



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Boulevard, 5th Floor • Long Beach, CA 90802 • Phone: 562.570.6194 Fax: 562.570.6068

November 17, 2015

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Adopt the West Long Beach Livability Implementation Plan and accept Categorical Exemption CE 15-139. (Districts 1, 2, 6, 7 and 8)

DISCUSSION

Over the last several decades the City has prepared various plans for West Long Beach. These have included zoning and land use, park improvement, public works and transportation, as well as port impact area mitigation plans, green port policy, and climate action plans. Additionally, capital improvements for the area are covered in the City budget within the Capital Improvement Program (CIP). While these prior planning efforts all serve specific purposes, the West Long Beach Livability Implementation Plan (Livability Plan) provides a single document with an overall framework and implementation plan for improving livability in West Long Beach (Exhibit A – West Long Beach Livability Implementation Plan).

The Board of Harbor Commissioners provided the impetus and funding for this effort. Harbor Department and Development Services staff partnered to create and develop the Livability Plan. The Livability Plan will influence public and private investment in West Long Beach which will impact matters before the City Council in the future. The Harbor Commission reviewed, received and filed the Livability Plan on July 27, 2015, signaling its support. The Planning Commission followed with their action on the Livability Plan on August 20, 2015, recommending approval from the City Council (Exhibit B – Planning Commission Staff Report & Proposed Work Plan).

The purpose of the Livability Plan is to promote livability, environmental quality, community health and safety, and economic vitality. A livable community promotes pride among its residents and creates spaces for walking, bicycling, transit use, outdoor exercise, along with social and economic opportunity for all community members. A mitigation plan focuses solely on achieving reductions in emissions and physical health impacts of those emissions. A standard transportation or infrastructure plan focuses on moving goods and people. The Livability Plan will focus on how systems create or hinder community building, and pull all of these features together to provide, not only a vision, but, an achievable pathway to realize that vision.

The Livability Plan groups projects together to achieve synergistic gains. For example, the West Zone projects include intersecting streetscape, transit, and bicycle improvements. Individually, a bikeway is of limited value, creating opportunity only for those who start and end their journey along its route. Coupled with streetscape and transit improvements, the bikeway is able to open bicycle commuting and recreational opportunities to a host of residents connected by transit, as well as walking opportunities. These improvements have air quality benefits by moving trips from car to foot and bicycle. They also have storm water benefits from planting within new streetscape improvements. Overall, these improvements create the urban fabric to stimulate private-sector investment and job creation along reinvigorated corridors. (Exhibit A - Page 41, Figure 4.7 Strategy 1).

The public engagement process for this Livability Plan has been extensive. The overall strategy focused on combining two large events with smaller meetings. Workshops were held in the community during December 2014 and March 2015, with over 90 and 60 attendees respectively. Flyers regarding the project were distributed to over 12,000 school children in the area. More than 20 small group meetings were held that ranged from stand-alone meetings to staff attending set meetings of different organizations throughout the community. The resulting Livability Plan attempts to reflect the consensus of input received and pays particular attention to location-specific preferences that were given by participants about the neighborhoods in which they live. Outreach will continue as the individual projects within the Livability Plan move toward funding and construction.

The Livability Plan sets forth three geographically specific strategies with projects appropriate to each specific area (Exhibit A – Page 39, Figure 4.5 All LINC Projects). The area-wide strategies include the following:

- Addressing existing environmental hazards in the home (primarily lead).
- Health promotion through the Healthy Long Beach Program.
- Greenhouse gas reduction through improved energy efficiency.
- Air filtration through tree planting and mechanical filters at schools, daycares, and hospitals.
- Mobile health clinics and other tools to improve health service delivery.

Atop these area-wide service approaches are a host of projects for each area, broadly falling into the categories of streetscape, bicycle and pedestrian improvements, transit improvements, park improvements, and major road projects. The list of projects within the Livability Plan seeks to strike a balance between sufficiently robust and ambitious projects, and the reality of what is possible in the forthcoming decade. Projects are included because they are considered achievable. The implementation strategy is set forth in Chapter 5 of the Livability Plan.

The Livability Plan team includes staff from the Development Services Department and the Harbor Department who will continue coordinating meetings and oversee the Livability Plan's implementation. The Livability Plan includes an evaluation and measurement focus so that the implementation team can continually evaluate their progress and make adjustments as necessary. Available grants and other potential funding sources are included in the Livability Plan to assist the City in implementing these programs. Because the Livability Plan establishes the relationship between component projects and the larger goals and vision, staff anticipates that the Livability Plan will enhance the City's ability to obtain funding for projects that have cumulative and increased benefits. A primary concern

of grantors is that projects should fit into a larger program and that program results should be measured and continuously evaluated for effectiveness. Several case studies are included in Chapter 5 of the Livability Plan that address that concern and show how effective this strategic approach has been in neighboring jurisdictions.

In accordance with the Guidelines for Implementation of the California Environmental Quality Act, a Categorical Exemption (CE 15-139) was issued for the proposed project (Exhibit C – Categorical Exemption).

This matter was reviewed by Assistant City Attorney Michael Mais on October 13, 2015 and by Budget Management Officer Victoria Bell on October 16, 2015.

SUSTAINABILITY

A core purpose of the proposed plan is to improve livability, including the quality of the natural and built environment, for the residents of West Long Beach. The project promotes the installation of low-water landscaping, pollution absorbing trees and the use of non-motorized transportation and transit.

TIMING CONSIDERATIONS

City Council action on this matter is not time critical.

FISCAL IMPACT

The proposed Livability Plan establishes a set of priorities, groups projects into implementation areas and lists available funding sources. As no particular project is approved or obligated at this time, there will be no fiscal impact as a result of the recommended action. The fiscal impact of those actions requiring City Council approval will be brought forward for consideration prior to implementation.

SUGGESTED ACTION

Approve recommendation.

Respectfully submitted,



AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:LT:ck

P:\Planning\City Council Items (Pending)\Council Letters\2015\2015-11-17\West Long Beach

Attachments: Exhibit A – Livable West Long Beach Implementation Plan
 Exhibit B – Planning Commission August 20, 2015 Staff Report
 Exhibit C – Categorical Exemption CE 15-139

APPROVED:

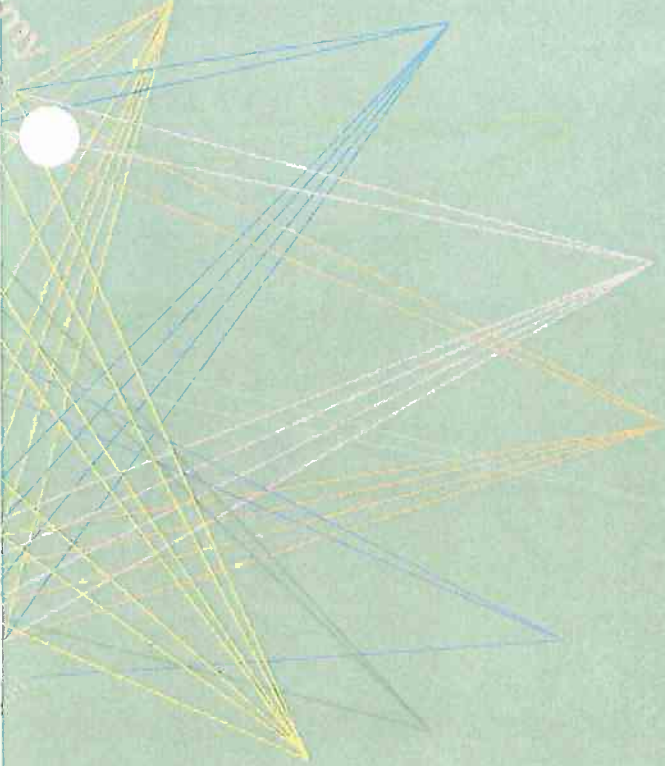


PATRICK H. WEST
CITY MANAGER

Exhibit A

LIVABLE WEST LONG BEACH

THE WEST LONG BEACH LIVABILITY IMPLEMENTATION PLAN



AUGUST 2015



This page intentionally left blank

August 2015

City of Long Beach Team

- » Amy Bodek, AICP, Director, Long Beach Development Services
- » Angela Reynolds, AICP, Deputy Director, Long Beach Development Services
- » Brant Birkeland, AICP, Planner, Long Beach Development Services
- » Ira Brown, Planner, Long Beach Development Services
- » Christopher Koontz, AICP, Advanced Planning Officer, Long Beach Development Services
- » Derek Wieske, Assistant City Engineer, Long Beach Department of Public Works
- » Nathan Baird, Mobility & Healthy Living Programs Officer, Long Beach Department of Public Works
- » Meredith Elguira, Capital Projects Coordinator, Long Beach Department of Public Works
- » Heather Tomley, Director of Environmental Planning, Port of Long Beach
- » Renee Moilanen, Manager of Air Quality Practices, Port of Long Beach
- » Kirsten Berg, Environmental Specialist, Port of Long Beach
- » Jennifer Haith Farinas, AICP, Transportation Planner, Port of Long Beach
- » Lara Turnbull, Project Director, Long Beach Department of Health and Human Services
- » Cheryl Barrit, Policy, Planning and Prevention Bureau Manager, City of Long Beach
- » Offices of CD-7, Councilmember Robert Uranga
- » Offices of CD-1, Councilmember Lena Gonzalez

Consultant Team

- » Melani Smith, AICP, Meléndrez
- » Amber Hawkes, AICP, Meléndrez
- » Shannon Davis, Meléndrez
- » David Koo, Meléndrez
- » Abraham Sheppard, Meléndrez
- » Tony Mendoza, Parsons Brinckerhoff
- » Mark Briggs, Parsons Brinckerhoff
- » Kekoa Anderson, Koa Consulting, Inc.
- » Traci Gleason, Koa Consulting, Inc.
- » Sumire Gant, Westbound Communications
- » Erika Brooks, Westbound Communications
- » Sean Daly, Iteris

Credits

This Plan was funded through the generosity of the Long Beach Board of Harbor Commissioners.



The Port of
LONG BEACH

LONG BEACH
DEVELOPMENT SERVICES
BUILDING A BETTER LONG BEACH



This page intentionally left blank

contents

pg. 1

• Chapter 1: Introduction

- » What is Livability?
- » Port Related Efforts
- » Relevant Plans and Policies
- » How to Use this Document

pg. 7

• Chapter 2: Existing Conditions

- » Project Area
- » Demographics
- » Neighborhood Mapping
- » Photo Reconnaissance

pg. 17

• Chapter 3: Engaging the Community

- » Workshop #1 Summary
- » Workshop #2 Summary
- » Stakeholder Drop-Ins
- » Port Related Outreach

pg. 25

• Chapter 4: Livable Neighborhood Connections Strategy

- » Step 1: Identify Related Plans & Projects
- » Step 2: Review Projects with City Departments
- » Step 3: Measure Projects by Criteria (MAE Tool)
- » Step 4: Rank Plans and Projects
- » Step 5: Package Projects & Programs
- » LINC Strategy

pg. 51

• Chapter 5: Funding & Implementation

- » Barriers to Development
- » Case Studies
- » Funding Mechanisms

• Appendix

- » Full Workshop Summaries
- » Full (MAE) Spreadsheet Tool



CHAPTER 1: INTRODUCTION

Livable West Long Beach (also referred to as the West Long Beach Livability Implementation Plan) presents a comprehensive approach for achieving the community's vision for healthy, vibrant, attractive and safe neighborhoods.

Livable West Long Beach identifies, prioritizes, and strategizes the implementation of projects and initiatives that will provide a variety of neighborhood benefits including enhancements to the community's physical environment, improved accessibility and connectivity, a cleaner environment, a vibrant economy, and improved community health. Over the last several years, various City planning efforts have proposed numerous physical, environmental, and health-related projects and initiatives – some of which have been executed, but many of which have not. Aided by valuable feedback from community members and stakeholders, Livable West Long Beach coordinates these already-proposed projects and initiatives into a comprehensive implementation program composed of three strategies for “Livable Neighborhood Connections”, or LiNCs. The LiNCs will be supported by health services, education, and other livability programs that have been previously funded by the Port. The Plan also identifies funding mechanisms for implementing these projects and strategies.

What is Livability?

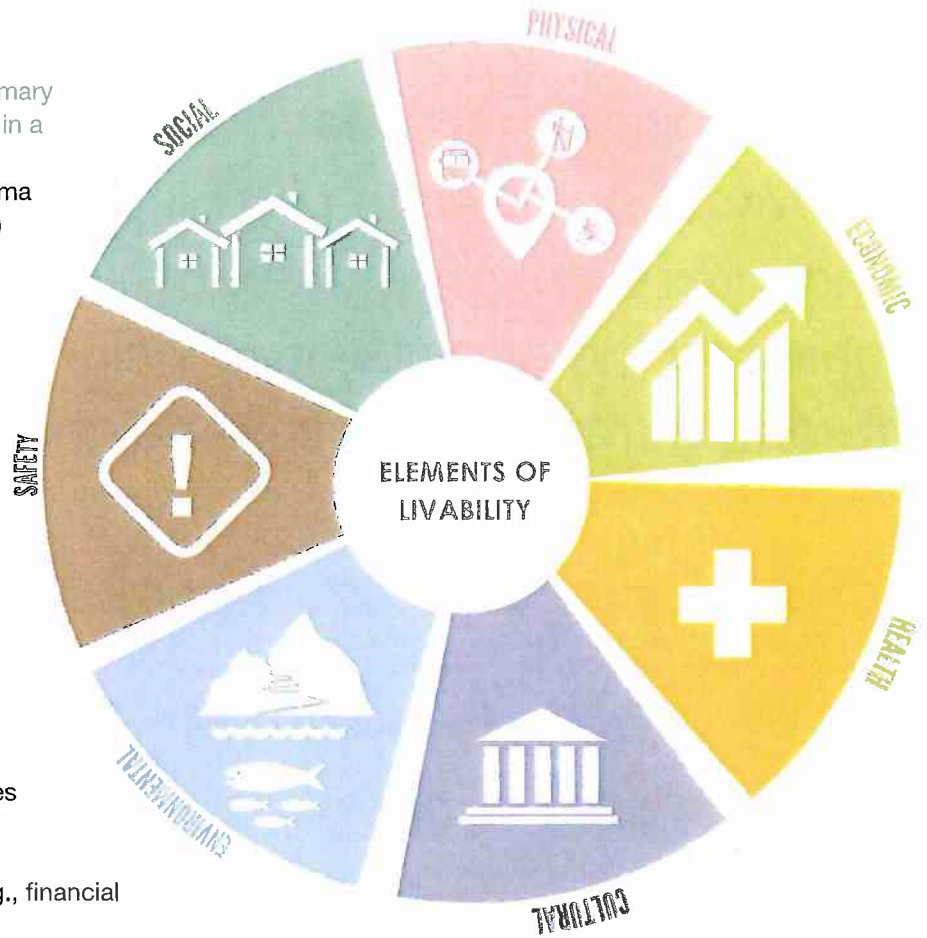
A community can be perceived as livable based on many factors including environmental quality, community health, safety, the quality of its built environment, and economic vitality. A livable community encourages walking, bicycling, using public transit, and exercising outdoors, and provides economic and social opportunities for all community members. See the pages that follow for more information regarding the various elements of livability that are assumed in this Plan.

Figure 1.1

Livability Wheel

This Plan identifies seven primary elements that affect livability in a community:

- Public health (e.g., asthma rates, levels of exercise)
- Public Safety (e.g., physical security, comfort)
- Physical elements (e.g., supportive land uses, open space, ped/bike infrastructure)
- Environmental elements (e.g., noise, air quality, water quality)
- Social elements (e.g., community networks, organizations)
- Cultural and environmental resources (e.g., historic, trees, architectural)
- Economic elements (e.g., financial stability, jobs)



Relevant Plans and Policies

Given the many plans and policies already developed that propose project concepts for West Long Beach, this plan does not generate new project concepts. Rather, Livable West Long Beach identifies, prioritizes, and synthesizes proposals and identified projects from already-established plans, policies, and studies that are relevant to the West Long Beach community.

In order to develop the implementation strategies presented in Livable West Long Beach, proposed projects and policies from 10 primary sources were carefully surveyed. These sources were chosen because they promote projects that enhance 'livability', addressing issues relating to community safety and access, environment and health, and a vibrant economy. The scope and goals of each of these sources are described on pages 4 and 5.

Port Projects

The Port of Long Beach is continuing to implement projects and programs that enhance livability in West Long Beach. This is mandated by two existing port-related policy documents:

- Port of Long Beach Green Port Policy
- San Pedro Bay Ports Clean Air Action Plan
 - Port Greenhouse Gas Emissions Reduction Goals
 - Community Facilities
 - Health Care and Senior Facilities
 - Schools and Related Services
 - Clean Trucks
 - Air Quality Mitigation
 - Technology Advancement Programs

Since the Clean Trucks, Air Quality Mitigation, and Technology Advancement programs are implemented on Port property, or within Port operations, these programs are not addressed in this plan. Greenhouse Gas Emissions Reduction projects, Community Facilities, Healthcare and Senior facilities, and Schools and Related Services programs have been funded by the Port in West Long Beach neighborhoods in the past. Since those project types have been prioritized by the Community, they are included in this Plan.

How This Document is Organized

Chapter 1: Introduction

Provides an overview of livability, lists relevant plans and policies, and lays the foundation and background behind the Livable West Long Beach Plan. This section defines the project scope, and the list of plans surveyed.

Chapter 2: Existing Conditions

Provides a brief overview of the demographics, land use, and makeup of the West Long Beach neighborhood. Includes mapping of neighborhood bicycle, pedestrian, transit, and vehicular networks.

Chapter 3: Community Outreach

Presents documentation and findings of two public workshops held throughout the project process. Findings directly influence the steps taken in Chapter 4, and provide insight into the priorities and top areas of concern for residents.

Chapter 4: Livable Neighborhood Connections

Using a Multiple Accounts Evaluation tool (MAE Tool), previously adopted projects and programs are ranked and categorized. Chapter 4 offers a road-map for selection and prioritization of funding for each project and program.

Chapter 5: Funding and Implementation

Based on the identified project types, funding and implementation strategies are described in detail. Local agencies may use this chapter to streamline grant proposals.

For those using this document, Chapters 4 and 5 provide a framework and suggest priority projects and programs to fund throughout the West Long Beach community. This list of projects and programs may be used by Port operations for project mitigation, by the City of Long Beach to promote and seek funding for specific projects, by local Port tenants seeking to fund West Long Beach projects, or by local residents to use to promote specific neighborhood projects.

Terms Used in This Document

Project

A physical enhancement to the urban environment, such as transit corridor improvements, bicycle lanes, community facilities, park amenities, and streetscape enhancements. In this document, “project” can also refer to the plan development process of the Livable West Long Beach Plan.

Program

An established mechanism (typically long-term) to reach a goal, such as air quality mitigation, urban forestry, Safe Routes to School, or health education.

Policy

Stated principle or set of principles that guides current and future actions in order to reach a goal. Policies are a central component of many plans.

Livability Categories

Broad goals used to guide the outreach and plan development process. The three categories are: “Community/Safety/Access”, “Environment/Health”, and “Economy”.

Livability Criteria

Goals that are more specific than the livability categories. Each criterion falls under its associated livability category; for example, under the “Environment/Health” category are several criteria including “clean air and water”, “healthy ecosystems”, and “health programs”.

LiNC Strategies

“Livable Neighborhood Connections” (“LiNC Strategies”) that reference to a package of projects that offers a roadmap for future funding or mitigation project selection.

Goals of Relevant Plans and Policies Consulted

Long Beach Mobility Element Update (City of Long Beach, 2013)



- » Establishes the vision, goals, policies, and implementation measures to enhance the City's local and regional transportation networks
- » Goals include:
 - » Balance the needs of all roadway users, providing accessible and comfortable streets for transit riders, pedestrians, bicyclists, and motorists
 - » Develop context-sensitive street classifications
 - » Ensure multi-modal connectivity and accessibility
 - » Encourage active transportation (bicycling and walking)

Long Beach Capital Improvement Program (City of Long Beach, 2014-2015)



- » Outlines the city's short range strategic capital investment program for fiscal year 2014-2015
- » The programs are organized by the type of capital investment: Marinas, Beaches & Waterways, Parks and Recreation, Marine, Public Facilities, Storm Drains, Street Rehabilitation, Transportation Enhancements, Airport, Gas and Oil, Harbor, Successor Agency (SA), and Water.

Long Beach Open Space & Recreation Element (City of Long Beach, 2002)



- » Establishes the vision, goals, policies, and implementation measures to address the need for more high-quality and accessible open space within the City, and to encourage enhanced opportunities for both outdoor and indoor recreational activities.
- » Goals include:
 - » Open Space for the Preservation of Natural Resources
 - » Open Space for the Managed Production of Resources
 - » Open Space for Health and Public Safety
 - » Open Space for Outdoor Recreation and Recreation Facilities

Long Beach Housing Element (City of Long Beach, 2013)



- » Establishes the vision, goals, policies, and implementation measures to guide development and programs in order to ensure healthy, stable and attractive neighborhoods, housing affordability, and increased housing availability.
- » Goals include:
 - » Ensure a strong network of healthy, safe neighborhoods in Long Beach.
 - » Encourage strong community leadership, collaboration, stewardship and public participation
 - » Provide healthy neighborhoods where diversity is celebrated, arts and cultural programs flourish, services are accessible, and all community members have tools to improve the quality of their lives
 - » Support neighborhood efforts to create beauty and pride by removing blight and providing high-quality public infrastructure, parks, and public facilities
 - » Improve availability of housing by addressing declining homeownership, neighborhood stability and overcrowding

The Yards



- » Community proposal for the second largest park in Long Beach while relocating some of the most impactful infrastructure away from the community. Included in this proposal is a concept for converting the segment of the Terminal Island Freeway between Pacific Coast Highway and Willow Street, controlled by the City of Long Beach, from a freeway to a local road and open space buffer

San Pedro Bay Ports Clean Air Action Plan (CAAP) (Port of Long Beach and Port of LA, 2006, updated 2010)

- » Seeks to reduce health risks associated with air pollution from port-related ships, trains, trucks, terminal equipment and other harbor craft
- » Includes long-term goals for emissions and health-risk reductions for both the San Pedro and Long Beach ports



Port of Long Beach Green Port Policy (Port of Long Beach, 2005)

- » Provides a guide to decision making and establishes a framework for environmentally-sensitive port operations
- » A comprehensive set of guidelines for improving air, water and soil quality, protecting wildlife habitat, encouraging community engagement, and ensuring sustainable practices



Long Beach River Link (City of Long Beach Parks, Recreation & Marine, 2007)

- » Identifies areas for the acquisition of additional open space. The primary goal is to provide eight (8.0) acres of recreational open space for each 1,000 residents of the city. To achieve this, approximately 1,100 acres needs to be added to the current inventory of 2,855 acres
- » Identifies ways to connect city residents to the Los Angeles River. This is oriented towards improving physical access to the bicycle and pedestrian trails on the levees and open spaces along the River
- » Identifies locations along the Los Angeles River where the native habitats could be restored
- » Provides guidance to Improve the aesthetics of the Los Angeles River and the City



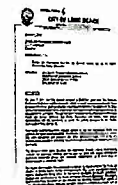
Community Livability Plan - I-710 Corridor Neighborhoods (City of Long Beach Public Works, 2008)

- » Addresses impacts that area neighborhoods are experiencing from the operations of the I-710 freeway
- » Identifies community assets along the I-710 Freeway corridor
- » Includes 58 projects and 15 Livability Plan design concepts to illustrate livability improvements in specific locations along the corridor



Healthy Communities Policy (City of Long Beach, 2014) / Health Department Programs

- » Includes policies for the built environment, health and wellness, and health equity and safety
- » Includes a description of existing City policy documents and programs that affect community health



Additional Policy Consulted

- » Port of Long Beach Community Mitigation Grant Programs

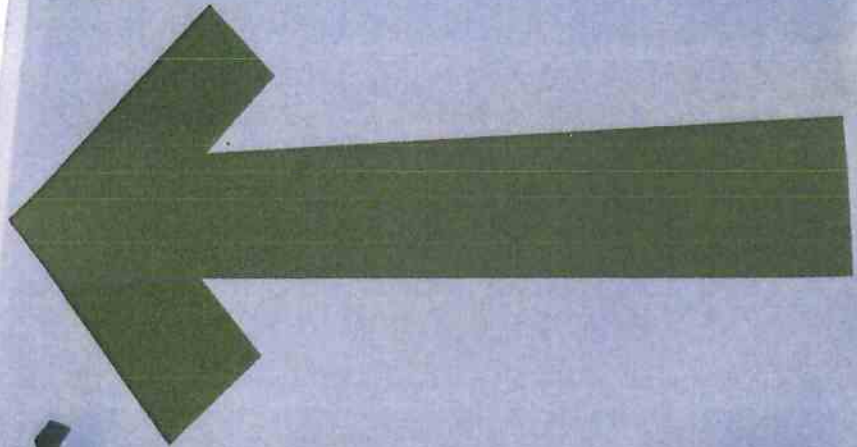
COMMUNITY WORKSHOP

SILVERADO PARK
COMMUNITY CENTER

The City of Long Beach invites you to attend an important community workshop to discuss two key planning efforts that will have a major impact on enhancing the quality of life in West Long Beach. We need your input to ensure that these projects serve the community's needs!

LIVABLE
WEST LONG BEACH

GREEN TI



CHAPTER 2: EXISTING CONDITIONS

West Long Beach is characterized by its cultural diversity, unique neighborhoods, and wide variety of land uses.

West Long Beach is characterized by its cultural diversity, unique neighborhoods, and wide variety of land uses. Because of its proximity to the Ports of Long Beach and Los Angeles, the community is impacted by Port-related industrial uses, other industrial uses (e.g. refineries), as well as associated truck and rail traffic. A survey of existing conditions – including demographics, environmental conditions, and land uses – provides valuable context for the projects and programs identified later in the plan.

As a first step in the project process, neighborhood assets in the corridor were mapped, including schools, institutions, parks and health facilities within the project study area. Land use maps and the delineation of neighborhood boundaries also informed the preliminary analysis. The mapping analysis allows for a concentrated look at the project study area, and helps set the foundation for the collection of projects that are included in Livable West Long Beach.

Project Area

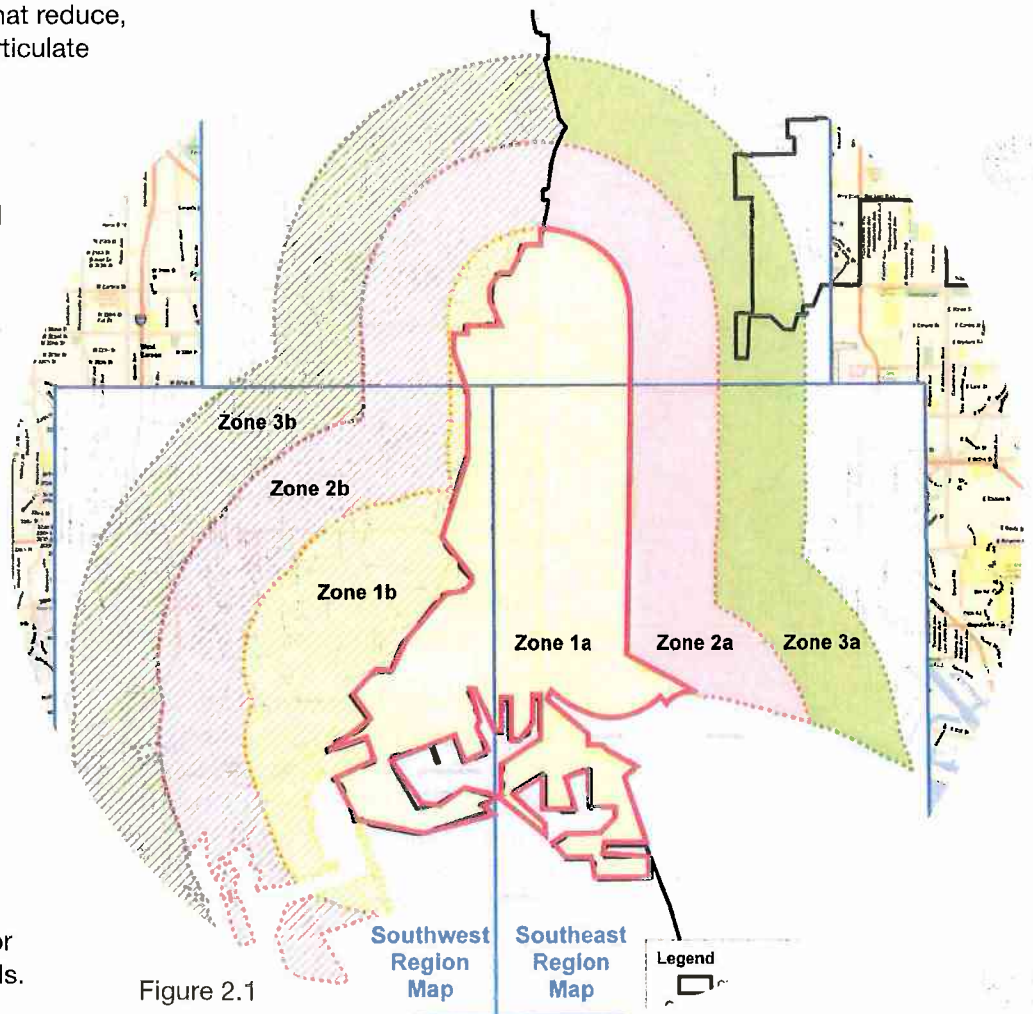
The project area for the Livable West Long Beach Plan encompasses neighborhoods and districts located around the I-710 Freeway and Los Angeles River corridors, that includes a mix of industrial, commercial and residential uses. The project area is roughly bounded by the 405 Freeway to the north, Long Beach Boulevard to the east, the Pacific Ocean to the South, and the City's western boundary.

The project area corresponds to Zone 1A of the Port of Long Beach Community Mitigation Grant Program, which aims to improve community health by reducing the impacts of Port-related air pollution and/or by reducing greenhouse gas emissions. While the Port continues to implement mitigation technologies on its own project sites, it utilizes the Port Mitigation Grant Programs to provide other entities – including municipal agencies, Port tenants, and nonprofit organizations – with funds to implement projects that reduce, avoid or capture GHG and particulate matter emissions.

The population of West Long Beach is around 85,000, or roughly 18% of the City's total population of around 460,000 (2010 Census). West Long Beach neighborhoods are ethnically diverse, with large Hispanic, Asian, and African American populations. In addition, the percentage of families with children is around 37%, slightly above the citywide figure of 34%.

As shown in Figure 2.1, the Livable West Long Beach project area, or Zone 1A of the Port of Long Beach Community Mitigation Grant Program is the innermost of four "eligibility zones." A project's proximity to the Port is a main criteria for receiving implementation funds.

The West Long Beach community is impacted by air, noise, light, and visual pollution from industrial activities. A program to measure a community's environmental health has been developed by the California Environmental Protection Agency, called "CalEnviroScreen". The program helps pinpoint communities that may be particularly vulnerable to pollution. EnviroScreen scores are computed for each census tract based on a broad range of pollutants and health indicators including pollution exposures, environmental effects, sensitive populations, and socioeconomic factors. The EnviroScreen score for West Long Beach is 42.3, placing it as the worst 20% of California census tracts.



Population (2010)

85,475

CalEnviroScreen Score

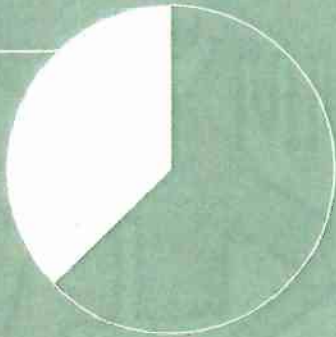
42.3
score*

School Count

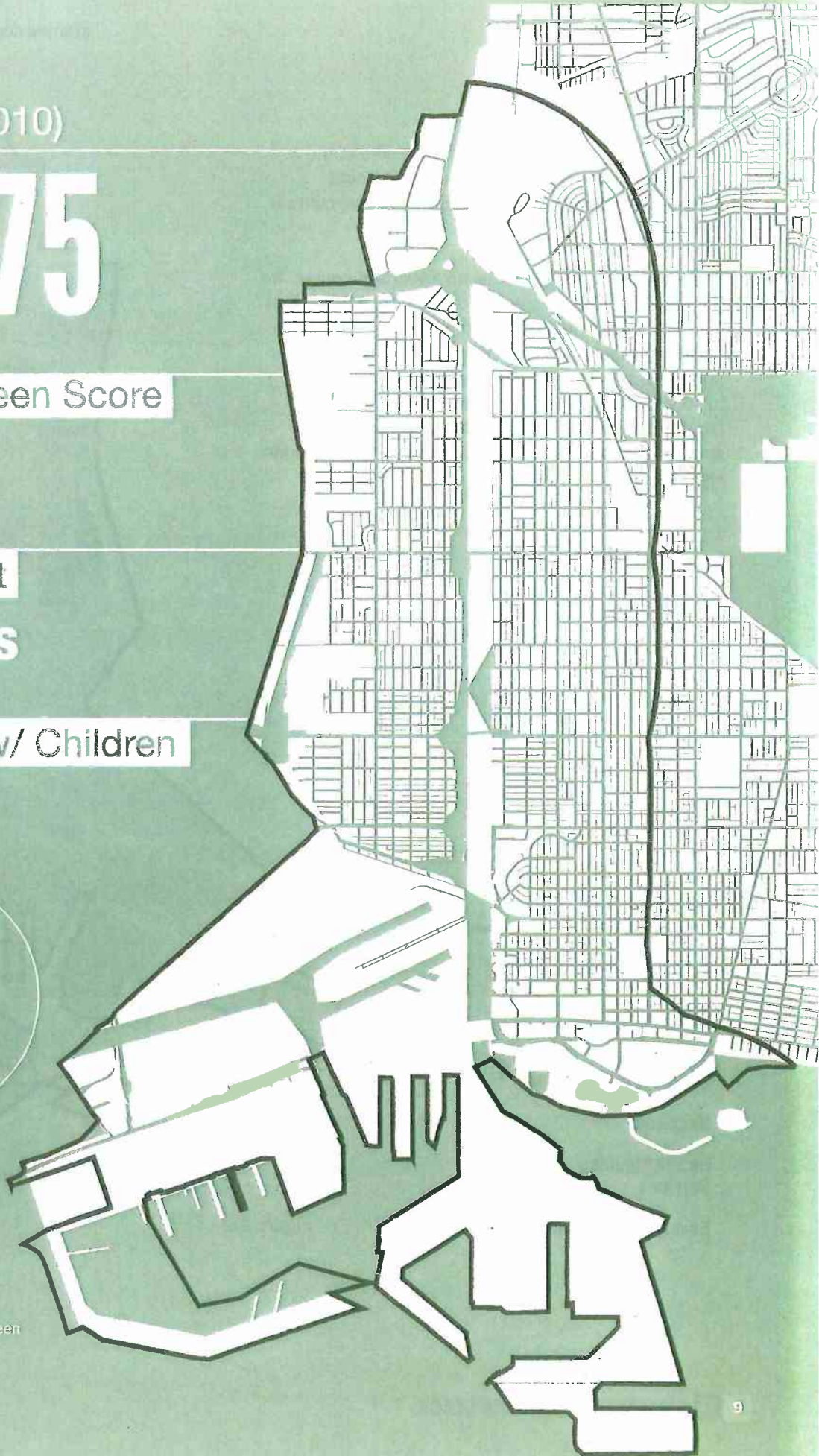
21 schools

Households w/ Children

37%



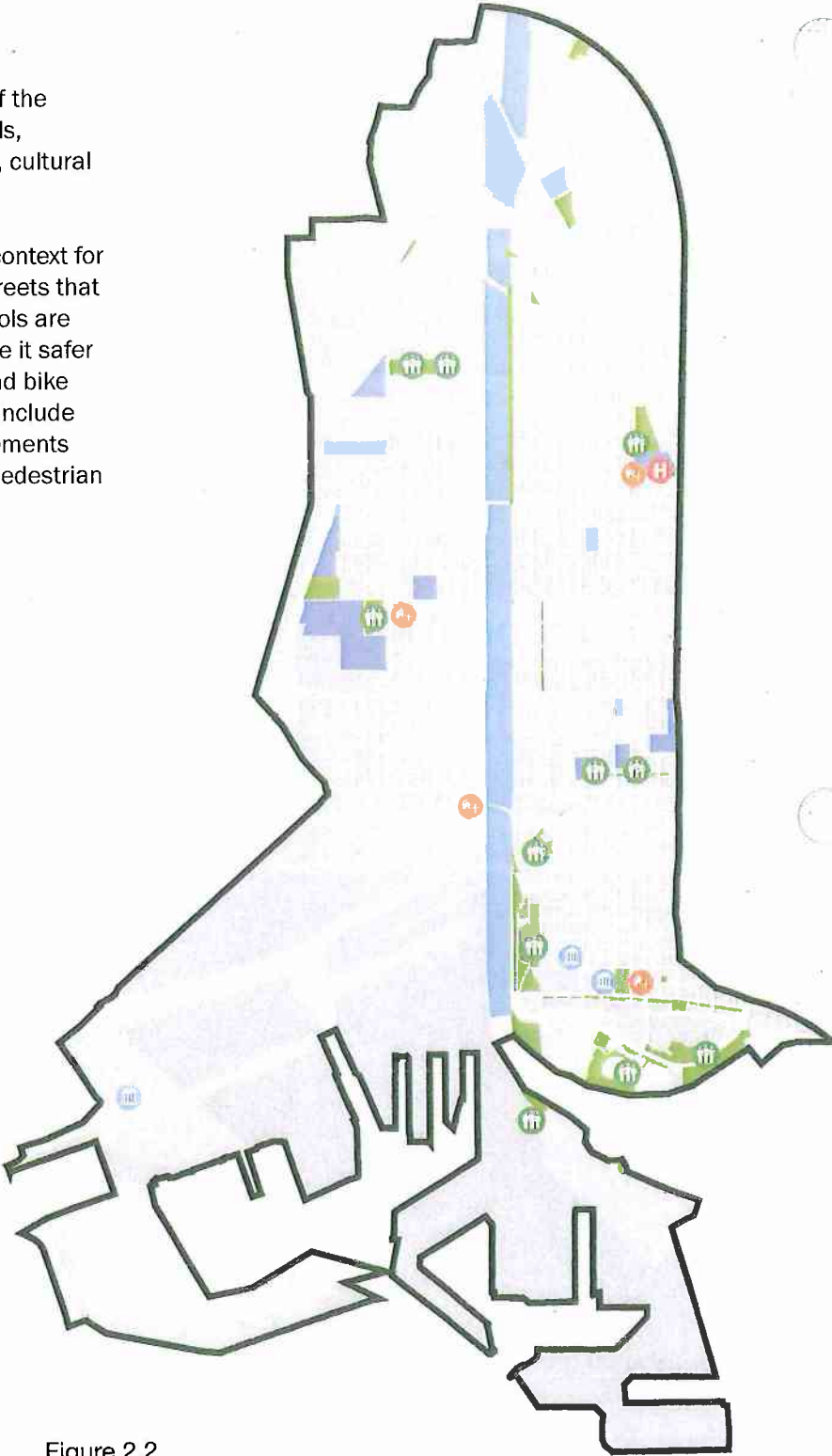
* See description of CalEnviroScreen score on previous page



Neighborhood Assets

This map depicts the neighborhood assets of the West Long Beach plan area, including schools, parks, recreational facilities, health facilities, cultural facilities, and civic institutions.

The map to the right provides an important context for the prioritization of projects. For example, streets that lead from residential neighborhoods to schools are especially suited for improvements that make it safer and more convenient for students to walk and bike to school; examples of these improvements include bicycle lanes and pedestrian safety enhancements such as continental crosswalk striping and pedestrian signalization.



- Project Boundary** ———
- Parks** ■
- Schools** ■
- Community/
Recreational Centers** (iii)
- Hospitals** (H)
- Health/Housing
Services** (person and house)
- Government Building** (building)

Figure 2.2

Existing Land Uses

This map provides valuable context for the projects that are presented later in this plan, showing existing land uses based on the existing zoning code and illuminating the types of future development that might occur within the plan area.

This map clearly shows the locations of residential neighborhoods, where most of the Livable West Long Beach projects are located. The residential neighborhoods to the north of the Pacific Coast Highway contain mostly lower-density single-family housing. A mix of residential densities are located in the southeast quadrant, including the large area to the north of Downtown zoned as a "Planned Development District". Community-serving commercial corridors are concentrated along several arterial streets.

- Project Boundary** ———
- Residential Zones**
- Commercial Zones**
- Industrial Zone**
- Mixed Use Zones**
- Planned Development District**
- Public Right-of-Way Zones**
- Institutional Zones**

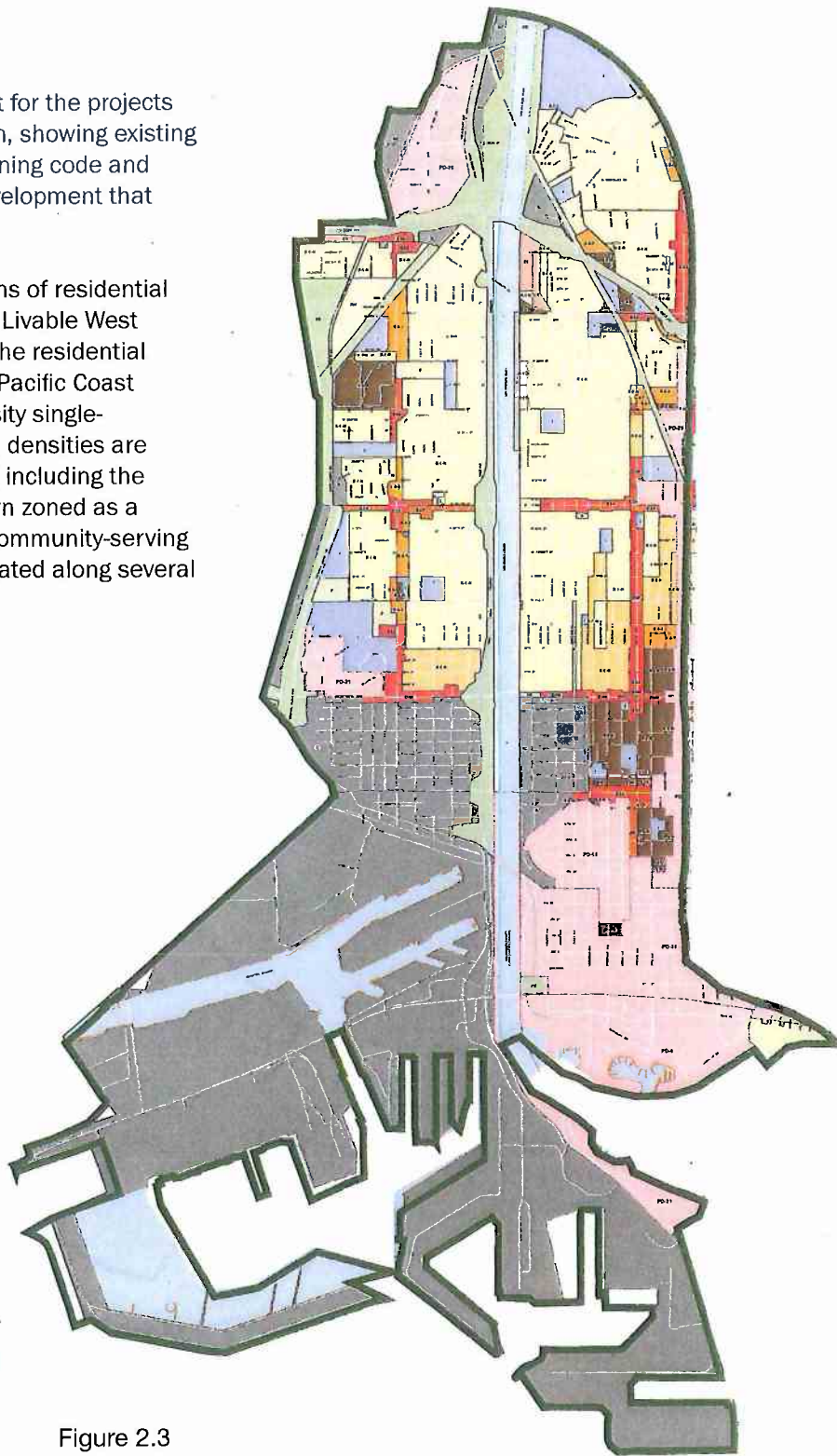


Figure 2.3

Neighborhoods

While the Livable West Long Beach Plan encompasses all of West Long Beach, it is comprised of a number of neighborhoods. Geographic features such as the Los Angeles River and the 1-405, I-710, and the TI Freeway have historically influenced the boundaries of these neighborhoods. Each neighborhood is discussed as part of the Livable West Long Beach strategy that is described in Chapter 4.

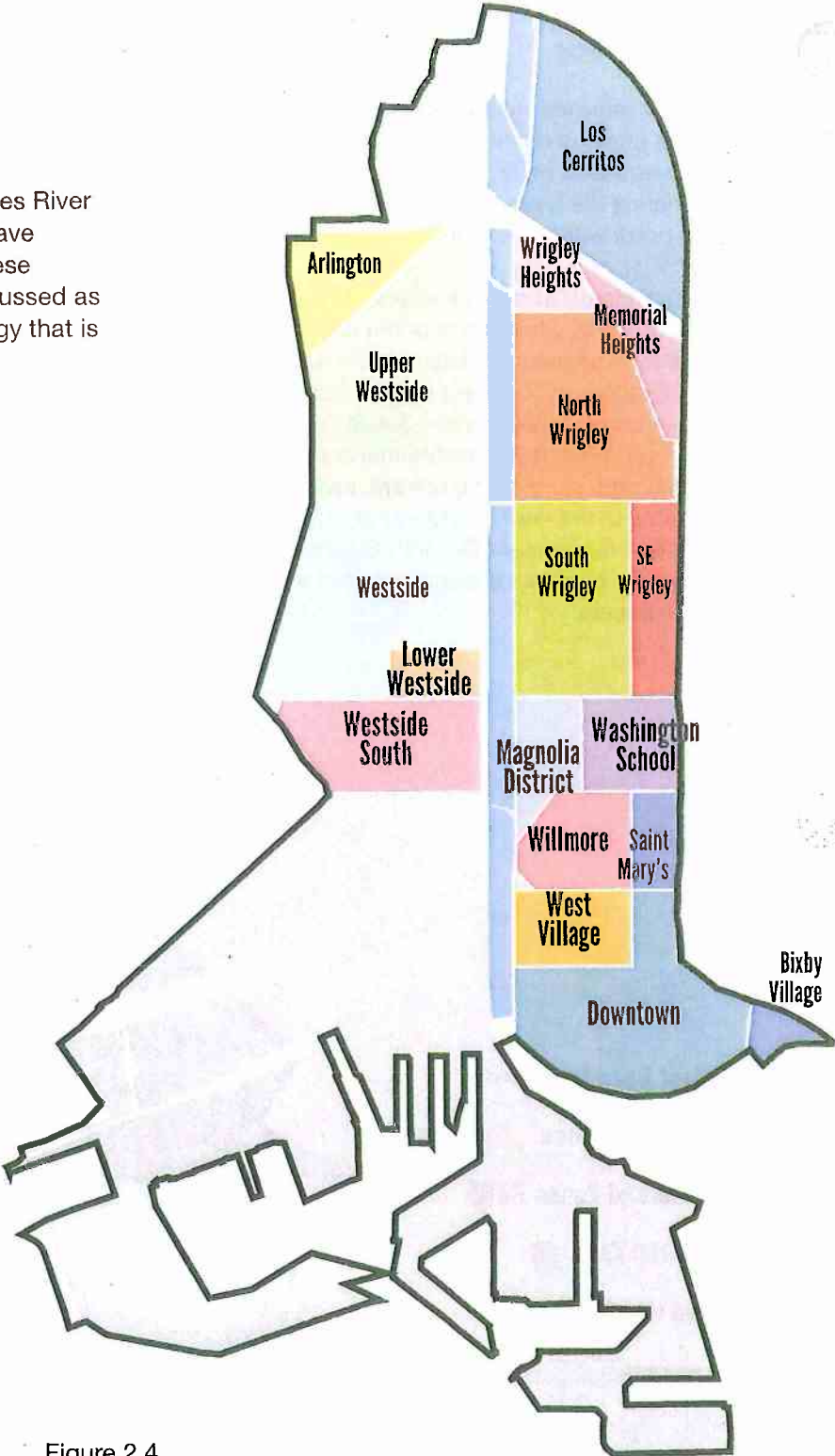




Figure 2.4

Street Network / Connectivity

This map shows the overall street network and denotes individual street types, illuminating connectivity and accessibility within West Long Beach.

The Long Beach Freeway (I-710) is a vital transportation artery, linking the ports of Long Beach and Los Angeles to major Southern California distribution centers and intermodal rail facilities. An essential component of the regional, statewide and national transportation system, it serves both passenger and goods movement vehicles.

The West Long Beach community is divided along a north/south axis by the Long Beach Freeway (I-710) and the adjacent Los Angeles River channel. The resultant gap in the urban fabric and street network varies from roughly 800 to 1000 feet wide. Transportation connections between the two sides are limited to a handful of arterial roads with bridges that span the wide distance; local and neighborhood streets dead end at the freeway and River. The result is a loss of connectivity between neighborhoods and business districts, especially for pedestrians and bicyclists. Livable West Long Beach includes many projects that enhance community connectivity.

-  Freeway
-  Boulevard
-  Regional Corridor
-  Major Avenue
-  Minor Avenue
-  Neighborhood Street

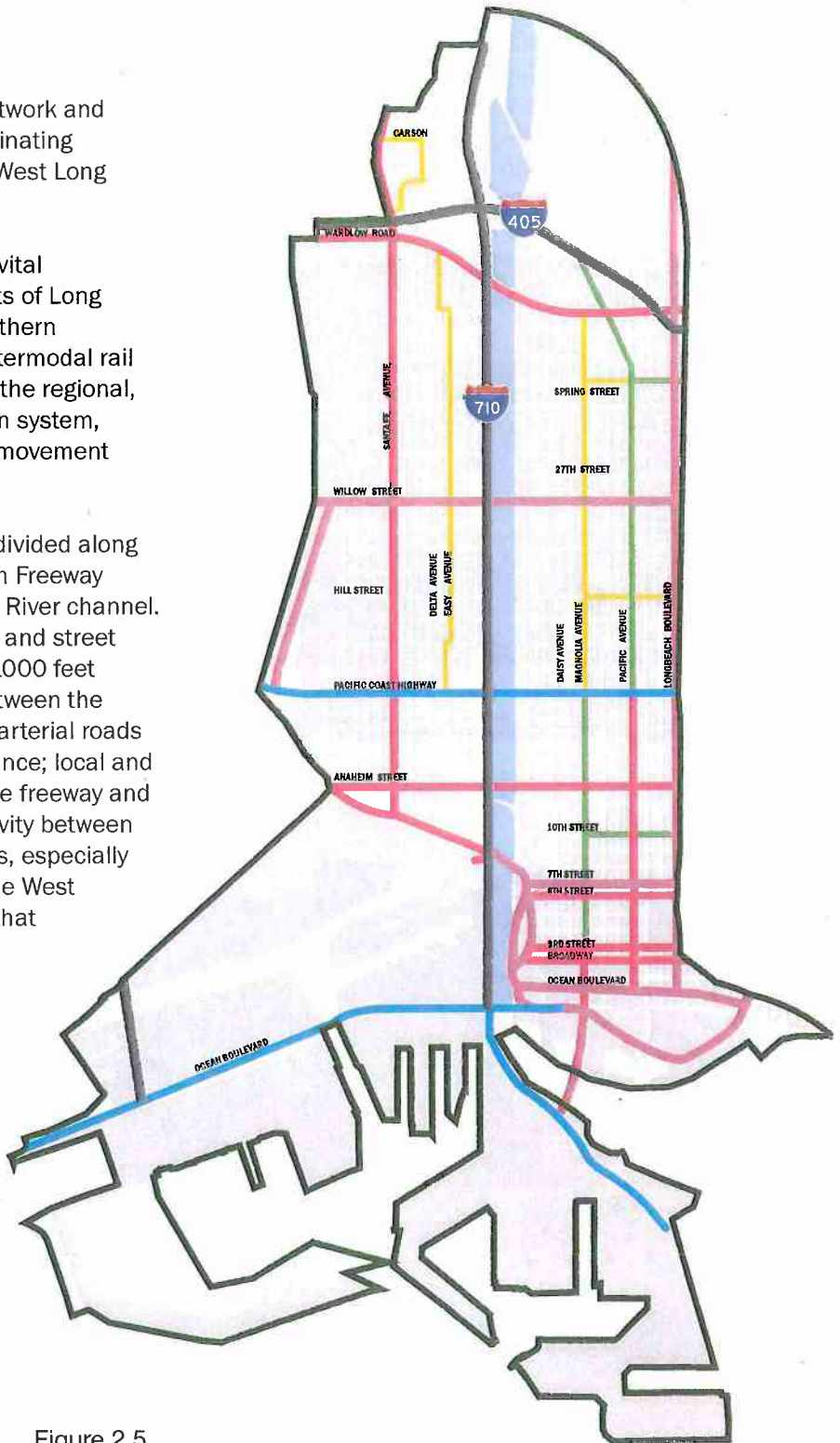


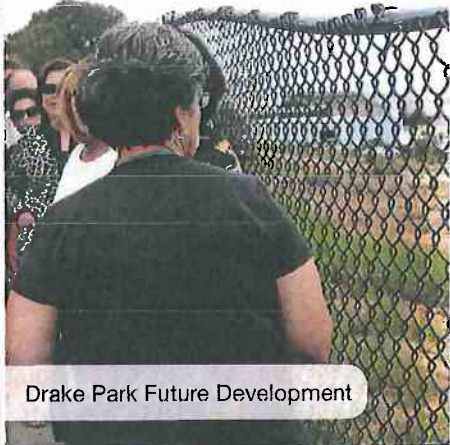
Figure 2.5

Field Survey

The project team and staff from the Port, the Council Offices, and the City conducted a field survey to assess existing conditions and land uses. Participants stopped at the locations in West Long Beach, and discussed existing conditions and planned projects in the area. The field survey provided the project team with a better understanding of the proposed projects in the boundary zone, and it allowed the team to discuss the intentions of future projects in the area. Tour stops included: the Port of Long Beach, Villages at Cabrillo, Silverado Park, Los Cerritos Park, Hill and Deforest Avenue, and the Drake Park future development site.



Port of Long Beach Anaheim Green Streetscape Improvements



Drake Park Future Development



TI Freeway Conditions



Overlooking Future Drake Park



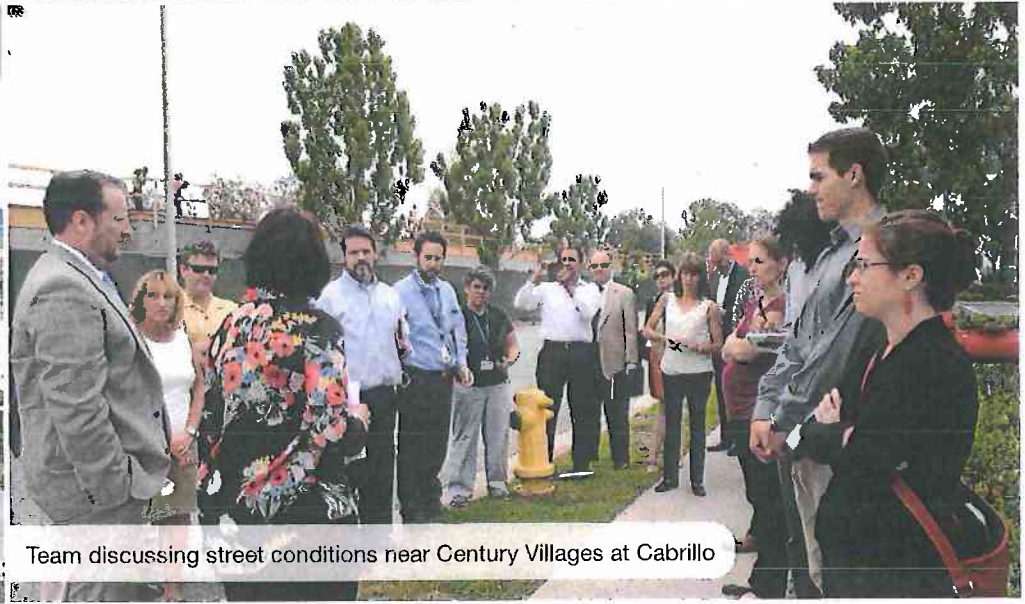
Existing TI Freeway on-ramp



Shoemaker Bridge Discussion



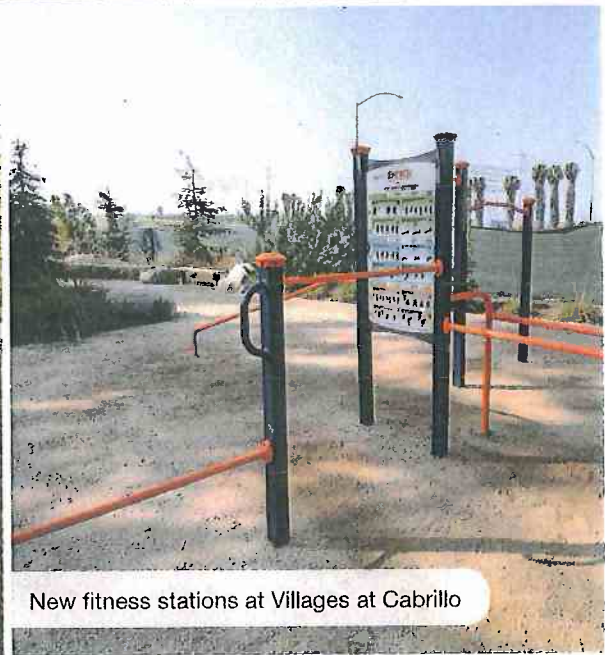
Educational signage at CVC



Team discussing street conditions near Century Villages at Cabrillo



City of Long Beach Waterfront from Harbor District



New fitness stations at Villages at Cabrillo



CHAPTER 3: ENGAGING THE COMMUNITY

Community members were able to rank livability criteria and thereby directly influence the scoring of the individual livability projects included in the Plan.

Engaging the community was central to this plan process. Two public workshops were held at Silverado Park in December 2014 and March 2015, with over 90 attendees at Workshop #1 and over 60 attendees at Workshop #2. The community was also invited to a public presentation of the draft Livable West Long Beach Plan at the City of Long Beach Planning Commission meeting in June 2015.

Over the course of the Plan process, community members were able to rank livability criteria and thereby directly influence the scoring of the individual livability projects included in the Plan, by voting on the priority criteria that the project should promote.

In addition to the two Saturday Workshops referenced above, over 20 drop-in meetings were held with community and institutional stakeholders to raise awareness of the larger workshops, and to capture the 'pulse' of community's sentiment towards livability. The drop-ins were held with LBUSD school-related groups, and existing neighborhood groups within the first two months of the project process. Several drop-in meetings were also held to update the community on the Plan's progress and to promote participation in the Plan adoption and review process. A project website was also created, and materials were consistently updated. Prior to Workshop #1, 12,000 hard copies of flyers were sent home with LBUSD students in West Long Beach and subsequently, 12,015 materials were sent home with LBUSD students prior to Workshop #2.

Two meetings were also held with Port-related environmental justice groups.

Each Workshop and a summary of the regular stakeholder drop-ins are detailed in the pages that follow. Full workshop summaries can be found in the Livable West Long Beach Plan Appendix.

Community Workshop #1

The first Livable West Long Beach Workshop was held on Saturday, December 6th, 2014. The goal of the workshop was to rank the importance of several “livability criteria”, providing the project team with a refined set of goals that were representative of the community’s own goals and priorities.

The project team began the workshop with a presentation that explained the project area, project process, and an overview of elements of livability. The presentation included an introduction to three general livability categories: Community/Safety/Access, Environment/Health, and Economy. For each category, a set of specific livability criteria were introduced.

Workshop participants were organized into activity groups to review and rank the livability criteria that were described during the presentation. Participants

discussed the importance of each of the criteria, and shared why some were more important to them for enhancing the quality of life in West Long Beach. Each participant was given 6 stickers to use to rank the importance of each livability criterion listed. The results of this exercise are shown in Figures 3.1 and 3.2.

The community's input on the ranking of these projects and programs would be the primary goal of Workshop #2.

Figure 3.1 Livability Criteria Ranking

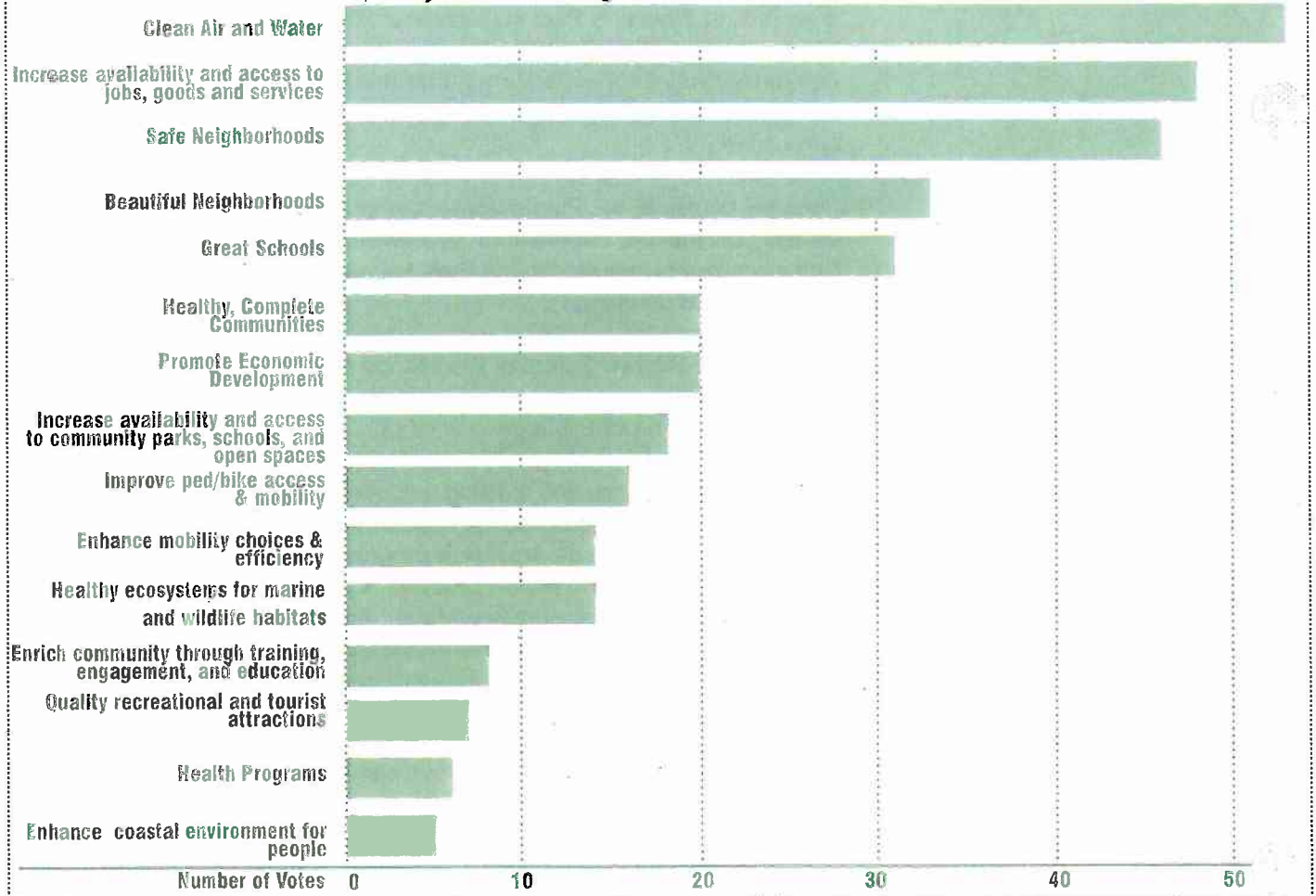
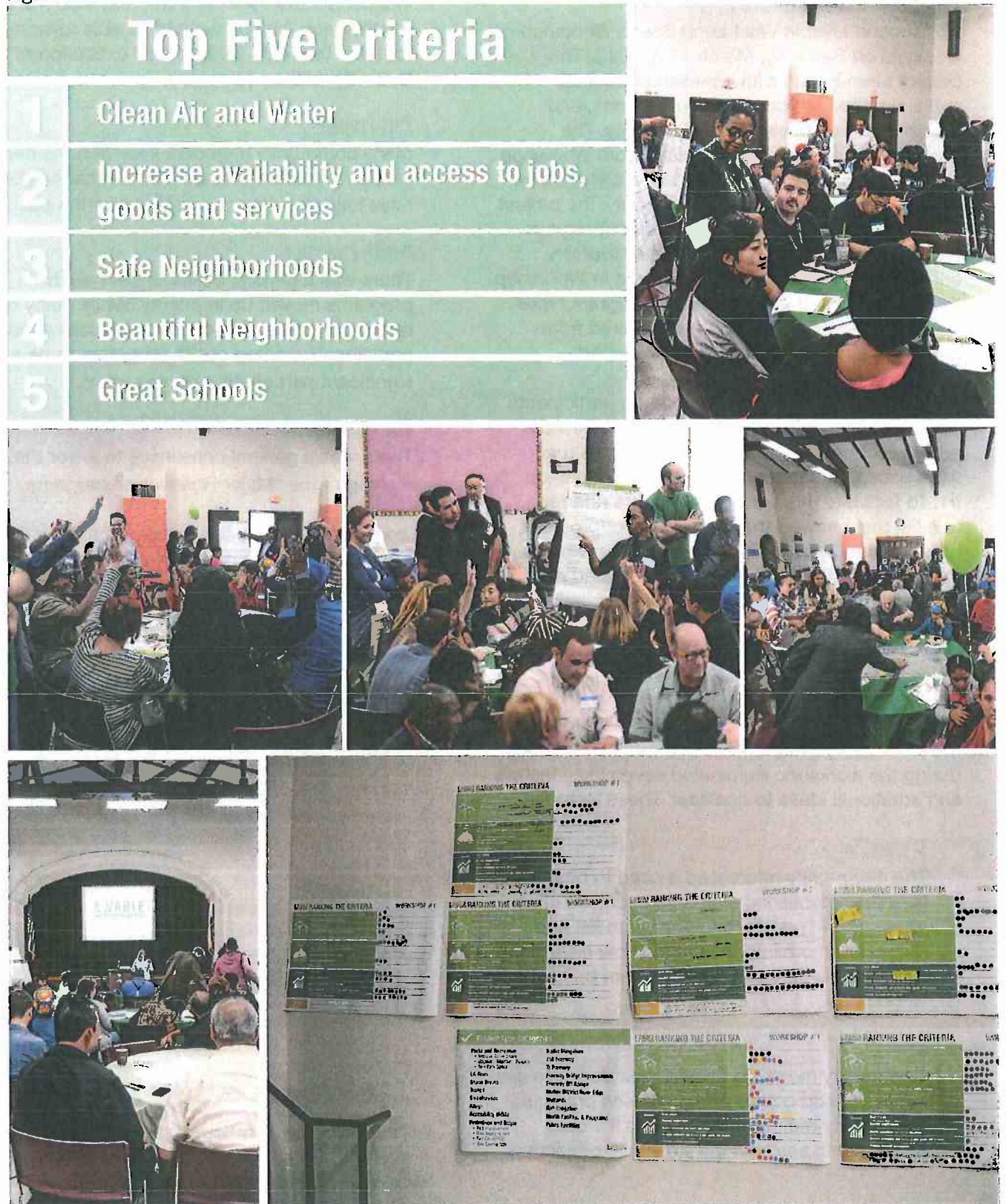


Figure 3.2



Community Workshop #2

Summary

The second Livable West Long Beach Workshop was held on Saturday, March 14th, 2014. The project team began with a presentation that explained the plan development process, and a brief overview of elements of livability. The presentation recapped the findings from Workshop #1, highlighting the community’s “livability criteria” priorities identified in December. Finally, the project team presented a ranked list of project/program types that was formed based on the “livability criteria” that the community prioritized in Workshop #1. Within each of the 9 project or program types, specific projects and programs (gathered from previous plans and policies) were grouped.

Following the presentation, workshop participants were organized into activity groups to review the rankings of the project and program types that were based on community input from Workshop #1. To facilitate this activity, facilitators referred to a list that showed the ranked project/program types (Figure 3.3). Facilitators asked participants to respond to the rankings, and moderated a discussion regarding placement on the ranking list. Participants were allowed to re-rank their preferred project/program types and write their comments.

Key Findings

Following the workshop, the project team reviewed the community’s responses. Community feedback during the workshop illuminated several key factors and additional ideas to consider. These included:

Storytelling

The community referenced a need to describe how the established overarching criteria (from Workshop #1) relate to the program list and requested more information to show clear connections between rankings from both workshops.

Synergy

Community members shared their desire to see synergies and connections between projects. Community members voiced that it would be helpful to see how the individual projects,

independent of their program, may relate to one another, and how they might be able to work together to create a successful execution of ‘livability’ in the community.

Port Projects

Many community members identified the need to include projects that the Port’s emissions grants have funded in West Long Beach in the past.

Health Programs

There was a general desire to see health programs moved up in priority. While many of the health programs are not geographically specific, participants wanted health programs to be a significant part of this planning effort.

Major Roadways

There was a general consensus to lower the ranking of the “Major Roadways” program.

The community’s feedback and program re-ranking were key factors in the development of the three LiNC Strategies, which are presented in Chapter 4.

Figure 3.3

| Rank | Project or Program Type |
|------|--------------------------------|
| 1 | Streetscapes |
| 2 | Bike & Pedestrian Improvements |
| 3 | Focus on Community |
| 4 | Safety/Security |
| 5 | Park Improvements & Expansions |
| 6 | Major Roadway Projects |
| 7 | Transit Improvements |
| 8 | Health Education & Activities |
| 9 | Health Services |

Note: During Community Workshop #2, participants voiced that programs should not be ranked against one another, as shown above. This feedback influenced the Plan strategy and removed program rankings, but maintained a ranking of individual projects within programs. More information is provided in Chapter 4.



Stakeholder Drop-Ins

In November, 2014, prior to Workshop #1, a number of meetings were held with existing stakeholder groups and neighborhood organizations.

At each stakeholder drop-in, information regarding the West Long Beach Livability Plan was shared, and residents were encouraged to ask questions and share concerns and desires for the project.

A number of common themes emerged at the Stakeholder Drop-Ins. The word cloud below depicts the popularity of some common themes and opinions heard at each of these meetings. The larger the word, the more frequently the theme was discussed.

Flyering and Notice

Both Workshop #1 and Workshop #2 were heavily flyered and noticed throughout the West Long Beach Neighborhood.

Prior to Workshop #1, 12,000 hard copies of flyers were sent home with LBSD students in West Long Beach, notifying parents and youth about the project. Subsequently, an additional 12,015 flyers were distributed to students before Workshop #2 in March 2014.

Notices were also distributed to neighborhood and business stakeholder groups for forwarding to their members via email/facebook/website postings, and 124 notices were emailed to individuals.

Figure 3.4

Word Cloud Representing Common Themes Heard at Stakeholder Drop-Ins



This page intentionally left blank



CHAPTER 4: LIVABLE NEIGHBORHOOD CONNECTIONS

The Livable West Long Beach Plan identifies, prioritizes, and strategizes the implementation of projects and programs that can improve the livability of West Long Beach neighborhood.

The Livable West Long Beach Plan identifies, prioritizes, and strategizes the implementation of projects and programs that can improve the livability of West Long Beach neighborhood. Ten previously adopted City plans and policies were reviewed (pg. 4-5), and from them, over seventy projects and programs that enhance livability were identified. While each project and program has standing merit, results of the community input and project impacts were evaluated and scored. The tool and process used to score these projects and programs are described further in this Chapter.

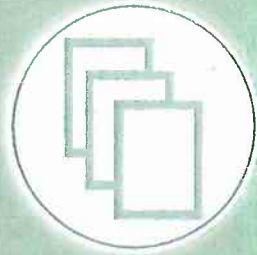
The Livable West Long Beach Plan also recommends a series of implementation strategies, focusing on projects that work together to improve access, economy, and the environment when they function as a group. These groups are identified as Livable Neighborhood Connections, (or LINC Strategies), packages of physical projects that offer a roadmap for future funding or mitigation project selection.

In addition to these geographically-specific projects, a number of programs also span the Livable West Long Beach plan area. These programs are suggested for implementation in tandem with the physical projects that are specified in each LINC Strategy.

A Multiple Accounts Criteria (MAE) process was used to rank the livability factor of each identified project and program. Applying the MAE process to each involved the identification of data and metrics that would allow projects to be scored and ranked.

Project Process

Step 1



Identify Related Plans & Policies

Step 2



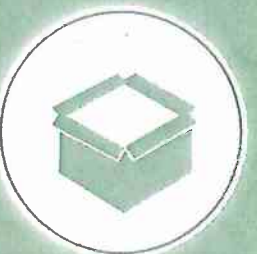
Review Plans and Policies with City
Departments

Step 3



Rank and Measure Projects/Programs by
Criteria

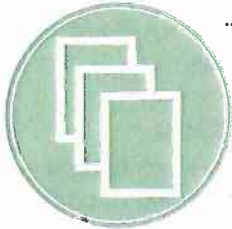
Step 4



Package Projects and Programs into LINC
Strategies

Step 1: Identify Related Plans & Projects/Programs

Step 1 of the evaluation process involved identifying a set of previously adopted plans and policies in West Long Beach. As discussed in Chapter 1, the ten plans and policies that were relevant to this effort were distilled into a set of goals. Using these goals, specific projects and programs that reflected the elements of livability (as shown in the Livability Wheel - Figure 1.1) were lifted from these plans, livability criteria were extracted, and a master list of projects and programs was created. Based on community input, the programs that have been included in the past by the Port of Long Beach Community Mitigation Grant program were also added to the list.



Identify Existing Plans and Policies

Review of existing plan and policy documentation and identification of the goals of each. The following plans and policies were consulted:

- » Long Beach Mobility Element Update
- » Long Beach Capital Improvement Plan
- » Long Beach Open Space & Recreation Element
- » Long Beach Housing Element
- » The Yards Plan
- » San Pedro Bay Ports Clean Air Action Plan (CAAP)
- » Port of Long Beach Green Port Policy
- » Long Beach RiverLink
- » 710 Community Livability Plan
- » Long Beach Healthy Communities Policy

Identify Livability Criteria

Of the goals that were pulled from the plans and policies listed above, special consideration was given to the elements of livability that each goal addressed. Groupings of criteria were created, and three overarching categories of livability rose to the top: Environment/Health, Economy, and Community/Safety/Access.

Identify Existing Projects and Programs

Following the plans reviewed to establish criteria, only City adopted plans were reviewed to identify projects and programs to be included in the Livable West Long Beach Plan. Of the adopted plans listed above, projects were lifted from the following:

- » Long Beach Mobility Element Update
- » Long Beach Capital Improvement Plan (2014-2015)
- » Long Beach Open Space and Recreation Element
- » Long Beach Housing Element
- » Long Beach RiverLink
- » I-710 Community Livability Plan
- » Long Beach Healthy Communities Policy



Identify Livability Criteria

The criteria listed below reflect the definition of livability as established in Chapter 1.

Note: See the criteria and program matrix on pages 32-33 for a comparison of livability criteria and program types.

Community, Safety and Access

Enrich Community through Training, Engagement & Education

- » Engage the community on environmental, health, economic development, and other livability programs.

Enhance Mobility Choices and Efficiency

- » Improve choices for safe and efficient transportation for all ages and abilities.
- » Improve existing traffic conditions, safer roads and intersections. Route Port truck traffic to appropriate roads and truck lanes.

Safe Neighborhoods

- » Reduce number of cars on neighborhood streets and truck traffic through neighborhoods.
- » Improve safety for bicycles and pedestrians.
- » Eliminate blight and reduce crime.
- » Increase neighborhood beautification programs and outdoor recreational activities.

Improve Pedestrian, Bicycle, and Mobility Access

- » Increase bicycle and pedestrian infrastructure.
- » Improve conditions for pedestrians and bicycles.
- » Improve access to bus stops and light rail stations.
- » Improve connectivity to schools through improved bicycle, pedestrian, transit, and motor vehicle access.

Increase Availability/Access to Community Parks, Schools, and Open Spaces

- » Increase parks and open space.
- » Connect recreation open spaces with greenway linkages.
- » Foster park stewardship by everyone in the community through recreation program services.
- » Fully utilize all recreational resources including those at public schools.

Environment & Health

Clean Air and Water

- » Improve air quality.
- » Improve the water quality of LA River, Long Beach Harbor and beaches.

Healthy Ecosystems for Marine and Wildlife Habitats

- » Protect, maintain and/or restore natural ecosystems, marine and wildlife habitats.
- » Preserve, clean and upgrade beaches and bluffs to promote natural habitats.

Enhance Coastal Environment for People

- » Improve the visual quality at the entry of the Port and within its boundaries.
- » Preserve, clean, and upgrade beaches and bluffs for people.

Healthy, Complete Communities

- » Increase range of housing options and mixed-use development.
- » Increase availability of healthy food.
- » Promote transit-oriented development near transit stops.

Health Programs

- » Increase access to programs and education aimed at people with or at risk for asthma and other chronic conditions influenced by environmental factors.
- » Increase education on the value of healthy food.

Economy

Great Schools

- » Improve facilities and environment for children, employees and families in the schools.

Beautiful Neighborhoods

- » Improve the quality of public infrastructure, parks, and facilities.
- » Enhance the physical environment, including the aesthetics of the LA River and the City beaches.

Quality Recreational and Tourist Attractions

- » Increase facilities and/or programs that attract people to West Long Beach.

Increase Availability and Access to Jobs, Goods, and Services

- » Improve connectivity to nearby jobs, goods and services through improved bicycle, pedestrian, transit and motor vehicle access.
- » Improve conditions for jobs, goods and services to locate within the study area.

Promote Economic Development

- » Programs and/or projects that increase development, jobs and/or income.



Identify Existing Projects

From the ten plans including the CIP, adopted projects were lifted and categorized by type. Descriptions for each project listed below can be found on pages 40-45. In addition to these physical projects, programs and policies considered are listed on the following page and discussed on pages 46 through 48.

Figure 4.1
STREETSCAPES

| PROJECT NAME | ORIGIN |
|---|-----------------------------|
| TI De-Freeway Project | Mobility Element |
| Santa Fe Avenue Streetscape | Mobility Element |
| Anaheim Streetscape / 710 Overpass | Livability Plan |
| Pacific Coast Highway Streetscape | Livability Plan |
| Willow Streetscape | Livability Plan |
| 27th Street Alley Improvements | CIP 2015 |
| Pacific Avenue Streetscape | Livability Plan |
| Wilmore City Courts and Ways | Mobility Element |
| Anaheim Streetscape (LA River to Long Beach Blvd) | Livability Plan & Riverlink |
| Anaheim Street River Connection | CIP 2015 & Highway Program |

BICYCLE AND PEDESTRIAN IMPROVEMENTS

| PROJECT NAME | ORIGIN |
|--------------------------------|----------------------------|
| Santa Fe Avenue Bikeway | Mobility Element |
| Anaheim Street Bikeway | Mobility Element |
| Anaheim St. Bridge Sidewalk | CIP 2015 |
| Willow St. Bridge Sidewalk | CIP 2015 |
| Willow Street Class II Bikeway | Mobility Element |
| Shoemaker Ped/Bike Bridge | CIP 2015 & Livability Plan |
| Spring Street Ped/Bike Bridge | Mobility Element |

| PROJECT NAME | ORIGIN |
|---|------------------------------------|
| PCH Bridge Sidewalk Widening | CIP 2015 |
| PCH / 710 Overpass | Livability Plan |
| Hill Street Ped/Bike Bridge | CIP 2015 & Highway Program |
| Ocean Boulevard Bike Bridge | Mobility Element |
| Santa Fe Ave & 25th St Traffic & Ped Signals | CIP 2015 |
| Hill Street Bike Boulevard | Mobility Element |
| Pacific Ave - Class II Bikeway (segment north of Willow Street) | Mobility Element |
| Daisy Avenue Bike Blvd (segment north of Willow Street) | Mobility Element |
| Wardlow Streetscape Improvements / 710 Overpass | Livability Plan |
| Spring Street Bikeway | Mobility Element & Livability Plan |
| Wardlow Streetscape Improvements / 405 Overpass | Livability Plan |
| Pacific Place Class I Bikeway | Mobility Element |
| Del Mar Greenbelt Ped/Bike Path | Mobility Element |
| San Antonio - Class II Bikeway | Livability Plan |
| Del Mar Walking Trail - Los Cerritos / River Connector | Livability Plan & Riverlink |
| Del Mar Bikeway Access | CIP 2015 |
| Dominguez Gap and Ped/Bike Bridge | Mobility Element |
| Los Cerritos / Del Mar Pedestrian Bridge | Livability Plan & Riverlink |
| Pacific Ave - Class II Bikeway (segment south of Willow) | Livability Plan & Riverlink |
| Daisy Avenue Bike Boulevard (segment south of Willow) | Mobility Element |

| PROJECT NAME | ORIGIN |
|--|------------------|
| Long Beach Blvd. Class III Bikeway | Mobility Element |
| 15th Street - Bike Boulevard | Mobility Element |
| Alamitos / Shoreline Dr. (Improved Access) | Mobility Element |
| Veteran's Park / Blue Line Bikeway | Livability Plan |

PARK IMPROVEMENTS & EXPANSIONS

| PROJECT NAME | ORIGIN |
|--|--|
| Drake Park Greenbelt and Improvements | CIP 2015, Livability Plan, and Riverlink |
| Tanaka Park Greenbelt and Park Expansion | Livability Plan |
| Silverado Park Improvements | CIP 2015 & Livability Plan |
| Del Mar Park | Livability Plan & Riverlink |
| Wrigley Heights Park Expansion and River Connector | Livability Plan & Riverlink |
| 14th St Park Improvements and Expansion | Livability Plan |

TRANSIT IMPROVEMENTS

| PROJECT NAME | ORIGIN |
|---|------------------|
| Primary Transit Corridor - Pacific Coast Highway (Santa Fe Ave to Daisy Ave) | Mobility Element |
| Primary Transit Corridor - Pacific Coast Highway (Daisy Ave to Long Beach Blvd) | Mobility Element |
| Primary Transit Corridor - Willow Street | Mobility Element |
| Primary Transit Corridor - Long Beach Blvd (north of Willow Street) | Mobility Element |
| Primary Transit Corridor - Long Beach Blvd (south of Willow Street) | Mobility Element |
| Primary Transit Corridor - Broadway / Pacific Avenue | Mobility Element |

| PROJECT NAME | ORIGIN |
|--|------------------|
| Wardlow Blue Line Station Park and Ride | Mobility Element |
| Willow Blue Line Station Park and Ride | Mobility Element |
| Blue Line Transit Signal Priority & Upgrades | CIP 2015 |

MAJOR ROAD PROJECTS

| PROJECT NAME | ORIGIN |
|--|------------------|
| I-710 Freeway Terminus Realignment | Mobility Element |
| Long Beach Blvd / Wardlow Rd and I-405 Ramps | Mobility Element |

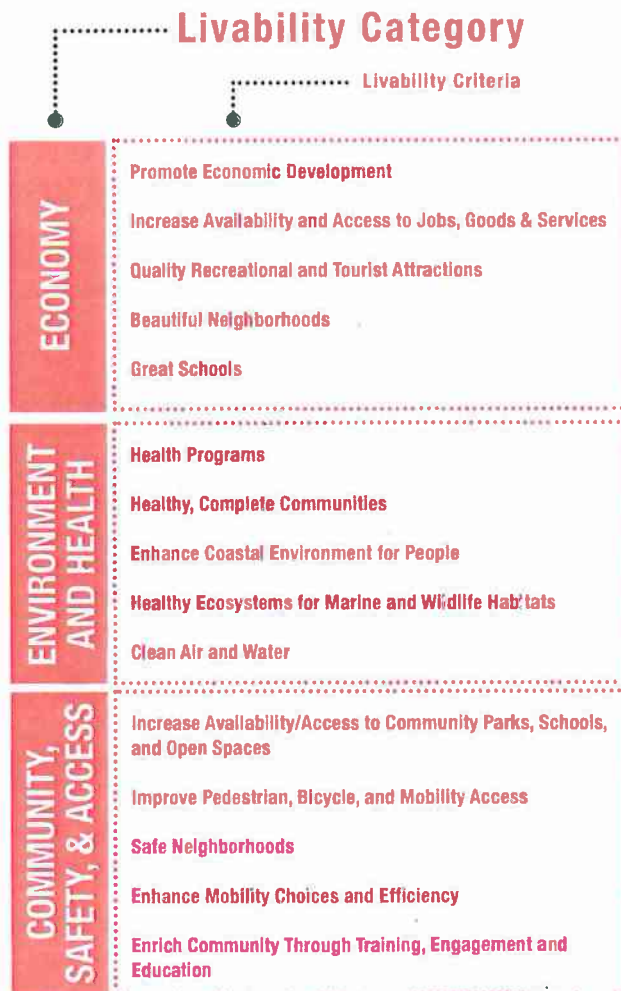
PROGRAMS

| | |
|--|--|
| <p>Safety/Accessibility</p> <ul style="list-style-type: none"> Community Watch Safe Routes to School (SRTS) | <p>Greenhouse Gas Emissions Reduction</p> <ul style="list-style-type: none"> Native and Drought Tolerant Planting Urban Forest Energy-efficient Outdoor Lighting Solar Thermal Installation Solar Electricity Generation HVAC Upgrades and Boiler Replacement |
| <p>Focus on Community</p> <ul style="list-style-type: none"> Community Garden Program Neighborhood Clean-Up Assistance Program Urban Forestry Program | <p>Schools and Related Sites</p> <ul style="list-style-type: none"> Air Filtration System Upgrades and Filter Replacement Landscaping Windows and Doors Replacement |
| <p>Health Services</p> <ul style="list-style-type: none"> Oral Health Disability Prevention (OHDPP) Oral Health Lead Poisoning Prevention Program (CLPPP) Community Health Improvement Plan Lead Hazard Control Program | <p>Health-Related State Facilities</p> <ul style="list-style-type: none"> Air Filtration System Upgrades and Filter Replacement Mold Remediation and Health Education and Outreach Asthma Health Services Health Worker Training |
| <p>Health and Education Activities</p> <ul style="list-style-type: none"> Asthma Life Skills Academy for Adults (ASLA) Community Asthma & Air Quality Resource Education (CAARRE) Health Promotion and Wellness Program Healthy Active Long Beach | |

Connecting Projects/Programs and Criteria

During the plan development process, livability criteria were identified and placed within three categories (shown in pink below). In addition, nine project/program types and their associated benefits were identified (shown in green). This page illustrates the livability criteria, along with the project/program types and their associated benefits.

Figure 4.2 depicts how each project/program type and its benefits satisfy the livability criteria that were prioritized by the community.



- Livability Categories and Criteria (see pages 28-29)
- Project/Program Types and Benefits

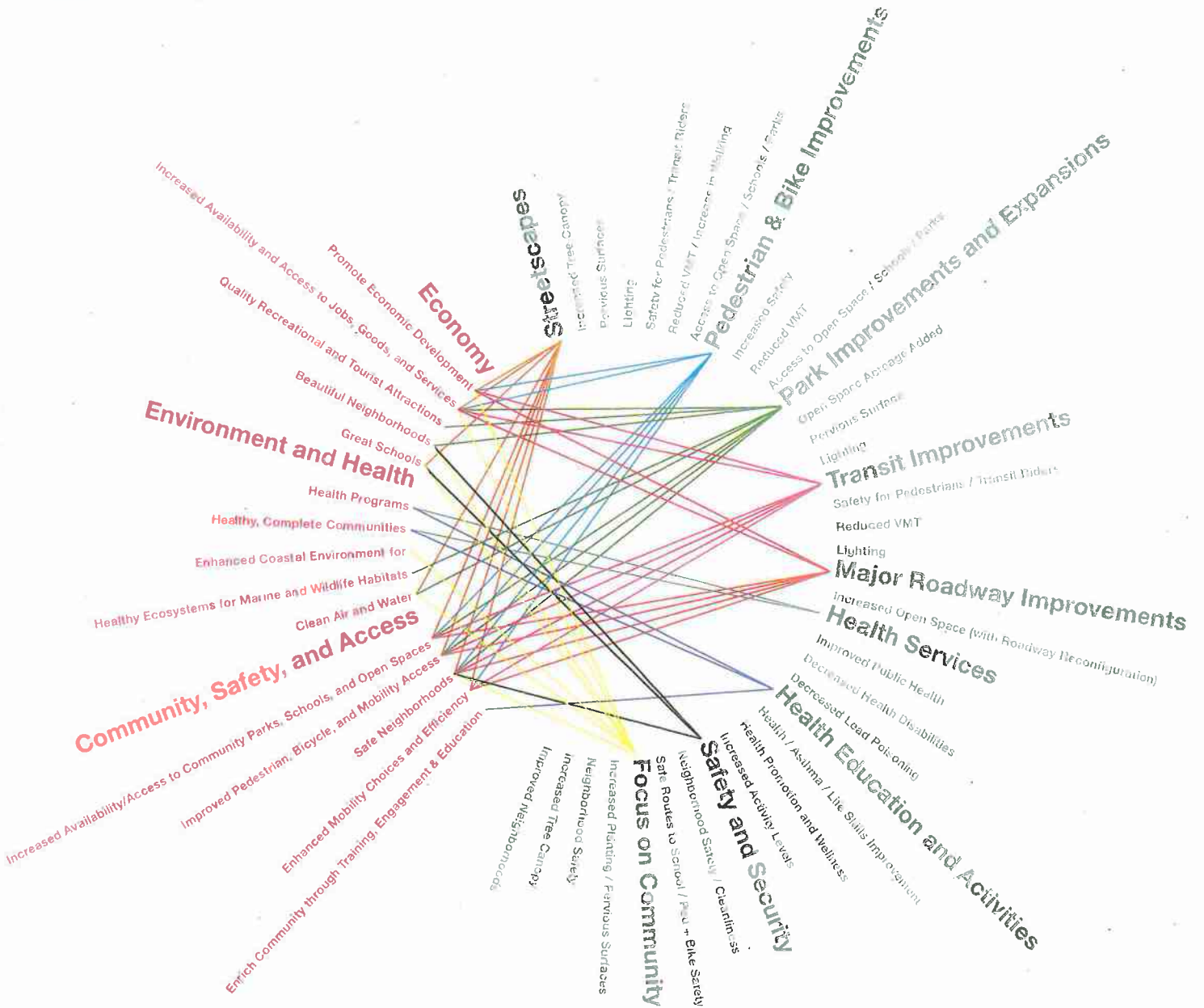


Figure 4.2

Step 2: Review Projects/Programs with City Departments

Projects and programs that had been previously identified in the ten reference plans and policies were reviewed with City Staff. Duplicates and projects that had been funded or completed were removed from the list. Additional discussions were held with City departments including Development Services; Health and Human Services Development Services; Public Works; and Parks, Recreation and Marine.



Review the Project List

The project list was vetted with City Staff and relevant departments. Further explanation was provided by City Staff to provide more information regarding the level of livability that each executed project might create for the West Long Beach neighborhood.

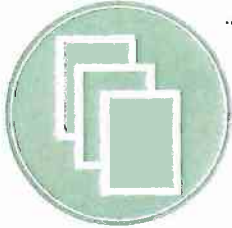
Grouping Projects and Programs into Types

As projects and programs were further defined, each was ranked under one of the project/program types, listed below:

- » Streetscapes
- » Bicycle and Pedestrian Improvements
- » Transit Improvements
- » Park Improvements & Expansions
- » Major Road Projects
- » Safety/Security
- » Focus on Community
- » Health Programs & Education
- » Health Services
- » Port Grant Programs

Step 3: Measure Projects/Programs By Criteria

All of the projects and programs that came out of Steps 1 and 2 were gathered into a master list in Step 3. The outcomes of this step included: an unweighted ranking of all projects/programs, a community weighted ranking of all projects/programs, and a ranking of each project/program type (e.g. Streetscapes vs. Transit Improvements).



Establish Key Criteria 'Indicators'

Based on the livability criteria that was established in Step 1, key indicators of each criteria were established. For example, all Streetscape projects were ranked according to the following indicators:

Streetscape Ranking 'Indicators'

- » Population reached by project
- » Project connection to schools and senior centers, transit, parks
- » Rate of collisions (bicycle, pedestrian, and vehicular) within 1/2-mile of the project area
- » Level of safety/buffer of the proposed project
- » Type of improvement proposed
- » Size of project
- » Project proximity to the coast
- » Assessment of increased active transportation
- » Project aesthetic benefits
- » Employment accessibility

All identified criteria indicators are listed in the Appendix.

Community Weighted Ranking

Based on input received at Workshop #1, the community scoring of each criteria established the final ranking of the projects and programs.

Step 3: Measure Projects By Criteria (Continued)

Ranking Analysis Example: Santa Fe Avenue Streetscape

The following steps identify a sample scoring methodology for streetscape projects. Each of these steps contributed to the calculation of a final score that ranks the potential livability benefits of each project.

1

Establish Population Reach of Project

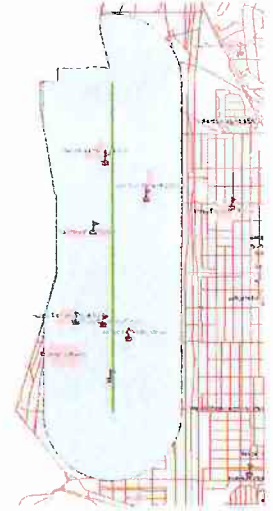
- » **27,699 people** served by the Santa Fe Avenue Streetscape project



2

Connections to Schools

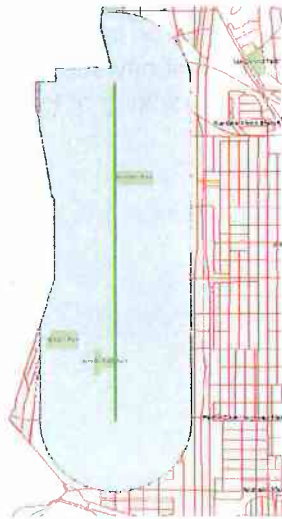
- » The Santa Fe Avenue Streetscape project will connect to **7 schools**



3

Connections to Existing Parks

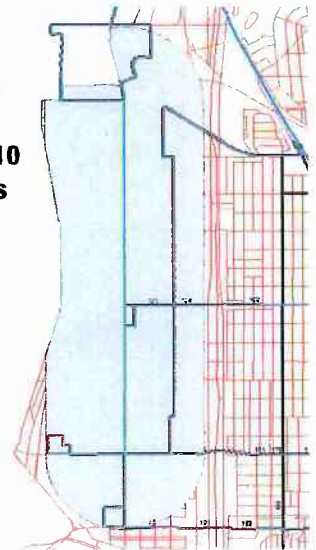
- » The Santa Fe Avenue Streetscape project will connect to **3 parks**



4

Connections to Transit Routes

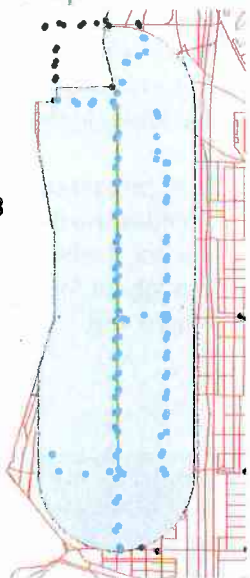
- » The Santa Fe Avenue Streetscape project will connect to **10 transit routes**



5

Connections to Bus Stops

- » The Santa Fe Avenue Streetscape project will connect to **103 bus stops**



6

Connections to Light Rail Transit

- » The Santa Fe Avenue Streetscape project will connect to **0 light rail transit stops**



7

Additional Indicators Reviewed

- » Project opportunity for increased vegetation
- » Project opportunity for pervious paving
- » Rate of collisions (bicycle, pedestrian, and vehicular) within 1/2-mile of the project area
- » Project proximity to the coast
- » Project aesthetic benefits
- » Employment accessibility

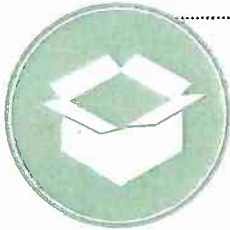
8

Community Criteria Ranking

- » During Workshop #2, community members voted on top livability criteria to be considered for each project. Following the compilation and preliminary ranking of each project based on Steps 1-7, additional weight was given to each criteria in the order that they were ranked by the community. See page 20 for more information about the results of the community criteria ranking.

Step 4: Package Projects (The LiNC Strategy)

Following the identification and ranking of all previously adopted projects and programs, projects (but not programs) were mapped and geographically clustered to create a series of Livable Neighborhood Connection Strategies (also referred to as LiNC Strategies). Long streetscapes and corridors provide the backbone of these strategies, as they tie neighborhoods together and create a network of livable streets. The concept behind the LiNC Strategies is not that each project must be completed within a full package, but that individual projects may be prioritized as part of a larger network of livable streets and neighborhoods.



LiNC Strategies

Projects were grouped into zones based on location. Three geographic zones were established (Figure 4.4), creating the three LiNC Strategies that are described in the pages that follow.

Each project does not live in isolation – each provides the opportunity to work together to create a larger, livable network of streets and public spaces throughout the West Long Beach neighborhood (Figure 4.5).

Figure 4.3

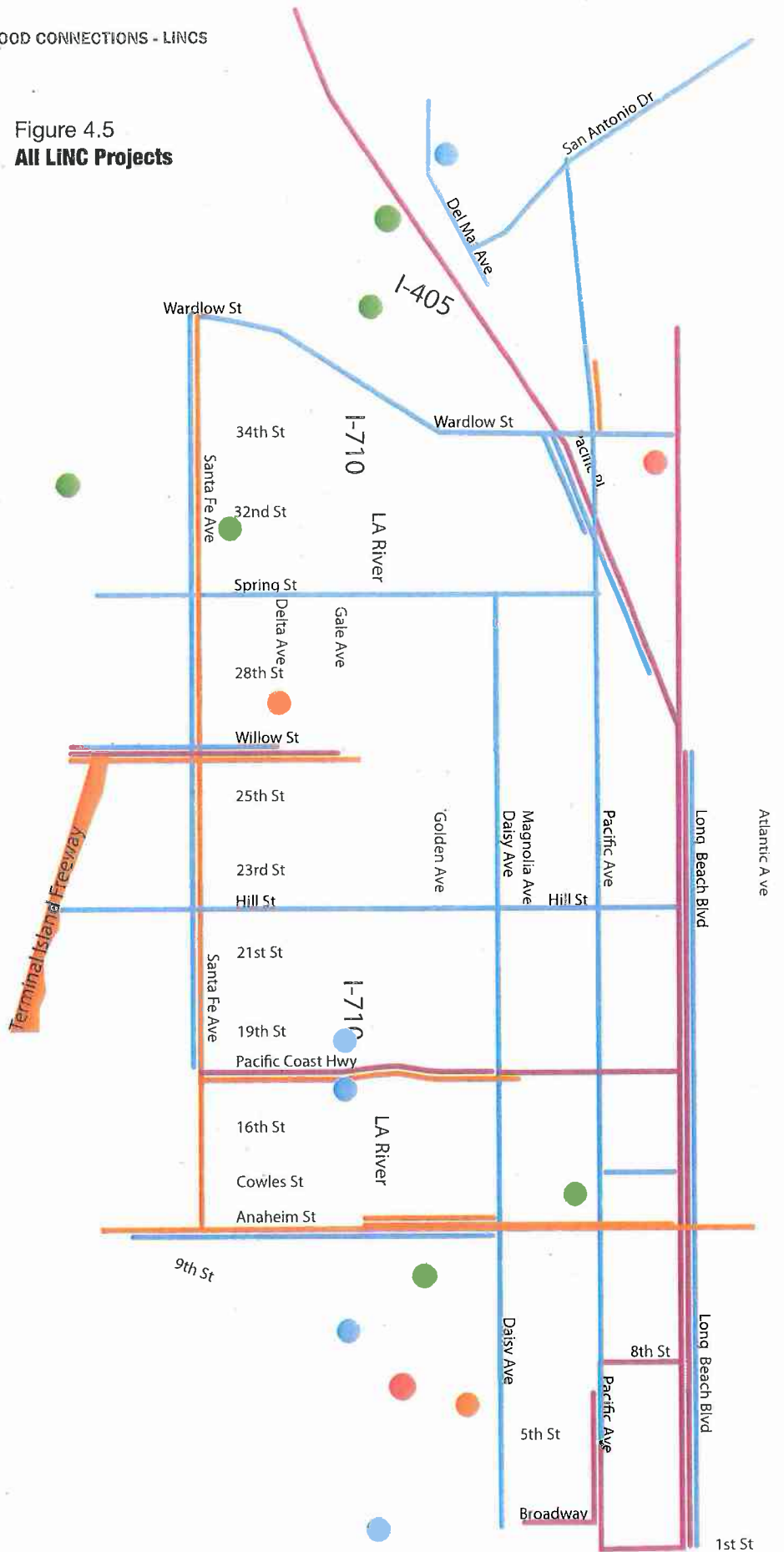
LiNC Demographics The three LiNC zones shown reflect the LiNC Strategies 1, 2, & 3. Specific demographics for each neighborhood area are described below.

| | LiNC Strategy 1 Neighborhood | LiNC Strategy 2 Neighborhood | LiNC Strategy 3 Neighborhood |
|--|--|--|--|
| Population Estimate (2018) | 30,272 | 38,788 | 54,495 |
| Population (Actual- 2010) | 19,129 | 24,277 | 42,089 |
| Percentage of Households with Children | 36% | 34% | 32% |
| Number of Collisions (2009-2014) | 1,234 (45 pedestrian, 82 bike) | 935 (47 pedestrian, 51 bike) | 2,475 (148 pedestrian, 161 bike) |
| Number of Schools | 5 | 8 | 8 |
| Asthma Rates | 628; 2% | 616; 1.6% | 903; 1.6% |
| CalEnviroScreen Score* Percentile Range | 48 91-95% | 40 78-80% | 39 76-80% |
| Auto Availability Per Household | 1,355; 4.4% HHs no vehicle 3,605; 11.9% HHs 1 vehicle | 1,031; 3% HHs no vehicles 2,815; 8.3% HHs 1 vehicle | 1,031; 2% HHs no vehicles 3,165; 5.9% HHs 1 vehicle |
| Number of Workers 16+ with No Vehicle | 1,161; 3.8% | 259; 0.7% | 2,877; 4.9% |
| Percentage of Households Below Poverty Level | 12% | 11% | 11% |
| Percentage of Seniors | 9% | 16% | 6% |
| Number of Care Facilities | 2 | 8 | 2 |

Figure 4.4
LINC Zones



Figure 4.5
All LINC Projects



Legend

- Streetscapes
- Bike/Ped Improvements
- Parks Improvements & Expansions
- Transit Improvements
- Major Road Improvements

LINC Strategy 1: West Zone

Within each project type (e.g. Streetscapes, Bicycle and Pedestrian Improvements), projects are listed in ranked order. The higher the number, the more impact the project will have on livability in West Long Beach.

Note: The project types are not listed in order of priority.

Figure 4.6

| RANK | PROJECT | PROJECT DESCRIPTION | ORIGIN | ESTIMATED COST |
|--|---|--|-------------------------------------|------------------------------------|
| STREETSCAPES | | | | |
| 1 | TI De Freeway Project | Transition of the TI Freeway into a neighborhood scale, multi-modal transportation corridor with contributing public amenities | Mobility Element | \$20,000,000 |
| 2 | Santa Fe Avenue Streetscape | Streetscape enhancements along Santa Fe Avenue from Pacific Coast Highway to Wardlow | Mobility Element | \$5,000,000 |
| 3 | Anaheim Streetscape / 710 Overpass | Streetscape enhancements along Anaheim St from Atlantic Ave west to the Terminal Island Freeway | Livability Plan | |
| 4 | Pacific Coast Highway Streetscape | Pedestrian improvements along PCH between Magnolia Ave and Santa Fe Ave | Livability Plan | |
| 5 | Willow Streetscape | Willow Streetscape improvements from the western City border to I-710 | Livability Plan | |
| 6 | 27th Street Alley Improvements | No description available | CIP 2015 | \$34,581 |
| BICYCLE AND PEDESTRIAN IMPROVEMENTS | | | | |
| 7 | Santa Fe Avenue Bikeway | Mobility Element Proposed Bicycle Route | Mobility Element | |
| 8 | Anaheim Street Bikeway | Mobility Element Proposed Bicycle Route | Mobility Element | |
| 9 | Anaheim Street Bridge Sidewalk Widening | Anaheim Street bridge sidewalk widening | CIP 2015 | \$8,300,000 |
| 10 | Willow Street Bridge Sidewalk Widening | Willow Street bridge sidewalk widening | CIP 2015 | \$8,300,000 |
| 11 | Willow Street Class II Bikeway | Mobility Element Proposed Bikeway | Mobility Element | |
| 12 | Shoemaker Ped/Bike Bridge | Replacement of Shoemaker Bridge and realignment of Chavez Park for expansion | CIP 2015 & Livability Plan | \$90,000,000 |
| 13 | Spring Street Ped/Bike Bridge | Ped/Bike bridge over the LA River and I-710 at Sprint St, providing a link between the North Wrigley and Upper Westside neighborhoods. | Mobility Element | |
| 14 | PCH Bridge Sidewalk Widening | Pacific Coast Highway bridge sidewalk widening | CIP 2015 | \$8,300,000 |
| 15 | PCH / 710 Overpass | Enhancements to improve route to school by enhancing pedestrian and bicycle safety | Livability Plan | |
| 16 | Hill Street Ped/Bike Bridge | Ped/Bike bridge over the LA River and I-710 at Hill St, providing a link between Wrigley and Westside neighborhoods. | Mobility Element & Livability Plan | |
| 17 | Ocean Boulevard Bike Bridge | Connection from the Gerald Desmond Bridge bike facility to downtown | Mobility Element | \$7,000,000 |
| 18 | Santa Fe Ave & 25th Street Traffic & Pedestrian Signals | Implement countdown pedestrian indicators intersections, flashing beacons at crosswalks, lighting at crosswalks, and crosswalk sign. New traffic signal at Santa Fe Ave and 25th St | CIP 2015 | \$6,468,935 |
| 19 | Hill Street Bike Boulevard | Mobility Element Proposed Bike Boulevard | Mobility Element | |
| TRANSIT IMPROVEMENTS | | | | |
| 20 | Primary Transit Corridor - PCH (Santa Fe to Daisy) | Amenities to existing stops along PTC's that could include solar-powered bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. BRT or high-capacity transit service is anticipated. | Mobility Element | \$5,000,000 (all PTC improvements) |
| 21 | Primary Transit Corridor - Willow | Amenities to existing stops along PTC's that could include solar-powered bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. BRT or high-capacity transit service is anticipated. | Mobility Element | \$5,000,000 (all PTC improvements) |
| PARK IMPROVEMENTS AND EXPANSIONS | | | | |
| 22 | Drake Park Greenbelt and Improvements | City Council unfunded project request; Additional open space between Drake Park and the LA River as part of River Link | CIP, Livability Plan, and Riverlink | \$39,000,000 |
| 23 | Tanaka Park Greenbelt and Park Expansion | Development of Tanaka Park Greenbelt along Edison ROW | Livability Plan | |
| 24 | Silverado Park Improvements | City Council Unfunded Project Request; Improvements including addition of exercise stations | CIP 2015 & Livability Plan | \$1,340,000 |
| MAJOR ROAD PROJECTS | | | | |
| 25 | I-710 Freeway Terminus Realignment | Realignment of Shoreline Drive to expand Cesar Chavez Park and off-ramp changes to Broadway, 3rd, 6th, and 7th Streets. This project also includes bike and pedestrian access across the Los Angeles River. | Mobility Element | \$80,000,000 |

LiNC Strategy 1 Description

LiNC Strategy 1, (also referred to as the West Zone) is bound generally by the City of Long Beach boundary to the west, the I-405 freeway to the north, Daisy Avenue to the east, and Anaheim Street to the south. This neighborhood experiences close proximity to industrial uses and Port-related activities.

LiNC Strategy 1 includes 6 streetscape projects that provide continuous impact across the entire expanse of the zone. The TI De-Freeway project is first on the list, as it proposes a mile-long enhanced streetscape and park with bicycle/pedestrian improvements and connections. Several bicycle improvements are also included, incorporating a series of east-west connectors to facilitate movement from the west across the LA River, which has historically been viewed as a barrier on the eastside of the neighborhood.

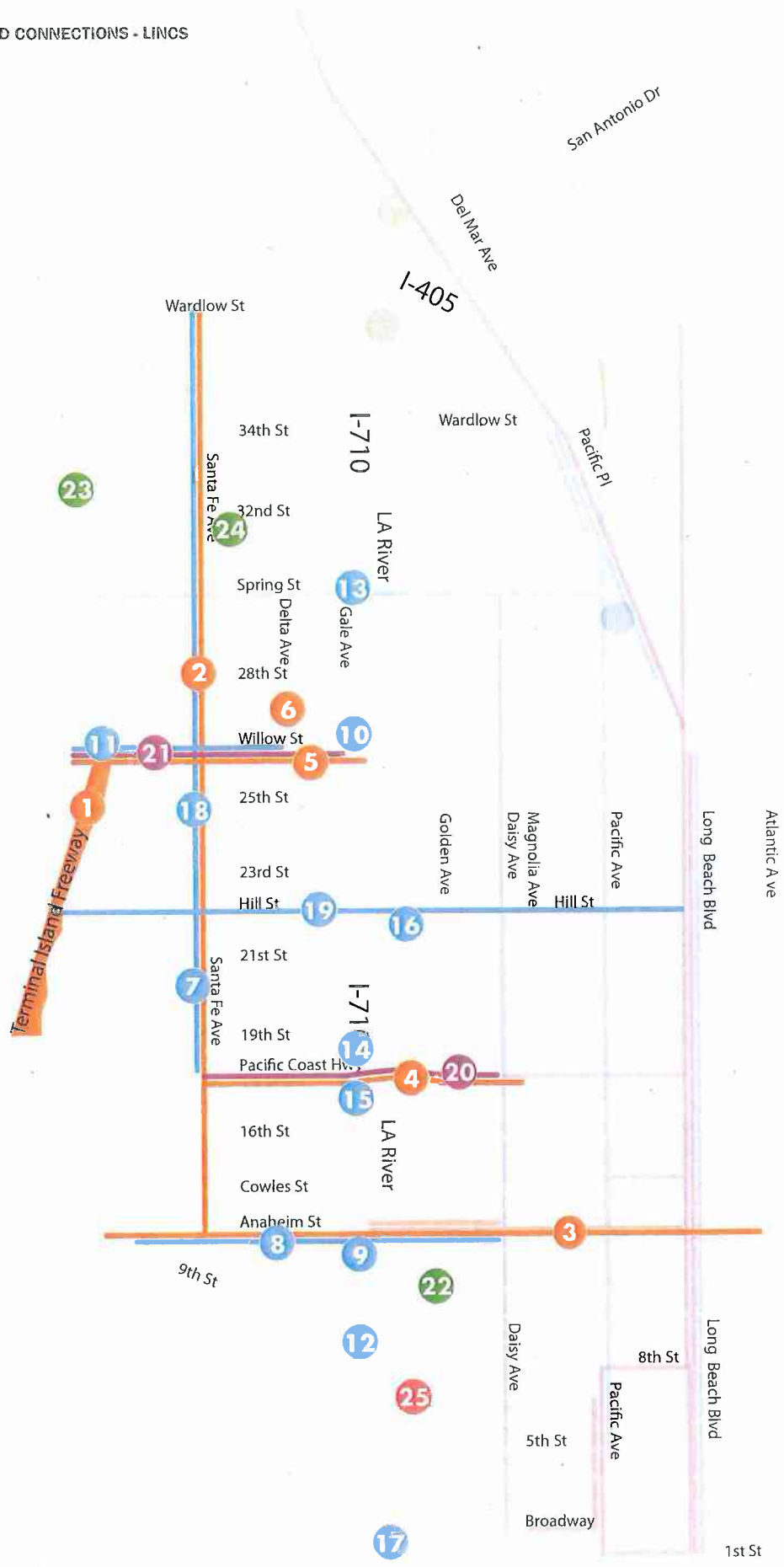
Projects/Programs

Additional projects and programs that should be funded concurrent with the projects in LiNC Strategy 1 can be found on pages 46-48.

Figure 4.7

Legend

- Streetscapes
- Bike/Ped Improvements
- Parks Improvements/Expansions
- Transit Improvements
- Major Road Improvements
- LINC 2 & 3 projects are shown in muted colors for reference



LiNC Strategy 2: North Zone

Within each project type (e.g. Streetscapes, Bicycle and Pedestrian Improvements), projects are listed in ranked order. The higher the number, the more impact the project will have on livability in West Long Beach.

Note: The project types are not listed in order of priority.

Figure 4.8

| RANK | PROJECT | PROJECT DESCRIPTION | ORIGIN | BUDGET / COST |
|--|--|--|------------------------------------|--------------------------------------|
| STREETSCAPES | | | | |
| 1 | Pacific Avenue Streetscape | Pedestrian and streetscape enhancements on Pacific Ave from Country Club Dr south to Wardlow Rd, including underpass improvements, lighting, trees, and signal at Pacific, to enhance Metro Station pedestrian access | Livability Plan | \$20,000,000 |
| BICYCLE AND PEDESTRIAN IMPROVEMENTS | | | | |
| 2 | Pacific Avenue Class II Bikeway (segment north of Willow Street) | Class II bikeway along Pacific St (between Willow Ave and San Antonio Dr) | Mobility Element | |
| 3 | Daisy Avenue Bike Blvd (segment north of Willow Street) | Bike Blvd. proposed from Spring to Willow | Mobility Element | |
| 4 | Wardlow Streetscape Improvements / 710 Overpass | Pedestrian and streetscape enhancements to Wardlow St. from Long Beach Blvd to Santa Fe (lighting, trees, etc.) | Livability Plan | |
| 5 | Spring Street Bikeway | Mobility Element Proposed Bikeway | Mobility Element & Livability Plan | |
| 6 | Wardlow Streetscape Improvements / 405 Overpass | Improvements to increase pedestrian safety along Wardlow, including the 405 underpass | Livability Plan | |
| 7 | Pacific Place Class I Bikeway | Mobility Element Proposed Bikeway | Mobility Element | |
| 8 | Del Mar Greenbelt Ped/Bike Path | Design and construct greenway along Blue Line public right-of-way between Metro Willow and Wardlow Stations including walking and biking paths. | Mobility Element | \$3,500,000 |
| 9 | San Antonio Drive Class II Bikeway | Construction of class II bikeway along San Antonio from Pacific to Atlantic | Livability Plan | |
| 10 | Del Mar Walking Trail - Los Cerritos / River Connector | Improvements to existing path and green space that extends from Los Cerritos Park north to the Dominguez Gap wetlands to allow ADA access, and to provide long-term additional maintenance of and access to the connector. | Livability Plan & Riverlink | |
| 11 | Del Mar Bikeway Access | Design, construct, implement projects and programs to enhance the safety and viability of bicycle and pedestrian routes. Del Mar Bikeway access from L.A. River to 4600 Del Mar Avenue between L.A. River Trail. | CIP 2015 | \$10,462,799 |
| 12 | Dominguez Gap and Ped/Bike Bridge | New ped/bike bridge over the Los Angeles River to connect the LA River Bike Path to the Compton Creek Bike Path to minimize the use of Del Amo Boulevard as the only route over the Creek | Mobility Element | \$7,000,000.00 |
| 13 | Los Cerritos / Del Mar Pedestrian Bridge | Improvements to existing pedestrian bridge near Los Cerritos Elementary | Livability Plan & Riverlink | |
| TRANSIT IMPROVEMENTS | | | | |
| 14 | Primary Transit Corridor - Long Beach Blvd (north of Willow St) | Amenities to existing stops along PTC's that could include solar-powered bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. BRT or high-capacity transit service is anticipated. | Mobility Element | \$5,000,000 for all PTC Improvements |
| 15 | Wardlow Blue Line Station Park and Ride | Develop increased vehicle capacity at Metro Blue Line stations park and ride facility to encourage ridesharing, transit use and multi-modal connectivity. | Mobility Element | \$10,000,000 (both Willow/Wardlow) |
| 16 | Willow Blue Line Station Park and Ride | Develop increased vehicle capacity at Metro Blue Line stations park and ride facility to encourage ridesharing, transit use and multi-modal connectivity. | Mobility Element | \$10,000,000 (both Willow/Wardlow) |
| PARK IMPROVEMENTS AND EXPANSIONS | | | | |
| 17 | Del Mar Park | Development of new park per River Link plan | Livability Plan & Riverlink | |
| 18 | Wrigley Heights Park Expansion and River Connector | Expansion of Wrigley Heights park south of 405 as part of River Link; Potential City agreement with LA County to acquire land along the LA River | Livability Plan & Riverlink | |
| MAJOR ROAD PROJECTS | | | | |
| 19 | Long Beach Blvd / Wardlow Rd and I-405 Ramps | This project includes ramp reconfiguration to improve connections to Long Beach Boulevard and reduce congestion at Pacific and Wardlow. | Mobility Element | \$5,000,000 |



LiNC Strategy 2 Description

LiNC Strategy 2, (also referred to as the North Zone) is bound generally by the City of Long Beach boundary to the west, Del Amo Boulevard to the east, Long Beach Boulevard to the north, and Willow Street to the south. This neighborhood is separated by the I-405 freeway into distinct communities: Upper Westside, Wrigley Heights, Los Cerritos, and Bixby Knolls.

Improving crossings and access around the I-405 freeway will encourage active transportation and provide connections for bicyclists, pedestrians, and transit users alike.

New parks and expansions are also a part of this plan, incorporating open space and access along the LA River as it crosses the I-405.

Projects/Programs

Additional projects and programs that should be funded concurrent with the projects in LiNC Strategy 2 can be found on pages 46-48.

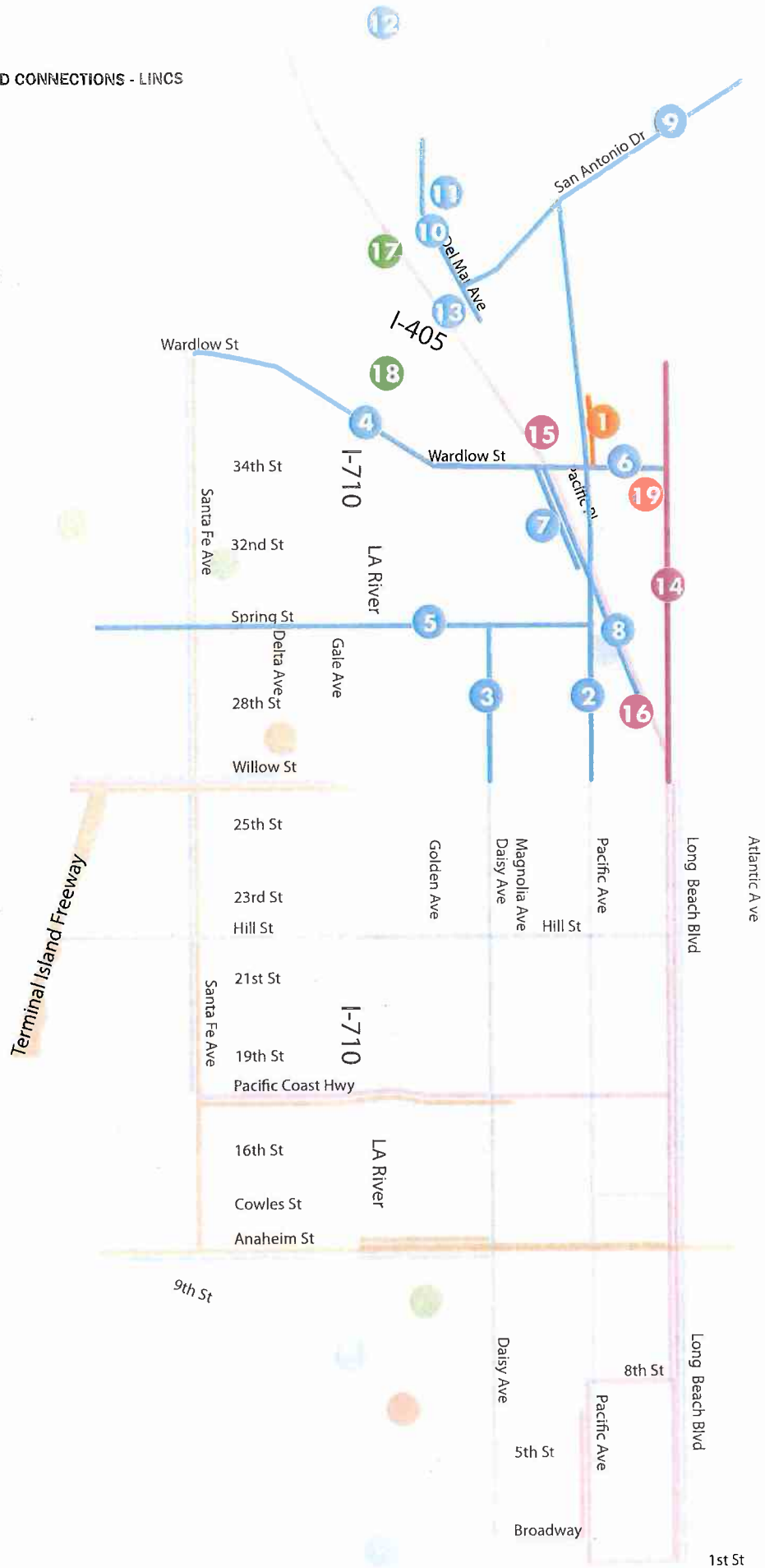


Figure 4.9

Legend

- Streetscapes
- Bike/Ped Improvements
- Parks Improvements/Expansions
- Transit Improvements
- Major Road Improvements
- LiNC 2 & 3 projects are shown in muted colors for reference

LINC Strategy 3: East Zone

Within each project type (e.g. Streetscapes, Bicycle and Pedestrian Improvements), projects are listed in ranked order. The higher the number, the more impact the project will have on livability in West Long Beach.

Note: The project types are not listed in order of priority.

Figure 4.10

| RANK | PROJECT | PROJECT DESCRIPTION | ORIGIN | BUDGET (2015) |
|--|---|--|-----------------------------|------------------------------------|
| STREETSCAPES | | | | |
| 1 | Wilmore City Courts and Ways | Pedestrian enhancements and sustainable practice for Wilmore City Courts and Ways to improve pedestrian safety and connectivity | Mobility Element | \$2,000,000 |
| 2 | Anaheim Streetscape (LA River to Long Beach Blvd) | Reconstruct and resurface City streets to extend their useful life, provide incidental curb, gutter and sidewalk improvements, construct curb ramps and bus pads, and replace pavement markings | CIP & Highway Program | |
| 3 | Anaheim Street River Connection | Pedestrian enhancements to frontage road off Anaheim St between Daisy Ave and the LA River to strengthen the link between 14th St Park and River Link | Livability Plan & Riverlink | |
| BICYCLE AND PEDESTRIAN IMPROVEMENTS | | | | |
| 4 | Pacific Avenue Class II Bikeway (segment south of Willow) | Class II bikeway along Pacific St (between Willow Street and San Antonio Drive) | Livability Plan & Riverlink | |
| 5 | Daisy Avenue Bike Boulevard (segment south of Willow) | Mobility Element proposed bike boulevard | Mobility Element | |
| 6 | Long Beach Boulevard Class II Bikeway | Mobility Element proposed bicycle route from Willow to 1st | Mobility Element | |
| 7 | 15th Street - Bike Boulevard | Mobility Element proposed bike boulevard | Mobility Element | |
| 8 | Alamitos / Shoreline Dr. (Improved Access) | Alamitos / Shoreline improved access - mobility element proposed bicycle route | Mobility Element | |
| 9 | Veteran's Park / Blue Line Bikeway | Retrofit or removal of parking strip between Veteran's Park and the Blue Line | Livability Plan | |
| TRANSIT IMPROVEMENTS | | | | |
| 10 | Blue Line Transit Signal Priority & Upgrades | Construct improvements to mitigate traffic impacts due to development and increase in traffic volumes. Projects include corridor studies, modal improvements, and lane addition/modifications. | CIP 2015 | \$2,778,190 |
| 11 | Primary Transit Corridor - Long Beach Blvd (south of Willow St) | Amenities to existing stops along PTC's that could include solar-powered bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. BRT or high-capacity transit service is anticipated. | Mobility Element | \$5,000,000 (all PTC Improvements) |
| 12 | Primary Transit Corridor - Broadway/Pacific | Amenities to existing stops along PTC's that could include solar-powered bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. BRT or high-capacity transit service is anticipated. | Mobility Element | \$5,000,000 (all PTC Improvements) |
| 13 | Primary Transit Corridor - PCH (Daisy Ave to Long Beach Blvd) | Amenities to existing stops along PTC's that could include solar-powered bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. BRT or high-capacity transit service is anticipated. | Mobility Element | \$5,000,000 (all PTC Improvements) |
| PARK IMPROVEMENTS AND EXPANSIONS | | | | |
| 14 | 14th St Park Improvements and Expansion | Expansion of 14th St. Park south to Drake Park expansion; skate park and basketball court complex | Livability Plan | |

LiNC Strategy 3 Description

LiNC Strategy 3, (also referred to as the East Zone) is bound generally by the LA River to the west, Willow Street to the north, Long Beach Boulevard to the east, and 1st Street to the south. This neighborhood is separated by the I-405 freeway into distinct communities: Downtown and Wrigley Heights.

In comparison to LiNC Strategy 1 and 2, this area is home to the largest neighborhood population, and is anchored by a strong north/south light rail transit line. The focus of LiNC Strategy 3 is to create strong parallel north/south connections, providing active transportation options and opportunities for residents living north of Downtown. Additionally, building off of priorities for LiNC Strategy 1, key cross connections over the LA River will enhance multi-modal access to the west of the river.

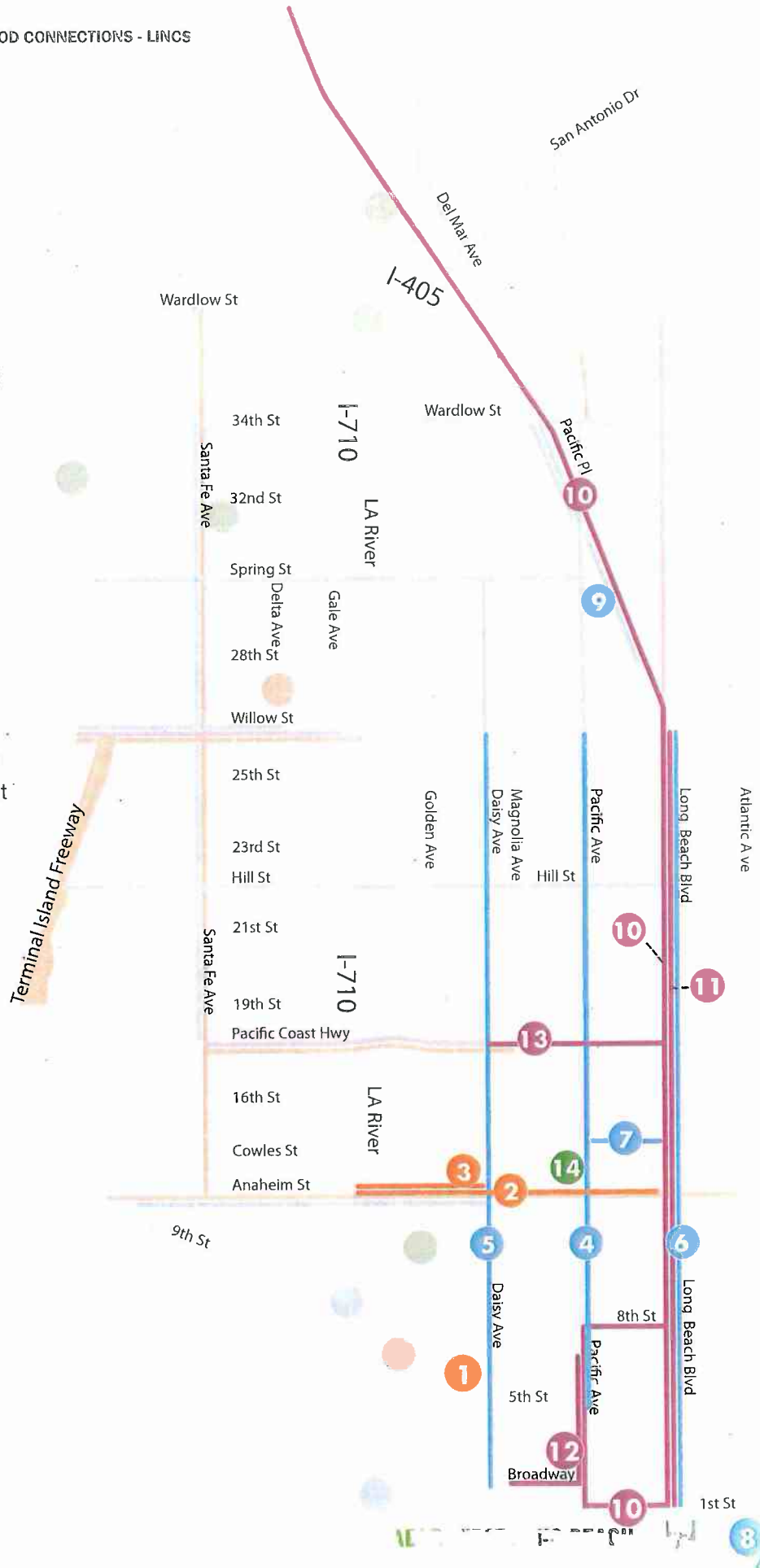
Projects/Programs

Additional projects and programs that should be funded concurrent with the projects in LiNC Strategy 3 can be found on pages 46-48.

Figure 4.11

Legend

- Streetscapes
- Bike/Ped Improvements
- Parks Improvements/Expansions
- Transit Improvements
- Major Road Improvements
- LiNC 2 & 3 projects are shown in muted colors for reference



LINC Strategies 1-3: Programs Relevant to All Zones

In addition to geographic-based projects as reflected in each of the LiNC Strategies, a number of safety, community, health, and port-related programs should be funded and implemented concurrently with each of the LiNC Strategies. The following suite of programs reflects efforts that may be already underway in particular locations, but that would still benefit from additional resources and funding. Additionally, the Port projects shown on page 48 reflect programs that have been previously awarded grant funding, but that may be expanded through this effort.

Figure 4.12

SAFETY/SECURITY

| | | |
|--|---|-----------------------------------|
| <p>Community Watch</p> | <p>Community Watch is a crime prevention program that involves individual groups working with the police to reduce crime. Crime prevention resources are available online regarding current crime trends, crime prevention, and safety techniques. Community Watch encourages participants to keep a watchful eye, not only on the block where they live but the community as a whole, and report suspicious and potential criminal behavior. Community Watch begins with a block approach and expands to include others in the surrounding area and scope of influence. Participants are encouraged to reach out to businesses, nearby schools, and non-profit organizations to get to know each other and communicate.</p> | <p>Healthy Communities Policy</p> |
| <p>Safe Routes to School (SRTS)</p> | <p>Safe Routes to School (SRTS) programs are sustained efforts by parents, schools, community leaders and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. In Long Beach, bike and pedestrian safety education and bike rodeos are provided at all elementary and middle schools in Long Beach and in the community. SRTS programs also examine conditions around schools and conduct projects and activities that work to improve safety and accessibility, and reduce traffic and air pollution in the vicinity of schools. As a result, these programs help make bicycling and walking to school safer and more appealing transportation choices, thus encouraging a healthy and active lifestyle from an early age.</p> | <p>Healthy Communities Policy</p> |

FOCUS ON COMMUNITY

| | | |
|--|---|-----------------------------------|
| <p>Community Garden Program</p> | <p>Community gardens can grow anything from flowers to vegetables. They provide access to fresh foods, promote social interaction, encourage healthy living, cultural awareness, provide sustainable land uses, and strengthen community bonds. The gardens also create therapeutic and recreational opportunities as well as provide food for the hungry. The City of Long Beach encourages community gardening in an effort to raise environmental awareness, providing an opportunity for community education and encourage a healthy, sustainable community.</p> | <p>Healthy Communities Policy</p> |
| <p>Neighborhood Clean-Up Assistance Program</p> | <p>The Neighborhood Clean-Up Assistance Program provides materials and supplies to community organizations and volunteer groups to clean up their neighborhoods. Activities can include graffiti paint-out, alley clean-up, or trash and weed removal from vacant lots. The City provides the paint, materials, tools, and even a dumpster to help facilitate clean-up projects.</p> | <p>Healthy Communities Policy</p> |
| <p>Urban Forestry Program</p> | <p>The City of Long Beach Forestry Program is a collaborative effort between neighborhood associations, community groups, the Conservation Corps of Long Beach and the Neighborhood Services Bureau to plant trees in Long Beach neighborhoods. The Neighborhood Services Bureau partners with interested neighborhood and community groups to apply for funding, utilizing Federal Community Development Block Grant (CDBG) funds as a required match. As a result, almost 10,000 trees have been planted in the neighborhoods of Long Beach. Trees must be selected from State and local established lists of non-root invasive, drought tolerant trees. The areas to be planted must be in City approved parkways (not private property). Plantings usually are scheduled in early spring and continue to late fall.</p> | <p>Healthy Communities Policy</p> |

HEALTH SERVICES

| | | |
|---|--|-----------------------------------|
| <p>Child Health Disability Prevention (CHDP)</p> | <p>The Child Health and Disability Prevention (CHDP) Program is a preventive well-child screening program for low-income children under 21 years of age. The goal of the CHDP Program is the early detection and prevention of disease and disabilities in children and youth as well as ongoing health care. The Health and Human Services Department administers the CHDP program in Long Beach through resource and provider development to ensure that high quality services are delivered and available to eligible children/youth. The program informs the target populations to increase their participation, community agencies, and residents to increase the knowledge and acceptance of preventive services.</p> | <p>Healthy Communities Policy</p> |
| <p>Childhood Lead Poisoning Prevention Program (CLPPP)</p> | <p>The Childhood Lead Poisoning Prevention Program (CLPPP) is a state-funded program dedicated to lead poisoning prevention through health education and advocacy for timely lead screenings for children in our community. The two main components of the CLPPP are case management, and education and outreach. Public Health Nurses provide case management for children with elevated blood lead levels who have been referred to the program. Services include: development of an individual service plan, lead exposure prevention and nutrition education, referral to a Registered Environmental Health Specialist (REHS) in the Health Department's Environmental Health Bureau, and collaboration with the primary health care provider.</p> | <p>Healthy Communities Policy</p> |
| <p>Community Health Improvement Plan</p> | <p>Included in Healthy Communities Policy (HCP)</p> | <p>Healthy Communities Policy</p> |
| <p>Lead Hazard Control Program</p> | <p>Much of the housing stock in Long Beach was built prior to 1978 and contains lead-based paint. Lead from paint, including lead contaminated dust, is one of the most common causes of lead poisoning in children. The Lead Hazard Control Program strives to eliminate lead-based paint hazards, especially in low-income housing units. Lead hazard control activities include interior and exterior painting, window and door replacement, cleaning, and other renovations. The Program also addresses additional safety and health-related repairs like fixing trip-and-fall hazards, removing mold, and repairing holes in floors and walls.</p> | <p>Healthy Communities Policy</p> |

HEALTH EDUCATION AND ACTIVITIES

| | | |
|---|--|-----------------------------------|
| <p>Asthma Life Skills Academy for Adults (ALSAA)</p> | <p>Air pollution in Long Beach exacerbates the symptoms of many residents with asthma and leads to more than one in five persons having poorly controlled asthma. Poorly controlled asthma leads to decreased quality of life. The Asthma Life Skills Academy for Adults (ALSAA) Program assists adults living with asthma that are affected by port-related air pollution by utilizing in-home case management visits and stress-free living techniques.</p> | <p>Healthy Communities Policy</p> |
| <p>Community Asthma & Air Quality Resource Education (CAARE)</p> | <p>The Community Asthma and Air Quality Resource Education (CAARE) Program strives to improve the health and well-being of adults and seniors with asthma and assist communities in Long Beach to reduce and/or eliminate indoor and outdoor air pollutants that may contribute to asthma, allergies, and other respiratory illnesses. CAARE provides an intensive asthma education program and in-home case management intervention for adults and seniors.</p> | <p>Healthy Communities Policy</p> |
| <p>Health Promotion and Wellness Program</p> | <p>The Department of Health and Human Services offers a number of health promotion and wellness opportunities, including community forums around health topics; tobacco prevention, diabetes management classes; immunizations, and Woman, Infant & Children's program offering food vouchers, nutrition education, and breast feeding support.</p> | <p>Healthy Communities Policy</p> |
| <p>Healthy Active Long Beach</p> | <p>Healthy Active Long Beach is an obesity and chronic disease prevention program providing opportunities to learn healthy lifestyles through enrichment activities. Healthy Active Long Beach provides information for residents to learn about: a variety of colorful fruits and vegetables every day; healthy eating on a budget; tips for decreasing sugar sweetened foods and beverages; and fun and easy ideas for getting you and your family, to be more active.</p> | <p>Healthy Communities Policy</p> |

LINC Strategies 1-3: Programs Relevant to All Zones (Continued)

- » The following Port projects shown on page 48 reflect programs that have been previously awarded grant funding, but that may be expanded in the future.

GREENHOUSE GAS EMISSIONS REDUCTION

| | |
|--------------------------------------|--|
| Native and Drought-Tolerant Planting | Planting of natives to better tolerate the region's long dry periods, reducing air pollutants in the atmosphere by absorbing CO ₂ and emitting oxygen as a natural byproduct. |
| Urban Forest | Planting of trees to help to settle out, trap, and hold particle pollutants (including dust, ash, pollen and smoke). |
| Energy-efficient Outdoor Lighting | Energy-efficient lighting to reduce the use of electricity and lower GHG emissions from associated electricity generation. |
| Solar Thermal Installation | Installation of solar water heating systems. |
| Solar Electricity Generation | Generation of solar electricity to reduce the reliance on electricity generated from GHG-emitting power plants. |
| HVAC Upgrades and Boiler Replacement | Upgrade of heating, ventilation, and air conditioning (HVAC) systems to better filter pollutants from outside air. Boiler replacement with newer systems that emit less air pollution. |

SCHOOLS AND RELATED SITES

| | |
|---|---|
| Air Filtration System Upgrades and Filter Replacement | Air filtration upgrade projects, that may include schools, daycare centers, and hospitals. |
| Landscaping and Trees | Abundant landscaping absorbs particulate matter and provides a noise buffer from school-adjacent activities. |
| Windows and Doors Replacements | Installation of airtight windows and doors to improve indoor air quality by reducing the inflow of unfiltered outside air through window and door gaps. |

HEALTH CARE AND SENIOR FACILITIES

| | |
|---|---|
| Air Filtration System Upgrades and Filter Replacement | Air filtration upgrade projects, that may include schools, daycare centers, and hospitals. |
| Mobile Health Clinics | Mobile health clinics to provide respiratory-related diagnosis and treatment, for those suffering from asthma and allergies. |
| Health Education and Outreach | Community education and outreach programs that can provide community members with valuable knowledge about living healthy lifestyles. |
| Asthma Health Services | Expansion of asthma services in the community of West Long Beach, including mobile asthma clinic that provide free asthma diagnosis, education, treatment, medications and research for children suffering with asthma and allergies. |
| Health Worker Training | Training of local health workers about asthma treatment and the effects of air pollution on health. |

Figure 4.13

This page intentionally left blank



CHAPTER 5: FUNDING AND IMPLEMENTATION

This Chapter identifies funding mechanisms for the implementation of LiNC projects and programs identified in Chapter 4.

This Chapter identifies funding mechanisms and implementation strategies for the LiNC projects and programs identified in Chapter 4. The LiNC Strategy outlined in this report provides an opportunity to target a series of funding programs to meet the overall needs in each of the LiNC areas. A comprehensive funding strategy that addresses several of the identified projects in the LiNC Strategy summaries will advance improvements in West Long Beach at an accelerated pace. This can be accomplished by including the projects in the City's Capital Improvement Program (CIP) and the federal Community Development Block Grant (CDBG) program, and through an aggressive grant writing strategy.

The seven case studies outlined on pages 53-59 describe solutions that have been implemented, and serve to identify and document precedents of how other communities and organizations have funded projects and programs similar to those contained in this Plan. The implementation analyses include a Sources and Uses Analysis for each project, which identifies each public and private element and the initial funding and matching funding sources for eligible public and private activities.

Livable West Long Beach Working Group

City of Long Beach staff, from the various departments that would be involved in seeking to implement the projects identified in this Plan, together with Port of Long Beach staff, will form a Livable West Long Beach Working Group. This Group will be an extension of the City/Port staff team that collaborated in developing this Plan. The Group will meet quarterly in order to lead, track and report progress toward the implementation of the Plan.

The Group will have the Multiple Account Evaluation tool project spreadsheet prepared to rank and prioritize the projects included in this Plan, as a resource to access in its work. The spreadsheet ranks and scores each identified Plan project, included in Chapter 4, based on its success in meeting the Livability Criteria established during this Plan preparation by the community. Given the flexibility in the Plan, the Working Group can seek to prioritize Livable West Long Beach project implementation by project ranking, or to seek priority implementation by LiNC strategy packages of projects.

In its Quarterly Meetings, the Group will be responsible for the following tasks:

- » Review the current status of each project identified in the Plan, referencing both the ranked list of projects and the LiNC Strategy packages of projects included. Projects' funding or feasibility status may change over time, so the group should track this information for all Livable West Long Beach projects.
- » As necessary, identify a conceptual cost estimate or budget for each project. (Currently only projects included in the City's Capital Improvements Plan (CIP) have budget estimates in the Plan.)

- » Identify the Plan projects that are applicable for existing or emerging City sources of revenue, such as in the City's CIP. The Group should have the responsibility to prioritize Livable West Long Beach projects entering the City's CIP, or for funding as mitigation for other projects.
- » Identify specific new funding sources to be targeted for each project, as needed.

The Group will prepare an annual report summarizing the progress in securing funding and in implementing Plan projects. The report will be presented to the City Planning Commission annually.

Case Study #1

Communities for a Better Environment Huntington Park, California

Project Description

Communities for a Better Environment (CBE) conducted a three-year process to facilitate community involvement in developing an area-wide plan around brownfields site assessment, cleanup, and potential reuses within a 110-acre industrial area. The project is now seeking funding to help transform the Huntington Park Brown-to-Green project area into a mixed-use, sustainable area.

Project Background

The site consists of 110 acres of brownfields, which are abandoned or underused sites previously used for heavy manufacturing and other industries that may still be contaminated by industrial chemicals. The project area is located in the west end of the city. Huntington Park is a predominantly Latino community in Los Angeles County, in which approximately 21 percent of families live below the poverty level.

The US Environmental Protection Agency (EPA) selected CBE as a Brownfields Area-Wide Planning Pilot Program recipient.

Livability Elements

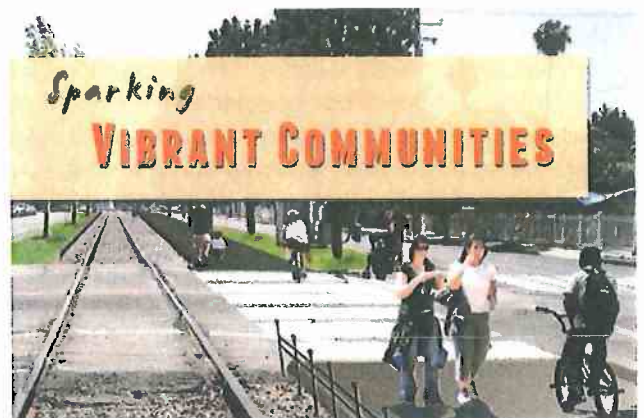
Uses desired by the community during workshops included: hospitals, emergency/safe shelters, recreational facilities, restaurants, schools, cultural & community spaces, museums, food markets, bicycle shops, commuter bus station, public utility facilities, and parks.



FUNDING AGENCY
EPA

PROGRAM
Brownfields Area-wide
Planning Pilot

CONTRACT AWARD
\$175,000



Case Study #2

Metrolink Station Accessibility Improvement Program San Bernardino Associated Governments (SANBAG)

Project Description

As part of the public outreach process for the 2012 Access to Transit Report, SANBAG conducted intercept surveys at each of the six Metrolink stations to identify bicycling and walking improvements that commuters would like to see implemented. SANBAG also conducted four public workshops over the course of the project. The Active Transportation Program (ATP) grant funding will be used for the project development and construction phases.

Project Background

The projects are situated within the ½-mile radius for pedestrian access and 1½-mile radius for bicycle access along the six existing San Bernardino Line Metrolink stations. Poor pedestrian access, narrow sidewalks, lack of maintenance and shade trees, disconnected bicycle networks and other barriers isolate neighborhoods from the existing multi-modal transit centers and make access to the transit stations unsafe and undesirable. The individual projects were thoughtfully and collaboratively pulled into a logical, achievable package for consideration in the ATP process based on the improvement to transit/bicycle/pedestrian connectivity and safety.

Livability Elements

Improvements focus on providing safe pedestrian/bicycle access, gates at railroad crossings, wayfinding signage to direct users to transit centers, sidewalk improvements, high-visibility crosswalks, bicycle parking, and the implementation of key corridors of the regional bicycle network designed to directly connect to the stations.

FUNDING AGENCY
CA State Transportation Agency

PROGRAM
ATP 2014

CONTRACT AWARD
\$4,678,729



Case Study #3

Santa Ana River Trail Project Anaheim, California

Project Description

The City of Anaheim sought funding to develop the Anaheim Coves portion of the west bank of the Santa Ana River from Ball Road to Lincoln Avenue, a distance of about 1.5 miles. The funding was to help expand and improve the Santa Ana River Trail just north of the Anaheim Regional Transportation Intermodal Center (ARTIC). This project was selected because it met the statutory eligibility criteria and was highly qualified as it addressed livability and safety through the development of a new bicycle and pedestrian trail. A total of \$6,335,634 was secured through the Rivers and Mountains Conservancy with Proposition 84 bond proceeds, the Federal Recreation Trails program (now part of the ATP grant program), and the California River Parkways program. The trail is being expanded from Ball Road to the Fontera area of Anaheim, slightly less than one mile. Funding is from the ATP program and the California Natural Resources Agency Urban Greening for Sustainable Communities. The funding totals \$1,733,996.

Project Background

Located in the city of Anaheim (with a population of around 350,000 and over 20 million visitors per year), ARTIC will creatively address the transportation needs that previously have plagued the region by linking Amtrak, Metrolink, buses, taxis, freeways, and major arterials, along with bicycle and pedestrian pathways.

Livability Elements

Linking the pedestrian and bike pathways to the multimodal center will encourage these modes of transportation and reduce the impacts of transportation on the environment. The improvements to the Anaheim Cove are a tremendous amenity for residents and users of the trails by providing parking and restrooms in addition to the beauty of the cove. The project will be a tremendous asset to link commuters to the Santa Ana River Trail.

FUNDING AGENCY
USDOT

PROGRAM
Transportation, Community,
and System Preservation
(TCSP) Program

CONTRACT AWARD
\$652,200



Case Study #4

Bergamot Area Plan Santa Monica, California

Project Description

Santa Monica developed a master plan to transform 140 acres of industrial land into a transit-oriented, mixed-use neighborhood that features affordable, workforce, and market-rate housing; creative arts exhibition, performance and incubator space; strong connections to light rail and bus transit; bicycle and pedestrian connections; new parks and public space; and upgraded and expanded infrastructure.

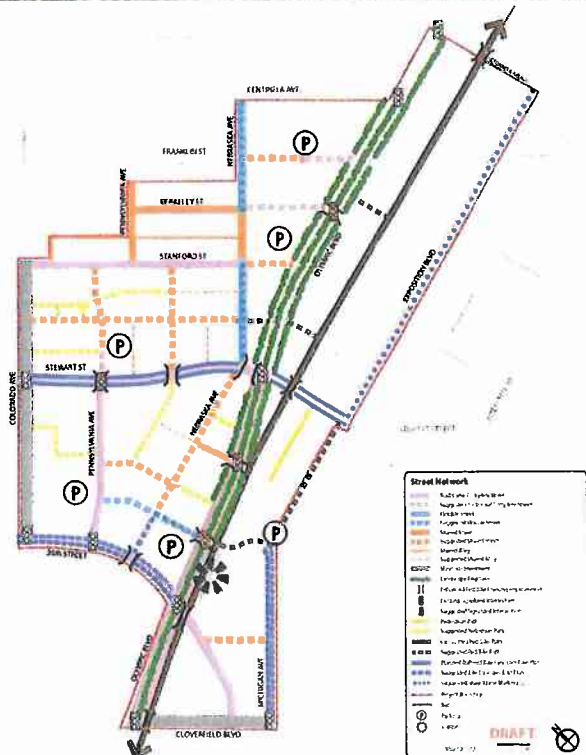
Project Background

In November 2010, the City was awarded one of the highly-competitive HUD/TIGER II Sustainable Communities Challenges grants. The \$652,000 grant will be used for the Bergamot Area Plan (Bergamot Transit Village and the Mixed-Use Creative district) to achieve the 2010 Land Use and Circulation Element (LUCE) Vision for a high-quality, mixed-use creative arts/entertainment transit village around the new Expo Light Rail station.

The community-endorsed LUCE vision provided the perfect synergy between creating new housing, fostering creative arts, supporting local jobs and creating a community where walking, bicycling, and transit use can provide real reductions in greenhouse gases and combat climate change. This grant cycle was a first-of-its-kind interdepartmental collaboration between federal agencies including US Department of Housing & Urban Development (HUD), US Department of Transportation (USDOT), and National Endowment for the Arts (NEA).

Livability Elements

The project will expand transportation options, strengthen local economies, and create a location-efficient, inclusive community. The grant will cause a significant shift in mode shares away from automobiles, decreasing vehicle miles traveled and increasing transit ridership. The grant will increase the supply of affordable housing, with a goal of a 40/60 commercial/residential ratio in one sub-area and a 50/50 ratio in another. Increasing commercial activity in the area will increase tax receipts as well as walkability.



Case Study #5

Los Angeles River Revitalization

Community Redevelopment Agency of Los Angeles

Project Description

The Northeast Los Angeles Riverfront Collaborative (NELA RC) will bring together multiple groups to create an implementation strategy for the redevelopment of 2,200 acres of the Glendale Narrows portion of the Los Angeles River, guided by the policies and vision presented in the 2007 LA River Revitalization Master Plan.

The NELA RC has three objectives:

- » Engage the community in identifying a NELA Riverfront District.
- » Create a comprehensive implementation strategy for community revitalization and reinvestment that links land use, economic development, and workforce strategies.
- » Create a model of engagement and public media to foster civic participation in the revitalization of communities.

Project Background

In 2012, the Los Angeles Economic Workforce Development Department (EWDD) signed an agreement with the US Department of Housing and Urban Development (HUD) to implement a \$2.25 million Community Challenge planning grant from the Federal Partnership for Sustainable Communities, which includes HUD, US Department of Transportation (DOT), and the US Environmental Protection Agency (EPA). The grant funds an innovative, interdisciplinary partnership called the Northeast Los Angeles Riverfront Collaborative (NELA RC), which will capture the energy of the Los Angeles River as a catalyst for integrating planning efforts, coordinating strategic investments and implementing a comprehensive economic revitalization strategy that reflects sustainable development.

Livability Elements

The grant will allow the NELA Collaborative to develop a technology tool that measures the benefits of redevelopment. It will also help create localized family-supporting jobs, support small businesses, and bolster regional food security.

FUNDING AGENCY
Federal Partnership for Sustainable Communities

PROGRAM
Sustainable Community Challenge Planning Grant

CONTRACT AWARD
\$2,250,000



Case Study #6

El Monte Busway Station

Los Angeles County Metropolitan Transportation Authority

Project Description

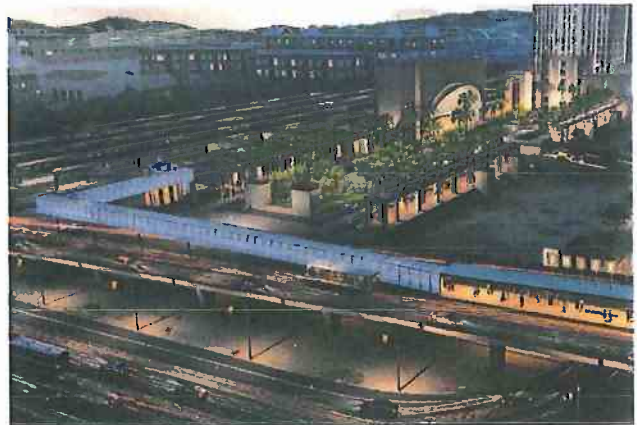
At Union Station in downtown Los Angeles, the Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans), will expand Patsaouras Plaza to provide a busway station for El Monte Busway passengers.

Project Background

The entrance to the existing high-occupancy vehicle (HOV) and El Monte Busway lanes at Union Station has been in need of reconfiguration to allow for the more efficient ingress and egress of pedestrians, buses and automobiles for some time. Currently, the passengers boarding/alighting areas are not located contiguous with Union Station, but rather are situated at the corner of Alameda Street and the Busway entrance/ramp terminus more than a 1/4-mile distance from the plaza. There is no direct pedestrian connection to Union Station currently and there are no passenger amenities such as lighting, Closed Circuit Television (CCTV), information displays, or landscaping. This issue has only become more acute upon revenue operation of the Los Angeles Congestion Reduction Demonstration (LA CRD) and the Silver Line, since ridership on the Silver Line has increased significantly and passengers are forced to walk a 1/4 mile from Union Station to make transit connections such as the Red Line, Gold Line, and Metrolink.

Livability Elements

The busway station will include seating, shelters, lighting, information displays, elevators, and stairs connecting directly to Union Station, the main rail station in Los Angeles, providing a more convenient connection between bus rapid transit, regional and local bus service, Metro light rail, rail transit, Amtrak, and Metrolink commuter trains. These proposed changes would be consistent with surrounding land uses, which are primarily designated for transportation uses.



Case Study #7

Jacobs Center for Neighborhood Innovation San Diego, California

Project Description

The Jacobs Center for Neighborhood Innovation (JCNI) will conduct an area-wide planning process that will incorporate input from community planning partners on brownfields site reuse priorities and adequacy of infrastructure to support those reuses. As a result of the plan, brownfields cleanup and reuse will be addressed in the Cultural Village Plan for the Village at Market Creek, an underused, brownfields-impacted area in southeastern San Diego.

Project Background

The Village at Market Creek is an underused, brownfields-impacted area in southeastern San Diego. The Jacobs Center for Neighborhood Innovation knew the site had potential, and over the past several years has worked with Diamond Neighborhood residents to help shape the future of the site. The Center held an extensive series of workshops and input sessions with community members, where participants learned about the difficulties associated with remediation on the sites and helped to create a comprehensive vision with housing, retail, office space and more. This process eventually shaped the Brownfields Area Wide Planning Action Plan for the Village at Market Creek, which set the stage for new development to begin.

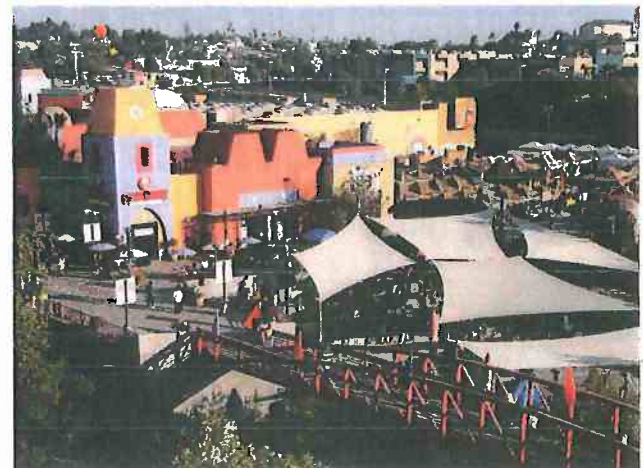
Livability Elements

The Village is centered at a major transit hub consisting of a light-rail stop and major bus transfer station with 8 service routes that feed into the Euclid Ave Trolley Station. The Village at Market Creek will put approximately 60 acres of blighted land into productive use. It will replace substandard housing with nearly 1,000 quality, affordable homes, and restore nearly 5,500 linear feet of wetlands. Over 1.7 million square feet of new construction will bring more than \$300 million in construction contracts to the community, attracting over 250 new businesses and creating 2,000 jobs.

FUNDING AGENCY
EPA

PROGRAM
Brownfields Area-wide
Planning Pilot

CONTRACT AWARD
\$175,000



Funding opportunities exist for streetscape and highway improvements, bicycle and pedestrian programs, transit projects, and park projects. Federal, State, regional, local, and foundation funding is available, but on very different funding schedules and with differing criteria. Efforts to secure funds are assumed to be focused primarily on 2016 and beyond.

As with most funding programs, whether it is the City's Capital Improvement Plan (CIP) or Community Development Block Grant (CDBG) program, scheduled funding is over several years. The process of looking at programs not under control by the City should also attempt to establish a reasonable and attainable schedule for securing the funds.

Major Roadway Funding

U.S. Department of Transportation

The U.S. Department of Transportation (USDOT) overview of its funding programs states that "livability is one of the five strategic priorities for the Department of Transportation". USDOT summaries of the Federal Surface Transportation (STP) program states that "the STP program is one of the main sources of flexible funding available for transit or highway purposes. STP provides the greatest flexibility in the use of funds".

Regional Surface Transportation Program (RSTP)

The California Department of Transportation (Caltrans) administers the STP funds. This is the primary federal highway program. The City of Long Beach compiles its list of projects through Gateway Cities COG or LA Metro. The requests go through the local and regional funding allocation process resulting in the projects being included in the SCAG Regional Surface Transportation Plan (RSTP). The City of Long Beach provides input to the RSTP on an annual basis. The projects identified in the LiNC Strategies can be one of the factors used to decide which projects should be included in the RSTP. Included in the RSTP may be funding from State funds or Measure R funds. The TI Freeway Terminus Realignment, the Long Beach Boulevard/Wardlow Road and I-405 Ramps in the LiNC Strategies are eligible under the SRTP program.

State Transportation Improvement Program (STIP)

The Federal-Aid Highway Program provides funding in six categories: National Highway Performance, Surface Transportation, Highway Safety Improvement, Railway-Highway Crossing, Congestion Mitigation & Air Quality Improvement programs and Metropolitan Planning. 2015 Fiscal Year funding for California was \$2.95 billion. Caltrans administers State funding for transportation projects through the STIP program. Eligible activities include a broad range of activities, including local roads, safety and environmental enhancement and mitigation.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The Federal CMAQ program focuses on projects and programs, which contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. The CMAQ program is part of the Federal-Aid Highway Program. The applicability to West Long Beach could be traffic flow improvements on major arterials (signal coordination).

Highway Bridge Program (HBP)

The Highway Bridge Program is part of the funding through the Federal-Aid Highway program. Bridges are selected by local agencies based on Caltrans listings with application through the Caltrans District Local Assistance Engineer. A series of bridge projects are planned in West Long Beach that will greatly improve mobility for its residents.

City Capital Improvement Plan (CIP)

The City's CIP identifies a broad range of projects in West Long Beach. As the streetscape and highway related projects are identified in the Plan as priority projects, it will be the role of the Public Works Department to determine to what extent and when those projects would be included in the CIP. Each of the highway projects in the LINC Strategies is included in the Mobility Element of the City's General Plan, the CIP, or the Livability Plan.

Environmental Enhancement and Mitigation (EEM) Program

The California Natural Resources Agency (CNRA) administers the EEM program, providing grants for projects that mitigate, either directly or indirectly, the environmental impacts of the modification of an existing transportation facility, or the environmental impacts of the construction of a new transportation facility. The projects fall into three categories: urban forestry, resource land mitigation projects, and projects beyond the scope of the Lead Agency. Funding for the program is on an annual basis with applications typically due in July.

Streetscape Improvements, Bicycle and Pedestrian Improvements, and Transit Improvements

Most of the major roadway improvement funding programs, as well as the bicycle and pedestrian improvement programs described below, include streetscape improvements as eligible activities to be included in the funded projects. As noted in the LINC Strategies, the streetscape projects are an element of a highway or major road improvement project. The City's Mobility Element (part of the General Plan) discusses complete streets and characterizes the street as "a public room" with streetscape features helping to create that environment.

Any project funded under the State Transportation Improvement Program (STIP) or under the State Active Transportation Program (ATP) described below should include a streetscape element. The City's CIP includes streetscape projects and a streetscape element could be included in the Metro Call for Projects.

State Active Transportation Program (ATP)

The purpose of this funding program is to "increase the proportion of trips accomplished by biking and walking". The funding comes from the Federal Transportation Alternative Program, the Federal Highway Safety Improvement Program and the State Highway Account. Application for funding is through the Southern California Association of Governments (SCAG), in consultation with Metro. The program seeks a broad spectrum of projects to benefit many types of active transportation users and must be in compliance with applicable alternative transportation plans with clear project scope, cost and schedule. Example projects include new bikeways and walkways to improve mobility, elimination of hazardous conditions on existing bikeways and walkways, traffic control devices, Safe Routes to School projects, safe routes to transit projects, bicycle-carrying facilities on public transit, bike share programs, recreational trails and trailheads, park projects that facilitate trail linkages and many other bicycle and

pedestrian projects. Priority is given to projects within disadvantaged communities. The State ATP program should be a high priority funding for West Long Beach as many of the projects in the LiNC Strategies are eligible under the ATP. Funding is on an annual basis with application typically due in the spring.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

As noted previously, the CMAQ program focuses on projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas. Bicycle and pedestrian facilities are eligible for CMAQ funds.

Los Angeles Metropolitan Transportation Commission (Metro) Call for Projects

The current modal categories under the Metro Call for Projects include bicycle and pedestrian improvements. The current year program emphasis was on complete streets. The Call for Projects process occurs every two years. The effort to apply for the 2017 Call for Projects should be scheduled for next fall. The new Call for Projects will detail the eligible projects for the 2017 round.

The City's CIP identifies a broad range of bicycle and pedestrian improvement projects in West Long Beach. It will be the role of the Public Works Department to determine to what extent and when those programs would be included in and funding through the CIP. Each of the bicycle and pedestrian projects in the LiNCs is included in the Mobility Element of the City's General Plan the CIP, Highway Plan or the Livability Plan.

The Metro Call for Projects for the current year included Regional Surface Transportation Improvements (RSTI) funds. As the 2017 Call for Projects is promulgated, transit improvement projects can be evaluated and included in the City's response to the Call for Projects.

I-710 Early Action Funding

Measure R included \$590 million for the I-710 and/or Early Action Projects. Metro is working to secure federal funding from the next generation of the Surface Transportation Bill. The funding under the

bill is limited to soundwalls, arterial improvements and local freeway interchanges, based on specific criteria.

Federal Transit Administration TIGER Grants

Since the TIGER Discretionary Grants program was first created, \$4.1 billion has been awarded for capital investments in surface transportation infrastructure over six rounds of competitive grants. The TIGER Discretionary Grant program seeks to award projects that advance USDOT's long-term priorities for the nation's transportation system found in USDOT's Strategic Plan for FY 2014-FY 2018. The TIGER program typically funds transformative projects of all eligible types, including projects that promote Ladders of Opportunity, to the extent permitted by law. The FY 2014 TIGER program gave consideration to projects that sought to improve access to reliable, safe, and affordable transportation for disconnected communities in urban, suburban, and rural areas. This included, but was not limited to, capital projects that better connected people to jobs, removed physical barriers to access, and strengthened communities through neighborhood redevelopment. The FY 2015 TIGER program clearly identifies this concept as Ladders of Opportunity. Ladders of Opportunity projects may increase connectivity to employment, education, services and other opportunities, support workforce development, or contribute to community revitalization, particularly for disadvantaged groups: low income groups, persons with visible and hidden disabilities, elderly individuals, and minority persons and populations. The program is funded annually under the requirements outlined in the Notice of Funding Availability (NOFA). The NOFA for the TIGER program are typically released in the spring, with awards before the end of the Federal fiscal year (September 30).

State Affordable Housing and Sustainable Communities (AHSC) Funding

The AHSC funding promotes transit projects where the transit oriented development incorporates affordable housing along with transit infrastructure activities. Under the State's Cap & Trade program, 20% is being set aside from the auction proceeds to fund the Affordable Housing and Sustainable Communities (AHSC) program. The funding supports transit-oriented development (TOD)

where the private sector brings new development including a minimum of 100 housing units. At least 20% of the units need to be restricted, but the emphasis is on workforce and market rate rental or for sale units. It is expected the next funding round will begin early in 2016.

The Constraints to Development memo identified a series of developers that might be candidates to participate in the program. Specifically, Adobe Communities was referred to the AHSC program. Adobe had identified the lack of funding for projects that provided units for those at 60% of AMI and above as a major constraint. The AHSC program meets that need. Adobe, and others identified in the memo would be the initial group upon which to focus.

The Funders' Network for Smart Growth and Livable Communities (TFN)

The Funders' Network is a 100 member national organization that provides funding to organizations working on issues related to growth and development. The stated objectives noted in the information about TFN states:

- » "Los Angeles' strong network of funders are consciously committed to investing in quality public transportation that protects the environment, creates more jobs, and improves the economy. The philanthropic community and local governments are working together to provide for the needs of its large working-class population; ensure neighborhood investment without displacement, and support the implementation of strategies for sustainable communities."

Their membership makes up a "Who's Who" of philanthropy, including the California Endowment, Annie E. Casey Foundation, Kaiser Permanente, W.K. Kellogg Foundation, LISC, Margaret A. Cargill Foundation, The McKnight Foundation, Ford Foundation, Gates Family Foundation, Ruth Mott Foundation, The Heinz Endowment, Jacobs Family Foundation, Henry & Marilyn Taub Foundation, Walton Family Foundation, Wells Fargo and many more. The grants have varied from \$25,000 to \$85,000. For example, in 2013

Los Angeles received \$50,000 to fund the Transit Corridor Cabinet Coordinator position, and Oakland received \$40,000 to engage the community in the Energy and Climate Action Plan. In 2014, San Diego received \$56,250 to gather community feedback on TOD development at the planned light rail stations.

Park Improvements and Expansion

State Parks Programs

While the State Department of Parks and Recreation administers 34 different programs, most were funded by Propositions 84, 40 and 12. Those funds are now exhausted. Only the two programs listed below have annual funding.

Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Funds are provided to the State to administer by the U.S. National Park Service. The City of Long Beach has effectively used the LWCF to fund park projects, the most recent being the approval of a \$450,000 grant for the Pacific Electric Right-of-Way Greenbelt. An evaluation of the listed park projects in this Plan can be matched against the eligibility criteria for the program.

Habitat Conservation Fund

Approximately \$2,000,000 is available annually from State appropriations for the Habitat Conservation Fund program. Funding is restricted to nature interpretation programs to bring urban residents into park and wildlife areas and trails. The grant program has applicability to the RiverLink plan and could be part of an overall funding program, in conjunction with potential I-710 Early Action Funding.

Community Development Block Grant (CDBG) Funding

The proposed CDBG funding for the next fiscal year includes park and open space development and urban forestry. Virtually all of the census tracts that make up West Long Beach are CDBG eligible and many are in Neighborhood Improvement Strategy (NIS) Areas. As the City implements its Five Year Consolidated Plan, it can be determined whether the CDBG funds can be utilized for park improvement or expansion projects noted in the Livability Plan.

The Trust for Public Land (TPL)

The Trust for Public Land enters into partnerships to advance various programs. With agencies in the Los Angeles area, TPL has helped create a Green Alleys program to transform uninviting, concrete corridors into safe, green community areas. TPL's Creative Placemaking program is a cooperative, community based process that leads to new and rejuvenated parks and open space.

Health Education

City Department of Health and Human Services

The Health Department is active in West Long Beach. The Communities of Excellence in Nutrition (CX3) addresses key nutrition issues shaping the health of the residents within the boundaries of the program. The program has been implemented in the Cabrillo, Edison, Lafayette and Washington neighborhoods of West Long Beach. The Health Department provides citywide services as well as the targeted CX3 services, which are available throughout West Long Beach.

The Department has four other citywide health services programs: the Community Health Improvement Plan projects, Child Health Disability Prevention (CHOP) Program, Childhood Lead Poisoning Prevention Program and the Lead Hazard Control Program.

Foundation Support

More detailed information on foundations participating in the Funders' Network and others most applicable are summarized below:

The California Endowment

The Endowment's funding is committed to the Building Healthy Communities (BHC) plan. The BHC sites were chosen based on criteria grounded in social determinants of health data, the grant-making history, and key stakeholder interviews. The data was used to identify areas that are impacted by poor health outcomes, but have the potential to inspire policy changes to create a healthy environment for all Californians.

The Foundation's approach to grant making

focuses on 14 places across California (Long Beach is recognized as one of the sites), where residents are proving that they have the power to make health happen in their neighborhoods, schools and with prevention—and in doing so, creating a brighter future for their children and for our state.

California Endowment Goals:

The California Endowment (TCE) in partnership with Capital Impact Partners and Community Health Center Capital Fund provides low cost financing to projects that -

1. Increase access to the quality care provided by community clinics and health centers as a means to improve health outcomes,
2. Spur economic development that supports healthy communities, and
3. Encourage innovation in the way care is organized and delivered.

Bloomberg Philanthropies

Bloomberg Philanthropies encompasses all of the charitable giving for founder Michael R. Bloomberg. It has already established itself as a force for policy innovation and global collaboration and is named the world's second most innovative organization, behind only Google, by Fast Company. Bloomberg pays importance to city needs as it feels change that happens in cities can change the world. Their efforts to address climate change on a local level are having a global impact.

Bloomberg Goals:

Bloomberg Philanthropies focuses on five key areas for creating lasting change:

1. Public health
2. Environment
3. Education
4. Government innovation,
5. Arts & culture

Kaiser Permanente

Kaiser Permanente provides support for projects and programs to improve community health and quality-of-life. Example programs include providing assistance with health care costs to people in need, and funding knowledge- and resource-sharing programs that address health disparities.

The Kaiser Permanente Southern California Region

Grants Program provides support to nonprofit organizations, government entities, and academic institutions in Kaiser Permanente service areas throughout Southern California.

Kaiser Permanente Goals:

1. Improve the health of communities
2. Eliminate health disparities
3. Health innovation
4. Help local economies shape local health

Annie E. Casey Foundation

The Annie E. Casey Foundation is a private philanthropy based in Baltimore that works across the country. They help with grants that help federal agencies, states, counties, cities and neighborhoods focus on developing a brighter future for millions of children at risk of poor educational, economic, social and health outcomes. Some of their strategies include: Adoption, Child Protection, Early Childhood, Education, Foster Care, Frontline Practice, Grade-Level Reading, Guardianship, Juvenile Detention, Juvenile Incarceration, Kinship Care, Permanence, Youth and Work, Youth Development, Youth in Transition, Community Change, Community Redevelopment, Education, Housing, Poverty, Social Investments, Working Families and others.

Annie E. Casey Goals:

The foundation emphasizes on families and their need to be surrounded by thriving neighborhoods with supportive services by helping initiatives that -

1. focus on improving outcomes for disadvantaged children
2. have significant potential to demonstrate innovative policy, service delivery and community supports for disadvantaged children and families
3. provide cost-effective responses to the issues that negatively affect children

Health Services

City Department of Health and Human Services

The Health Department has primary responsibility for health education activities. Those include the Asthma Life Skills Academy for Adults Program, the Community Asthma and Air Quality Education

program, the Health Promotion and Wellness Program and the Healthy Active Long Beach Program.

EPA Building Blocks for Sustainable Communities

Building Blocks for Sustainable Communities provides quick, targeted technical assistance to selected communities using a variety of tools that have demonstrated results and widespread application. The purpose of delivering these tools is to stimulate a discussion about growth and development and strengthen local capacity to implement sustainable approaches. Sample subjects where the technical assistance is provided include bike sharing, complete streets and infill development in distressed communities.

Safety and Security

State Active Transportation Program (ATP)

As noted earlier in this report, the ATP program funding program is to “increase the proportion of trips accomplished by biking and walking”. Example projects include new bikeways and walkways to improve mobility, elimination of hazardous conditions on existing bikeways and walkways, traffic control devices, Safe Routes to School projects, safe routes to transit projects, bicycle-carrying facilities on public transit, bike share programs, recreational trails and trailheads, park projects that facilitate trail linkages and many other bicycle and pedestrian projects. Priority is given to projects within disadvantaged communities.

EPA Area-Wide Planning (AWP) grants

For the current AWP round, EPA selected 20 communities in 16 states to receive approximately \$4 million in Brownfields Area-Wide Planning (AWP) grants for cleanup and reuse of Brownfields sites to revitalize communities and strengthen local economies. The planning grants were limited to \$200,000 per community. An equivalent level of funding is expected for the next Federal fiscal year.

Focus on Community

HUD Choice Neighborhood Implementation Grants (CNIG)

Choice Neighborhoods Implementation Grants support those communities that have undergone a comprehensive local planning process and are ready to implement their “Transformation Plan” to redevelop the neighborhood. Adoption of the West Long Beach Livability Implementation Plan would qualify Long Beach for this grant program. The program has applicability to the programs proposed in the LiNC Strategies and consideration should be made to apply for the next fiscal year.

Urban and Community Forestry

The State Department of Fire and Forestry provides funding on an annual basis for projects that support urban forests. Preference is given to Cal Enviro Screen disadvantaged communities, of which West Long Beach qualifies. The fund could support the implementation program for the TI Freeway Terminus Realignment.

Other Programs

Port of Long Beach

The Port has provided a series of grants in West Long Beach focused on mitigating the adverse impact of new projects at the Port in three categories: Greenhouse gas emissions reductions, schools/related uses, and health care and senior facilities (further described on page 48). While no major new Port projects are imminent with specific mitigation funding, the Port is evaluating how it might continue to support programs in West Long Beach.

Tidelands Funding

It has not yet been determined whether Tidelands Funds may be allocated to programs in West Long Beach, or if so, under what circumstances would programs be eligible under the constraints of the funds. The proximity of the West Long Beach neighborhoods to the Tidelands suggests that an effort should be made to determine how targeted projects could be funded.

This page intentionally left blank



CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5th Floor

Long Beach, CA 90802

(562) 570-6194

FAX (562) 570-6068

August 20, 2015

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Recommend that the City Council receive and file the West Long Beach Livability Implementation Plan. (Districts 1, 2, 6, 7 and 8)

APPLICANT: City of Long Beach
Department of Development Services
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

BACKGROUND

Over the last several decades the City has prepared various plans for West Long Beach. These have included zoning and land use plans, park improvement plans, public works and transportation plans, as well as port impact-area mitigation plans, green port policy plans, and climate action plans. Additionally, capital improvements for the area are covered in the City budget within the Capital Improvement Program (CIP). While these prior planning efforts all serve specific purposes, a need exists to provide a single document with an overall framework and implementation plan for improving livability in West Long Beach. The Board of Harbor Commissioners has graciously provided the full funding and impetus for this effort. Harbor Department staff has partnered with staff from the Development Services Department in creating and developing the West Long Beach Livability Implementation Plan (The Plan), which is an implementation program for public improvements to West Long Beach. The Plan will influence public and private investment in West Long Beach, impacting matters before both commissions in the years to come. The Harbor Commission reviewed, received and filed this matter on July 27, 2015.

The Planning Commission held a study session on this matter on June 18, 2015. At that meeting, staff provided a general overview of the Plan and the Commission received public testimony. The comments received from the public and the Commission involved several key issues: the use of existing plans and projects to compile this plan, outreach for the Plan, implementation of the Plan over time, and the economic impacts of the Plan.

THE PURPOSE OF THE PLAN

The Plan presents a comprehensive approach for achieving the community's vision for healthy, vibrant, attractive, and safe neighborhoods. The purpose of the Plan is to promote livability, including environmental quality, community health and safety, the quality of the built environment, and economic vitality. A liveable community promotes pride amongst its

residents and creates spaces for walking, bicycling, transit use, and outdoor exercise, along with social and economic opportunity for all community members.

The Plan defines West Long Beach according to Zone 1A of the Port of Long Beach (Port) Community Mitigation Grant Program (Figure 2.2 Project Boundary, Page 9 of Exhibit A). This community consists of over 85,000 residents living in diverse neighborhoods. Despite the impacts of air, noise, and other pollutants, these neighborhoods of West Long Beach include parks, schools, recreation opportunities, health services, and most importantly, an engaged citizenry dedicated to the area's improvement.

The focus of the Plan is different than a Port or facility mitigation plan, which would focus solely on achieving reductions in emissions and physical health impacts of those emissions. This Plan is also different than a standard transportation or infrastructure plan that would focus solely on moving goods and people and less on the way those systems create or hinder community. The purpose of this Plan is to pull all of these features together and provide not only a vision, but an achievable pathway to realizing that vision.

The Plan groups projects together to achieve synergistic gains. For example, the West Zone (Figure 4.7 Strategy 1, Page 41 of Exhibit A) projects include intersecting streetscape, transit, and bicycle improvements. Individually a bikeway is of limited value, creating opportunity only for those who start and end their journey along its route. Coupled with streetscape and transit improvements, the bikeway is able to open bicycle commuting and recreational opportunities to a host of residents connected by transit and walking opportunities. These improvements have air quality benefits by moving trips from cars to bicycles, treating stormwater with new streetscape planting, and creating the fabric to stimulate private-sector investment and job creation along reinvigorated corridors.

PUBLIC OUTREACH AND ENGAGEMENT

The public engagement process for this Plan has been extensive. The overall strategy focused on combining two large events with smaller focused meetings. Workshops were held in the community during December 2014 and March 2015, with over 90 and 60 attendees respectively. Flyers regarding the project were distributed to over 12,000 school children in the area. More than 20 small-group meetings were held that ranged from stand-alone meetings to project team staff attending set meetings of different organizations throughout the community. A summary of outreach meetings and other outreach efforts is included as Exhibit B.

As would be expected in a diverse community of 85,000 residents, the outreach process resulted in differing priorities and opinions from different participants and different specific neighborhoods. The resulting Plan attempts to reflect the consensus of input received and pays particular attention to location-specific preferences that were given by participants about the neighborhoods in which they live. Outreach will continue as the individual projects within the plan move forward toward funding and construction.

THE LIST OF PROJECTS

The Plan sets forth three geographically specific strategies (Figure 4.5 All LiNC Projects, Page 39 of Exhibit A) with projects appropriate to each specific area. This list of projects builds upon strategies that apply to the entire area. Both the location specific and the area-

wide projects build from previous studies and plans. The purpose of starting from existing plans was not to limit the scope of improvements (in fact some items in the plan are new), but rather to build on existing efforts and to focus on improvements that could be delivered over the next decade

The area-wide strategies include the following:

- Addressing existing environmental hazards in the home (primarily lead).
- Health promotion primarily through the Healthy Long Beach program.
- Greenhouse gas reduction through improved energy efficiency.
- Air filtration through tree planting and mechanical filters at schools, daycares, and hospitals.
- Mobile health clinics and other tools to improve health service delivery.

Atop these areawide service approaches are a host of projects for each area, broadly falling into the categories of streetscape, bicycle and pedestrian improvements, transit improvements, park improvements, and major road projects. Streetscape plans have a multitude of benefits: improved sidewalks lead to improvements in pedestrian safety and decreases in preventable auto collision deaths, they create new planting areas that absorb pollution in the air and the water, they provide a walking link to bikeway and transit infrastructure, and they upgrade the overall look and feel of corridors, leading to private investment and job creation.

Bicycle and pedestrian improvements work in concert with transit improvements to improve mobility and clean the air by shifting trips from automobiles to bikes and transit. Many of these improvements are aimed at improving safety, as well as the comfort and experience of walking, cycling, or riding the bus. Bicycle and pedestrian improvements are focused on the sidewalks and paths leading to transit stops whereas the transit improvements are focused on benches, shelters and other amenities at the transit stop. Park improvements are focused in assuring not only adequate open space, but that community open space reflects the uses and programming that fulfills the needs of all area residents.

The major roadway improvements identified in the plan; realignment of Shoreline Drive, reconfiguration of the Terminal Island Freeway between PCH and Willow, and improving the 405 connection to Long Beach Boulevard, seek to create greater connections between people, parks, and amenities, while still assuring smooth vehicle movement and access.

The list of projects within the Plan seeks to strike a balance between sufficiently robust and ambitious projects, and the reality of what is possible in the forthcoming decade. Projects are included because they are considered achievable and the implementation strategy is set forth in Chapter 5 of the Plan.

IMPLEMENTATION

The West Long Beach Livability Implementation Plan team includes staff from the Development Services Department and the Harbor Department who will continue coordination meetings and oversee the Plan's implementation. The Plan will be formally received by the City Council and will inform the City's Capital Improvement Program (CIP) and the Harbor Department's mitigation and grant programs. The Plan includes an evaluation and measurement focus so that the implementation team can continually

evaluate their progress and make adjustments as necessary.

The Plan lists available grants and other potential funding sources to assist the City in implementing these programs. Because the plan establishes the relationship between component projects and the larger goals and vision, staff anticipates that the Plan will enhance the City's likelihood to obtain funding for projects that have cumulative benefits larger than the sum of its parts. The Plan addresses a primary concern of grantors: that projects should fit into a larger program and that program results should be measured and continuously evaluated for effectiveness. Several case studies are included in Chapter 5 that show how effective this strategic approach has been in neighboring jurisdictions.

RECOMMENDATION

Staff recommends that the Planning Commission recommend the City Council receive and file the West Long Beach Livability Implementation Plan. In the opinion of staff, the Plan reflects community input, needs, and preferences. The Plan provides sufficient detail to guide public investment and infrastructure development in West Long Beach in a fashion that will strengthen and improve the diverse neighborhoods within the designated area. Staff recommends that the Planning Commission request that Development Services staff include the status of plan implementation in its annual work program.

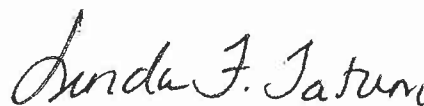
General Plan Consistency

The West Long Beach Livability Implementation Plan is consistent with the goals and policies of the City's General Plan. The Plan is designed to implement several aspects of the General Plan including the Mobility Element goals of creating an efficient, balanced, multimodal mobility network; the Open Space and Recreation Element focus on open space and public safety, the Land Use Element goal of neighborhood emphasis, as well as the safety and liveability goals in all the other General Plan elements.

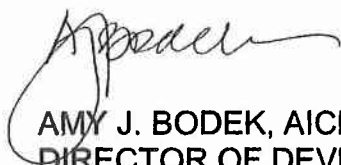
Respectfully submitted,



CHRISTOPHER KOONTZ, AICP
ADVANCE PLANNING OFFICER



LINDA F. TATUM, AICP
PLANNING BUREAU MANAGER



AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:LT:ck

Attachment: Exhibit A - Livable West Long Beach Implementation Plan
Exhibit B - Outreach Summary



NOTICE of EXEMPTION from CEQA

Exhibit C

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

FROM: Department of Development Services
333 W. Ocean Blvd, 5th Floor
Long Beach, CA 90802

L.A. County Clerk
Environmental Fillings
12400 E. Imperial Hwy., Room 1201
Norwalk, CA 90650

Categorical Exemption CE- 15-139

Project Location/Address: West Long Beach – Zone 1A of the Port of Long Beach Community Mitigation Grant Program

Project/Activity Description: The West Long Beach Livability Implementation Plan, which covers portions of Council Districts 1, 2, 6, 7 and 8, presents a comprehensive approach for achieving the community's vision for healthy, vibrant, attractive, and safe neighborhoods. The purpose of this Plan is to promote livability, including environmental quality, community health and safety, the quality of the built environment, and economic vitality. A livable community promotes pride amongst its residents and creates spaces for walking, bicycling, transit uses, and outdoor exercise, along with social and economic opportunity for all community members.

Public Agency Approving Project: **City of Long Beach, Los Angeles County, California**

Applicant Name: City of Long Beach, Development Services Department, c/o Christopher Koontz

Mailing Address: 333 W. Ocean Blvd., 5th Floor, Long Beach CA 90802

Phone Number: 562-570-6288

Applicant Signature: _____

BELOW THIS LINE FOR STAFF USE ONLY

Application Number: 15-139 Planner's Initials: _____

Required Permits: _____

THE ABOVE PROJECT HAS BEEN FOUND TO BE EXEMPT FROM CEQA IN ACCORDANCE WITH STATE GUIDELINES SECTION 15308, Class 8, Actions by Regulatory Agencies for Protection of the Environment

Statement of support for this finding: Long range planning program to improve livability quality for West Long Beach, including environmental quality.

Contact Person: Craig Chalfant

Contact Phone: 562-570-6368

Signature: _____

Date: 9/29/15