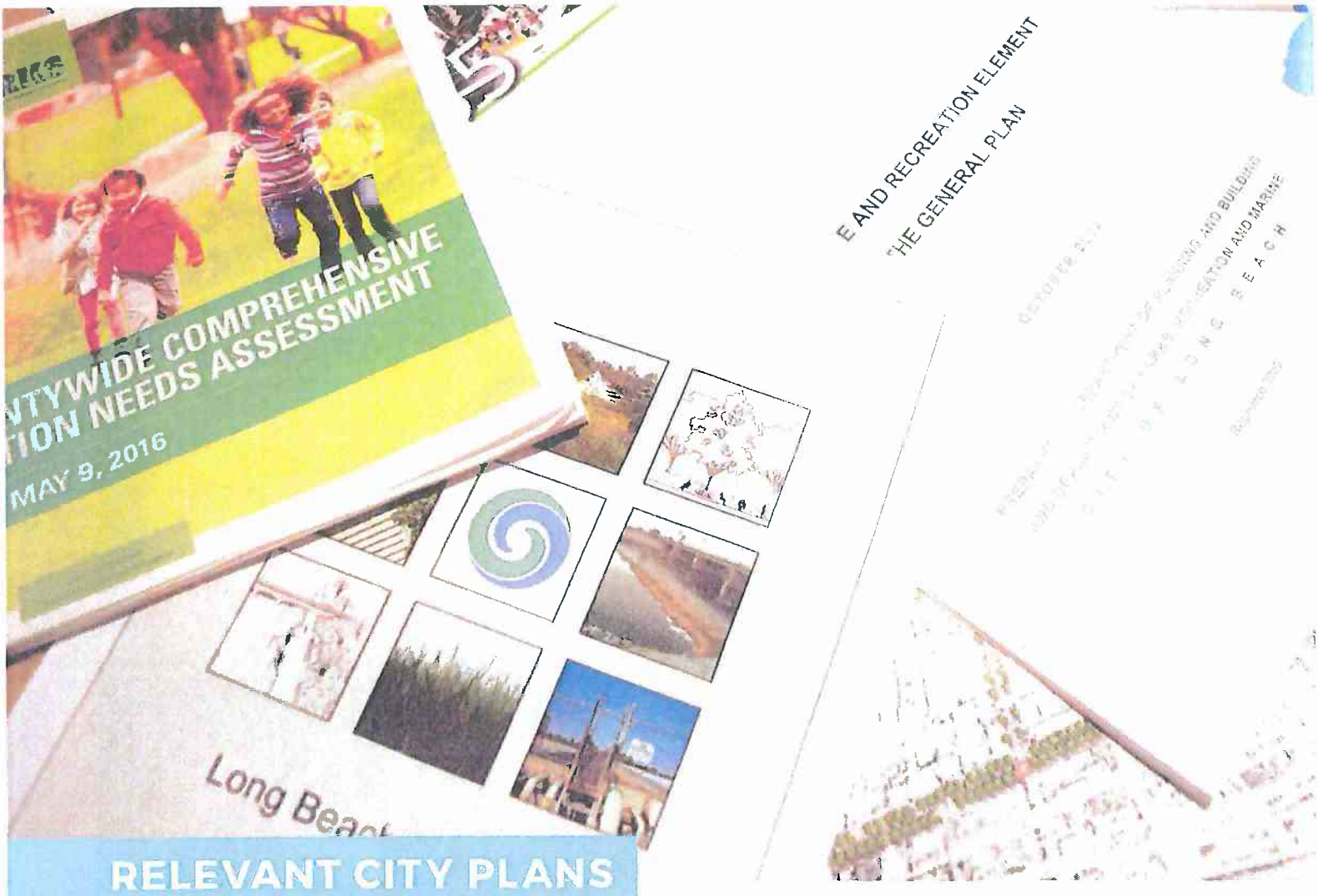
Link open spaces and greenways into a continuous living system that connects local residents to wildlife and nature.

Plan and design the open space network to be environmentally and economically sustainable.

Create ways to better utilize public space in dense and built-out neighborhoods.

CONTEXT

The Uptown Open Space Vision Plan builds upon previous planning efforts and spatially analyzes the need for open space through a multidisciplinary approach.



RELEVANT CITY PLANS AND POLICIES

This Uptown Open Space Vision Plan is built upon years of previous work related to analyzing the North Long Beach environment, engaging community stakeholders and developing plans related to open space. The following pages summarize each of these foundational plans and describe the key elements that have led to the development of the Uptown Open Space Vision Plan. This chapter also presents an existing conditions analysis based on the Los Angeles County Park Needs Assessment as well as other studies to identify areas of greatest open space need as well as the gaps in the open space network. The analysis uses several types of indicators that all affect a person's access to open space including public health, transportation, land use, environmental health, and demographic information.

The following is an overview of planning efforts that have been adopted or are in the process of formulation with relevance to identify new open space opportunities in the Uptown Open Space Vision Plan. Key elements were identified to reveal specific projects, policies or implementation strategies for developing new and expanded public open space and enhanced linkages between existing and new parks and neighborhoods. The following planning documents are ordered based on their influence to the overall Plan.

TOP
Some of the existing planning documents that support the development of the Uptown Open Space Vision Plan.

ABOVE INSET
Barriers such as this street light and freeway on-ramp limits various users from accessing destinations.

PARKS NEEDS ASSESSMENT

LA County | June 2016
Los Angeles County Parks

The County of Los Angeles embarked on a multi-year parks assessment to determine the needs for park repairs, new amenities and new parks across the county's incorporated and unincorporated areas. Demographic analysis, multi-agency and facility assessments were conducted throughout the county to establish priorities for a bond measure that was approved by 75 percent of voters in November of 2016. The bond measure assessed properties over the next thirty years to fund park maintenance, new amenities and the development of new parks in communities of need.

KEY ELEMENTS

Develop walking and fitness trail along the surplus right-of-way and embankment of the SR-91 Freeway.

Expand Davenport Park through the second phase development project.

GENERAL PLAN UPDATE OPEN SPACE AND RECREATION ELEMENT

Citywide | October 2002
Parks, Recreation and Marine

The Open Space and Recreation Element addresses the requirements of open space planning with a special emphasis on planning for public recreation. Four topical areas are required to be covered by Open Space and Recreation Elements: [1] open space for the preservation of natural resources, [2] open space for the managed production of resources, [3] open space for public health and safety, [4] and open space for outdoor recreation. The material herein on open space for the preservation and production of natural resources and open space for public health and safety is somewhat condensed in this Open Space and Recreation Element. It is recognized that in this large and diverse community these topics deserve special focus.

KEY ELEMENTS

OS POLICY 1.4: Work to acquire and restore lands along the San Gabriel and Los Angeles Rivers and wetland habitats and greenways.

OS POLICY 3.3: Identify areas of flood, earthquake fault, noise and other hazards for purposes of open space acquisition.

OS POLICY 4.8: Analyze opportunities for open space linkages including bicycle trails, rights-of-way, parks, rivers and beaches; and develop an integrated open space and recreation trails plan.

OS POLICY 3.1: Identify the need for, and maintain, open space buffers to protect lives and property from natural and manmade disasters.

OS POLICY 4.1: Inventory and analyze City-owned lands, blighted properties and former oil drilling sites to identify parcels that can be converted to open spaces or parks and recreation.

OS POLICY 4.11: Create a top-level committee composed of the City Council, administrators, and key Long Beach Unified School District [LBUSD] officials to enhance utilization of school sites for public recreation.

PARKS, RECREATION & MARINE STRATEGIC PLAN

Citywide | April 2003
Parks, Recreation and Marine

The Department of Parks, Recreation, and Marine developed a strategic plan to identify current issues and potential future challenges to the Department and to develop strategies for meeting them. The resulting plan incorporates many elements of the City's Strategic Plan and is used to direct the department's recreational programming, park and facility development and improvement, and administrative decisions for the next ten years. The mission of the Long Beach Department of Parks, Recreation, and Marine, "We create community and enhance the quality of life in Long Beach through people, places, programs, and partnerships," guides the focus and vision of the Strategic Plan.

KEY ELEMENTS

Increase public access to school district recreational facilities.

Increase open space access as well as the total amount of park space in Long Beach.

Acquire and develop a park at the location of 501 East 67th Street.

GENERAL PLAN UPDATE LAND USE ELEMENT

Citywide | Ongoing
Development Services

The Land Use Element directs the long-term physical development of the city by guiding use, form and characteristics of improvements on the land. It designates the location, types and intensity of housing, businesses, industries, open spaces, public buildings, airports, ports, marinas and other uses in Long Beach. It also focuses on the city's urban form and character by addressing the height and massing of buildings, the relationship between building façades and public sidewalks and streets, and character features such as community gathering places or pedestrian amenities. In essence, the element sets out the ultimate physical pattern of development and how buildings are used in Long Beach.

KEY ELEMENTS

LU POLICY 19-7: Identify and establish wildlife movement corridors between urban open spaces, wetlands and the San Gabriel and Los Angeles Rivers.

Expand publicly accessible open space by transitioning Southern California Edison right-of-way [SCE ROW] and facilities east of Orange Avenue to a park.

LU POLICY 20-1: Transition the Los Angeles and San Gabriel Rivers to more attractive, multi-functional, healthier environments that are easily accessible for passive recreation.

GENERAL PLAN UPDATE MOBILITY ELEMENT

Citywide | October 2013
Development Services

The Mobility Element establishes the vision, goals, policies, and implementation measures required to improve and enhance the city's local and regional transportation networks, transforming Long Beach into a community that balances the needs of all modes of transportation as well as the health and quality of life for residents. This Element presents the City's future plan for improving the way people, goods and resources move from place to place.

KEY ELEMENTS

Strengthen the pedestrian linkages on Long Beach Boulevard, Artesia Boulevard and Atlantic Avenue.

Treat streets as an important part of the public open space system, and integral part of the city's urban forest.

Introduce bike boulevards on various neighborhood streets throughout North Long Beach.

Add class II bike lanes on Long Beach Boulevard, Artesia Boulevard, Harding and South Street.

GENERAL PLAN UPDATE URBAN DESIGN ELEMENT

Citywide | Ongoing
Development Services

The Urban Design Element defines urban design guidelines that represent the values of the Long Beach community, ensuring that the built environment continues to contribute to the identity and qualities that make the city a unique and desirable place for people to visit and call home. The intended outcome of this Urban Design Element is to strengthen the existing areas of the city that are already illustrative of the identity and qualities representative of the community's values. At the same time, urban design goals and strategies for weaving areas of land use conflict back into the urban fabric of the city will be outlined. Urban design goals and strategies will be informed by the defined values of the community and the context of the City of Long Beach.

KEY ELEMENTS

Create, restore, and preserve Open Space using Southern California Edison right-of-way [SCE ROW] and facilities east of Orange Avenue to open space and acquiring the property at 501 East 67th Street.

POLICY UD 29-3: Look for opportunities on underutilized streets to repurpose where unused roadway can become open space [i.e., an enlarged parkway, greening unpaved alleys, linear, or pocket park].

POLICY UD 28-1: Provide leadership and work with the community to restore and rehabilitate habitats and lands along the San Gabriel River and Los Angeles River, the Los Cerritos Wetlands, Colorado Lagoon, and the Alamitos Bay, Los Cerritos Wetlands, Colorado Lagoon, and the Alamitos Bay.

POLICY UD 32-3: Transform underused lots and public properties into vibrant, social, public spaces to accommodate community gatherings and events.

RIVERLINK PLAN

LA River | January 2008
Parks, Recreation and Marine

The RiverLink Plan provides a framework to connect west side neighborhoods, and greater Long Beach, with the Los Angeles River. The RiverLink concept took root in January 2003, studying the opportunities to create a continuous greenway along the east bank of the Los Angeles River. The west bank of the Los Angeles River was not included in the study, but there is possibility to transfer some of the design concepts to the west bank as the overall I-710 Freeway Plan is implemented. RiverLink seeks to define a sense of place and envision possibilities for an integrated open space system for the west side of Long Beach.

KEY ELEMENTS

Develop Southern California Edison right-of-way (SCE ROW) to the east of the Los Angeles River to Orange Avenue.

Enhance active transportation connections to the Los Angeles River trail.

Improve active transportation east-west connections of the Los Angeles River and I-710 Freeway.

LOS ANGELES RIVER PLANS

Various collection of L.A. River vision maps

Beyond the Riverlink Plan that studied open space opportunities along the Los Angeles River within the City of Long Beach there have been numerous regional studies of the five miles of the Los Angeles River that includes those portions in Long Beach. From the 1930 Olmsted Plan for the County of Los Angeles to efforts by the Lower Los Angeles River Working Group, River LA and Friends of the Los Angeles River, there are many visions that include the channel as well as the areas on either side of its banks. While much of the emphasis of landscape and urban designers has been within the City of Los Angeles, the significant public investment that is coming through the I-710 Freeway expansion should provide greater light on the Lower Los Angeles River in the Gateway Cities. Despite varied study areas, scopes and considerations there are a number of parallel elements to these various plans.

KEY ELEMENTS

Use the Los Angeles River as a regional activity trail for bicycling, walking, running and where available equestrians.

Expand stormwater management capacity through environmentally sustainable methods without impacting necessary hydrology.

Utilize adjacent residual undeveloped spaces and infrastructure for new parks, wildlife habitats and open spaces.

Strengthen linkages on between the east and west bank of the river.

COMMUNITY LIVABILITY PLAN

I-710 Element | February 2008
Public Works

Committing to develop and implement a Community Livability Plan for the I-710 corridor neighborhoods in the City of Long Beach is a natural outgrowth of a single crucial realization: neighborhoods within the I-710 corridor bear a disproportionate share of the negative impacts resulting from the operation of the I-710 Freeway and the Ports of Long Beach and Los Angeles. Further, they receive few of the benefits derived from the $3 billion in goods that are transported through their neighborhoods that arrive through the two ports. This plan seeks to bring a better balance between residents' exposure to environmental and health hazards, and the benefits and investments they want and need in order to maintain a healthy environment in which to live, learn, work and play.

KEY ELEMENTS

Create an urban forest buffer between I-710 Freeway and Coolidge Triangle neighborhood.

Use the Southern California Edison right-of-way to develop a greenbelt east and west of I-710 Freeway/Los Angeles River.

Transform West South Street into a greenbelt using parkway improvements as well as vacant properties.

Install Class 2 bike lanes and bike boulevard along Harding Street.

NORTH LONG BEACH DESIGN GUIDELINES

Uptown | July 2005
Redevelopment Agency

The North Long Beach Design Guidelines are intended to serve as a guide for property owners and developers who are planning new development projects or renovation of existing structures in North Long Beach and for City of Long Beach Redevelopment Agency and Planning staff who review those projects. The guide includes recommendations on how to provide street landscaping, greening and overall improvement of visual character, as well as how to upgrade and maintain public infrastructure, including streetscape and landscape improvements in all districts.

KEY ELEMENTS

Enhance linkages along thoroughfares using medians, street trees and other landscape treatments.

COMMUNITY SNAPSHOT

The community snapshot provides an overview of important community parameters including population, language isolation, race and ethnicity, and age distribution. The Los Angeles County Park Needs Assessment used these and other key community characteristics as a dashboard comparison between the study areas delineated across the county.

Having a greater understanding of the larger community helps ensure that the open space recommendations respond directly to community-identified needs. The need for open space can be understood in terms of total residential population by observing the amount of open space acreage per 1,000 people.

It is also important to understand the percentage of people who are isolated within the community. Studying the map of population distribution by race and ethnicity can inform a culturally sensitive ideation of recommendations. Lastly, by understanding the population distribution by age, age groups that are normally not considered in the planning process can participate as well. The following pages provide a summary of the Los Angeles County Park Needs Assessment and presents their relevance to the overall Plan.

TOP
Mural in North Long Beach indicating where local landmarks are located in the community.
PHOTO COURTESY OF KABOOM!

ABOVE INSET
Los Angeles Neighborhood Land Trust facilitating a workshop for the LA County Park Needs Assessment.
PHOTO COURTESY OF LOS ANGELES COUNTY DEPARTMENT OF PARKS AND RECREATION

POPULATION

The metric of population evaluates the expanded study area's basis and represents the total number of people living within the Los Angeles County Park Needs Assessment study area boundary. Los Angeles County population estimate data was processed to distribute populations to a one acre grid system so that populations are more accurately represented within each study area. Del Amo Boulevard was used as the demarcation line for the expanded study area making up North Long Beach. At over ninety thousand, the residential population makes up almost exactly one-fifth of the entire city, including the entirety of Council District 9 and the majority of Council District 8.

Residential population is most often one of the primary determinants for calculating the need for open space, with further layers based on need and access. For example, the City of Long Beach states in the Open Space Element Update of the General Plan the goal of achieving 8 acres of open space per 1,000 residents. Given that the study area has 0.9 acres of open space per 1,000 residents, there is a clear need for more open space based on population.

POPULATION

93,811

STUDY AREA		LONG BEACH GOAL
0.9	vs.	8.0
ACRES OF PARK PER 1000 PEOPLE		ACRES OF PARK PER 1000 PEOPLE

LINGUISTICALLY ISOLATED POPULATION

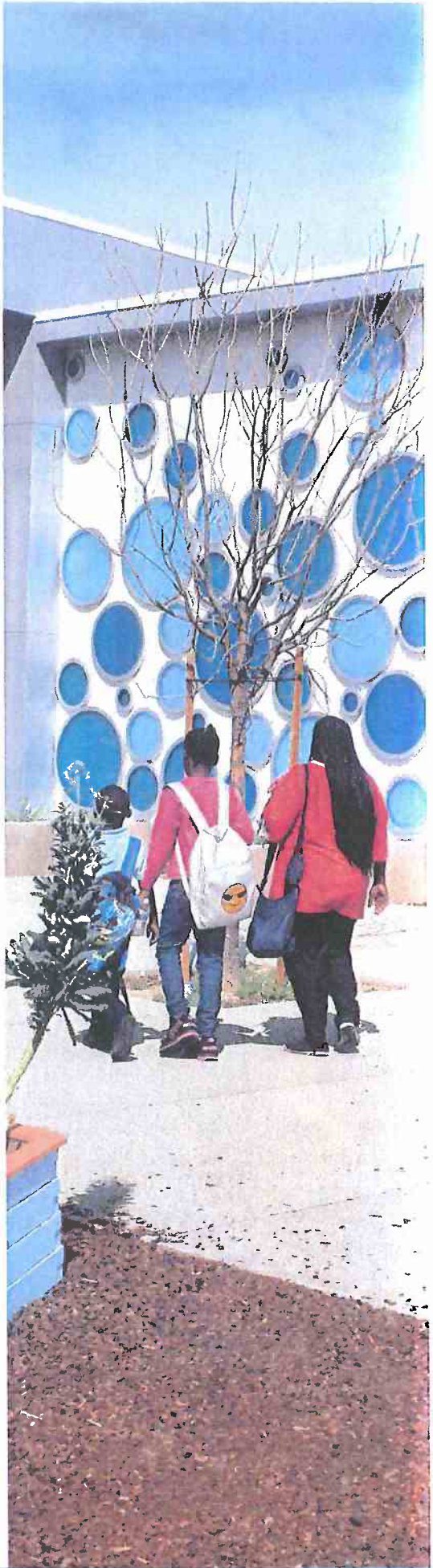
This is a population in which all members that are 14 years or older speak a non- English language and also speak English less than "very well." The percent reported in the report is the total percent of the population in the Study Area that is linguistically isolated. In addition, the language spoken by the greatest percent of the linguistically isolated population is noted.

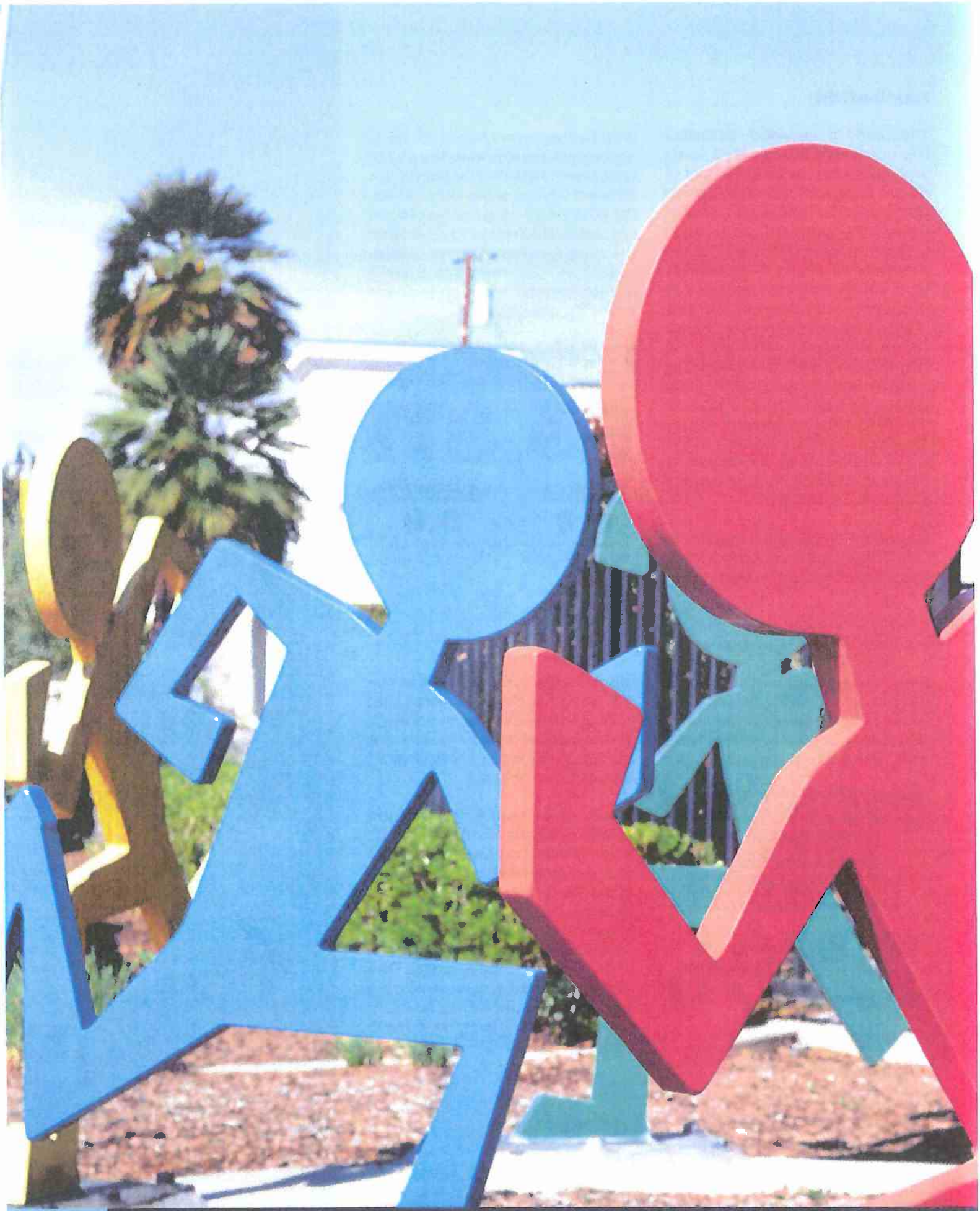
Public open space can provide shared social space for residents who otherwise find themselves isolated due to their limited understanding of the English language. Linguistic isolation between the County and expanded study area are fairly consistent at just over a quarter of the respective populations. The highest percentage of those who are linguistically isolated are Spanish-speakers, which is the case in North Long Beach as well.

LINGUISTICALLY ISOLATED POPULATION

27%

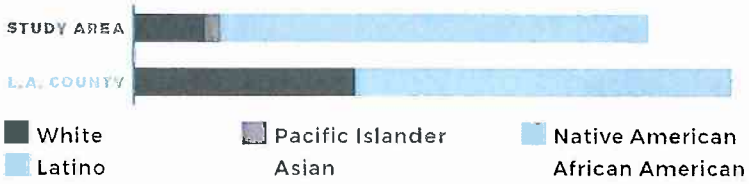
THE COUNTY AVERAGE IS 26% AND THE DOMINANT LANGUAGE AMONG THOSE WHO ARE LINGUISTICALLY ISOLATED IS SPANISH





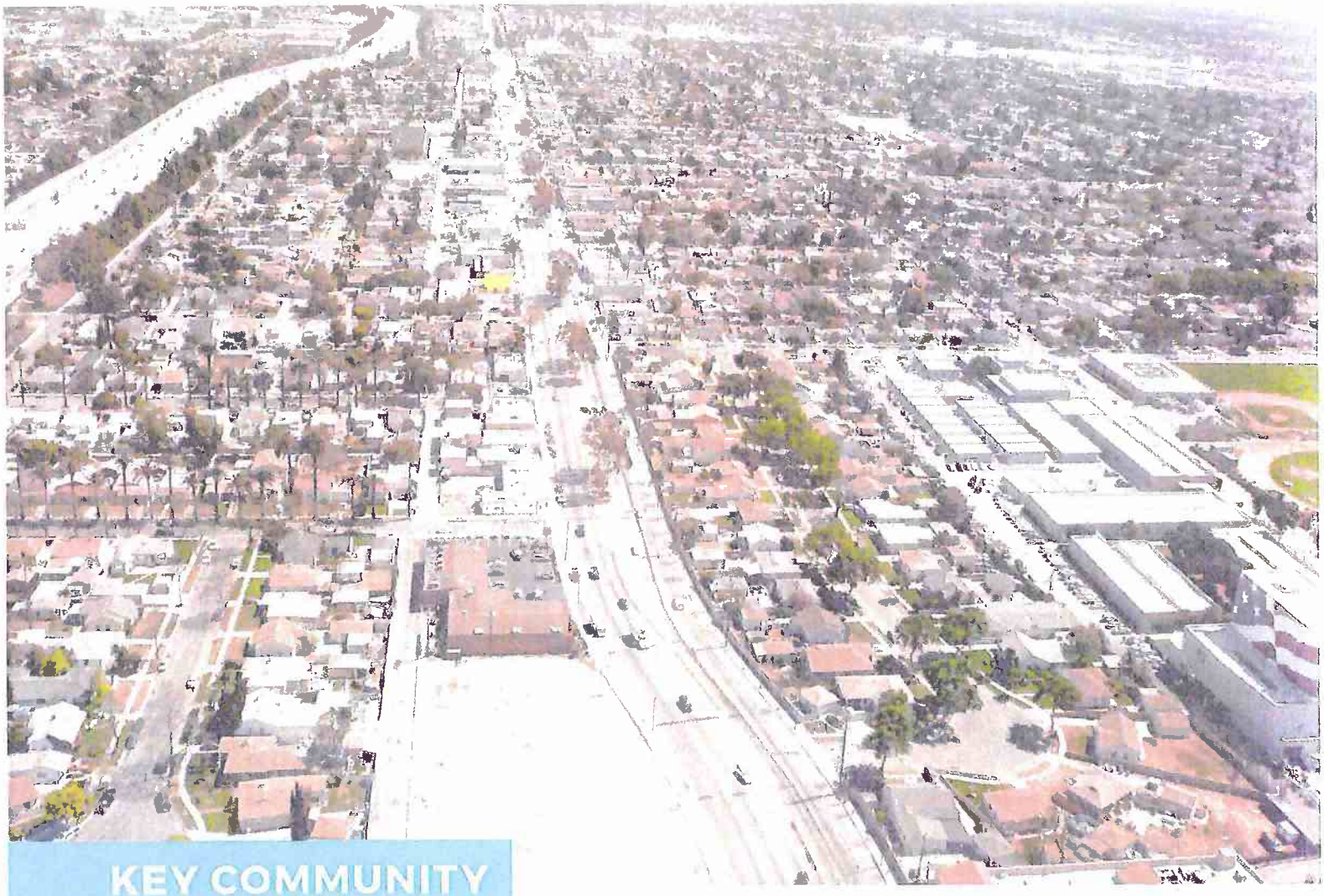
POPULATION DISTRIBUTION BY RACE/ETHNICITY

The data on race was compiled from U.S. Census Bureau American Community Survey 5 year estimates [2010], and further processed by Los Angeles County to address any data inaccuracies. The U.S. Census Bureau collects racial data in accordance to guidelines provided by the U.S. Office of Management and Budget [OMB]. This data is based on self-identification. OMB requires that race data is collected for a minimum of five groups: White, Black or African American, American Indian or Alaska Native, Asian, and Native Hawaiian or other Pacific Islander. The data used to report information on Asian ethnic groups is from the 2010 US Census, and thus does not reflect any changes to the distribution of these ethnic groups since that time. There are numerous studies of how different cultures have come to use public open space of all kinds, and these spaces should respond to these users while being flexible to adapt to those differences. Unlike the large county population, the expanded study area has a racial majority made up of Latinos [in the county, there is a Latino plural majority]. African Americans make up a nearly a quarter of North Long Beach's population, while Whites and Asian Americans make up most of the remaining quarter.



POPULATION DISTRIBUTION BY AGE

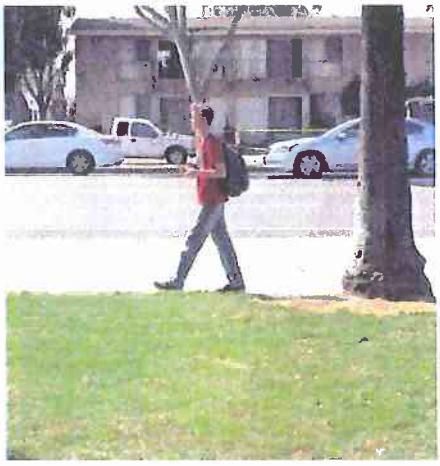
The age groups shown in the statistics represent children [ages 0-9]; tweens and teens [10-17]; young adults [18-24]; adults of typical child-rearing age [25-54]; older adults [55-65] and seniors [65+]. Different age groups have different needs and use patterns for open space that park amenities and programming need to consider. For example, school age children are typically in school during the day while retirees might make use of parks during that time. Nearly half of the residential population within the expanded study area are below 25 or above 65 years of age with similar comparisons to Los Angeles County at large. That proportion adjusts to a younger population in North Long Beach though maintains a fairly consistent working age population. The typically retired age residents [65+] make up less than a quarter of that population.



KEY COMMUNITY CHARACTERISTICS

The Los Angeles County Parks Needs Assessment emphasized a series of select indicators when highlighting communities in need. Population density, poverty, vehicle access, obesity and asthma E.R. visits were documented though varying scales of geography, ranging in areas as large as zip codes to as small as census tracts. The community characteristics are based on a cross section of socio-economic, public health and pollution indicators.

The community characteristics provide an interdisciplinary understanding of where open space is most needed. Population density helps to spatially indicate where imbalances between the ratio of parks to people exist. Households without access to vehicles inform the level of accessibility to nearby parks. An examination of poverty levels offers information as to which communities would benefit the most from free recreational services and activities. Understanding the relationship between the built environment and public health, areas of high childhood obesity indicates a relationship to existing park locations. Lastly, studying where concentrated cases of emergency room visits for asthma treatment occurs is important as parks can provide environmental health benefits as well.



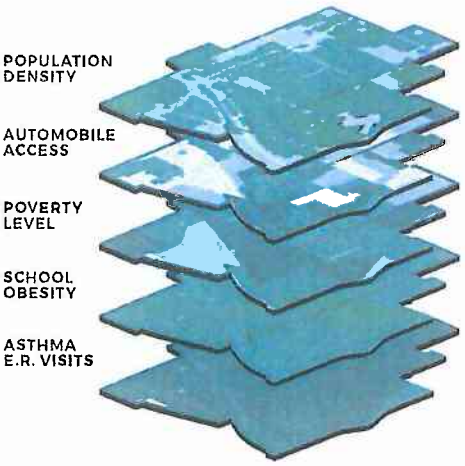
TOP
Bird's eye view of North Long Beach facing east along the south side of the 91 Freeway.

ABOVE (LEFT)
Pedestrian walking down Atlantic Avenue, near Houghton Park/Veteran's Valor Plaza.

COMBINED COMMUNITY CHARACTERISTICS

This map shows the result of overlaying the previous five maps [poverty, population density, no vehicle access, school obesity and asthma E.R. visits]. The data are classified into five categories: very low, low, moderate, high, and very high using a quantile-based approach.

Areas shown in the "very low" category generally have low rates of poverty, population density, low rates of no vehicle access, low rates of obesity, and low numbers of asthma E.R. visits. Conversely, areas in the "Very High" category generally have high rates of poverty, high population density, high rates of no vehicle access, high rates of obesity, and high numbers of asthma E.R. visits. The very high rate neighborhoods tend to gravitate toward the northwest and northeast corners and south portions of the expanded study area. The Powell, Coolidge Park, Hamilton, and Grant neighborhoods have fairly low rates.

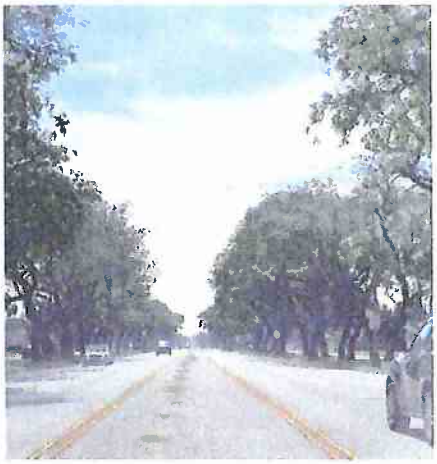


SEE APPENDIX FOR DETAILED MAPS AND DESCRIPTIONS.

PHYSICAL ENVIRONMENT

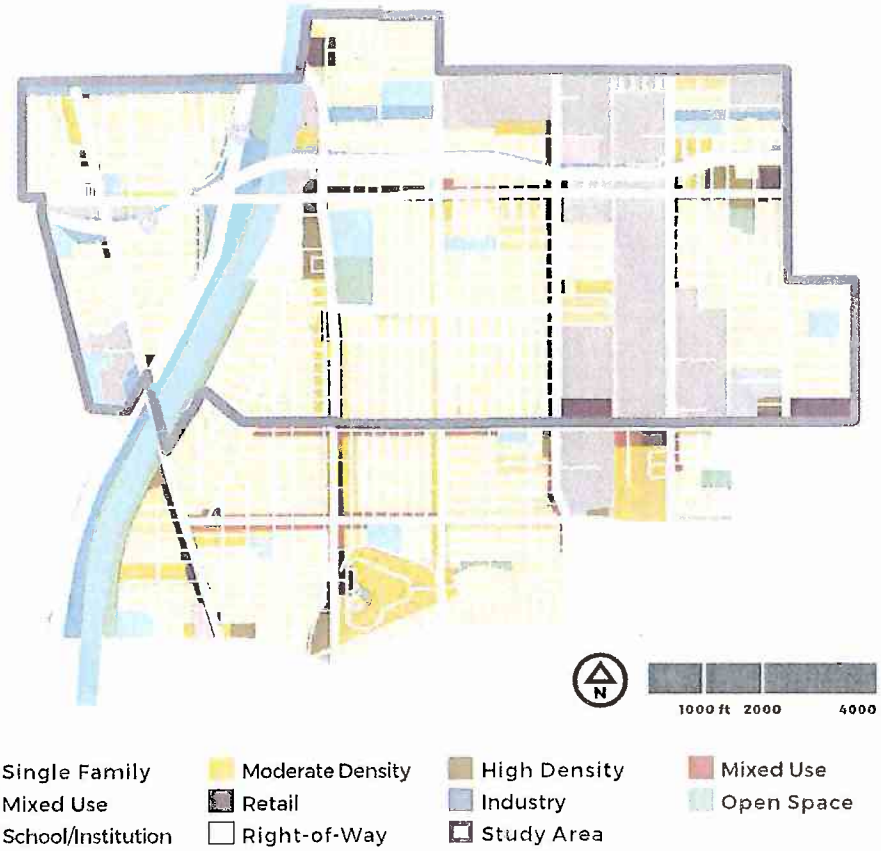
It is important to study the characteristics of the physical environment that affect the economic, environmental and medical health community. The functional relationships and interconnectivity can allude to why portions of the city might perform more cohesively than others. Infrastructure, transportation networks and land-uses vary greatly in their respective makeup, taking decades to change, even with the most deliberate planning and investment.

An observation of the existing land-use pattern provides an understanding of the diverse built environment and areas of open space potential and conflict. A closer examination of the block structure shows the limits to pedestrian connectivity, such as long blocks and physical barriers. By also studying transit and bicycle connectivity, which relate to a larger active transportation network, it is possible to determine opportunities for a larger open space network. Lastly, observing the bicycle and pedestrian collisions map shows potential infrastructure improvement locations to enhance accessibility to open space. The analysis of the built environment helped to begin the conversation with stakeholders as to the physical opportunities and challenges of open space planning.



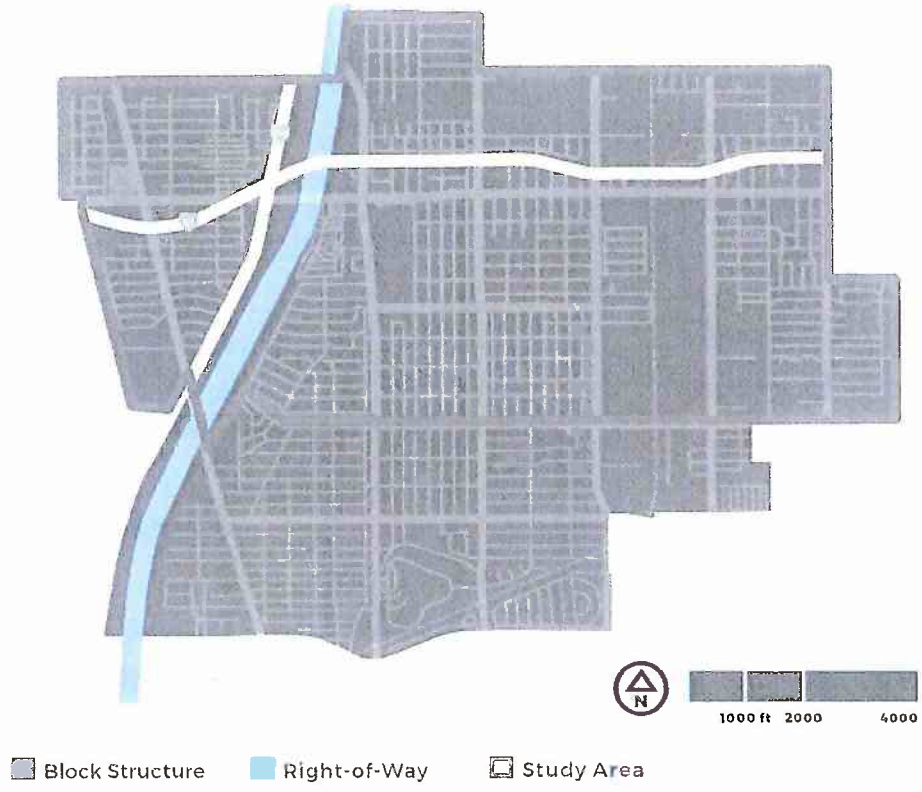
TOP
The street life is activated with an active storefront environment with street furniture and transit accessibility.
PHOTO COURTESY CITY FABRICK

ABOVE INSET
Several of North Long Beach's regional connectors and boulevards are designed for vehicles, some spanning as much as 80 feet of roadway width.
PHOTO COURTESY CITY FABRICK



LAND USE

This map shows the land uses as of 2017 classified as industrial, institutional, open space, residential and commercial functions. Land use planning attempts to balance the highest and greatest use for a property with the economic, environmental and medical health of the larger community. As shown in the map, the study area is mainly comprised of residential areas with commercial uses along major corridors. There are large portions of industrial area as well, especially along the train line. Part of this task includes mitigating past conflicting land uses, often between residential and industrial uses.

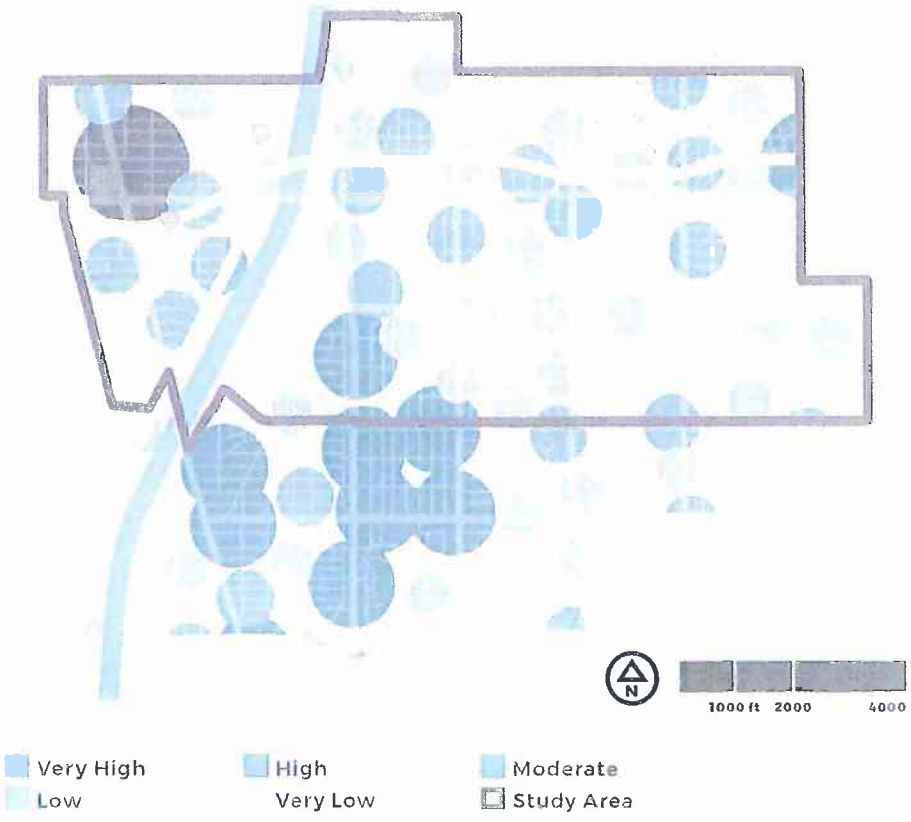


CONNECTIVITY

This map shows the neighborhood blocks divided by street rights-of-way, freeways and the Los Angeles River. The block structure determines relative ability to reach any destination on foot or vehicle. With a continuous street grid with accessible sidewalks, traveling to destinations are relatively consistent with absolute distance. When there are inconsistencies in the network whether from significant infrastructure [like freeways], long street blocks, or large amounts of cul-de-sacs, connectivity and neighborhood cohesion breaks down. In the study area, residential areas have smaller blocks, but such is not the case in the commercial and industrial areas. The freeways, electric transmission corridor, and the Los Angeles River further limit the connectivity of the area.

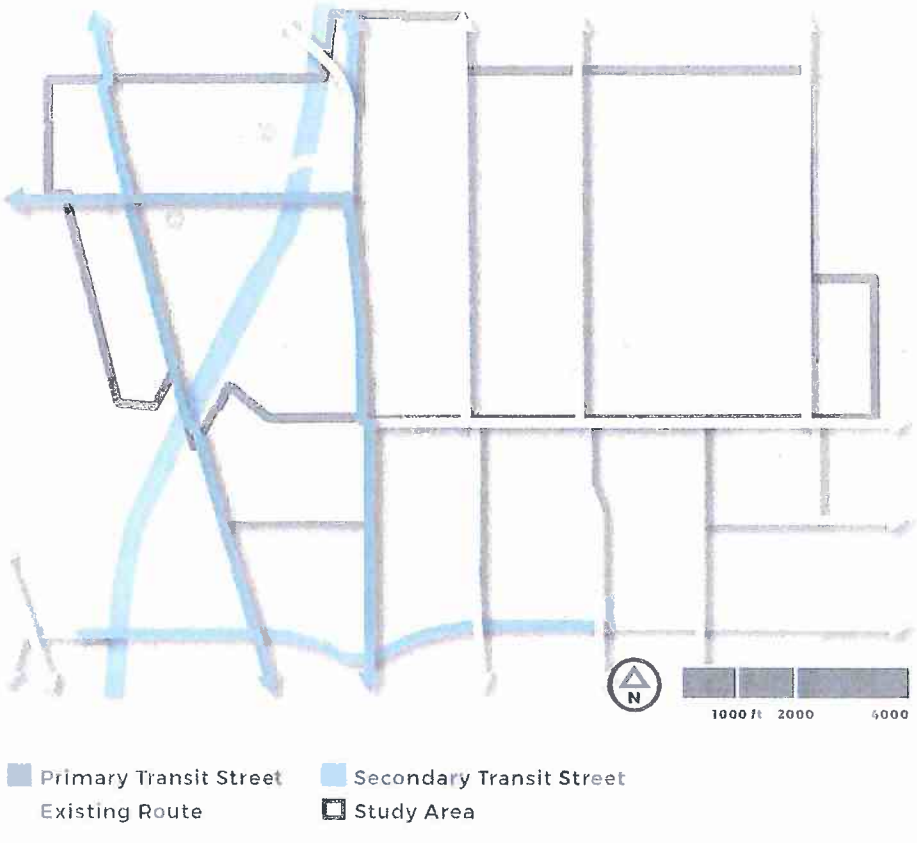
BICYCLE + PEDESTRIAN COLLISIONS

This map shows all bicycle- and pedestrian-related collisions with automobiles, using data from the Transportation Injury Mapping System [2003-2012]. The size of the circle on the map indicates the number of collisions occurring in and around a given location. Point data is clustered to consolidate accidents occurring within 500 feet of one another. This clustering technique simplifies analysis of the data - larger circles indicate more collisions, smaller circles indicate fewer. Based on this spatial analysis, we can identify collision hotspots, with the largest occurring around the Starr King neighborhood.



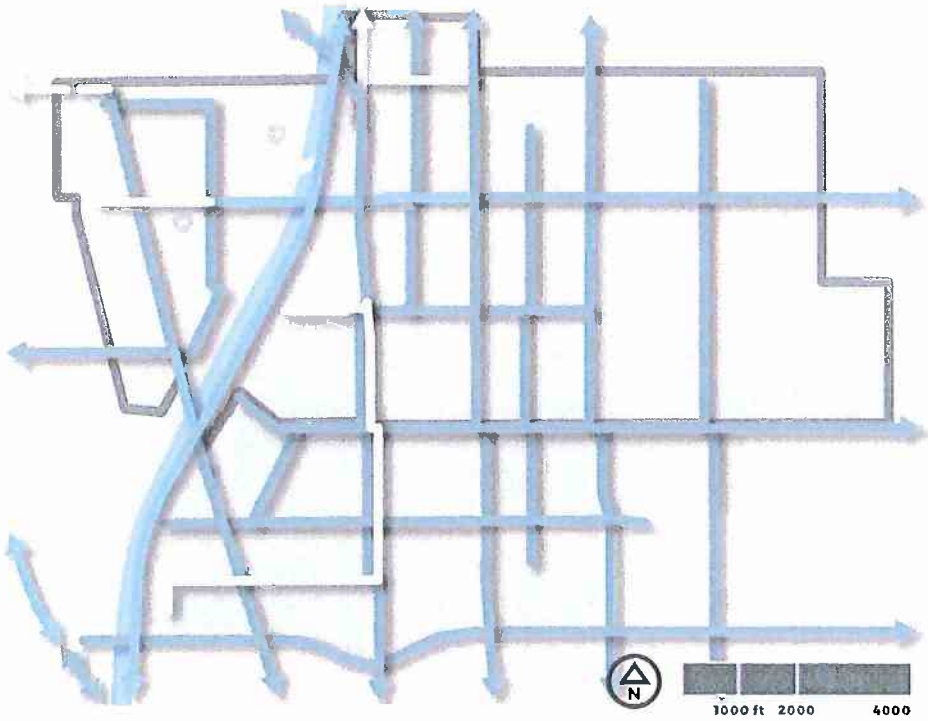
TRANSIT ROUTES

This map shows the transit-priority streets, including primary transit streets and secondary transit streets as determined in the Mobility Element of the General Plan. The backbone of the city's transit system, primary transit streets, provide regional connections, serve a high volume of riders and offer frequent service with transit headways of 15 minutes or less during peak hours. On these streets, transit will be given priority over automobiles. Future improvements for these corridors might include signal prioritization, enhanced bus stops and bus-only lanes. As shown in the map, east-west connectivity is limited and there are opportunities to enhance north-south connections.



BICYCLE FACILITIES

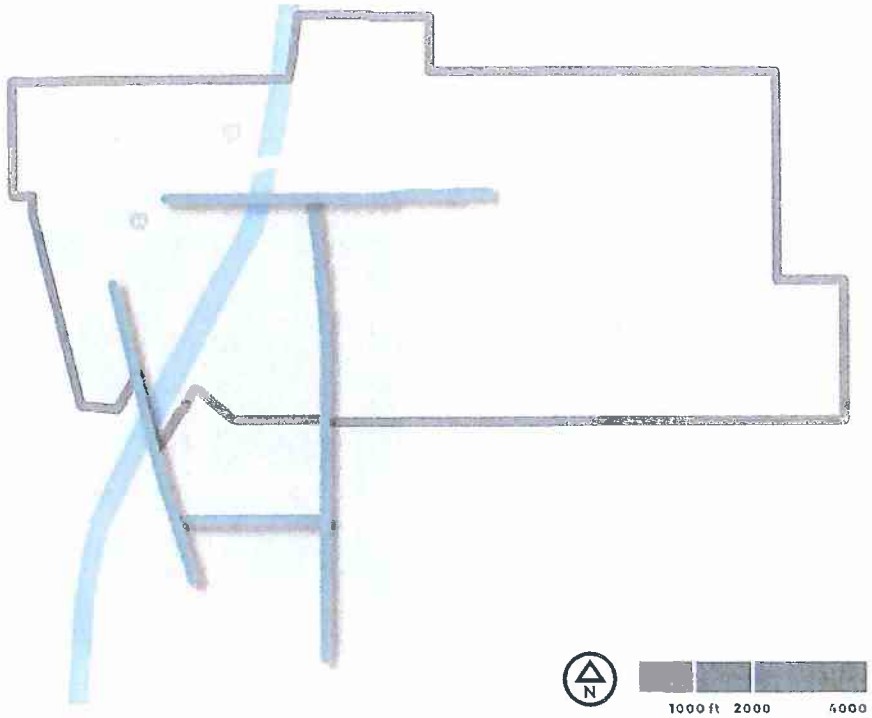
This map shows existing and proposed bikeways as shown in the 2017 Long Beach Bike Master Plan Update. As shown, improvements for each street corridor will include dedicated bicycle paths and bicycle boulevards. The completed network will encourage people of all ages and abilities to ride bicycles for their daily needs. By giving people a safe and convenient way to access transit corridors, the enhanced network will also encourage increased transit ridership. Bicycle-priority corridors can be enhanced as an open space amenity, creating connections for a larger open space network.



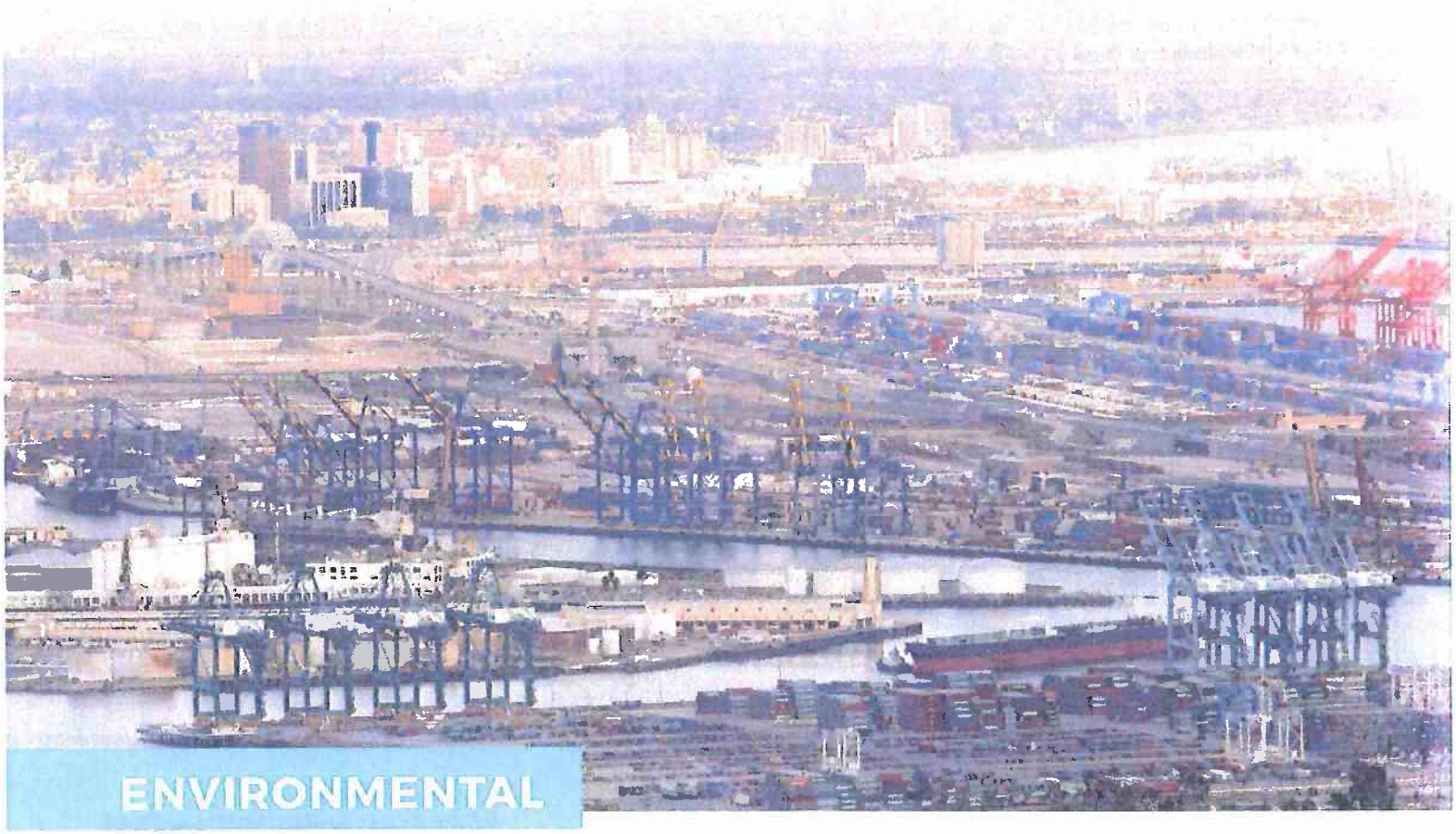
Existing Bikeways
Existing Route
Proposed Bikeways
Study Area

PEDESTRIAN-PRIORITY AREAS

As part of the Long Beach Mobility Element [2013], the City has identified pedestrian-priority areas that make it easier, safer and more enjoyable for people to walk to their destinations. In these areas, pedestrians should take priority over other modes of transportation. For pedestrian-priority areas already deemed walkable, the city will continue to maintain and improve the street design with additional enhancements, including street trees, pedestrian streetlights, benches, trans and recycling receptacles, intersection bulb-outs, bollards, outdoor dining, enhanced crosswalks and landscaped planters. In North Long Beach, these areas include segments of Artesia and Long Beach Boulevards, Market Street and Atlantic Avenue.



Pedestrian-Priority Areas
Study Area



ENVIRONMENTAL HEALTH

There have been several studies that indicate the environmental health benefits of parks and vegetation. Besides the direct effect that regularly inhaling toxic chemicals has on public health, air pollution generally forces local residents to be less physically active, encouraging obesity and other related health impacts. Therefore, it is important to study the characteristics of the physical environment that impact the economic, environmental and medical health community.

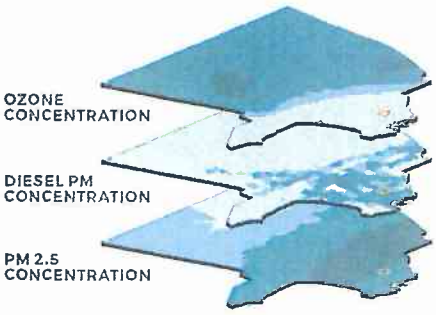
The Los Angeles County Parks Needs Assessment used CalEnviroScreen to measure different types of environmental health indicators. CalEnviroScreen is a screening methodology used to help identify California's environmentally disadvantaged communities that are burdened by multiple sources of pollution, measuring ozone concentration, diesel particulate matter [PM] and PM2.5. Ozone is among the most widespread air pollution health threats and can cause lung irritation, inflammation and worsening of existing health conditions. Exhaust from diesel engines contains a mixture of particles especially harmful to children and the elderly. PM2.5 is very small particles in air that can cause many serious health effects, including heart and lung disease

TOP
An aerial view of the Port of Long Beach shows the air pollution that affects the health of thousands of people.

ABOVE INSET
Children are playing on the swings at Coolidge Park in North Long Beach which runs alongside the I-710 Freeway.

POLLUTION BURDEN

This map shows Pollution Burden scores, which range from 0-10. Pollution Burden scores were calculated by CalEnviroScreen based on seven exposure indicators [ozone concentrations in air; PM2.5 concentrations in air; diesel particulate matter emissions; use of certain pesticides; toxic releases from facilities; traffic density; drinking water contaminants], and five environmental effect indicators [toxic cleanup sites; groundwater threats; hazardous waste facilities and generators; impaired water bodies; solid waste sites and facilities]. Exposure indicators are used to indicate potential human exposure to pollutants; environmental effect indicators are adverse environmental conditions caused by pollutants.



SEE APPENDIX FOR DETAILED MAPS AND DESCRIPTIONS.

HEALTH INDICATORS

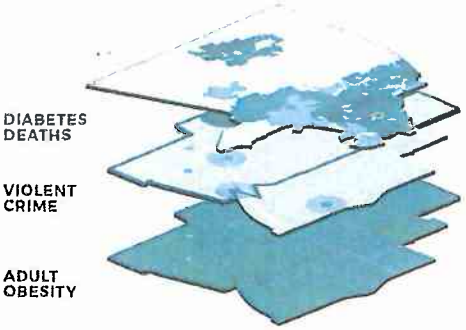
As the connections between public health and characteristics of the physical environment are becoming more evident, health indicators are being used for planning everything from open space planning to street design. Analyzing public health data, type 2 diabetes rates and obesity can help determine a community's relative level of health isolation while rates of asthma, heart disease and cancer can indicate the impacts of air pollution. Healthcare providers, health foundations and health departments are emphasizing place-based initiatives based on the cross-section of many of these health indicators and public investment in infrastructure, such as park space, active transportation facilities and habitat restoration is following suit. Crime is also an area of public health concern and can be addressed by improving the pedestrian environment to feel safer and deter criminal activity. Body weight is significantly associated with physical activity and studies find that environmental amenities, such as access to outdoor recreation facilities and amenities, promote higher levels of physical activity and have potential to contribute to reducing obesity prevalence and improving public health.

TOP
The new Michelle Obama Library has a learning garden that has edible fruit for those in the community.

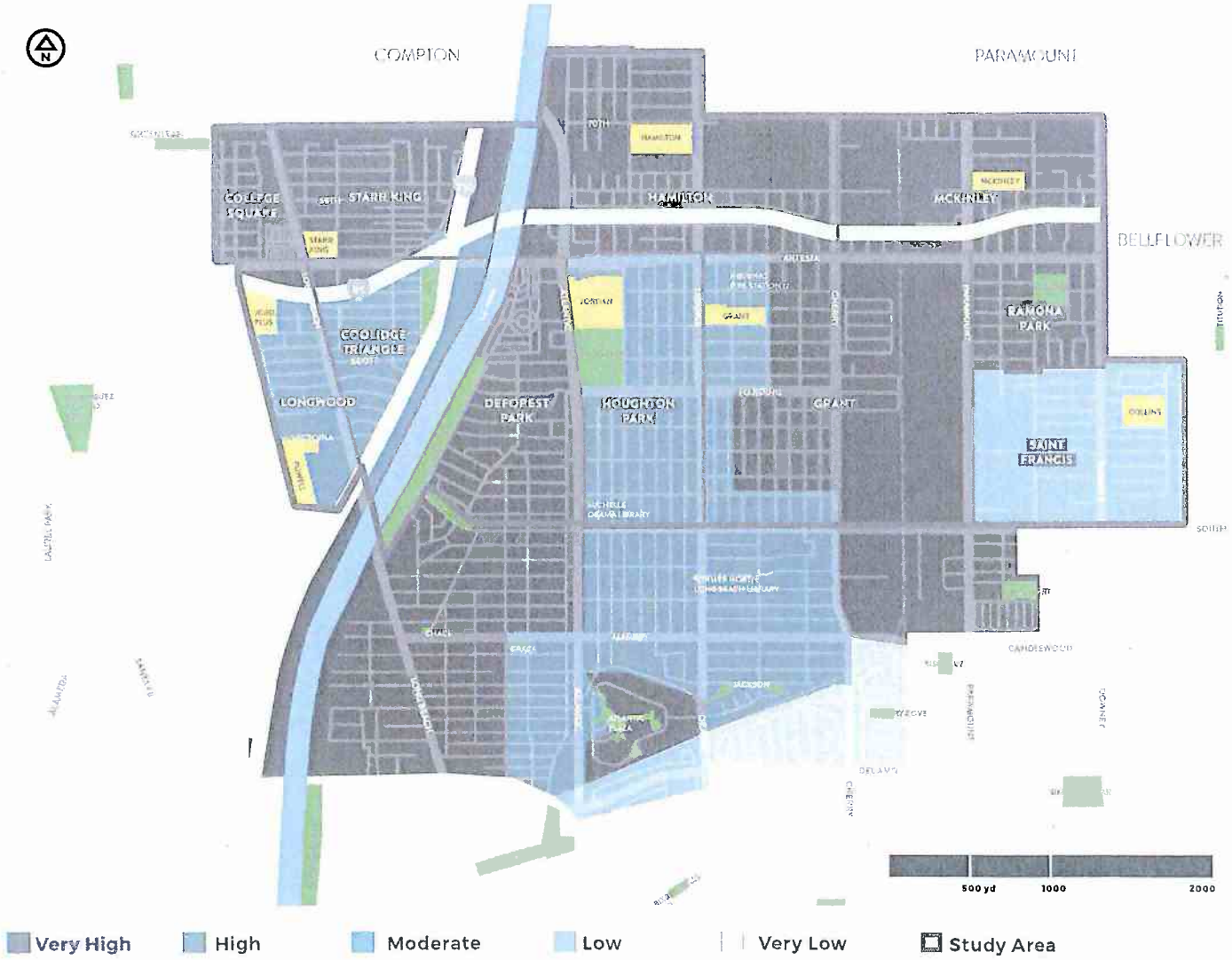
ABOVE (RIGHT)
Person shops at local liquor store, which contains unhealthy food options.

HEALTH DISADVANTAGE

The purpose of this Health Disadvantage Index [HDI] is to prioritize public and private investments, resources and programs. HDI includes diverse non-medical economic, social, political and environmental factors that influence physical and cognitive function, behavior and disease. These factors are often called health determinants or social determinants of health and form the root causes of disadvantage. Indicator data used for HDI comes from publicly available sources and is produced at a census tract level.



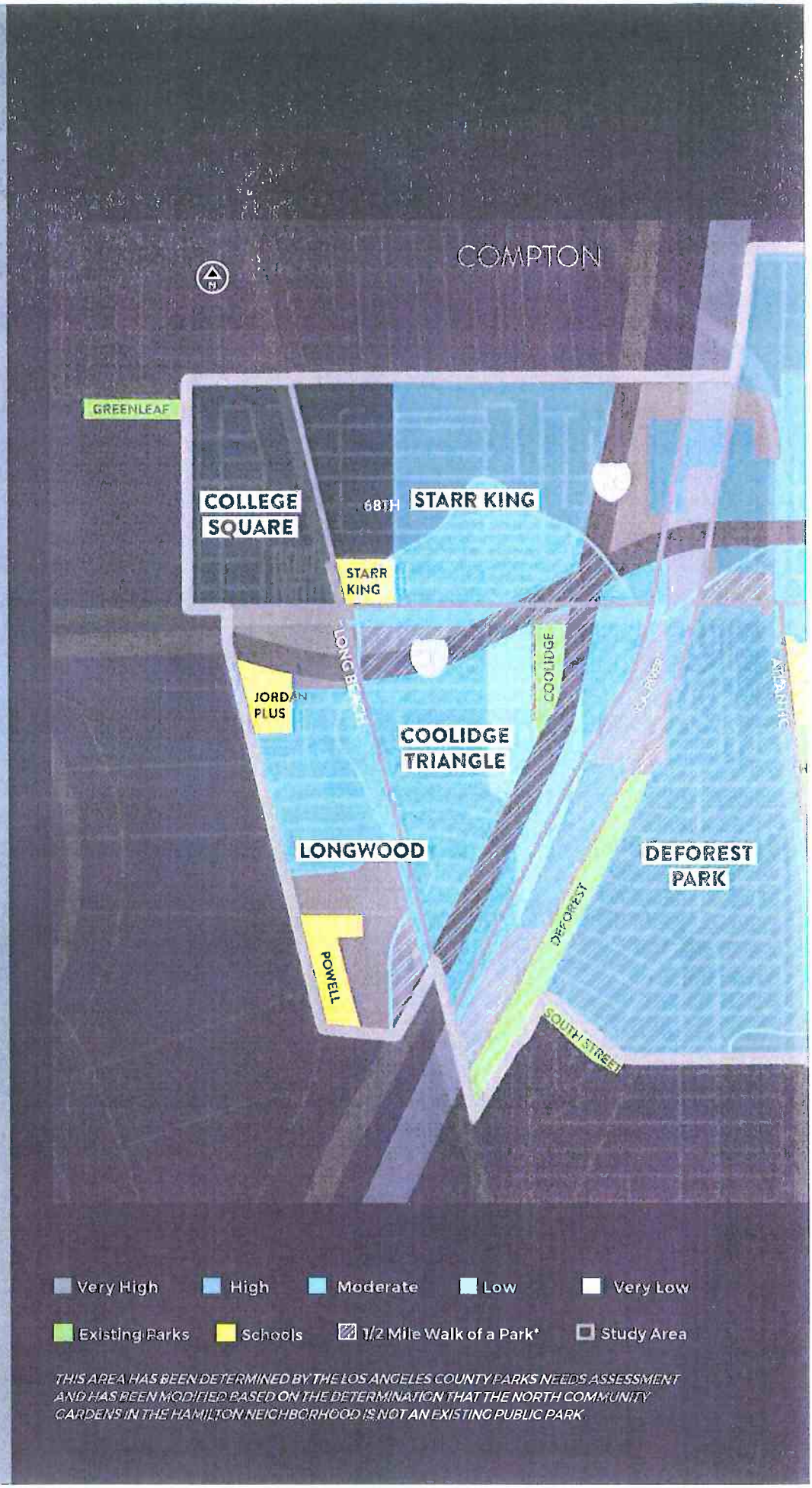
SEE APPENDIX FOR DETAILED MAPS AND DESCRIPTIONS.



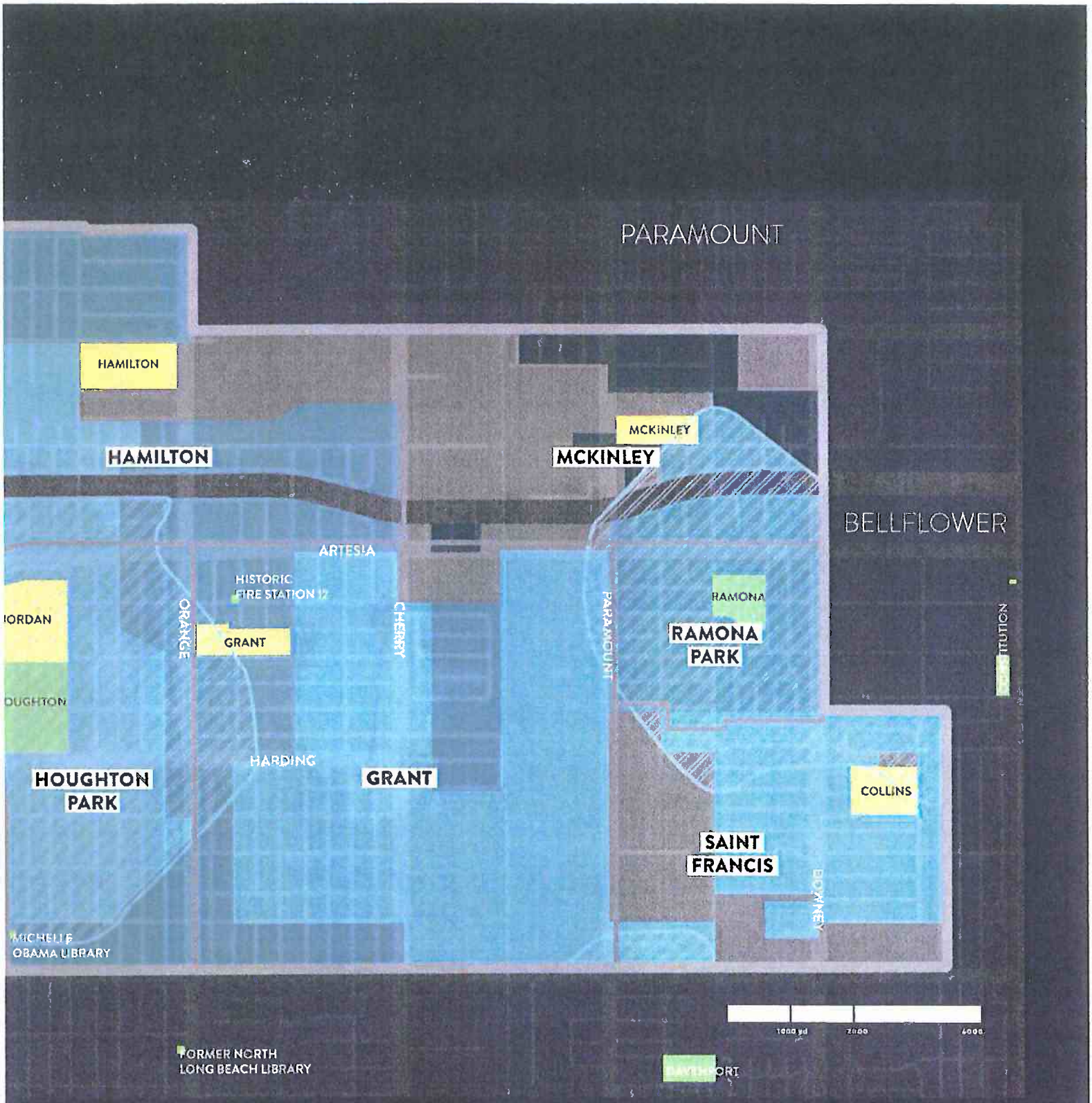
In March 2015, the Los Angeles County Board of Supervisors approved a motion to initiate the Countywide Comprehensive Parks and Recreation Needs Assessment. This represents an unprecedented effort to document existing parks and recreation facilities in cities and unincorporated communities and to use these data to determine the scope, scale, and location of park need in Los Angeles County.

Park projects in Los Angeles County are funded in part by Proposition A, the Safe Neighborhoods Park Tax that is set to expire in 2019. Once this tax sunsets, funding for park projects will be greatly reduced. The results of the Parks Needs Assessment will help inform planning and decision-making regarding future funding.

In initiating the Parks Needs Assessment, the Board of Supervisors has affirmed the importance of parks as essential infrastructure in the County. Healthy, safe communities have thriving parks that contribute to public health and well-being, create a sense of place, increase community cohesion, improve the environment and boost the economy.



THIS AREA HAS BEEN DETERMINED BY THE LOS ANGELES COUNTY PARKS NEEDS ASSESSMENT AND HAS BEEN MODIFIED BASED ON THE DETERMINATION THAT THE NORTH COMMUNITY GARDENS IN THE HAMILTON NEICHBORHOOD IS NOT AN EXISTING PUBLIC PARK.



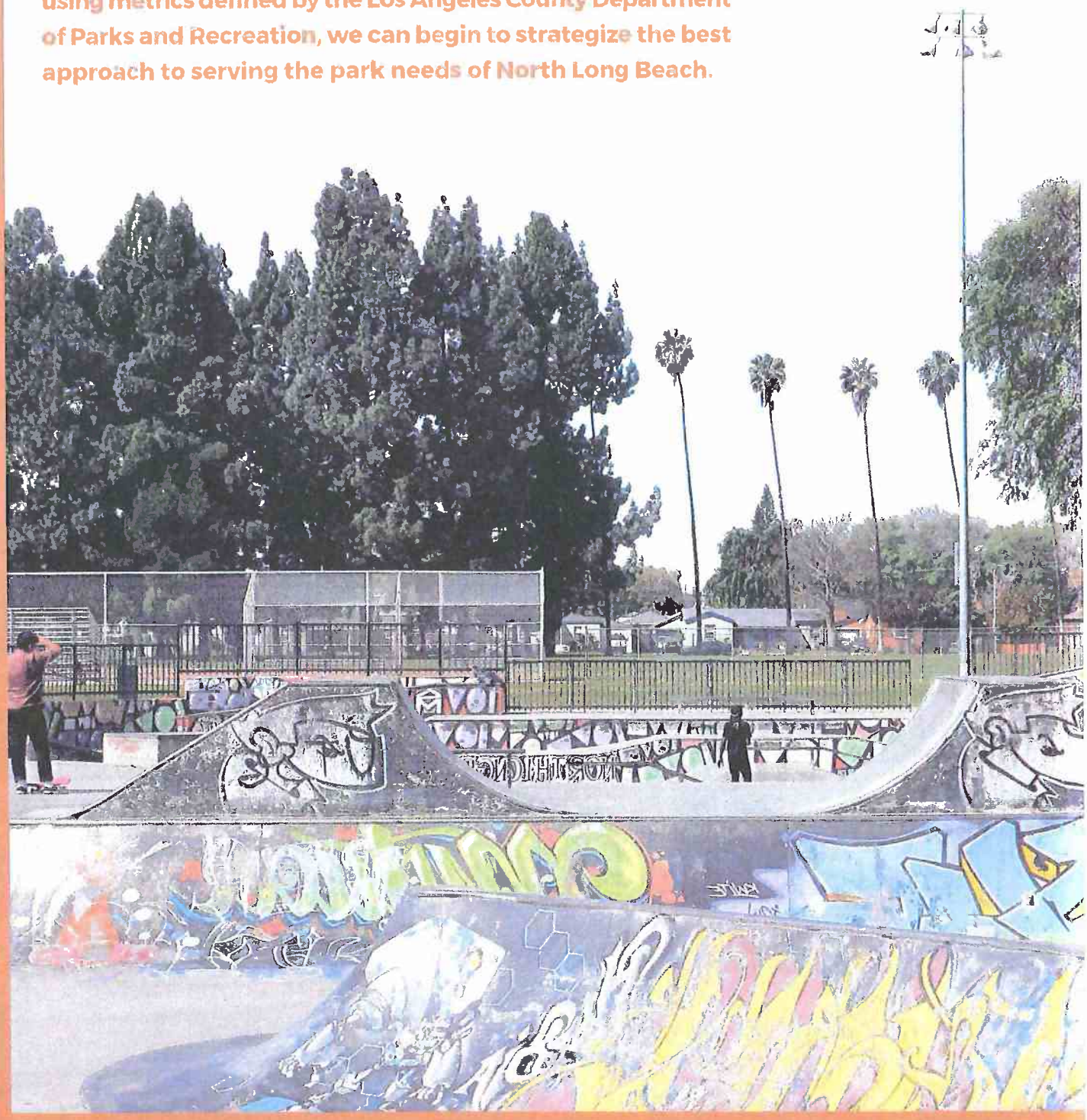
A NEW OPEN SPACE PLANNING PARADIGM

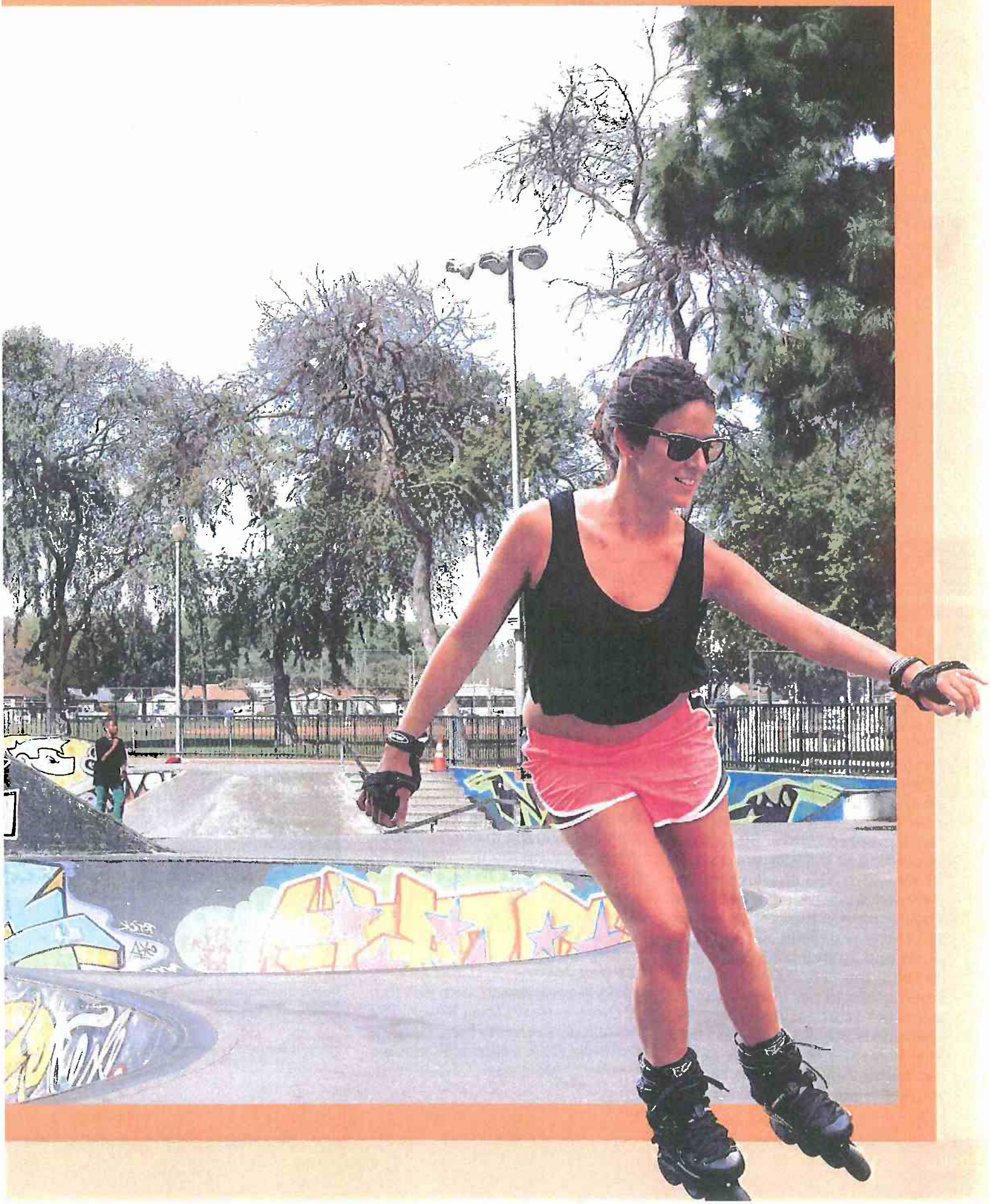
The Parks Needs Assessment proposes a new way to understand and think about parks, recreation, and open space by:

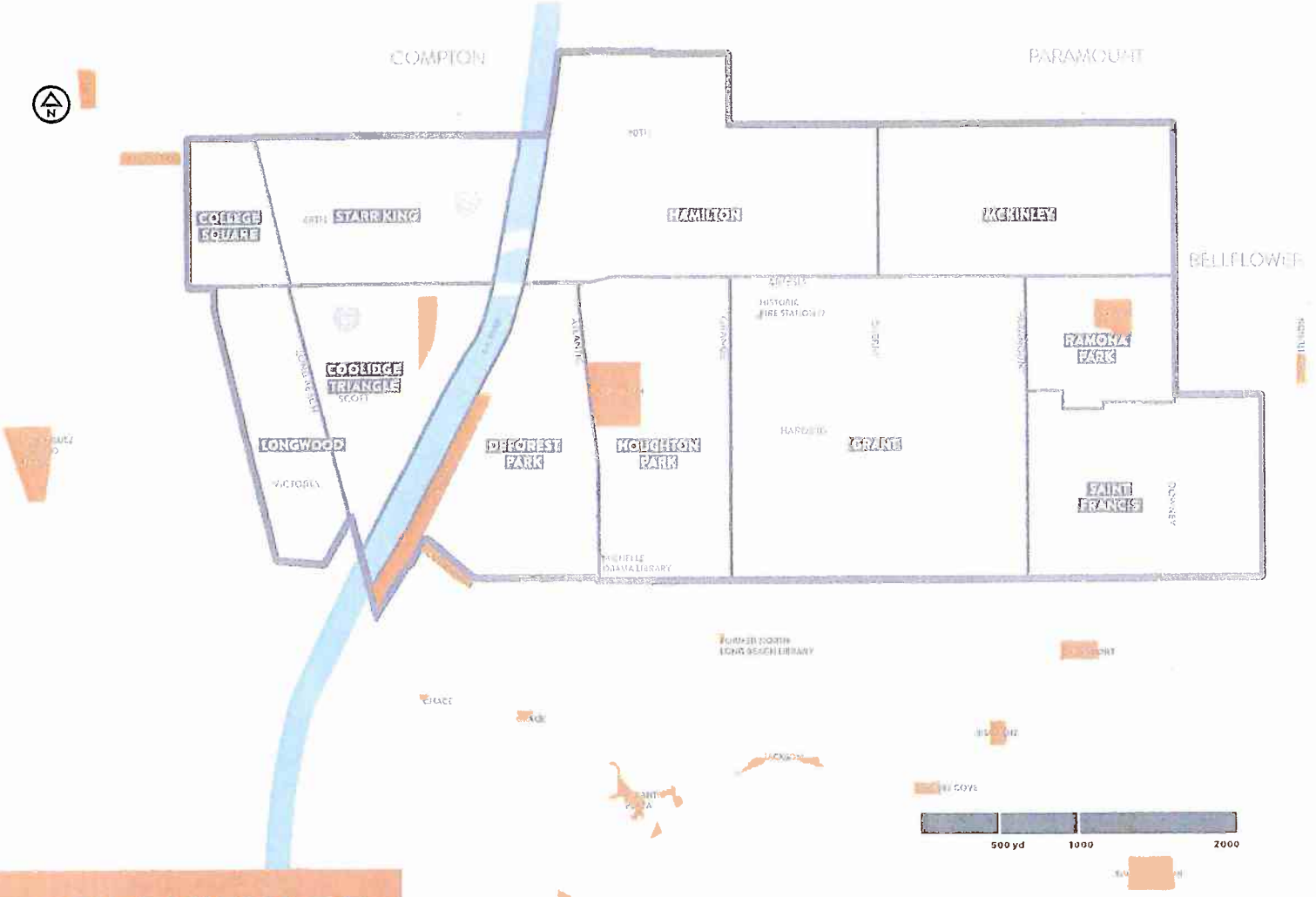
- Considering **parks as key infrastructure** needed to maintain and improve the quality of life for all County residents.
- Using a **new series of metrics** to determine park need.
- Supporting a **need-based allocation of funding** for parks and recreation. Emphasizing both **community priorities** and **deferred maintenance projects**.

FOUNDATION

By examining the existing park system in North Long Beach using metrics defined by the Los Angeles County Department of Parks and Recreation, we can begin to strategize the best approach to serving the park needs of North Long Beach.







OVERVIEW OF EXISTING PARK SYSTEM

Long Beach's recreational open space in 1973 was estimated to be 2,500 acres. Since then, there have been about 200 acres of recreational open space that have been added to the existing stock, while the number of Long Beach residents has increased by over 30 percent according to U.S. Census data. In other words, the development of new park space has not kept up with the increase in population, which is mostly the result of high land costs and limited land availability. In 1973, the ratio of recreational open space to population was 7.0 acres per 1,000 residents. In 2016, this ratio is only 5.8 acres per 1,000 residents. Further, much of the recreational open space is located in the eastern and coastal sections of the community, while most of the population growth has occurred in the central, western, and northern sections of the city.

As of 2018, residents of North Long Beach are served by four public parks, totaling less than ninety acres. When considering this relative to the rest of the city, this is a tenth of Long Beach's residential population served by less than three percent of the total stock of municipally owned public open space. There are over one hundred and seventy parks in Long Beach, with just four of them in North Long Beach. The newest park in North Long Beach is DeForest Park, which was created over forty years ago.

TOP
This map shows the locations of existing parks and amenities both inside and outside the study area.

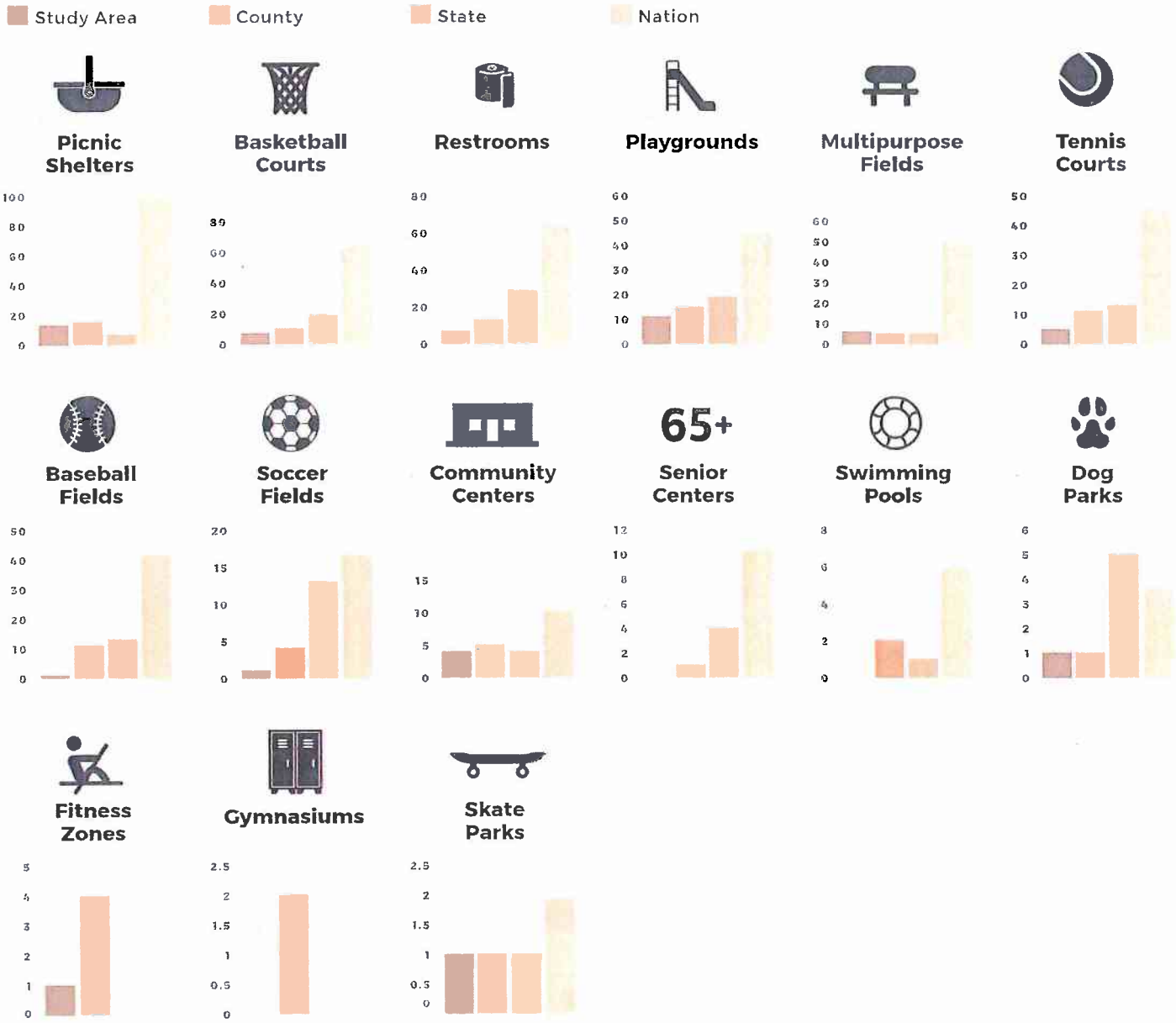
ABOVE INSET
This family rides horses in DeForest Park.

PARK METRICS

This section presents an overview of where parks are needed most in the study area, considering available park acres, distance to parks and population density. Other metrics are also included in this section such as walkability, amenity quantities, and amenity condition.

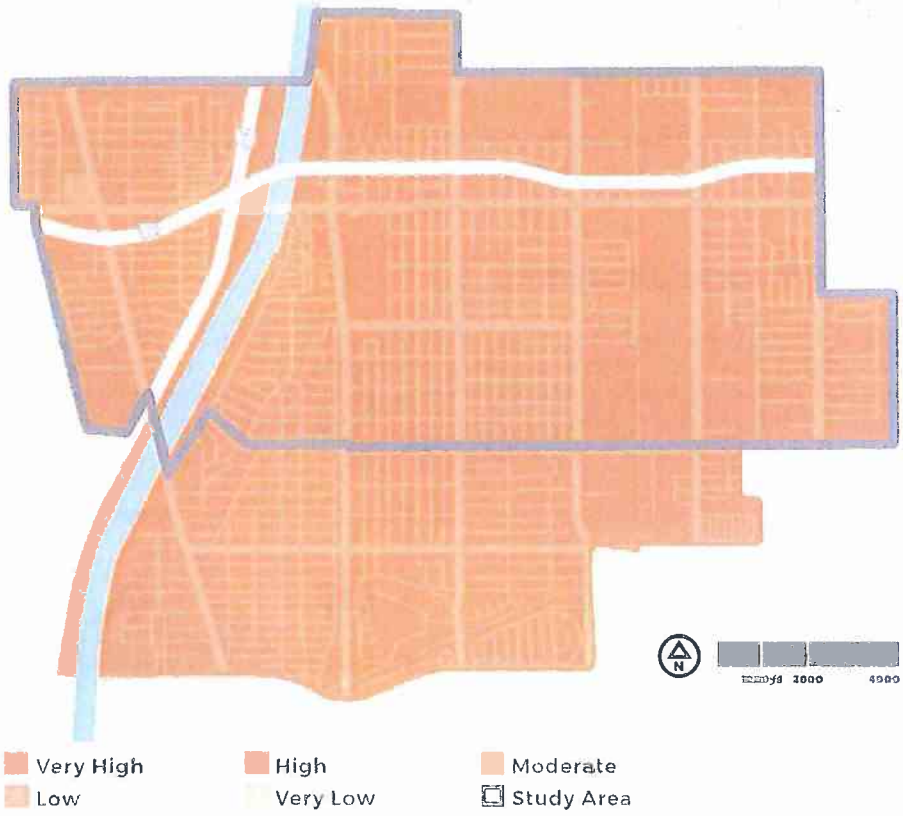
AMENITIES PER 100,000 PEOPLE

Amenity data presented for each study area was captured during the Inventory Web Portal phase of this needs assessment. Each of the participating cities, the County of Los Angeles, and other State, Regional, and local agencies reviewed their parks and reported their amenity information. For each study area, the number of each amenity available per 100,000 people was calculated for comparison with Countywide, State Top Cities Average, and National Top Cities Average numbers.



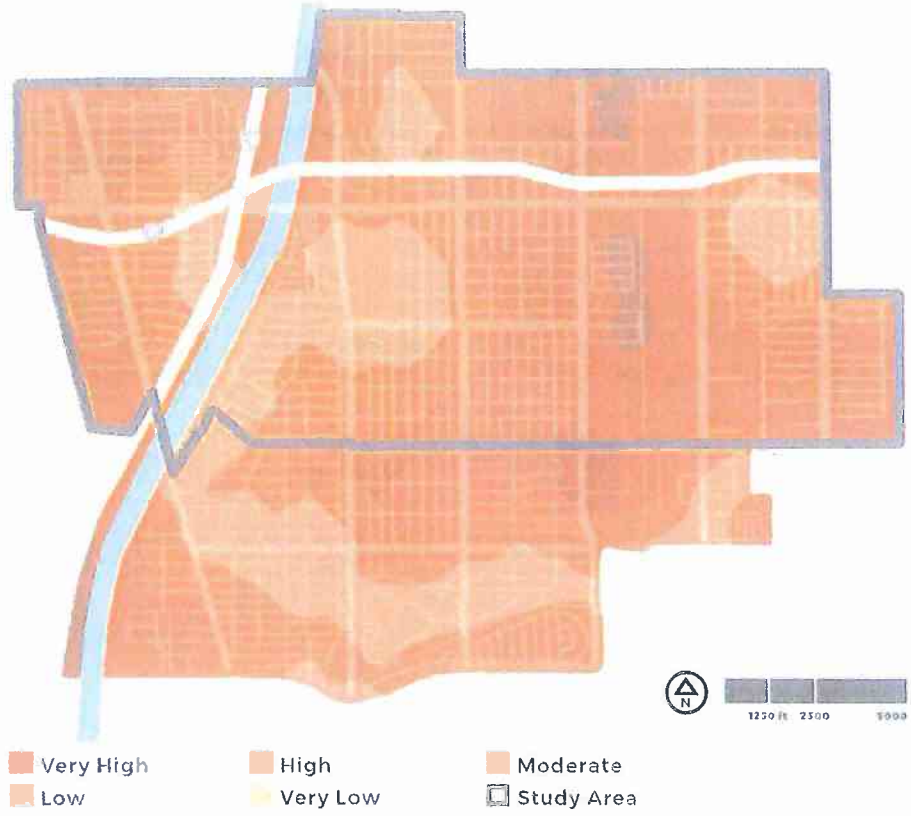
ACCESSIBLE PARK ACRES

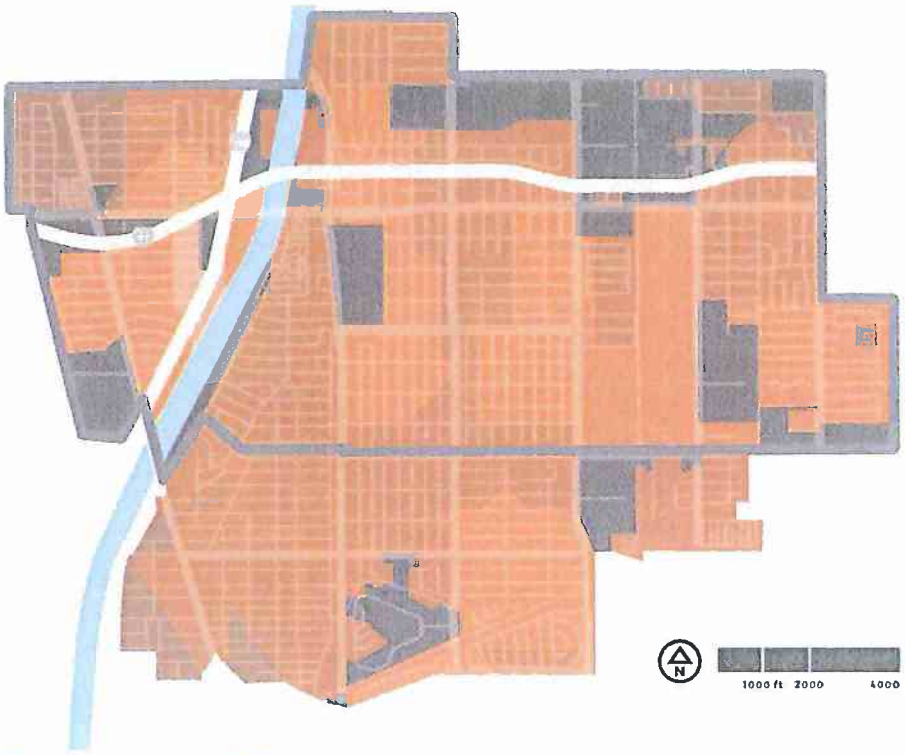
This map shows the quantity of park acres available to residents of the study area. Accessible park acres are calculated by assigning a park service area to each park, based on the acres of the park and using the County's service area standards as a guide for parks under 10 acres. The park service areas used were as follows: 3 acre or smaller park: ¼ mile service area; 3-10 acre park: ½ mile service area; more than 10 acre or Special Use Facilities: 2 mile service area. Service area distances are determined using the walkable road/pedestrian network to more accurately represent distance. Populations located within the service area of a park are considered to have all those park acres available to them. Populated areas two or more miles from a park are represented as having zero park acres available to them. Data was categorized into 10 quantiles—the higher the available park acres the lower the need.



DISTANCE TO PARK

Park availability is evaluated by looking at each household's distance from a park [refer to "Distance to Park" in this Glossary for additional information]. The Trust for Public Land's Center for City Park Excellence identified a ½ mile [approximately 10 minute] walk to a park as the distance that most pedestrians are willing to walk to reach a park. This distance has been widely adopted as a standard for providing nearby access to parks and open space. Of the 100 largest cities in the United States that have explicit park distance goals, over 60 percent use ½ mile.





Very High
High
Moderate
Low
Very Low
Study Area

PARK NEED

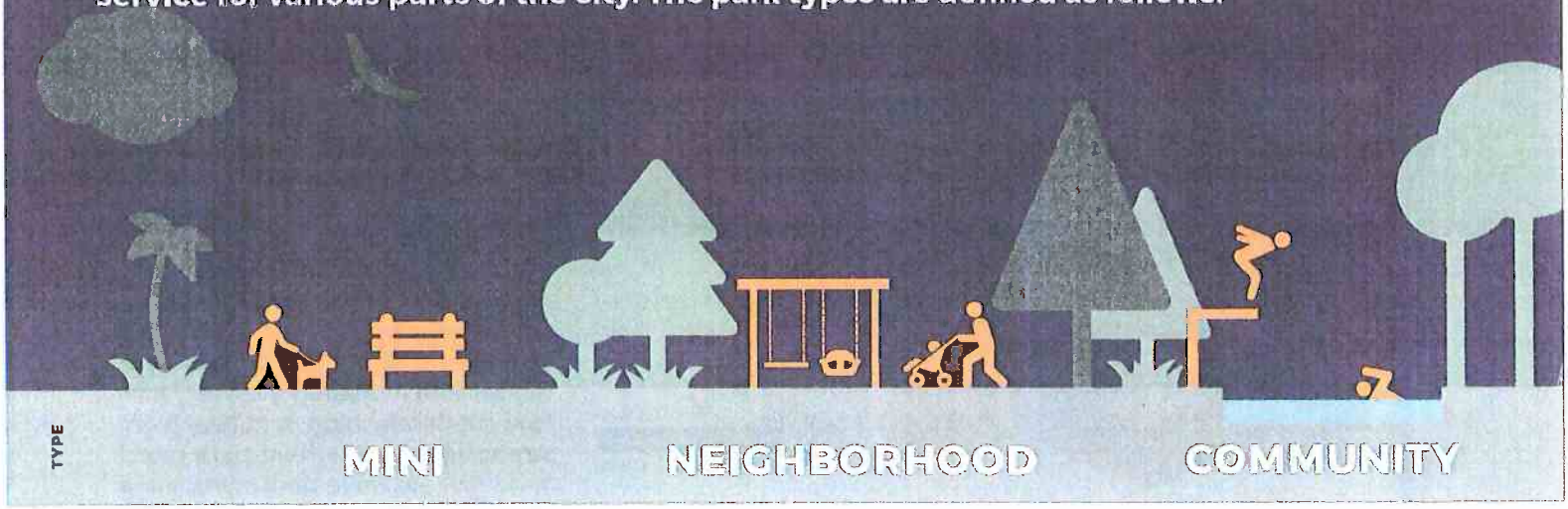
This was evaluated by examining park acre need, distance to park, and population density. Park acre need is defined as the inverse of available park acres: a greater number of available park acres corresponds to a lower level of park acre need, while a smaller number of available park acres corresponds to a higher level of park acre need. Park acre need scores were generated using a weighted analysis, with park acre need weighted as 20 percent, distance to park weighted as 20 percent, and population density weighted as 60 percent to the final park need score. Park acre need scores were placed into five categories: very low, low, moderate, high, and very high. Areas with the highest park need have few available park acres, are a long distance from parks and have high population density. Conversely, areas with low-park need have more available park acres, are closer to parks and are less densely populated.

Very High
High
Moderate
Low
Very Low
Study Area

PARK ACRE NEEDS

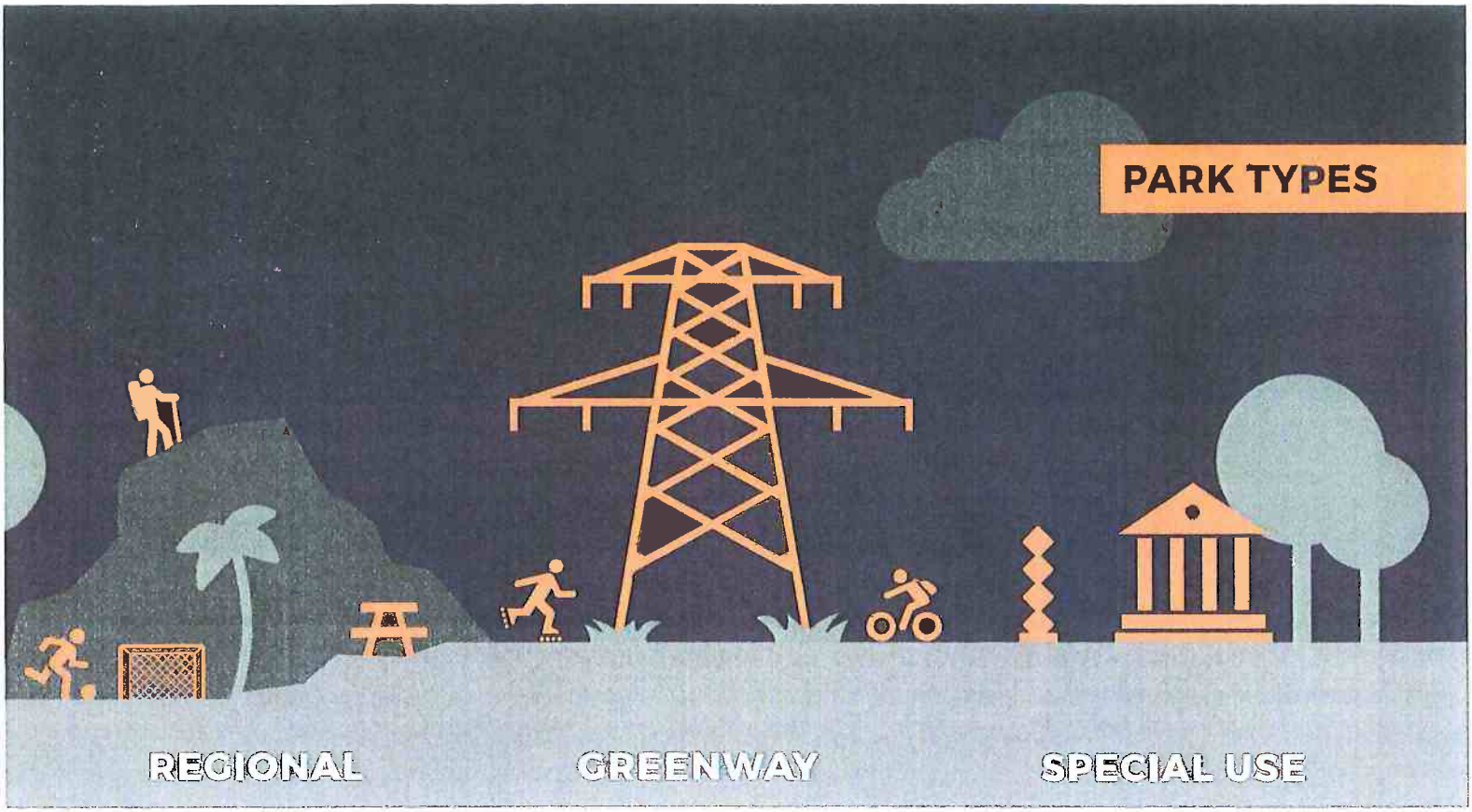
Park pressure is the potential demand if each resident of a parkshed were to use the park closest to them. A parkshed is defined by a polygon containing all households having the given park as their closest park. The population within this parkshed is then calculated, providing an estimate of the number of nearby potential park users. The acreage of the park under consideration is then used to calculate the number of park acres available per 1,000 people within the parkshed. Parks with fewer park acres available per 1,000 residents are more likely to experience heavy use. Various studies report that people are more likely to visit the park closest to them than any other park, and that people tend to visit their closest park more frequently than parks farther away. Thus, the population contained within the parkshed is the population most likely to use the park at the center of the parkshed.

According to the 2002 Open Space and Recreation Element Update of the Long Beach General Plan, park types are typically defined by a combination park acreage, diversity and number of uses and size of service radius. This determines the amount of resources invested in programming and amenities and helps define the level of service for various parts of the city. The park types are defined as follows:



TYPE	MINI	NEIGHBORHOOD	COMMUNITY
PARK SIZE	Less than 2 acres	8 acres	35 acres
SERVICE AREA	1/8 Mile	1/2 mile	1 mile
BLDG COVERAGE	1% of total area	7%	10%
PERMITTED USES	landscaping, irrigation, walking paths, seating areas and picnic tables, sand boxes/tot lots, playground equipment, play court, sculpture/art, drinking fountains, and trash receptacles	all of the uses allowed in mini parks plus: restroom buildings, recreation fields, courts and rinks, water features, libraries, day care centers, community centers, and parking and drive aisles	all of the uses allowed in neighborhood parks plus swimming pools, and other intensive amenities
EXAMPLES	 Grace Park	 Ramona Park	 DeForest Park

PARK TYPES



REGIONAL

175 acres minimum

30 min drive

2%

all of the uses allowed in community parks plus other desired features

GREENWAY

A largely undeveloped green space, often a remnant or odd shaped piece of land left over from development

30 min drive

1%

can serve to connect or link recreation opportunities throughout a community

SPECIAL USE

varies

varies

2%

significant development features of special use parks are to be determined on a case-by-case basis with community input and approved by the City Council

EXISTING PARKS IN NORTH LONG BEACH

There are two neighborhood parks: Ramona and Coolidge Parks, one community park: DeForest Park and Wetlands and one regional park: Houghton Park. Houghton Park is smaller in scale than many of the community parks in Long Beach, including DeForest Park, but due to its location and community center, it provides regional level services and programs to the City, as well as some adjacent communities. Therefore, this Plan identifies Houghton Park as a regional-serving park.

Three of the parks are clustered relatively close to each other, with Ramona Park located at the eastern edge of North Long Beach's municipal border with Lakewood. Deforest Park and Wetlands and Houghton Park's respective size and proximity means the neighborhood between is well-served by the public park network. Many of the neighborhoods in North Long Beach lack their own park and have limited access to parks in other neighborhoods due to geographic barriers like freeways, industrial areas, and other infrastructure. As part of the 2016 Los Angeles County Needs Assessment, the College Square, Starr King, Hamilton, and McKinley neighborhoods north of the SR-91 Freeway were specifically identified as neighborhoods with "high" or "very high" need of new park space. Information on these existing parks presented in the following pages from largest to smallest.

TOP
This map shows the locations of the four existing parks in the study area.

Playground equipment located at Coolidge Park.

INFORMATION REGARDING EXISTING OPEN SPACES

The four existing parks in North Long Beach are identified in this section with focus on how they were established, who they serve and the amenities that are available. This is done to identify potentially relevant precedents for future open space development as well as to further isolate potential needs in the community. For each of these existing parks, information regarding its neighborhood, typology, size, service capacity, opportunity type, and amenities are presented.

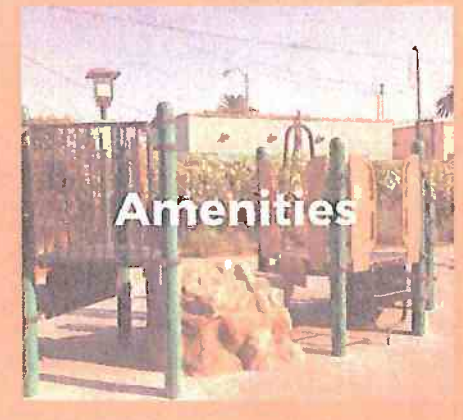
The neighborhood that the park is geographically located.

Identifies the service area of the park and its amenities.

Provides the total park acreage.

Describes how many acres serve every 1,000 residents.

Characterizes the opportunity type of the park's development.



Displays the park amenities, uses, and programming taking place within the park.

DEFOREST PARK & WETLANDS

The DeForest Park and Wetlands is a 49.9 acre community park are located in the DeForest Park Neighborhood, bounded by the Los Angeles River to the west, Ginger Drive to the north, DeForest Avenue to the east and Del Amo Boulevard to the south.

The City-owned portion of the park is 15 acres and was improved in 1976 from land acquired as excess property from the Los Angeles County Flood Control District. By 2000, the area was overgrown with non-native plants and dry weather runoff from the stormwater drain system. A feasibility study was undertaken to determine if the basin could be restored as a natural wetland habitat while retaining its flood control function. When the restoration was found feasible in 2004, plans were developed and an Environmental Impact Report certified in 2006. The City has partial funding for the restoration from the Los Angeles County Safe Neighborhood Parks Bond Act of 1996, and in 2010, the City received $2.5 million for the restoration project.

The park is improved with a small community room and staff office, four lighted tennis courts, a handball/racquetball court structure, two playgrounds, two baseball fields, a basketball court and two restrooms. There is also abundant wildlife to observe, including birds, snakes, and lizards, as well as a diversity of native and nonnative plants.

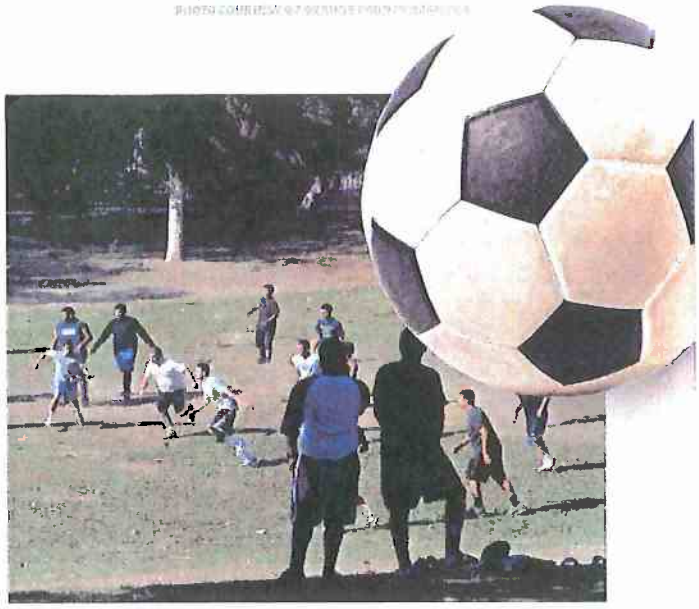
The remaining 34.91 acres is used as the DeForest Wetlands, which the City uses through a Los Angeles County Flood Control District permit. This is a County detention basis, used to hold floodwaters until the Los Angeles River can accommodate the additional flows. The permit to use the area was the result of a vigorous grassroots community campaign to create the nature area. A trail was created through the basin and donated plants installed by volunteer labor. Residents also work together to maintain the area, organizing cleanups throughout the park.

BOTTOM LEFT
Veronica Wallace and her dog, two-year old Nero, at DeForest Park enjoying the park.

PHOTO COURTESY OF LOS ANGELES COUNTY LIBRARIES

BOTTOM RIGHT
Visitors to DeForest Park in Long Beach play football on Thanksgiving.

PHOTO COURTESY OF LOS ANGELES COUNTY LIBRARIES



DE FOREST PARK
CITY OF LONG BEACH

NEIGHBORHOOD
DeForest Park

PARK TYPE
Community

PARK SIZE
49.9 Acres

OPPORTUNITY TYPE
Los Angeles River

SERVICE CAPACITY
3.02 acres per 1,000 residents

AMENITIES

- Basketball Court
- Community Center
- Walking Trail
- Playground
- Racquetball Court
- Softball Field
- Tennis Court
- Sand Volleyball Court
- Restrooms
- Youth Recreation
- Adult Classes

HOUGHTON PARK

Located in the Houghton Park neighborhood, Houghton Park is a 24.8 acre regional park bounded by Atlantic Avenue to the east, Harding Street to the South, and Myrtle Avenue to the west.

Colonel Sherman Otis Houghton bought a 78 acre ranch in North Long Beach in 1896 that included the present Houghton Park. In 1924, three acres of land was donated by the Houghton family with an additional acre donated by a real estate firm. The City of Long Beach purchased 24.88 acres from the Houghton family in 1927.

In 1947, the Park Commission approved the location of a canteen building in the northeast corner of the park. The clubhouse was expanded to include a canteen to serve the recreational interests of the boys and girls attending Jordan High School and the freestanding building removed. In 1973 a Neighborhood Facilities Center was built with Federal grants and houses programs of the Department of Health and Human Services and the Council Field Office. In 1987, the community recreation center was again expanded to add a senior citizen's center. This addition included multi-purpose rooms and a reading room.

Renovation of the baseball fields, playground, and sports field lights occurred with funding from the Los Angeles County Safe Neighborhood Parks Bond Acts of 1992 and 1996. The park also includes three baseball diamonds, a soccer field overlay on the baseball diamonds, another separate soccer field, a playground, tennis courts, basketball courts, and a skate park built in 2004.

The City conducted community outreach in 2015 for the new Houghton Park Master Plan, which ensures the development of community facilities that contribute to a cohesive sense of place and becomes a source of pride in the community of North Long Beach. Outdoor fitness stations and a walking loop was also added in 2015 as part of an effort by the Long Beach HEAL Zone initiative.

BOTTOM LEFT
Skater grinds the bowl at the Skatepark located at the southwest portion of Houghton Park.

BOTTOM RIGHT
Trumpeter performs with band at Village Fest at Activate Uptown in Houghton Park.

NEIGHBORHOOD
Houghton

PARK TYPE
Regional

PARK SIZE
24.8 Acres

OPPORTUNITY TYPE
Property Acquisition/Donation

SERVICE CAPACITY
1.69 acres per 1,000 residents

AMENITIES

- Baseball Field
- Basketball Court
- Community Center
- Picnic Area
- Playground
- Soccer Field
- Skate Park
- Veterans Memorial
- Softball Fields
- Tennis Courts
- Volleyball Court
- Restrooms
- Outdoor Fitness Zone
- Walking Trail

RAMONA PARK

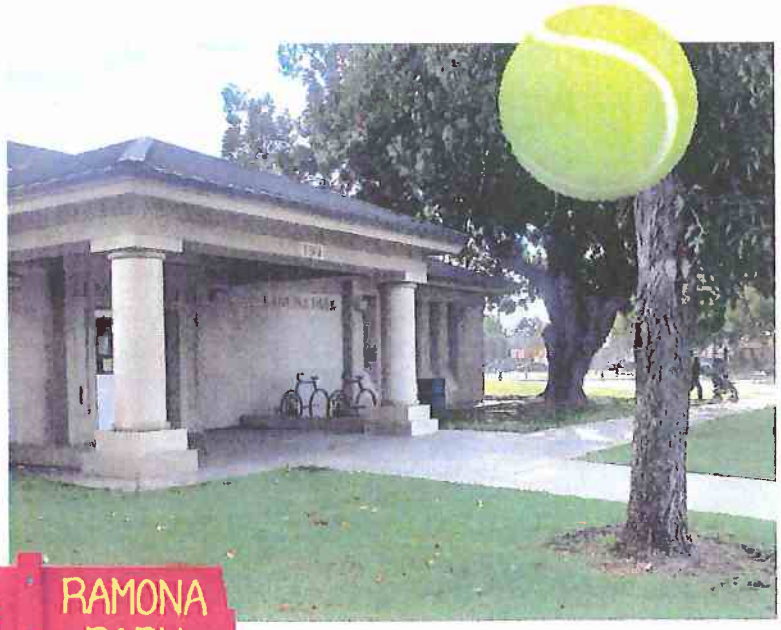
Ramona Park is a 7.2 acre neighborhood park located in the Ramona neighborhood, bounded by Obispo Avenue to the west, 65th Street to the south, Indiana Avenue to the east, and Artesia Boulevard to the north.

In 1951, the City Council authorized the purchase of this land from Certified Markets, Inc.

The park includes a baseball field, soccer field, two tennis courts, basketball court, volleyball court/ roller hockey rink, picnic area, baseball field, playground, and restrooms. A community center, which hosts youth recreation and teen programs, was completed in 1995 with Los Angeles County Safe Neighborhood Parks Bond Act of 1992 funds and State Parks Bond Act of 1988 funds and Park Impact Fees. Playground and field lighting renovations were competed in 1997 with Los Angeles County Safe Neighborhood Parks Bond Act of 1992 funds.

BOTTOM LEFT
The entrance to Ramona Park Community Center, which features an auditorium, community room, and kitchen.

BOTTOM RIGHT
Playground features a swingset for smaller children.



RAMONA PARK
CITY OF LONG BEACH

NEIGHBORHOOD
Ramona

PARK TYPE
Neighborhood

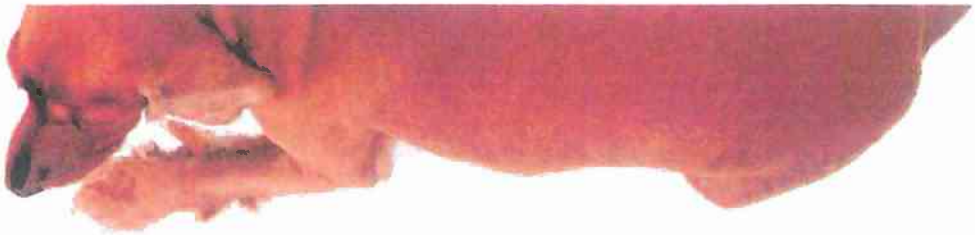
PARK SIZE
7.2 Acres

OPPORTUNITY TYPE
Property Acquisition

SERVICE CAPACITY
0.51 acres per 1,000 residents

AMENITIES

- Baseball Field
- Basketball Court
- Community Center
- Picnic Area
- Playground
- Soccer Field
- Softball Fields
- Tennis Courts
- Volleyball Courts
- Restrooms
- Youth Recreation
- Teen Programs



COOLIDGE PARK

Coolidge Park is a 6.1 acre neighborhood park located in the Coolidge Triangle neighborhood and is geographically bounded by White Avenue to the west, Artesia Boulevard and the SR-91 Freeway to the north, and the I-710 Freeway to the east.

In 1955, 8 acres of land was acquired by the City of Long Beach from the State Department of Transportation. That same year, a development plan was approved by the City Council. Approximately one acre of the original parcel purchased was taken by the State of California to construct the I-710 Freeway.

Despite the Coolidge Park's unusual shape and adjacency to a freeway, there are several amenities including a baseball field, basketball court, playground, restrooms, picnic area, community center, and a youth recreation program. The community center is also used as a staff office. The baseball field's fencing and lighting as well as the playground were redeveloped in the late 1990's with funding from the Los Angeles County Safe Neighborhood Parks Bond Acts of 1992 and 1996.

Located in the northern portion of the park is the Coolidge Park Dog Park, which is a 0.25 acre ADA accessible dog park which opened in 2014. In that same year, the Los Angeles Clippers Foundation donated approximately $100,000 to build a new playground, replace the flooring, poles, and backboards on the park's two basketball courts. A $30,000 grant from Kaiser Permanente's HEAL Zone initiative also went towards the construction of a Fitness Zone featuring apparatuses for step-up, sit-up, and pull-up exercises as well as plastic equipment for leg presses, chest presses, and a swinging cardio walker.

BOTTOM LEFT
Los Angeles Clippers Basketball players play with children at the refurbished courts donated by the organization.
PHOTO COURTESY OF KAISER PERMANENTE FOUNDATION

BOTTOM RIGHT
Playground features telephone tubes which are a fun way for children to play using their auditiory senses.
PHOTO COURTESY OF VISIT LONG BEACH

NEIGHBORHOOD
Coolidge

PARK TYPE
Neighborhood

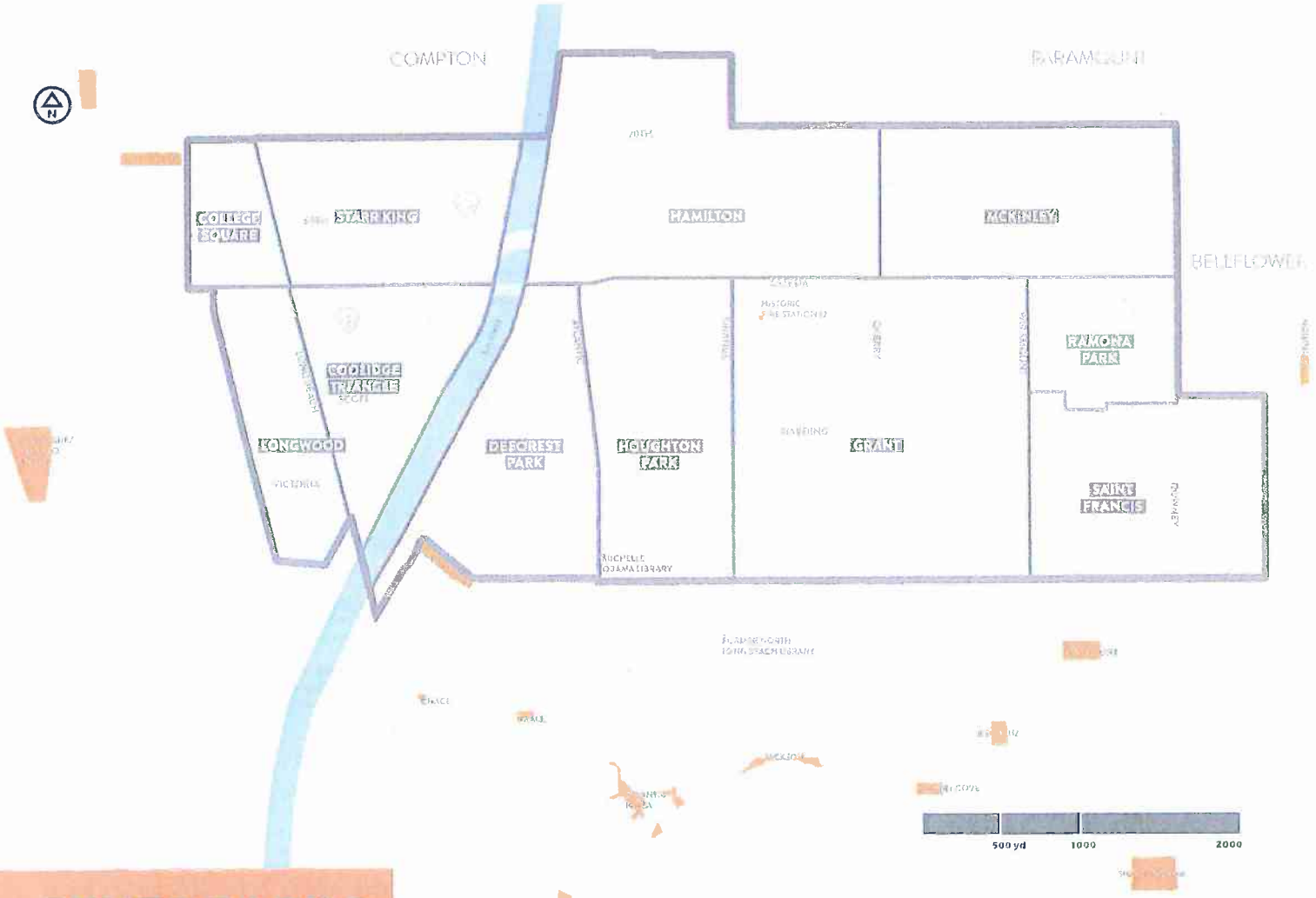
PARK SIZE
6.1 Acres

OPPORTUNITY TYPE
Freeway & Property Acquisition

SERVICE CAPACITY
0.95 acres per 1,000 residents

AMENITIES

- Basketball Court
- Softball Field
- Playground
- Dog Park
- Restrooms
- Picnic Area
- Park Clubhouse
- Outdoor Fitness Zone
- Youth Program



OTHER PARKS AND AMENITIES

While the Uptown Open Space Vision Plan focuses on North Long Beach's Council District 9, residents within the study area do practically use or have the opportunity to use nearby open spaces and recreational facilities. While some of these parks and open spaces are within the City of Long Beach, others are located within adjacent municipalities. During the public participation process, community members were able to identify some of these open spaces that the project team did not previously consider open space amenities. As a result, this encouraged collecting inventory of other unique types of open spaces. These open space opportunities include private and fee-based recreational uses such as community gardens, swimming pools, and equestrian trails.

The following open spaces and nearby amenities are separated into one of three categories: quasi-public community assets located within the study area, open spaces that represent an unique typology located within a quarter mile outside of the study area and quasi-public community assets located outside of the study area. By exploring both public and semi-public parks and amenities, we can point to these nearby precedents and study their successes and missed-opportunities. The location, history and existing condition of these parks and amenities are also described in the following list.

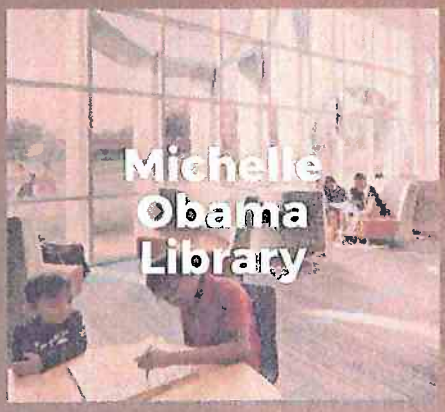
TOP
This map shows the locations of the parks and public spaces that are outside of the study area.

Playground equipment located at nearby Chace Park.

Historic Fire Station

Fire Station #12 is a 0.25 acre site located at the intersection of Gundry Ave and 65th St. Previously built in 1930 as a Long Beach fire station, which operated from 1937 to 2013 until a new facility was built nearby.

Although the architect is unknown, the building is a typical example of Spanish Revival style architecture, with its plaster walls, terracotta tile roof, arched doorway, and towers. Although not a traditional open space, the property and building is currently being used as the Council District 9 field office. The property has also been used to support community projects including planting a California native garden and the North Long Beach Crop Swap where neighbors are encouraged to swap fresh fruits and vegetables they have grown from their home or garden plot.



Michelle Obama Library

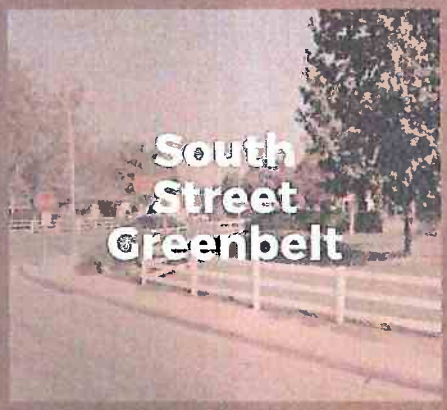
The Michelle Obama Library is a 2.7 acre site located at 5870 Atlantic Ave. The library includes areas for children, teens, and adults, three community meeting spaces and adaptive technologies for people with disabilities.

The site also includes an innovative garden project which was the result of a partnership with Vice Mayor Rex Richardson's Office, Uptown Business District, Long Beach Fresh, and the Long Beach Public Library. This highly water-efficient, soil-based garden has precision irrigation and fertigation and has provided incredible yields. In just the first two months, over 200 pounds of produce was harvested. All food is picked by the community for the community at no cost with on-going educational opportunities throughout the year.

Other Quasi-Public Community Assets

In North Long Beach, there are three community gardens including Top of the Town, North Long Beach Community Garden, and South 40 that are not necessarily publicly owned or operated, but offer a unique form of open space.

These gardens also provide spaces for garden-based nutrition classes, cooking demos, harvest stands, garden workdays, and other community events. Other examples of quasi-public community assets include the plazas along Atlantic Ave including Harding Plaza, which is located at the intersection of Atlantic Ave and Harding St. Jordan High School's indoor swimming pool is open to public use during the summer. Finally, there are a series of equestrian trails along the Los Angeles River near Atlantic Ave and Atlantic Place north of the SR-91 Freeway.



South Street Greenbelt

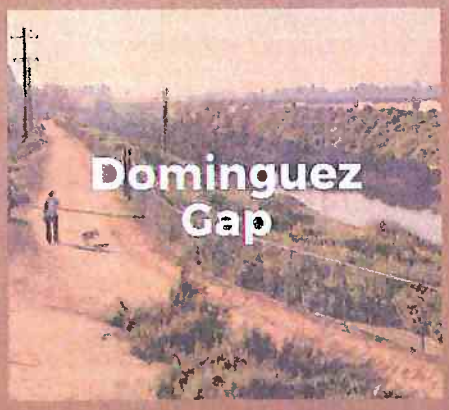
South Street Greenbelt is a passive 1.4 acre linear park located along South Street from Jaymills Avenue to the east and DeForest Avenue to the west.

The greenbelt extended west of Dairy Avenue in 1947, and eventually west of Jaymills Avenue in the late 1980s. The area consists of an excess street right-of-way that has been transformed into a neighborhood-serving parkway with turf, trees, and fencing to define the space and provides residents a peaceful experience heading towards the DeForest Park & Wetlands.

Davenport Park

Davenport park was a landfill site and then an industrial site before being remediated and converted to a 11.5 acre park located on the east side of Paramount Boulevard at 55th Way, between Candlewood Street and South Street.

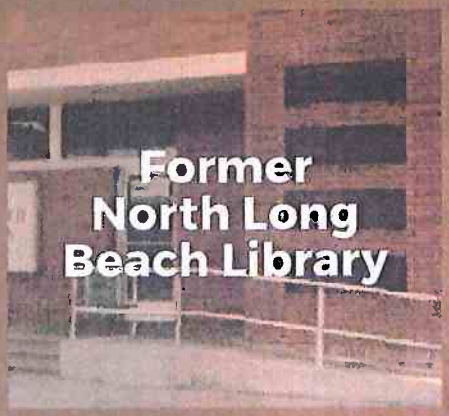
The Redevelopment Agency acquired 5.92 acres of the site in 2001 with North Long Beach Project Area funds and in 2006, acquired the westerly 5.6 acres to extend the park to Paramount Boulevard. Improvements include a soccer field, two half-court basketball courts, a playground, walking trail, picnic area, restroom, and parking lot. Opened on September 30, 2017, the new area includes an additional soccer field, picnic area and 2,200 ft2 of extended walking trail.



Dominguez Gap

The Dominguez Gap is a 60 acre artificial wetland [37 acres with an additional 20 acres built in a second phase] along the east bank of the Los Angeles River at the intersection with Compton Creek.

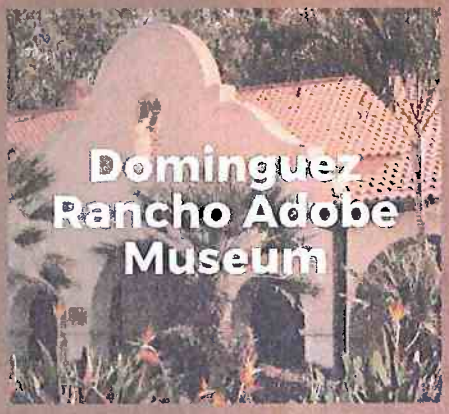
It includes one mile of constructed, treatment wetlands, pedestrian and horseback trails, two bird observation decks, woodland and riparian habitat, and a bike trail rest station. The wetlands naturally treat stormwater and urban runoff resulting in significant reduction in the amount of fecal coliform, nutrients, heavy metals, organic carbons, oil, and greases within the runoff that are treated within the system.



Former North Long Beach Library

It has yet to be determined what the future use of the Former North Long Beach Library will be, which served area residents until 2016 when the Michelle Obama Library opened on Atlantic Avenue.

The former North Branch Library is a 7,000 ft2 site located near the intersection of Orange Avenue and 56th Street. With existing bicycle facilities and easy transit access from Orange Avenue and South Street, along with bike lanes on Orange Avenue, the community facility is accessible to the surrounding community, including residents in the study area.



Dominguez Rancho Adobe Museum

The Friends of Rancho San Pedro preserve and increase community awareness of early California history as it relates to the Dominguez family, homestead adobe and the Rancho San Pedro, the first Spanish land grant in California.

The Dominguez Rancho Adobe Museum is a 43,560 ft2 site located in Rancho Dominguez Hills, an unincorporated portion of Los Angeles County between the cities of Long Beach, Carson, and Compton. The adobe of Manuel Dominguez was completed in 1826 and is California Historical Landmark Number 152. Increased community awareness is accomplished through educational programs and the operation of the Dominguez Rancho Adobe Museum and 20 acre property, which includes a historic garden, event space, and expansive grounds.

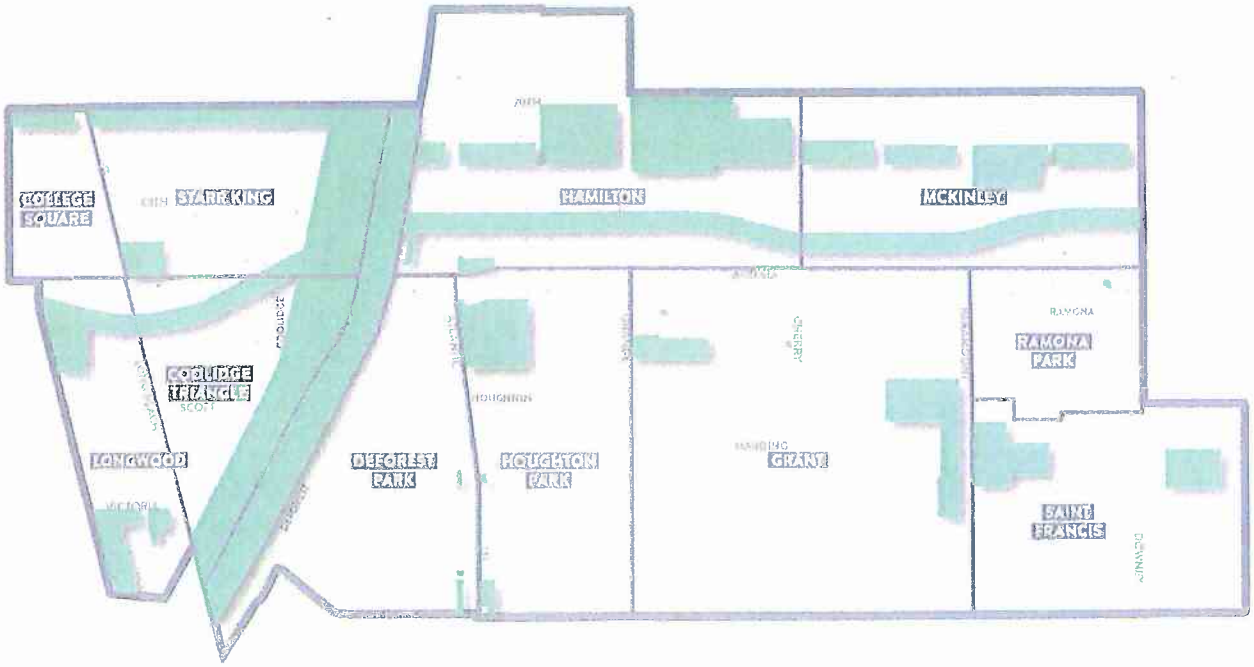
Other Nearby Parks

There are a number of neighborhood-serving parks in adjacent municipalities outside of Long Beach, which are significantly closer to residents in the Uptown Open Space Vision Plan study area than any public facilities in Long Beach.

Bellflower's Constitution Park is just one block from the St. Francis neighborhood, located within the SCE rights-of-way. The two acre park is largely passive in nature with open green space, a series of walking paths and a children's playground. Meadows Park in Paramount is a little over a quarter mile from the Hamilton neighborhood of North Long Beach. The pocket park has picnic areas, walking paths and a children's playground. Greenleaf Park in Compton is a relatively new park having been developed in 2012. The over three acre park utilizes SCE rights-of-way adjacent to El Camino College and the College Square neighborhood in Long Beach. It has a series of walking and jogging trails along with pods of outdoor fitness equipment.

OPPORTUNITY

Based on an examination of the existing park system, this chapter presents innovative open space opportunities throughout the study area. Along with a description of each of these Opportunity Types, there are maps that present potential locations as well as relevant cases studies that are shown to inspire success. This information was expressed in the first round of public outreach and was used to obtain community knowledge of what open space ideas should be prioritized.



OPEN SPACE OPPORTUNITY TYPES

Long Beach is a largely built-out community with few undeveloped parcels remaining within the City limits to create new large areas of public open space. The city's few remaining contiguous, vacant parcels of any substantial size are generally in the southeast area, which are already being considered for restoration of the natural habitat. With property values in Southern California among the highest in the nation – even the world – purchasing properties is a costly exercise.

Instead, Long Beach has and will need to continue to be creative and innovative when attempting to develop new park space for under-served portions of the city. Sharing facilities, reclaiming spaces, and repurposing infrastructure has yielded some of Long Beach's newest parks, serving as relevant, successful case studies which residents, planners, and Officials can experience firsthand. While North Long Beach has few vacant parcels to redevelop as open space, there are hundreds of acres of publicly owned or managed land that can help serve the neighborhoods lacking access to parks.

During the public participation process, community members had the opportunity to provide input on which opportunity type they had interest in. Given their expert knowledge of the community, they were also able to identify additional locations for new open space.

TOP
This map shows the locations of all potential innovative open space opportunities in North Long Beach.
[illegible]

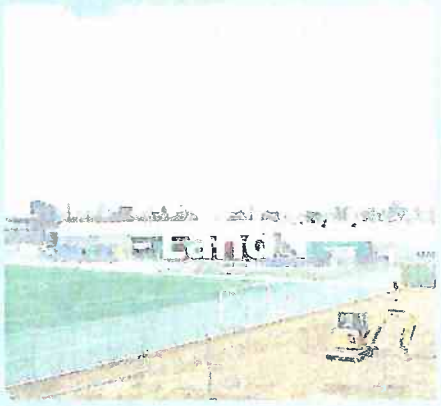
ABOVE INSET
Sculptures help to activate this vacant lot in North Long Beach, which otherwise is a neighborhood blight.
[illegible]

INFORMATION REGARDING OPEN SPACE OPPORTUNITIES

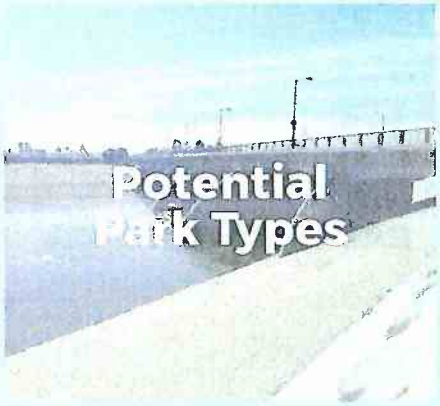
In this section are the primary sources of opportunities for developing new public open space in North Long Beach, each with their own considerations and advantages. To realize all of these opportunities would be for North Long Beach to reach parity with the east side of the city, which is served by El Dorado Park and Heartwell Park, as well as a half dozen other public parks and public facilities. Achieving park equity will require a coordinated effort with local support. The Opportunity Types are each listed with the following information:

Each has the goal of accommodating additional public open space but also have additional potential benefits.

Lays out the general description of the opportunity, saving specific examples and locations for later in the document.

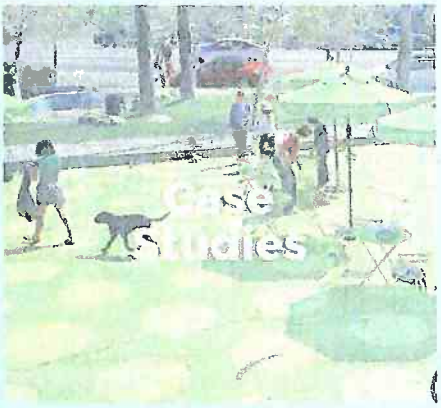


Provides a reasonable assumption of the total land area potentially available for public open space if fully realized.

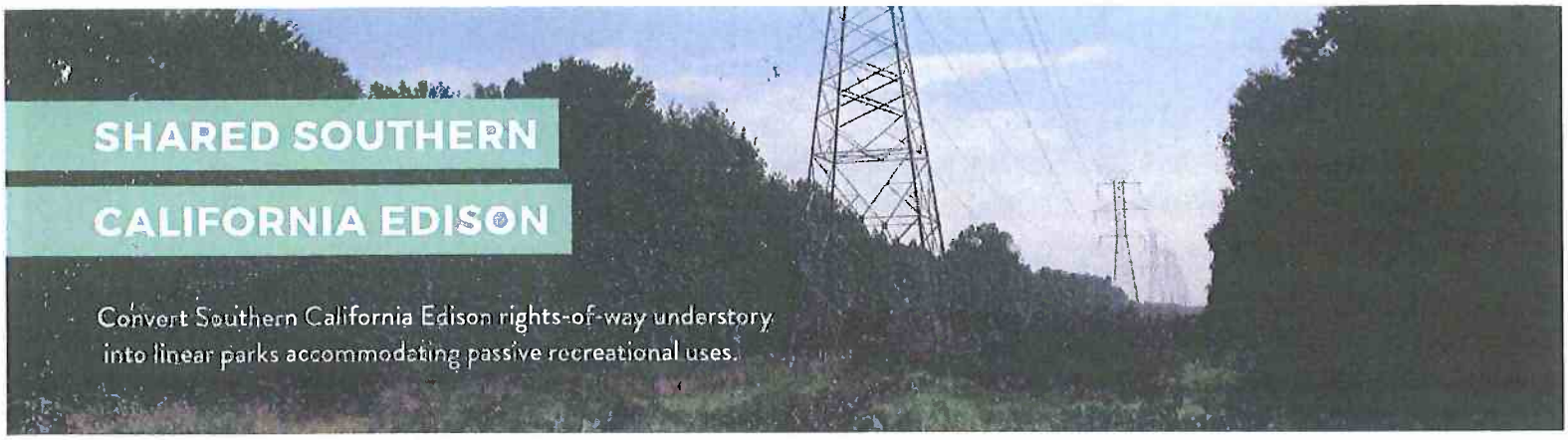


Categorizes the types of parks and service areas the opportunity type can provide in each scenario.

Identifies park amenities that would not likely be allowed within each opportunity type based on studying best practices.



Highlights relevant precedents to the opportunity type, starting with the most local, typically within the region, or state.



SHARED SOUTHERN CALIFORNIA EDISON

Convert Southern California Edison rights-of-way understory into linear parks accommodating passive recreational uses.

AVAILABLE LAND
155 Acres

POTENTIAL PARK
Neighborhood, Community, Regional

RESTRICTED AMENITIES

Sports Field, Teen Center, Stake Park, Senior Center, Community Center, Gymnasium, Swimming Pool, Sports Court, and Playground

ALLOWABLE AMENITIES

Equestrian Trail, Picnic Area, Multipurpose Field, Walking Trail, Meadow, Dog Park, Nature/Wetlands, Restroom, Outdoor Fitness Zone, and Community Garden

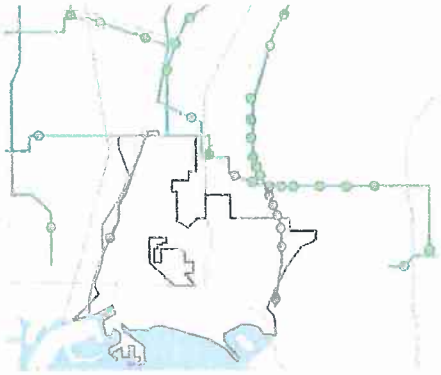
SCE is the electricity provider for the majority of the region not within the City of Los Angeles, which has its own municipal power provider. Regional electricity transmission infrastructure skirts the City of Long Beach along the northern, western, and eastern municipal boundaries. These rights-of-way typically parallel other major regional infrastructure corridors, including the Los Angeles and San Gabriel Rivers, as well as multiple freeways. These transmission corridors, typically a standard city-block wide, encompassing a total of about a square-mile of land area within Long Beach, or two percent of its total land area. This area does not include the Los Angeles Department of Water and Power's electricity corridor which runs through El Dorado Park to reach a power plant in Seal Beach.

In most cases, there are no permanent structures within the electricity transmission corridors, allowing for a variety of less intensive uses to take place. In many communities across Southern California – as well as within El Dorado Park – the right-of-way serves as public park space. In North and West Long Beach, the SCE right-of-way serves a variety of functions including as nurseries, self-storage, and truck parking. As part of the Land Use Element update of the General Plan, these transmission corridors and other infrastructures are being consistently classified as open space, which will focus these spaces as passive uses that will have less impact on adjacent communities.

Based on best practices developed by electricity providers and local parks agencies, there are design and programming criteria to consider when utilizing transmission corridors for public open space. The base of transmission pylons need to be secure to reduce public access to their base while also providing ease of access for maintenance crews. Park uses tend to be passive within the area of the transmission lines with few or no permanent structures, limited tree canopy [with a notable exception of the El Dorado Nature Center], and few playgrounds or organized sports apparatus.

The transmission corridors extend well beyond Long Beach through the region creating the potential for regional connections to other communities via greenways complete with public open space, recreational amenities, and active transportation trails. They extend immediately into the cities of Compton, Paramount, Bellflower, and Lakewood, all of which have already developed numerous parks within the SCE rights-of-way.

LOCAL PARKS USING TRANSMISSION CORRIDORS



Lakewood	6 Parks
Cerritos	5 Parks
South Gate	4 Parks
Bellflower	4 Parks
Long Beach	3 Parks
Downey	3 Parks
Carson	2 Parks
Paramount	2 Parks
Stanton	2 Parks
Buena Park	1 Park
Seal Beach	1 Park
Santa Fe Springs	1 Park

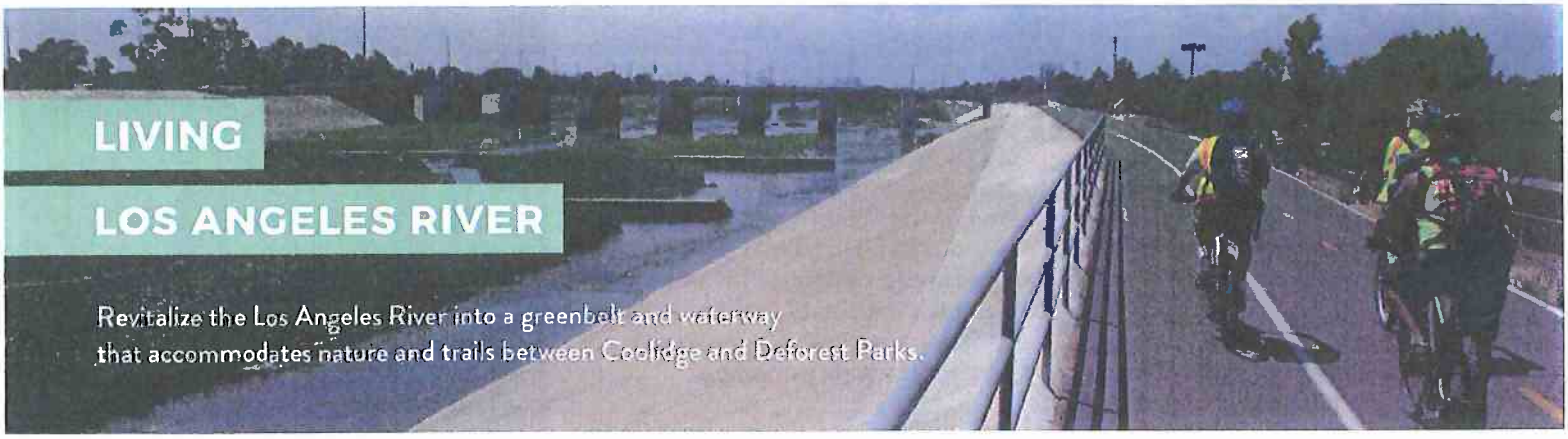
CASE STUDY

EL DORADO PARK LONG BEACH

There are nearly three dozen public parks located within electricity transmission corridors, the majority of those being within rights-of-way owned by SCE, with some portions controlled by Los Angeles Department of Water and Power.

The cities of Paramount, Cerritos, and Lakewood are have each utilized SCE rights-of-way for more than half of their respective cities' available public park space.

El Dorado Park is the largest municipal park in the region until reaching the hills of Whittier to the northeast and Palo Verdes to the southwest. Ten percent of the regional park's over 850 acres are within SCE's electricity transmission corridor, adjacent to the San Gabriel River channel. Most of the park area is passive in use with a few trails and picnic areas, though the El Dorado Nature Center including its hundreds of species of California native wildlife and plants makes use of the corridor area.



LIVING LOS ANGELES RIVER

Revitalize the Los Angeles River into a greenbelt and waterway that accommodates nature and trails between Coolidge and Deforest Parks.

500 yd 1000 2000

AVAILABLE LAND
85 Acres

POTENTIAL PARK
Neighborhood, Community, Regional

RESTRICTED AMENITIES
Teen Center, Senior Center, Gymnasium, Community Center, and Swimming Pool

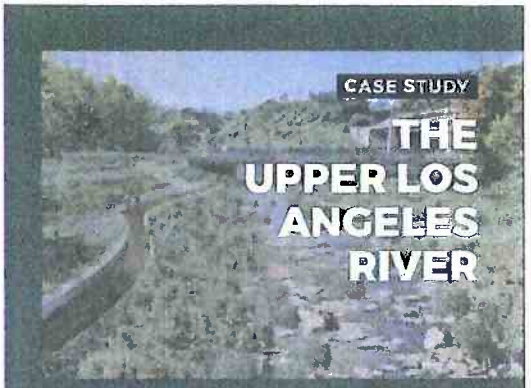
ALLOWABLE AMENITIES
Sports Field, Equestrian Trail, Picnic Area, Multipurpose Field, Stake Park, Walking Trail, Meadow, Dog Park, Nature/Wetlands, Restroom, Sports Court, Outdoor Fitness Zone, Playground, and Community Garden

Throughout time, the Los Angeles River has helped to support the development of the metropolitan region as it served as the primary source of freshwater before the construction of the Los Angeles Aqueduct. Early settlements that encroached onto the river's floodplain experienced instances of flooding that destroyed entire towns. In the 1930's, the US Army Corps of Engineers created a plan to control the free-flowing river by building a channel that stretches from the Santa Susana Mountains all the way down to its mouth in Long Beach where it meets with the Pacific Ocean. The construction of this approximately 51 mile-long concrete flood control infrastructure came at the expense of eliminating riparian habitats that hosted highly diverse types of plants and animals that were native to the region and climate.

Numerous park advocates and environmental advocacy groups are supporting the reclamation and restoration of portions of the Los Angeles River for natural vegetation and wildlife. By working with the US Army Corps of Engineers, who hold ultimate decision-making power, local organizations and municipalities hope to acquire adjacent lands by terracing back the channel walls and studying opportunities to enhance the floodplain. Los Angeles River revitalization advocacy groups have identified the Los Angeles River as an Open Space Opportunity that could also help to improve local and regional connectivity, economic development, water quality, and air quality. In 2018, the Lower LA River Working Group released their Lower LA River Revitalization Plan that proposes enhancements to 19 miles of the river from Vernon to Long Beach to resemble a "natural" river by preserving the natural habitat.

In Long Beach, the Los Angeles River presents unique opportunities for public open space and multimodal connectivity. DeForest Park is located east of the river, separated only by the Los Angeles River Bicycle Path. There is potential to use the Los Angeles River to bridge DeForest Park to Coolidge Park, which is located west of the river, separated by the SCE right-of-way and the I-710 Freeway. Artesia Boulevard is the only street that touches both sides of the study area and enhancements to the street can strengthen overall east-west connectivity. North of the SR-91 Freeway, there are opportunities to enhance the Los Angeles River and connect both sides of the SCE right-of-way, which could also serve as a public open space.

As of 2017, there are a few segments of the Los Angeles River that are accessible for recreational purposes, but to ensure that natural habitats are restored to its greatest capacity within reason, it is recommended that future park uses would remain more passive with few permanent structures and with landscaping that does not significantly interfere with the river's ability to channel water. Accomplishing the transformation of the Los Angeles River into a greenbelt and waterway would require coordination between City officials, US Army Corps of Engineers, California Department of Transportation [Caltrans], and SCE.



CASE STUDY

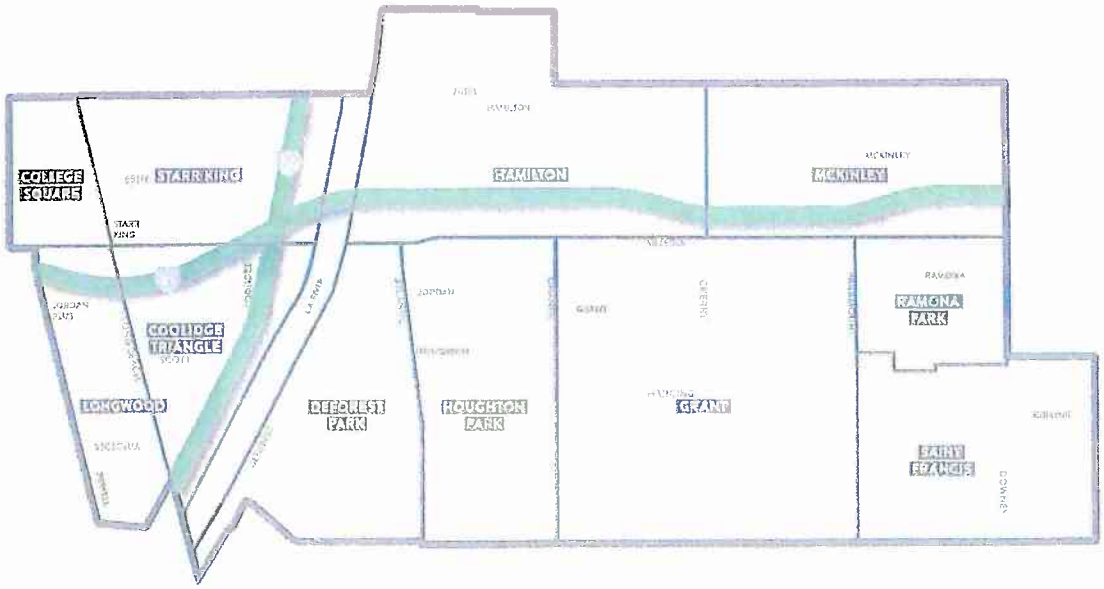
THE UPPER LOS ANGELES RIVER

For over a decade, the City of Los Angeles [LA] has been planning to enhance large portions in and around the LA River into publicly accessible open space.

In 2016, the LA City Council adopted the LA River Ecosystem Restoration Feasibility Study which was prepared by the City of LA in conjunction with the US Army Corp of Engineers. The Study proposes enhancing 11 miles along the LA River while maintaining existing levels of flood risk management. In addition to restoring the historic riparian corridor with wildlife and natural vegetation, the Study also includes opportunities for passive recreation that is compatible with the restored environment. Otherwise known as Alternative 20, the project is estimated to cost approximately $1.3 billion, with the City being responsible for paying $980 million to be paid incrementally on a project-by-project basis.

CONNECTED FREEWAYS

Construct parks above, below, and next to the I-710 and SR-91 Freeways to expand open space opportunities while reconnecting adjacent communities.



AVAILABLE LAND
115 Acres

POTENTIAL PARK
Mini, Neighborhood, Community

RESTRICTED AMENITIES
Teen Center, Senior Center, Gymnasium, Community Center, and Swimming Pool

ALLOWABLE AMENITIES
Sports Field, Equestrian Trail, Picnic Area, Multipurpose Field, Stake Park, Walking Trail, Meadow, Dog Park, Nature/Wetlands, Restroom, Sports Court, Outdoor Fitness Zone, Playground, and Community Garden

The development of the nation's freeway network was a massive planning and engineering achievement. The freedom of movement that automobiles and freeways provide has become embedded into the everyday activity of most Americans, with Southern California being the center of the car culture. The construction of new freeways continues to be substantial public investment to increase their capacity and efficiency.

While it is nearly impossible to measure the total investment into freeways, their impacts to the communities they were built upon and through is also immeasurable. Millions of homes, businesses, and community institutions were in the path of these freeways and thus had been impacted, relocated, or all together eradicated. They have divided or destroyed communities, with Long Beach no different as the I-710 and SR-91 Freeways slice North Long Beach in four quadrants.

Communities throughout the nation are beginning to look into innovative ways to reconnect these neighborhoods by building more and stronger connections above and below these freeways. This has been accomplished by using residual spaces to pull the sides closer together, building above and below the freeways and in some cases removing them altogether. Long Beach is actually considering removing a freeway; the Terminal Island Freeway on the Westside.

Memorial Park in La Cañada Flintridge is approximately 1.5 acres and the first freeway cap park in Los Angeles County.

A freeway cap park covers a below-grade freeway by using the embankment area to build structural support for a platform that connects pedestrian bridges together—functioning similarly to a tunnel. It operates with both active and passive park uses including a playground, picnic area, gazebo, and lawn. The park is used by community members and also programmed with local events, including a summer Music in the Park series and a local farmer's market.

In 2013, the City of Bellflower constructed a 3.5 acre linear park on the south side of the SR-91 Freeway on Palm Street.

In coordination with Caltrans, the City of Bellflower was granted a long-term lease adjacent to the SR-91 Freeway for 20 years. This involved capturing underutilized areas of the freeway embankment area and converting it into public open space. The park cost an estimated $2.1M, paid mostly in grants and local development fees. Palm Street Park features a curvilinear walking path with pedestrian lights, landscaping, picnic area, playground, and vehicular and bicycle parking.

Mission Creek Park is over 10 acres of public open space with both active and passive uses.

The park is one of the earliest parks built in the Mission Bay neighborhood surrounding Mission Creek, allowing users to recreate freely around the body of water. The western portion of the park was built underneath the 280 Freeway, creating new opportunities for open space. This underutilized marshland now includes a walking path, basketball courts, sand volleyball court, small boat house, drought tolerant landscaping, pedestrian lights, stormwater basin, dog park ,and lawn.

SHARED USE SCHOOLS

Enter a joint use agreement with LBUSD to open a part of each campus during after school hours, weekends, and holidays to the public or utilize large setbacks consisting of lawn space for community amenities.

AVAILABLE LAND
105 Acres

POTENTIAL PARK
Mini, Neighborhood

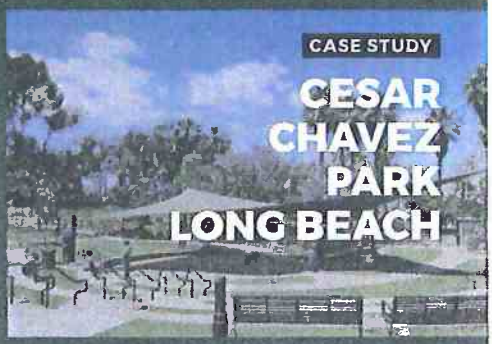
RESTRICTED AMENITIES
Equestrian Trail, Picnic Area, Stake Park, Senior Center, Dog Park, and Nature/Wetlands

ALLOWABLE AMENITIES
Sports Field, Multipurpose Field, Teen Center, Gymnasium, Community Center, Swimming Pool, Walking Trail, Meadow, Restroom, Sports Court, Outdoor Fitness Zone, Playground, and Community Garden

Municipal governments and school districts across the nation are establishing joint use agreements of school recreation areas in an effort to better use existing resources, share expenses for maintenance and development of open space and to create open space opportunities in built-out environments. The [2002] Open Space Element of Long Beach's General Plan outlined the recreation facilities of the School District's seven hundred acres of campuses for additional park space. Establishing joint use-agreements with the School District, the City can dramatically expand open space access, in many cases in the most impacted communities in the city.

The City of Long Beach and LBUSD have entered into joint use agreements on various campuses on a case-by-case basis. LBUSD also makes their facilities available to community and private organizations including sports leagues, and church groups, among others. These arrangements are most often made by campus administration.

Within the Uptown Open Space Vision Plan area there are eight school campuses; four elementary, one middle, and two high schools for LBUSD, as well as Collins Elementary School from the Paramount Unified School District. Most of these campuses have substantial recreational spaces including sports courts and sports fields, especially Hamilton Middle School and Powell Elementary School which both have expansive playing fields.



CASE STUDY

CESAR CHAVEZ PARK LONG BEACH

Cesar Chavez Elementary School located in the West Gateway of Downtown Long Beach was developed in 2004 on a compact footprint near the Los Angeles River.

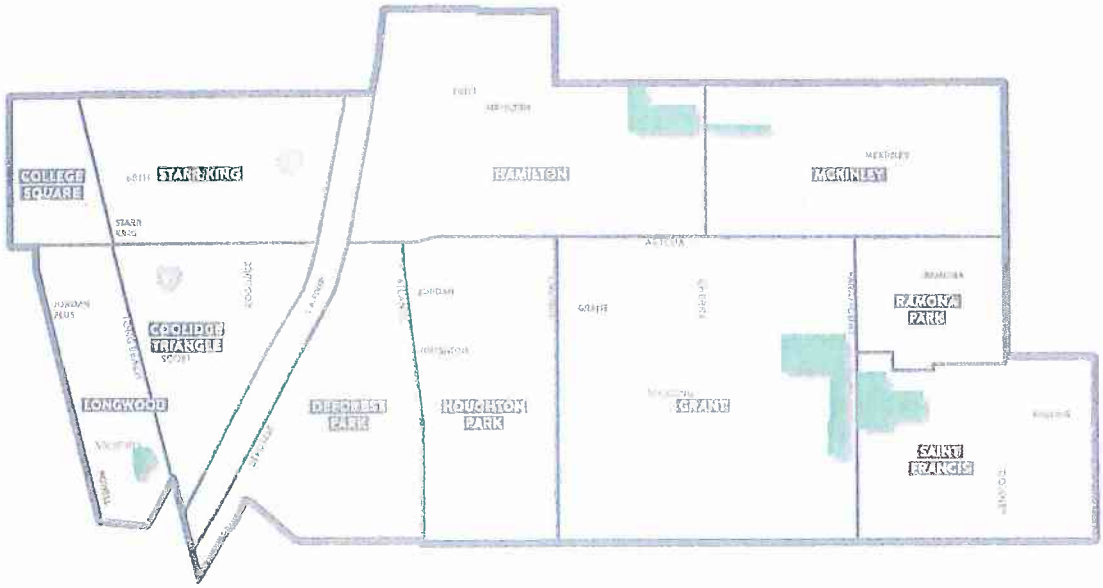
During the same period of time the City of Long Beach, through the former Redevelopment Agency and Parks, Recreation and Marine Department were developing Cesar Chavez Park, one the largest parks created over the past three decades. A portion of the park was designed to be closed during school times to be used as a recess area and in exchange the school was designed to allow for public access of the main auditorium and gymnasium, as well as the school nurse's office as a family medical clinic.

Aerial view of Cesar Chavez Park.
PHOTO COURTESY OF RJM DESIGN GROUP

TRANSITION

BROWNFIELDS

Remediate and convert contaminated industrial lands into park space, reducing land use conflicts, and reconnecting adjacent neighborhoods.



AVAILABLE LAND
90 Acres

POTENTIAL PARK
Neighborhood, Community, Regional

RESTRICTED AMENITIES
Nature/Wetlands and Community Garden

ALLOWABLE AMENITIES
Sports Field, Equestrian Trail, Picnic Area, Multipurpose Field, Teen Center, Stake Park, Senior Center, Sports Court, Gymnasium, Community Center, Swimming Pool, Walking Trail, Meadow, Dog Park, Restroom, Outdoor Fitness Zone, and Playground

Developing new parks in existing urban environments have often relied upon transitioning former industrial properties to public open spaces. This is taking place often as many cities are transitioning from manufacturing to other industries and many factories and warehouses lay fallow. These areas collectively transition to residential, education, or other commercial uses but often include park development to serve the new users.

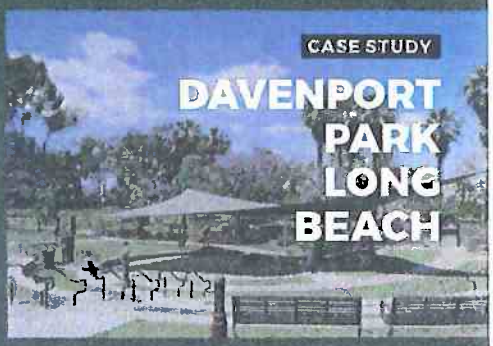
These properties, called brownfields, are former industrial or commercial sites where future uses are affected by real or perceived environmental contamination. Transitioning industrial properties to any other use typically requires a meticulous and lengthy process to delicately demolish any existing structures and remediate any contamination of the soil below. This is often due to the various poison chemicals that were used, stored, or became byproducts of the industrial operations on the property. The handling of these chemicals are heavily regulated now, their harmful nature was not originally known or considered and these materials remained without being extracted, treated, or mitigated.

As a result, the type of future uses and types of development have to be considered when redeveloping former industrial properties. In some cases penetrations are not allowed through the top soil, thus limiting the types of structures that can sit atop. Other limitations might preclude community gardens or any other vegetation that might be consumed. The expense of remediation and limitations on future development and uses should be among the considerations when redeveloping brownfield properties for open space.

There are often funding sources offered through the State and Federal government to subsidize some of the costs of remediation. The benefit of redeveloping brownfields are that the properties are typical larger than can otherwise be acquired in an urban area. At some point, remediation is also necessary in order to benefit the health of the community and local habitat.

Within North Long Beach the industrial properties generally cluster along the San Pedro Branch railroad which very few operations utilize any longer. These large industrial properties physically separate the McKinley, St. Francis, and Ramona Park neighborhoods from the rest of Long Beach. Within the Uptown Open Space Vision Plan study area, there are only two public connections to these neighborhoods from the city, along South Street and Artesia Boulevard.

These industrial operations include a range of the activity and productivity but of particular note are collection of properties along Paramount Boulevard that are largely truck and crane storage. The properties have few structures and their heavy vehicle operations are not ideal land uses to have directly adjacent to residential neighborhoods.

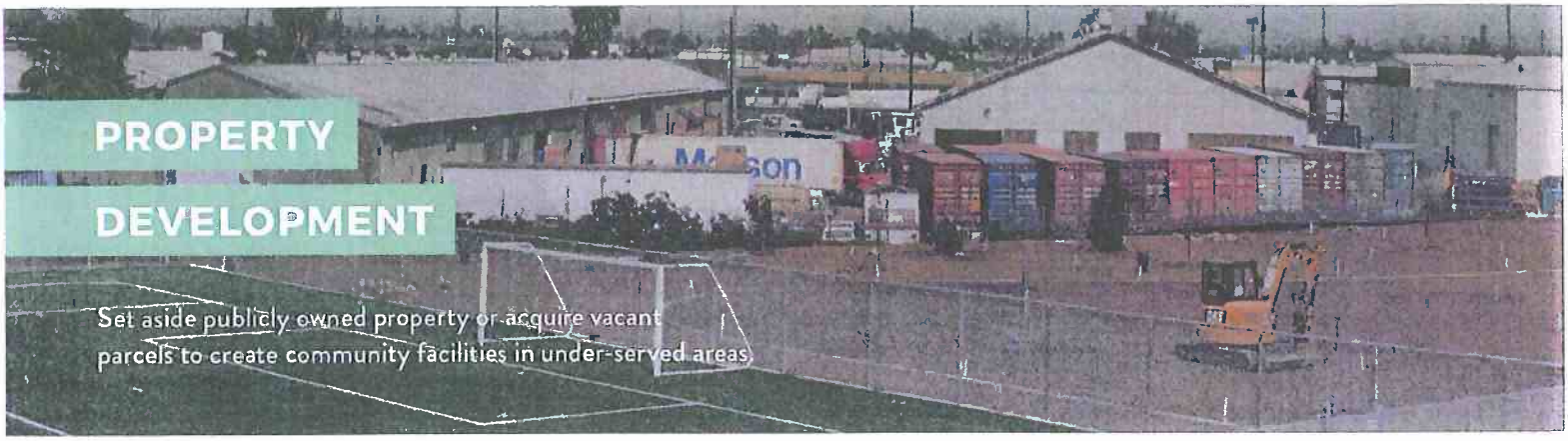


CASE STUDY

DAVENPORT PARK LONG BEACH

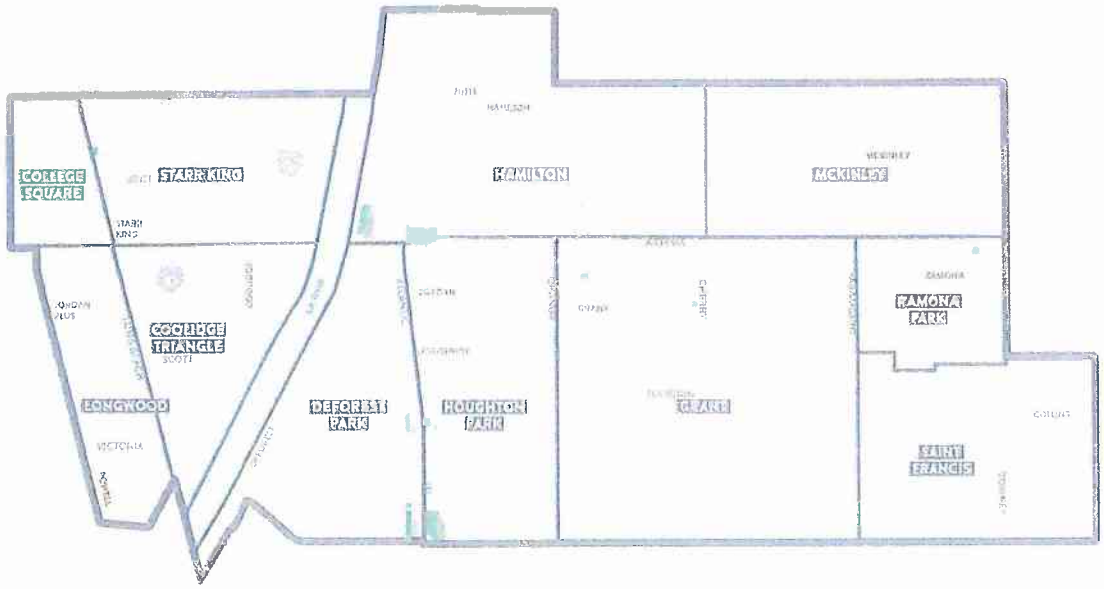
This park was the site of a Long Beach landfill until 1947 when it was developed for industrial uses.

Differential settlement of the land resulted in the condemnation of industrial buildings on the easterly portion and the site was abandoned by the owners. The Redevelopment Agency acquired the 5.92 acre site portion on July 31, 2001 with North Long Beach Project Area funds. Construction began after substantial design and permitting work to close the landfill according to then current standards and was completed in 2006. Improvements include a soccer field, two half-court basketball courts, playground, walking trail, picnic area, restroom, and parking lot. In April 2006, the Redevelopment Agency acquired the westerly 5.6 acres with North Long Beach Project Area funds, to extend the park to Paramount Boulevard. The new area includes an additional soccer field, picnic area, and extended walking trail that opened to the public on September 30, 2017.



PROPERTY DEVELOPMENT

Set aside publicly owned property or acquire vacant parcels to create community facilities in under-served areas.



AVAILABLE LAND
11.6 Acres

POTENTIAL PARK
Mini

RESTRICTED AMENITIES
None

ALLOWABLE AMENITIES
Sports Field, Equestrian Trail, Picnic Area, Multipurpose Field, Teen Center, Stake Park, Senior Center, Sports Court, Gymnasium, Community Center, Swimming Pool, Walking Trail, Meadow, Dog Park, Restroom, Outdoor Fitness Zone, and Playground

Many of Long Beach's existing stock of public park space was acquired or donated to the City by private property owners. Property for newer parks was purchased through the former Redevelopment Agency, a mechanism that leveraged tax increment financing to remove blight, expand economic development and improve communities. Redevelopment agencies across California were eliminated by the State as part of the 2011 Budget Act, and in order to protect funding for core public services at the local level.

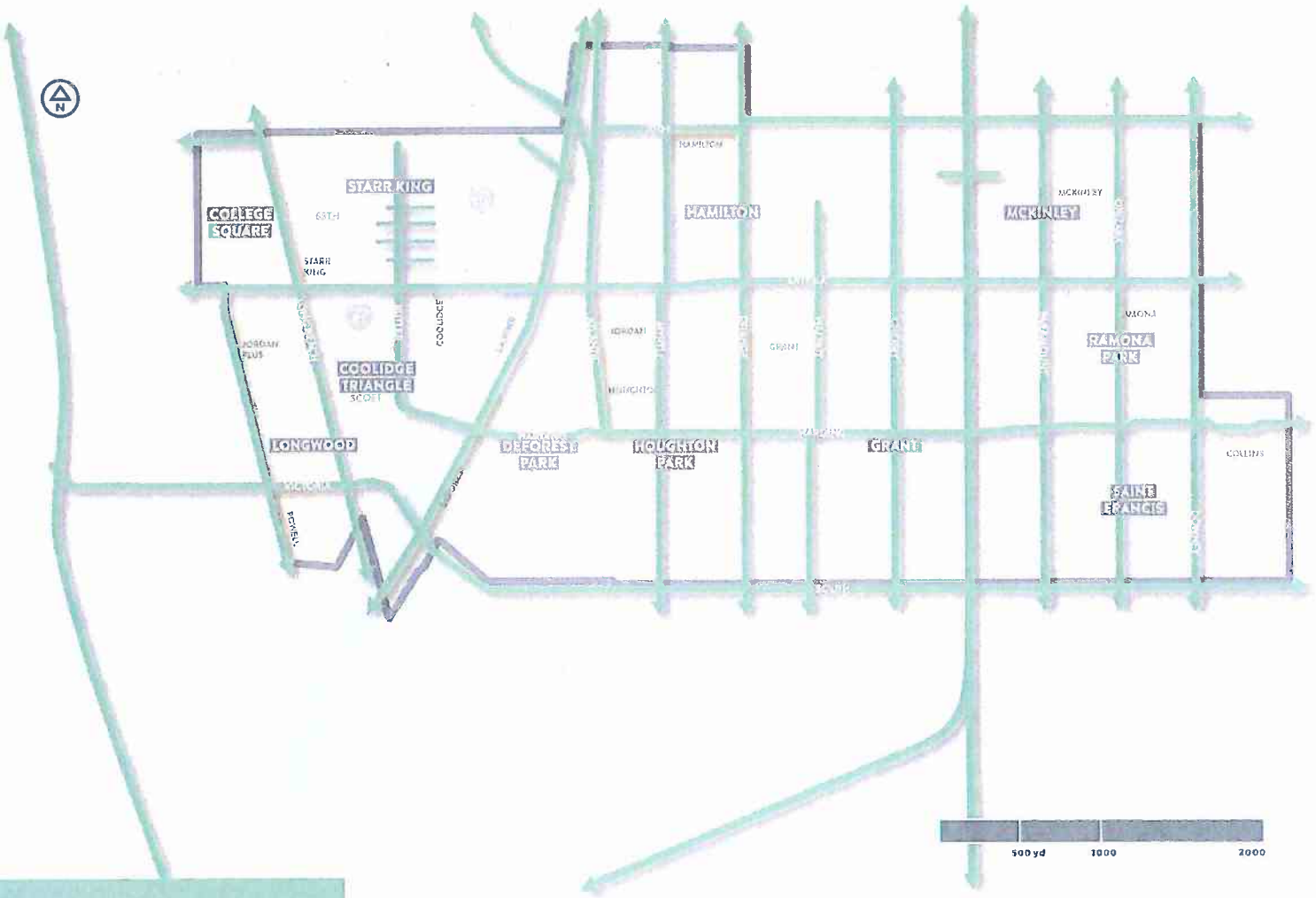
Without this mechanism, cities have much more limited resources to acquire private properties relying on grants, development fees and other non-general fund sources, with more likely candidates for purchase being vacant lots or properties with few improvements. Long Beach is a largely built-out city with few vacant private parcels that are not already being considered for development, for either private or public use. Much of the private properties that are vacant, likely have contaminated soil conditions and would fit within the Brownfield Opportunity Type. Within the Uptown Open Space Vision Plan study area, there are just a handful of vacant opportunity sites, mostly focused along commercial corridors. Most are just one or two typical parcels with few amounting to more than a half-acre in size, thus precluding the types of amenities that could be programmed within a potential park. Greater thought will also need to be applied for placing uses within any park along these corridors, especially for children in relationship to traffic. The benefit to locating small parks along commercial corridors are accessibility to public transit, future bicycle and pedestrian facilities, as well as potential integration with local business activity.

CASE STUDY

GRACE PARK LONG BEACH

The park was named Grace Park by the Long Beach City Council to recognize the use of the site as a church from 1930 to 2000, and to honor Grace Olive Wile who lived nearby at 34 Market Street from 1939 to 1946.

Developed through a vacant lot acquisition, the park, located at the intersection of Elm Avenue and Plymouth Street, is little over an acre size and was built with funding from the Redevelopment Agency of Long Beach; the California Clean Water, Clean Air, Safe Neighborhood Parks, and Coastal Protection Act of 2002; and City of Long Beach Park Impact Fees. The former church property was purchased by the Redevelopment Agency which then transferred the property to the Department of Parks, Recreation and Marine in 2006 upon completion of the park improvements.



GREENWAY OPPORTUNITY TYPES

As the Open Space Opportunity Types are largely limited to the north and western portions of the study area, it will be necessary to extend their reach across Long Beach through safe, accessible, and pleasant connectors. As Long Beach invests further in its active transportation network, it makes sense to consider the trails as connectors to public amenities and parks. Using the existing network of streets, utility corridors, and other infrastructure there is the opportunity in the future to connect most every resident in North Long Beach to a greenway or park.

The Los Angeles and San Gabriel Rivers form the backbone of Long Beach's regional north-south active transportation network, with the beach path providing an uninterrupted east-west connection for the southern portion of the city. Within North Long Beach, major thoroughfares with surplus capacity, or relatively calm neighborhood streets with excess roadway space and continuous infrastructure corridors, can provide a more localized network for residents and active transportation commuters. The Greenway Opportunity Types builds upon the north-south and east-west connections that would be established through the Open Space Opportunity Types.

TOP
This map shows the locations of all potential open space connectivities in North Long Beach.

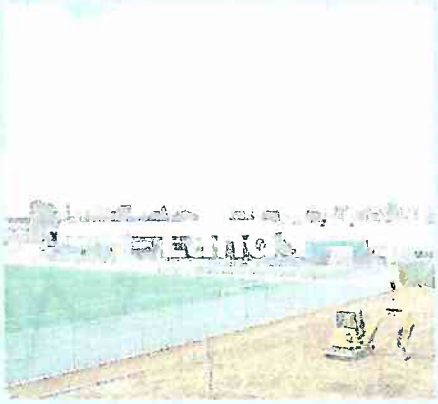
ABOVE INSET
Protected bikeway along Artesia Boulevard are parking-protected, and feature green plastic reflective bollards, rubber curbs and intermittent green pavement markings.

INFORMATION REGARDING OPEN SPACE OPPORTUNITIES

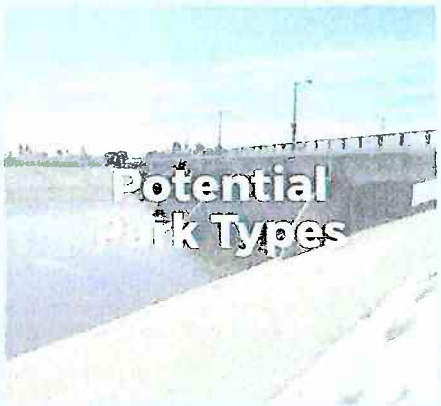
In accordance with the Bicycle Master Plan Update [2017], the Greenway Opportunity Types shall be planned for those of Long Beach's 8-80 population and should be designed as extensions of the open space network. The term 8-80 was coined by Gil Peñalosa, a Parks Commissioner of Bogota, Colombia, who wanted safe, convenient, and connected bikeways to allow people of all ages and abilities to have the opportunity to bicycle, hence the term 8-80 refers to those between the ages of 8 years old and 80 years old. The utility of bicycle and pedestrian facilities should be augmented with landscaping and placemaking treatments. Some of these Greenway Opportunity Types are themselves large enough to be considered plazas or mini-parks. These Opportunity Types are each listed with the following information:

Each has the goal of accommodating additional public open space but also have additional potential benefits.

Lays out the general description of the opportunity, saving specific examples and locations for later in the document.



Provides a reasonable assumption of the total land area potentially available for public open space if fully realized.



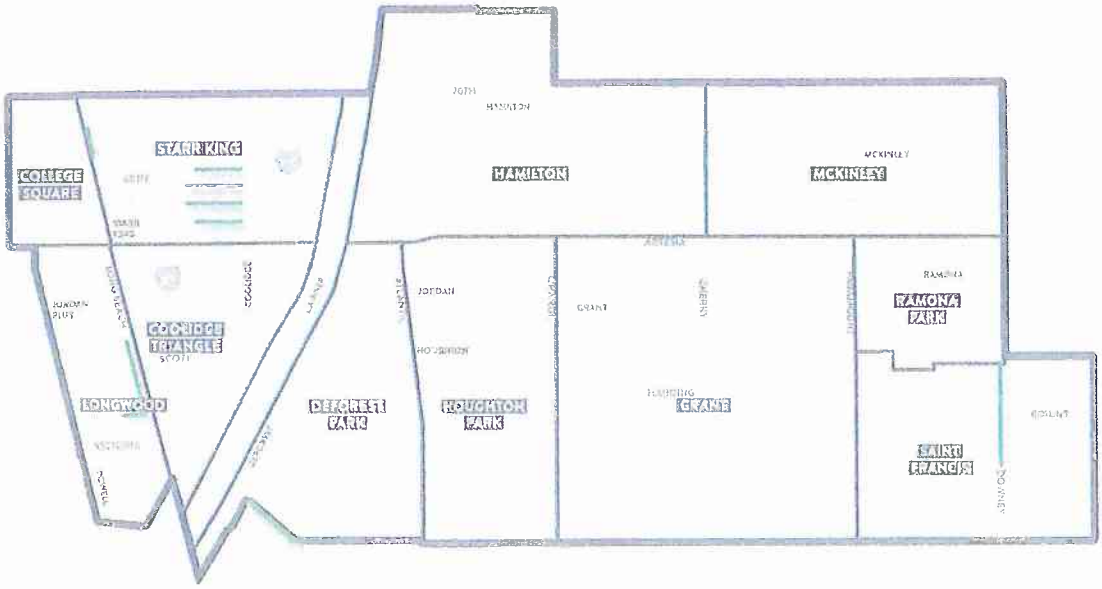
Categorizes the types of parks and service areas the opportunity type can provide in each scenario.

Identifies park amenities that would not likely be allowed within each opportunity type based on studying best practices.

Highlights relevant precedents to the opportunity type, starting with the most local, typically within the region, or state.

PAVEMENT TO PLACES

Convert surplus roadways into pedestrian plazas and mini-parks, serving adjacent neighborhoods and commercial districts.



AVAILABLE LAND
12.8 acres

POTENTIAL PARK
Mini

RESTRICTED AMENITIES

Teen Center, Senior Center, Gymnasium, Community Center, and Swimming Pool

ALLOWABLE AMENITIES

Sports Field, Equestrian Trail, Picnic Area, Multipurpose Field, Stake Park, Walking Trail, Meadow, Dog Park, Nature/Wetlands, Restroom, Sports Court, Outdoor Fitness Zone, Playground, and Community Garden

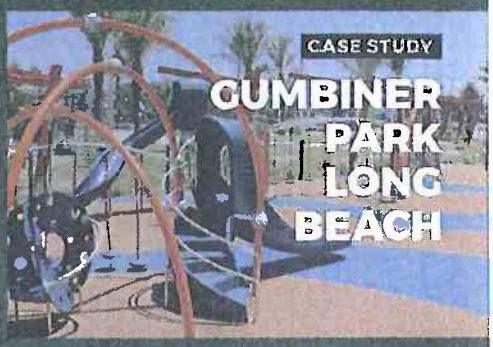
A streetlet closes streets to vehicle traffic in order to create public open space for pedestrians in the former roadway. This is accomplished by installing multiple physical barriers that block a street to motor vehicle traffic and divert vehicles to alternative collector routes. The streetlet can be employed to expand open space in neighborhoods underserved by public parks or for placemaking for commercial districts.

Streetlets may be designed with low-cost materials like paint and potted plants or more expensive treatments such as modifying curb lines, bulbouts, adding speed table or removing the street entirely. Streetlets should be designed to maximize opportunities for greening, stormwater management, and habitat creation. Streetlets should incorporate programming elements like seating, public art, and informational or educational environmental graphics. The design of streetlet should maximize the amount of space repurposed from vehicular circulation for enhanced greenery and community gathering spaces. Streetlets are often championed by community leaders who partner with their local jurisdiction to program and maintain the space, which results in a greater sense of community ownership and pride.

If a street closure is done for the streetlet, it should always allow free-through movement of all pedestrians, including wheelchair users, and cyclists. Emergency vehicles, such as fire trucks and ambulances, should also be able to access the area. In addition, streetlet projects often require changes to how stormwater is captured, resulting in modifications to how the street is graded and the installation of new catch basins.

While streetlets close or partially close the street to private vehicles they should be designed to feel open and inviting to all other users. Streetlets should maintain view corridors through the project site and read as public spaces.

ABOVE INSET
Playground and shade structures located in Gumbiner Park in Long Beach, CA.



CASE STUDY

GUMBINER PARK LONG BEACH

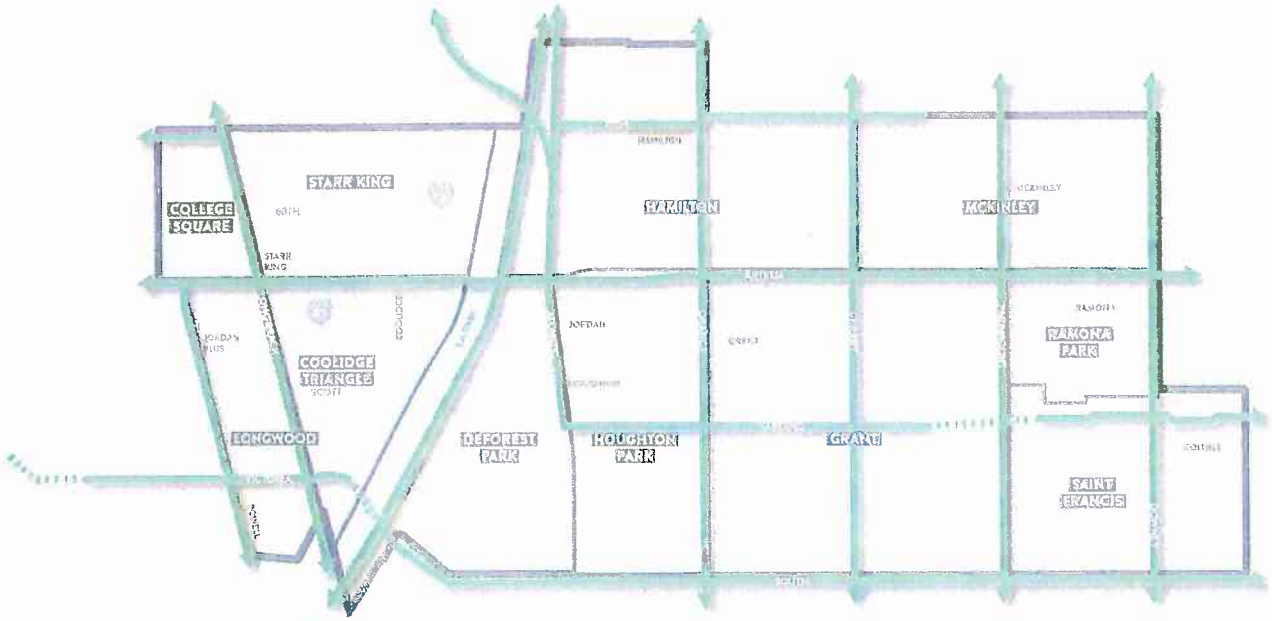
Gumbiner Park was created by realigning a complicated series of intersections to improve safety and pedestrian circulation while creating about an acre of public open space.

Consolidating the four intersections into two has reduced demand on the 600 block off Martin Luther King Jr. Ave to a point where it was closed to vehicle traffic and turned into park space. 6th and 7th St were converted from one-way into two-way streets for four blocks to the west, moving the transition of one-way to two-way traffic west. 6th St has been aligned on either side of Alamitos Ave to make a more typical intersection at the south end of the park.

The project removed the most dangerous intersection in Long Beach by simplifying the intersections while maintaining traffic flow. The park better connects the surrounding area and provides a focal point for some of the city's significant cultural institutions, including the Museum of Latin American Art, Pacific Island Ethnic Art Museum, and St. Anthony Church and School. The City of Long Beach was awarded nearly five million dollars in grants program to realign the streets and develop the new park, including a Highway Safety Improvement Program, urban greening program, and CA State Prop 47.

GREENWAY NETWORK

Convert surplus roadway into separated bicycle and pedestrian trails connecting neighborhoods and commercial districts to public open space.



AVAILABLE LAND
1.85 miles

POTENTIAL PARK
Trail-Shared Use

RESTRICTED AMENITIES

Sports Field, Equestrian Trail, Picnic Area, Multipurpose Field, Teen Center, Stake Park, Senior Center, Sports Court, Gymnasium, Community Center, Swimming Pool, Meadow, Dog Park, Nature/Wetlands, Restroom, Playground, and Community Garden

ALLOWABLE AMENITIES

Walking Trail and Outdoor Fitness Zone

Certain streets in Long Beach have excess vehicle capacity that may be better suited for street redesign to better accommodate the needs of pedestrians, cyclists, and transit riders. By reducing the width or number of travel and parking lanes, selected streets can be reconfigured to accommodate a variety of improvements, such as wider sidewalks with trees, bike paths or lanes, dedicated transit faculties, landscaped medians, or curb extensions that make the streets more attractive and usable.

These streets can also be made safer through this sort of transformation as the narrower street tends to yield calmer traffic flow. Dedicated bicycle facilities reduce conflicts with vehicles and shorter crossing distances leave pedestrians less exposed to vehicular traffic. The added green space and safer streets also benefit the quality of life for residents in adjacent neighborhoods and can support local businesses through increased street vitality.

These road diets use a street's excess traffic capacity and/or surplus roadway to serve other users. In Long Beach–specifically Uptown –the surplus rights-of-way can dramatically enhance livability by creating new open space, dedicated bicycle facilities and enhanced pedestrian environments. Road diets can be applied with little more than paint during resurfacing projects but could also include more widespread change that reimagines the entire rights-of-way.

The future greenways can take many forms depending on each street's existing configuration and use patterns, whether they can be located equally on each side of the street or asymmetrically designed. Artesia Boulevard has protected bike lanes on both sides of the street as there is an existing landscape median in the middle of the street with mature trees. The cycle tracks on Broadway and 3rd Street in Downtown Long Beach are set to one side due to the one-way nature of the two corridors.

These greenways should serve as connectors to the park network but also themselves be considered public open space with additional landscape and urban tree canopy as well as places to sit, gather, and socialize. The greenways can thus become extension of the park habitat for residents and local wildlife.

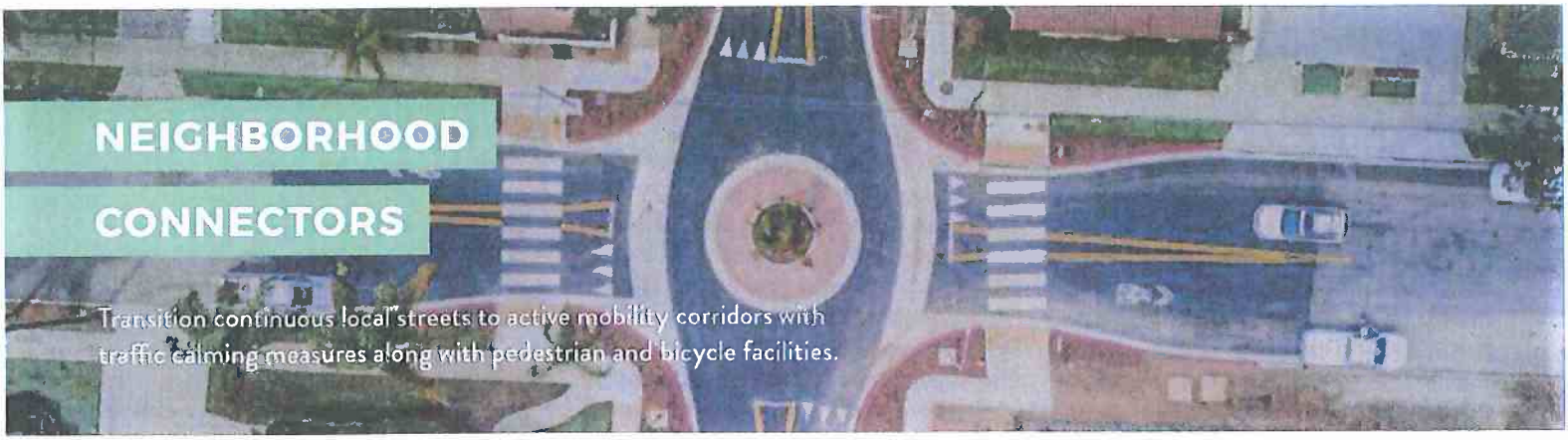
CASE STUDY

INDIANAPOLIS CULTURAL TRAIL

The Indianapolis Cultural Trail is an eight-mile urban bike and pedestrian path that connects six cultural neighborhoods in downtown Indianapolis, Indiana.

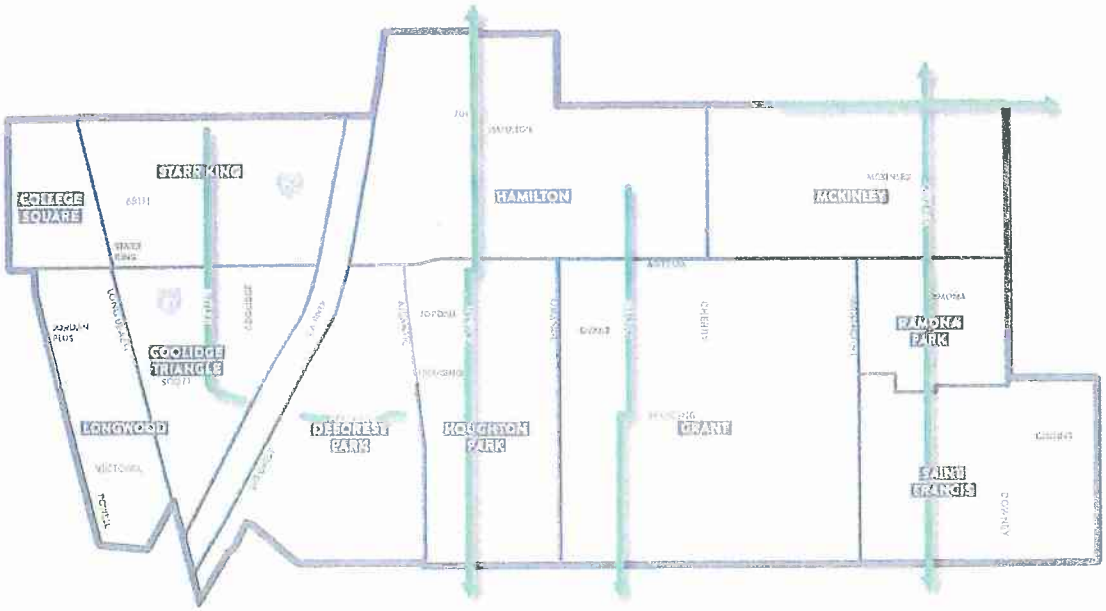
The asset took 18 years to design and construct at a cost of over $60 million in public and private funding. It connects dozens of parks, museums, historic sites and community amenities throughout downtown Indianapolis.

The eight miles of the bike and pedestrian path was created by converting parking and/or car travel lanes into trail space and features public art installations, landscaping and bioswales to absorb stormwater runoff, all while connecting people and places in downtown Indianapolis. The trail typically runs on one side of the street with a landscaped area buffering pedestrians and cyclists from automobile traffic.



NEIGHBORHOOD CONNECTORS

Transition continuous local streets to active mobility corridors with traffic calming measures along with pedestrian and bicycle facilities.



AVAILABLE LAND
8 miles

POTENTIAL PARK
Trail-Shared Use

RESTRICTED AMENITIES

Sports Field, Equestrian Trail, Picnic Area, Multipurpose Field, Teen Center, Stake Park, Senior Center, Sports Court, Gymnasium, Community Center, Swimming Pool, Meadow, Dog Park, Nature/Wetlands, Restroom, Playground, and Community Garden

ALLOWABLE AMENITIES

Walking Trail and Outdoor Fitness Zone

The street grid is relatively consistent throughout most of North Long Beach with most interruptions resulting from major infrastructure like freeways and railroad tracks. While many of the major thoroughfares have surplus capacity to provide protected bicycle and pedestrian trails, most local streets are right-sized for serving neighborhood transportation needs. The City of Long Beach updated the citywide Bicycle Master Plan, identifying a network of bike boulevards along consistent local streets with relatively low traffic volume.

Neighborhood Connectors expand upon the bicycle boulevards in the city to include infrastructure improvements for pedestrians as well, understanding that the traffic calming devices and additional traffic controls serve both cyclists and walkers. Neighborhood Connectors have unique features based on the street characteristics, the desires of the surrounding residents and businesses, safety concerns and available funding. Neighborhood Connectors can include, but are not limited to, traffic calming and traffic management treatments, enhanced crossings at major thoroughfares, and additional pedestrian amenities like furniture and street trees. The difference between neighborhood connectors and greenways are that neighborhood connectors include roadway improvements on residential neighborhoods whereas greenways are improvements to commercial corridors, which often result in larger infrastructural modifications, such as changes to the curblines.

Neighborhood Connectors can serve recreational users as well as those who rely on bicycles as a practical mode of travel, connecting Long Beach residents to the open space network. With additional landscaping and street trees, the Neighborhood Connectors also establish visual connections to parks and as wildlife corridors between open spaces/habitats.

CASE STUDY

VISTA STREET LONG BEACH

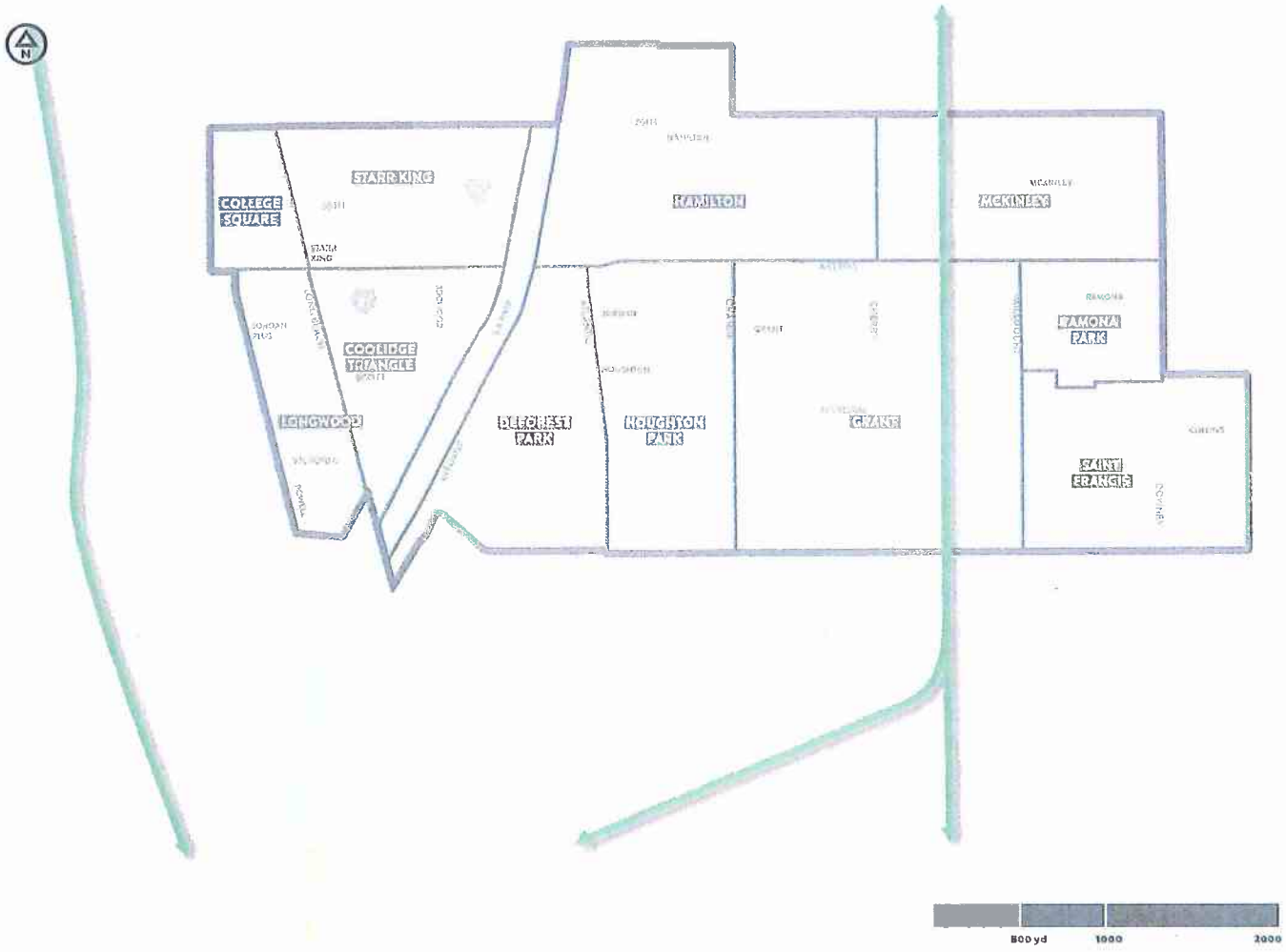
The 1.5-mile neighborhood connector on Vista Street was the first in Long Beach, connecting the Bluff Heights and Belmont Heights neighborhoods.

It extends from Temple Avenue to Nieto Avenue. The Vista project includes six traffic circles, two roundabouts, a new traffic signal, bike route identification, traffic diverters, and directional signage. The boulevard also serves as a safe route for students from area schools including Fremont, Horace Mann, and Lowell Elementary Schools, and Rogers Middle School. In the first year, the number of children walking to school doubled and those biking to school tripled.

Bicyclist travels along Vista Street at an intersection with a mini traffic circle to calm vehicular traffic.
PHOTO COURTESY OF STUDIO ONE ELEVEN

RAILS TO/WITH TRAILS

Reconfigure portions of the San Pedro Branch railroad right-of-way to allow surplus area to be used for open space and active transportation trails.



AVAILABLE LAND
6.8 miles

POTENTIAL PARK
Trail-Seperated

RESTRICTED AMENITIES

Teen Center, Senior Center, Gymnasium, Community Center, Restroom Swimming Pool

ALLOWABLE AMENITIES

Sports Field, Equestrian Trail, Picnic Area, Multipurpose Field, Stake Park, Walking Trail, Meadow, Dog Park, Nature/Wetlands, Sports Court, Outdoor Fitness Zone, Playground, and Community Garden

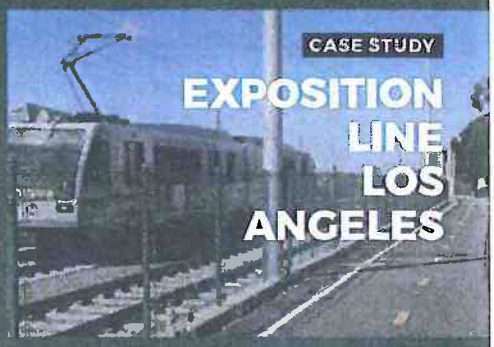
Long Beach has historically been connected to the region through rail of all types, including freight, passenger, light rail, and even streetcars. As the rail infrastructure has been realigned and retired, various portions of their former rights-of-way have been transformed into other uses, including public parks and trails. In California, approximately 118 trails have been created alongside or over rail tracks, with 56 projects underway as of 2017. Since 1986, the Rails-to-Trails Conservancy has helped communities identify, fund, and transform underutilized rail systems into public open spaces.

In Long Beach, there are at least a dozen parks occupying former rail corridors, including 14th Street Park, Daisy Avenue Greenbelt, Trolley Park, and Orizaba Park, as well as the new public open spaces Gumbiner Park and Long Beach Greenbelt along the former Pacific Electric Streetcar Right-of-Way [PE ROW]. While a few pieces of the former PE ROW remained to be redeveloped, few other dormant rail corridors remain in the city, outside of the Port of Long Beach. The one remaining freight line that traverses Long Beach – the San Pedro Branch – is a potential candidate for sharing the right-of-way.

The Alameda Corridor was developed to serve as the primary connection to the transcontinental rail network near downtown Los Angeles, a much more efficient route than being used by the various railroad companies. As part of this development, the San Pedro Branch railroad, which was also acquired by the Port of Long Beach, is now utilized to serve as an auxiliary connection and local service. With only a couple train trips along the corridor during the day, the San Pedro Branch would be an ideal candidate for a shared rail with trails facility.

Ideally, portions of the San Pedro Branch right-of-way [between 80 and 120' wide] can be repurposed for community uses. This process would require reconfiguring the surplus area of the right-of-way to develop a trail that runs alongside the rail tracks, allowing for the development of a two-mile long, grade-separated active mobility corridor in North Long Beach. Certain types of uses would be restricted, particularly those that require structures or a large footprint within the corridor as the size is limited to the surplus linear space. A walking or bicycling trail is most suitable as it would not interfere with the trains' ability to travel alongside the rail tracks as users would be protected with a fence and/or grade separation.

The development of an active mobility corridor would create a new north-south connection for pedestrians and cyclists, improving the mobility and accessibility of residents in the McKinley and Grant neighborhoods who lack any park space.



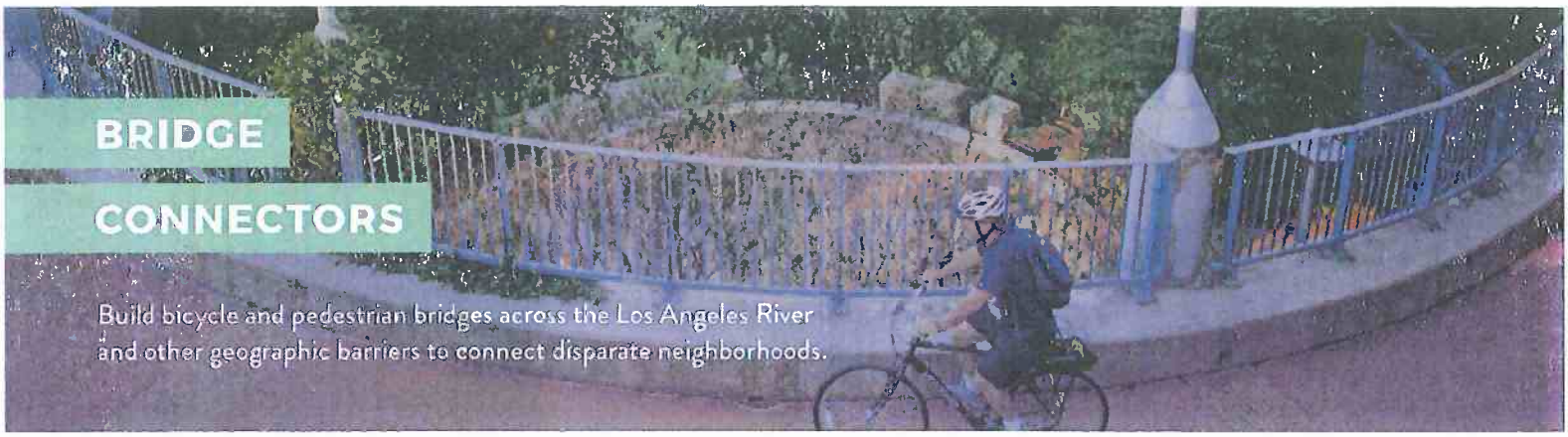
CASE STUDY

EXPOSITION LINE LOS ANGELES

The Exposition Line [Expo Line] is a light-rail passenger transit line generally running alongside Exposition Boulevard, connecting downtown Los Angeles and the City of Santa Monica.

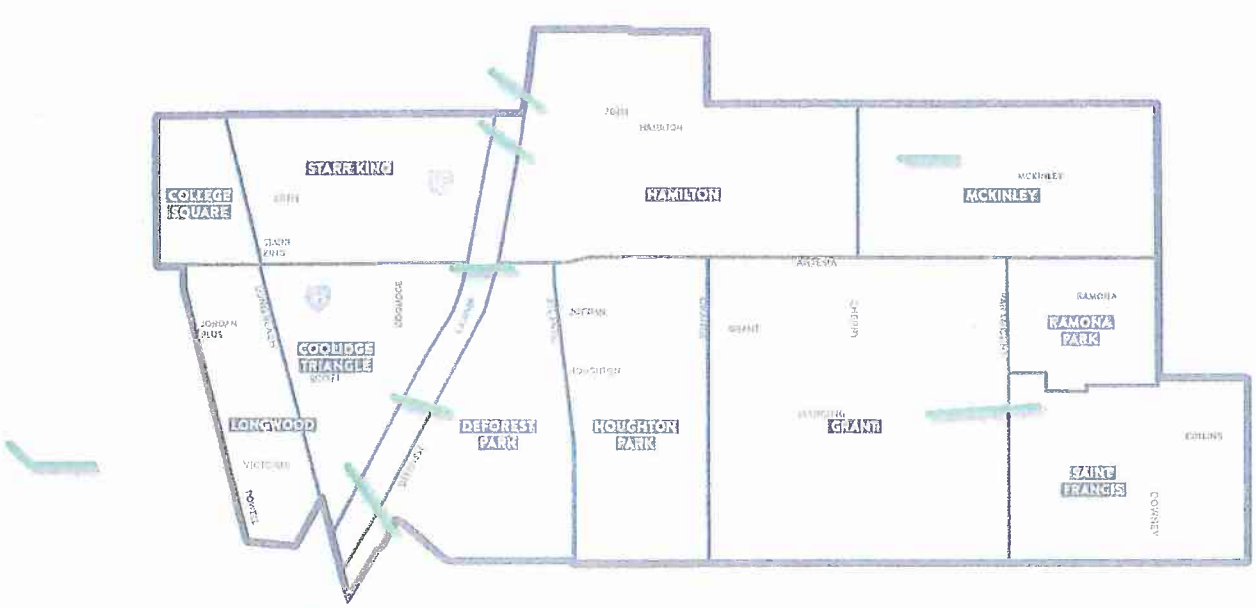
The transit line was built in two phases, completed in its entirety in 2016. The Expo Line Bikeway was built in accordance with the light rail line and includes a mixture of on-street bicycle lanes and off-street paths alongside the rail tracks. The trail has had strong support from municipal government and community advocacy groups alike, and was included in Regional Transportation Plan. Spanning approximately 12 miles in length, the trail serves several low income communities in South Central Los Angeles, and provides an important regional east-west pedestrian and bicycle connection.

Students walk home along Vista Street, a designated Safe Route to School.
PHOTO COURTESY OF BIKE LONG BEACH



BRIDGE CONNECTORS

Build bicycle and pedestrian bridges across the Los Angeles River and other geographic barriers to connect disparate neighborhoods.



AVAILABLE LAND
1.7 miles

POTENTIAL PARK
Trail-Seperated

RESTRICTED AMENITIES

Sports Field, Equestrian Trail, Picnic Area, Multipurpose Field, Teen Center, Stake Park, Senior Center, Sports Court, Gymnasium, Community Center, Swimming Pool, Meadow, Dog Park, Nature/Wetlands, Restroom, Playground, Outdoor Fitness Zone, and Community Garden

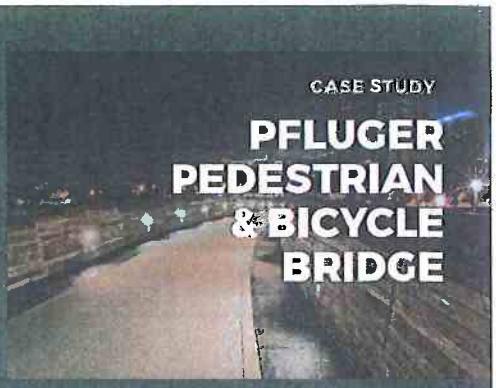
ALLOWABLE AMENITIES

Walking Trail

There are fewer than a dozen publicly accessible pedestrian- and bicycle-only bridges in the fifty square miles of the City of Long Beach. With two major rivers and five freeways, most of the bridges are primarily for vehicles with minimal concern for pedestrians or cyclists. Most of these are in the downtown waterfront, serving as connections to the Convention Center or as permanent footbridges over the Long Beach Grand Prix racetrack.

There are recognizable benefits for additional bridges specifically designed to accommodate active transportation for connecting communities. While some cities have developed networks of pedestrian bridges to separate them from vehicle traffic or to protect them from inhospitable winter climates, Long Beach is fortunate enough to have a hospitable terrain and climate that a bridge would only be necessary for spanning geographic barriers.

The combined Los Angeles River, SCE transmission corridor and I-710 Freeway are formidable barriers connecting the east and west sides with just two accessible connections in North Long Beach. Railroad infrastructure and adjacent industrial uses pose additional barriers between neighborhoods in the study area and immediately beyond. Pedestrian bridges can be designed strictly to connect to destinations or as experiences in themselves, with opportunities for programming and amenities.



CASE STUDY

PFLUGER PEDESTRIAN & BICYCLE BRIDGE

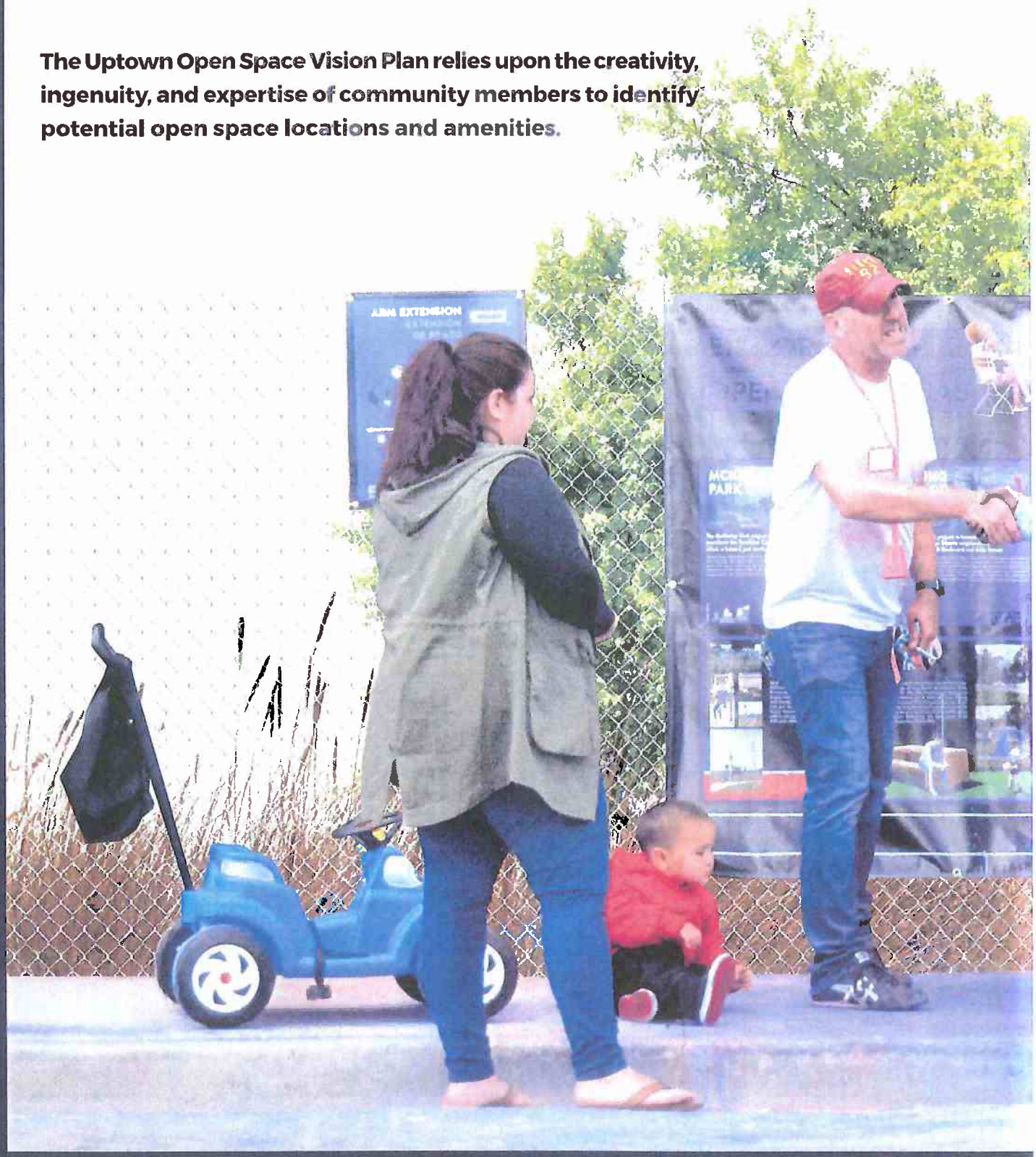
The Lamar Boulevard Bridge is a historic bridge that spans over Lady Bird Lake in downtown Austin, Texas.

This bridge carries thousands of vehicles daily across the lake—twice as much traffic volume as it was designed to carry. Due to the heavy traffic volume as well as the number of vehicular collisions involving pedestrians and cyclists, a separated pedestrian and bicycle bridge was constructed 200 feet away, running parallel to the Lamar Boulevard Bridge. Named the Pfluger Pedestrian and Bicycle Bridge, the 812 foot bridge was initially designed with fifteen concepts and community members helping to steer the final iteration. With its width varying between 23 feet to 42 feet in size, pedestrians and cyclists have ample room to cross the lake, connecting to the north and south sides of the Lady Bird Lake Hike and Bike Trail.

The Pfluger Pedestrian and Bicycle Bridge at night is well illuminated and feels safe to cross.
PHOTO COURTESY OF FLIPINTEX FOTOS

COMMUNITY

The Uptown Open Space Vision Plan relies upon the creativity, ingenuity, and expertise of community members to identify potential open space locations and amenities.




MCKINLEY
PARK
DOWNEY

PREVIOUS PLANNING PROCESSES

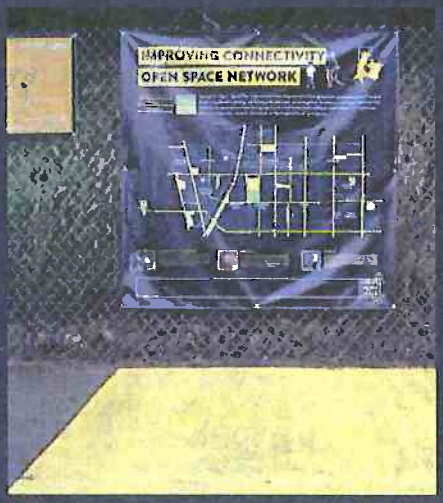
The Uptown Open Space Vision Plan builds upon previous plans, programs, and policies that study and identify areas of greatest need as related to open space, public health, and accessibility, while being structured for implementation.

The 2016 Los Angeles County Needs Assessment identifies specific areas in North Long Beach that would benefit the most from the addition of public open space using a number of different indicators to determine park need, including existing park proximity, socio-economic conditions, and public health indicators. Sharing this resource throughout Los Angeles County involved a robust public participation process that involved hosting approximately 180 community workshops and a media campaign that reached millions of people in several different languages.

This foundational document heavily influenced the development of the Uptown Open Space Vision Plan as it responds to the identified need for greater park space in the study area.

The Parks, Recreation and Marine Strategic Plan (2013) is a long-term visioning document that recognizes North and West Long Beach as areas of high park need, proposing the joint use of unconventional spaces as opportunities for open space.

The Long Beach General Plan, specifically its Open Space and Recreation (2002), Land Use (ongoing), Urban Design (ongoing), and Mobility Elements (2013), encourages the shared



TOP
A local resident listens to information about the Uptown Open Space Vision Plan at the Color Block Walk.
PHOTO COURTESY CITY FABRICK

ABOVE INSET
One of the stops at the Color Block Walk.
PHOTO COURTESY CITY FABRICK

use of underutilized spaces, including the Los Angeles River, electric transmission corridors, street rights-of-way, rail tracks, industrial brownfields, school facilities, and underused private properties. There are only a few City-owned properties in North Long Beach that are available for redevelopment and many of them do not have ideal conditions to be transformed into parks. Lastly, the Community Livability Plan and the Riverlink Plan also identify the Los Angeles River and the freeways as barriers to accessibility and livability, proposing an east-west connection that stitches both sides of the neighborhood together. These supportive documents help to identify unique and permissive ways to create valuable open spaces when public land is not readily available.

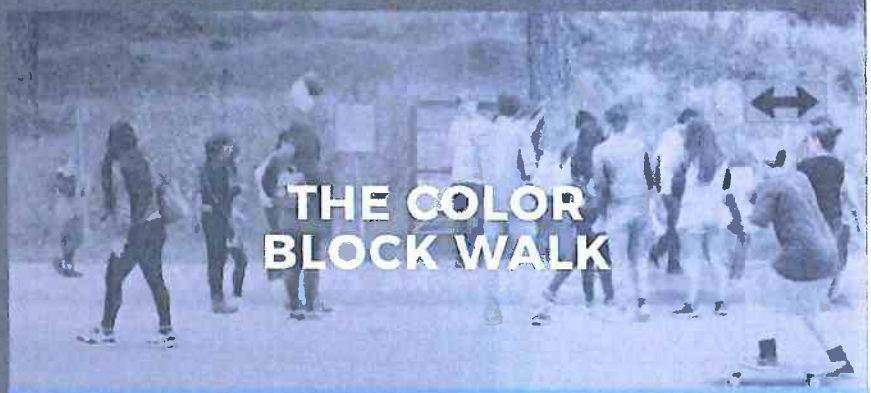
Building upon these previous planning and outreach efforts, three engagement activities were developed to obtain robust community input, including: 1] the Open Space Game, which empowers participants to identify potential open space locations and amenities within realistic planning obstacles; 2] the Dot Game, which gives participants the opportunity to prioritize the open space ideas based on neighborhoods, and finally; 3] a one-day pop-up park program, which demonstrated the most popular, community-identified open space idea and provided opportunity for conceptual design feedback. Thousands of residents, business owners, and other stakeholders participated in various phases of the outreach, ensuring that the community was fairly represented.

PUBLIC WORKSHOP SERIES

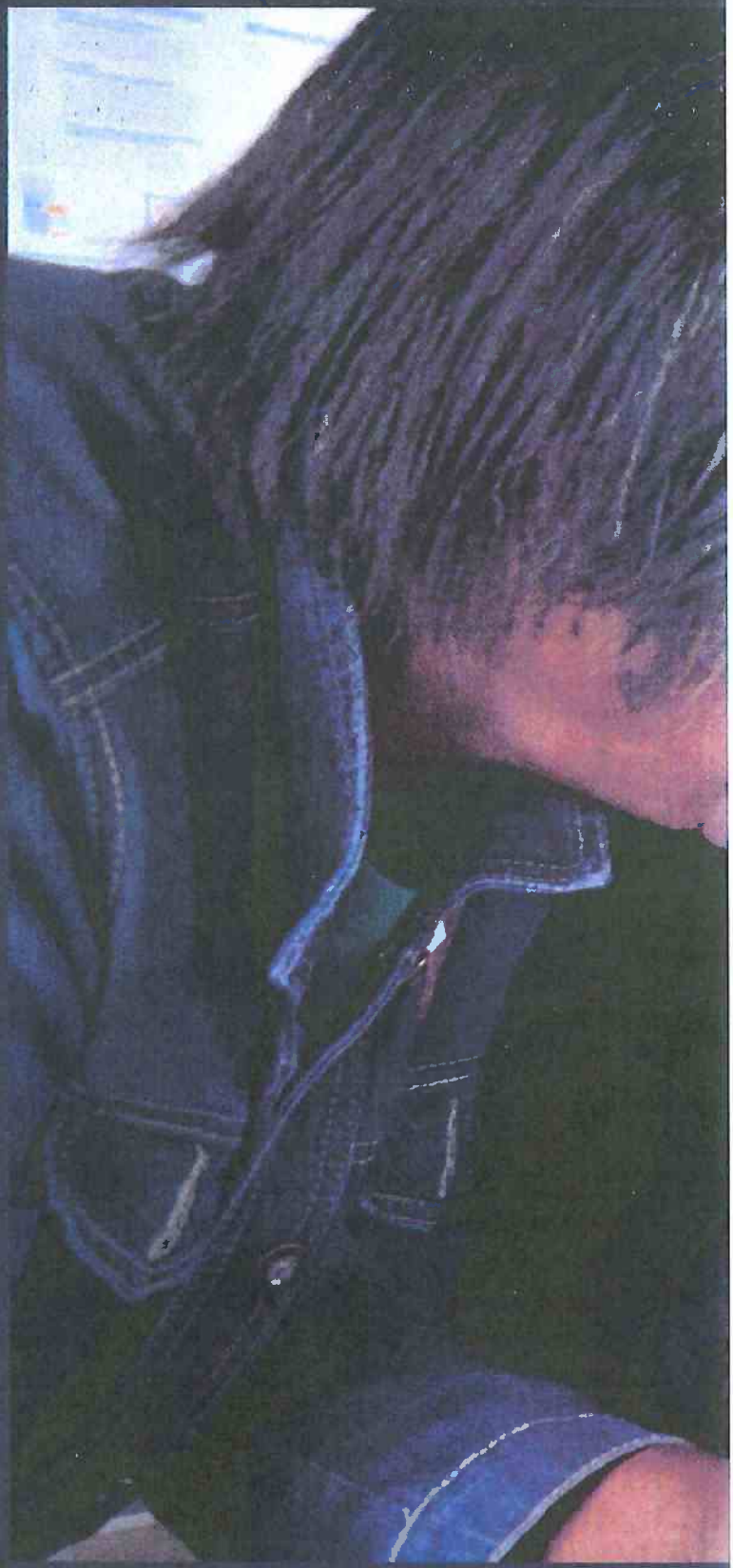
Obtaining valuable community input requires a robust public participation process. The workshop series creatively engages the community throughout the planning process, understanding that those who live, work, and play in a neighborhood are keen to the challenges and opportunities of their environment.

ROUND ONE OF WORKSHOPS

ROUND TWO OF WORKSHOPS



WORKSHOP THREE



COMMUNITY WORKSHOP ONE

WORKSHOP THEME

THE OPEN SPACE GAME

DURATION

APRIL 2016

PARTICIPANTS

635

WORKSHOP GOAL

Identify potential open spaces using a board game-like activity

HOW TO PLAY

- Use amenity stickers to choose open space amenities whose dollar value equals up to $12, and no more. Note that some types of amenities can cost more than others!
- Discuss your decisions with the group.
- Review the following four "park types": Mini, Neighborhood, Community and Regional Parks.
- Understand that each park type accommodates for a certain number of open space amenities.
- Consider combining your parks in favor of a larger regional park that has the largest service area.
- On the map, review the potential open space areas and what types of parks are allowed in these spaces.
- With your combination of parks and amenities, place your park stickers on the neighborhood map.
- Refine your locations, consider the needs of the larger neighborhood community.
- Review the types of amenities allowed per each park type, which can be found in mapping folder or on map.

As a team, imagine yourselves as Long Beach park planners identifying opportunities for open space amenities in your neighborhood with your budget of 12 "amenity dollars" to spend as you desire.

- Given these rules, place the amenities stickers on the park stickers.
- Understand that each person is allowed to choose a certain amount of park spaces.
- Spend time answering discussion questions.

Council District 9 and the Long Beach Department of Parks, Recreation and Marine acknowledges both the insight and expertise that local community members have in identifying open space opportunities in their own neighborhood.

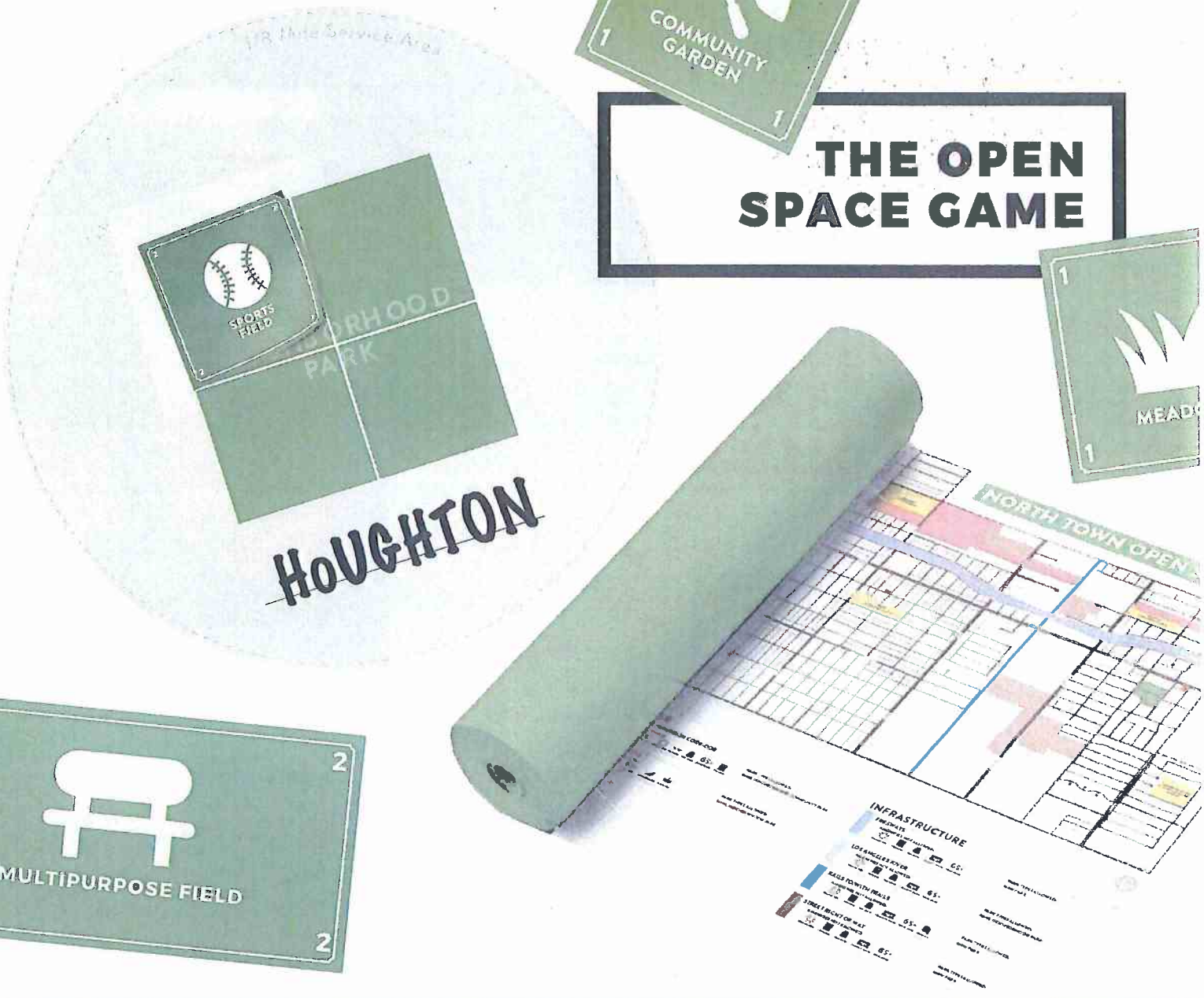
To get robust community input, a series of engaging and interactive workshops were conducted, asking residents to identify areas of greatest open space need with the dual intent of teaching participants the challenges, realities, and trade offs of planning for public park and recreational space.

Inspired by the community engagement of the Los Angeles County Park Needs Assessment, the Uptown Open Space Vision Plan is shaped by the community for the community.

After studying previous planning efforts, the project team toured North Long Beach's existing parks and assessed other potential open space locations. Both existing parks and potential open space locations were mapped along with their respective amenities and size classifications. Some amenities and park sizes were incompatible with certain types of open space opportunities, which restricted workshop participants from favoring an infeasible project idea.

Beginning in April of 2016, the project team presented these maps in a series of community workshops where participants played the challenging role of an open space planner. Following a brief presentation and survey about existing park use, participants were asked to identify potential open spaces in a board game-like activity. This was

THE OPEN SPACE GAME



accomplished by using stickers of four varying sizes that represented four size classifications of parks: mini-park, neighborhood park, community park, and regional park. Larger parks offer a greater level of service to the community than smaller parks, which became represented in the size of the stickers.

Participants were grouped together and had to identify locations where open space was most needed by placing the park stickers on available locations according to the following categories: City-owned property, industrial brownfield, vacant lot, electricity transmission corridor, street right-of-way, rail to/with trail, Los Angeles River, freeway underpass and school property. Some people knew their community so well that they presented potential locations that were not originally identified.

Participants had to ensure that their open space idea was not restricted according to the list of compatible park size classifications. To get participants thinking about financial feasibility, participants were allotted a small budget and could choose to combine with their team members and purchase more or larger parks. Each

ABOVE
Local student provides input on locations for open spaces.

of the park stickers had an assigned dollar value which represented the theoretical cost to develop, with larger parks costing more than smaller parks.

Most participants decided to work collectively when purchasing parks, leading to thought-provoking discussions on what are the greatest open space needs in the community.

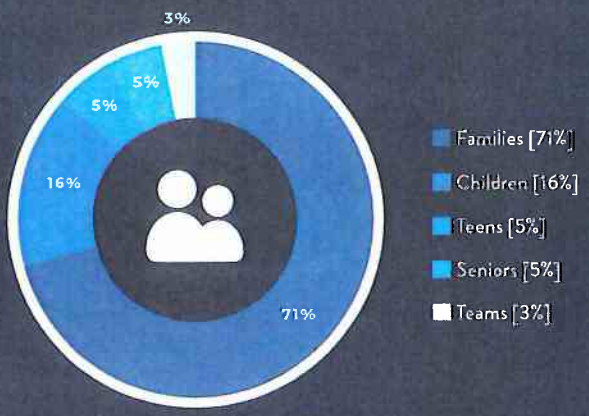
The second part of this exercise involved identifying which open space amenities are most desired in North Long Beach. These amenities were represented as small stickers of varying sizes according to their physical footprint and effort to build. These amenity stickers also had an associated dollar value that represented the theoretical cost to build, and these amenities were: meadow, nature/ wetland, trail, multipurpose field, sports field, playground, teen center, community garden, picnic area, dog park, senior center, sports court, community center, skate park, restroom, outdoor gym, pool, and an "other" category.

Each park sticker could only fit a certain amount of amenity stickers, with larger park stickers having a larger capacity to host more amenity stickers.

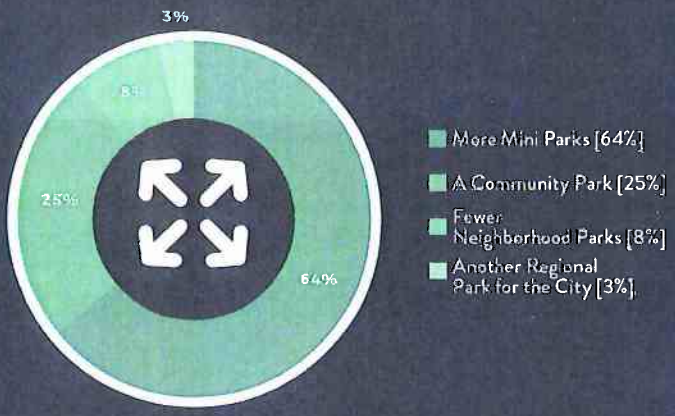
Participants also had to ensure that the type of Open Space Opportunity was not restricted against according to the list of compatible open space amenities. Most participants chose to combine their amenities' budgets to have greater flexibility on where they placed their amenities.

Finally, teams were asked to share their completed maps with the larger group, opening the discussion on what open space ideas community members shared in common with one another.

WORKSHOP QUESTIONNAIRE



Who should we be most mindful of for new parks?

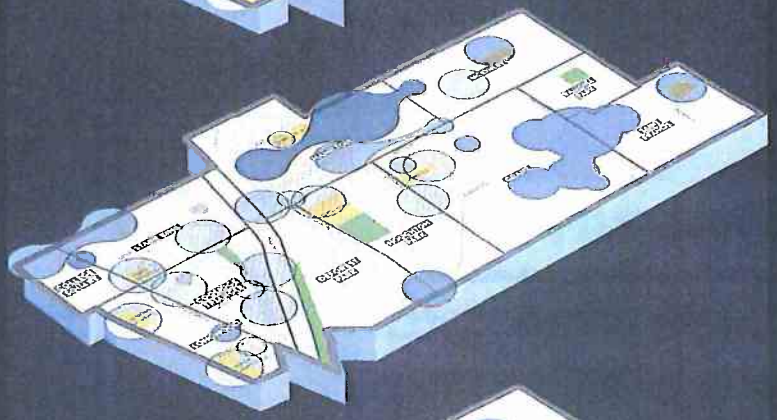


Should we develop fewer larger open spaces or more, but smaller, ones?

THE OPEN SPACE PRIORITIZATION PROCCESS

In total, there are 55 original open space ideas. Darker circles represent ideas that have received multiple votes.

Noticing that there was some overlap, we combined some ideas or trends together.



Open space trends were refined down to 14 ideas to ensure that each neighborhood is equitably served.

The top ideas were refined and were taken to the community in the second round of workshops.

COMMUNITY WORKSHOP TWO

WORKSHOP THEME

THE DOT GAME

DURATION

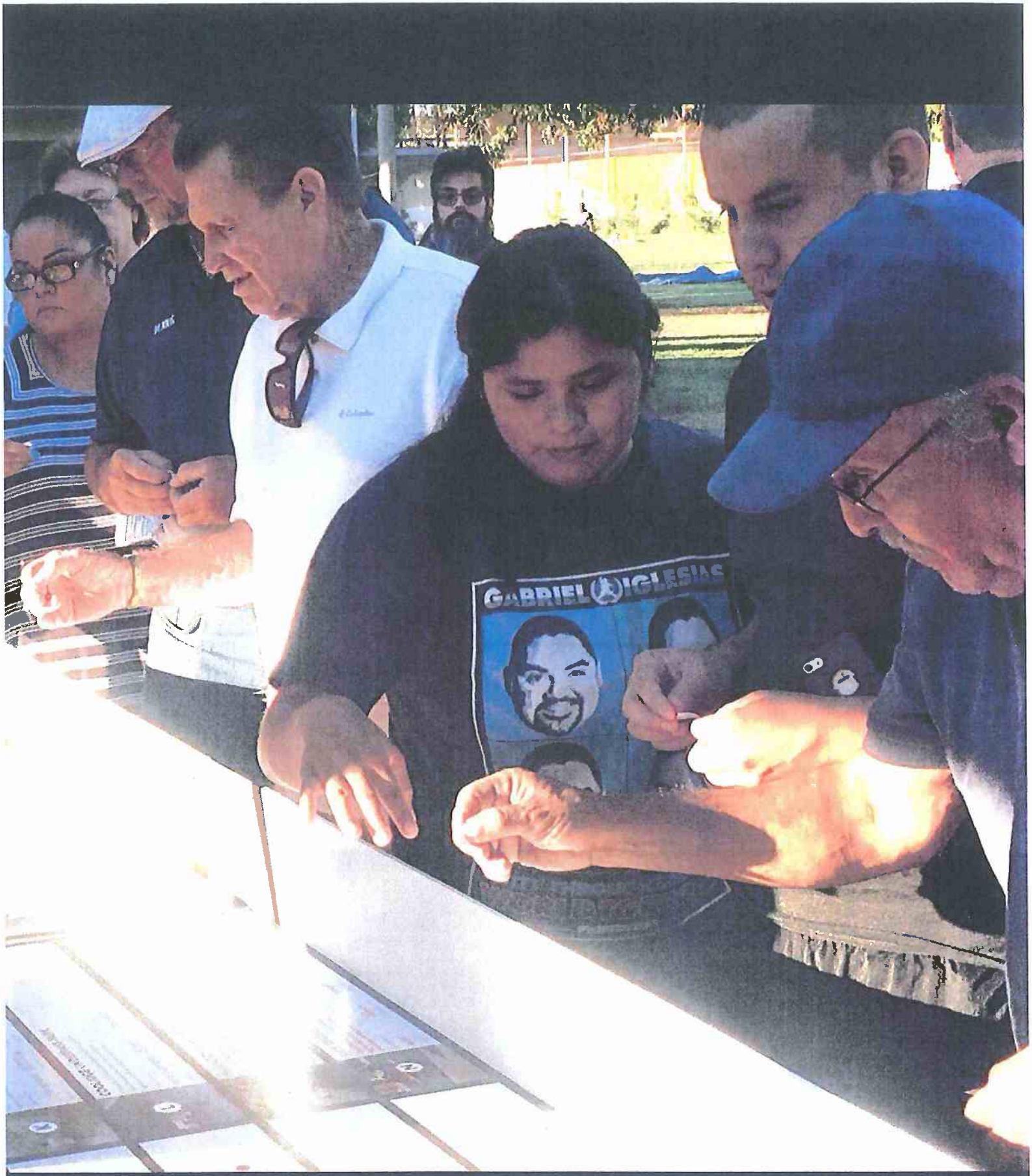
JULY-AUG

PARTICIPANTS

1501

WORKSHOP GOAL

Refine open spaces ideas using an interactive dot voting exercise


GABRIEL IGLESIAS

HOW TO PLAY

City-Owned parcel, currently plans
highly visible, large service area, short term development

MINI

CITY PROPERTY

HOUGHTON

5 LBUSD JOINT USE

Enter a joint use agreement with LBUSD to open a part of each campus during afterschool hours, weekends, and holidays to the public.

NEIGHBORHOOD 50 ACRES

The second round of community workshops began in July and continued until October of 2016. In a series of four workshops throughout North Long Beach, participants were presented the findings from the first round of workshops and were asked to help prioritize project ideas in the next round. Participants voted for their favorite idea using small stickers.

1 2 4

NUMBER OF VOTES REPRESENTED BY EACH COLOR DOT

HAMILTON PARK

Owned by Southern California Edison and Long Beach Unified School District, requires coordination, long term development, multiple parcels, large service range, strengths east-west connections

COMMUNITY

SCE+ LBUSD

HAMILTON

The first round of community workshops helped to indicate where trends in open space ideas were beginning to occur for North Long Beach. In total, there were 141 open space ideas that were identified by community members. Several of these ideas overlapped with one another and were classified together as a trend, which amounted to 55 open space trends. Of these park trends, the top 14 were chosen to be prioritized by community members in another round of workshops.

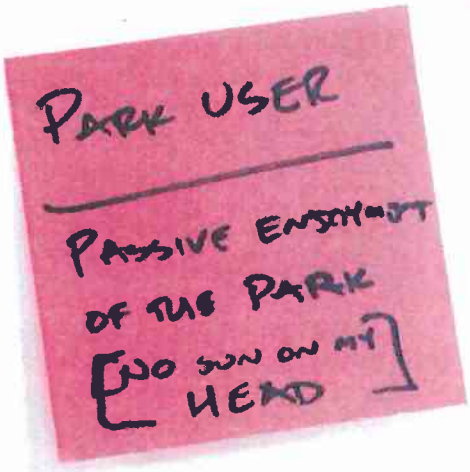
The project team took this opportunity to gain further input on the types of open space amenities that are of high priority to community members, but framing the discussion more directly around each of the 11 neighborhoods.

The second round of community workshops began in July and continued until October of 2016. In a series of four workshops throughout North Long Beach, participants were presented the findings from the first round of workshops and were asked to help prioritize project ideas.

During this round of workshops, there were four large format boards that participants reviewed and voted upon. For the first large format board, community members were asked to think of the bigger picture and consider what opportunities for open space are available given the limited amount of available land. As a visionary document for the future development of open space in North Long Beach, it was important to have community members think about larger, more impactful projects. With one orange sticker per person, each participant was asked to vote for one long-term idea for open space.

The second board was a reference

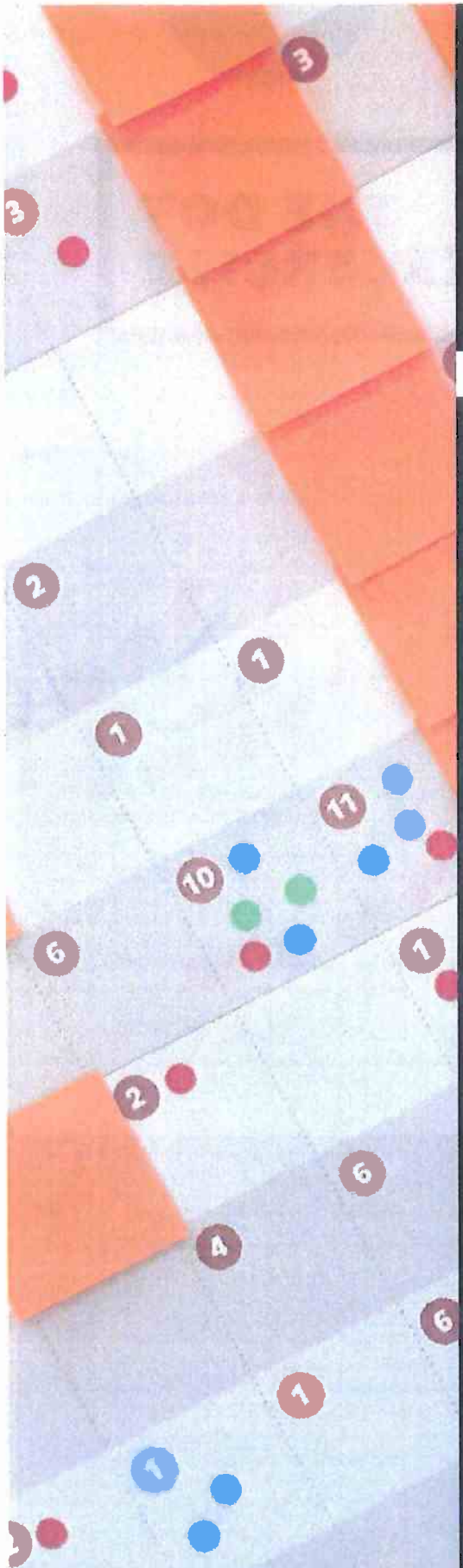
THE DOT EXCERCISE



board showing a large map of the top 14 open space trends and their top amenities, which presented information about the neighborhood, size classification and opportunity type. Using this reference board, participants placed their votes on the third board, which gauged preferences on the top open space trends.

Participants voted for their favorite idea using small stickers; red stickers representing one vote, green stickers representing two votes, and blue stickers representing four votes. Two sets of these stickers were given to participants so they could vote for their favorite open space ideas and amenities. The potential size of the park was factored into a weighted voting calculation as larger parks that are harder to build. This meant that one vote for a community park counted as a fourth of an official vote, one vote for a neighborhood park counted as a half of an official vote and one vote for a mini-park counted as a full official vote. By weighing votes, participants were not restricted in choosing just one open space trend and participants could express a level of ranking in their preferences. In total, there were approximately 1,500 votes cast for all of the potential open space trends.

On the fourth large format board, community members were asked to share what open space amenities they thought their neighborhood needed the most. Some of the amenities could not be voted upon as they were incompatible with the open space opportunities available in their neighborhood; instead they were encouraged to place their amenities' vote on a nearby neighborhood. Votes from the previous round of workshops were included on the board as well.



The build cost for each amenity was also factored into the voting calculation as amenities that required more funding would be more difficult to build, requiring multiple votes to count as a single official vote. Each amenity fell under one of three categories for build cost: "red" amenities required one vote, "green" amenities required two votes, and "blue" amenities required four votes. In total, there were approximately 1,450 votes cast for all of the neighborhood amenities.

TOP FIVE BIG IDEAS

In addition to prioritizing open space locations and amenities, participants engaged in a voting exercise to choose a long-term, visionary open space idea that can add a large amount of open space for North Long Beach.

SCE LINEAR PARK

REGIONAL PARK | 180 ACRES

Convert the Southern California Edison right-of-way understory into a linear park that can accommodate passive recreational uses.

LA RIVER

COMMUNITY PARK | 130 ACRES

Revitalize the Los Angeles River into a park greenway that can accommodate passive recreational uses and connections between Coolidge and DeForest Parks.

I-710 CAP

REGIONAL PARK | 30 ACRES

Construct a park on top of the I-710 Freeway from Artesia Boulevard to Long Beach Boulevard, functioning similar to a tunnel below while offering park space above.

LBUSD JOINT USE

NEIGHBORHOOD PARK | 50 ACRES

Enter into a joint agreement with the Long Beach Unified School District to open a part of each campus during after-school hours, weekends, and holidays to the public.

BROWNFIELD CONVERSION

REGIONAL PARK | 110 ACRES

Remediate and convert industrial uses between the Grant and St. Francis neighborhoods into open space, connecting the neighborhoods east to west.

TOP
OPEN SPACE LOCATIONS

The community identified several open space ideas that have been narrowed down and refined based on their overall popularity. All of the neighborhoods in North Long Beach are represented by at least one of these locations, which are unique in opportunity type and size.

1 91 FREEWAY EMBANKMENT LOOP
MINI PARK | FREEWAY

Create a walking/jogging loop around the SR-91 Freeway in the Hamilton neighborhood by better utilizing the embankment area.

2 COOLIDGE TRIANGLE UNDERPASS PARK
NEIGHBORHOOD PARK | FREEWAY

Transform the underpass area underneath the SR-91 Freeway and create a connection to Coolidge Park to the east.

3 STARR KING MINI PARK
MINI PARK | PRIVATE DEVELOPMENT

Acquire and develop the vacant lot located at the intersection of Long Beach Boulevard and 69th Street, and consider expanding north.

4 HAMILTON PARK
COMMUNITY PARK | SCE + LBUSD

Accomplish a joint use agreement to better utilize several properties controlled by Southern California Edison and Long Beach Unified School District to strengthen east-west connectivity.

5 LIBRARY PLAZA
MINI PARK | PRIVATE DEVELOPMENT

Develop the City-Owned parcel at the intersection of Atlantic Avenue and 59th Street, expanding upon the improvements that have been made with the Michelle Obama Library.

6 COOLIDGE-DEFOREST PARK CONNECTOR
MINI PARK | FREEWAY + SCE + LA RIVER

Connect the Coolidge Triangle and DeForest Park neighborhoods together by developing open space over the I-710 Freeway, Southern California Edison, and the Los Angeles River.

7 HAMILTON RIVER PARK
NEIGHBORHOOD PARK | SCE + LA RIVER

Accomplish a joint use agreement to better utilize the Southern California Edison rights-of-way to connect to the Los Angeles River.

8 COLLEGE SQUARE GREENBELT
NEIGHBORHOOD PARK | SCE

Connecting to Compton's Greenleaf Parkway to the west, coordinate with Southern California Edison to develop the segment east towards Long Beach Boulevard.

9 GRANT MINI PARK
MINI PARK | PRIVATE DEVELOPMENT

Acquire and develop the vacant lot located along Long Beach Boulevard, south of Barclay Street, in the Grant neighborhood.

10 LONGWOOD MINI PARK
MINI PARK | PRIVATE DEVELOPMENT

Acquire and develop the vacant lot located at the intersection of Long Beach Boulevard and 69th Street in the Longwood neighborhood.

11 HISTORIC FIRE STATION #12 PARK
MINI PARK | PRIVATE DEVELOPMENT

Upgrade the City-owned parcel at the intersection of Gundry Avenue and 65th Street, expanding upon the improvements that have been made by the Council District 9.

12 MCKINLEY PARK
NEIGHBORHOOD PARK | SCE + LBUSD

Accomplish a joint use agreement to better utilize properties controlled by Southern California Edison and Long Beach Unified School District in the McKinley neighborhood.

13 CAPTAIN COLLINS SCHOOL JOINT USE
MINI PARK | LBUSD

Coordinate with Long Beach Unified School District to allow for the shared use of Captain Raymond Collins Elementary School in the St. Francis neighborhood.

14 GRANT-ST. FRANCIS CONNECTING PARK
COMMUNITY PARK | BROWNFIELD + RAIL

Remediate and transform the brownfield to connect the Grant and St. Francis neighborhoods.

TOP OPEN SPACE AMENITIES

The graphic below presents the top three amenties per neighborhood as determined by the community.

COLLEGE SQUARE
- WALKING TRAIL
- PLAYGROUND
- MULTIPURPOSE FIELD

STARR KING
- OUTDOOR GYM
- PLAYGROUND
- PICNIC AREA

HAMILTON
- WALKING TRAIL
- DOG PARK
- PICNIC AREA

MCKINLEY
- PICNIC AREA
- OUTDOOR GYM
- PLAYGROUND

LONGWOOD
- PLAYGROUND
- COMMUNITY GARDEN
- SPORTS COURT

COOLIDGE TRIANGLE
- WALKING TRAIL
- SPORTS COURT
- COMMUNITY GARDEN

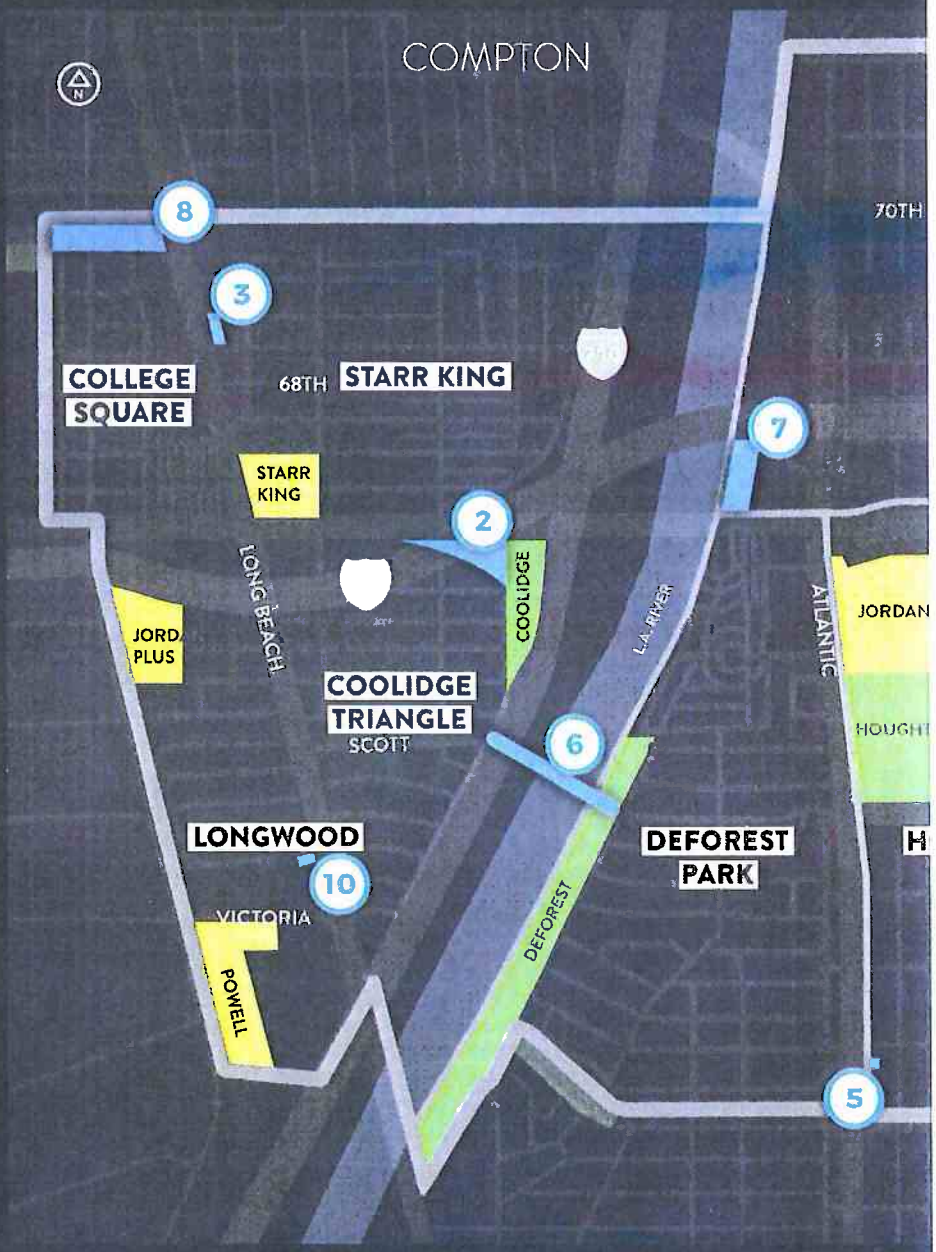
DEFOREST PARK
- OUTDOOR GYM
- COMMUNITY GARDEN
- DOG PARK

HOUGHTON PARK
- DOG PARK
- OUTDOOR GYM
- COMMUNITY GARDEN

GRANT
- OUTDOOR GYM
- PLAYGROUND
- PICNIC AREA

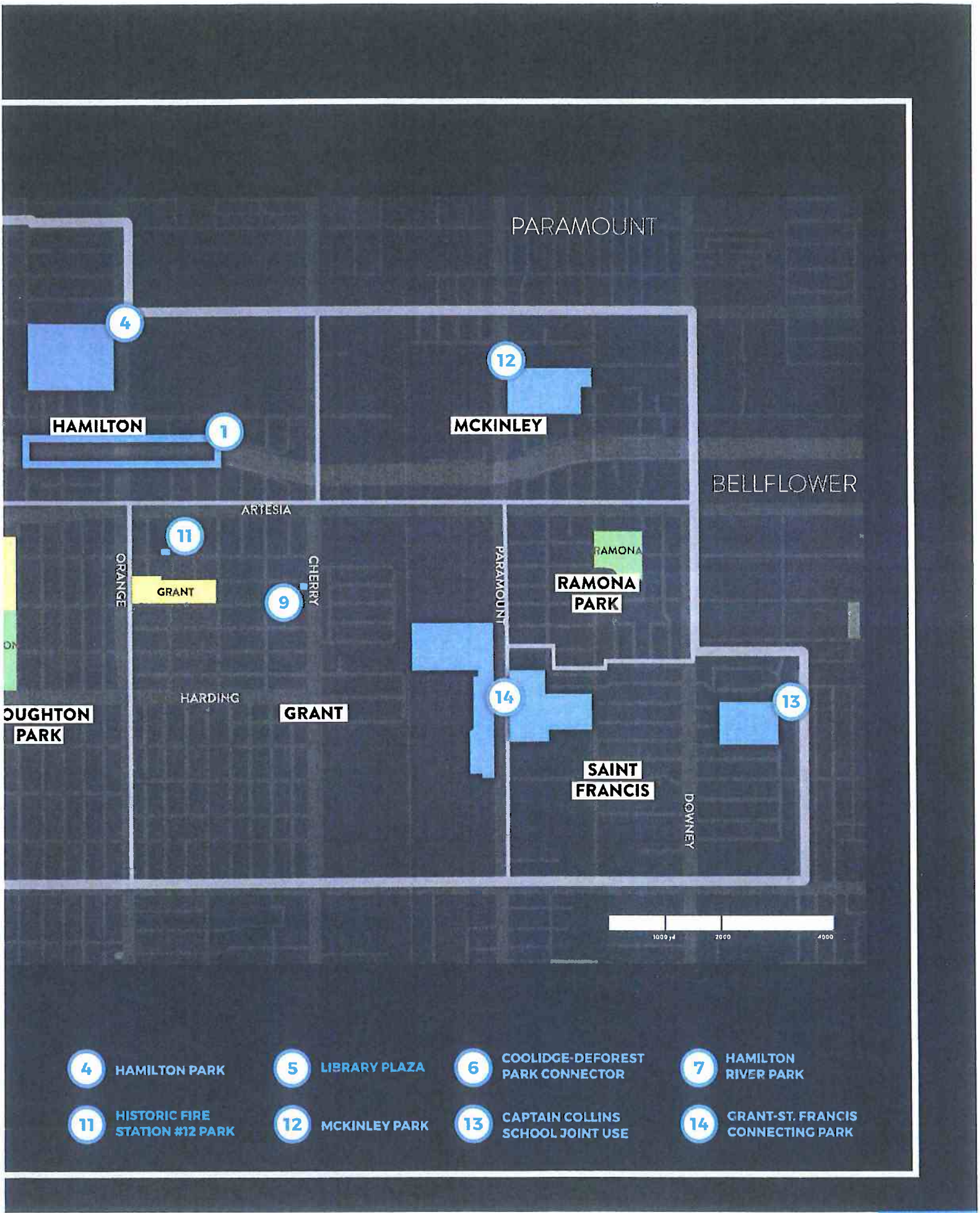
RAMONA PARK
- OUTDOOR GYM
- DOG PARK
- 65+ SENIOR CENTER

SAINT FRANCIS
- OUTDOOR GYM
- COMMUNITY GARDEN
- PLAYGROUND



TOP OPEN SPACE LOCATIONS

1. 91 FREEWAY EMBANKMENT LOOP
2. COOLIDGE TRIANGLE UNDERPASS PARK
3. STARR KING MINI PARK
8. COLLEGE SQUARE GREENBELT
9. GRANT MINI PARK
10. LONGWOOD MINI PARK


PARAMOUNT
4
12
HAMILTON
1
MCKINLEY
BELLFLOWER
ARTESIA
11
ORANGE
GRANT
CHERRY
9
PARAMOUNT
RAMONA
RAMONA PARK
14
13
HARDING
GRANT
OUGHTON PARK
SAINT FRANCIS
DOWNEY
1000 yd
2000
4000
4 HAMILTON PARK
5 LIBRARY PLAZA
6 COOLIDGE-DEFOREST PARK CONNECTOR
7 HAMILTON RIVER PARK
11 HISTORIC FIRE STATION #12 PARK
12 MCKINLEY PARK
13 CAPTAIN COLLINS SCHOOL JOINT USE
14 GRANT-ST. FRANCIS CONNECTING PARK

COMMUNITY WORKSHOP THREE

WORKSHOP THEME

THE COLOR BLOCK WALK

DURATION

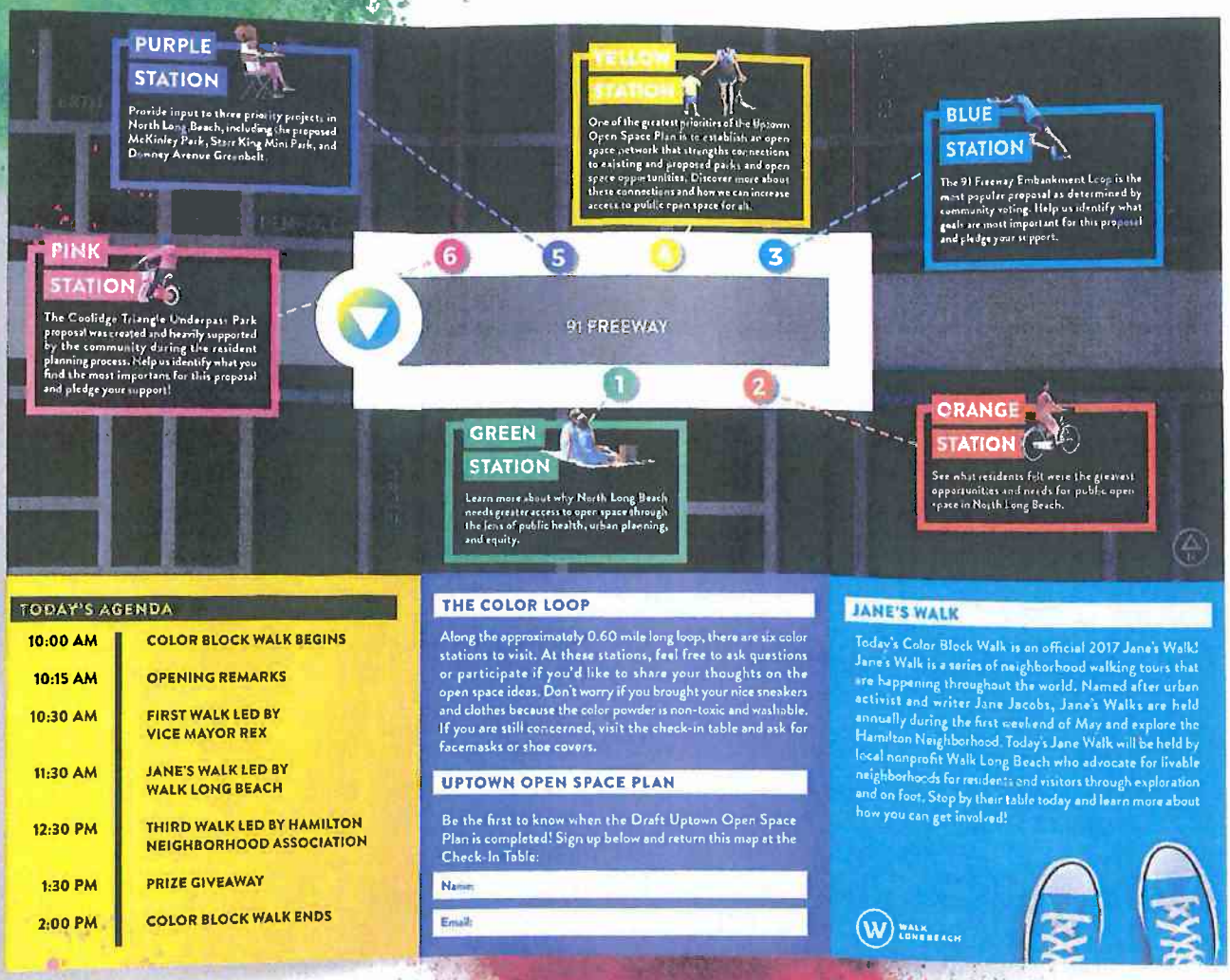
MAY 6TH

PARTICIPANTS

250

WORKSHOP GOAL

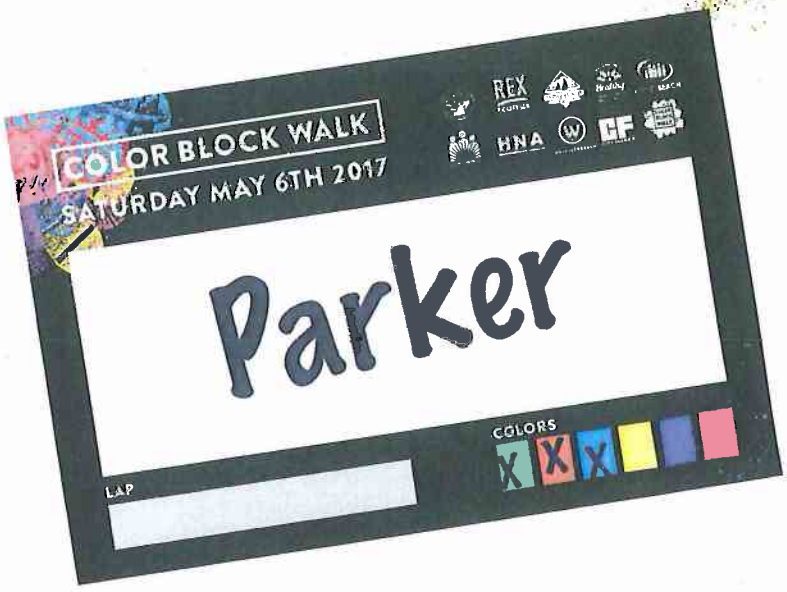
Inform residents about the Plan and test a top vote-getting idea.



The North Long Beach Color Block Walk was held on May 6th, 2017 to celebrate the overwhelming level of community support for the Uptown Open Space Vision Plan, educate the public on the planning and outreach process, and gather public input and support for the priority projects. The event was held in the Hamilton neighborhood at the intersection of 67th Street and Myrtle Avenue underneath the SR-91 Freeway where the road was temporarily closed. The event was also an opportunity to prototype the most popular open space idea, which was the SR-91 Freeway Embankment Loop. The Color Block Walk was intended to be fun, 0.60 mile long, community walk event using temporary, colored powder to engage with a wide range of community members. Promotion for the event involved the distribution of several hundred multilingual flyers and posters by local partners, at local residences, businesses, schools and places of interest. Online promotion included press releases and social media advertising several weeks before the event.

On the day of the event, several community partners, including the Office of Vice Mayor Rex Richardson, Hamilton Neighborhood Association, Healthy Active Long Beach, the Children's Clinic, HEAL Zone, and Walk Long Beach provided information about their services and led walks around the loop. The HEAL Zone also created temporary exercise signage that promotes activity and recreation, similar to the exercise signage found around Houghton Park's fitness loop. In total, there were over a hundred comunity members who signed in to participate. In addition, an equal amount of community members unofficially joined during the event at various stations along the route.

COLOR BLOCK WALK



Programming at the Color Block Walk Event included a live DJ, healthy snacks and refreshments, a lounge area, kids' coloring table, and a raffle prize giveaway in addition to the main walking loop.

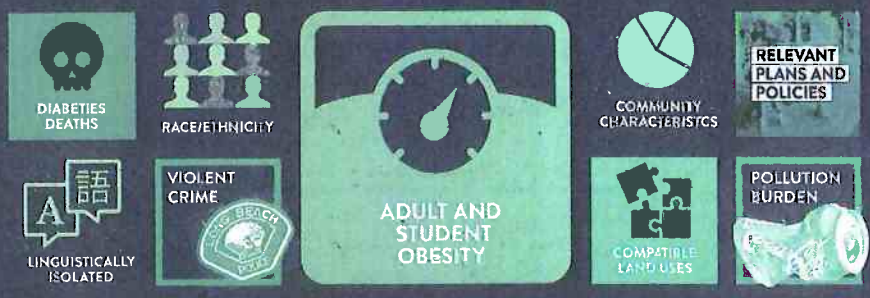
In addition to a celebration, the Color Block Walk was used as an opportunity to inform participants about the Plan and obtain community feedback on conceptual design strategies of the priority projects. Along the walking loop, there were six stations that participants could visit. The first two stations presented information about the existing conditions analysis and the community outreach process. The fourth board presented a proposed network of greenways and neighborhood connectors that can connect North Long Beach's existing and future parks and open spaces together. Participants were able to share their opinions on which street configuration they would prefer to see on major arterial connections.

The third, fifth, and sixth station presented information about five of the proposed priority projects: McKinley Park, Starr King mini-park, Downey Street Greenway, SR-91 Freeway Embankment Loop and the Coolidge Triangle Underpass Park. Out of the top 14 priority projects, these five were chosen because they represented a broad range of project typologies. Each of the priority projects that were presented had information on a relevant case study and a visualization of how the potential project might look like. Participants were able to voice their opinions on each of these priority projects and sign a large project poster to show their support. The feedback from the Color Block Walk is represented in the Vision and Implementation Chapters of this Plan.

1. GREEN STATION

WHY DOES NORTH LB NEED OPEN SPACE?

The first station introduced participants to the project explained through spatial analysis why North Long Beach needs greater access to open space through the lens of public health, urban planning, and equity.

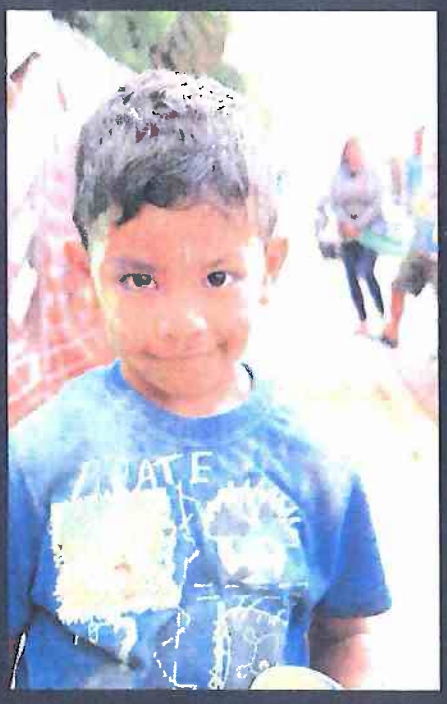


The green station included infographics to show participants what helped influence the Plan.

2. ORANGE STATION

COMMUNITY VOICE PRIORITIZING PROJECTS

The second station provided participants a recap of the extensive public participation process that was accomplished and detailed the prioritization of open space ideas based on quantitative results.



3. BLUE STATION

THE 91 FREEWAY EMBANKMENT LOOP

The third station was about the SR-91 Freeway Embankment Loop, which received upwards of 600 votes in the second round of public workshops. The approximately two mile long project spans across the Hamilton neighborhood and proposes to transform the residual space of the freeway embankment into a landscaped walking loop as to promote a healthy and active lifestyle.

CONCEPTUAL DESIGN DIRECTION

A RETURN TO NATURE

Create a naturally landscaped environment that evokes a tranquil return to nature with pathways and signage that blends into the environment.

HEALTHY HAMILTON

Install a two mile running track around the greenbelt with exercise stations located along the route.

THE ART LOOP

Define the loop with mural installations and public art. The art would reflect the neighborhood's character and history and would help create a better sense of community ownership.

DISTRIBUTION OF SPACE

PRIORITIZING PEDESTRIANS

Expand the five foot wide sidewalk to capture the street parking on the side closest to the freeway to allow space for additional street furniture, such as benches, and pedestrian amenities.

A FOCUS ON LANDSCAPING

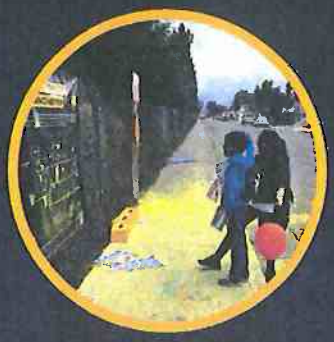
Expand the space allocated to landscaping by capturing the area dedicated to street parking into an area with trees and vegetation that provides a sense of safety for the pedestrian.

MAINTAINING PARKING

Maintain spaces dedicated to parallel street parking on the side closest to the freeway and redistribute redundant space amongst the sidewalk and freeway embankment.

4. YELLOW STATION

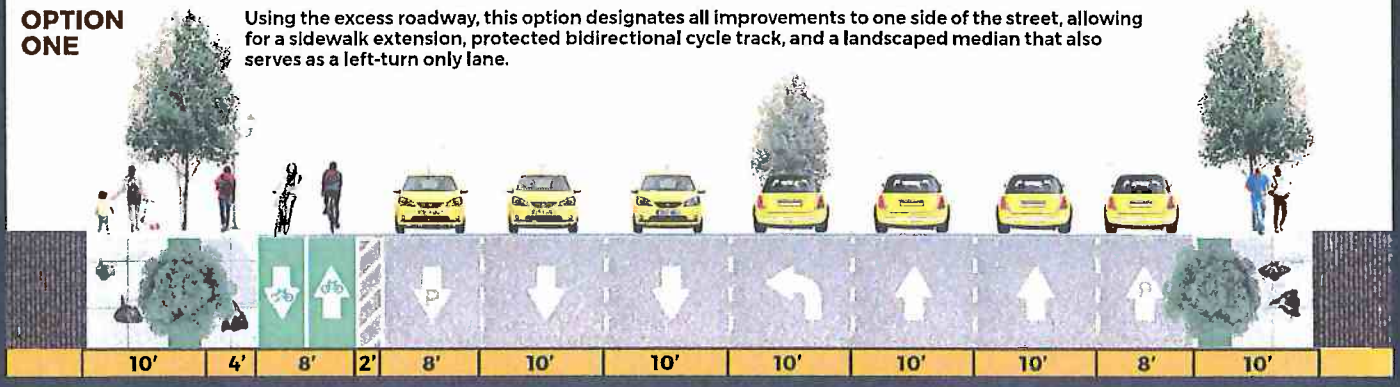
COMMUNITY VOICE PRIORITIZING PROJECTS



The fourth station presented the proposed network of greenways and neighborhood connectors that connect North Long Beach's existing and potential parks and open spaces. Participants also had the opportunity to vote upon which roadway configuration they preferred for major boulevards throughout North Long Beach.

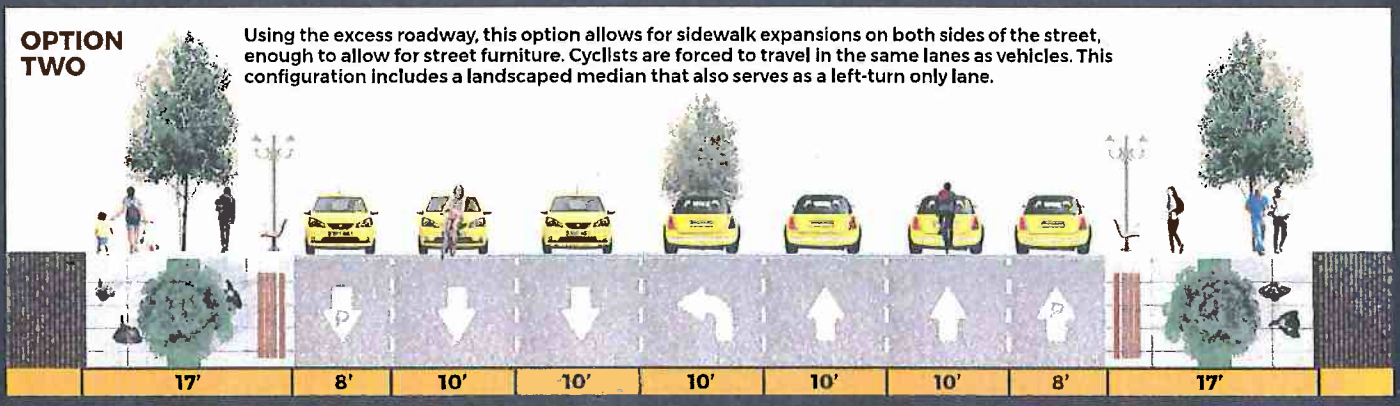
OPTION ONE

Using the excess roadway, this option designates all improvements to one side of the street, allowing for a sidewalk extension, protected bidirectional cycle track, and a landscaped median that also serves as a left-turn only lane.



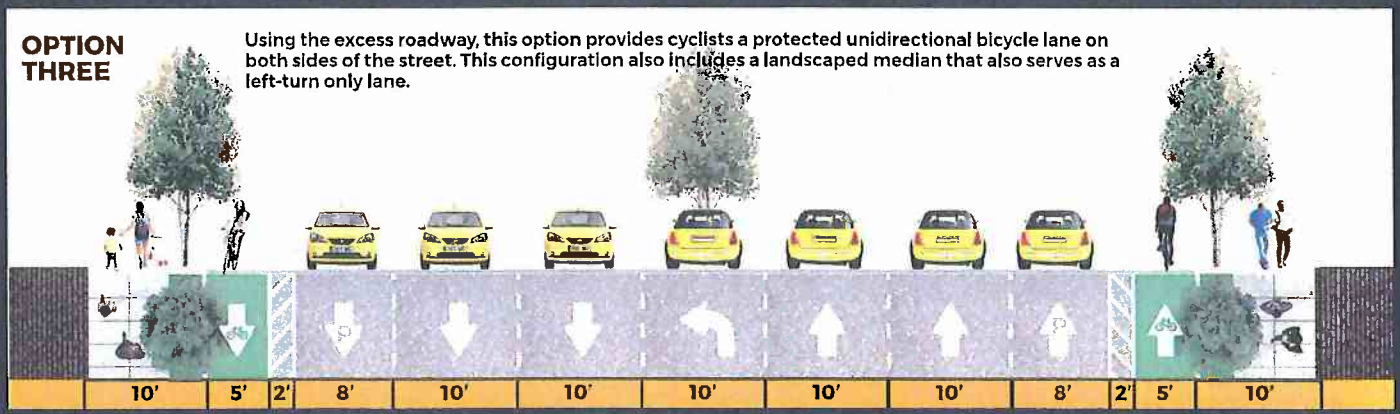
OPTION TWO

Using the excess roadway, this option allows for sidewalk expansions on both sides of the street, enough to allow for street furniture. Cyclists are forced to travel in the same lanes as vehicles. This configuration includes a landscaped median that also serves as a left-turn only lane.



OPTION THREE

Using the excess roadway, this option provides cyclists a protected unidirectional bicycle lane on both sides of the street. This configuration also includes a landscaped median that also serves as a left-turn only lane.



5. PURPLE STATION

EXPLORING THREE OPEN SPACE IDEAS

At the fifth station, participants were able to provide feedback to the conceptual design of three priority projects, each of which present a unique design preference that can be applied to other priority projects.

MCKINLEY PARK

The McKinley Park Project is an opportunity to transform the SCE right-of-way, which is located just north of McKinley Elementary School, into open space.

STARR KING MINI PARK

The Starr King Mini-Park is an opportunity to transform a vacant lot into open space approached as a small, medium, and large development.

DOWNEY AVENUE PARK

The Downey Avenue Park is an opportunity to transform the street right-of-way to improve safety conditions for pedestrians and cyclists and provide new opportunities for public open space.

6. PINK STATION

COOLIDGE TRIANGLE UNDERPASS PARK

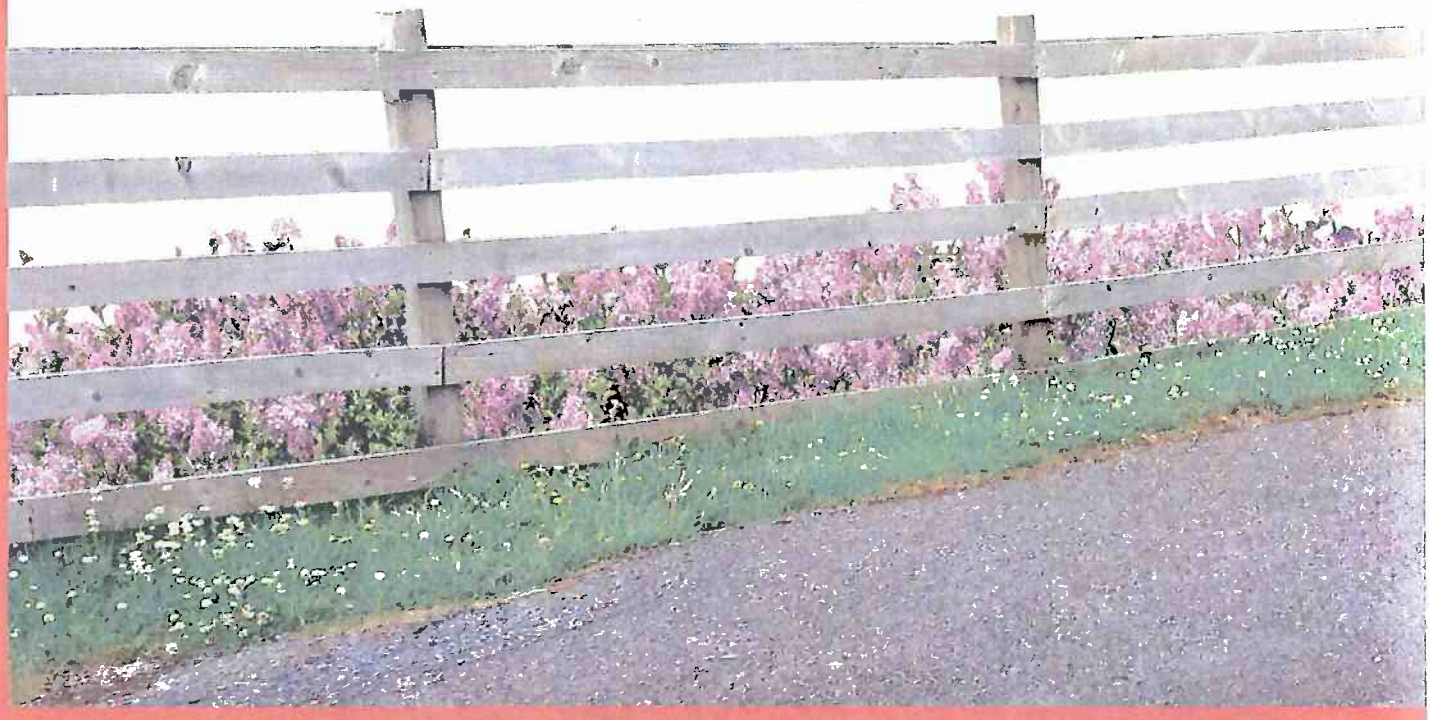
The sixth station presented information about the Coolidge Triangle Underpass Park, which proposes to improve an underutilized Caltrans storage facility at the intersection of Butler Avenue and Artesia Boulevard into a unique public space that serves the need for more parks in the surrounding community.

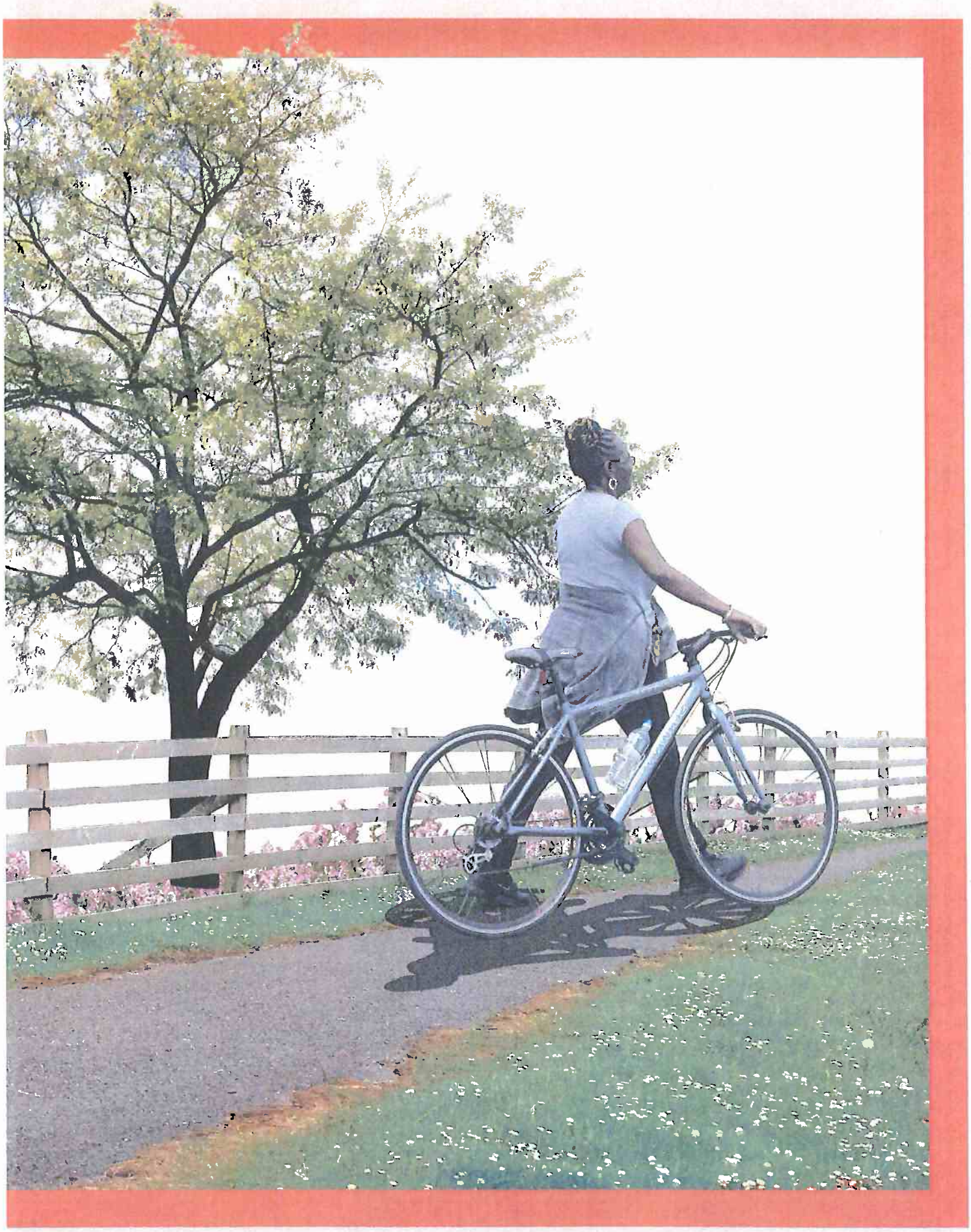
GOALS IDENTIFIED BY THE COMMUNITY

- INCREASE ACCESS TO OPEN SPACE FOR RESIDENTS
- PROVIDE A PLACE FOR SITTING AND STROLLING
- PROVIDE A PLACE FOR EXERCISE
- USE PUBLIC ART TO CELEBRATE THE COMMUNITY
- CALM TRAFFIC TO INCREASE SAFETY
- SERVE THE IMMEDIATE NEEDS OF LOCAL RESIDENTS AND BUSINESSES
- REDUCE NOISE FROM VEHICLES
- PRACTICE AND TEACH ENVIRONMENTAL BEST PRACTICES
- BECOME A REGIONAL DESTINATION TO ATTRACT PEOPLE FROM OUTSIDE THE AREA

VISION

The Uptown Open Space Vision Plan envisions North Long Beach as a healthy and active neighborhood with an equitable distribution of open space connected by an active mobility network for decades to come.



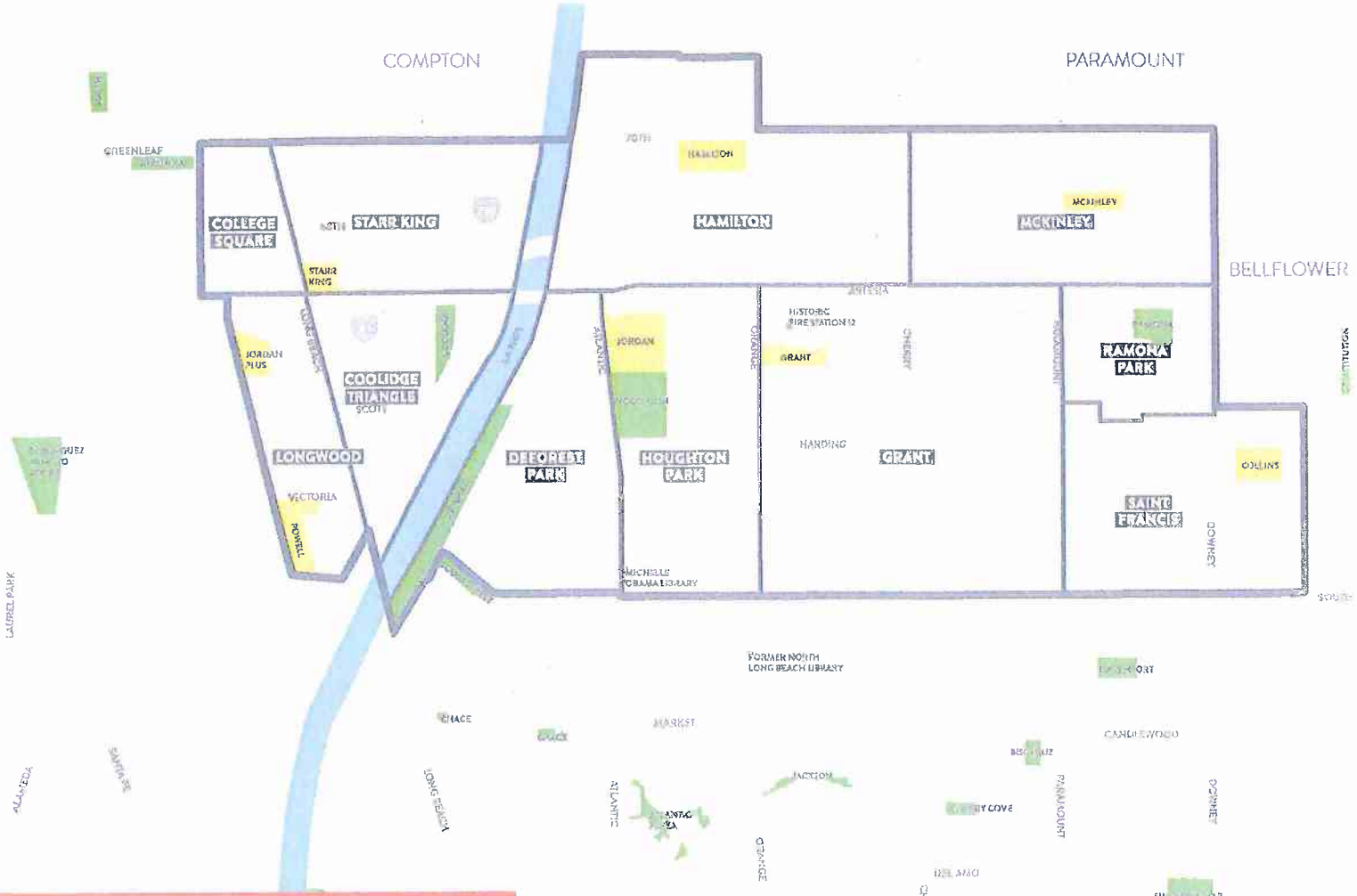


The Uptown Open Space Vision Plan will improve the economic, environmental, and physical health of North Long Beach. As an outcome, the available park space for local residents can quadruple as the Los Angeles River forms the core of the open space system. Natural and recreation spaces can stretch east and west, north and south throughout North Long Beach with publically accessible parks and open spaces in every neighborhood.

Residents will be able to walk and bike to every corner of North Long Beach along pleasant trails and greenways. Lush with native landscapes and dense urban forests, these greenways and neighborhoods connectors will act as wildlife corridors between natural habitats and neighborhood parks. Every resident will be close to a park, plaza, or other connection to the open space network.

This larger vision is the result of community members who participated throughout the public outreach process and voiced their opinions about the future of open space for North Long Beach. The Guiding Principles and the Urban Design Strategies that follow can be the basis for the development of the open space network.

RIGHT
Local kid tests out the new skate ramps at Somerset Park in Downtown Long Beach
PHOTO COURTESY OF SPOHN RANCH SKATEPARK DESIGN

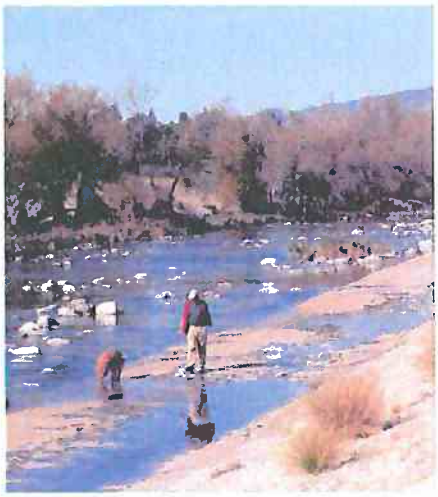


OPEN SPACE AND GREENWAY NETWORK

The guiding principles articulated within the Introduction will largely be met through the projects, programs, and policies included within the Uptown Open Space Vision Plan. What results is a bold vision for connecting residents to nature, recreation, and shared social spaces that lead to a vibrant, healthy North Long Beach.

These Guiding Principles and Opportunity Types for new open space and greenways can be applied to other parts of Long Beach. Though the physical context, community needs, and distribution of existing park infrastructure vary throughout the city, the shared history of its development leads to recurring opportunities. It will be essential that a similar amount of research and community discussion takes place to extend the open space and greenway network to other parts of Long Beach.

Creating an interconnected open space network in North Long Beach will require continued planning and extensive capital resources and essential ongoing investment in maintenance funding. The Plan is structured to be implemented incrementally through interconnected policies, programs, and projects. The following provides insight as how the vision of the Plan meets the Guiding Principles laid out at the beginning of the process.



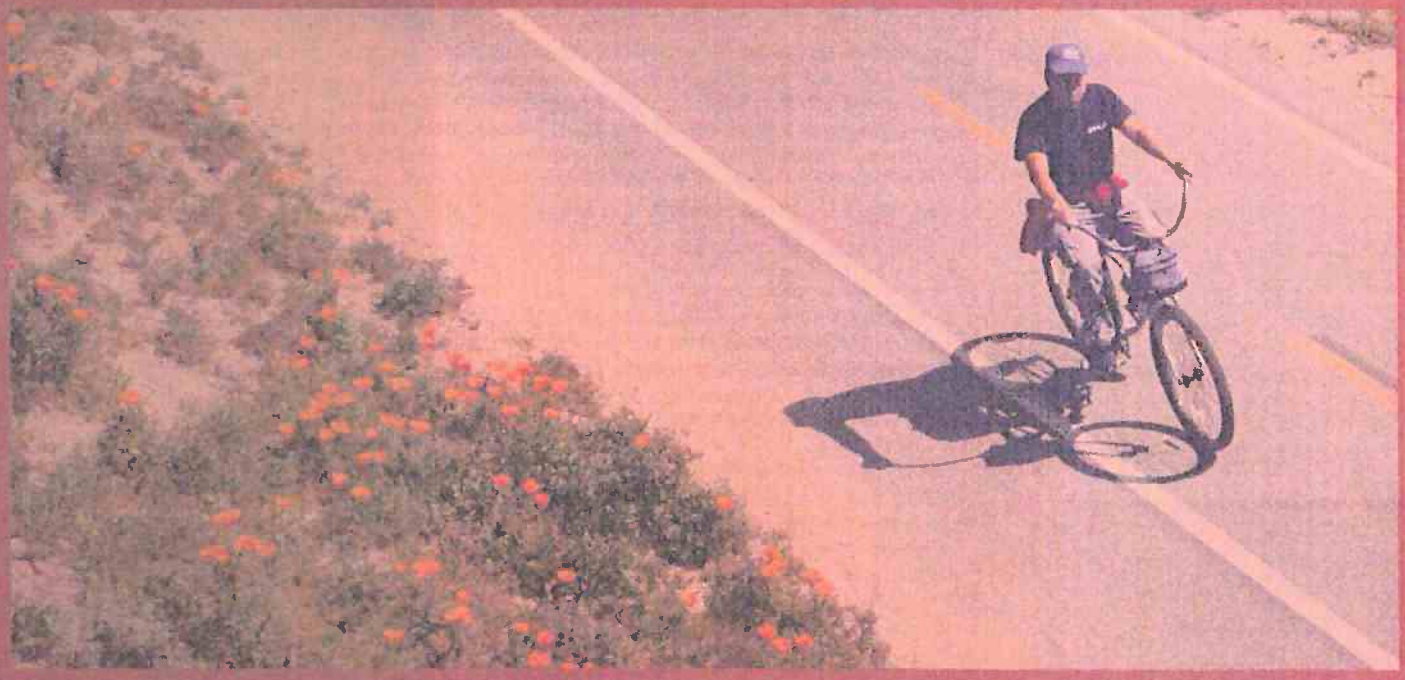
TOP
A map showing each of the neighborhoods in North Long Beach and all of the existing parks.

ABOVE INSET
Person and dog play in the Los Angeles River riverbed, an area that is ungergoing study for potential revitialization as an open space opportunity.

GUIDING PRINCIPLES

When fully implemented, the total park acreage in North Long Beach would quadruple, adding over two-hundred and fifty acres of new open space. Nearly half this new publicly accessible open space is accomplished through the central core of the network along the Los Angeles River, with a large part also yielded by creating a greenbelt along the SCE right-of-way. New neighborhood parks and mini-parks add to the total amount of park acreage, while significantly expanding access.

While the total park acreage in North Long Beach would remain well below the goals established in the Open Space Element of the General Plan of eight acres per 1,000 residents, the community would approach the citywide average of 5.6 acres per 1,000 residents. These new parks would substantially increase the number park uses, including playing fields and courts which are in high demand in North Long Beach. The expanded open space can also diversify the community amenities available to local residents, including substantial opportunities for natural settings.



These parks can physically separate residents from impacting industries and infrastructure with health-promoting uses. The central park along with naturalization of the Los Angeles River can provide the most significant benefit to local air quality. In some cases, the new open spaces can replace incompatible land uses, such as industrial uses adjacent to the residential neighborhoods.

The greenways, neighborhood connectors and greenbelts can substantially expand bicycle and pedestrian infrastructure, encouraging residents to be more active. These can connect formerly isolated neighborhoods and have easy connections to open spaces that can host a variety of recreational activities including sports, exercise, and social gatherings.

Every North Long Beach resident can be within a ten minute walk, or half a mile, of public open space along a safe, convenient and pleasant path. The central park can provide extensive open space access to residents along either side of the Los Angeles River, while the SCE greenbelt can connect to all the neighborhoods north of the SR-91 Freeway. The network of neighborhood parks and mini-parks along commercial corridors can cover most of the remaining neighborhoods in North Long Beach.

Within the completed greenway network, most every resident in North Long Beach can be within just a couple blocks of greenway or neighborhood connector. These facilities are themselves recreational spaces as they can be used for utility as well as by leisure cyclists and walkers.

Cooperative creative-thinking and innovation drove the identification of new potential open space opportunities in North Long Beach. While there are limited available land and financial resources to develop new park spaces, there is a diversity of underutilized land uses that can be successfully converted to accommodate new public open space through redevelopment or joint use agreements with other local institutions. Relying upon previous planning efforts and best practices from other forward-thinking communities, several potential spaces were identified that can be developed in the short-, medium-, and long-term.

Participants worked cooperatively and with realistic constraints, that forced them to be critical in their decision-making and negotiate with each other to develop consensus. The consensus-building continued throughout the process as priorities were refined, with thoughtful consideration of where the greatest needs in the community were. Developing this shared open space and greenway vision should involve City Officials and local leaders to champion these creative projects by promoting the benefits of transforming underutilized land uses.

The open space network can be established and maintained through partnerships and shared burdens. The diversity of open space and Greenway Opportunity Types provide a rich variety of funding sources for planning and construction from flood control and water management to Safe Routes to School and active transportation. The 2016 passing of the Los Angeles County parks bond and the upcoming I-710 Freeway expansion project could provide a wealth of resources for development new parks and connectors.

Maintaining and programming these new open spaces will require new collaborations and funding mechanisms, as resources are already limited. LBUSD, Uptown Business Association, the Conservation Corps, and YMCA are just some of the potential partners that can be considered for shared stewardship and ongoing funding of maintenance and programming of the open space network.

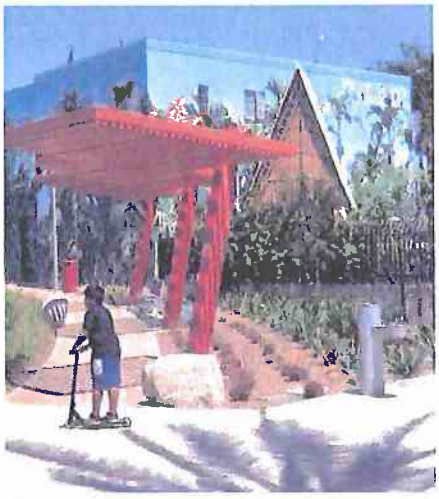
These open spaces can be interconnected through greenbelts, greenways, and other heavily landscaped wildlife corridors. The core of building an urban wildlife habitat in North Long Beach can be the revitalization of the Los Angeles River, augmented by the large continuous landmass of the SCE right-of-way and DeForest Greenbelt. Bridging over the I-710 Freeway is necessary to strengthen connections to Coolidge Park.

Like tentacles, the greenbelts and greenways stretch east and west until they reach other neighborhood scale parks. It is essential to include substantial amounts of native trees and landscape along these connectors for wildlife. Expanding the urban tree canopy onto other streets, investing in efficient irrigation systems and connecting to reclaimed water can further support the local habitat and invest, connection to reclaimed water and funding for water.

URBAN DESIGN STRATEGIES

The Opportunity Types are tools to expand and connect the Uptown Open Space network, while the following urban design strategies are broad stroke concepts that connect the toolkit to the policies, programs, and projects of implementation. They should be considered for the relevance of their respective goal and capacity to accomplish it. They are themselves not projects, but the manifestation of the guiding principles as components of the Uptown Open Space Vision Plan.

The Uptown Open Space Vision Plan is incrementally developed through each park project and infrastructure investment, these strategies should show how they fit within the bigger picture and identify their respective purpose. The urban design strategies outlined in the following pages are grounded in a viable future of the next 30 to 50 years though components that can be implemented in pieces as funding and opportunities are available. The following pages describe each urban design strategy as well as the open space components that comprise the idea. Successful case studies are also presented so as to gain inspiration as well as to understand project feasibility. Overall, these strategies lay out a plan of action to achieve the overall aim of providing an equitable amount of open spaces in North Long Beach.

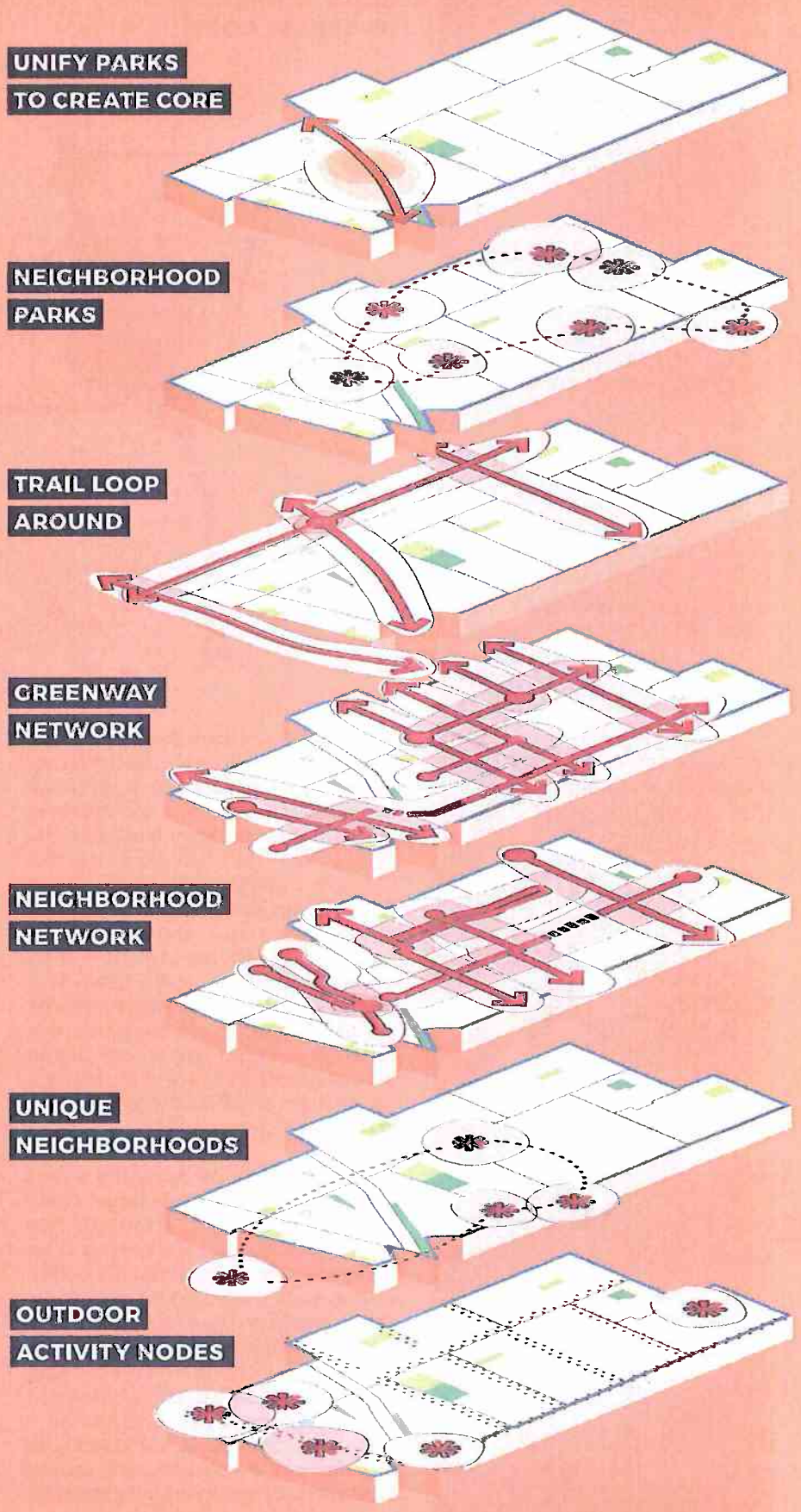


TOP
Bicyclists travel along the Los Angeles River.
PHOTO COURTESY LOS ANGELES BICYCLE COALITION

RIGHT
Child plays at Gumbiner Park, a former street right-of-way that was converted into a public park.
PHOTO COURTESY CITY PARKS

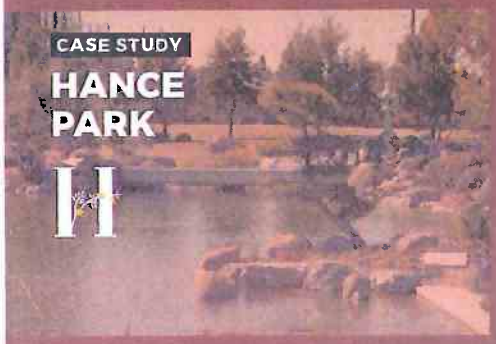
STRATEGY COMPONENTS

Developing a high-quality open space network requires a combination of creative urban design strategies that work harmoniously together. Defining these strategies will help to align community and municipal efforts toward a unified goal, rather than operating independently from one another. The urban design strategies are as follows:



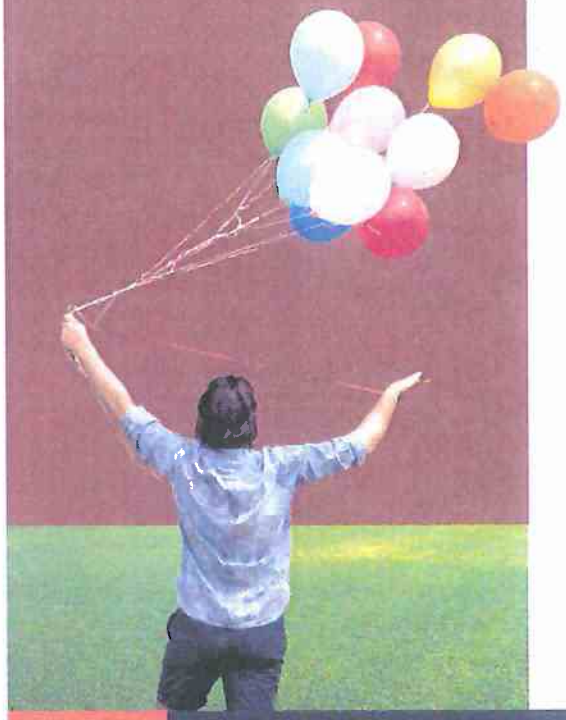
CASE STUDY

HANCE PARK

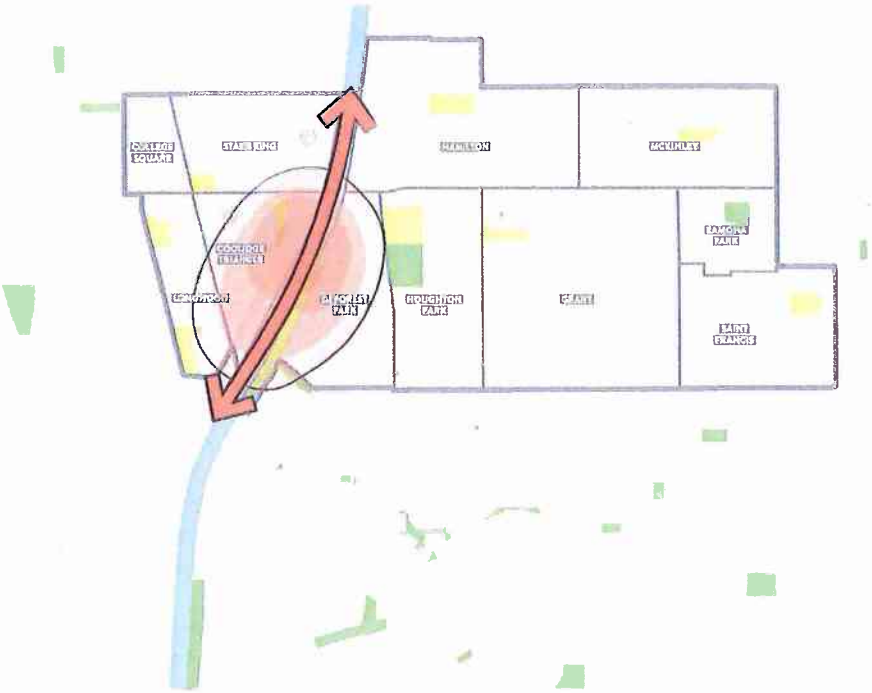


Hance Park is a 33 acre park that was built as a "deck" over the I-10 Freeway in downtown Phoenix, Arizona

The park is home to several cultural destinations, connecting residents and visitors to nearby libraries, medical service centers, museums, places of worship, and schools. Hance Park is downtown Phoenix's biggest park, offering year-round events and activities, an active dog park, and several amenities. A 2017 master plan for the park calls for the addition of several new amenities, including a new skate park, playgrounds, amphitheater, and restaurants, relying heavily on private partnerships and donations to help fund the project. By approaching freeways creatively, North Long Beach can address open space need on a larger scale.



UNIFY PARKS TO CREATE CORE



Coolidge Park and DeForest Park are less than a quarter mile directly apart but the distance is up to six times greater for someone walking, bicycling, or driving. Utilizing air-rights over the I-710 Freeway, the Caltrans storage facility in Coolidge Triangle, land area of the SCE right-of-way, and Los Angeles River the two parks can be combined to create a regional scale park. The diversity of Opportunity Types provides flexibility to the types and locations of the park amenities, as well as afford a variety of conditions to design a unique park to the region.

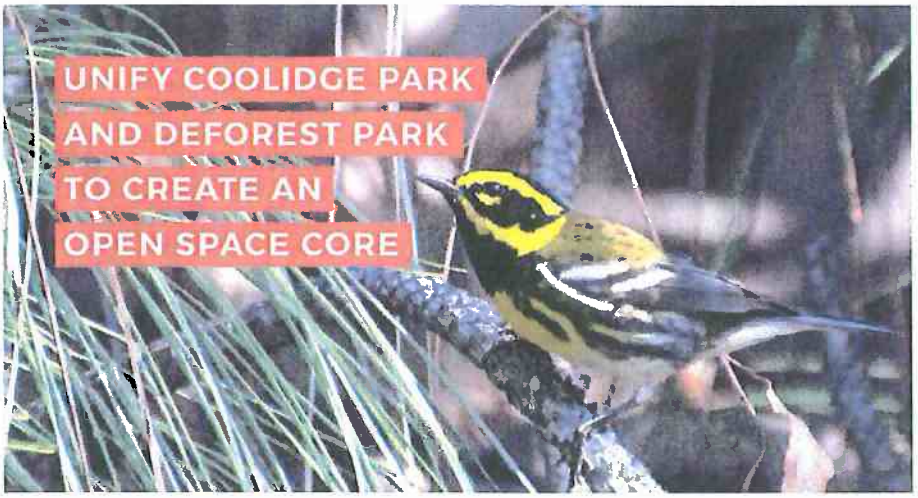
A revitalized Los Angeles River forms the spine of this large-scale park that extends miles to the north and south, anchoring it as a regional serving asset. The size of the park, over 200 acres, allows it to create a significant wildlife habitat with its own microclimate. Bridging over the I-710 Freeway can take the form of simple bicycle/pedestrian bridges to a full scale cap park, substantially expanding available park space while reducing community impacts from the adjacent freight corridor. These improvements can take place as part of constructing the I-710 Freeway expansion project, currently in the planning stages.

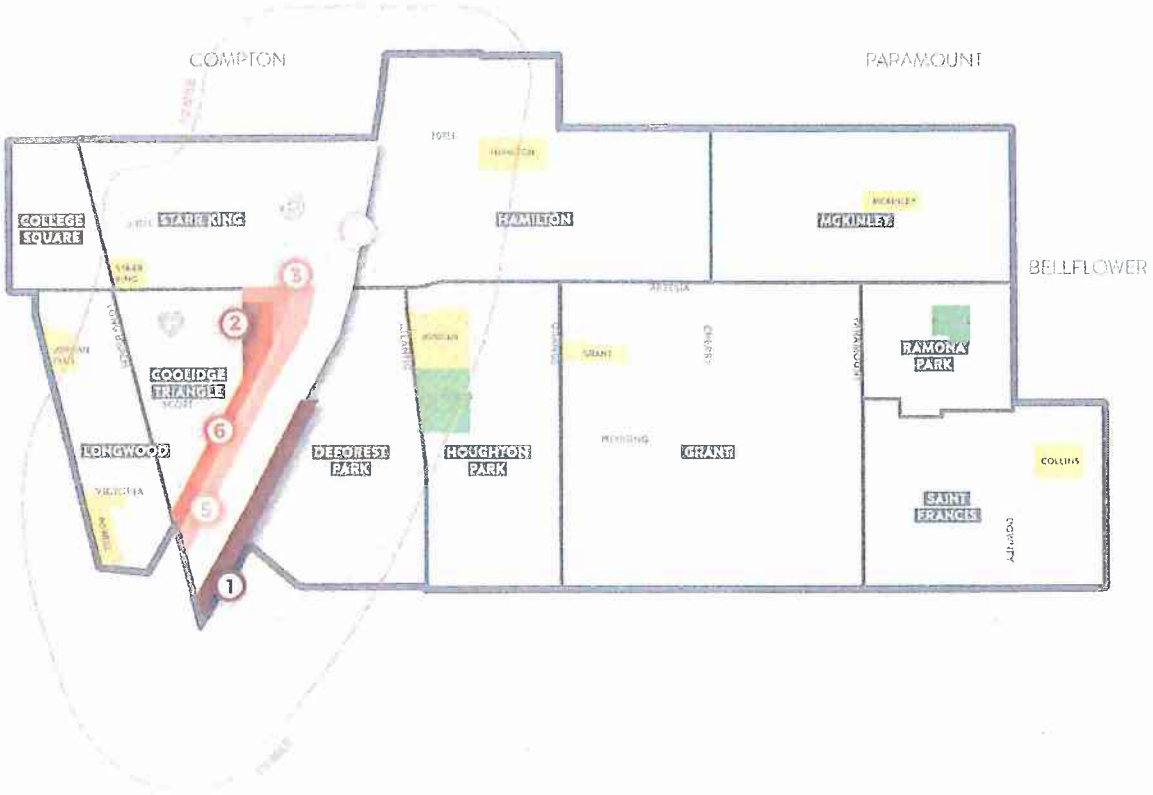
Positioned between the I-710 and Los Angeles River, the SCE right-of-way provides the largest portion of programmable land that is able to be designed with amenities that successfully transition the adjacent Opportunity Types. The above-ground electricity transmission facilities would likely remain, although there is the potential opportunity to transition the power lines underground.

TOP
Conceptual diagram of the open space strategy, which is a simplified visualization of the central core idea.

RIGHT
Components diagram of open space strategy, which defines the components of the central core idea.

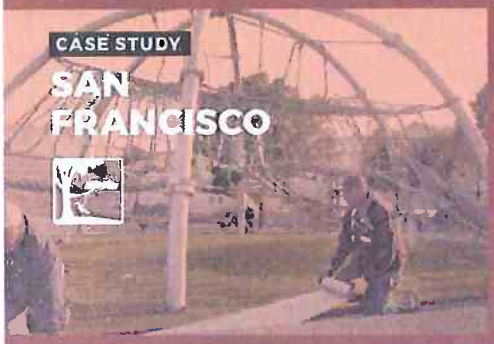
This map below shows the components that comprise the core of the potential open space network. By creating a seamless transition between Coolidge Park and DeForest Park through the use of the Los Angeles River, SCE, I-710 Freeway, and the Coolidge Triangle Underpass, east-west multimodal connectivity can be improved. The summation of these open space opportunities can regionally impact the needs of over one-third of the North Long Beach community.





CASE STUDY

SAN FRANCISCO



According to The Trust for Public Land, San Francisco is the first city in the nation to have a park or open space within a 10-minute walk of every resident.

The Trust for Public Land's Director of City Park Development, says "a 10-minute walk to a park is an important indicator of the livability of a city. Having parks around is a primary indicator of that comfort and ease. One of the advantages in cities like San Francisco is that you have lots of small parks, which makes it easy to reach 100 percent." San Francisco officials are already planning the next wave of renovations and repairs. Bebepe added, "these parks are not just nice amenities, they are very important for public and environmental health. Parks make for better and strong communities."

TOP RIGHT
Artificial turf is installed in a play ground of a park under construction at Folsom and 17th streets in San Francisco.
PHOTO COURTESY OF SF CHRONICLE

NEIGHBORHOOD PARKS

The majority of the existing park network in North Long Beach is concentrated along Artesia Boulevard, leaving area residents to drive or take transit to reach recreational opportunities. Developing new neighborhood scale parks in other neighborhoods north of the SR-91 Freeway and south of Harding Street will dramatically enhance open space access, with most residents being less than a half mile from a neighborhood park, which offers a greater diversity of park amenities for the area. These new neighborhood parks will rely on a variety of Opportunity Types depending on their respective location.

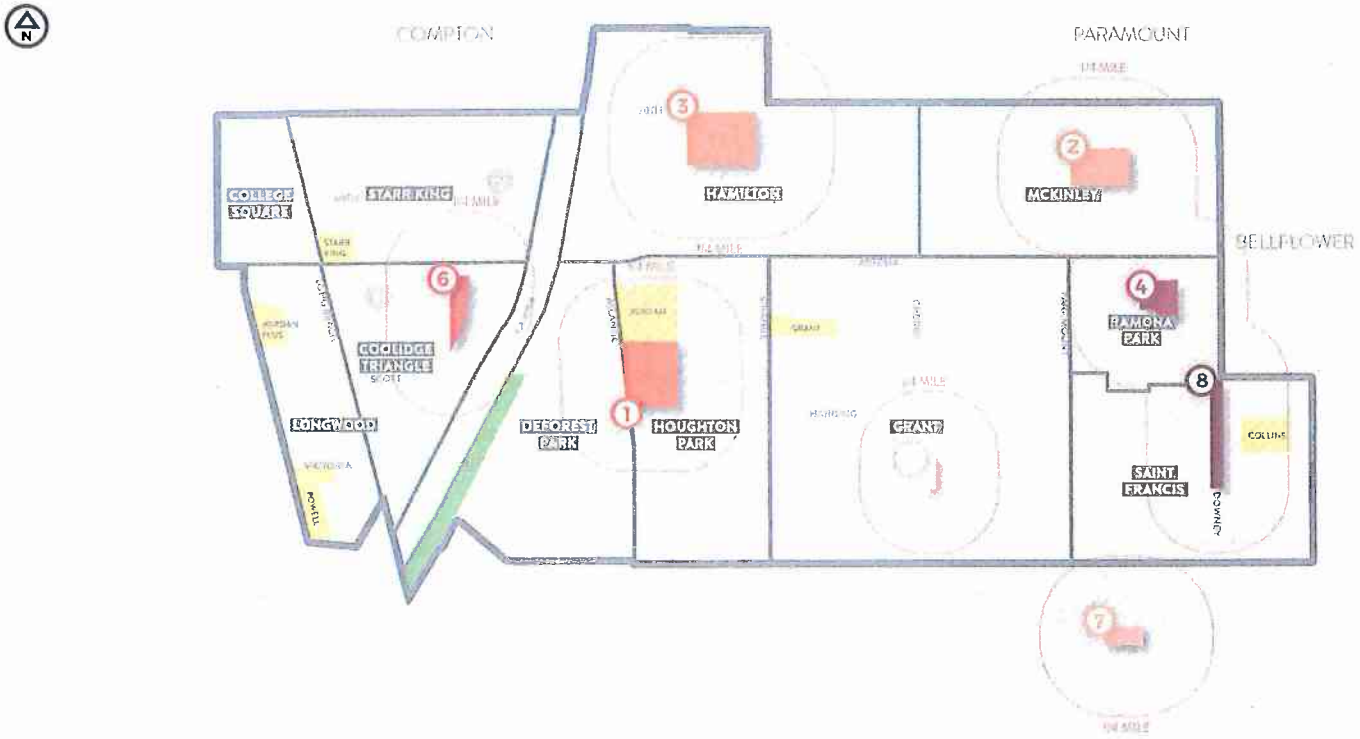
Most of these new parks can be nestled within the neighborhoods, with the spaces and amenities oriented toward local residents. Developing new parks in the Hamilton and McKinley neighborhoods would rely on a combination of shared use of the two school campuses and the adjacent SCE right-of-way. This would substantially expand the open space available to the two school campuses while allowing park amenities to be planned within the most appropriate opportunity type.

The expanded Davenport Park provides open space coverage for the southern portion of the St. Francis neighborhood and Ramona Park provides coverage for the northern portion. A park in the area between the St. Francis and Grant neighborhoods can be developed by transitioning an underutilized industrial property. This can all serve as a buffer between existing residential and industrial uses.

TOP
Conceptual diagram of the open space strategy, which is a simplified visualization of the neighborhood parks idea.

RIGHT
Components diagram of open space strategy, which defines the components of the neighborhood parks idea.

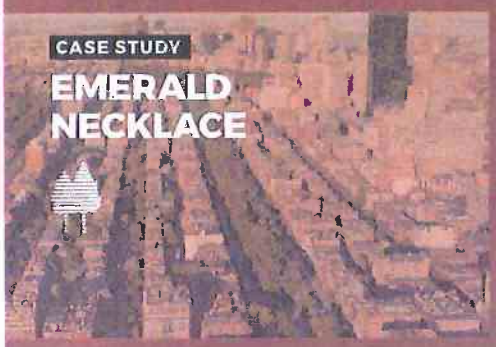
This map below shows the components of neighborhood parks within the potential open space network. As identified by community members in the public outreach process, a majority of residents prioritize having an equitable distribution of parks that serve the local neighborhood as opposed to larger regional parks that may be difficult to access. These neighborhood park projects could be enhanced through a partnership with community groups and neighborhood associations.



(1) Houghton Park (2) McKinley Park (3) Hamilton Park (4) Ramona Park (5) Grant Park (6) Coolidge Park (7) Davenport Park (8) Downey Avenue Greenbelt

CASE STUDY

EMERALD NECKLACE

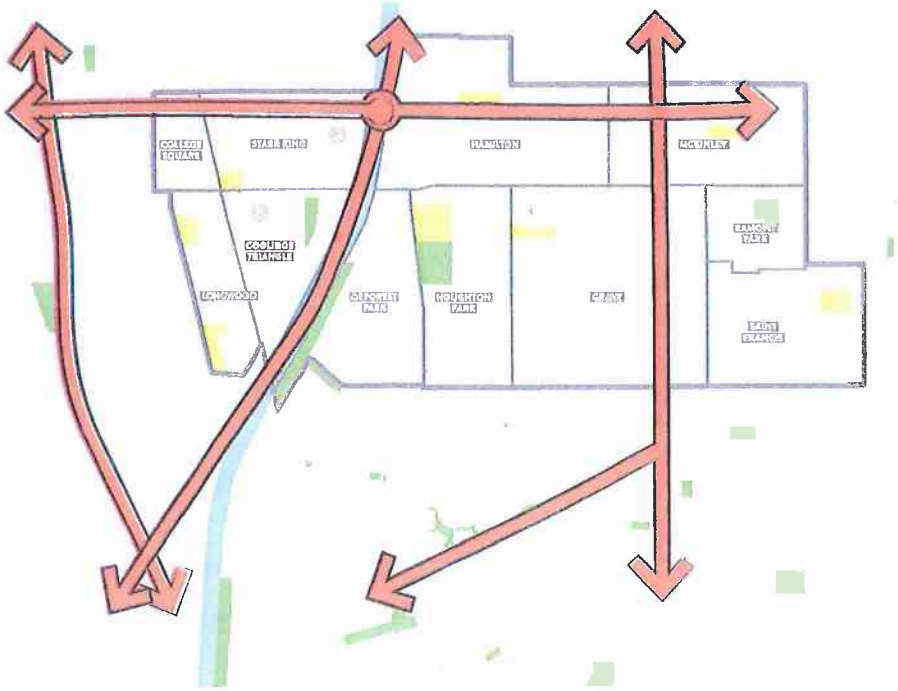


The Emerald Necklace comprises half of Boston's park acreage and serves the more than 300,000 people that live within its watershed area.

This linear system of parks was designed in the 1860's by Frederick Law Olmsted who envisioned a linear park of walking paths along a gentle stream connecting numerous small ponds. The Emerald Necklace connects together Boston Common, Public Garden, Commonwealth Avenue Mall, the Fens, the Riverway, Olmsted Park, Jamaica Pond, Jamaicaway, Arborway, Arnold Arboretum, and Franklin Park. The Emerald Necklace Conservancy was created to protect, restore, maintain, and promote the landscape, waterways, and parkways of the Emerald Necklace park system as special places for people to visit and enjoy.

TOP INSET
Aerial view of Commonwealth Avenue Mall which is park of the larger Emerald Necklace.
PHOTO COURTESY OF STEVE DUNWELL

TRAIL LOOP AROUND



To expand the central park core and connect the network of neighborhood parks, a greenbelt can loop around North Long Beach utilizing a combination of flood control facilities, Southern California Edison right-of-way and portions of the San Pedro Branch railroad corridor. This trail loop can provide an ideal active transportation route throughout North Long Beach and adjacent communities with few interruptions by the street grid and existing grade-separations at many locations they meet.

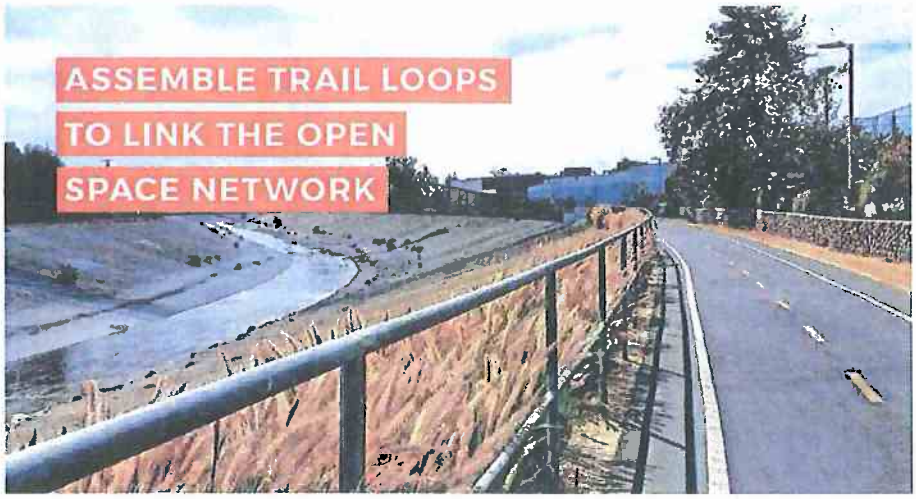
The Southern California Edison right-of-way runs the entire length of the northern border of North Long Beach, only having interruptions approximately every quarter mile. The block-wide, largely empty land can be transitioned in quarter mile lengths, and while the active transportation trail should be consistent, the other uses can transition from passive open space, to program spaces to community gardens, nurseries, and urban farms. Curb extensions, areas of refuge and traffic controls should be utilized at street crossings to limit conflicts between pedestrians, bicyclists, and drivers.

The western edge of the loop actually would be formed in unincorporated Los Angeles County using Compton Creek and its adjacent service road, which can serve as double duty as an active transportation trail. The east and south lengths of the trail would be formed using a Rails with Trails model that shares the San Pedro Branch railroad corridor with local freight trains. The tracks would have to be realigned at locations to provide the available area for the bicycle path and walking trails. Bridge crossings will also need to be expanded to accommodate parallel active transportation users.

TOP
Conceptual diagram of the open space strategy, which is a simplified visualization of the trail loop idea.

RIGHT
Components diagram of open space strategy, which defines the components of the trail loop idea.

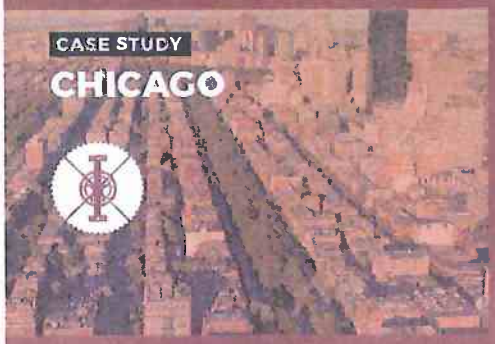
This map below shows the trail loop components within the potential open space network. A trail loop network encourages active transportation, which provides safe places to walk, bike, or travel, offers greater travel choices, reduces transportation costs, mitigates against greenhouse gas emissions and traffic congestion and improves public health by providing more opportunities for physical activity. Furthermore, these trail loops link together, increasing accessibility over urban infrastructure and reducing neighborhood division.



1 East SCE Greenbelt
2 West SCE Greenbelt
San Pedro Branch Trail
4 South SCE Greenbelt
5 Compton Creek

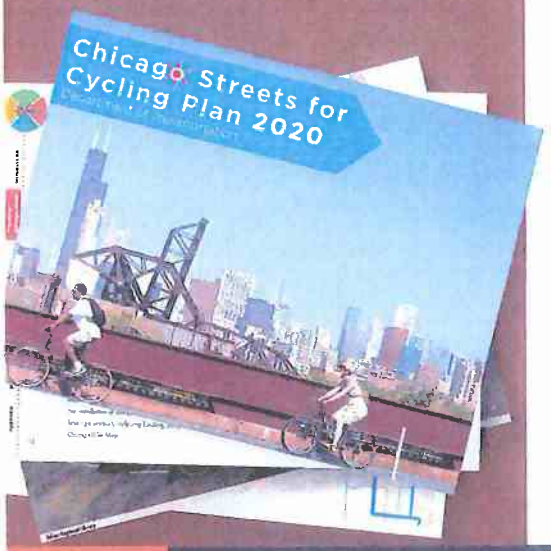
CASE STUDY

CHICAGO

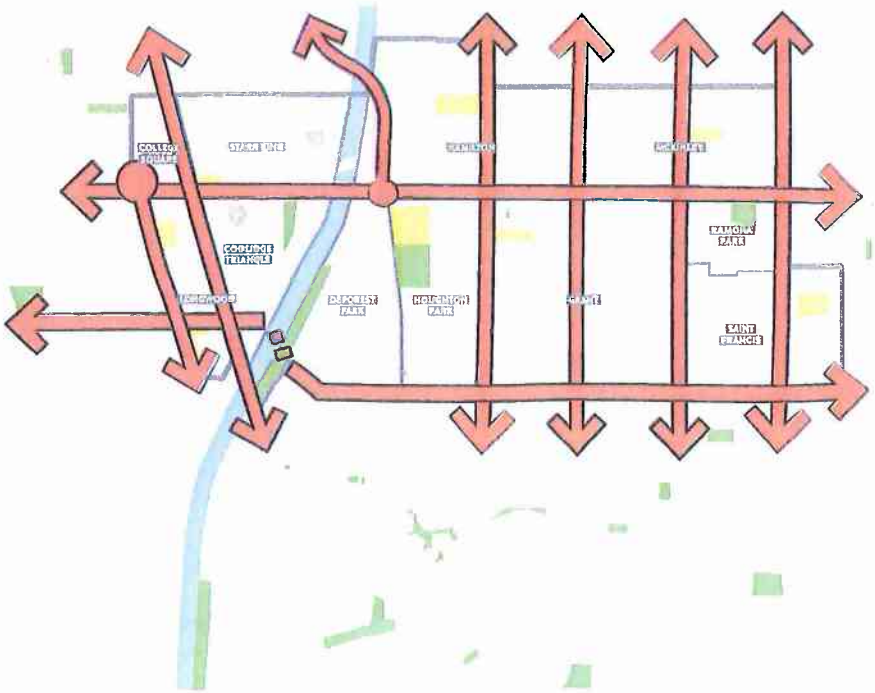


The Chicago's Streets for Cycling Plan 2020 Bicycle Network proposes 645 miles of bikeways, including 310 miles of neighborhood connectors and 275 miles of greenways.

This expands upon the city's over 100 miles of barrier- and buffer-protected bicycle lanes that exist. With a strong focus of incremental implementation, Chicago will have a comprehensive greenway network that expands throughout its neighborhoods and connects to regional destinations. Greenways have already proven to be successful in Chicago with its Elston Avenue project, an approximately 9.5-mile street that has been partially improved with protected bicycle lanes. After installation of the enhanced bikeways bicycle ridership increased by 49 percent in the morning peak period and 62.5 percent in the afternoon. The project also resulted in slower and safer motorist speeds.



GREENWAY NETWORK



Parks are to be interconnected by a series of greenways installed along major thoroughfares by utilizing surplus roadway. The greenways would create protected bicycle paths and improved walking trails, with increased landscaping and tree canopy. Greenways could be located on one-side of the street in order to enhance the user experience or have split parks to mirror vehicle traffic patterns. Where the greenways intersect, additional treatments, such as bicycle priority signalization, should be included to provide increased protection from conflicts between vehicles, pedestrians, and cyclists.

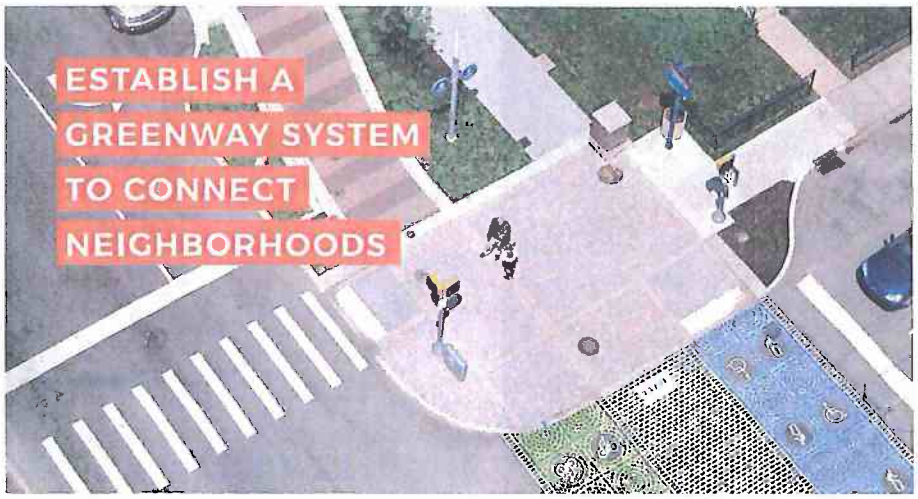
Three east-west greenways have been identified including South Street, Victoria Street, and Artesia Boulevard. Bicycle and pedestrian bridges would need to be installed to connect South Street to Victoria Street, which can be extended to the Rancho Dominguez Adobe Museum by another bridge. Due to limited roadway, Harding Street greenway would need to be limited to Cherry Avenue and Atlantic Avenue, with east and west extensions taking the form of neighborhood connectors.

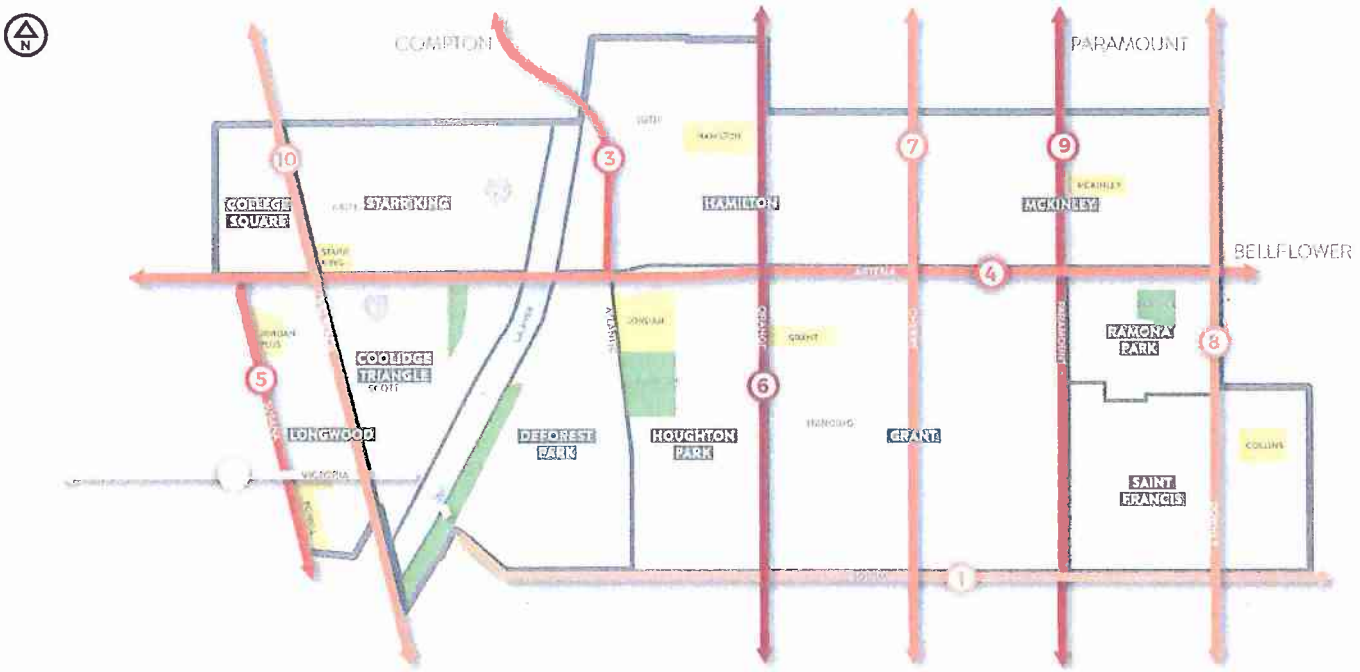
There are seven north-south greenways that are largely concentrated to the east half of the study area with four along Downey Avenue, Paramount Boulevard, Cherry Avenue, and Orange Avenue. The greenway along Susana Road delineates the industrial area of Rancho Dominguez and the Powell residential neighborhoods of North Long Beach. Portions of Atlantic Avenue and Long Beach Boulevard can accommodate bicycle facilities and are pedestrian priority areas but they will likely take different forms than the typical greenways given their unique design.

TOP
Conceptual diagram of the open space strategy, which is a simplified visualization of the greenway network idea.

RIGHT
Components diagram of open space strategy, which defines the components of the greenway network idea.

This map below shows the greenway components within the potential open space network. Greenways are a conversion of surplus roadway into separated bicycle and pedestrian trails with landscaping, connecting neighborhoods and commercial districts to public open space. These greenways should serve as connectors to the open space network but also are considered as public open spaces themselves within the right-of-way, featuring landscaping and an urban tree canopy that allows for moments of refuge along the pathway.





1 South Street Greenway

2 Victoria Street Greenway

3 Atlantic Avenue Greenway

4 Artesia Boulevard Greenway

5 Susana Road Greenway

6 Orange Avenue Greenway

7 Cherry Avenue Greenway

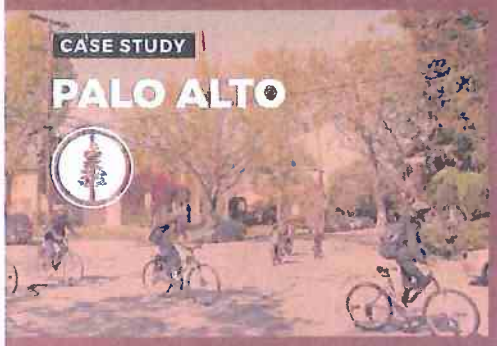
8 Downey Avenue Greenway

9 Paramount Boulevard Greenway

10 Long Beach Boulevard Greenway

CASE STUDY

PALO ALTO

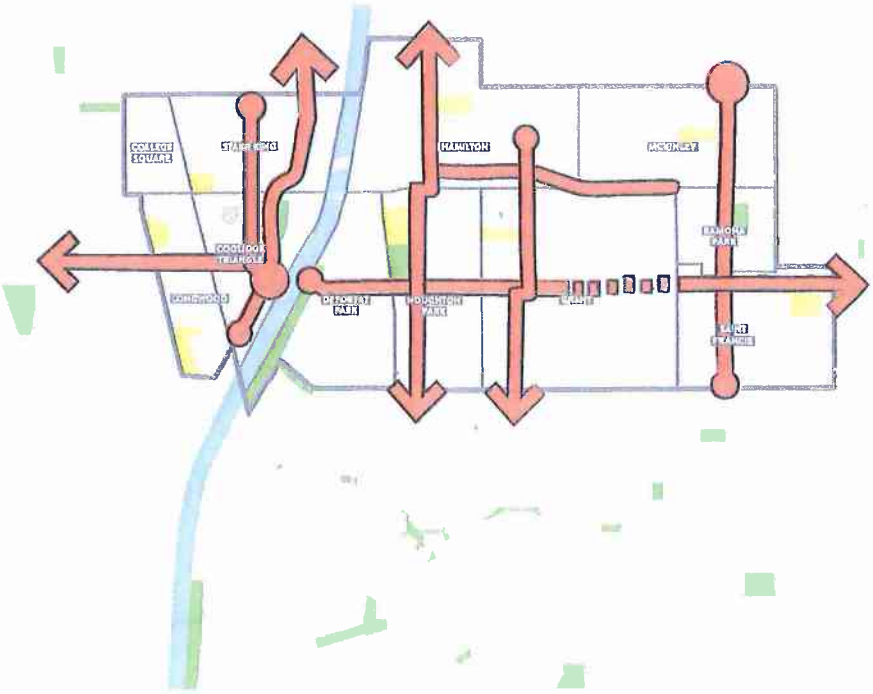


Palo Alto, the home of the first bicycle boulevard, approved 9.6 million dollars for the construction of a network of neighborhood connectors.

In 2017, the network consists of 14.5 miles of existing neighborhood connectors. The reimagined streets will utilize speed bumps, chicanes, and roundabouts to create low-stress corridors along seven miles of streets where bicycle and pedestrian travel is prioritized over driving. This includes construction of roughly half of the Bike Boulevard Network laid out in the City's 2012 Bicycle and Pedestrian Transportation Plan. The other bike boulevards will be implemented in 2018.

BOTTOM INSET
Neighborhood Connector Network as Identified in the Palo Alto 2012 Bicycle & Pedestrian Transportation Plan.
PHOTO COURTESY OF BIKESILICONVALLEY.ORG

NEIGHBORHOOD NETWORK



As most of the neighborhood parks would be located away from the major thoroughfares and thus most of the greenways, a finer grain network of neighborhood connectors are necessary to connect residents to the open space network. These neighborhood connectors are typically located on the continuous streets in between the greenways and are local streets with limited vehicle traffic. They should include traffic calming and management devices as well as integrate with the greenways where they intersect.

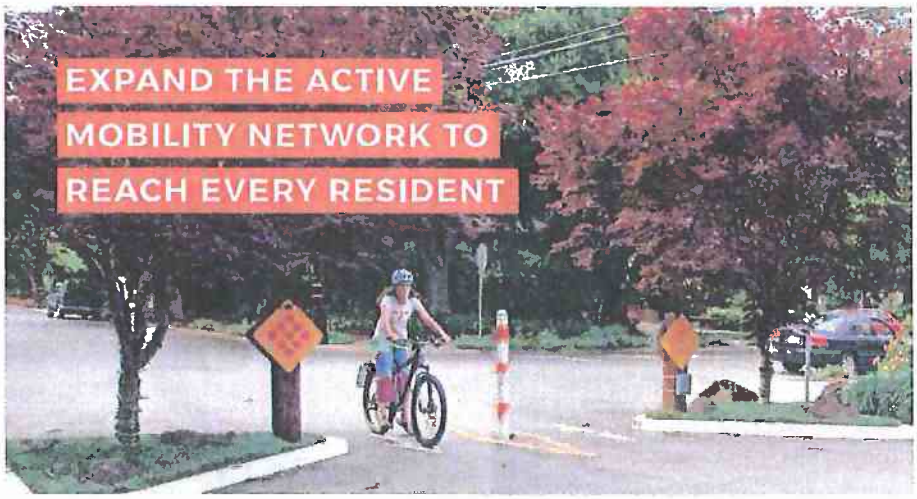
A number of north-south neighborhood connectors have been identified in North Long Beach, all with connections under the SR-91 Freeway. Butler, Myrtle, Walnut, and Obispo Avenues connect to the SCE right-of-way at the north end, with most continuing past South Street at the southern end. Neighborhood connectors running east and west have more regular interruptions in the street grid, and by infrastructure, thus necessitating ease of access to the east-west greenways and the greenbelt loop.

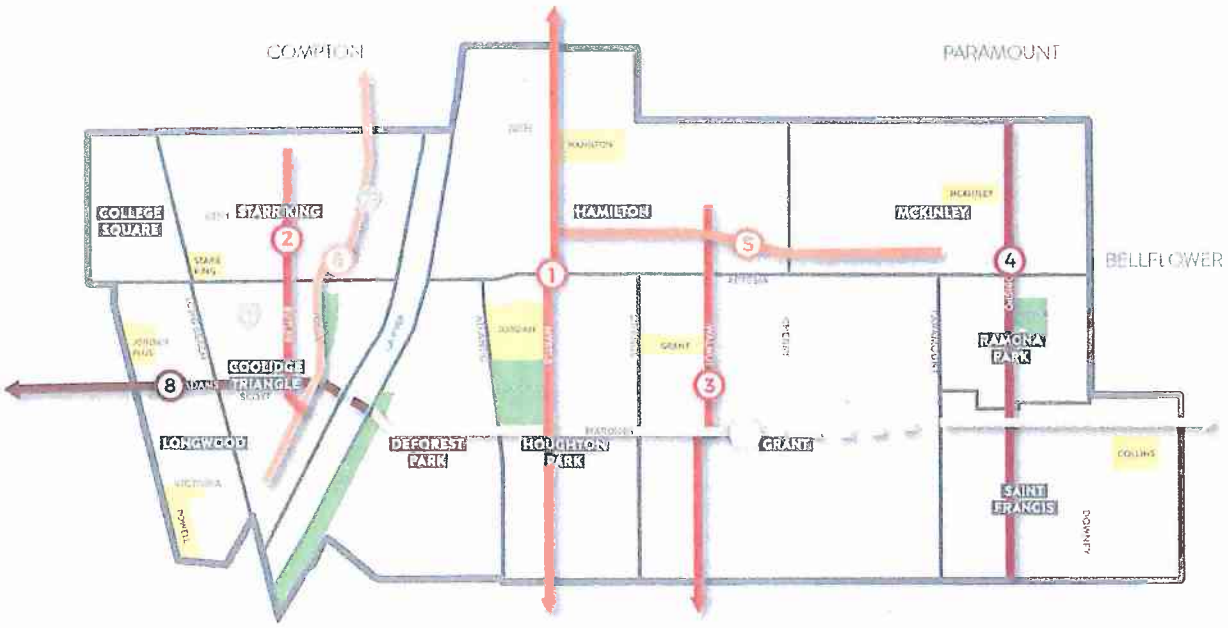
Residual spaces along the SR-91 and I-710 Freeways can further augment the neighborhood scale of walking trails and walking paths, especially in the Hamilton neighborhood and west side of the I-710 in the Coolidge Park and Starr King neighborhoods. Additional neighborhood connections can be established where necessary to augment the local Safe Routes to School programs.

TOP
Conceptual diagram of theopen space strategy, which is a simplified visualization of the neighborhood network idea.

RIGHT
Components diagram of open space strategy, which defines the components of the neighborhood network idea.

This map below shows neighborhood connectors within the potential open space network. Neighborhood connectors expand upon bicycle boulevards to include infrastructure improvements for pedestrians as well, understanding that traffic calming serves both cyclists and walkers alike. Like greenways, neighborhood connectors are considered public open spaces within the right-of-way, featuring elements such as landscaping and bulbouts to help calm vehicular traffic in residential neighborhoods.





1 Myrtle Avenue Neighborhood Connector

2 Butler Avenue Neighborhood Connector

3 Walnut Avenue Neighborhood Connector

4 Obispo Avenue Neighborhood Connector

5 67th-Penfold Street Neighborhood Connector

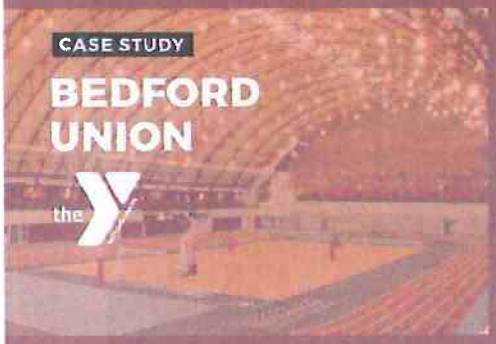
6 Coachella/White Avenue Neighborhood Connector

Harding Street Neighborhood Connector

8 Adams Street Neighborhood Connector

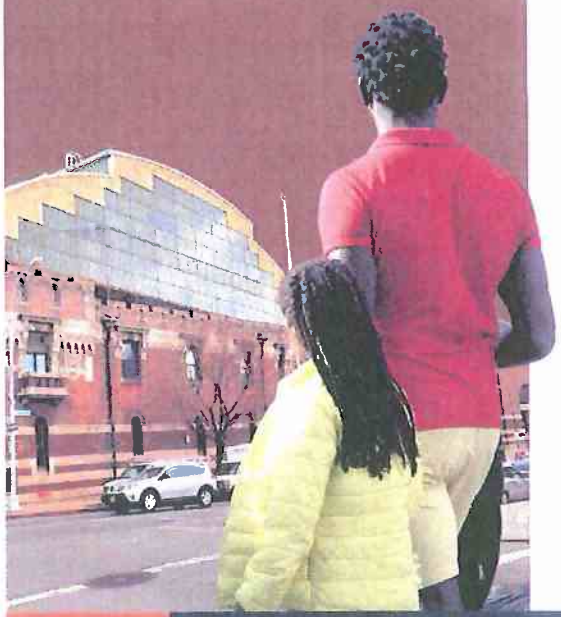
CASE STUDY

BEDFORD UNION



When it was transferred to the City of New York in first half of the 1990s, the Park Slope Armory initially served as a homeless shelter.

Today, the facility houses a women's homeless shelter operated by the non-profit CAMBA. It also includes a large recreational facility operated by New York City's YMCA that is available to local public schools, as well as a military veterans' museum which provides space for veterans' services ranging from AA meetings to counseling to technology classes. In addition, the old drill hall now occupied by the YMCA served as an emergency shelter during Hurricane Sandy in 2012, with over 600 people making use of the facility after the storm, some for as long as four weeks.



UNIQUE NEIGHBORHOODS

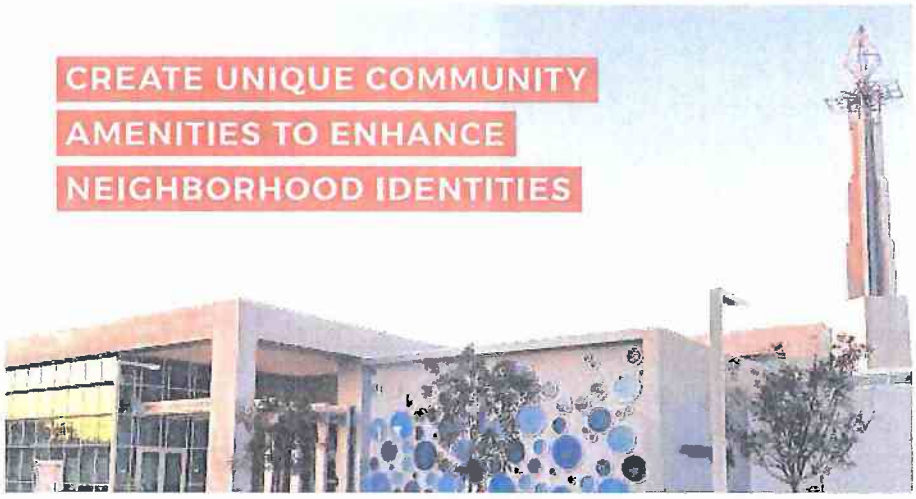
Many neighborhoods draw their identity from local cultural, civic, or institutional facilities, including museums, parks, and schools. Physical features like predominant architectural styles or housing stock as well as the character of the public realm and right-of-way also make up their identity. Adapting decommissioned civic structures to give new purpose in the community or creatively reimagining infrastructure has historically built pride in the host neighborhood.

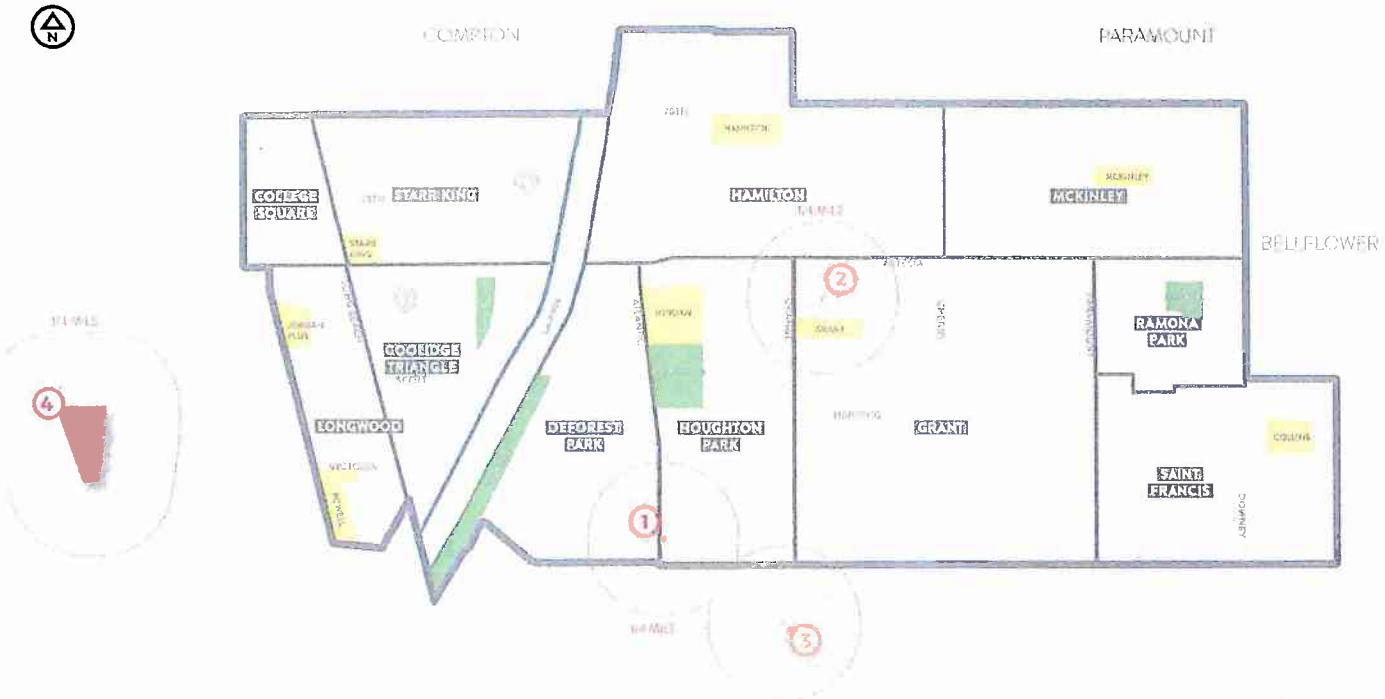
With the completion of the Michelle Obama Library, the former North Branch Library has relocated its book collection and been shuttered. Its ease of access to public transit and the greenway network make it an ideal candidate for another community use, whether recreational or cultural. Similarly, the historic Fire Station #12 is gradually finding new life, though a more deliberate effort could firmly anchor it in the Grant neighborhood's identity. The Rancho Dominguez Adobe Museum is two-thirds of a mile from the Longwood neighborhood; strengthened physical connections can help build stronger association and access to North Long Beach.

TOP
Conceptual diagram of open space strategy, which is a simplified visualization of the unique neighborhoods idea.

RIGHT
Components diagram of open space strategy, which defines the components of the unique neighborhoods idea.

This map below presents the local cultural, civic, or institutional facilities within the potential open space network. These centers of activity serve as both nodes for community building and landmarks for neighborhood identity. Future open spaces should be designed and developed around these vibrant and unique spaces as they are highly visible and accessible to the North Long Beach community. It is encouraged to redevelop or repurpose more of these cultural, civic, and institutional spaces into public space opportunities.





1. Michelle Obama Library
2. Historic Fire Station 12
3. Former North Long Beach Library
4. Dominguez Rancho Adobe Museum

CASE STUDY

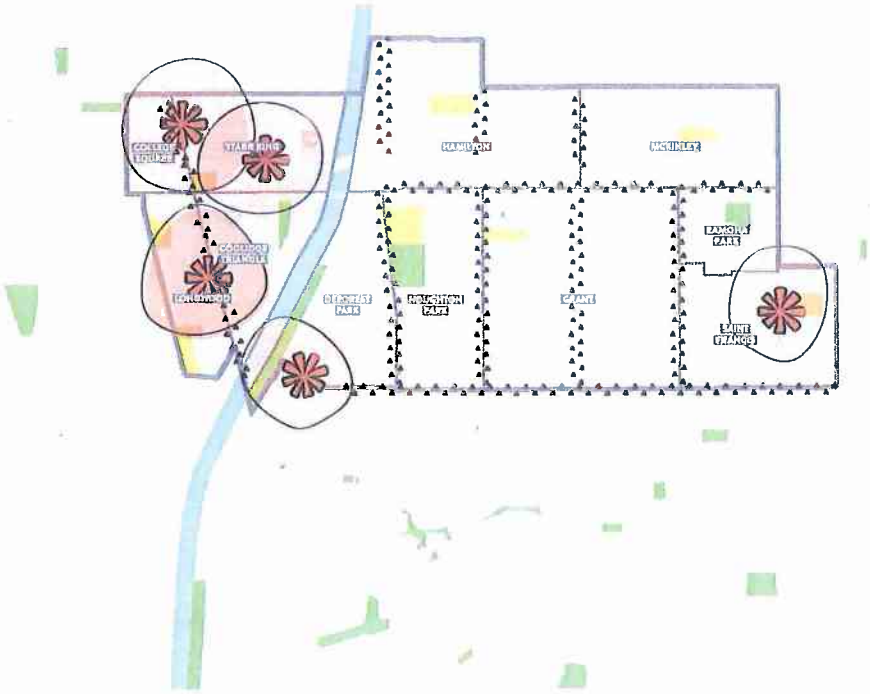
DENVER

The 16th Street Mall is a major commercial street in the heart of Denver's commercial district.

Surrounded by restaurants and shops, the mall was closed to car traffic except for a free bus shuttle that connected to the Civic Center. Although seen as a popular tourist destination and an efficient transit corridor, a lack of foot traffic made it difficult for retailers to stay in business and safety became a major concern. So, beginning with a few Sundays in 2014, 2015, and 2016, the bus shuttle on the mall was temporarily moved and 16th Street was made into a more pedestrian-friendly area with seating and a wide range of locally produced art, food, and cultural programs. Activity levels increased by 62 percent, and the number of people socializing increased by 194 percent. There were 65 percent more children, 40 percent more adults and gender demographics became more evenly distributed.

TOP INSET
16th Street Mall with pedestrians.
PHOTO COURTESY OF DENVER.ORG

OUTDOOR
ACTIVITY NODES



Long Beach is developing a culture of gathering in urban spaces and open streets between the Beach Street festivals, new parklets, and pop-up plazas. North Long Beach has hosted multiple open street festivals and is developing plazas at the Michelle Obama Library and Houghton Park. Future redevelopment along Atlantic Avenue includes plaza concepts that together form an interconnected plaza network along the business corridor.

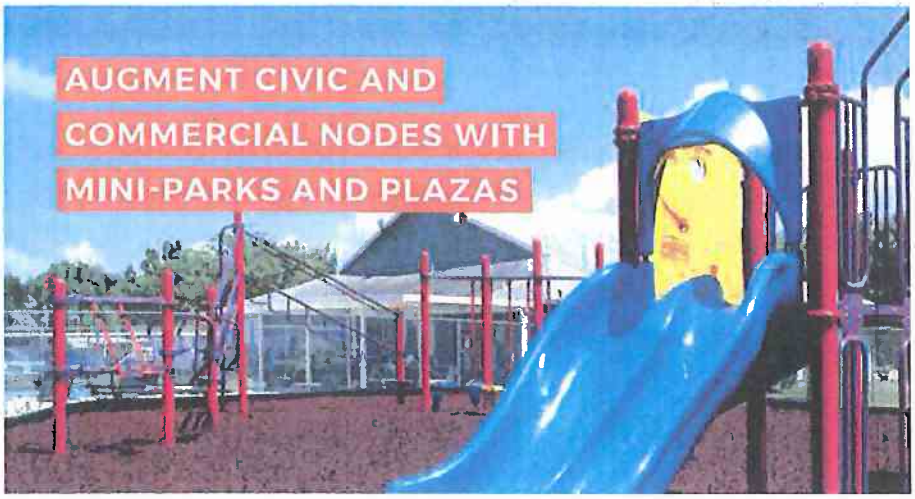
Transitioning Downey Avenue's surplus right-of-way into a quarter mile long greenbelt would unify the St. Francis neighborhood split by the broad street. Similarly, Long Beach Boulevard splits the Powell and Coolidge Park neighborhoods and can become a unifying agent by recapturing underutilized roadway. There is a series of streets in the Starr King neighborhood along Butler Avenue that can be completely closed and turned into open space providing an opportunity for a truly unique garden district. These streets are redundant in that the frontage of homes do not face them, serving more as alleys than as neighborhood streets.

The plaza network should be extended strategically to build upon commercial and civic uses that can activate the outdoor spaces. There are ideal locations along Long Beach Boulevard, in the historic node, and Powell, and Starr King neighborhoods. Additionally there are important commercial nodes along Downey Avenue at Artesia Boulevard, and South Street, as well as secondary nodes elsewhere in North Long Beach. While some of these open spaces will be public parks, plazas, and parklets, others can be community spaces owned and operated by property owners, businesses, and other active stakeholders.

TOP
Conceptual diagram of open space strategy, which is a simplified visualization of the trail loop idea.

ABOVE INSET
Components diagram of open space strategy, which defines the components of the trail loop idea.

This map below shows the locations for outdoor activity nodes within the potential open space network. These small-scale interventions intend to actualize smaller common-sense solutions to produce larger catalytic results onto the larger community. In an era of constrained budgets and limited resources, this strategy of targeted intervention is effective in revitalizing neighborhoods as design elements such as parklets and plazas are often less capital-intensive and driven by community support.



PLAZAS AND PARKLETS TO BE CONSIDERED ON COMMERCIAL CORRIDORS ON A CASE-BY CASE BASIS

500 yd 1000 2000

① Starr King Mini-Park

Longwood Mini-Park

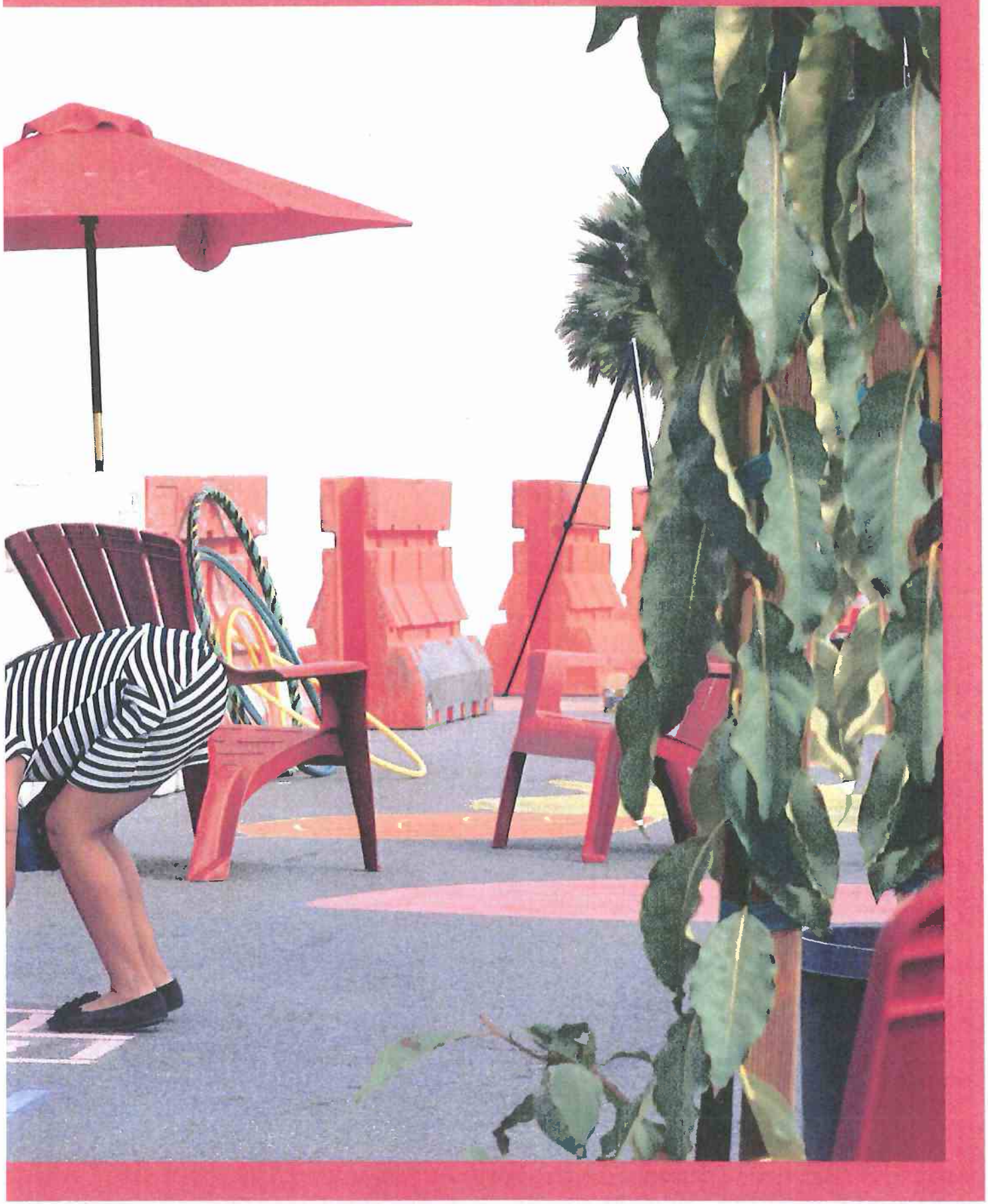
③ Downey Avenue Greenbelt

④ Starr King Garden Streets

⑤ South Street Greenbelt

IMPLEMENTATION

The Uptown Open Space Vision Plan maps out how the vision becomes reality, laying comprehensive strategies, policies, community initiatives, and projects that will expand public open spaces and better connect them to residents across the study area.

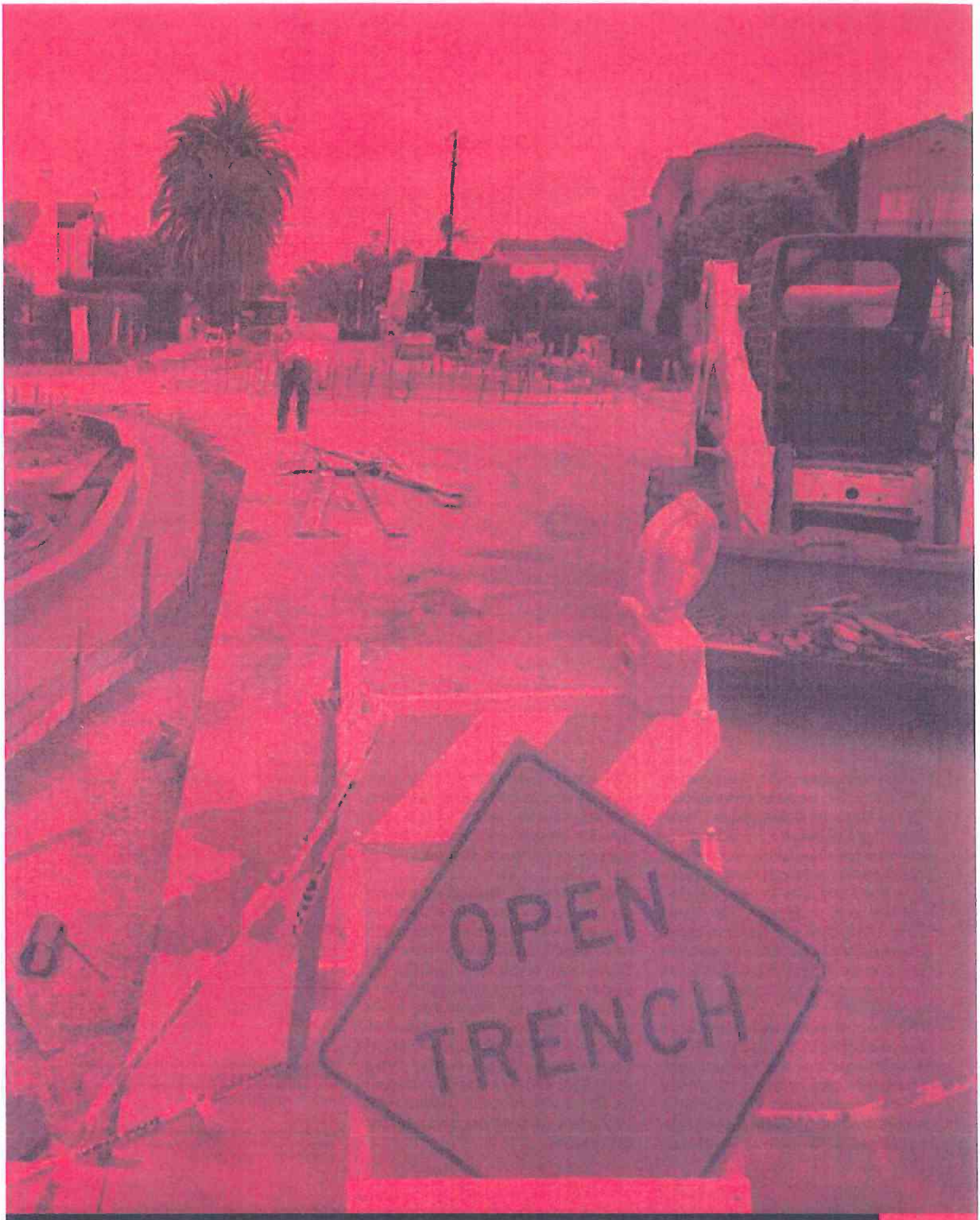


The previous chapters of the Uptown Open Space Vision Plan presented the existing context of the community, factors considered in developing the Plan, community voice, and a broad vision for a North Long Beach interwoven with parks, nature, and connected public spaces. This chapter is composed of three sections, implementation measures, community initiatives and priority projects and collectively they empower residents, policymakers, and agencies to be champions for expanding park access for North Long Beach. Identification of new open space will help achieve the City of Long Beach Open Space Element Update goal of 8 acres of open space per every 1,000 residents.

As with the previous chapters of the Plan, this chapter maps out policies, programs, and projects designed for the study area, though much of it can be applied in other parts of the city. Though the Plan is applicable citywide, comparable analysis and consideration need to be applied outside the study area.

The three sections should be used in concert with each other as the Implementation Strategies are specifically drafted to support the development of parks utilizing each of the different Opportunity Types. The community initiatives are drafted to test, iterate, extend, and build support for the park and connector projects being proposed within this chapter. It will be a collective endeavor between various levels of government and the community to successfully implement the vision in the Plan, this chapter lays that path.

Construction workers make street and sidewalk improvements in Long Beach.
PHOTO COURTESY OF ALLAN CRAWFORD


OPEN
TRENCH

IMPLEMENTATION MEASURES

Several adopted policy documents and programs provide a foundation for the Uptown Open Space Vision Plan that can result in a substantial expansion of publicly accessible open space in North Long Beach. This Plan collects those relevant policies and programs into Open Space Opportunity Types in order to layout implementation measures that can be collectively delivered as comprehensive initiatives.

The Implementation Measures are designed to support the development of the various park and connector projects proposed later in the chapter. For example, instead of negotiating separate agreements for each of the dozen SCE parcels within the study area, the City should consider negotiating a master agreement with SCE and develop design and programming standards for those spaces.

This section is separated based on the open space development Opportunity Types, as they each have special considerations, though there is an additional section for general funding strategies that relate to multiple Opportunity Types or park development in general. Clustering the Implementation Measures as opportunity type initiatives provide the foundation for comprehensive discussions with City agencies, partners, and relevant programs.

TOP
Central Long Beach members participating in a streetlet demonstration which simulates what converting an underutilized street into a pedestrian plaza looks like.
PHOTO COURTESY OF CITY RAISING

ABOVE INSET
Community members join together to plant and beautify a center median with landscaping, helping to calm traffic.
PHOTO COURTESY OF STREETFILMS.ORG

LOS ANGELES RIVER

The County Flood Control Facility that is the Los Angeles River has a number of overlapping jurisdictions and separate planning efforts surrounding the river. The Riverlink Plan had a great degree of success transitioning fallow portions east of the river embankment to open space but largely did not include the west bank or concrete channel itself. The City of Los Angeles has been making a substantial investment of resources, collaborating with the County of Los Angeles Flood Control District and United States Army Corp of Engineers to develop Los Angeles River Master Plan in Long Beach. The Plan would transform their portion of the Los Angeles River into a recreational and open space asset while practicing sustainable stormwater management.

The Rivers and Mountain Conservancy, County of Los Angeles, and State of California are beginning a similar effort for the Lower Los Angeles River, encompassing eleven cities between the City of Los Angeles and Pacific Ocean, including Long Beach. The Uptown Open Space Vision Plan identifies opportunities to utilize the Los Angeles River along with adjacent infrastructure to strengthen connections between the communities on either side of the river while substantially expanding recreational and natural amenities. A substantial part of transforming the Los Angeles River as publicly accessible open space would be coordinating the various government agencies and local stakeholders' interests, investments and assets to insure everyone's needs can be addressed.

IMPLEMENTATION MEASURES

1.1 *Update Long Beach's River Link Plan to incorporate the results of the Lower LA River Revitalization Plan [LLARRP] and Lower LA River Working Group.*

1.2 *Make recommendations to the Lower Los Angeles River Working Group based on relevant policies, programs and projects of the Uptown Open Space Vision Plan for inclusion into the LLARRP.*

1.3 *Transition the land use designation for the Los Angeles Flood Control Facilities within the City from Right-of-Way to Open Space as part of the 2040 Land Use Element update of the General Plan.*

1.4 *Coordinate with the Lower Los Angeles River Committee to identify funding sources for nature, stormwater and public access improvements to the Los Angeles River.*

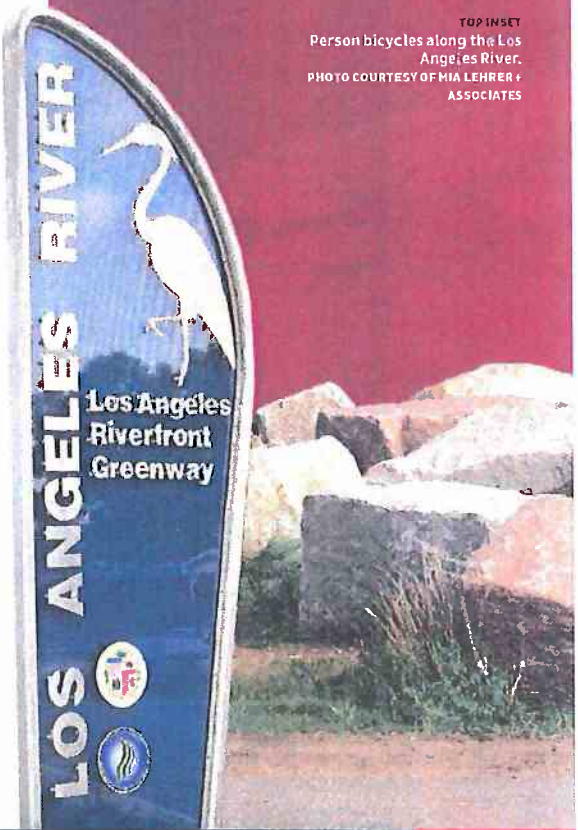
1.5 *Initiate communications with the Army Corp of Engineers to ensure all of the City's infrastructure, transportation, habitat, and recreation needs are met as part of the Lower Los Angeles River Plan.*

CASE STUDY

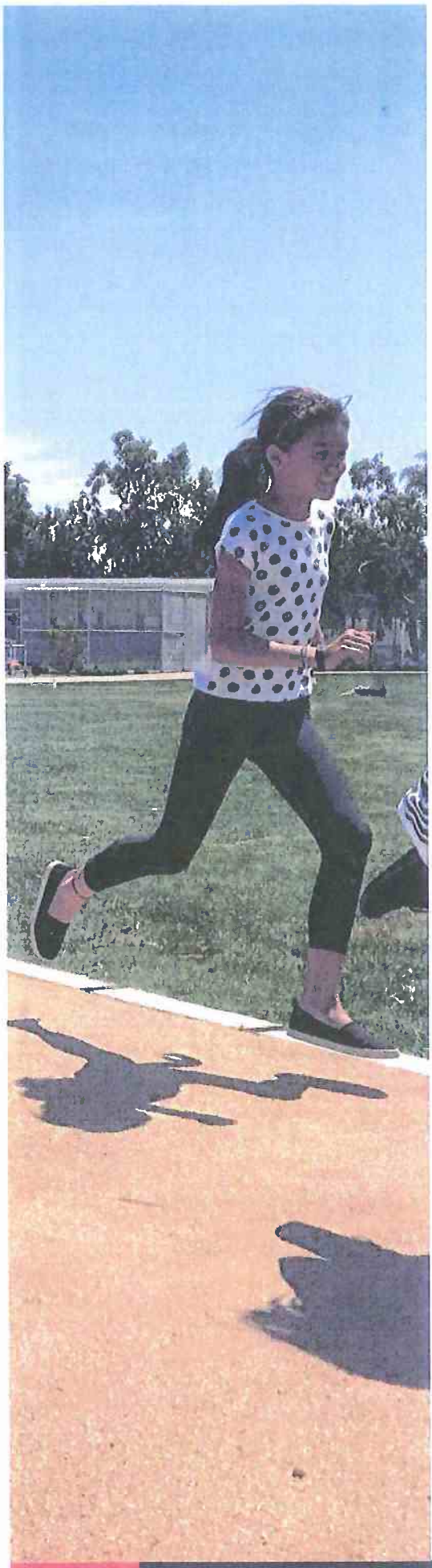
LA RIVERFRONT GREENWAY PHASE II

This phase of the Los Angeles Riverfront Greenway converted a maintenance-only access road into a 1.2 mile long verdant, multipurpose linear park.

This trail provides much-needed river access and recreational opportunities for the community, treating the stormwater, improving air quality, increasing habitat, and providing a beautiful river edge in what was an unused maintenance corridor. The combined project cost four million dollars and was funded by Proposition K funds, a voter-approved bond measure from 1996 that guaranteed 750 million dollars for park upgrades.



TOP INSET
Person bicycles along the Los Angeles River.
PHOTO COURTESY OF MIA LEHRER + ASSOCIATES



LONG BEACH UNIFIED SCHOOL DISTRICT SHARED USE

Agreements for the shared-use of recreational facilities between LBUSD and the City of Long Beach has historically been made on a case-by-case basis or informally between interested parties. School District campuses are evenly distributed throughout the study area, with the capacity to fill needs for public open space access. The City of Long Beach and LBUSD are both making substantial capital investments through recently approved bond measures. While the needs and intended expenses forming the basis of the bond measures were identified independently, alignment between the two should be investigated.

OPEN SPACE AMENITIES ON LBUSD SCHOOLS

Jordan High
Powell Elementary
Grant Elementary
Starr King Elementary
Jordan Plus High

Within the Uptown Open Space Vision Plan study area, three LBUSD campuses are embarking on substantial remodels and expansions. Each of these schools are located adjacent to existing parks or proposed Open Space Opportunity Types. All three of which are identified for substantial municipal investment through the Uptown Open Space Vision Plan. Determining alignment of needs and planned investment can result in opportunities for reduced construction costs and shared maintenance while maximizing impact of public dollars.

IMPLEMENTATION MEASURES

2.1 *Initiate communications with the Army Corp of Engineers to ensure all of the City's infrastructure, transportation, habitat, and recreation needs are met as part of the Lower Los Angeles River Plan.*

2.2 *Establish a task force committee composed of the City Council, administrators, and key School District Officials to develop a framework of opportunities and challenges of joint use of municipal and school facilities.*

2.3 *Engage the California Joint Use Task Force - made up of numerous policy organizations including the California Park and Recreation Society and ChangeLab Solutions among others, to define best practices for establishing joint use policies and programs.*

2.4 *Catalogue School District recreational assets of facilities and standing agreements for users/leases, including but not limited to organized sports leagues, community groups, and faith-based organizations.*

2.5 *Overlay recommendations from the City of Long Beach Investment Plan [Measure A] and LBUSD Facility Master Plan [Measure E] to determine alignments for potential shared open space and recreational investments.*

2.6 *Coordinate with School District planners and Officials to determine potential shared-use strategies for McKinley Elementary School and Hamilton Middle School utilizing adjacent SCE right-of-way.*

2.7 *Initiate discussion with School District planners and Officials to identify opportunities for joint investments for Jordan High School and Houghton Park that would result in shared-use facilities.*

2.8 *Coordinate with School District transportation coordinators to jointly identify, plan, and apply for active transportation and safety funding opportunities to develop neighborhood connectors and greenways.*

2.9 *Consider aligning design, construction and maintenance standards between Municipal and School District facilities where possible to provide consistent users experiences.*

2.10 *Work with School District Officials to establish district-wide standards for leasing campus facilities based on functions, necessary supervision, maintenance and insurance requirements.*

2.11 *Collaborate with School District Officials on establishing an easily navigable search and application interface for the public to lease municipal and School District facilities for events and programs.*

2.12 *Determine the potential mechanism for introducing a future bond measure that funds the development and programming of joint-use facilities between the City of Long Beach, LBUSD and Long Beach City College.*

CASE STUDY

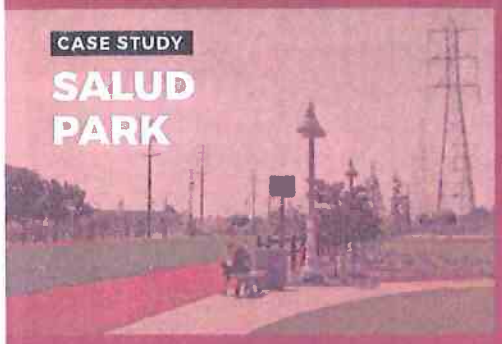
CHICANO PARK

Located in the San Diego's Barrio Logan neighborhood, Chicano Park is a story of how residents fought to protect their neighborhood as early as the 1970's.

Mexican Americans had settled in the area as early as the 1890's and at one point contained the second largest Chicano community on the west coast. In the 1950s, the zoning laws had been changed by the City of San Diego, from residential to industrial, allowing the influx of auto junkyards. Residents had not realized they could petition City Council and express their opinions; there had been no local discussions regarding community and neighborhood planning. In 1967, community leaders were empowered to demand a neighborhood park under the bridge pylons. After several demonstrations and public meetings, 7.9 acres of open space were developed underneath SR-75, hosting the country's largest collection of outdoor murals [72] dedicated to the cultural heritage of the community. The space and its history within the Chicano civil rights movement is celebrated yearly where the community gathers to celebrate the anniversary of the park's takeover, called Chicano Park Day. As of January 2017, the park was designated as a national historic landmark and stands as a testament to community ownership.

CASE STUDY

SALUD PARK



Salud Park is located on ten acres of SCE right-of-way property in the City of Paramount, a city that is one of the smallest in Los Angeles County in terms of land area, yet one of the most densely populated.

Salud Park has increased the total park acreage in Paramount by 25 percent. The facility features a decomposed-granite pathway for walkers and joggers and a first of its kind for the city 440-yard, rubberized, running/jogging track. The City was amongst 500 applicants from all over California for a Prop. 84 grant of $4.5 million, which +covered the construction costs. The lease agreement with SCE calls for the City to pay $4,600 a year for the first five years, with minor increases every five years thereafter.

SOUTHERN CALIFORNIA EDISON

Southern California Edison is one of the largest landowners in the City of Long Beach, encompassing nearly one square mile of property that straddles the western, northern, and eastern edge of the municipal boundaries. Of that land, only a portion of their rights-of-way is used as publicly accessible open space within El Dorado Park and a small wedge in West Long Beach for Tanaka Park. Incrementally transitioning the balance of SCE rights-of-way to open space can dramatically expand park access to underserved communities, establish landscape buffers from industrial uses and create dedicated active transportation corridors throughout the city.

Many of Long Beach's neighboring cities, including Bellflower, South Gate, and Cerritos make extensive use of SCE rights-of-way as public open space. The Trust for Public Land and a number of these cities led the effort to adopt California Assembly Bill 521 [AB 521] - Utility Property: leases for park purposes. The bill, approved in 2009, "authorizes public utilities to lease land acquired for obtaining a right-of-way to governmental agencies to be used as a public park. In determining whether the lease is for fair value the Public Utility Commission [PUC] shall consider the community benefits of the park as a value to utility customers."

As part of the Land Use Element Update of the Long Beach General Plan, the tapestry of land use designations for the SCE utility corridors would largely be consolidated as open space, paving the way for their use as parks, community gardens, and nurseries. Similar to working with the LBUSD to establish more regular cooperative use agreements, the City of Long Beach shall pursue more consistent arrangements with SCE for the use of their rights-of-way as public open spaces, where appropriate.

IMPLEMENTATION MEASURES

3.1 *Consolidate the various land-use designations for SCE rights-of-way within the city to Open Space as part of the Land Use Element Update of the General Plan.*

3.2 *Negotiate standard lease rate and terms for the future use of SCE properties within the city as public open space, and establish a first right of refusal for the City when leases become available.*

3.3 *Consider negotiating a master lease agreement of all SCE property within the city that are currently available for lease.*

3.4 *Work with SCE planners and engineers to create standards for park amenities, design, programming and maintenance within the rights-of-way based on incremental development.*

3.5 *Establish a task force consisting of City staff and SCE planners to develop design standards for access roads that also serve as greenways - active transportation facilities.*

3.6 *Study the nexus between future capital improvements to electricity infrastructure and mitigation strategies that include investment in the new open space opportunities.*

3.7 *Investigate the introduction of a utility fee for electricity users tied to the development, maintenance and programming of public open space within SCE property.*

CALTRANS FACILITIES

As the SR-91 and I-710 Freeways are some of the most dominant physical features within the Uptown Open Space Vision Plan study area, they offer the greatest opportunities and challenges for expanding open space access and strengthening connections between neighborhoods. Caltrans and Los Angeles Metropolitan Transportation Planning Association [Metro] are the lead agencies when determining potential changes to freeway infrastructure.

Metro, Caltrans, District 7, and various other Local and Regional agencies are planning and conducting environmental review for the expansion of the I-710 Freeway from its southern end at the Port of Long Beach to its northern terminus in East Los Angeles. Based on the project alternative that is ultimately selected, the freeway expansion project can be the most expensive infrastructure project in the nation. Due to significant changes to the freeway corridor and interchange at the SR-91 Freeway, the project would have lasting impacts on North Long Beach.

The City of Long Beach should consider working with Caltrans and Metro to plan and construct relevant open space improvements and connections in conjunction with the I-710 Freeway project. Cities across the nation have collaborated with their respective State transportation departments to incorporate significant natural and recreational improvements as part of freeway improvement projects including enhancements to adjacent waterways, active transportation trails, and cap parks. This is an essential time to communicate current and future municipal initiatives relevant to the I-710 project while it is in the planning stages.

IMPLEMENTATION MEASURES

- **4.1** *Make recommendations to Metro and Caltrans based on relevant policies, programs, & projects of the Uptown Open Space Vision Plan for incorporation into the selected Project Alternative for the I-710 Freeway expansion project, including capping/bridging the I-710 Freeway, enhancing pedestrian safety/ connectivity, river improvements, and integration of SCE facilities.*
- **4.2** *Initiate feasibility study of capping and/or bridging over I-710 Freeway as part of freeway expansion project.*
- **4.3** *Negotiate with Caltrans for public access easement for the former service yard at the southeast corner of Artesia Blvd and Butler Ave to expand Coolidge Park under the SR-91 Freeway.*
- **4.4** *Establish cooperative maintenance agreement with Caltrans to create trail and landscape improvements along usable freeway embankments.*
- **4.5** *Collaborate with Caltrans planners and engineers to develop design and maintenance standards for improving physical and visual connections under SR-91 Freeway, including but not limited to pedestrian facilities, lighting, landscape, and public art.*
- **4.6** *Coordinate enhancement of active transportation facilities crossing over I-710 Freeway at Long Beach Blvd, Artesia Blvd, and Atlantic Ave.*
- **4.7** *Study nexus between I-710 Freeway expansion project and mitigation strategies that include investment in new open space opportunities.*

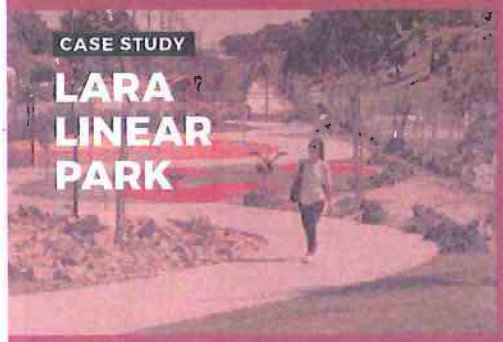
CASE STUDY

GREATER SEATTLE CAP PARKS

Over the decades, the greater Seattle area has proactively designed parks over their freeways and continues to develop more as the high cost of land makes constructing them the more economically sensible alternative.

Completed in 1976, Freeway Park in Seattle has been recognized as a major engineering accomplishment as it was the first park to be constructed over a freeway. Dedicated in 1998 to Seattle's first African American councilmember, Sam Smith Park is the largest and most central part of the I-90 Freeway cap. Audrey Park is another Washington cap park built over the I-90 Freeway in 1994 and is dedicated to the former Mayor who lobbied for the park in the 1970's. Just east of Audrey Park is the Luther Burbank Cap that connects Luther Burbank Park to the residential community to the south. In 2017, the SR-520 Bridge View Park, 84th Avenue NE Lid, and the 92nd Avenue NE Lid were built overlooking the Evergreen Point Floating Bridge that connects Bellevue to Seattle. There are also several other cap parks being proposed throughout the state, including the Montlake Lid and Delmar Lid, as well as the ambitious effort to cap up to two miles of the I-5 Freeway, which could provide up to 45 acres of open space benefit.

TOP INSET
Freeway Park in Seattle, Washington.
PHOTO COURTESY OF CROSSCUT

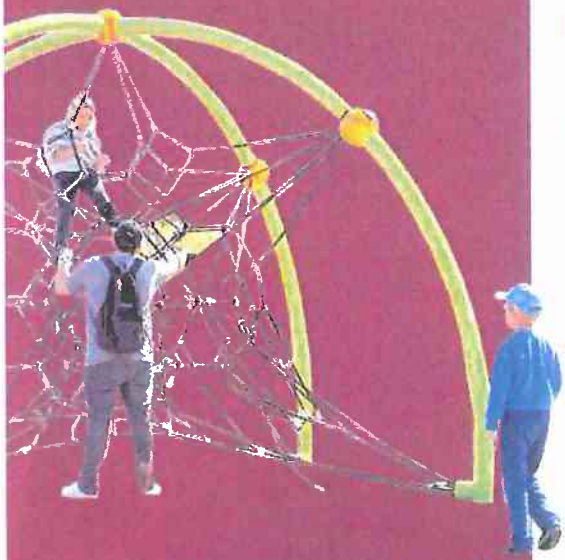


CASE STUDY

LARA LINEAR PARK

Ricardo Lara Linear Park is a mile-long park in Lynwood, California, that involved transforming vacant lots along an I-105 Freeway embankment so as to serve the needs of the surrounding community.

Ricardo Lara Linear Park provides numerous amenities for the residents of a community that has been long divided and isolated by the freeway. Cross streets divide the park into five blocks, and each block accommodates a different program: dog park, fitness stations, play structures, community garden, passive recreation and stormwater detention. The park connects with the LARIO Bike Trail and promotes healthy lifestyles in support of Lynwood's "Healthy City Initiative."



FINANCIAL SUSTAINABILITY

Improving park access for underserved communities is typically one of the main criterion for determining the awards for competitive grant funding for parks. Many of the County, Regional, and State park funding sources also focus on disadvantaged communities, recognizing the need for equity in historically disinvested communities. In this case, these competitive grants would consider environmental and public health indicators as well as socio-economic conditions. Through the extensive research as part of the Uptown Open Space Vision Plan, this information is readily available showing the portions of the study area most in need for public investment for park space.

While the Uptown Open Space Vision Plan largely focuses on opportunities to create new park opportunities in North Long Beach, it will be essential that new avenues are made for increasing available resources for maintaining, supervising and programming these new parks. Most of the outside funding sources from the County, Regional, State, and Federal level emphasize creating new parks or adding amenities in existing parks, with no funding for sustaining these new community assets.

IMPLEMENTATION MEASURES

5.1 *Continue pursuing traditional grant sources from the County, Region, State, and Federal government for new park development.*

5.2 *Study the current development impact fee structure related to park improvements. Potential increases should consider comparable cities' rates, the cost of acquisition and development, and current impact fees for emergency services, transportation, and schools.*

5.3 *Develop a mechanism for the City to collaborate with developers on how development impact fees are utilized for local park and transportation improvements.*

5.4 *Consider establishing development standard incentives as part of the Urban Design Element of the General Plan to support the creation and/or management of new, integrated park space, similar to Douglas Park and the Riverwalk development along the Los Angeles River.*

5.6 *Establish a Parks Conservancy, potentially expanding the role and function of Partners for Parks. This would include studying best practices for organization structure, relationship with Local government, and funding mechanisms.*

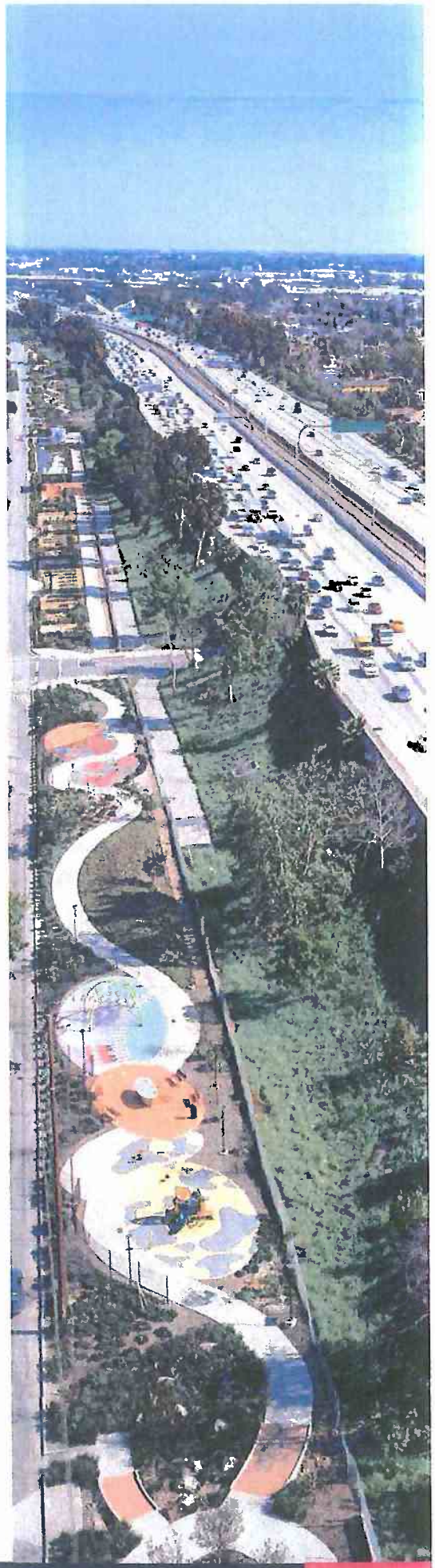
5.7 *Work with community partners to study the creation of a Community Land Trust that can assist in acquiring land, developing, managing and programming alternative types of public open spaces.*

5.5 *Consider designing and programming revenue-generating vendor opportunities into new public open space development to augment management and supervision.*

5.9 *Study the feasibility of creating a market for development transfer rights of municipally-owned properties to establish an endowment where the annual interest supplements park maintenance, similar to transitioning park properties into the Tidelands Trust area in exchange for relieving land use restrictions on the Pike development.*

Similarly the municipal bond Measure A, approved by voters in 2016, does provide additional resources for capital improvements including parks, but funds for regular maintenance and programming are not available. The Uptown Open Space Vision Plan includes Implementation Strategies drafted specifically for the projects, policies, and programs in this plan, though some can be applicable outside the study area.

There are also a number of creative funding sources emerging through recent legislation as well as the expansion of online resources and social media. The Port of Long Beach mitigation fund, Local and State park bond measures and new structures for local infrastructure financing provide new resources for park development. From community land trusts to parks conservancies, new organizational structures are being established in other communities to augment park resources and even more grassroots initiatives are emerging through social media and crowdsourcing websites. Employing these institutional mechanisms and community partnerships can substantially augment Local park development funds for the development and even in some cases maintenance of new and enhanced facilities.



5.10 *Upon sunset of Measure A, investigate the potential support of a community improvement infrastructure bond measure to support local parks and other community open space amenities.*

5.11 *Set aside a municipal rainy-day fund for the City to strategically acquire private property during recessions in the real estate market, for development of future open spaces and public facilities.*

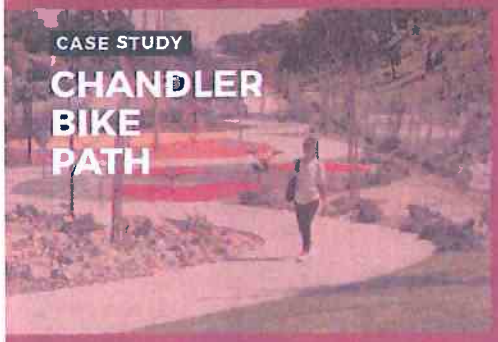
5.12 *Define priority open space and greenway projects that would be appropriate to be financially supported through port and port-related projects including but limited to buffer parks, active transportation, trees and landscape improvements, and sustainable stormwater management.*

5.13 *Work with Local agencies and community partners to explore the creation of an Enhanced Infrastructure Financing Districts to support the development of new public open space and greenway facilities.*

5.14 *Establish a Park Giving Campaign for large corporate donors which would include setting a policy for consistent donation levels for naming rights of endowments, programs, facilities, and amenities.*

5.15 *Work with community leaders, organizations, and Local Officials to develop an outreach infrastructure for crowdsourcing funding of new open space development and enhancements to existing park facilities, either to fund projects in whole or to support Local matching funds when required by competitive grants.*

5.16 *Identify and collaborate with community partners who can provide sustainable mechanisms for supporting sports, recreational, and cultural programming in public facilities.*



CASE STUDY

CHANDLER BIKE PATH

In 2004 the City of Burbank converted a railroad track along Chandler Boulevard into the Chandler Bike Path. The path is two miles long, running from Mariposa Street to the city border at Clybourn Avenue.

Residents enjoy walking, running and riding bikes, scooters and skateboards down the path. What were formerly railroad tracks with functioning commuter cars running back and forth are now providing community residents with recreational opportunities. It is a well-marked bikeway with separate bicycle and pedestrian lanes and connects to a myriad of bike paths throughout the metropolitan area, including the Los Angeles River Trail.

GREENWAYS AND CONNECTORS

The Mobility Element of the General Plan, along with the Citywide Bicycle Master Plan deliver a comprehensive collection of projects, policies, and programs for expanding Long Beach's active transportation network. The Mobility Element identifies the potential of utilizing regional infrastructure corridors to strengthen local connections, including SCE rights-of-way, flood control facilities, and rail corridors. As the backbone bikeway network largely mirrors the greenway network proposed within the Uptown Open Space Vision Plan, the bicycle facility design standards would be expanded to include considerations for pedestrians, open space access, landscape, and habitat.

The San Pedro Branch railroad is the most significant rail infrastructure within the Uptown Open Space Vision Plan study area, providing a viable opportunity for north-south Class I bicycle and pedestrian facilities, with grade separations over a number of major corridors. As the right-of-way property is owned by the Port of Long Beach - rail facilities owned by Union Pacific Railroad Company introducing public access for active transportation would necessitate public-private cooperation. This would likely take a similar character as the Del Mar Greenbelt project proposed along the Metro Blue Line corridor in Central Long Beach.

IMPLEMENTATION MEASURES

6.1 *Align priority backbone bikeway projects within the Bicycle Master Plan with open space investment to extend access of new park space.*

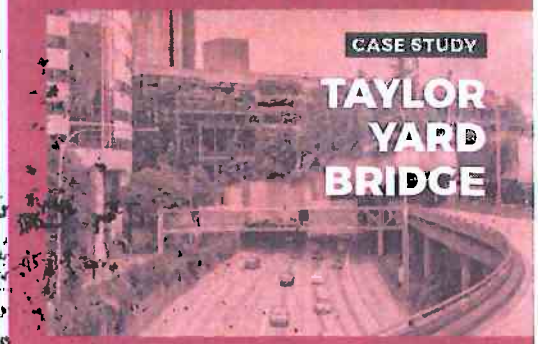
6.2 *Develop greenway street design standards, expanding upon the bicycle facilities standards within the Bicycle Master Plan to include pedestrian amenities, open space access, landscape, and habitat.*

6.3 *Engage the Rails to Trails Conservancy to determine best practices for establishing rail with trails facilities in urban environments.*

6.4 *Establish a cooperative agreement with the Port of Long Beach and Union Pacific Railroad to install and maintain publicly accessible active transportation facilities within the San Pedro Branch right-of-way.*

6.6 *Initiate feasibility plan for creating rail with trails corridor along San Pedro Branch, including considerations for freight users, access, maintenance, improvements/alignments, and funding sources.*

6.7 *Identify and pursue transportation funding sources to support open space and greenway development taking place within the public right-of-way or other transportation facilities.*



CASE STUDY

TAYLOR YARD BRIDGE

The Taylor Yard Bridge is a proposed 400-foot-long pedestrian and bicycle bridge that spans across the Los Angeles River between the Elysian Valley on the west side of the river and Taylor Yard on the eastside, which is vetted for redevelopment.

The bridge features a metal truss frame and contains an outlook at the center of the crossing. A maintenance road on the Taylor Yard side made connection to the riverbank difficult, while a narrow bike path complicated things on the other side. The idea was to put a modern spin on the old railroad bridges that once crossed the LA River. The bridge creates minimal impact to the riverbed and maintains an elegant design that is inspired back to the industrial and infrastructural role of the Los Angeles River.

COMMUNITY INITIATIVES

From funding to implementation, community members have the opportunity to be involved in various parts of the planning and decision-making process. This model of planning assumes that locals understand what the greatest issues are in their own community. Community initiatives may depend on professionals to offer viable solutions, but they may act more as an advocate or facilitator for the community to achieve their goals.

In terms of community initiatives related to open space, the Uptown Open Space Vision Plan defines opportunities and mechanisms for residents and stakeholders to expand and enhance their local open space and greenway network. The following are just five initiatives that provide open space benefits and can be led and executed by the community. The size and scale of these tend to be modest or temporary, supporting incremental and contextually sensitive opportunities for expanding recreation, habitat and social interaction.

These Initiatives in some cases can lead to more extensive and permanent changes in their community as demonstration projects that build support and test ideas. Additionally, many of these community projects can be implemented in concert with other City-driven capital improvements with proper communication and planning between City staff and community members. That way a "street project" can become a neighborhood connector or include a pedestrian plaza, or sidewalk repair can be an opportunity to expand the local tree canopy. These community initiatives do need to include instruments of accountability and clear responsibilities for execution, maintenance and programming to ensure long term success of such projects.

TOP
Contractors at Harding Plaza, which transformed a dangerous intersection into a community plaza.

SHARED SPACES

Retail developments are beginning to provide social spaces that can be perceived as a public space, but are maintained through private control. These shared spaces are often centrally located amongst various types of businesses and services, providing areas to sit, relax, and socialize using high-quality materials, attractive landscaping, and live entertainment to activate the space.

These shared spaces are often centrally located amongst various types of businesses and services, providing areas to sit, relax, and socialize using high-quality materials, attractive landscaping, and live entertainment to activate the space.

This type of quasi-public space is a direct response to the decline of enclosed shopping centers and malls in the 1990's which offered limited opportunities for social interaction. Newer retail developments are conducive to casual browsing of stores, offering more of a multi-purpose leisure-time destination. However, shared spaces are controlled and monitored through security and surveillance, discouraging certain types of users from accessing the space.

There are a few examples of successful shared spaces in Long Beach and several more that are slated for development in the study area along Atlantic Avenue. SteelCraft, an outdoor food and drink shopping center located in Bixby Knolls, has a shared space that successfully impersonates a public space by featuring communal seating, an open lawn, and a stage for live performances. Other nearby examples include the Pike in Downtown and the Long Beach Towne Center in East Long Beach, both of which have an activated central plaza with areas to socialize. Shared spaces in commercial districts of the study area should provide unique social experiences while responding to the surrounding public sphere and being inclusive to all users.

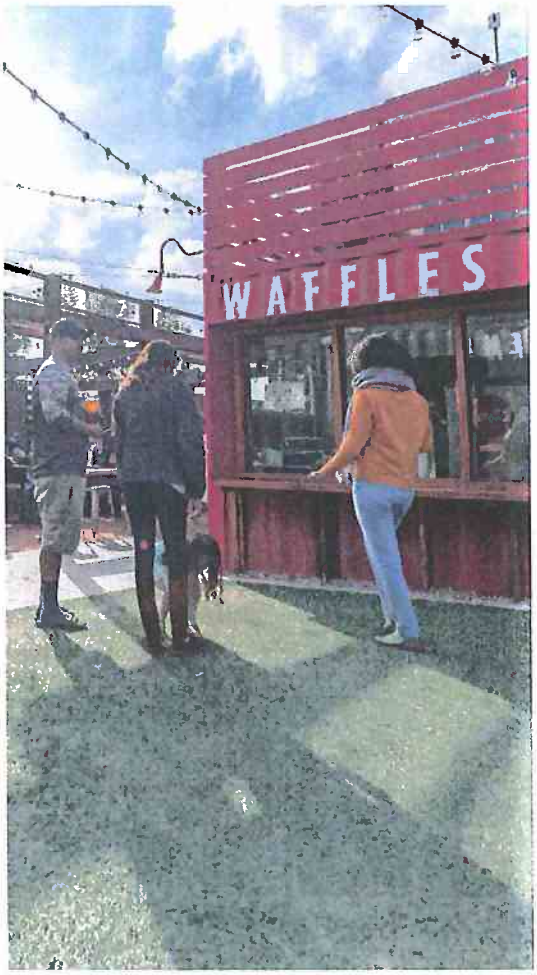
COMMUNITY PLAZA

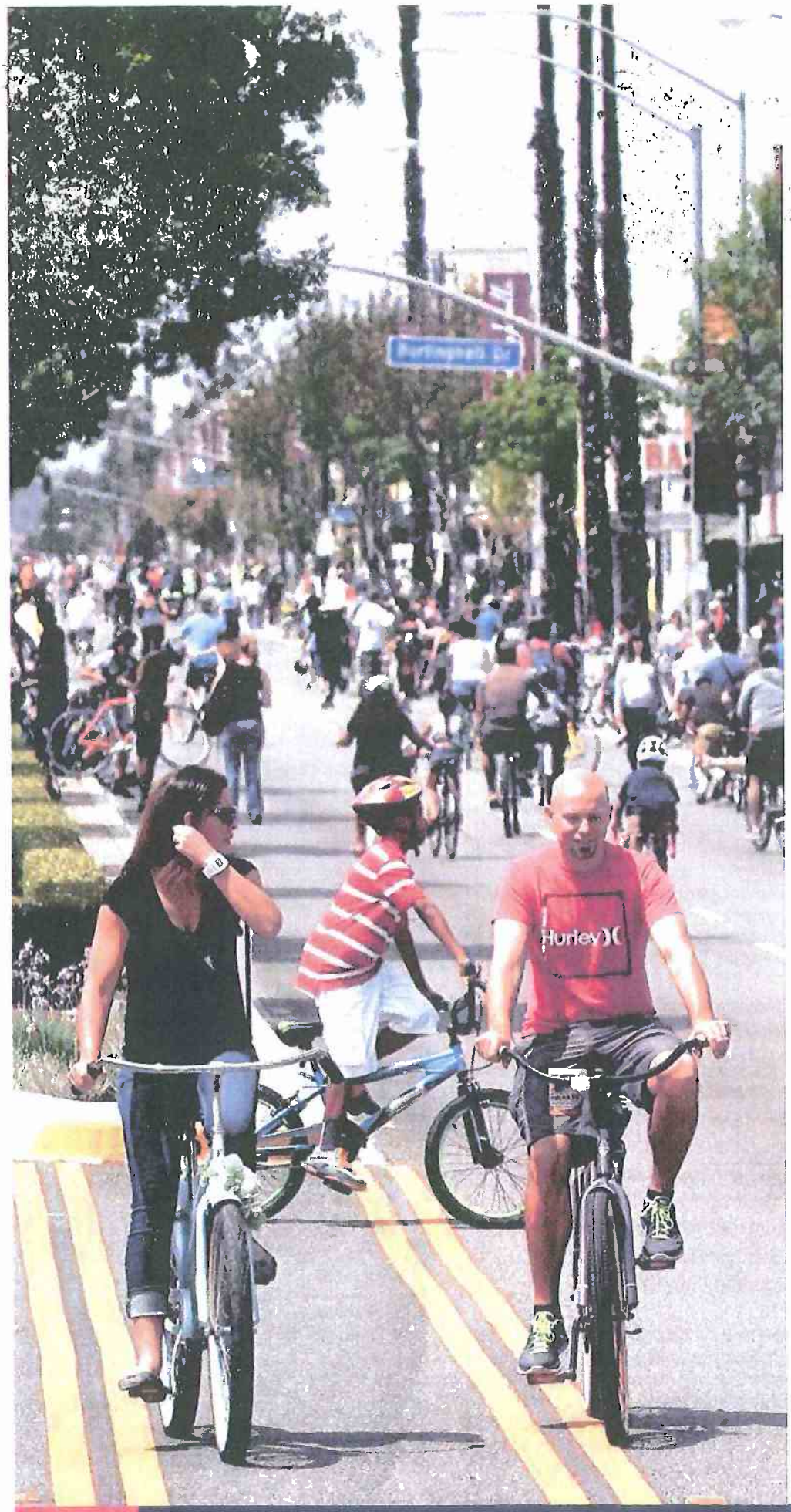
In the last decade, community members have helped to transform redundant roadways into spaces for people. These community plazas are street-to-plaza conversions that focus on low-cost, low-risk strategies to remake public spaces, and are often done as a trial for a more permanent future solution. Changes can include new amenities, such as planters and public art, new configurations of the street using paint, and bollards and space for programming such as farmer's markets, free concerts, and outdoor movies. Community groups are often highly involved in the planning, designing, and maintenance of these spaces as they respond directly to their open space needs. In both commercial and residential areas, residents and businesses have helped to upkeep these spaces understanding that they have greater economic and social benefits to the neighborhood.

Changes can include new amenities, such as planters and public art, new configurations of the street using paint, and bollards and space for programming such as farmer's markets, free concerts, and outdoor movies.

Several studies support the economic and social impacts of developing community plazas. The New York Department of Transportation measures the economic impact of community plazas and found a 172 percent increase in retail sales at locally based businesses. These enhancements to the pedestrian environment invigorate the street life of the neighborhood and encourage greater foot traffic in retail areas. In residential areas, community plazas have also helped to activate public spaces and slow traffic speed, mitigating dangerous intersection conflicts. In 2014, the UCLA Lewis Center observed an increase in pedestrian volumes with the adaptation of these new public spaces, with increases as great as 74 percent during the evenings. Perceptions of safety also rose to a statistically significant level with most respondents perceiving the neighborhood as being "very safe."

BELOW
Visitors enjoying a sunny day at SteelCraft in Long Beach.
PHOTO COURTESY OF CITY FARM LTD





TREE PLANTINGS

Street trees provide more than just an aesthetic benefit to our society. Street trees create a sense of density that has proven to help calm roadway traffic. Street trees also create a physical and mental barrier between the street and the sidewalk, keeping pedestrians out of harm's way.

People judge walking distances to be shorter in neighborhoods with street trees, and are therefore more likely to travel on foot. For residential neighborhoods, street trees help to absorb traffic noise and enhance privacy. In a 2001 study based in Chicago, there were dramatically fewer occurrences of crime around apartments surrounded by trees than in nearby identical apartments. For residential property owners, street trees have been reported to enhance the "curb appeal," thereby increasing property values. For businesses, a 2003 study by Kathleen W. Wolf found that consumers have a 12 percent higher willingness to pay for goods and services in retail areas that have streetscape landscaping.

Environmentally, trees produce oxygen, clean the air, and reduce the urban heat island effect. Trees help to clean the air by absorbing greenhouse gases and capturing airborne particles that contribute to global warming and air pollution. Communities in Long Beach have recognized the communal benefits to tree plantings and have organized neighborhood planting events that bring community members together and build civic pride.

The City of Long Beach Forestry Program is a collaboration between the City and community groups to plant trees in Long Beach neighborhoods, utilizing Federal Community Development Block Grant [CDBG] and State of California Department of Urban Forestry funding to purchase trees and the tools and equipment for their planting and maintenance.

OPEN STREETS

With their rise in popularity, cities nationwide have started to host Open Streets events, which involve temporarily closing streets to automobile traffic and utilizing the street as a public space for recreation and socializing. While street fairs and block parties provide positive community benefits, they do not support the broad range of activities related to alternative transportation such as walking and bicycling. Beyond the exercise that people get by walking or bicycling, a majority of these events incorporate a physical activity component into their program. Environmentally, temporarily removing automobiles from the road has shown significant improvements to air quality. Economically, a 2013 UCLA study found that businesses that were directly adjacent to the event experienced a 10 percent increase in sales, with businesses that were actively participating in the event experiencing a 57 percent increase in sales. Another benefit to an Open Streets event is the social impact that offers a new type of public space for a community.

Open Streets events temporarily close streets to automobile traffic and utilize a street as a public space for recreation.

Community groups are often involved in the planning and programming of these events, and cities that host multiple Open Streets events throughout the year have developed expedited event permitting processes and even infrastructure changes to the street itself. The designation of these Open Streets events are intended to be a community-driven effort with support from the neighborhood. A proposal for a new designation can be made by community groups, an individual, private development proponents, government agencies or any other organized local interest.

PARKLETS

Parklets provide small spaces, created by building a platform in a parking lane, for people to relax, drink a cup of coffee, eat a meal, and enjoy the neighborhood around them. On the platform, benches, planters, landscaping, bike parking, and cafe tables and chairs all come together to provide a welcoming new public space. Making these changes does not typically require large outlays of capital and the benefits far outweigh the costs: better street life, additional space for businesses, more green space to filter stormwater pollution, and more enjoyment for the people who live and work nearby. In concept, parklets are a reclamation of underutilized roadway into a more efficient use for pedestrians. With proper City approvals, community members can organize a temporary parklet to call attention to the need for more urban open space, which is encouraged each year with PARK[ing] Day. As of 2017, parklets are solely privately funded, not burdening the Local agency and empowering creative, small business owners.

There have been several studies that have quantified the economic and social benefits of parklets including one in 2017 by a Long Beach design studio that found that a 33 percent increase in sales. The City of Long Beach also recognizes these benefits and has created the Long Beach Parklet Program as a City-directed pilot to create safer streets for pedestrians and to give local restaurants the opportunity to expand their businesses. The program has helped increase revenue for business owners, helped to create job opportunities for local residents and has improved the overall ambiance for the community of Long Beach.

The first parklet in the city is located at Lola's Mexican Cuisine and has proven to be a successful case study in both increasing sales revenue as well as creating a natural ambiance for guests of the restaurant. In 2017, 11 parklets have been built throughout the city and several more are in the planning or construction stages. What makes these parklets special is they all have creative input from the business owners as to how the parklet should be designed and function as they are paid for by the business.

PRIORITY PROJECTS

This chapter has mapped out Implementation Strategies that would help guide future park development and highlight how communities can be champions of expanding and connecting residents to open space. Identifying open space and connector projects are an essential component of yielding positive physical changes in the community. The following section highlights a timetable of park and connector projects informed by the community outreach process as well as priority projects with conceptual designs, programming, and development costs. This timetable presumes that funding becomes available and that development is phased over time.

The projects included within the plan are based on thorough analysis of the existing conditions, consideration of community needs and availability of open space opportunities. Projects were prioritized by weighing in the community priority projects as well as project feasibility, which was informed by project timing. Also considered in the prioritization process was park equity as informed by the Los Angeles County Parks Needs Assessment to ensure an equitable distribution of open space.

Each project includes a brief description and dashboard of their specific locations, Opportunity Types and project considerations, be it programmatic, design, or development. The priority projects also include additional information related to potential funding sources and partners, as well as basic design schematics.

PROJECT MATRIX*

*PRESUMES FUNDING IS AVAILABLE, PHASED IN OVER TIME

	PROJECT	NEIGHBORHOOD	PARK/ CONNECTOR TYPE
UNDERWAY PROJECTS [2018]	Myrtle Neighborhood Connector	Houghton/Hamilton	Neighborhood Connector
	Uptown Plaza Program	Houghton	Plazas
	Davenport Park Expansion	St Francis – adjacent	Neighborhood Park
	DeForest Wetland Restoration	DeForest Park	Community Park

	PROJECT	NEIGHBORHOOD	PARK/ CONNECTOR TYPE
SHORT TERM* [YEARS 1 - 10]	Fire Station #12 Adaptive Reuse	Grant	Special Use
	North Long Beach Senior Center	Grant - adjacent	Special Use
	Butler Neighborhood Connector	Coolidge Triangle - Starr King	Neighborhood Park
	SR 91 Embankment Greenbelt ✡	**Hamilton**	**Greenway Connector**
	Coolidge Underpass Park ✡	**Coolidge**	**Mini-Park**
	Starr King Mini-Park ✡	**Starr King**	**Mini-Park**

	PROJECT	NEIGHBORHOOD	PARK/ CONNECTOR TYPE
MID TERM* [YEARS 10 - 20]	Greenleaf Park Extension	College Square	Neighborhood Park
	Hamilton River Park	Hamilton	Neighborhood Park
	San Pedro Branch Rail with Trail	Grant – Hamilton	Greenway Connector
	MECHA Garden Streets	Starr King	Pavement to Park
	Obispo Neighborhood Connector	Grant - Hamilton	Neighborhood Connector
	South Street Greenway	Multiple	Greenway Connector
	Victoria Street Greenway	Longwood	Greenway Connector
	McKinley Park ✡	**McKinley**	**Neighborhood Park**
	Downey Avenue Greenbelt ✡	**St. Francis**	**Greenway Connector**

	PROJECT	NEIGHBORHOOD	PARK/ CONNECTOR TYPE
LONG TERM* [YEARS 20 - 30]	Longwood Linear Park	Longwood	Greenway Connector
	St. Francis Buffer Park	St. Francis	Neighborhood Park
	Edison – Hamilton Park	Hamilton	Community Park
	Paramount Greenway	Multiple	Greenway Connector
	Walnut Neighborhood Connector	Grant - Hamilton	Neighborhood Connector
	Grant Buffer Park ✡	**Grant**	**Neighborhood Park**
	Los Angeles River Park ✡	**Coolidge – DeForest**	**Regional Park**

TOP FIVE BIG IDEAS

Community members voted on their favorite visionary open space idea that could add a large amount of open space, informing the direction of open space planning in North Long Beach.

SCE LINEAR PARK

REGIONAL PARK | 180 ACRES

Convert the Southern California Edison right-of-way understory into a linear park that can accommodate passive recreational uses.

LA RIVER

COMMUNITY PARK | 130 ACRES

Revitalize the Los Angeles River into a park greenway that can accommodate passive recreational uses and connections between Coolidge and DeForest Parks.

I-710 CAP

REGIONAL PARK | 30 ACRES

Construct a park on top of the I-710 Freeway from Artesia Boulevard to Long Beach Boulevard, functioning similar to a tunnel below while offering park space above.

BROWNFIELD CONVERSION

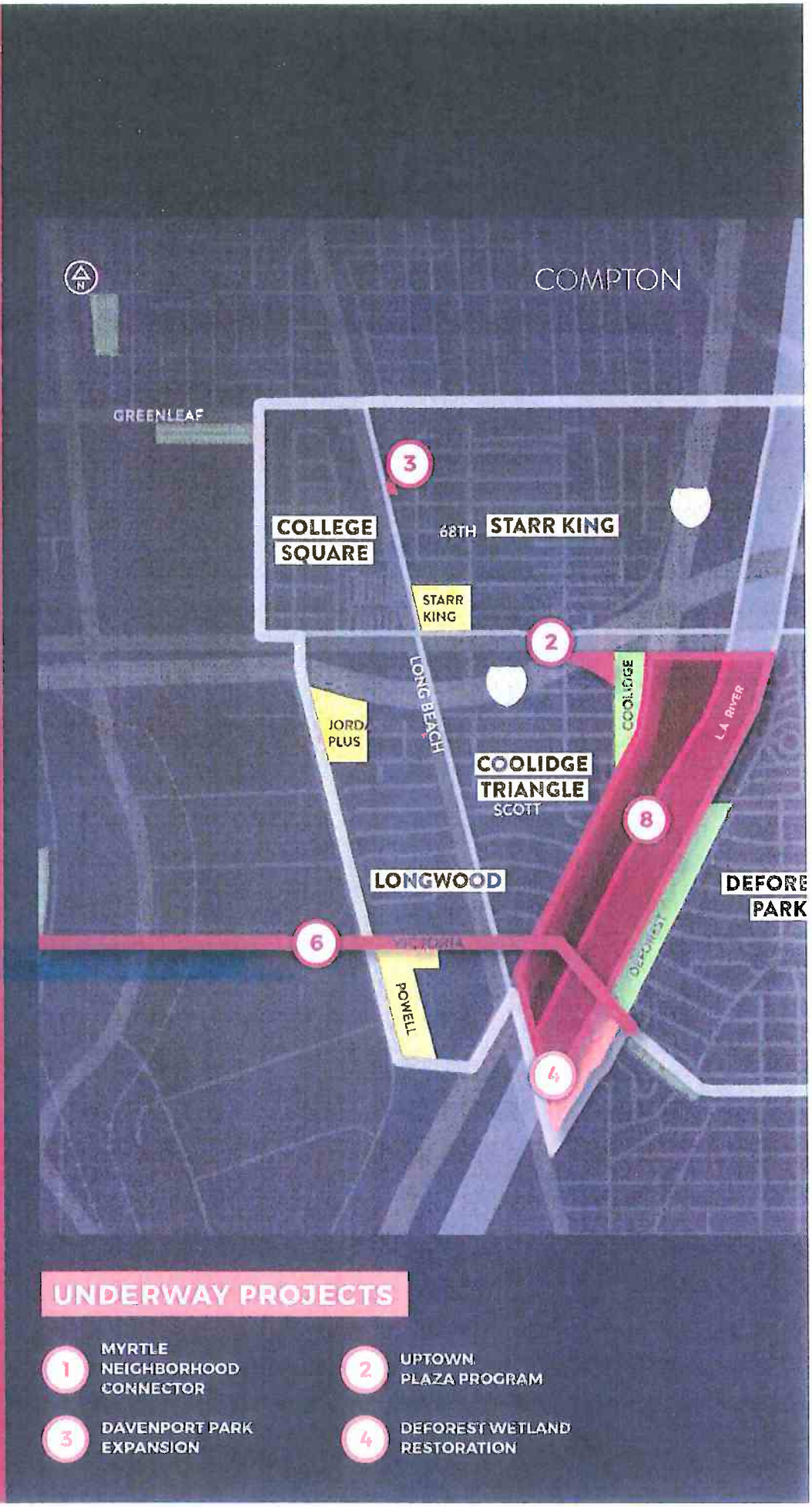
REGIONAL PARK | 10 ACRES

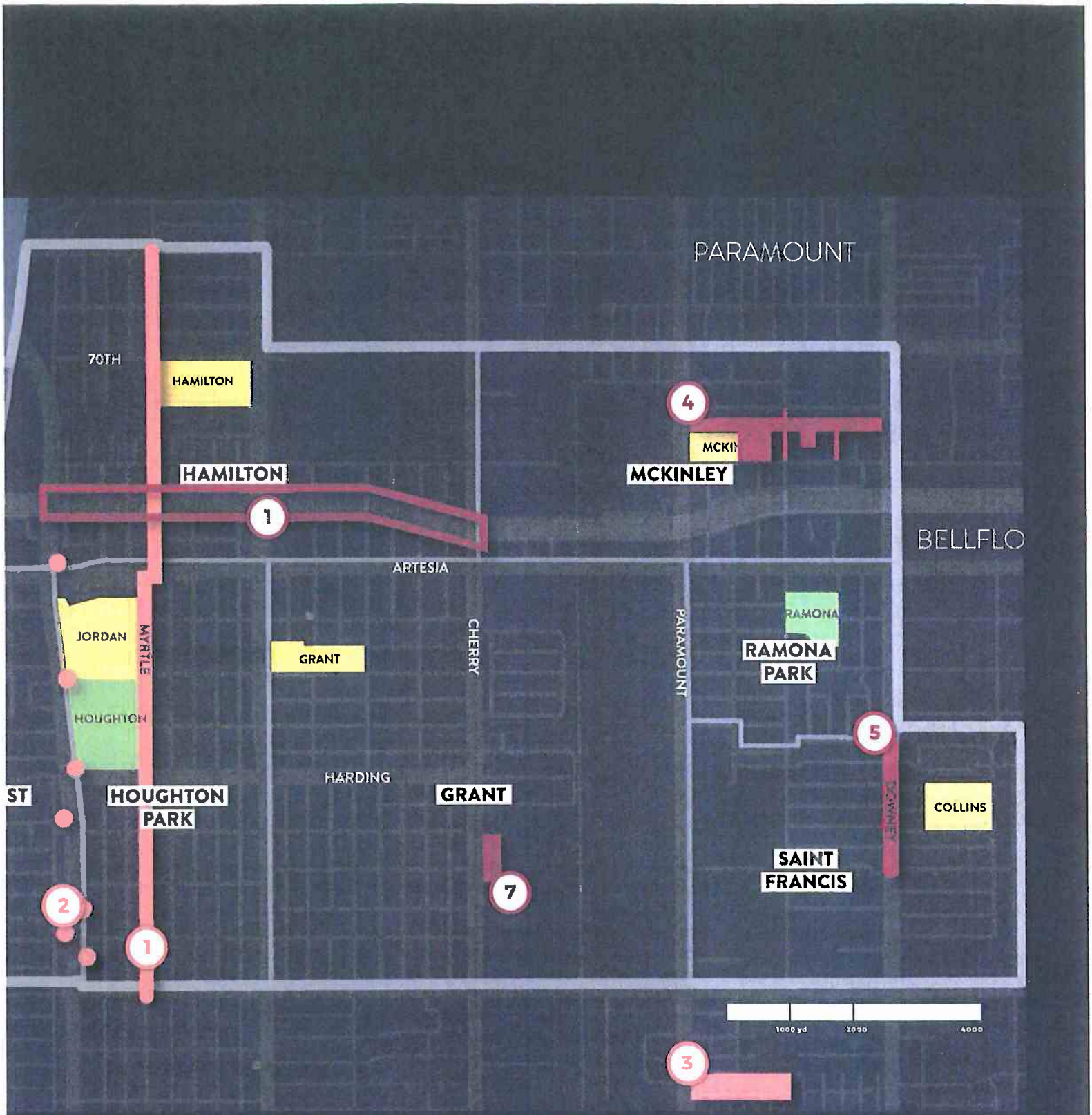
Remediate and convert industrial uses between the Grant and St. Francis neighborhoods into park space, connecting them east to west.

LBUSD JOINT USE

NEIGHBORHOOD PARK | 50 ACRES

Enter into a joint agreement with Long Beach Unified School District to open a part of each campus during after school hours, weekends and holidays to the public.





PRIORITY PROJECTS

1. SR 91 EMBANKMENT GREENBELT
2. COOLIDGE UNDERPASS
3. STARR KING MINI PARK
4. MICKINLEY PARK
5. DOWNEY AVENUE GREENBELT
6. VICTORIA STREET GREENWAY
7. GRANT BUFFER PARK
8. LOS ANGELES RIVER PARK

UNDERWAY PROJECTS [2018]

While there are no new parks under development in the Uptown Open Space Vision Plan study area there is currently substantial investment taking place related to improvements to the existing park system and active transportation network. There also continues to be substantial investment in regular repairs and capital improvements to address deferred maintenance of park facilities.

A substantial engagement effort was completed and funding strategies are being formulated for the Houghton Park Community Center, which cost seven million dollars in 2018. The Master Plan lays out incremental improvements to the park to expand programming, enhance access and establish an aesthetic harmony throughout the park. The Master Plan has evolved from a careful evaluation of existing site character, site accessibility, program needs, resource conservation, sustainability, budget, maintenance practices, and safety. The Community Center Plan imagines the creation of a multifunction campus of structures serving a diverse range of users' needs and programs. Public meetings have been held throughout the process of planning, designing and building the new Community Center.

The DeForest Wetlands are currently undergoing a massive restoration project to add 34 acres, which cost over seven million dollars in grants, that when complete, would anchor the north end of the Dominguez Gap/DeForest Park Wetlands habitat. These projects currently underway have required substantial partnerships and coordination to see them implemented. Their continued operations and programming similarly need investment of funds and resources to be most beneficial to park users.

UNDERWAY PROJECTS [2018]

1. Myrtle Neighborhood Connector
2. Uptown Plaza Program
3. Davenport Park Expansion
4. DeForest Wetland Restoration

1 Myrtle Neighborhood Connector

Multiple	Neighborhood Connector	9 miles
Various	Multipurpose Space and Picnic Area	

The Myrtle Neighborhood Connector is the northern portion of the Daisy Avenue bike boulevard currently under development which connects Downtown Long Beach to the northernmost city boundary. The bike boulevard project includes new controlled crossings at major thoroughfares and traffic calming improvements through the residential neighborhoods. Initial improvements began in 2017 with the balance of construction taking place in 2018.

2 Uptown Plaza Program

Houghton-DeForest	Plazas	One Acre Total
Various	Multipurpose Space and Picnic Area	

The Long Beach Successor Agency to Redevelopment had released its remaining properties along Atlantic Avenue for development that supports the Uptown Business District. The urban design strategy includes a series of community plazas incorporated in each new development, creating a string of connected public open spaces along Atlantic Avenue. The plazas at the Michelle Obama Library, which opened in 2016 and features a learning garden and the Veterans' Memorial in Houghton Park, which opened in 2017 and features a memorial walkway, are designed to be public-facing and are jointly maintained by the City of Long Beach and local community groups.

3 Davenport Park Expansion

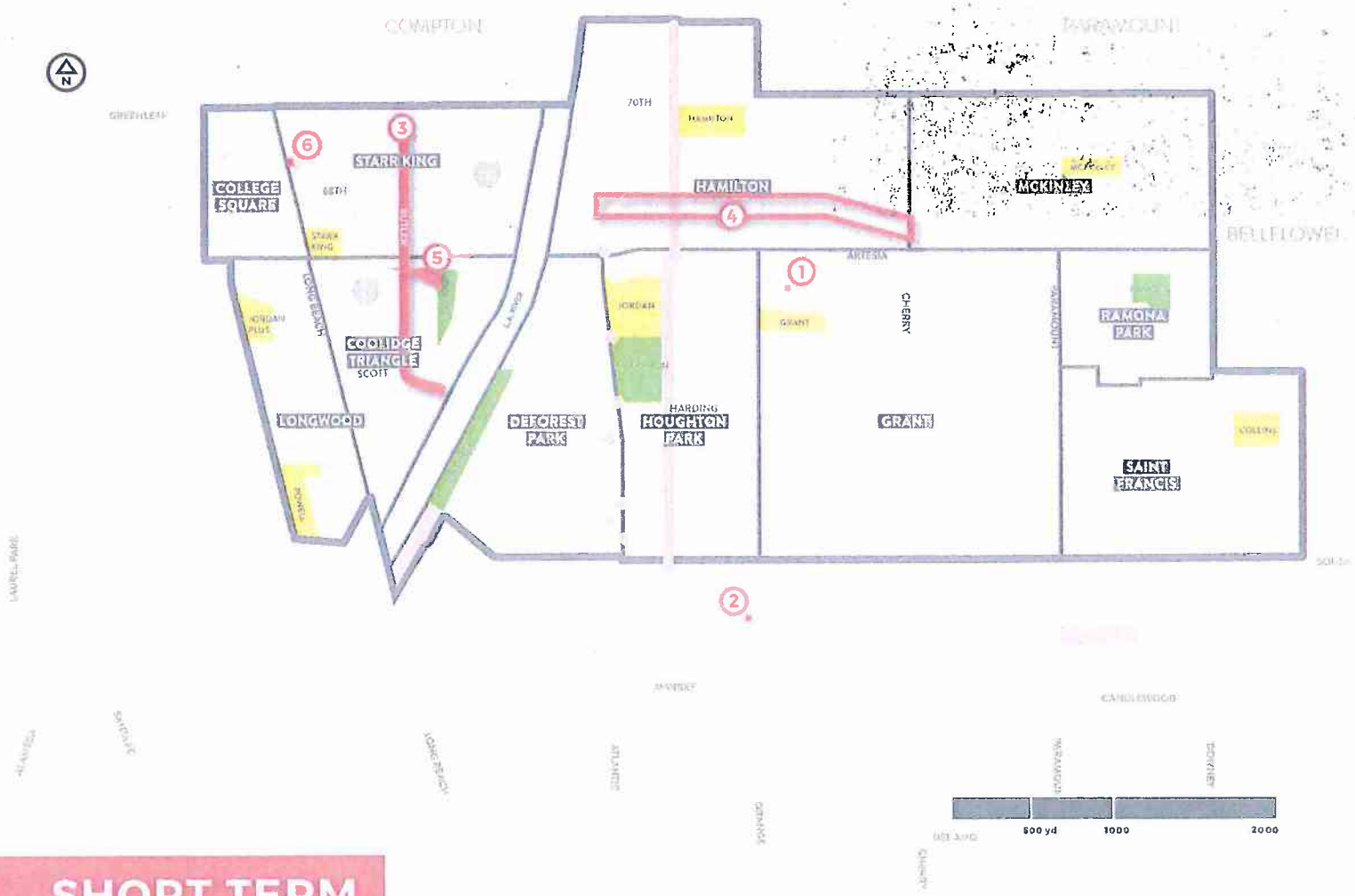
St. Francis-Adjacent	Community Park	Ten Acres Total
Brownfield	Walking Trail and Outdoor Fitness Zone	

The expansion of Davenport Park [as discussed in Chapter 3] is proposed to double the size of the public space, incorporating a former landfill and industrial property. The Legacy Disposal Site Abatement and Landfill Closure has taken place to prepare the site for incremental development of the park. Initial phases of the park expansion include development of a walking trail and some opportunities for outdoor gym equipment. Future phases are proposed to include playing fields, multi-purpose space, and sand volleyball courts.

4 DeForest Wetland Restoration

DeForest Park	Community Park	39 Acres
Los Angeles River	Nature/Wetlands and Walking Trail	

The DeForest Wetland Restoration is proposed to create almost three miles of recreated wetland and related habitat along the Los Angeles River. Wetland areas is proposed to be created in this area and would act to treat and improve water quality of both dry season low flows and stormwater that is retained on-site before it is discharged to the Los Angeles River. Other project elements proposed in this area consist of trails, including boardwalks, an entrance gate, and interpretive displays focusing on the historical ecology of the region.



SHORT TERM PROJECTS

Projects that can conceptually be implemented within a ten-year period are smaller-scale open space opportunities that can be accomplished incrementally across the Uptown Open Space Vision Plan study area. These projects are distributed in order to begin filling the need for park space for neighborhoods in the study area currently lacking convenient open space access. Capital investment in connectors, greenbelts and park expansion would also focus on expanding access, with a number of the projects physically bridging neighborhoods.

Projects like the Downey Avenue Greenbelt, Butler Avenue Neighborhood Connector, Fire Station #12 Adaptive Reuse, and former North Branch Library are utilizing existing City assets, while the SR-91 Embankment Greenbelt and Coolidge Underpass Park rely on Caltrans assets These would necessitate substantial coordination between City departments as well as Caltrans District Office 7 throughout planning and implementation.

Ideally, the planning effort for these projects should begin soon after the adoption of the Uptown Open Space Vision Plan to be ready for the diversity of funding sources that can support their implementation. Projects utilizing the Caltrans rights-of-way and former municipal buildings can actually be tested and developed incrementally as soon as safe and secure access can be secured for the respective facilities. The projects reconfiguring City rights-of-way need additional community engagement and study to develop support and consensus for their eventual implementation.

SHORT TERM [YEARS 1 - 10]

1. Fire Station #12 Adaptive Reuse
2. North Long Beach Senior Center
3. Butler Neighborhood Connector
4. 91 Freeway Embankment Greenbelt
5. Coolidge Underpass Park
6. Starr King Mini Park

Grant	Special Use	0.35 Acres
Adaptive Reuse	Community Garden, Playground, Clubhouse, Multipurpose Space, and Outdoor Fitness Zone	

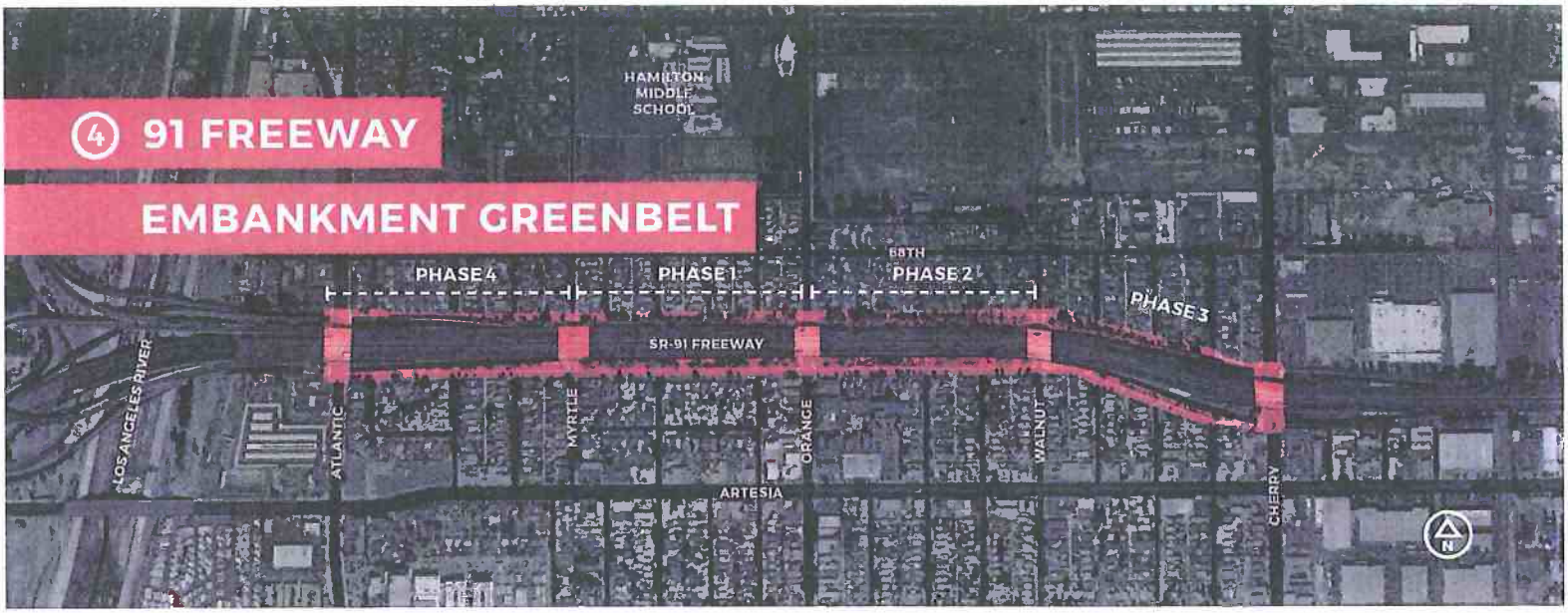
The historic Fire Station #12 at the northwest corner of 65th Street and Gundry Avenue has already begun its new life as an informal community center since the Fire Department moved to the new facility on Artesia Boulevard. The project has benefitted from a significant amount of prototyping of programmatic elements to determine uses that might fit better than others. The Fire Station #12 Adaptive Reuse as a special use community center would necessitate upgrades to electrical, plumbing and mechanical systems as well as changes to the facility to meet current accessibility standards.

Grant-Adjacent	Special Use	0.41 Acres
Adaptive Reuse	Senior Center and Community Garden	

With the opening of the new Michelle Obama Library there is the opportunity to consider converting the old North Branch Library on Orange Avenue. Similar to Fire Station #12 Adaptive Reuse, programming can begin on temporary basis, studying what uses would serve the community best. Throughout the planning process community members across the study area expressed an interest having a dedicated senior center for North Long Beach. The drive aisle on the south side of the facility can be converted to a community garden which would have strong synergies with senior programming.

Coolidge-Starr King	Neighborhood Connector	1 mile
Public Right-Of-Way	Walking Trail and Class III Bikeway	

The Butler Avenue Neighborhood Connector is proposed to strengthen connections between the Coolidge Triangle and Starr King neighborhoods, improving access to Coolidge Park for walkers and cyclists. Enhancements would include traffic calming improvements to reduce vehicle traffic speeds and cut through traffic between the two neighborhoods. Improvements could include, but are not limited to, mini-traffic circles, gateway medians, street closures, and intersection realignment.



NEIGHBORHOOD
Hamilton

PARK TYPE
Greenway Connector

PARK SIZE
3.8 Acres

OPPORTUNITY TYPE
Caltrans Right-of-Way

ALLOWABLE AMENITIES
Walking Trail, Outdoor Fitness Zone, and Public Art

CONSTRUCTION COST ESTIMATE*
$3.96M

MAINTENANCE COST ESTIMATE**
$55.1K Per Year

The SR-91 Embankment Greenbelt utilizes portions of the north and south embankments of the SR-91 Freeway into a two-mile long walking loop. The project is proposed to encompass 20 feet of Caltrans property adjacent to 67th Street, Penfold Street, and Eleanor Street between Atlantic Avenue and Cherry Avenue. A walking path of stabilized decomposed granite and landscape edge is proposed along the relatively flat portions of the embankment with expanded moments provided for seating areas and outdoor fitness equipment.

The adjacent vehicle parking lane along east-west streets can be transformed into Class II bike lanes, coupled as one-way facilities – eastbound on the northside of the SR-91 Freeway and westbound on the south side. Additional traffic controls and pedestrian enhancements are proposed at the intersection of Orange Avenue at Penfold Street, matching those at 67th Street, to the south. Consideration should be given to improving access and safety at the east and west ends of the trail where it intersects the freeway on- and off-ramps.

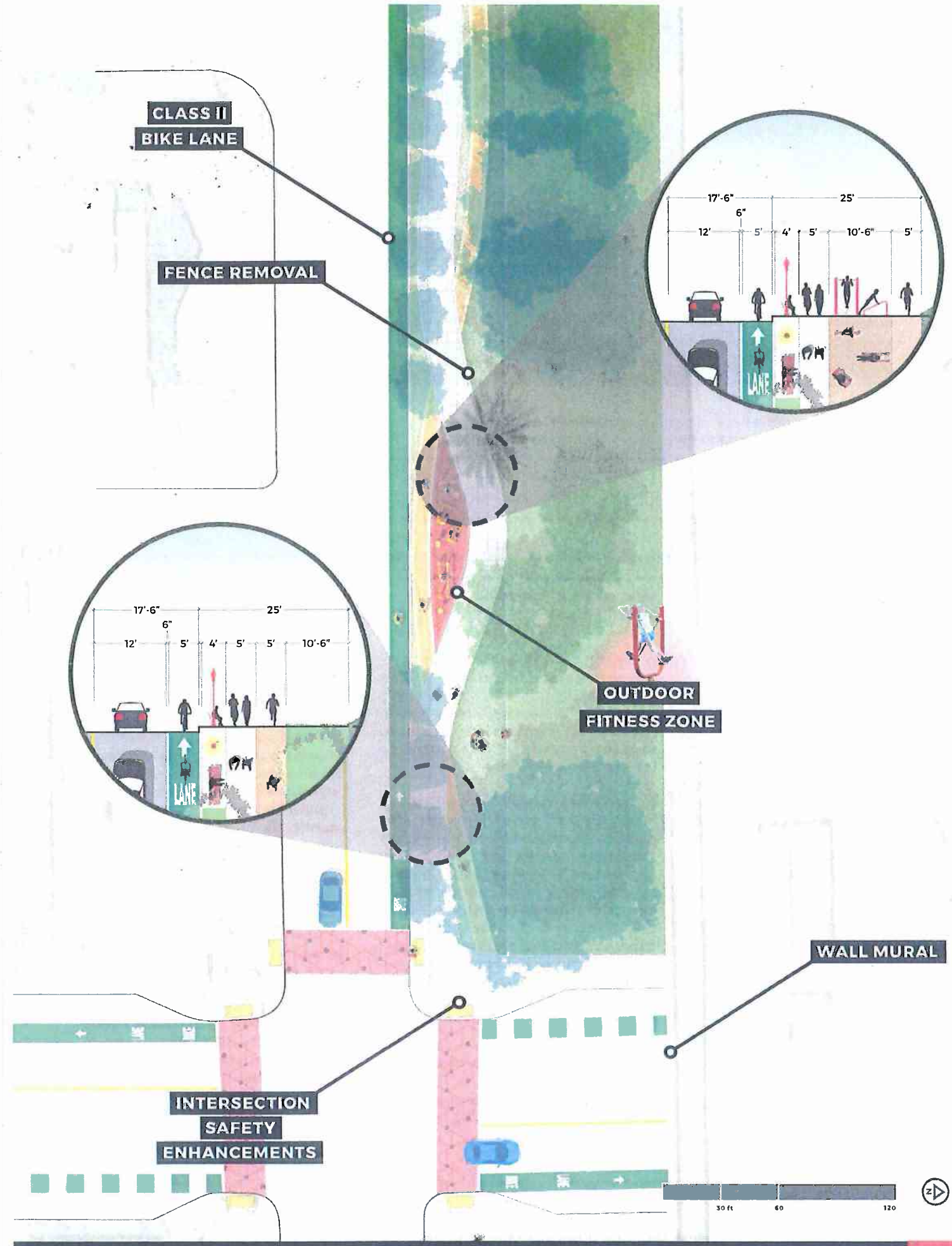
Along with the trail and landscape improvements, design considerations for the walking trail are proposed to address its location between freeway traffic and single-family neighborhoods. Pedestrian scale lighting is recommended along the trail with enhanced lighting within the freeway underpass to ensure a safe experience for trail users. Landscaping, tree selection, and design should balance beautification, durability and capacity to reduce impacts from freeway traffic including sound, visual, and air pollution.

TOP
Aerial image identifying the project boundaries.
IMAGE COURTESY OF CITY FARMER

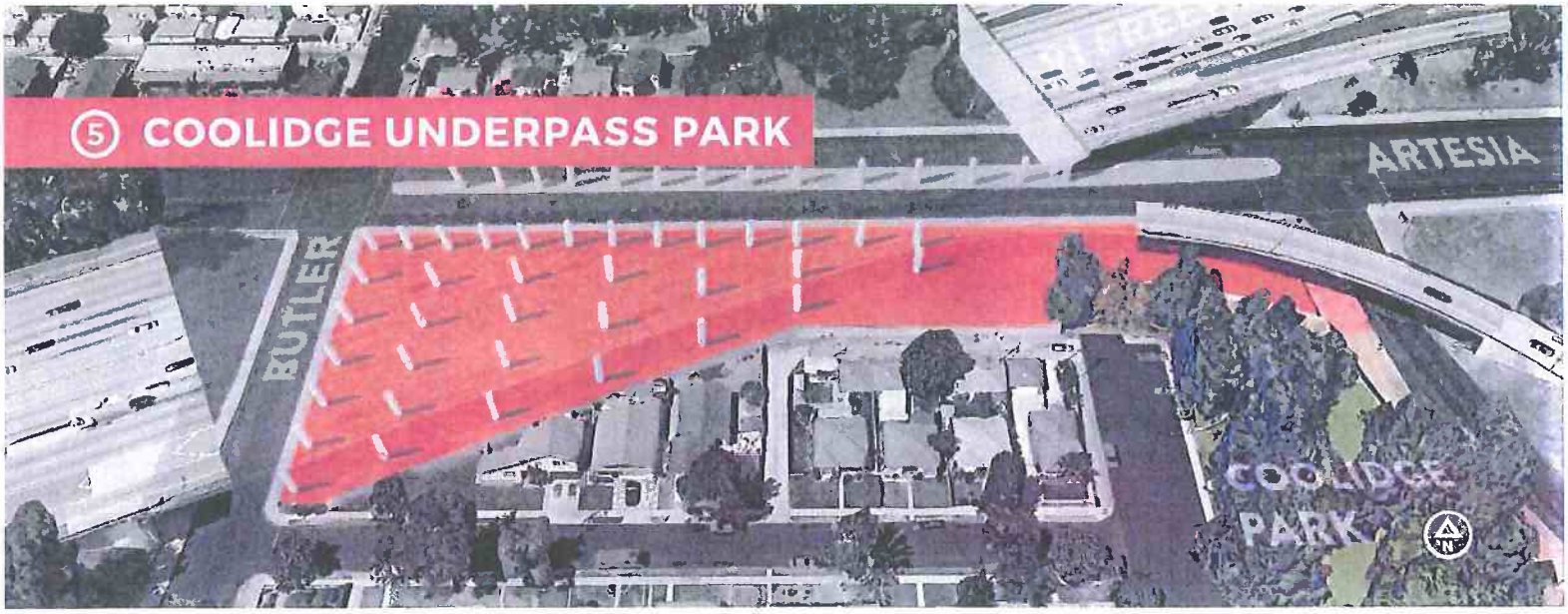
RIGHT
Conceptual diagram portraying urban design elements that are informed by the community's input.
DRAWN COURTESY OF CITY FARMER

During Community Workshop 3, community members from the Hamilton neighborhood voted on the conceptual design direction and the distribution of space that the SR-91 Freeway Embankment Greenbelt should consider. As a result, community members identified that the project should reflect a more natural enviornment with pathways and signage that subtly blends in with the native surroundings, while containing amenities that promote a more active lifestyle, such as a jogging track and outdoor fitness zones. It was also found that the design of the greenbelt should prioritize pedestrians over vehicles with the addition benches, trash receptacles, and pedestrian lighting.

**COST ESTIMATES ARE BASED ON AN AVERAGE COST PER ACRE TO DEVELOP PARKLAND AND MAY NOT REFLECT THE TRUE COST OF CONSTRUCTION.*
***COST ESTIMATES ARE BASED ON AN AVERAGE COST PER ACRE FOR LANDSCAPE MAINTENANCE, TRASH REMOVAL, IRRIGATION REPAIR AND WEED ABATEMENT AS WELL AS PERIODIC HOMELESS ENCAMPMENT CLEAN UP AND MAY NOT REFLECT THE TRUE COST OF MAINTENANCE.*


CLASS II
BIKE LANE
FENCE REMOVAL
17'-6"
6"
12'
5'
25'
4'
5'
10'-6"
5'
LANE
OUTDOOR
FITNESS ZONE
WALL MURAL
INTERSECTION
SAFETY
ENHANCEMENTS
30 ft
60
120

⑤ COOLIDGE UNDERPASS PARK



NEIGHBORHOOD
Coolidge Triangle

PARK TYPE
Neighborhood Park

PARK SIZE
2 Acres [New]

OPPORTUNITY TYPE
Caltrans Right-of-Way

ALLOWABLE AMENITIES
Multipurpose Field, Flex Space, Cycle Garden, Community Garden, Wetlands, Sport Courts, Skate Park, and Public Art

CONSTRUCTION COST ESTIMATE*
$2.08M

MAINTENANCE COST ESTIMATE**
$29K Per Year

Coolidge Underpass Park is proposed to expand Coolidge Park by transforming an unused Caltrans service yard under the SR-91 Freeway into approximately two acres of new public open space. Coolidge Park serves the Coolidge Triangle neighborhood and three adjacent neighborhoods, but has limited convenient connections for residents. With limited investment, the parking lot can be turned into a combination of playing courts, social spaces, bike safety course [cycle garden], and other amenities, while closing the distance for two neighborhoods accessing the park.

The wall separating the space from the existing Coolidge Park can be opened to create connections between the two, becoming one single public space. Coolidge Underpass Park is proposed to become the largest covered recreational space in Long Beach, providing residents of the city a unique park experience. The columns, block walls, and even ceiling of the freeway can become a curated canvas for artists, creating a welcoming gateway into North Long Beach.

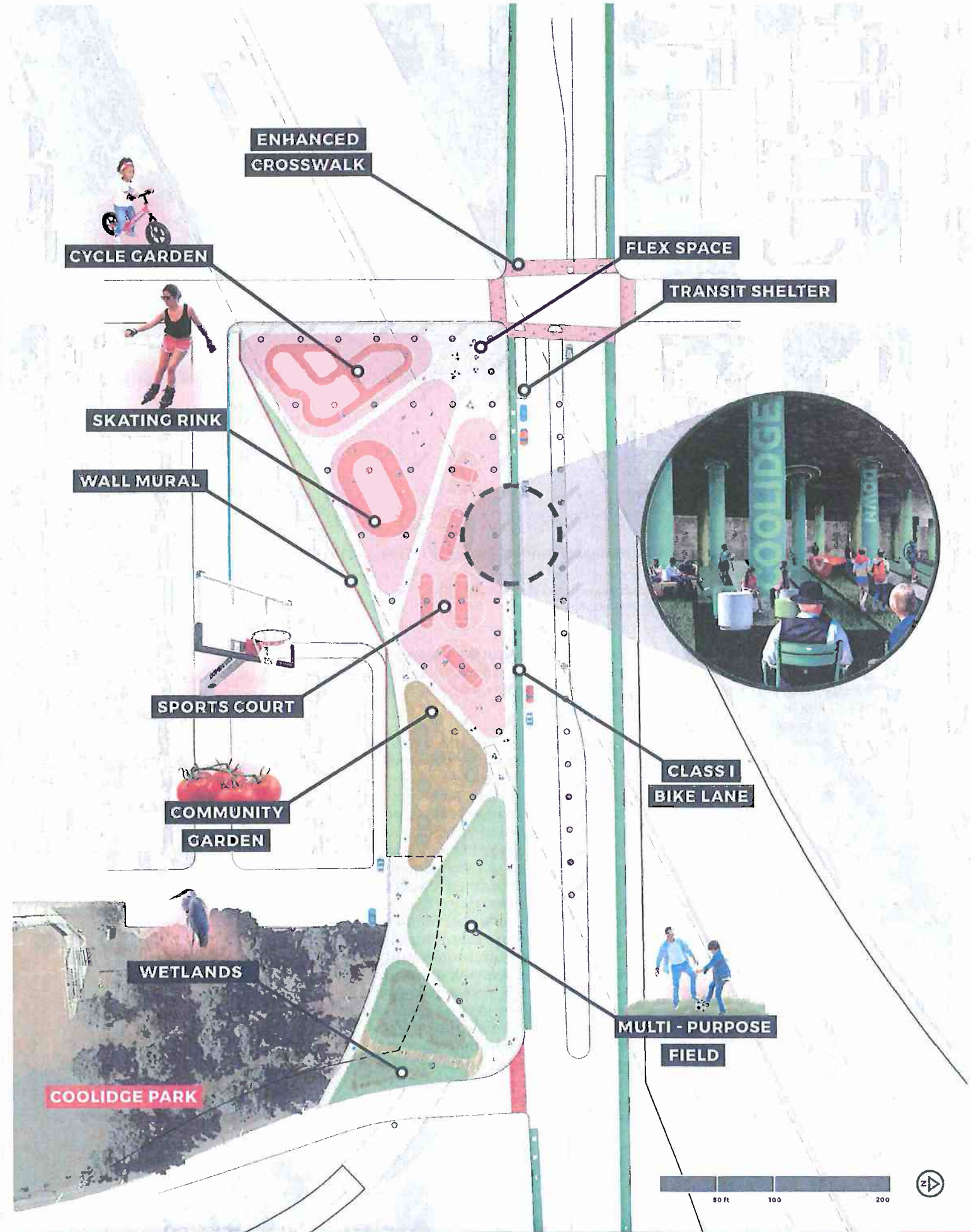
As a Caltrans asset, the City of Long Beach would negotiate public access to the space either through an easement or licensing agreement. This would likely require an assessment of soil conditions and consideration of safety related to traffic nearby and above. Additional safety considerations shall include ample lighting throughout the day and night, clear sightlines across the park and the ability to secure portions of the site where necessary.

TOP
Aerial image identifying the project boundaries.

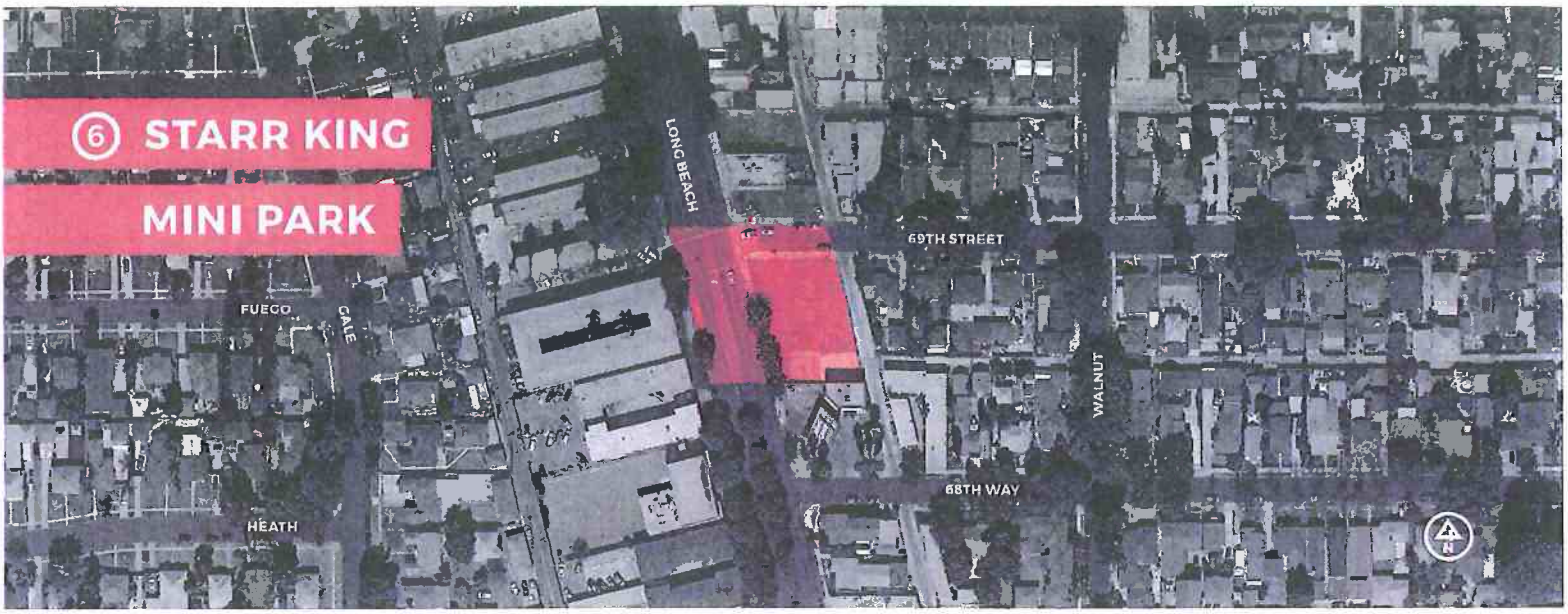
RIGHT
Conceptual diagram portraying urban design elements that are informed by the community's input.

During Community Workshop 3, Coolidge Triangle neighborhood community members voted on the conceptual design direction of the Coolidge Underpass Park. There were several goals the community had chosen, but the most popular goals for the design were to: 1) identify the need to increase open space for residents; 2) provide a place for sitting and strolling; 3) and create a place for exercise. This conceptual diagram accomplishes the need for more publicly accessible open space, adding to two acres to the existing park. The conceptual design also provides opportunities for strolling and the columns can also be designed to allow for seating. Lastly, a skate park, cycle garden, and sports court were incorporated based on community feedback, providing opportunities for recreation and exercise.

**COST ESTIMATES ARE BASED ON AN AVERAGE COST PER ACRE TO DEVELOP PARKLAND AND MAY NOT REFLECT THE TRUE COST OF CONSTRUCTION*
*** COST ESTIMATES ARE BASED ON AN AVERAGE COST PER ACRE FOR LANDSCAPE MAINTENANCE, TRASH REMOVAL, IRRIGATION REPAIR AND WEED ABATEMENT AS WELL AS PERIODIC HOMELESS ENCAMPMENT CLEAN UP AND MAY NOT REFLECT THE TRUE COST OF MAINTENANCE.*


ENHANCED CROSSWALK
CYCLE GARDEN
FLEX SPACE
TRANSIT SHELTER
SKATING RINK
WALL MURAL
SPORTS COURT
COMMUNITY GARDEN
CLASS I BIKE LANE
WETLANDS
COOLIDGE PARK
MULTI - PURPOSE FIELD
COOLIDGE
50 ft
100
200

⑥ STARR KING MINI PARK



NEIGHBORHOOD
Starr King

PARK TYPE
Mini Park

PARK SIZE
0.8 Acre

OPPORTUNITY TYPE
Property Acquisition and Public Right-of-Way

ALLOWABLE AMENITIES
Outdoor Fitness Zone, Playground, Picnic Area, Multipurpose Field, Pedestrian Plaza, and Walking Path

CONSTRUCTION COST ESTIMATE*
$2.84M

MAINTENANCE COST ESTIMATE**
$11.6K Per Year

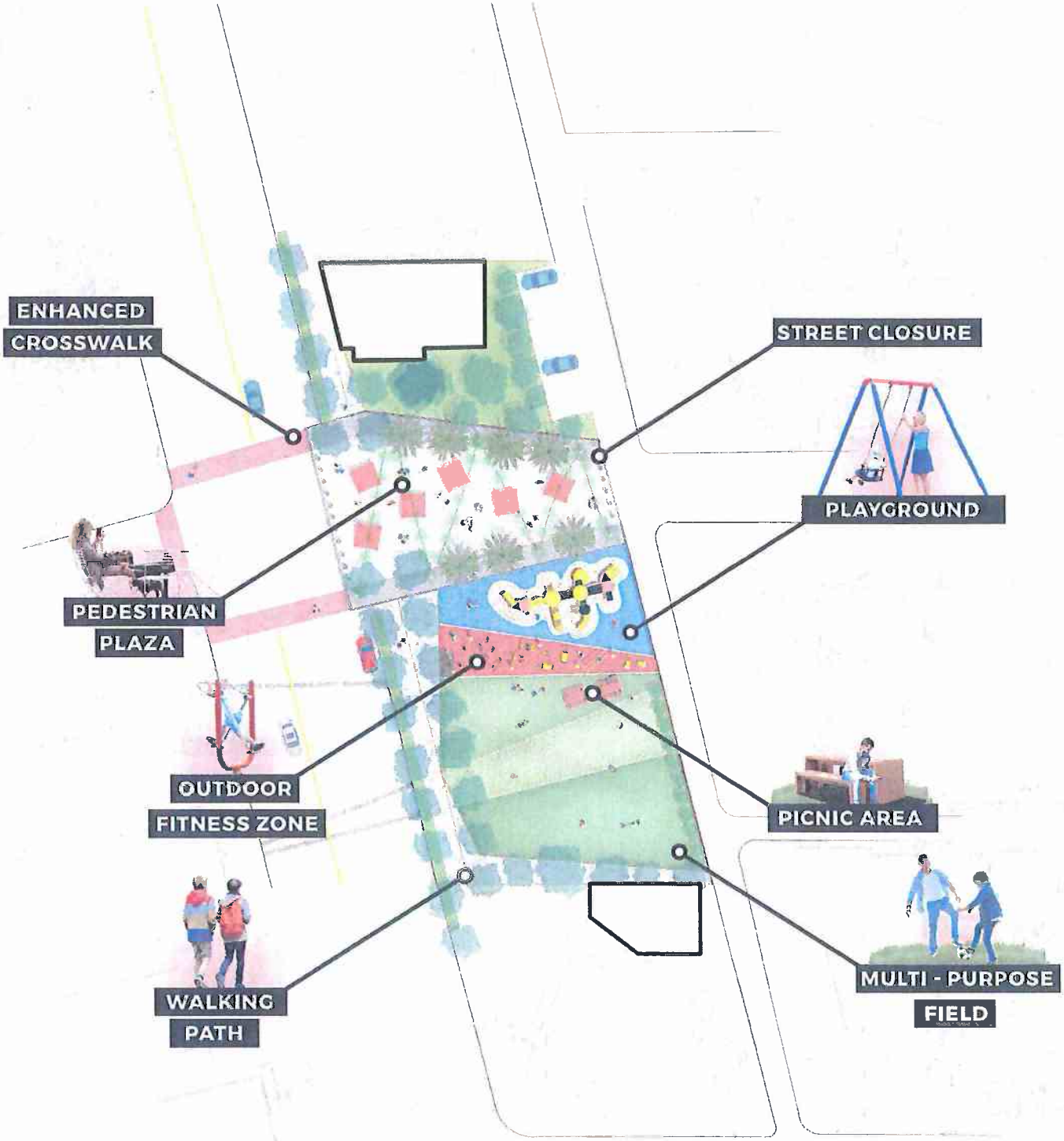
The Starr King Mini-Park is proposed to be located along the east side of Long Beach Boulevard at 67th Street. The project site focuses on the vacant privately owned property at the southwest corner of the intersection, with the potential to expand south to 68th Way and north by transforming the adjacent portion of the 67th Street into a streetlet. The new park can be developed as a single project or incrementally as funding becomes available.

This property is currently a vacant lot that is located in a highly visible location. Although the park would have a small service area, acquiring the site is a straightforward process, allowing for a short term development. Including the parcel to the south would necessitate additional property acquisition as well as potential soil contamination remediation from the underground fuel tanks. The consistent street grids to the north and south of 67th Street and an adjacent alley allows for the potential street closure without dramatically impacting the local transportation network.

The parking lot to the north of 67th Street could also be incorporated, either through acquisition or leasing the property, similar to the Miracle on 4th Street Park. The urban agriculture tax incentive program can also be employed for portions of the park that focus on community gardens or urban farming. A major consideration is the fast-moving traffic along Long Beach Boulevard which can be addressed using traffic calming measures such as intersection enhancement and signage. As the new space is proposed to be relatively small, the park would have to be designed for maximum flexibility programming functions forming the edges. Determining cross-programming opportunities Pools of Hope – a block away – should be studied for maximum community benefit.

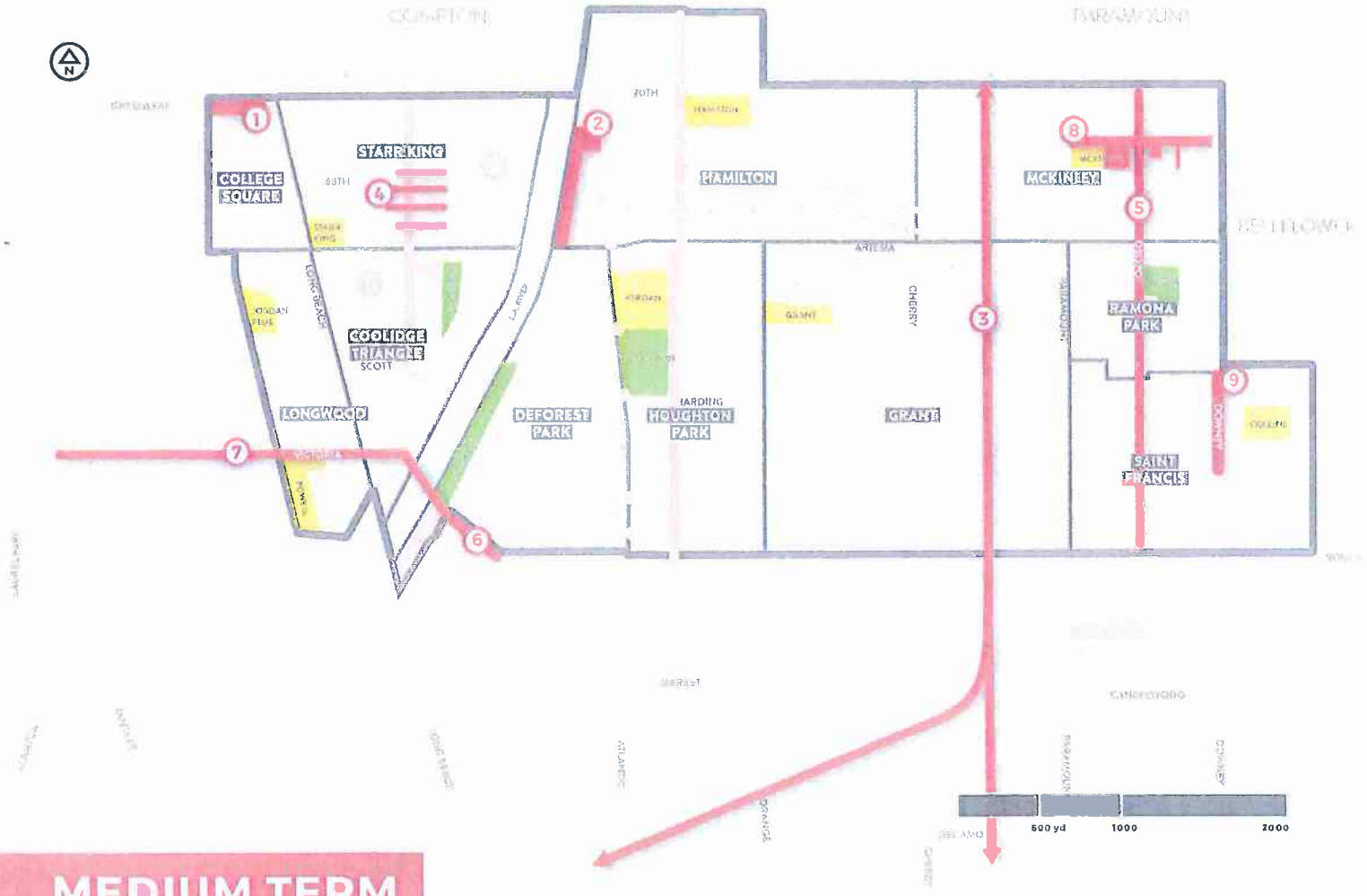
Community members were given three conceptual design alternatives for Starr King Mini Park as the project could be approached as a small, medium, or large development. The most popular alternative was also the most ambitious, proposing to acquire the vacant, privately owned property in addition to the street right-of-way to the north and the parcel to the south. This would help to improve the pedestrian environment for the entire block, especially considering that Starr King Elementary School is located a quarter mile away. Understanding that the parcel south is currently occupied, any new development may require remediation if the soil. Therefore, the conceptual design for the project does not include the parcel to the south, but should be considered in any future development.

*COST ESTIMATES ARE BASED ON AN AVERAGE COST PER ACRE TO DEVELOP PARKLAND AND MAY NOT REFLECT THE TRUE COST OF CONSTRUCTION.
**COST ESTIMATES ARE BASED ON AN AVERAGE COST PER ACRE FOR LANDSCAPE MAINTENANCE, TRASH REMOVAL, IRRIGATION REPAIR AND WEED ABATEMENT AS WELL AS PERIODIC HOMELESS ENCAMPMENT CLEAN UP AND MAY NOT REFLECT THE TRUE COST OF MAINTENANCE.



TOP
Aerial image identifying the project boundaries.

RIGHT
Conceptual diagram portraying urban design elements that are informed by the community's input.



MEDIUM TERM PROJECTS

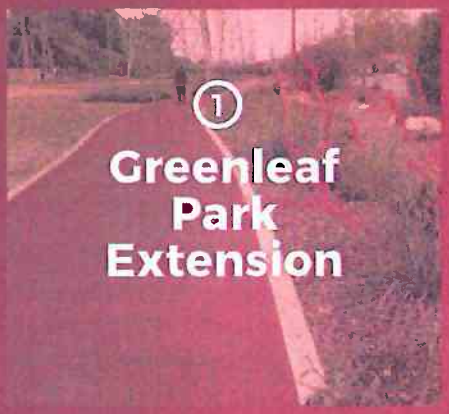
Planning for the second decade of open space and connector projects should actually start before the short term projects are completed. As most of these projects require the cooperation of other agencies and organizations, negotiations can take time – long before construction or design begins. This effort would benefit from early adoption of policies and Implementation Strategies described earlier in the chapter as they provide framework for consistent discussions with these agencies over the span of various projects/sites.

Early incorporation into other relevant projects and plans would ensure that there can be cohesive designs and potentially streamline their respective development. This relates to the multiple open space and development projects taking place along the Los Angeles River and in cooperation with LBUSD.

As some of the projects would necessitate the acquisition or leasing of private property, there should be consideration of current market conditions versus those over the next decade. Properly forecasting real estate trends can yield substantially greater positioning for using limited public dollars for purchase prices and setting lease terms. Reconfiguring public rights-of-way – whether for Greenways, Neighborhood Connectors, or as Mini-Parks – would require substantial investment of time to develop consensus in the neighborhoods to their ultimate transformation.

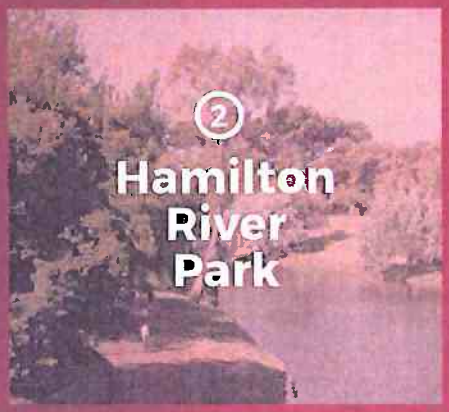
MEDIUM TERM (YEARS 10 - 20)

1. Greenleaf Park Extension
2. Hamilton River Park
3. San Pedro Branch Rail with Trail
4. MECHA Garden Streets
5. Obispo Neighborhood Connector
6. South Street Greenway
7. Victoria Street Greenway
8. McKinley Park
9. Downey Avenue Greenbelt



NEIGHBORHOOD	PARK TYPE	PARK SIZE
College Square	Neighborhood Park	4.01 Acres
OPPORTUNITY TYPE	**AMENITIES**	
SCE Right-Of-Way	Walking Trail, Multipurpose Field, Picnic Area, Community Garden, and Dog Park	

Extending the Greenleaf Park from the City of Compton to the east into the College Square neighborhood is proposed to create a mile loop between the two open spaces, only separated by the driveway into El Camino College. Design features and amenities already included in the two portions of Compton's portion of the Greenleaf Greenbelt should be considered though larger, open multi-purpose fields which would provide more options for park users.



NEIGHBORHOOD	PARK TYPE	PARK SIZE
Hamilton	Neighborhood Park	13.92 Acres
OPPORTUNITY TYPE	**AMENITIES**	
SCE Right-Of-Way	Wetlands, Walking Trail, Playground, Meadow, Multipurpose Field, Picnic Area, Community Garden, and Equestrian Trail	

The Hamilton River Park is proposed to connect the east bank of the Los Angeles River north and south of the SR-91 Freeway using residual County Flood Control District land, the freeway underpass and the adjacent SCE right-of-way. Due to the Opportunity Types, there are a limited number of allowable uses but the park is ideally located for equestrian activity.

NEIGHBORHOOD	PARK TYPE	PARK SIZE
Multiple	Greenway Connector	6.55 miles
OPPORTUNITY TYPE	**AMENITIES**	
Rails to/with Trails	Walking Path and Class II Bike Lanes	

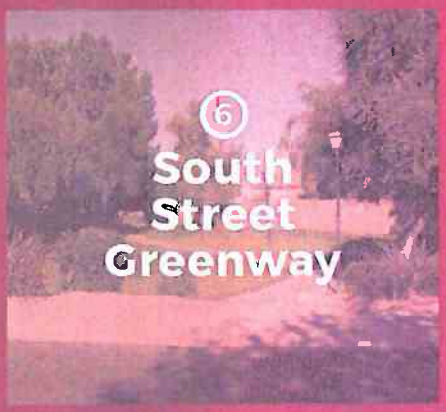
Reconfiguring the San Pedro Branch Railroad right-of-way to include active transportation and freight rail is proposed to create over four miles of greenway connection stretching from the Long Beach Airport [LGB] to the north city boundary to the Los Angeles River. Significant coordination would need to take place with the Port of Long Beach, who owns the property, and Union Pacific Railroad, who owns the facilities and easement for use of the corridor.

NEIGHBORHOOD	PARK TYPE	PARK SIZE
Starr King	Mini-Park	3.70 Acres
OPPORTUNITY TYPE	**AMENITIES**	
Public Right-Of-Way	Walking Trail, Playground, Multipurpose Space, Picnic Area, Community Garden, and Meadow	

Maker Lane, Eleanor Lane, Cummings Lane, Health Lane, and Artesia Lane [MECHA] along Butler Avenue are redundant streets with vehicle access almost entirely provided by the adjacent streets. With the approval of residents, these streets can be closed to vehicle traffic and turned into public open space of varying character and use. Converting these surplus streets into places for people can be implemented in phases though should be planned and designed collectively.

St Francis- McKinley	Neighborhood Connector	2 Miles
Public Right-Of-Way	Walking Trail and Class III Bikeway	

The Obispo Avenue Neighborhood Connector is proposed to connect the St. Francis and McKinley neighborhoods linking residents to Ramona and Davenport Parks as well as the future McKinley Park. The Obispo Avenue Neighborhood Connector would focus on creating safe crossings at South Street and Artesia Boulevard, as well as traffic calming through the neighborhoods. The south end of the project would require coordination with the City of Lakewood and additional design consideration for industrial neighborhoods.



Multiple	Greenway Connector	2.25 Miles
Public Right-Of-Way	Walking Trail and Class I Bikeway	

The South Street Greenway is proposed to create a protected active mobility trail linking the expanded Davenport Park to DeForest Park and Wetlands area. While South Street increases in width and traffic volumes from west to east, the roadway has 10-15 feet of surplus width, without removing travel or parking lanes. Due to the limited number of driveways and relatively long blocks on the southside of the street, the greenway is proposed to be installed asymmetrically.

NEIGHBORHOOD
Multiple

PARK TYPE
Greenway Connector and Bridges

CONNECTOR LENGTH
1.50 Miles

OPPORTUNITY TYPE
Public Right-of-Way and Los Angeles River

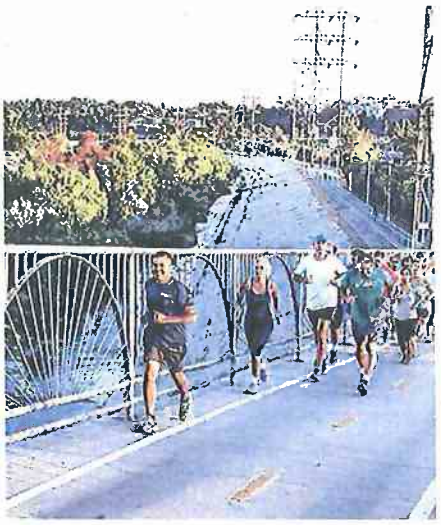
ALLOWABLE AMENITIES
Class II Bike Lanes, Bicycle and Pedestrian Bridges, and Pedestrian Amenities

CONSTRUCTION COST ESTIMATE*
$17.1K

The Victoria Street Greenway is proposed to be a relatively short but essential connector for multiple communities that combines the dedicated active mobility facility along Victoria Street with bicycle and pedestrian bridges at the west and east ends. The project would necessitate a significant amount of cooperation between the City of Long Beach, multiple County agencies, SCE, and Caltrans for access easements related to the bridges and portion of the greenway traveling through the Rancho Dominguez industrial area.

The existing Class II bike lanes are proposed to be replaced by a greenway connector that links DeForest Park and Wetlands area to the Rancho Dominguez Museum as well as four neighborhoods and a school campus; this while tying into trails along Compton Creek and the Los Angeles River, as well as potential rails to trails greenways. Connecting these various assets would improve living conditions for residents within these neighborhoods while substantially expanding access potential users.

This project is proposed to pass over two flood-control facilities, the I-710 Freeway, a major freight rail and truck corridor, and two jurisdictions - each necessitating the coordination of multiple Local, Regional, and State agencies. The bikeway is proposed to pass through the City of Long Beach as well as the unincorporated County of Los Angeles. The project can be developed in phases based on alignment with other relevant infrastructure projects.



TOP
Aerial image identifying the project boundaries.

RIGHT
Thursday Fun Run through the Glendale Narrows.

*COST ESTIMATES ARE BASED ON SIMILAR PROJECTS AND COST ESTIMATES AND MAY NOT REFLECT THE TRUE COST OF CONSTRUCTION

⑧ MCKINLEY PARK

NEIGHBORHOOD
McKinley

PARK TYPE
Neighborhood Park

PARK SIZE
Option 1: 7.25 Acres | Option 2: 9.6 Acres

OPPORTUNITY TYPE
Option 1: SCE Right-of-Way and Property Acquisition | Option 2: SCE Right-of-Way, LBUSD Joint Use, and Property Acquisition

ALLOWABLE AMENITIES
Outdoor Fitness Zone, Walking Trail, Playground, Picnic Area, Clubhouse, Multipurpose Field, Sports Courts, and Community Garden

CONSTRUCTION COST ESTIMATE*
Option 1: $4.1M | Option 2: $5M

MAINTENANCE COST ESTIMATE**
Option 1: $105.1K Per Year | Option 2: $135.2K Per Year

SCE LEASE AGREEMENT***
$4.6K Per Year

The proposed McKinley Park has two potential development scenarios, based in part on the availability of portions of the SCE right-of-way. The first option for the park is proposed to be grounded by the fallow SCE property between Downey Avenue and Obispo Avenue, incorporating a few vacant private properties to the south along 67th Way. The second option is proposed to be developed along the SCE right-of-way to the west, between Obispo Avenue and Paramount Boulevard, incorporating the recess area of McKinley Elementary School.

As the east McKinley Park scenario is proposed to be developed on vacant land, timing for implementation can generally be more flexible. Park programming and design should consider the opportunities and limitations between the portions being developed on private land versus SCE rights-of-way. Vehicular circulation should be considered in order to maximize access for nearby residents as well as visibility of the park interior.

The west McKinley Park scenario would require greater coordination with SCE and LBUSD, as both components of the proposed open space have active users. If there is an opportunity to secure public access for this portion of the SCE right-of-way, there are substantial opportunities to better serve local residents and well as McKinley Elementary School's student body.

TOP
Aerial image identifying the project boundaries.

RIGHT
Conceptual diagram portraying urban design elements that are informed by the community's input.

During Community Workshop 3, community members voted upon the conceptual design direction of McKinley Park. An overwhelming majority of participants favored a more active open space design as opposed to a passive one considering that it would allow for a greater amount of community-identified amenities into the site. Given the large size of both potential development scenarios, the conceptual design portrays the community-identified amenities evenly distributed amongst both properties east and west of Obispo Avenue, including picnic areas, community gardens, outdoor fitness zones, multipurpose fields, and a walking trail.

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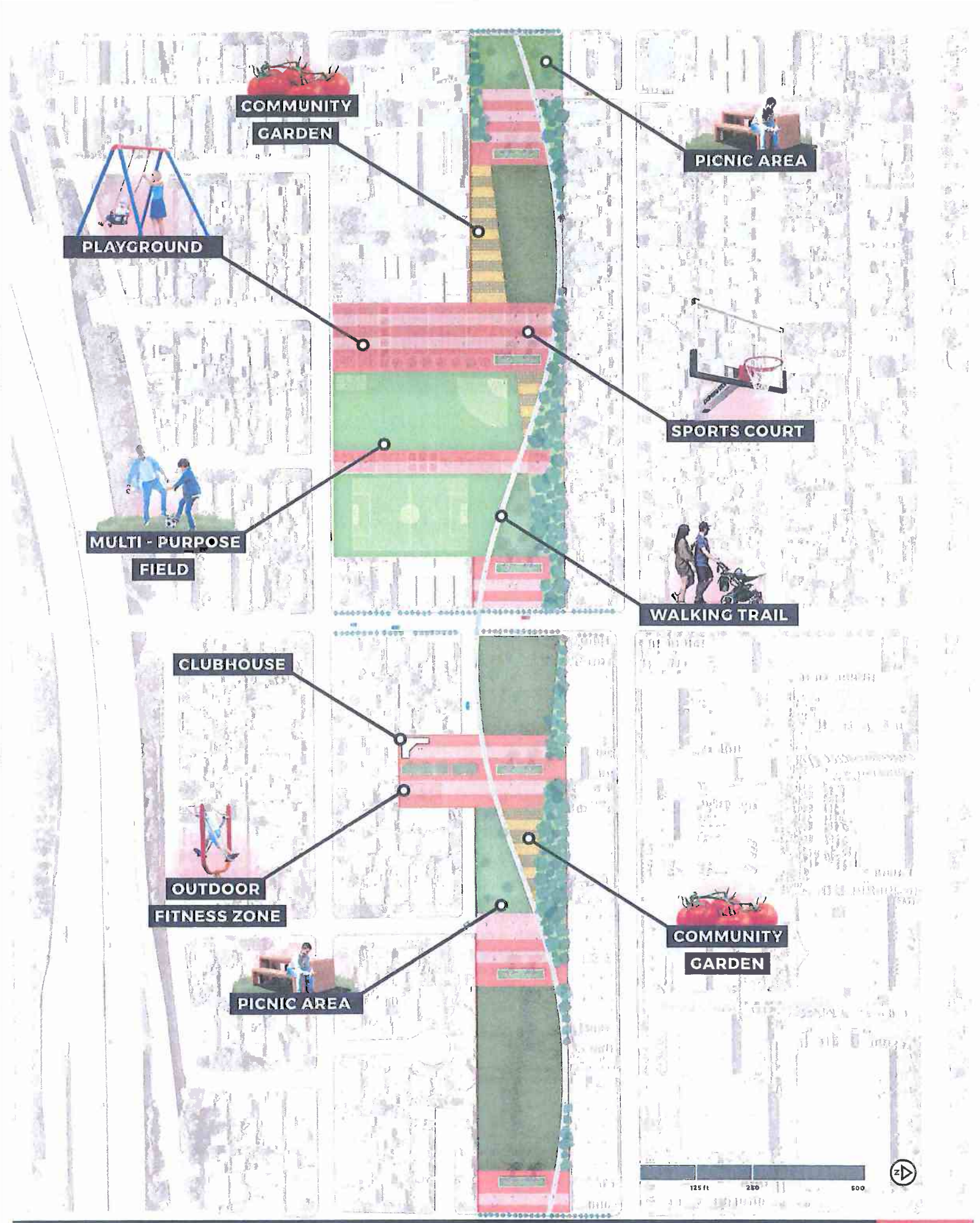
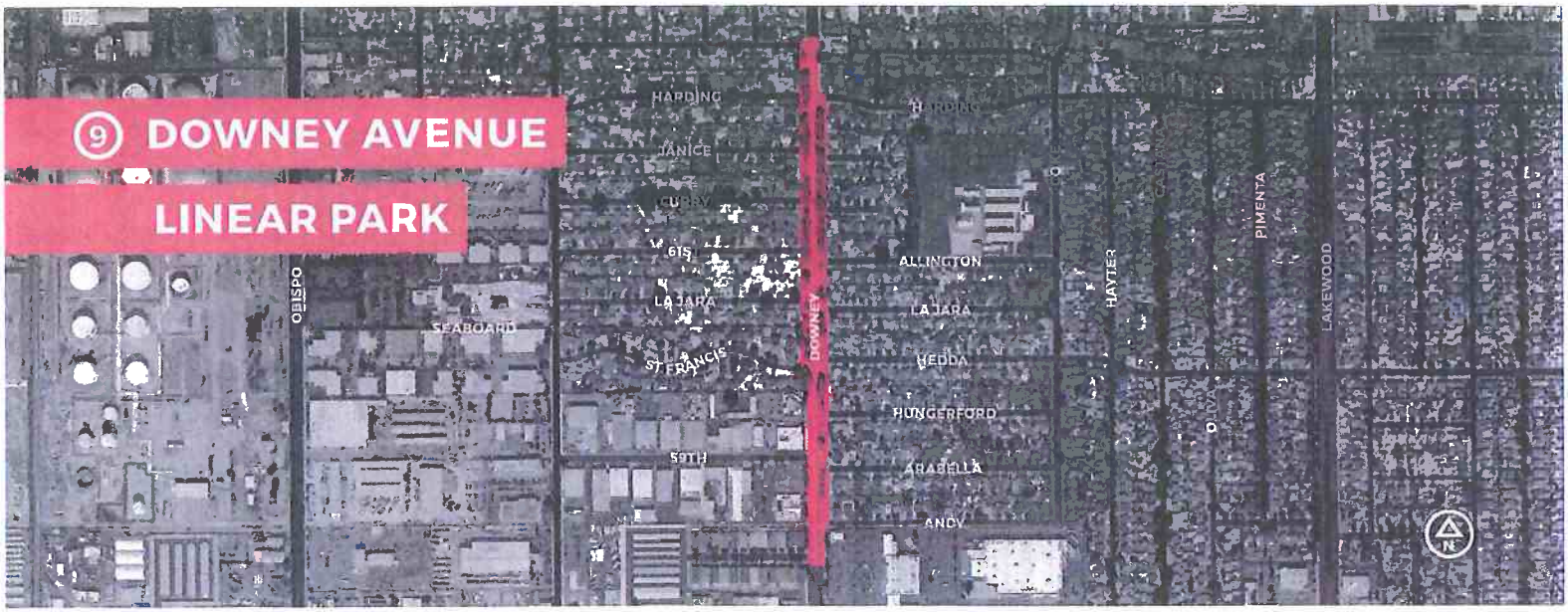
*** COST IS BASED ON AN AGREEMENT REACHED ON A SIMILAR PROJECT AND MAY NOT REFLECT THE TRUE COST OF THE SCE LEASE AGREEMENT.*


COMMUNITY
GARDEN
PICNIC AREA
PLAYGROUND
SPORTS COURT
MULTI - PURPOSE
FIELD
WALKING TRAIL
CLUBHOUSE
OUTDOOR
FITNESS ZONE
COMMUNITY
GARDEN
PICNIC AREA
125 ft
250
500

⑨ DOWNEY AVENUE LINEAR PARK



NEIGHBORHOOD
St. Francis

PARK TYPE
Greenway Connector

PARK SIZE
3.78 Acres

OPPORTUNITY TYPE
Property Acquisition

ALLOWABLE AMENITIES
Walking Trail, Playground, Meadow, Community Garden, Outdoor Fitness Zone, Picnic Area, and Multipurpose Field

CONSTRUCTION COST ESTIMATE*
$6.25M

MAINTENANCE COST ESTIMATE**
$87K Per Year

The Downey Avenue Greenbelt reconfigures a quarter mile portion of the multi-way collector between St. Francis Place and Harding Street to create nearly 2.5 acres of new public open space. Traffic from the north and south is proposed to transition to the adjacent frontage roads to allow for the permanent closure of the central roadway. The adjacent frontage roads can be converted to coupled northbound and southbound roadways.

The low volume of vehicle traffic along the corridor can be accommodated by the coupled collector roads – each wide enough for two travel lanes and a curbside parking lane. A road diet should be considered for the entire Downey Avenue corridor, to possibly accommodate a greenway north and south. Vacating the central roadway unifies the two landscaped medians, creating an 80-foot wide, quarter-mile long park that would strengthen connections between the neighborhoods to east and west.

Traffic at the north and south ends is proposed to be diverted through a combination of diverters and traffic controls, further enhancing east-west pedestrian connections. The park design and program shall consider the location of the new greenbelt within traffic – though calmed – for the safety of the users of the park and corridor. Park amenities should be passive and located away from the edges of the greenbelt with a combination of landscaping, barriers and existing median trees to create a protective edge.

TOP
Aerial image identifying the project boundaries.
IMAGE COURTESY OF CITY FABRICK

RIGHT
Conceptual diagram portraying urban design elements that are informed by the community's input.
IMAGE COURTESY OF CITY FABRICK

For Downey Avenue Linear Park, community members were prompted to vote between two development scenarios. The first alternative would connect the two landscaped medians that separate the frontage roads from the main vehicular right-of-way into one 80-foot wide linear park. The second alternative proposes to expanding the landscape medians to approximately 12 feet on both sides, resulting in two separated 40-foot linear parks. As vehicular travel for either of the two alternatives would not be obstructed, community members favored the first alternative as a greater amount of community-identified amenities could be added onto the site. Such amenities include a walking trail, community garden, playground, multipurpose fields, picnic area, and outdoor fitness zone.

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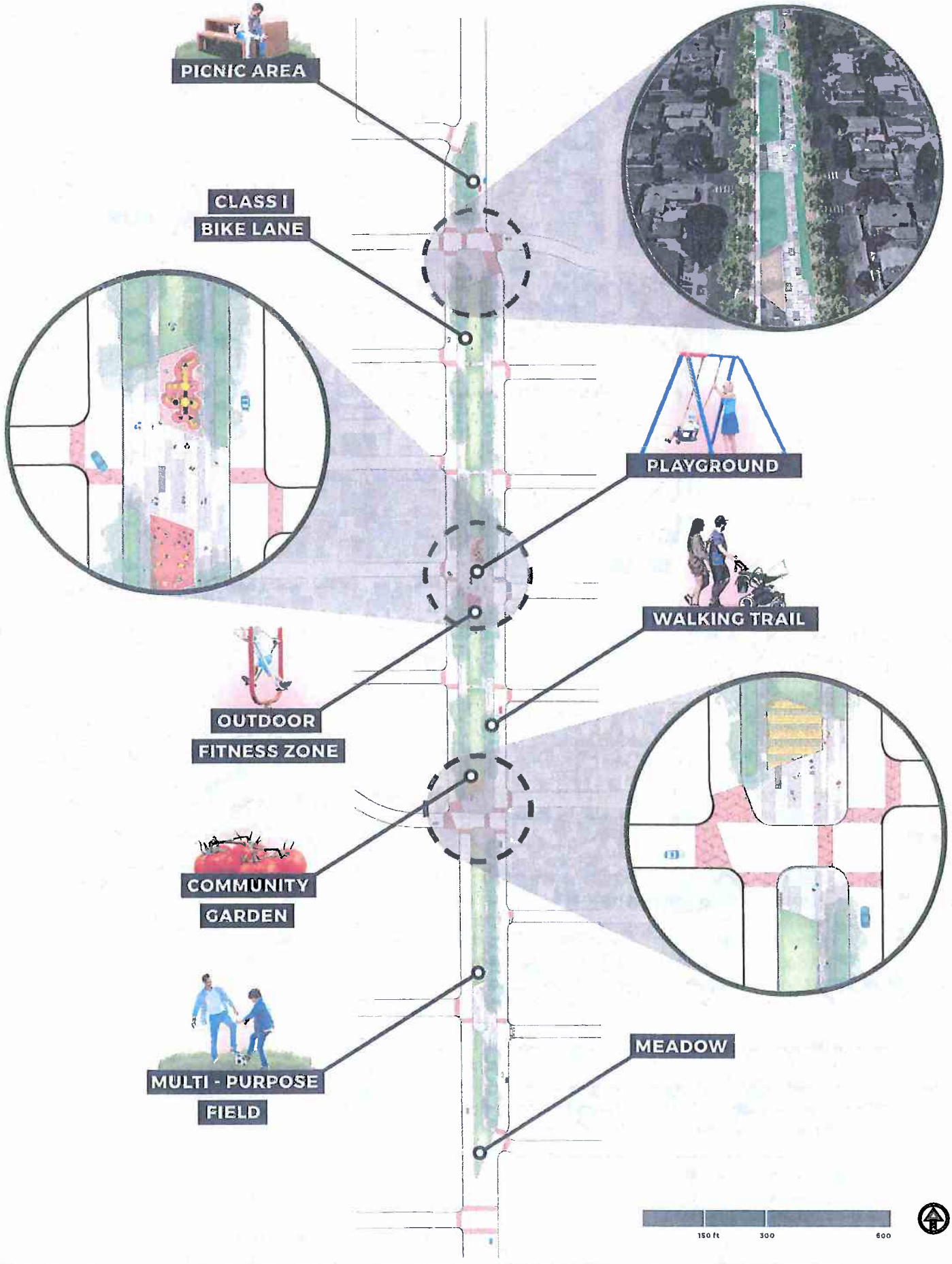
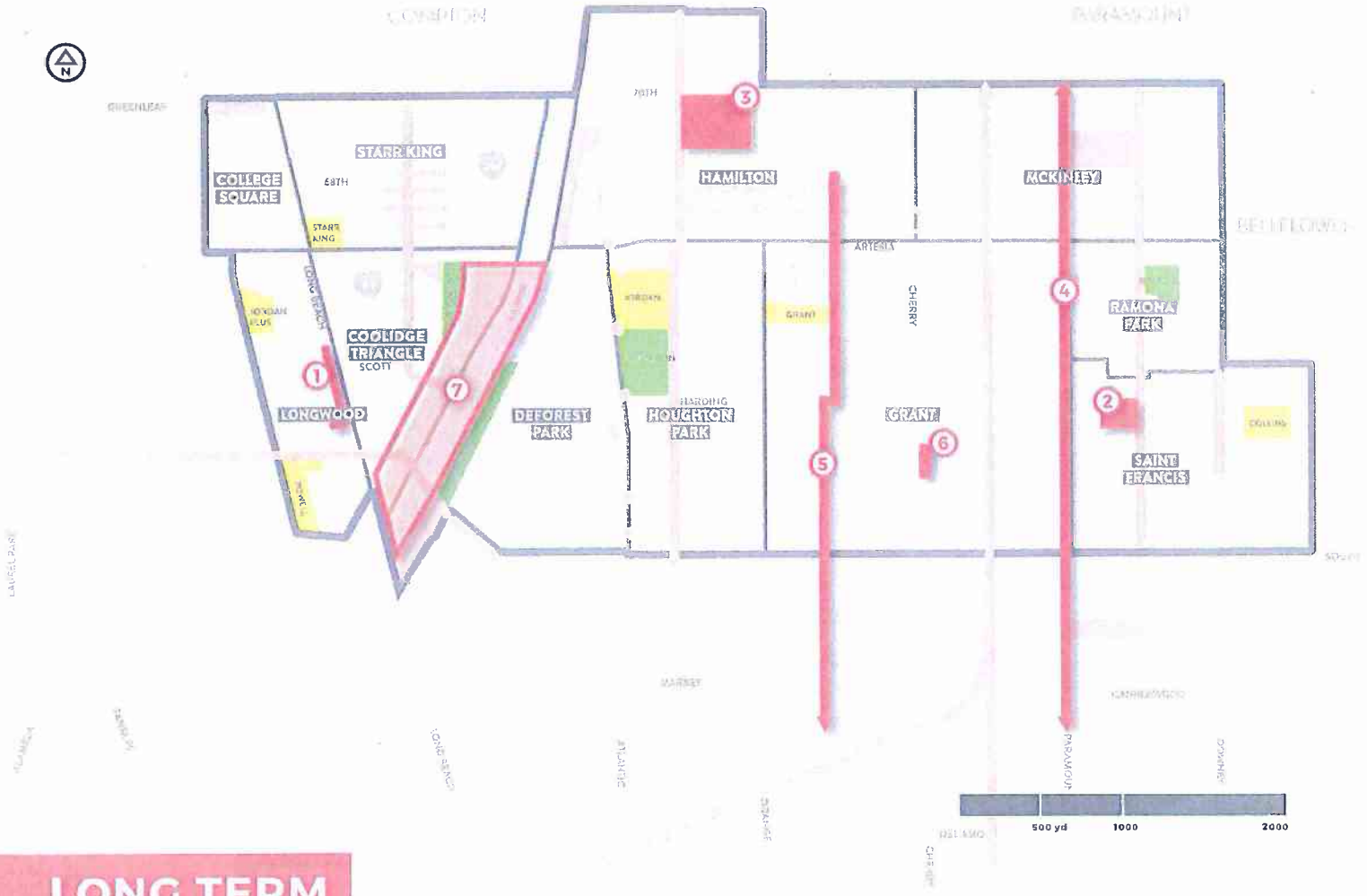

PICNIC AREA
CLASS I
BIKE LANE
PLAYGROUND
WALKING TRAIL
OUTDOOR
FITNESS ZONE
COMMUNITY
GARDEN
MULTI - PURPOSE
FIELD
MEADOW
150 ft
300
600



LONG TERM PROJECTS

Within thirty years, the long term projects would likely have the most substantial impact for North Long Beach as well as the city, and would require the most planning and investment of resources. Some of these projects would need to start planning and coordination after the adoption of the Uptown Open Space Vision Plan to conceivably be completed within the first half of the twenty-first century.

Many of the open space projects would also require substantial investment of public dollars, leveraging Local, County, State, and Federal funding sources. This would require substantial education of, and coordination with, numerous agencies and elected officials. Ensuring the projects, programs, and policies are reflected in their respective planning efforts and capital improvement programs could ease some of this effort.

Similar to medium term projects there are also park projects that would require the acquisition or leasing of public land. The City should consider a larger property acquisition strategy relative to real estate trends as Local governments tend to limit spending during down economies while real estate values are typically lower. Setting aside a rainy-day fund for such property acquisition and spending during down economies are often politically difficult decisions but prudent for the long term.

LONG TERM [YEARS 20 - 30]

1. Longwood Linear Park
2. St. Francis Buffer Park
3. Edison - Hamilton Park
4. Paramount Greenway
5. Walnut Neighborhood Connector
6. Grant Buffer Park
7. Los Angeles River Park

Longwood	Greenbelt/ Mini-Park	1.54 Acres
Pavement to Parks, Property Acquisition	Walking Trail, Playground, Multipurpose Space, Picnic Area, and Outdoor Fitness Zone	

The Longwood Linear Park is proposed to reconfigure Long Beach Boulevard west frontage road to create a quarter mile long greenbelt between Bort Street and Barclay Street, anchored by a mini-park near the intersection with Arlington Street. Park amenities is proposed to be designed and located to work within the limitations and advantages of the two component spaces. The project can be implemented in phases based on coordinating access to adjacent properties along Long Beach Boulevard and acquisition of the vacant lot to the south.

St Francis	Neighborhood Park	7.08 Acres
Property Acquisition	Playground, Sports Courts, Skate Park, Multipurpose Space, Community Garden, Picnic Area, and Clubhouse	

The St. Francis Buffer Park proposes to transition an existing truck chassis storage yard to a buffer open space that separates the existing residential neighborhood to the north and east from the industrial area to the west and south. The new neighborhood-scale park would be bound by Orizaba and Obispo Avenues, providing opportunities for improving connectivity within the neighborhood. The size of the park and proximity to Ramona Park provides the opportunity to expand upon the menu of currently available amenities to the community while extending park access.

Hamilton	Community Park	13.92 Acres
SCE Right-of-Way, LBUSD Joint-Use	Walking Trail, Playground, Sports Courts, Sports Field, Multipurpose Field, Picnic Area, Community Garden, Outdoor Fitness Zone, and Meadow	

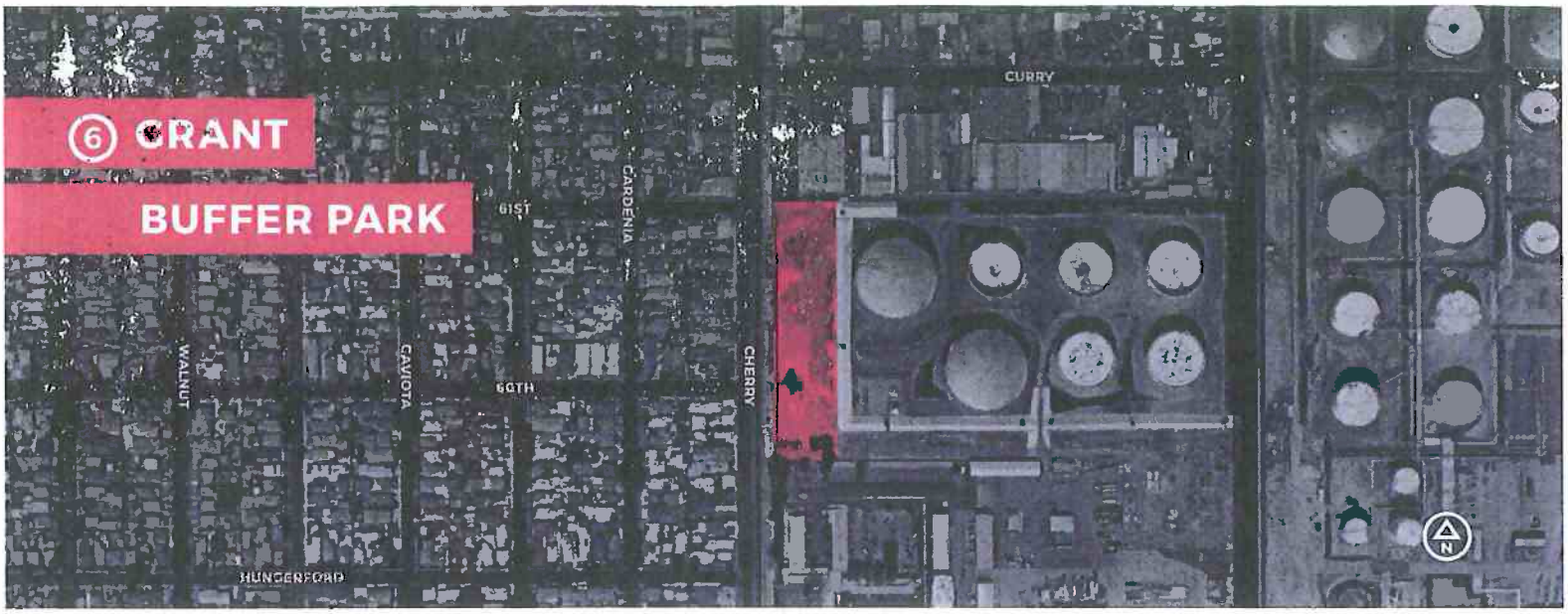
The Edison - Hamilton Neighborhood Park is proposed to combine the recess areas of Hamilton Middle School and the adjacent SCE right-of-way to create a community-type park generally bordered by Orange Avenue, 70th Street, Myrtle Avenue and Inez Street. Establishing a cooperative agreement between the City and School District would allow a greater diversity of recreational uses to be available to students and residents.

Multiple	Greenway Connector	1.91 Miles
Public Right-Of-Way	Class I Bikeway	

The Paramount Boulevard Greenway is proposed to create a nearly two-mile protected active mobility trail linking the expanded Davenport Park to McKinley School and Park, between the Cities of Lakewood and Paramount. There is fifteen feet of surplus roadway, without removing travel or parking lanes. Due to the limited number of driveways and relatively long blocks on the west side of the street, the greenway is proposed to be installed asymmetrically.

Multiple	Neighborhood Connector	8 Miles
Public Right-Of-Way	Class III Bikeway	

The Walnut Avenue Neighborhood Connector is proposed to connect the Grant and Hamilton neighborhoods as well as neighborhoods to the south as this would potentially be part of a citywide active transportation project. The project is proposed to include enhanced crossings at South Street and Artesia Boulevard, improvements at Harding Street and traffic calming through the neighborhoods. As a citywide project that travels through another jurisdiction, substantial planning would be required.



NEIGHBORHOOD
Grant

PARK TYPE
Neighborhood Park

PARK SIZE
2.86 Acres

OPPORTUNITY TYPE
Brownfield and Property Acquisition

ALLOWABLE AMENITIES
Sports Courts, Multipurpose Space, Picnic Area, Outdoor Fitness Zone, and Clubhouse

CONSTRUCTION COST ESTIMATE*
$1.6M

MAINTENANCE COST ESTIMATE**
$41.46K Per Year

When considering undeveloped land and the guiding principles of the Uptown Open Space Vision Plan, the best opportunity for new open space in the Grant neighborhood would be along the block and a half of frontage along Cherry Avenue south of 61st Street. As this is residual land of a petroleum facility, special consideration would need to made related to safety and access for continued operations as well as potential soil contamination remediation. In addition, the proposed open space would require coordination with the petroleum facility given that the site is not clearly defined by parcel lines. The design and programming of the park would also need to consider these relationships in order to ensure safe and comfortable use of the amenities.

The Grant Buffer Park concept did not receive as many votes as compared to other priority projects during the public outreach process. However, the project is identified as a priority given that its addition would ensure that all residents in the study area would be no more than a half-mile distance, or a 10 minute walk, to an existing park or priority open space project. From an environmental justice perspective, the park would serve as a much needed buffer space for Grant neighborhood residents from the adjacent industrial uses.

TOP
Aerial image identifying the project boundaries.

RIGHT
Soccer practice taking place at sun set in Wilmington Waterfront Park.

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⑦ LOS ANGELES RIVER PARK

NEIGHBORHOOD
Coolidge - DeForest

PARK TYPE
Regional Park

PARK SIZE
175 Acres

OPPORTUNITY TYPE
Southern California Edison Right-of-Way, Los Angeles River, and Caltrans Right-of-Way

ALLOWABLE AMENITIES
Wetlands, Walking Trail, Plaza, Playground, Multipurpose Field, Picnic Area, Community Garden, Equestrian Trail, and Meadow

CONSTRUCTION COST ESTIMATE*
$182.35M

MAINTENANCE COST ESTIMATE**
$2.54M Per Year

The Los Angeles River Park is proposed to be a true regional-scale park encompassing various rights-of-way and facilities located between DeForest Park and Wetlands on the east bank of the Los Angeles River and Coolidge Park on the west side of the I-710 Freeway. Based on the various agencies within control and ownership of the facilities and properties within the proposed project area, substantial coordination and cooperation would be required.

This coordination is proposed to start early through the Lower Los Angeles River Working Group as they develop their plan for the flood control facilities, and the I-710 Freeway Planning Group made up of multiple Local, Regional, and State agencies to determine the ultimate design for the freeway expansion. Early on, these efforts could help inform their respective planning efforts while providing a general scope opportunities for the Los Angeles River Park in North Long Beach.

While the ultimate scope of the River Park would be determined through the planning processes, core principles should follow those of the Uptown Open Space Vision Plan and include connecting the two sides of the quarter mile wide gap between the Coolidge Triangle and DeForest Park neighborhood. This could take the form of a programmable pedestrian bridge that encourages positive connections between Deforest Park and Coolidge Park, on either side of the Los Angeles River. Such a bridge park could provide a unique experience for the region while combining existing community assets.

It could also be a multi-tiered, regional-scale park that caps over the freeway, naturalizes the Los Angeles River and incorporates the Southern California Edison right-of-way in between. A park of this scale would be the largest within a five mile drive in any direction on the SR-91 and I-710 Freeway. Combining and expanding upon DeForest and Coolidge Parks with this Los Angeles River Park would provide a diverse array of recreation options including numerous playing fields and courts, natural spaces and wetlands, playgrounds, trails, and even opportunities for cultural facilities.

This park could also mitigate impacts from freight movement along the I-710 Freeway, including sound, visual, and air pollution. The Los Angeles River Park in North Long Beach could take many forms including those described above. The ultimate design would be based on further discussions among the community, available resources, political will and the feasibility of the various components.

TOP
Aerial image identifying the project boundaries.

RIGHT
Conceptual diagram portraying urban design elements that are informed by the community's input.

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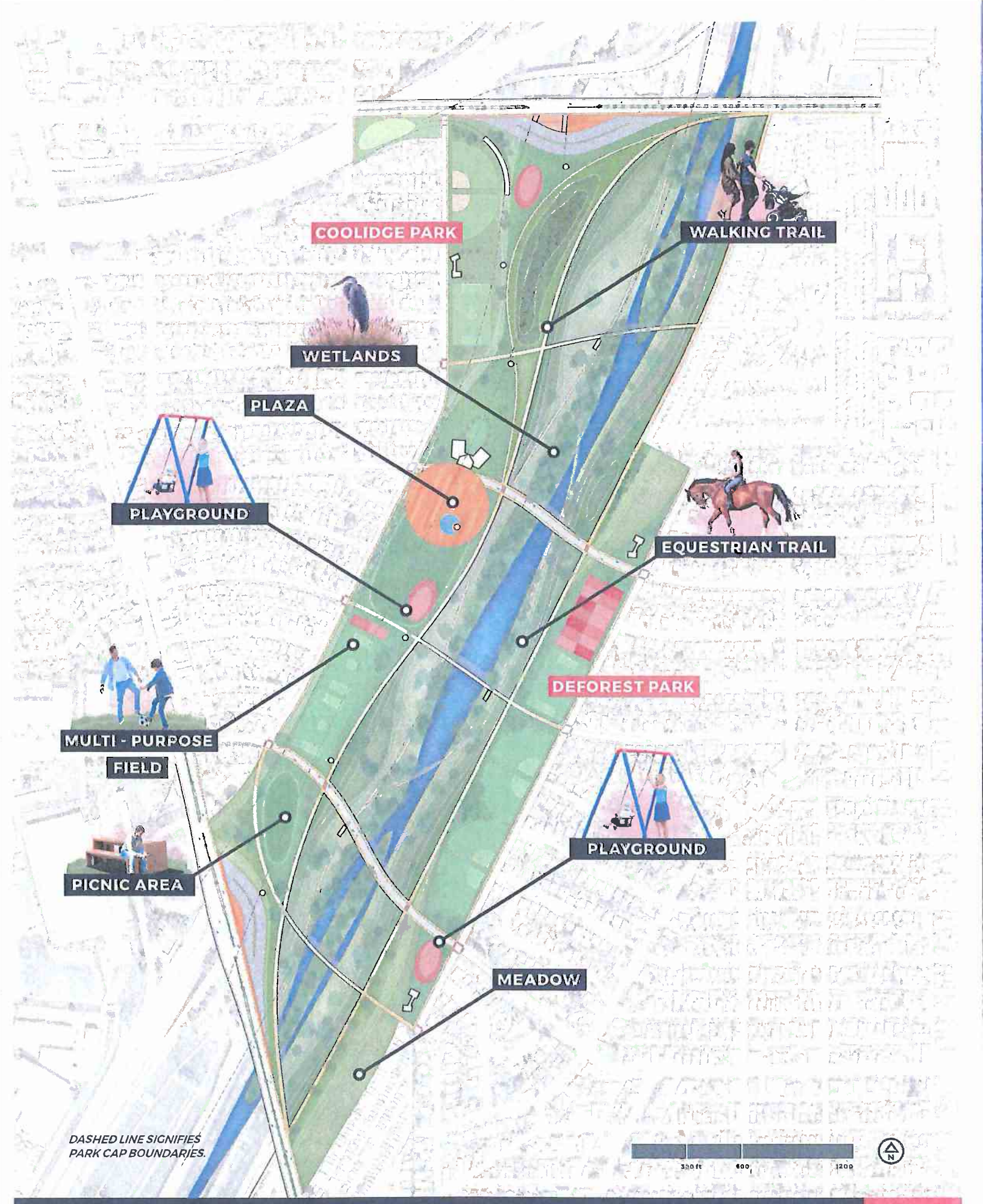

COOLIDGE PARK
WALKING TRAIL
WETLANDS
PLAZA
PLAYGROUND
EQUESTRIAN TRAIL
DEFOREST PARK
MULTI - PURPOSE FIELD
PLAYGROUND
PICNIC AREA
MEADOW
DASHED LINE SIGNIFIES PARK CAP BOUNDARIES.
300 ft
600
1200
N

MEETING THE OPEN SPACE NEED

The City of Long Beach Open Space and Recreation Element of the General Plan identifies the recreation open space standard as 8 acres per 1,000 residents as a citywide goal. In a scenario where the eight priority projects are developed, there would be 6.6 acres of open space per every 1,000 residents in the study area—a significant increase from the existing 0.9 acres per 1,000 residents. As pictured in the map to the right, the development of these priority projects would mean that every resident in the study area would be within a half-mile distance, or a 10 minute walk, to open space. The priority projects alone would help to meet the citywide goal by having 6.1 acres of open space per 1,000 people. At full-network build-out, which includes the full list of projects identified in this chapter, there would be 7.4 acres of open space per every 1,000 residents in the study area and 33.7 miles of open space connectors that help to strengthen connectivity within the network. The development of these projects would increase the citywide average to 6.2 acres of open space per 1,000 people. With the potential development of the open space network, the city as a whole will achieve greater open space equity and help to meet the open space needs of North Long Beach for decades to come.

Open Space Impact*

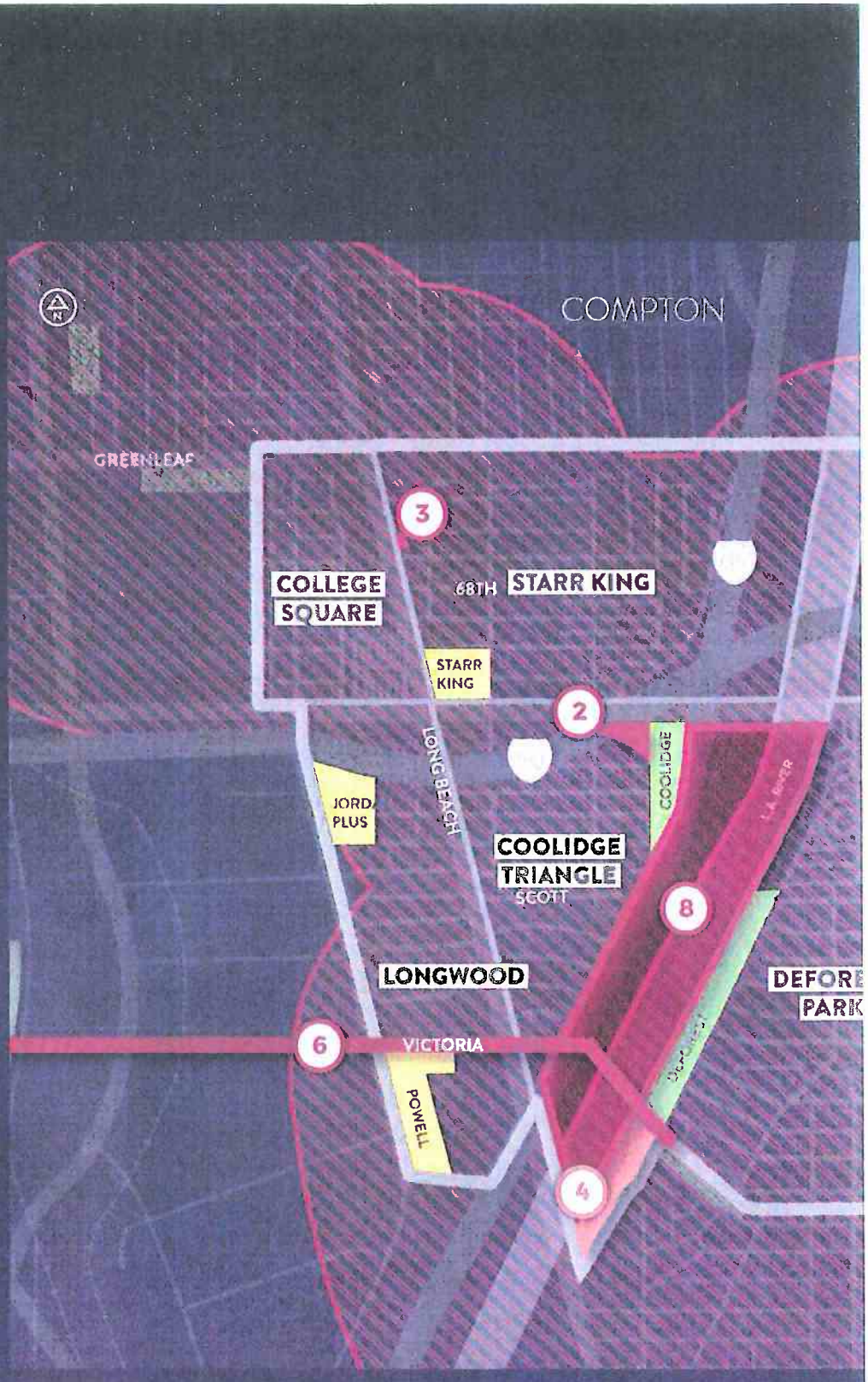
STUDY AREA
6.6
ACRES OF PARK PER 1000 PEOPLE

+

STUDY AREA
12
MILES OF OPEN SPACE CONNECTORS

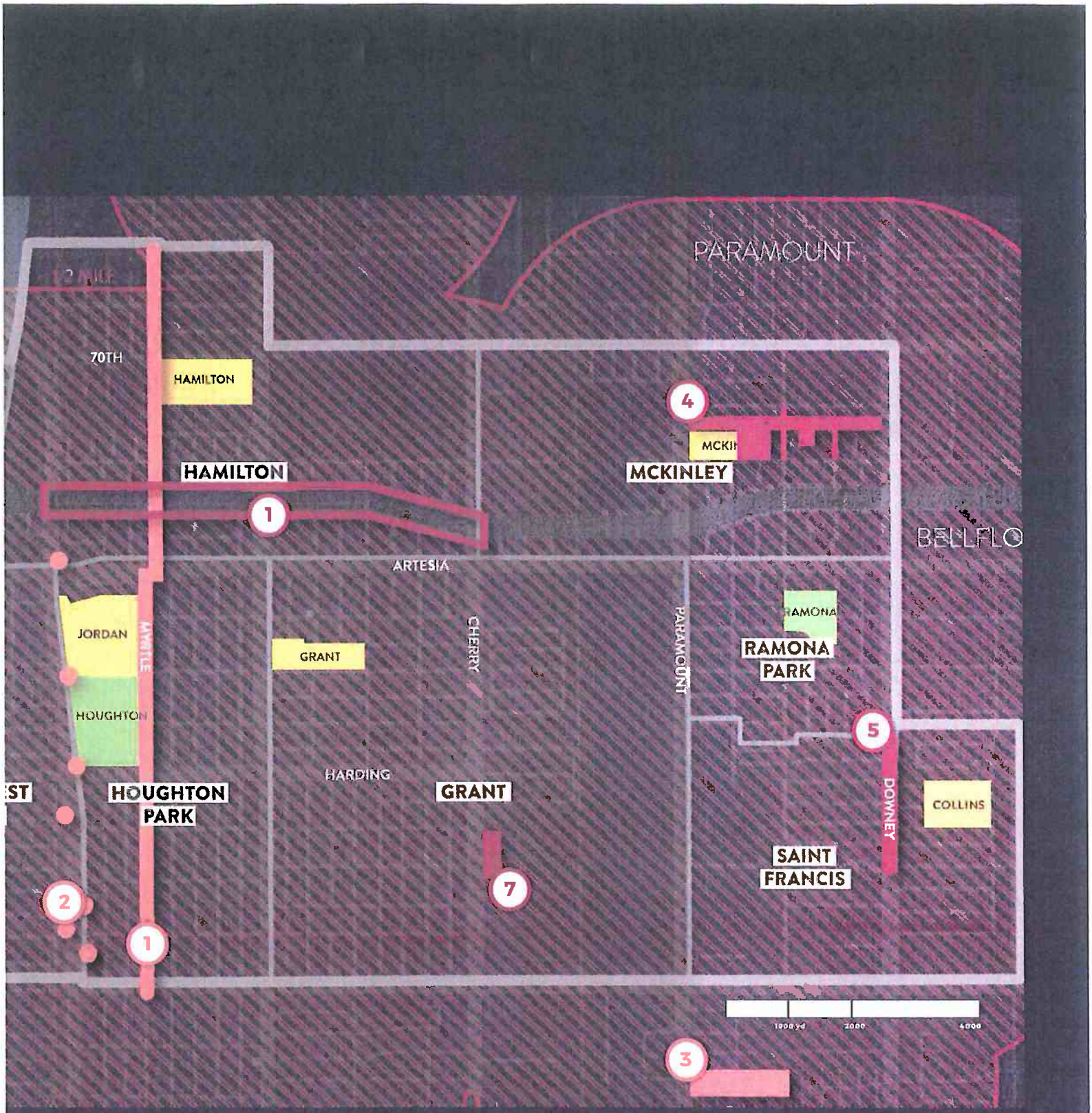
CITYWIDE
6.1
ACRES OF PARK PER 1000 PEOPLE

*Priority Projects Only



UNDERWAY PROJECTS

1. MYRTLE NEIGHBORHOOD CONNECTOR
2. UPTOWN PLAZA PROGRAM
3. DAVENPORT PARK EXPANSION
4. DEFOREST WETLAND RESTORATION



PRIORITY PROJECTS

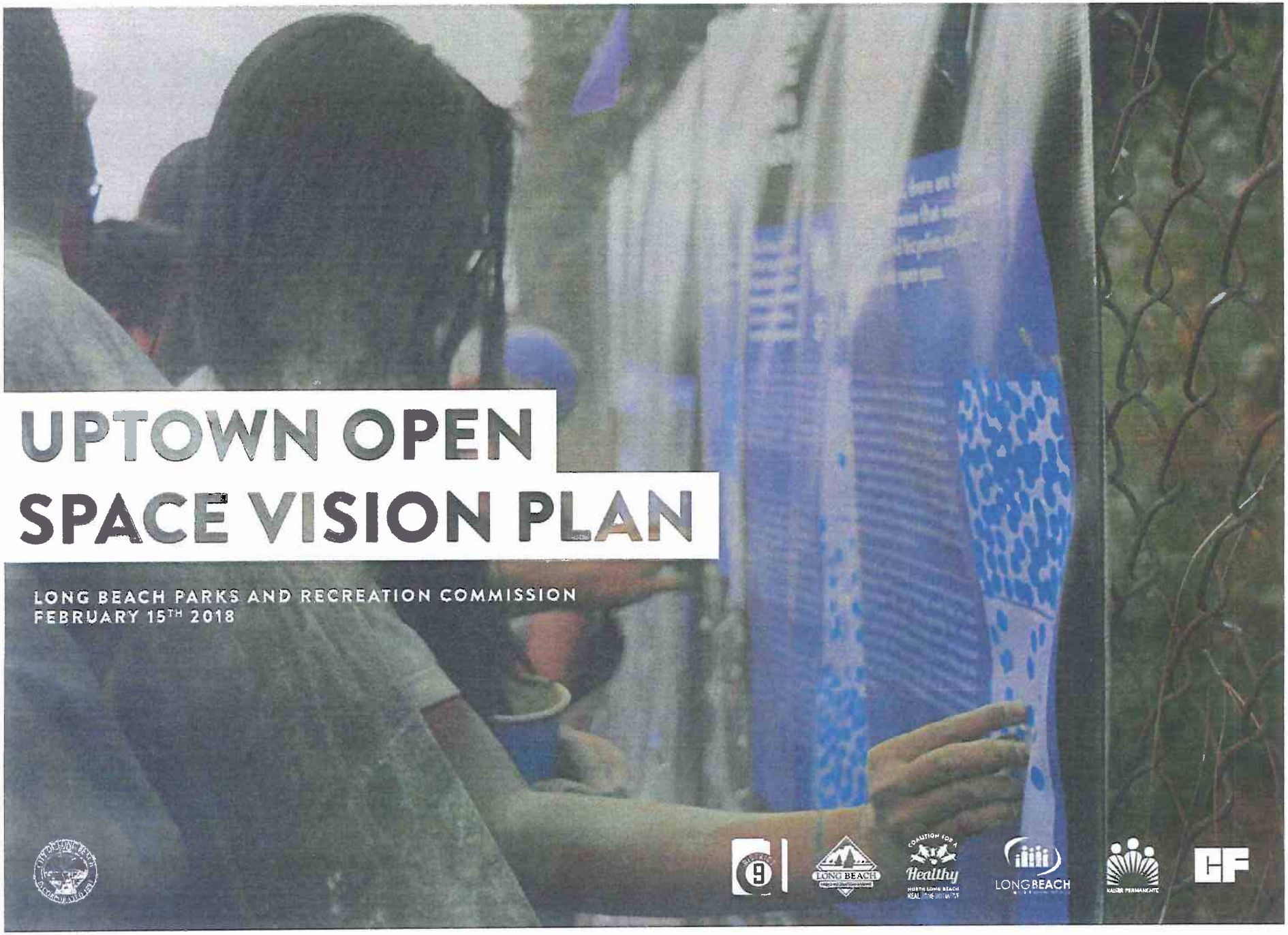
1. SR 91 EMBANKMENT GREENBELT
2. COOLIDGE UNDERPASS
3. STARR KING MINI PARK
4. MICKINLEY PARK
5. DOWNEY AVENUE GREENBELT
6. VICTORIA STREET GREENWAY
7. GRANT BUFFER PARK
8. LOS ANGELES RIVER PARK

CITY OF LONG BEACH

City of Long Beach
333 W. Ocean Blvd.
Long Beach, CA 90802
Visit us at www.longbeach.gov
facebook.com/CityofLongBeachCA
@LongBeachCity

This information is available in alternative formate by request at 562.570.6711
For an electronic version of this document, visit our website at www.longbeach.gov

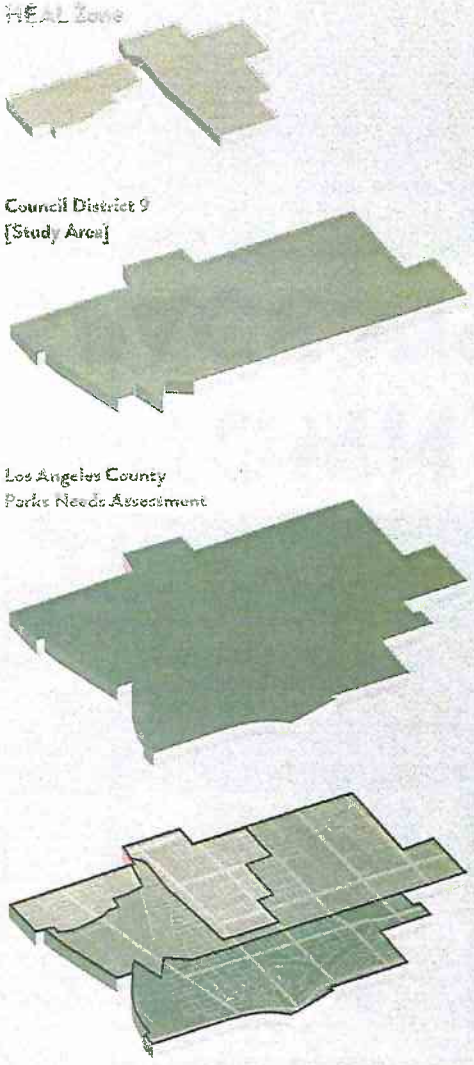
ATTACHMENT B



UPTOWN OPEN SPACE VISION PLAN

LONG BEACH PARKS AND RECREATION COMMISSION
FEBRUARY 15TH 2018

WHAT IS THE PURPOSE OF THE PLAN?



Background

- Plan for Council District 9
- Start with a plan as a foundation for long-term change

Desired Outcomes

- Build upon previous planning efforts including the Los Angeles County Park Needs Assessment
- Identify opportunities for new open spaces and parks based on community needs
- Develop concepts, programming and costs for priority projects

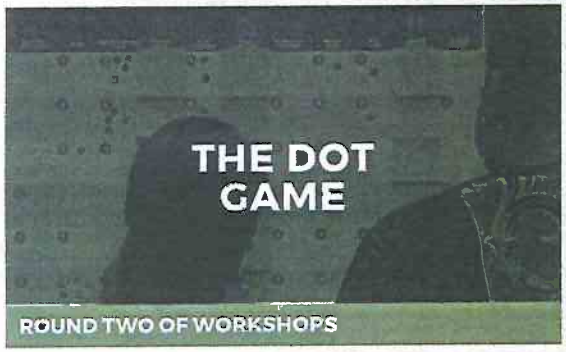
Funding

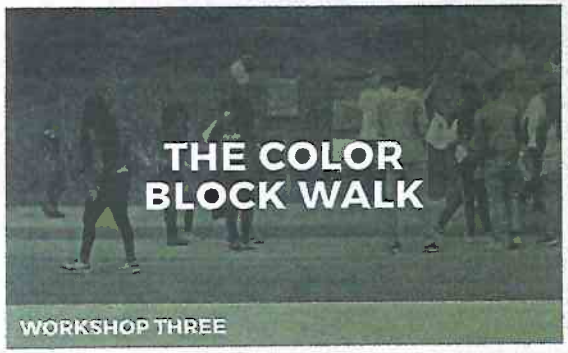
- HEAL Zone Grant and CD9 One-Time Funds ($55,000)

A Need for Balanace

- Need/access and goals
- Available space for new/re-envisioned space
- Long-term costs, maintenance, feasibility

COMMUNITY DRIVEN PROCESS





Community Members as Experts

- Series of three engagement events
- Purposeful to create process that forced real-world decisions

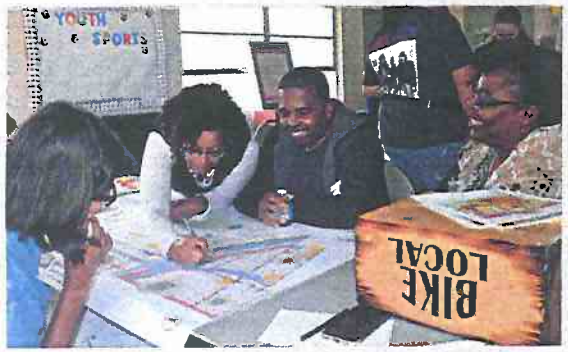
Engagement Series

- The Open Space Game: Evaluate existing conditions, identify open space needs, and establish desired projects
- The Dot Game: Refine and prioritize list of open space projects and build consensus and community support for priority projects
- The Color Block Walk: Host a pop-up park event demonstrating a priority concept and celebrate the communtiy's participation

How We Prepared

- Used Los Angeles County Parks Needs Assessment + other plans to inform existing conditions analysis
- A good place to start to focus the community on opportunities

THE OPEN SPACE GAME



Purpose of Game

- Identify potential open spaces using a board game-like activity considerate of real-life constraints such as equity, incompatible land uses, and limited funding

How to Play Game + Rules

- Choose your amenities
- Place amenities on parks
- Place parks on neighborhood map

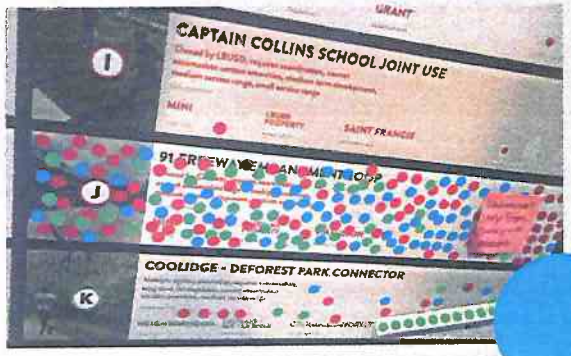
Number of Participants: 64

Locations: Coolidge, Houghton, St. Francis, Grant

Outcomes

- 141 open space ideas identified by the community
- Neighborhood amenity needs identified
- Common themes established
- Greater understanding of park planning trade offs

THE DOT GAME



Purpose of Game

- Refine open space ideas and amenities using an interactive dot voting exercise considering real-life constraints such as equity and limited resources

How to Play Game + Rules

- Collect stickers (that have a weighted value)
- Vote to prioritize community-identified open space ideas and amenities per your neighborhood
- Vote on one of the big ideas

Points of Contact: 1,501

Locations: Coolidge, DeForest, Hamilton, Ramona

Outcomes

- Prioritization of open space ideas to top 14
- Amenities further refined based on neighborhoods
- Identification of long-term, visionary open space ideas
- Greater understanding of park planning

ATTACHMENT B

THE COLOR BLOCK WALK

Purpose of Game

- Celebrate the collaborative efforts of the community, inform residents about the Plan and solicit feedback, and prototype top vote-getting idea

How to Play Game + Rules

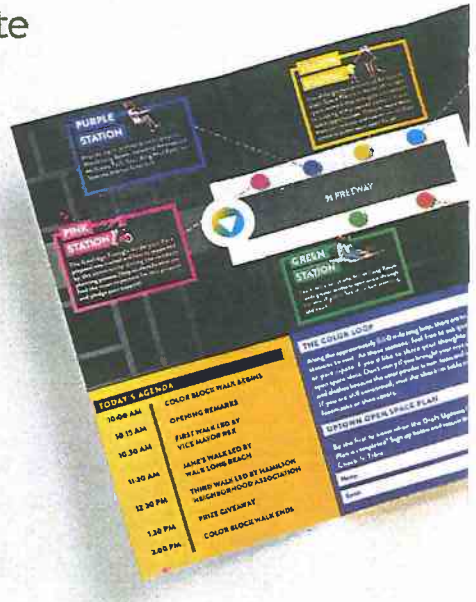
- Explore and engage in the prototype open space
- Sign-In and collect materials, including color powder
- Walk/run the loop visiting every station and vote

Number of Participants: 250

Location: Hamilton (0.6 mile-long loop)

Outcomes

- Refine priority open space projects
- Share the Plan with wider audience
- Prototype the most popular idea
- Greater community ownership of the Plan



PLAN FORMAT

INTRODUCTION

- Audience
- Study Area
- Background
- Principles

CONTEXT

- Literature Review
- Snapshot
- Physical Context
- Environment
- Heath
- Needs Assessment

FOUNDATION

- Existing Parks
- Existing Amenities
- Other Parks

OPPORTUNITY

- Opportunity Types
- Case Studies

COMMUNITY

- Pre-Planning
- Open Space Game
- Dot Game
- Color Block Walk
- Summary

VISION

- Network
- Principles
- Strategies
- Case Studies

IMPLEMENTATION

- Policies
- Funding
- Community
- Priority Projects
- Concepts/Costs

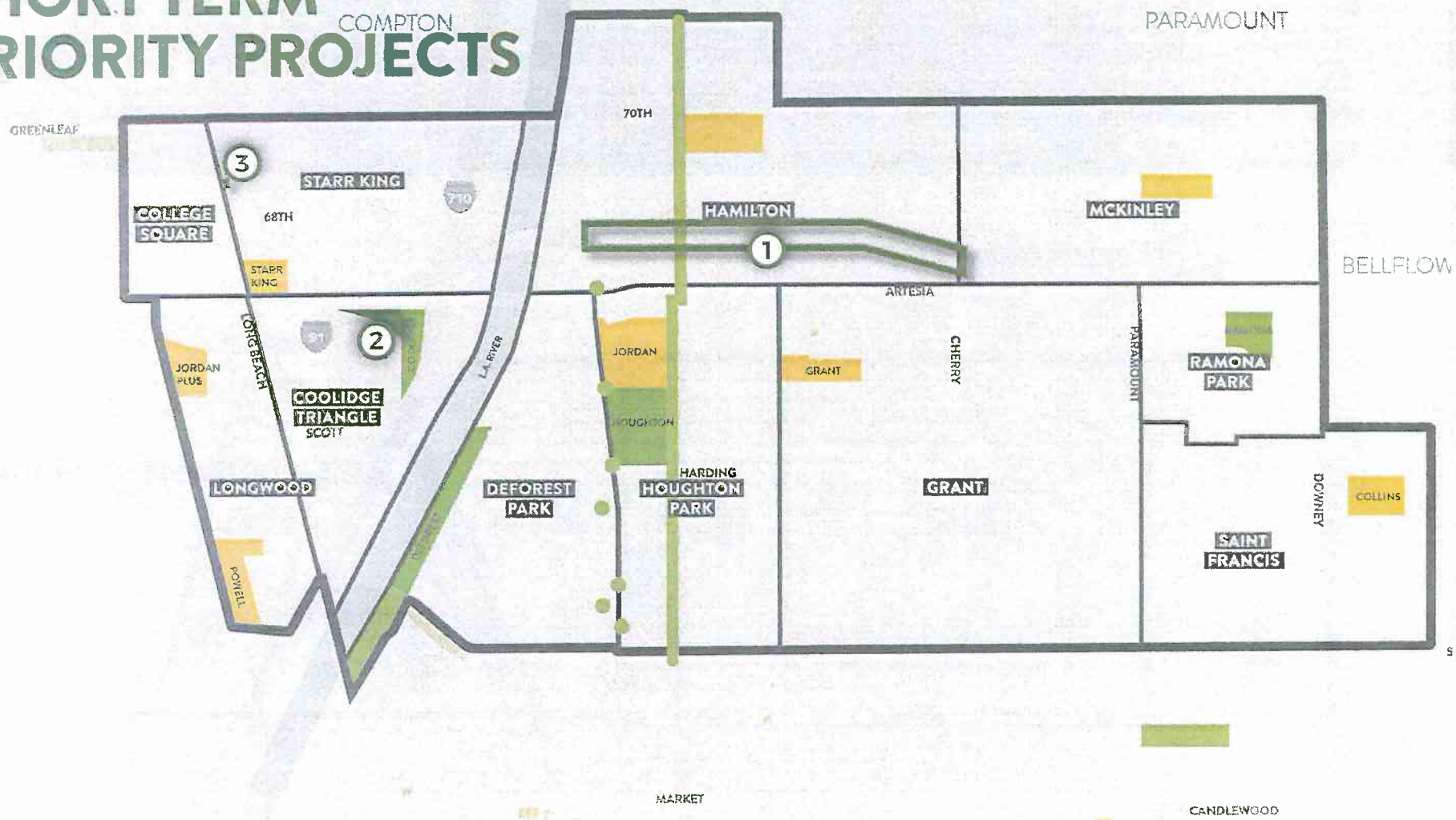
ATTACHMENT B

PROJECTS UNDERWAY

NO.	NAME	SIZE	TYPE
1	Myrtle Neighborhood Connector	9 MI	Neighborhood Connector
2	Uptown Plaza Program	1.0 AC	Plazas
3	Davenport Park Expansion	10 AC	Community Park
4	DeForest Wetland Restoration	39 AC	Community Park

ATTACHMENT B

SHORT TERM PRIORITY PROJECTS

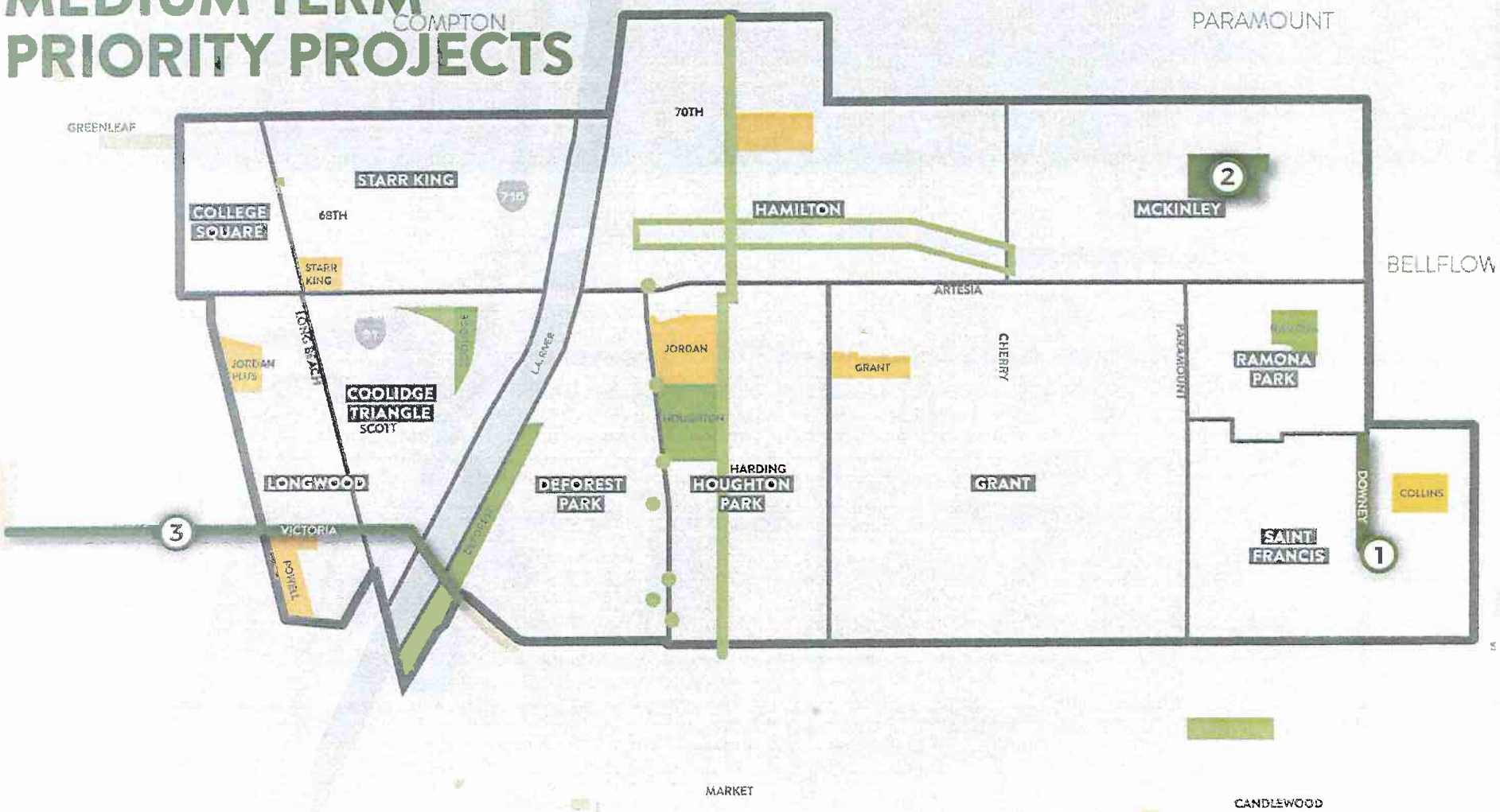


NO.	NAME	SIZE	TYPE	$ CONSTRUCTION*	$ MAINTENANCE
1	91 Freeway Greenbelt	3.8 AC	Greenway Connector	$3.96M	$55.1K Per Year
2	Coolidge Underpass Park	2 AC	Neighborhood Park	$2.08M	$29K Per Year
3	Starr King Mini Park	0.8 AC	Mini Park	$2.84M	$11.6K Per Year

* Estimated based on construction industry averages

ATTACHMENT B

MEDIUM TERM PRIORITY PROJECTS

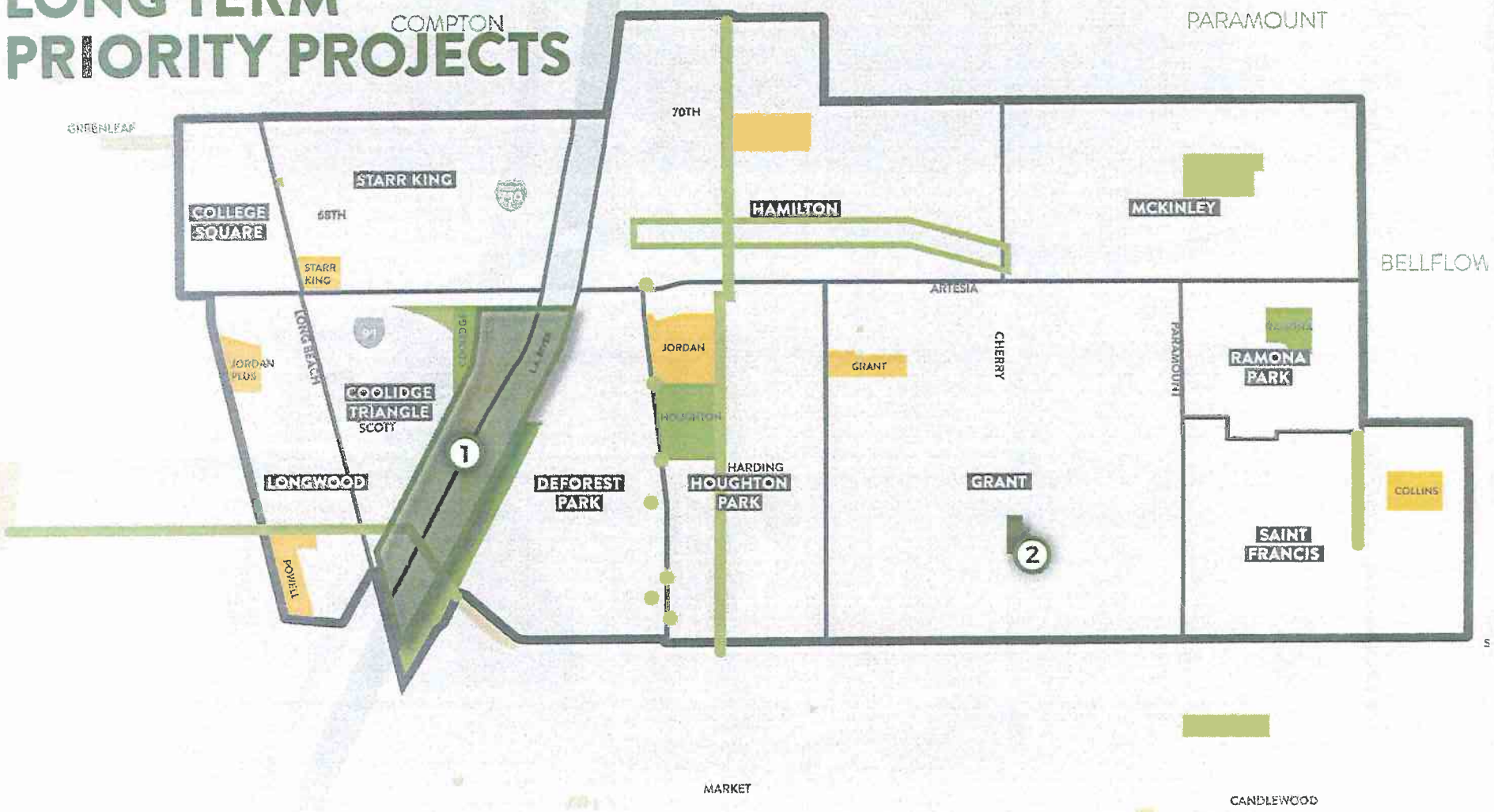


NO.	NAME	SIZE	TYPE	$ CONSTRUCTION*	$ MAINTENANCE
1	Downey Avenue Greenbelt	3.78 AC	Greenway Connector	$6.25M	$87K Per Year
2	McKinley Greenbelt	16.85 AC	Neighborhood Park	$9.1M	$240.3K Per Year + $9.2K Per Year
3	Victoria Street Greenway	1.50 MI	Greenway Connector	$17.1K	--

* Estimated based on construction industry averages

ATTACHMENT B

LONG TERM PRIORITY PROJECTS

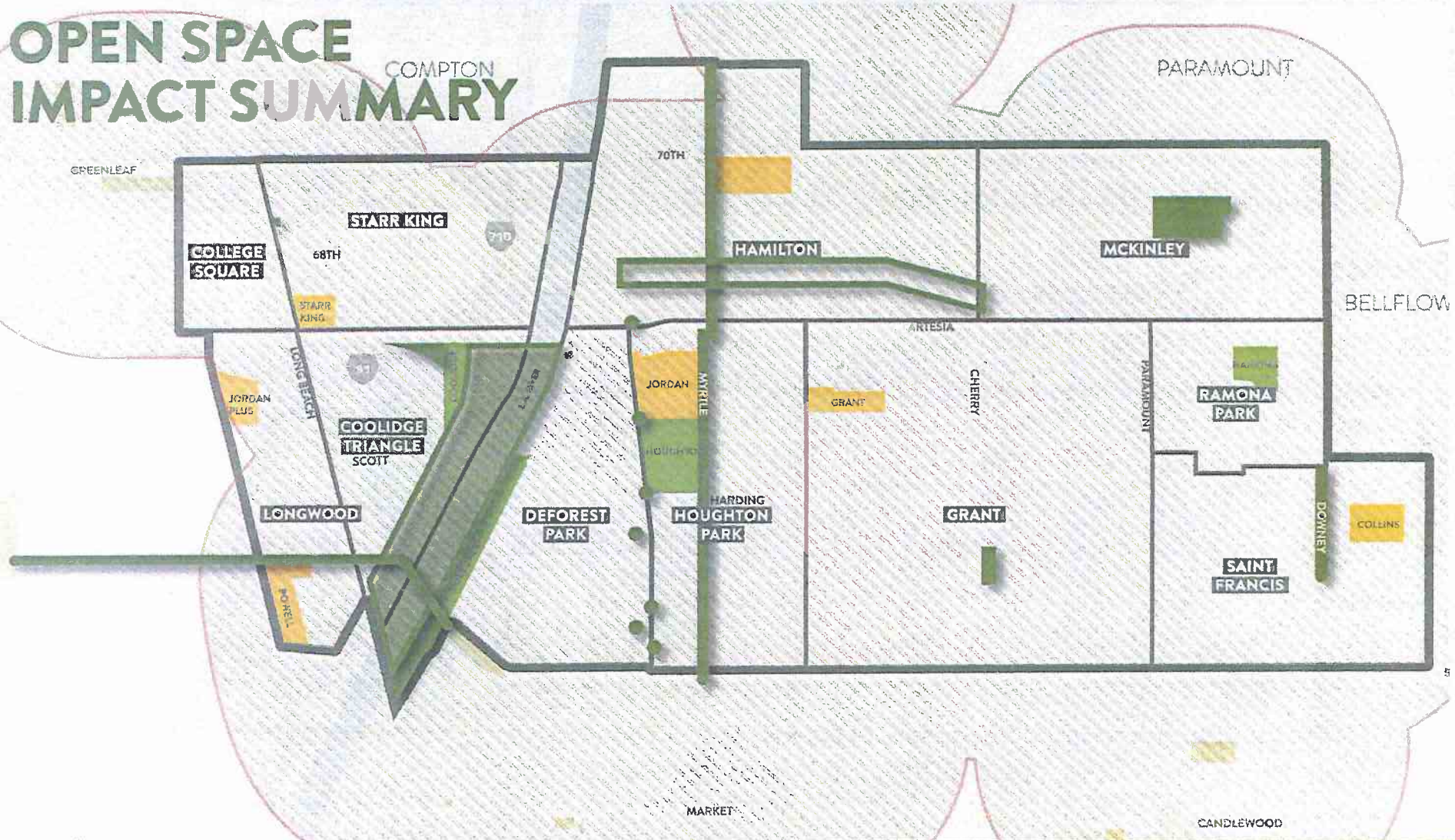


NO.	NAME	SIZE	TYPE	$ CONSTRUCTION*	$ MAINTENANCE
1	Los Angeles River Park	175 AC	Regional Park	$182.35M	$2.54M Per Year
2	Grant Buffer Park	2.86 AC	Neighborhood Park	$1.6M	$41.46K Per Year

* Estimated based on construction industry averages

ATTACHMENT B

OPEN SPACE IMPACT SUMMARY



Open Space Element

LONG BEACH GOAL

8.0

ACRES OF PARK PER 1000 PEOPLE

Existing Conditions

STUDY AREA

0.9

ACRES OF PARK PER 1000 PEOPLE

VS.

CITYWIDE

5.6

ACRES OF PARK PER 1000 PEOPLE

With Priority Projects

STUDY AREA

6.6

ACRES OF PARK PER 1000 PEOPLE

+

STUDY AREA

12

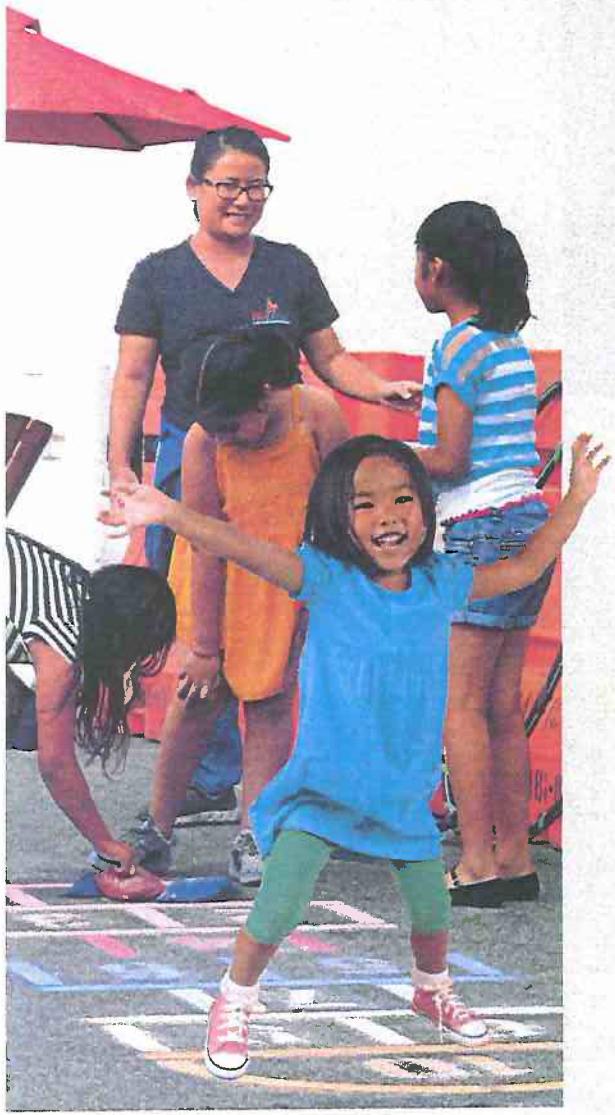
MILES OF OPEN SPACE CONNECTORS

CITYWIDE

6.1

ACRES OF PARK PER 1000 PEOPLE

WHAT'S NEXT?



For the Community

- Plan as foundation for long-term change
- Influence other policy decisions
  - (Open Space Element update, funding allocations)
- Advocate for investment

For the City + Department

- Roadmap for future grants, partnerships and permissions
- Additional testing of ideas during special events
- Identifying funding, grants and partnerships to implement priority projects
- Amassing political support and arranging negotiations with other agencies/entities to determine mutual benefit (CalTrans, SCE, etc.)

ATTACHMENT C

NOTICE OF EXEMPTION COVER SHEET

DEPARTMENT OF DEVELOPMENT SERVICES
PLANNING BUREAU
333 W. OCEAN BLVD., 5TH FLOOR, LONG BEACH, CA 90802

All City departments requesting Categorical Exemptions must submit the following for each request:

1. This Notice of Exemption Cover Sheet: Complete in its entirety and sign.
2. The Notice of Exemption Form: Complete the upper portion with a detailed activity/project description and a signature (required). Planning staff will assign the exemption number.
3. Attach an 8 ½" x 11" map, plan, or graphic of the project, as applicable.

A completed cover sheet must accompany your Notice of Exemption form. An incomplete cover sheet will be returned to your Department with a request that it be completed and signed.

Please allow **10 working days** for environmental review and sign-off from date of receipt. If you have a special need, Planning staff will do its best to accommodate your request. If there are any issues that arise with your application, a Planner will call you to follow up.

Department Receiving Service: Department of Parks, Recreation and Marine
Contact Person: Meredith Reynolds, Park Development Officer
Phone Number: 562.570.3165
Project Address: Long Beach Council District 9, North Long Beach
Project Description: The Uptown Open Space Vision Plan is a conceptual planning document with the purpose to establish open space goals to guide future development of open space in Long Beach's ninth district.

Index Code: PWCIP09 North Long Beach Open Space Plan

Project/Detail Code: _____

Grant/Detail Code: _____

User Code: _____

The current cost of a **Categorical Exemption** is as follows:

Preparation & Issuance of Exemption plus Department of Development Services Surcharge (9.3%)	$366.80
Los Angeles County Environmental Filing Fee	$ 75.00
TOTAL FEE	**$441.80**

Signature _____ Date _____

(signature authorizing Development Services Department to use charge points listed above for this transaction)

Revised: 10-01-2012

NOTICE of EXEMPTION from CEQA

DEPARTMENT OF DEVELOPMENT SERVICES
333 W. OCEAN BLVD., 5TH FLOOR, LONG BEACH, CA 90802
(562) 570-6194 FAX: (562) 570-6068
lbds.longbeach.gov

TO: ☐ Office of Planning & Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

☐ L.A. County Clerk
Environmental Fillings
12400 E. Imperial Hwy., Room 1201
Norwalk, CA 90650

FROM: Department of Development Services
333 W. Ocean Blvd, 5th Floor
Long Beach, CA 90802

Project Title: CE-18-023

Project Location/Address: Long Beach Council District 9, North Long Beach

Project Activity/Description: The Uptown Open Space Vision Plan is a conceptual planning document with the purpose to establish open space goals to guide future development of open space in Long Beach's ninth district.

Public Agency Approving Project: **City of Long Beach, Los Angeles County, California**

Applicant Name: Meredith Reynolds, Park Development Officer, Department of Parks, Recreation & Marine

Mailing Address: 2760 Studebaker Road, Long Beach, CA 90815

Phone Number: 562.570.3165 Applicant Signature: _____

BELOW THIS LINE FOR STAFF USE ONLY

Application Number: _____ Planner's Initials: _____

Required Permits: _____

THE ABOVE PROJECT HAS BEEN FOUND TO BE EXEMPT FROM CEQA IN ACCORDANCE WITH STATE GUIDELINES SECTION _____

_____

Statement of support for this finding: _____

_____

_____

_____

Contact Person: _____ Contact Phone: _____

Signature: _____ Date: _____