

Corridor Improvements Imagery



SCREENING, SOUNDWALLS AND EDGES

PLANTING / REGIONAL BIKE PATH



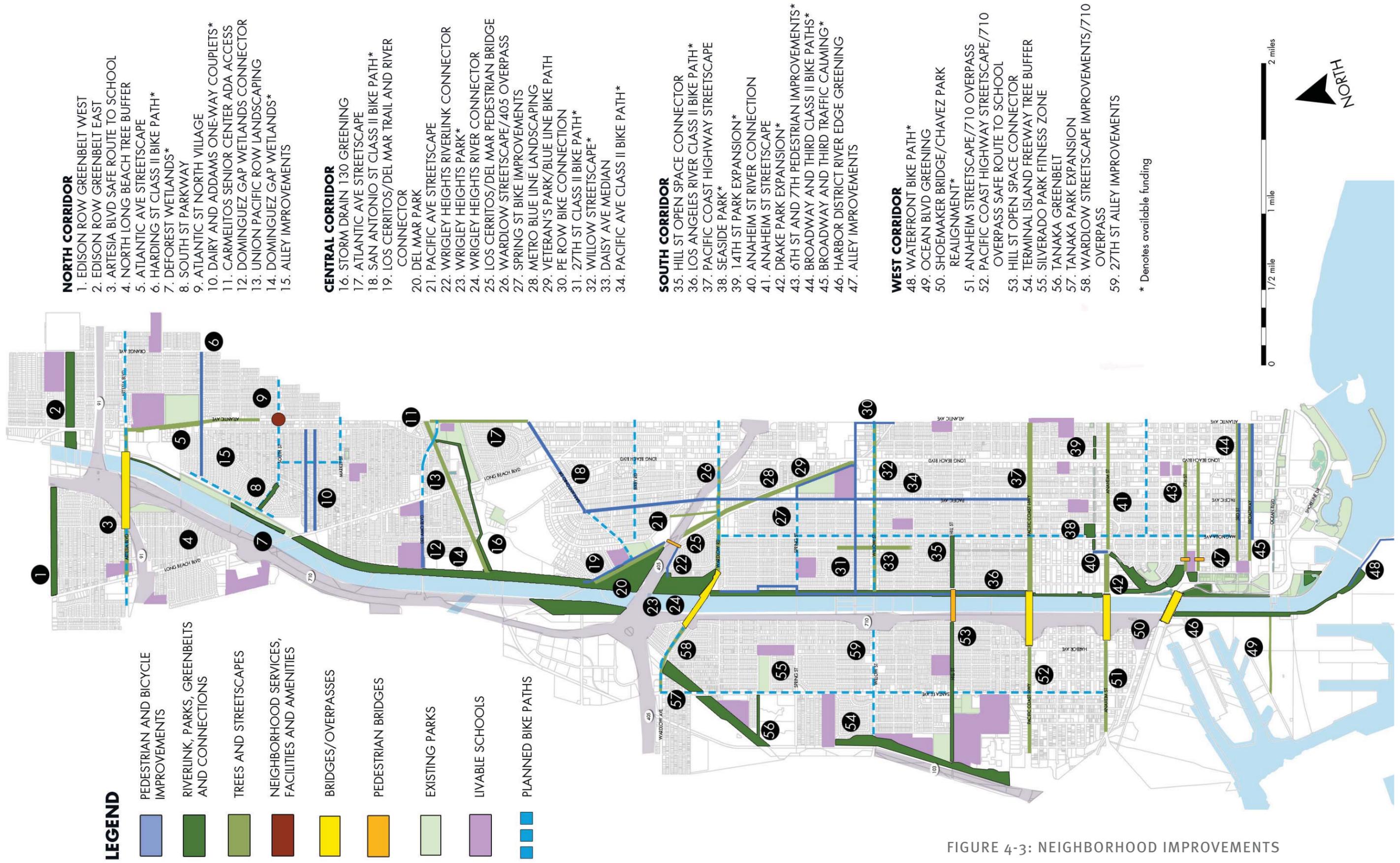


FIGURE 4-3: NEIGHBORHOOD IMPROVEMENTS

**NORTH CORRIDOR**

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

**CENTRAL CORRIDOR**

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

**SOUTH CORRIDOR**

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

**WEST CORRIDOR**

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

\* Denotes available funding



# NEIGHBORHOOD IMPROVEMENTS

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

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

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

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

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

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

## WE CAN MEASURE QUALITY OF LIFE IN A NEIGHBORHOOD BY:

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

Its physical safety and the health of its residents

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

## CONCLUSION

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



North Corridor Bird's Eye View



TABLE 4-2: NORTH CORRIDOR RECOMMENDATIONS

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

\* Denotes available funding

LEGEND

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



Central Corridor Bird's Eye View