SCENIC ROUTES ELEME

(SCENIC HIGHWAYS)

LONG BEACH GENERAL PLAN

CITY PLANNING DEPARTMEN

May 9, 1975

City Council

Edwin W. Wade, Mayor
Bert Bond, Mayor Pro Tempore
Dr. Thomas J. Clark
E. F. (Ted) Cruchley
Donald W. Phillips
Russell Rubley
Eunice N. Sato
Renee B. Simon
James H. Wilson

John R. Mansell, City Manager

City Planning Commission

W. Robert Pierce, Chairman
Weckford Morgan, Vice Chairman
Shirley Blumberg
Walter J. Desmond
John Grindle
Travis A. Montgomery
Dr. Richard Sugiyama

City Planning Department

Ernest Mayer, Jr., Director

This document is one of many which together comprise the new comprehensive General Plan for the City of Long Beach, California. The General Plan project is programmed through the period 1 January 1973 to 30 June 1975. It not only complies with California legislation regulating the preparation of official planning documents, but also is expanded beyond the legislation to meet the special needs of Long Beach.

The General Plan is subdivided into a number of different subjects, entitled "elements." Some elements are mandated by State law, while others are optional. The Long Beach General Plan will contain the following elements:

- Open Space*
- Conservation*
- Seismic Safety*
- Noise*
- Scenic Highways*
- Public Safety*
- Housing*
- Land Use*
- Circulation*
- Population
- Environmental Management
- Coastline
- Urban Design
- Others, as determined during the course of the program

Elements identified by a star (*) are mandated by State law.

All of the elements are intimately interrelated, and therefore, none should be viewed entirely alone without reference to other elements.

The elements will be prepared and issued sequentially, on a schedule determined by mandated deadlines, manpower availability, informational needs, and other variables.

Inquiries regarding information contained in this document or related to the General Plan program should be directed to the

City Planning Department
Room 401
City Hall, 205 West Broadway
Long Beach, California 90802
(213) 436-9041
Ernest Mayer, Jr., Director

TABLE OF CONTENTS

Chapter		Page
I.	SUMMARY	1
II.	INTRODUCTION	7
III.	LONG BEACH SCENIC ASSETS	13
IV.	SCENIC ROUTE INTERFACES	19
V.	GOALS AND POLICIES FOR SCENIC ROUTES	29
VI.	CRITERIA AND STANDARDS FOR SCENIC ROUTES	39
VII.	PROPOSED SCENIC ROUTES	53
	Recreational	59
	Historical - Cultural	97
	Signal Hill Vista	111
	Industrial - Educational	119
	Bicycle	133
VIII.	ACTION PROGRAM	145
	GLOSSARY	159
	BIBLIOGRAPHY	165
	APPENDIX	169
	Index of Proposed Scenic Routes	171

TABLE OF ILLUSTRATIONS

	Page
Proposed State, County, and Regional Scenic Routes	22
Proposed Scenic Routes - Adjacent Cities	26
Conceptual Plan of Scenic Routes	57
Recreational Scenic Route	58
Historical - Cultural Scenic Route	96
Signal Hill Vista Route	110
Industrial-Educational Scenic Route	118
Bicycle Scenic Route	132

SUMMARY

I. SUMMARY

The Scenic Routes Element is the first element of the new General Plan to address the subject of aesthetics and physical design. It is closely related to the adopted Open Space Element and lays the groundwork for aesthetic considerations in the future Transportation Element and, more profoundly, in the forthcoming Urban Design Element. As a component of the General Plan, it will affect and be affected by the remaining elements, therefore, it will be subject to possible amendment before final adoption of the completed General Plan.

The preparation and adoption of the Scenic Routes Element (Scenic Highways) is mandated by State law, and has been completed in response to that mandate. State Guidelines for the preparation of the document, defined as "Scenic Highways," call for scenically protected highways and accompanying corridors which may be expanded to include bicycling systems as well. Although official designation as "State Scenic Highways" is granted only those routes appearing on the state and county master plans, this element emphasizes criteria, standards and proposed alignment of urban routes for local designation in a further refinement of the mandate.

Goals and policies for the Scenic Routes Element are derived from the Open Space and Conservation Elements, past legislative action, and statements of quasi-official organizations within the City. Additional input is acknowledged from neighboring jurisdictions, the Southern California Association of Governments, the Los Angeles and Orange

County Scenic Highways documents and the South Coast Regional Commission's "Appearance and Design Element." Beyond this, nationally recognized academic studies have led to the understanding and incorporation of urban design and aesthetic goals and policies.

In transposing the goals and policies to three dimensional routing, criteria are developed from which the viability of individual scenic route systems emerges. These link various homogeneous points of interest which further coalesce in the presentation of the City's scenic assets. Where possible, the routes utilize or parallel available open space linear corridors. Therefore, the proposed route alignments are highly supportive and reflective of the Open Space Plan.[1]

Critical to the element are the selective and protective criteria and standards for the scenic corridors which necessarily extend beyond the strictly defined rights-of-way of the individual routes. Here rests the heart of the document. Specific design criteria and standards are presented that support the regulation of such elements as structures, signing, utility lines, landscaping, view corridors, and street furniture.

The element culminates with the "Conceptual Plan of Scenic Routes" (page 57) which graphically combines the five proposed local scenic routes and their respective corridors. The proposed routes are designated as follows:

Recreational Scenic Route
Historical-Cultural Scenic Route
Signal Hill Vista Route
Industrial-Educational Scenic Route
Bicycle Scenic Route

---

[1]City of Long Beach, Open Space Element (1973), p. 86.

There follows a rationale and descriptive narrative of each route, inclusive of points of interest and character of the existing corridor. The "Conceptual Plan of Scenic Routes" also includes those portions of the routes prepared by the State, County, and Regional Commission planning documents which complement the local systems.

Finally, an action plan is presented which lists selection criteria and priorities of development of the scenic routes and segments thereof, and reviews implementation methods available to the City. The document concludes with a step by step procedure for official local scenic route designation.

Recommendations

The importance of the Long Beach Scenic Routes Element is manifested in its policies which bring together the protection and enhancement of aesthetic resources and the pioneering of urban design standards for the City. Thus, it is at the same time a policy plan and a building block toward greater awareness of design effects on the urban community.

In order to achieve the purposes of a scenic route program, the following significant recommendations can be gleaned from the Element.

1. Adopt the Scenic Route Element with goals and policies which would commit the City to the development of scenic routes, and to the coordination of these routes with those of adjacent communities, and state, county, and regional jurisdictions.

2. Adopt the proposed routes and accompanying corridors identified on the map titled "Conceptual

Plan of Scenic Routes" as conceptual routes worthy of further study.

3. Create a Design Review Board consisting of community residents and design professionals to review development plans within scenic corridors.

4. Adopt a scenic corridor "special district" sign ordinance prohibiting off-premise signing and restricting on-premise signs.

5. Adopt an ordinance requiring new private development to dedicate scenic easements where appropriate and provide for bicycle and pedestrian rights-of-way when such development would be in accordance with the "Conceptual Plan of Scenic Routes."

INTRODUCTION

II. INTRODUCTION

The Scenic Routes Element of the General Plan for the City of Long Beach conforms to the mandate of the California Government Code[1] which requires the adoption of a "Scenic Highway" Element by all cities and counties. Specifically, the California legislature requires the inclusion of the General Plan component: " . . . for the development, establishment, and protection of scenic highways . . ."[2]

Moreover, the pursuit of the Scenic Routes Element offers an opportunity to develop a physical design framework to bind certain General Plan elements together, especially those of Open Space, Conservation, Transportation, and Urban Design. As a precurser to the latter, the Scenic Routes Element initiates the study of the effects which aesthetics and physical design can impart to produce a good environmental image. This image, which can be defined as the individual's generalized mental picture of the exterior physical world, in turn bestows on the individual an important sense of orientation and emotional security. Scenic routes, through careful selection and subtleties of design articulation, can become a major visible element of cohesion and progress toward the elimination of visual chaos and disorientation.

Studies point toward a much greater opportunity for highway design to influence the urban setting and its

---

[1] State of California, Government Code, Section 65302(h).

[2] Ibid. " . . . pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

inhabitants in a positive manner. Donald Appleyard, Kevin Lynch, and John Myer, in a comprehensive work entitled The View from the Road, published for the Joint Center for Urban Studies of M. I. T. and Harvard Universities, have articulated a philosophy inherent in the Long Beach Scenic Routes Element:

> . . . The highway is--or at least might be a work of art. The view from the road can be a dramatic play of space and motion, of light and texture, all on a new scale. These long sequences could make our vast metropolitan areas comprehensible: The driver would see how the city is organized, what it symbolizes, how people use it, how it relates to him. To our way of thinking, the highway is the great neglected opportunity in city design.[3]

Long Beach has great opportunities to develop urban scenic routes as well as a certain responsibility to do so. With many regional historical, cultural, recreational, employment, and educational opportunities within its borders, Long Beach streets and highways are available not only to its residents, but also to a daily influx of visitors from throughout Southern California. Additionally, state-wide concern for the preservation and enhancement of coastal areas evidenced by the passage of Proposition 20, The California Coastal Zone Conservation Act, and the subsequent development of Regional and State design policies illustrate that Long Beach is not alone in the quest for an improved environment.

Scenic routes are an integral part of this effort. Their benefits, listed below, will be experienced by both Long Beach and the Southern California region.

1. Orientation: Through the enhancement of vistas and landmarks, and the continuity of the scenic corridors, increased legibility of the City's

---

[3]Appleyard, Lynch, Myer, The View from the Road, p. 3.

physical organization will be achieved, adding to the emotional security of its inhabitants.

2. Meaning: Sensitive routing will increase awareness and understanding of the function, history and human values of the City.

3. Image: Passage along the scenic corridor will become a memorable experience through continuities in design articulation and flow of sequential form.

Furthermore, the enhancement and protection of the attractiveness of the urban setting through the aesthetic treatment of the route and accompanying corridor will increase public safety,[4] protect public health, enhance property values, preserve urban open space, provide recreation and serve as a force in shaping urban development.

The Scenic Routes Element serves as a comprehensive plan for the development and protection of a system of scenic routes and corridors. It identifies scenic assets of historical, cultural, recreational, industrial and aesthetic importance; establishes a set of goals and policies; maps routes which may have merit for inclusion in a designated system; and establishes criteria and design standards to protect the scenic corridors. Therefore, the Scenic Routes Element is not a decorative approach to street and highway beautification, but a studious attempt to acknowlege the potential educational and unifying roles of the scenic route in the urban milieu and provide a practical guide for the selection and enhancement of routes that exploit the essence of Long Beach as a unique urban community.

---

[4]Tunnard, Christopher, Man Made America: Chaos or Control, p. 205; and Davidson, et. al., The Economic Benefits Accruing from the Scenic Enhancement of Highways, pp. 19 and 39.

Four suggested scenic automobile routes and one scenic bicycle route are presented in the element. The routes are illustrative of the adoption of policies and standards developed herein and will not become officially designated routes through the adoption of this element. Only after extensive corridor studies, including potential modifications in route alignment, and compliance with the goals and standards set forth in this element will the proposed routes be eligible for official designation.

LONG BEACH
SCENIC ASSETS

III. LONG BEACH SCENIC ASSETS

The City of Long Beach has been richly endowed with an exceptional physical setting and with a myriad of unusual developments which offer to its citizens and visitors a variety of scenic and participatory experiences. The City's scenic assets are multifold. The adopted Open Space Element has provided a comprehensive inventory and map of open space and its use in Long Beach.[1] It is referred to here because of its use as the research base for identification of scenic resources. The following is a categorization of the most notable aesthetic assets in Long Beach and a basis for the proposed creation of five individual scenic routes.

The historical assets range from two beautifully preserved ranches, Rancho Los Cerritos and Rancho Los Alamitos, to the first oil well "Alamitos 1" located in nearby Signal Hill. This historic well marks the sensational development of the oil industry in the Long Beach area.

The cultural assets include the downtown Civic Center Complex, to be completed by 1976, encompassing the City Hall Tower and the Main Library with its roof-top garden. Construction of I.M. Pei's proposed Long Beach Art Museum will complete the development at a later date. The structures will be connected by a series of plazas, reflection pools and landscaped areas. In the Shoreline Park area, the Pacific Terrace Center consists of the existing large Arena, the reconstructed Auditorium, a new Convention Hall, and a dramatic approach plaza off Ocean Boulevard. When completed

---

[1] Open Space Element, Long Beach General Plan, 1973, pp. 35-74.

in 1977, they will become major assets due to the multitude of cultural and entertainment events that will take place there. On Pier "J", the Queen Mary, Marysgate Village and Cousteau's Museum of the Living Sea offer a different type of cultural asset combining educational and recreational activities. On the east side of the City, the California State University at Long Beach is an expansive campus. The cultural programs offered at the University are of superior quality and the setting of the buildings, situated on 320 landscaped acres, provides unique open space environments. In addition, Long Beach City College, with its two campuses offers a variety of curricula at the junior college level and provides its services to the adult community by a large extended day classes program.

Architectural assets are yet another category. Among many fine buildings, the Villa Riviera and the Greene and Greene residence situated on Ocean Boulevard, and the Los Alamitos Rancho adobe stand out as particularly unique examples of architecture. The Civic Center and Art Museum structures will also be architectually impressive.

View assets are a valuable resource in the City of Long Beach. The vistas of the ocean, port facilities and oil islands offered from Ocean Boulevard, Bixby Park, Bluff Park and many other vantage points are remarkable. Signal Hill, although a separate political entity, must be counted as one of the City's visual assets. The panoramic views afforded from the hill are unquestionable assets. As a visual landmark, Signal Hill is a definite point of reference for the traveler, and acts as a dramatic backdrop for a variety of scenic vistas. Dramatic linear vistas also are presented by the flood control channels.

Recreational assets encompass the beaches, the marinas, and the many ocean related activity areas such as the Marine

Stadium and Alamitos Bay. An abundance of parks is provided for the citizens, but of particular interest are Heartwell Park, Shoreline Park, Recreation Park and the extensive 760 acre El Dorado Regional Park. El Dorado Park is developed with a golf course of 150 acres, a Nature Center of 80 acres, and a tree farm of 40 acres, all interconnected by waterways, large expanses of lawn, tree groves and landscaped areas. Along Carson Street, Heartwell Park provides a 2 1/4 mile linear greenbelt offering a variety of recreational activities. In the downtown section of the City, the 50 acre Shoreline Park now under development will become a focal point offering many amenities including a cultural center and botanical garden. Related to the parks, Virginia Country Club (169 acres), Recreation Park Golf Course (37) acres and Skylinks Golf Course (174 acres) offer additional recreation opportunities.

Industrial assets center around the port facility and the oil producing industry. The Port of Long Beach is an exciting environment in which a variety of activities take place. Container shipping terminals with their gigantic cranes loading or unloading ships, and the arrival and departure of ships have a certain appeal to the viewer due to the magnitude and scale of these activities. Oil extraction from both land and the oil islands is another unique activity of major interest.

Open space and scenic assets in Long Beach as inventoried in the Open Space Element and as discussed above are numerous and varied. This brief overview accentuates the diverse range of opportunities available for the creation of several distinct routes. Five are being proposed: an Historical-Cultural Scenic Route, a Signal Hill Vista Route, a Recreational Scenic Route, an Industrial-Educational Scenic Route and a Bicycle Scenic Route. The unique

character of each will be discussed later in this document. As specific routes or segments thereof are being studied for implementation, a more exacting analysis of related aesthetic resources should be conducted.

SCENIC ROUTE INTERFACES

IV. SCENIC ROUTE INTERFACES

Proposed scenic routes in Long Beach will not operate in a vacuum. State, County, Regional and adjacent municipal systems exert an influence on the routing and policies in Long Beach.

The State "Master Plan for Scenic Highways"[1] includes the Long Beach portion of the Pacific Coast Highway from the Orange County border to its intersection with State Route 19 (Lakewood Boulevard) at the traffic circle. This concludes the Highway 1 littoral route from Capistrano Beach and is a very important southeastern connection to the Long Beach internal system. (See map page 22).

The Los Angeles County proposed "Scenic Highway System"[2] designates a Long Beach shoreline route which includes Ocean Boulevard, Bayshore Avenue, Second Street and Marina Drive to the Orange County line. In addition, the State proposed Pacific Coast Highway segment is included as well as Harbor Scenic Drive on Pier "J". (See map on page 22).

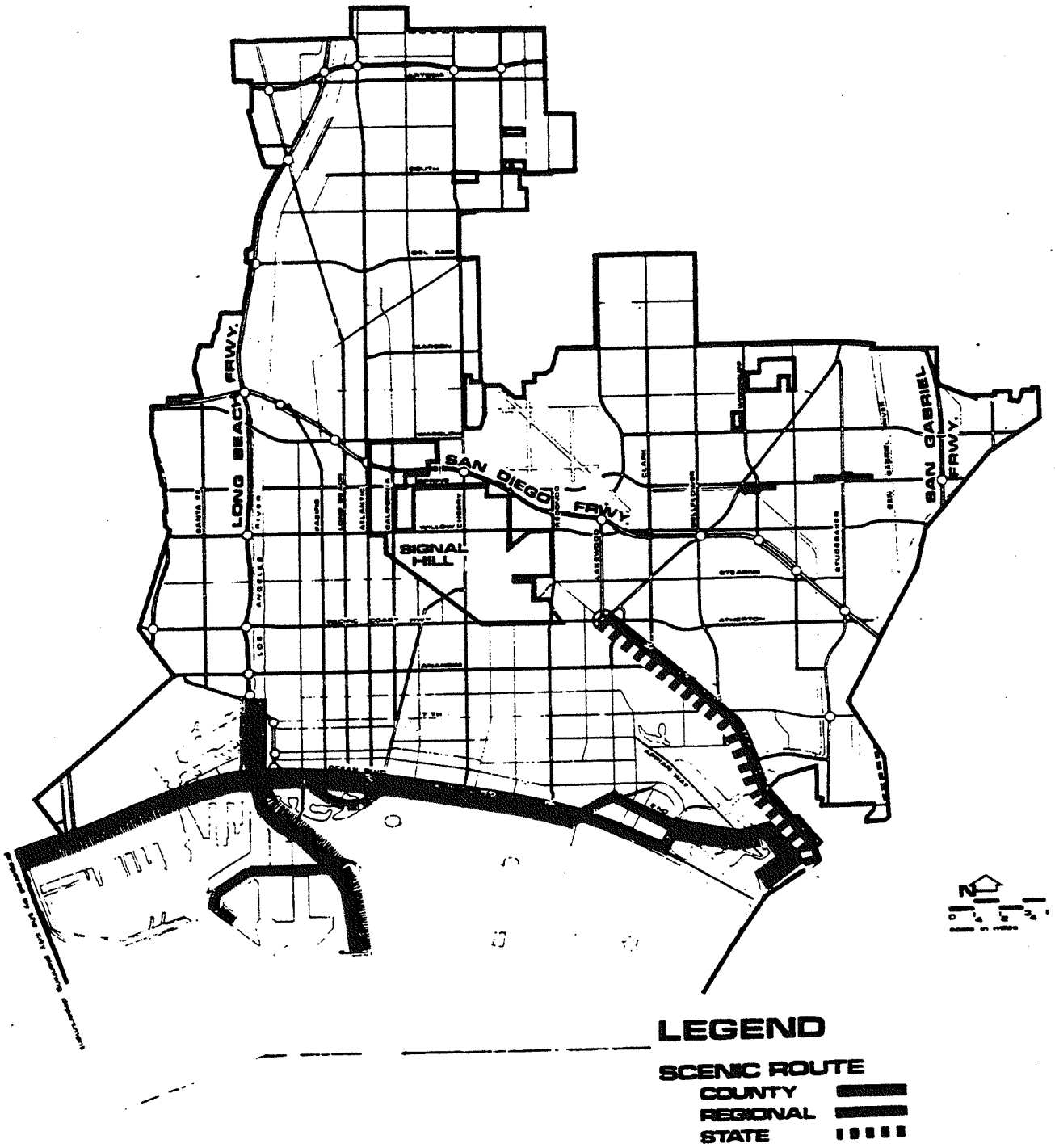
The South Coast Regional Commission's Appearance and Design Element develops a modification of the County route through Long Beach. Its proposed "Coastal Scenic Route,"[3] which will be continuous throughout the region, includes

---

[1] State of California, Department of Public Works. The Scenic Route, pp. 3 and 50.

[2] Los Angeles County General Plan Program. Scenic Highway Element. pp. 15, 38, and 40.

[3] South Coast Regional Commission, Appearance and Design Element for the South Coast Region, p. 49.



PROPOSED STATE, COUNTY, AND REGIONAL SCENIC ROUTES

Ocean Boulevard in its entirety, Shoreline Drive, Livingston Drive, 2nd Street and Marina Drive to the Orange County line. Also included, on Pier "J", are Harbor Scenic Drive and Panorama Drive. (Opposite page).

The proposed State and County scenic highway routes and accompanying criteria are optional within Long Beach. The City need not adopt them if it does not wish to. However, to be officially designated within the State or County systems, they must conform to their respective planning and design standards.

For participation in the State scenic highway program, local jurisdictions must meet the following 5 requirements for protection of scenic corridors.

1. Regulation of land use which may include density and/or the intensity of development;
2. detailed land and site planning;
3. control of outdoor advertising;
4. careful attention to and control of earthmoving and landscaping; and
5. the design and appearance of structures and equipment.

Unlike the state and county options, the coastal scenic route and criteria designated in the adopted Appearance and Design Element of the South Coast Regional Commission will be mandatory if passed by the State Legislature in 1976. In this case, the local governing body must adopt the design standards of the Regional Commission or its successor agency as minimum criteria. If this is not accomplished, the rulings of the regional agency will override those of the local governing bodies. Therefore, it is important that the

scenic route policy of the Coastal Commission be presented here in its entirety.

> A coastal scenic route shall be established, and will include special signs, markers, rest stops and vista points equipped with informational signs identifying landforms and landmarks in the view. Some information centers shall be established.
>
> The scenic route is continuous, uninterrupted, and covers the entire South Coast Region. The alignment chosen maximizes the view of the ocean. flora and fauna, coastal geology, physiography as well as the social ecology, activity settings and extractive uses of the coastal land. The alignment includes unique scenic areas, vista points, and panoramic view areas.
>
> Wherever possible the same scenic corridor will include pedestrian paths, bikeways and navigation routes for small boats.
>
> The scenic corridor, which includes all lots fronting the scenic roads, paths, bikeways or navigation route, shall have strict sign and billboard controls and required review and approval by the Design Review Board of individual structures.[4]

Elsewhere in the Commission's document are signing policy statements that will have a direct influence on scenic corridor regulation if adopted by the Legislature.

> Signs and billboards that have been abandoned or have fallen into disrepair shall be removed or brought into conformance with acceptable standards, respectively.
>
> Both on and off-premise non-conforming signs and billboards shall be removed according to a reasonable amortization period.
>
> All off-premise signs and billboards and their supporting structures shall be considered non-conforming.
>
> In order to prevent obstruction of views, all on-site signs on the roofs of buildings shall be considered non-conforming. If it is determined by the local Design Review Board that the only feasible location

---

[4]Ibid, pp. 38 and 39.

for a sign is on the roof (due to natural barriers, e.g., trees) then an exception may be considered.

Signs and billboards shall be more strictly regulated based on the greater the extent of their encroachment into the public right-of-way and view corridors.

Signs shall not obscure nor detract from building silhouettes and architectural detail.

Design excesses such as multiplicity of forms, visual overload, structural excesses, sign height and area excesses, and attention seizing methods such as mechanical movement, the use of irridescent colors and flashing lights shall not be permitted unless authorized by the local Design Review Board for a highly unique area such as an amusement district.

Signs should be large enough to permit easy and safe identification, but shall not dominate the streetscape or premise nor detract from or obstruct the immediate environment, including views.

Sign height should be within the normal cone of vision; (not to exceed in height 1/4 the distance from the viewer as seen at a horizontal angle of 30° from the center of the right-of-way).

No private signs shall be allowed to block, partially block, or be in visual conflict with public regulatory, directional, identification, scenic route or other instructive signs.

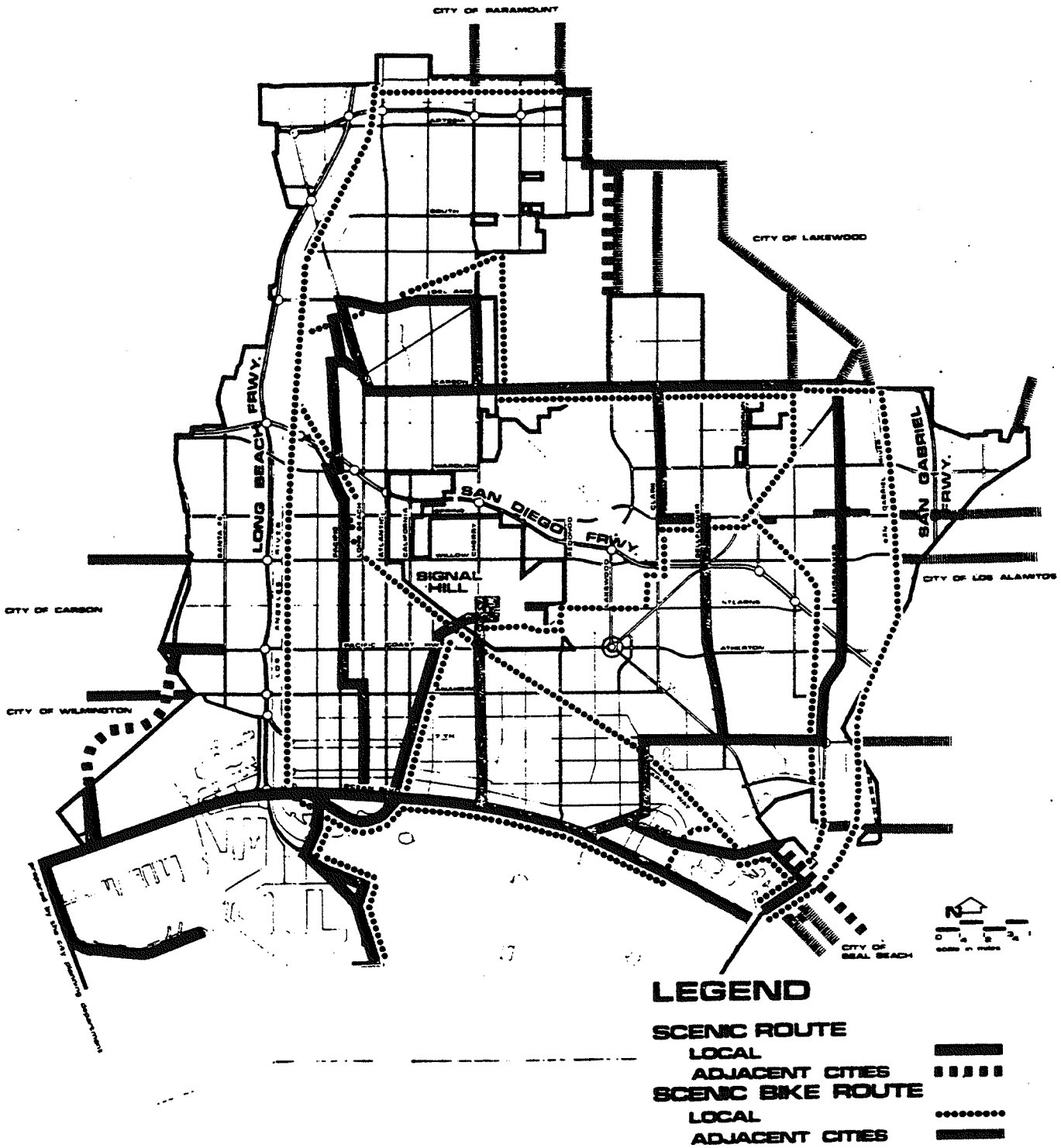
All local and state agencies responsible for location, maintenance and design of public signs shall coordinate their efforts and plans in the future management of public signs in order to minimize conflict, redundancy, and unnecessary visual clutter.[5]

Recognition is due adjacent cities where proposed scenic routings provide the potential for interconnections that will result in a more uniform scenic route system for the region.

Not many neighboring cities are planning scenic automotive routes. The City of Seal Beach has proposed Pacific

---

[5]Ibid, pp. 43 and 44.



PROPOSED SCENIC ROUTES ADJACENT CITIES

Coast Highway to be designated as a scenic highway under the State "Master Plan for Scenic Highways" and the Community of San Pedro has a proposed County Scenic Highway: Seaside Avenue eastward to Ocean Boulevard. To the north the City of Lakewood is proposing Lakewood Boulevard as a scenic highway. All three of these scenic highway routes connect directly to the proposed Long Beach Scenic route system. (See map on page 26). The other adjacent cities do not have routes eligible for State or County designation and plan no local scenic routes of their own.

Bike routes are enjoying much greater popularity in the plans of adjacent cities, thereby providing Long Beach with many opportunities for interconnection. (See map on page 26). The City of Lakewood has an extensive bike route system proposed which will connect in numerous locations with those in Long Beach. Lakewood's bike route along the Los Angeles City Department of Water and Power right-of-way and the Southern California Edison Company right-of-way provides a strategic bicycle route and open space linkage between north Long Beach and the eastern San Gabriel River Channel route. Furthermore, the cities of Paramount, Bellflower, Los Alamitos, Wilmington, and Compton, as well as the County of Los Angeles have bike routes that connect to the proposed Long Beach system. The City of Carson is studying the feasibility of using Dominquez drainage channel as a bike route, and may wish to acquire a linkage to the Long Beach system.

GOALS AND POLICIES FOR SCENIC ROUTES

V. GOALS AND POLICIES FOR SCENIC ROUTES

Goals relating to the Scenic Routes Element are implicit in the body of many of the published documents heretofore delineating public policy. The Scenic Routes Element, through its positioning within the hierachy of element completion, is an extension of the adopted Open Space and Conservation Elements. It can be seen as a further refinement of them, with goals which are more specific. Its affects on the formulation of the Transportation and Urban Design elements are apparent.

Goals in themselves represent extremely high levels of aspiration which may never be attained. They are often expressed in terms of a desired societal direction instead of a particular result. However, they also range from the most generalized and universally acceptable, the further removed they are from specific lines of action, to the more refined and subsequently controversial. Specific goals for the Scenic Routes Element necessarily fall in the latter category, but their evolution from established City goals and the adopted Open Space Element grants them a special legitimacy in derivation.

The more general goals of the City which have bearing on the Scenic Routes Element are the following:

- To improve and preserve the unique and fine qualities of Long Beach and to eliminate undesirable or harmful elements. [General Plan, 1961]
- To promote the health, safety and well-being of the people of Long Beach by adopting standards for the proper balance, relationship, and distribution of

the various types of land uses, and by formulating and adopting a long-term capital improvement program. [General Plan, 1961]

- To develop a well-balanced community offering planned and protected residential districts, an adequate park and recreation system for all age groups, excellent facilities for cultural pursuits, well-distributed commercial districts, planned and restricted industrial districts, and a coordinated circulation system for fast, safe, and efficient movement of people and commodities. [General Plan, 1961]
- To establish a basis for an urban renewal or urban redevelopment program for the purpose of correcting, where necessary, blight in residential, commercial, and industrial areas through the combined efforts of private enterprise and local government. [General Plan, 1961]
- To establish a balanced action as a goal aimed at improving the qualitative conditions of life for all segments of the population of the City. [Community Analysis Program, 1971]

More specific goals which have been officially adopted or sanctioned by the Long Beach City Council over the last decade seem to anticipate the scenic routes program:

- To maintain open vistas of the ocean across public land. [Civic Beautification Program Application, 1967]
- To identify and preserve sites of outstanding scenic, historic, and cultural significance or recreational potential. [Legacy of Parks Application, 1972]

- To utilize public easements for a system of connecting corridors between major recreational facilities and open space. [Bicycle/Pedestrian Trails Application, 1971]
- To develop streets and other public places into points of visual relief in the urban setting through the use of landscaping and design. [Civic Beautification Program Application, 1967]

Regional goals also suggest the value of a system of scenic corridors:

- To provide and preserve open space for 'outdoor recreation' and education adequate for and assessible to the region's population through a coordinated system of recreational, scenic, scientific, cultural, historical, archaeological, and nature-oriented open spaces and linkages. [SCAG Development Guide Goals Program, 1973]

Finally among the adopted goals found in the current General Plan program are the following which anticipate specific scenic route goals:

- To create and maintain a productive harmony between man and his environment through a conservation of natural resources and protection of significant areas having environmental and aesthetic value. [Conservation Element, 1973]
- It is the goal of the City to preserve, maintain, and enhance the open space areas of the City:

1. . . . for the preservation of their natural resources for current and future generations.
2. . . . for the managed production of natural resources so that the world might benefit from all of this resource that it is possible to recover.
3. . . . for use in outdoor recreation.
4. . . . for use in recreation.
5. for purposes of guiding and shaping urban development. [Open Space Element, 1973]

- To maintain and enhance existing and potential open space areas which are important as links, nodes, and edges, or provide relief from urban built-form. [Open Space Element, 1973]

Goals for the Scenic Routes Element reflect more directed values related to the environment, societal benefits, transportation modes, and implementation. But beyond this, there is a reflection of a working aesthetic, not a decorative one; the treatment of a tangible creation of man through an understanding of aesthetics on the shaping of the individual's image of his city, and thereby heightening his sense of place and well being.

Five goals have been developed to encompass the varied concerns of the Scenic Routes Element:

1. Preserve and enhance natural and man-made aesthetic resources within and visible from scenic corridors.
2. Strengthen the City's image, and thereby, the well being of all its citizens.
3. Link and enhance recreational, cultural, and educational opportunities through a network of scenic corridors.
4. Provide alternative transportation modes within the scenic corridor network.
5. Create a system of scenic routes through joint public and private responsibility.

Policies

In an effort to attain the five Scenic Routes goals set forth above, a companion set of policies for each has been derived. Through these policies a more specific commitment to a course of action is established.

Goal: Preserve and enhance natural and man-made aesthetic resources within and visible from scenic corridors.

Policies:

1) Develop land use regulations and apply standards to control and enhance the quality of new and existing development within the scenic corridors of designated routes.

2) Remove or screen visual pollution from designated scenic route corridors.

3) Require the development and use of aesthetic design considerations in any necessary modification of roadways and appurtenances for the enhancement of all designated scenic routes.

Goal: Strengthen the City's image, and thereby, the well being of all its citizens.

Policies:

1) Increase the visibility of aesthetic features, natural and man-made, to develop a better awareness of the observer's location within the City and a better understanding of the City's function and meaning.

2) Develop standards of design articulation and continuity in sequential form and graphic representation that will unify and define the scenic route system.

3) Promote the awareness and use of the amenities of scenic routes for all segments of the population.

Goal: Link and enhance recreational, cultural, and educational opportunities through a network of scenic corridors.

Policies:

1) Establish and maintain urban scenic routes to provide access to interesting and aesthetic natural and man-made features, historical and cultural sites, industrial and educational sites, and urban open space areas.

2) Cooperate in the establishment of an inter-urban, inter-county scenic route system.

3) Maximize within the scenic corridors the compatible multi-purpose objectives of open space planning, such as recreation, conservation, public health and safety, and preservation of scenic-aesthetic amenity.

Goal: Provide alternative transportation modes within the scenic corridors network.

Policies:

1) Encourage utilization of appropriate existing roadways and rights-of-way as scenic routes rather than the construction of new routes.

2) Provide a comprehensive scenic route system which safely accommodates various forms of transportation compatible with scenic route criteria and standards.

3) Encourage the use of bicycles as an inexpensive, energy conserving, and pleasant means of recreation and utilitarian transport.

4) Provide a place where bicyclists will have a more clearly defined right-of-way in order to increase the safety, convenience and pleasure of bicycling.

5) Acquire, develop, and maintain, where feasible, abandoned rights-of-way, drainage easements and other usable linear property, including portions of street and highway rights-of-way.

6) Encourage public transit to utilize the scenic corridors.

Goal: Create a system of scenic routes through joint public and private responsibility.

Policies:

1) Increase governmental commitment to the designation of scenic routes and protection of scenic corridors.

2) Encourage the fair distribution of social and economic costs and benefits associated with scenic route programs.

3) Improve scenic route coordination and implementation procedures between all levels of government.

4) Encourage increased citizen participation in the scenic route programs.

CRITERIA AND STANDARDS FOR SCENIC ROUTES

VI. CRITERIA - STANDARDS

Criteria and standards are necessary to further define and aid the transformation of goals and policies into workable parameters essential for route and corridor selection and regulation. Specifically, criteria for the Scenic Routes Element are developed in three sets. The first provides parameters for the selection of the scenic routes. The second set of criteria provides non-quantitative rules for the delineation of scenic corridor boundaries. Finally, the third set will be presented in chapter VIII to define priorities for the initiation of corridor studies.

Most definitive of the regulations proposed in this element are the protective design standards for the scenic corridors. These encompass building and sign controls, standards for landscaping, the undergrounding of utilities, and the enhancement of aesthetic resources.

Scenic Route Selection Criteria

Routes proposed on the "Conceptual Plan of Scenic Routes" should conform to the following criteria:

1. Traverse and link areas of scenic quality and interest and provide access to community recreational areas, and urban open spaces.
2. Link and provide access to interesting and aesthetic man-made features, edifying industrial, transport, historical and cultural sites.

3. Take into account the cone of vision of the motorist and cyclist, exploiting the short and long range views available.

4. Traverse and view areas of diverse land use and present a comprehensive image of the City.

5. Consider routes shown on the State Master Plan of Scenic Highways, in the Los Angeles County Scenic Highway System, in the South Coast Regional Commission's Appearance and Design Element, and in the master plans of adjacent cities.

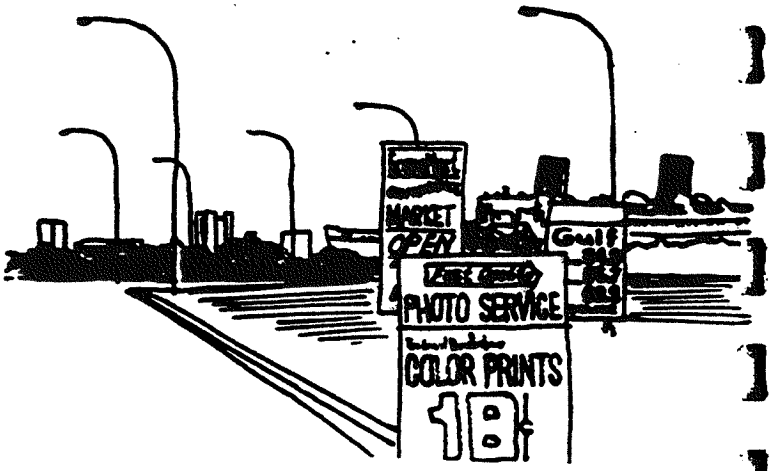
Scenic Corridor Criteria

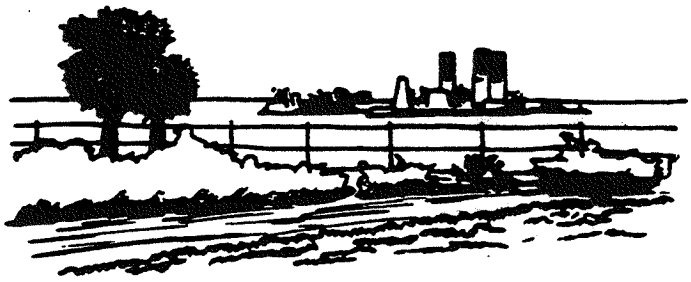
Scenic corridors are fundamental to any scenic route system. They are its raison d'etre; and therefore, the mapping of the scenic corridors is critical to the success of the system. Delineation of the scenic corridor boundary should include:

1. Visual corridors which can be realistically subjected to protective land use and aesthetic controls.

2. Aesthetic resources now blocked by natural or man-made obstruction which could be restored through reasonable pruning or structure removal.

3. Distant landmarks which may be viewed from the scenic route but may not be contiguous to the corridor alignment.





4. Entire ecological units such as salt water marshes, park systems, or distinct urban development. Even though only a portion of the unit may be visible from the route, the preservation of the visible segment may be dependent on the survival of the whole system.

Design Standards for Scenic Corridors

After the exact alignment of the routes is selected and the accompanying corridors are delineated, design standards must be enforced to enhance and maintain an appropriate character and aesthetic quality of the corridor. A guide to the formulation of such design standards is given by the State and must be adhered to for official State Scenic Highway designation. These specified regulations are:

1) Regulation of land use and intensity (density) of development.
2) Detailed land use and site planning;
3) Control of outdoor advertising;
4) Careful attention to and control of earthmoving and landscaping; and
5) The design and appearance of structures and equipment.[1]

---

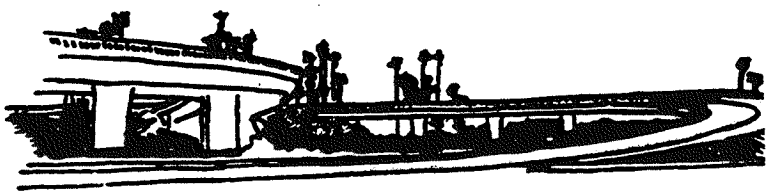
[1]State of California, Department of Public Works, Scenic Route, p. 48.

The following design standards for the Scenic Routes establish specific and rigorous controls aimed at encouraging attractive land uses, maximizing the view from the road, and encouraging safety and aesthetic continuity throughout the system:

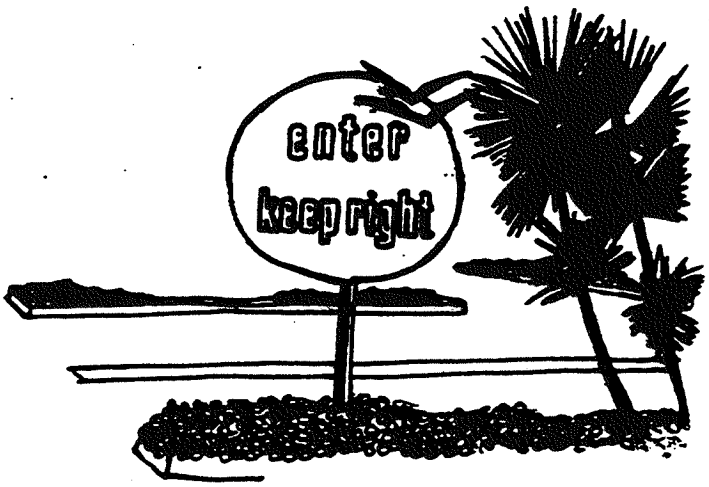
Structures and Appurtenances:

1. All structures within the scenic corridor will be designed to take advantage of the scenic setting. A compatible relationship to the natural or manmade environment should be emphasized in site selection, material selection, traffic patterns, landscaping, signing, lighting and overall composition and design.

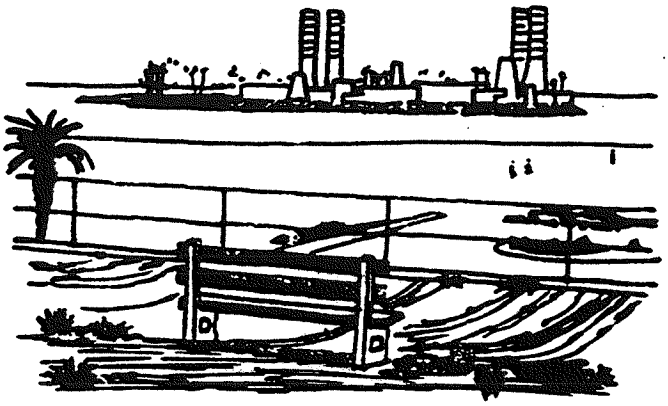
2. Bridges, overpasses, parking areas, guard rails, and other such transportation elements should be integrated into the natural landscape or cityscape so as to complement and enhance the surrounding area, and to retain scenic views.



3. Small scale elements such as lighting fixtures, directional signs, street furniture, and landscaping materials should be organized into a unique system that visually identifies the scenic route and helps to orient users.



4. Scenic corridors shall include rest stops and vista points equipped with informational systems identifying points of interest. Some general scenic highway information centers shall be established.

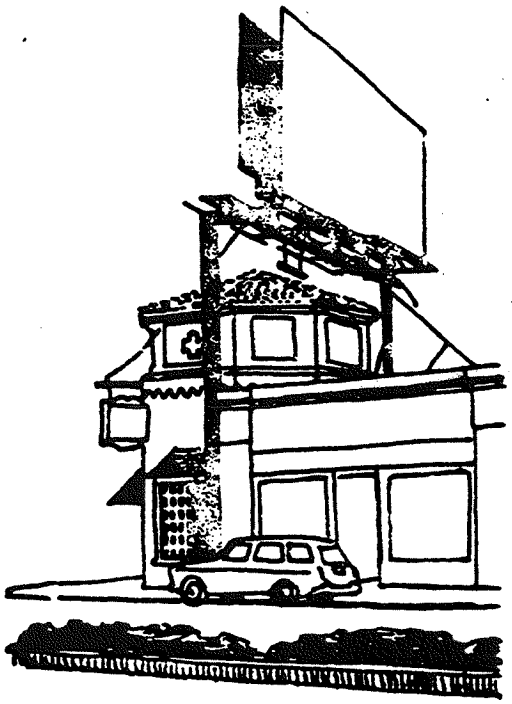


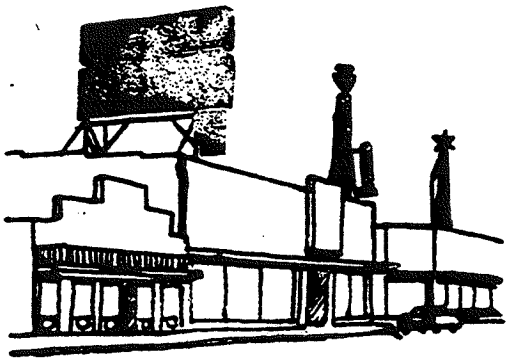
Signing:

1. Off-premise commercial signs should not be permitted within the scenic corridor.

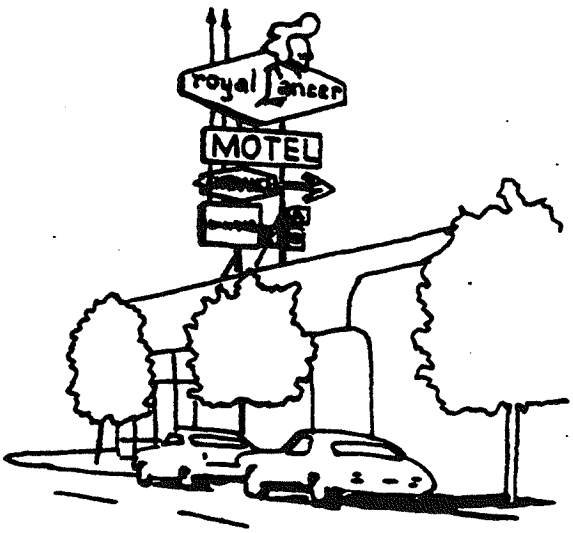
2. Signs should not obscure or detract from building silhouettes and architectural detail within the scenic corridor.

3. Signs should not be permitted on the roofs of buildings within the scenic corridor. (If it is determined that the only feasible location for a sign is on the roof due to the natural barriers such as trees, then an exception may be considered).

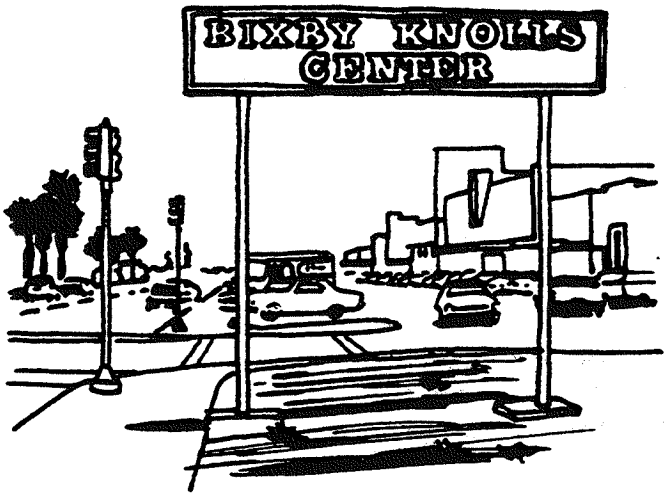




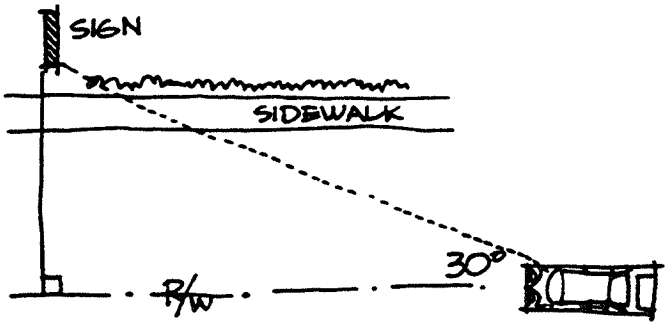
4. Design excesses such as multiplicity of forms, visual overload, structural excesses, and attention seizing methods such as mechanical movement, the use of iridescent colors and flashing lights should not be permitted within the scenic corridor unless authorized for a highly unique area such as an amusement district.



5. Signs should be large enough to permit easy and safe identification, but should not dominate the streetscape or premise nor detract from or obstruct the immediate environment, including views.



6. Sign height within the scenic corridor should be within the normal cone of vision; (not to exceed in height 1/4 the distance from the viewer as seen at a horizontal angle of 30° from the center of the right-of-way).

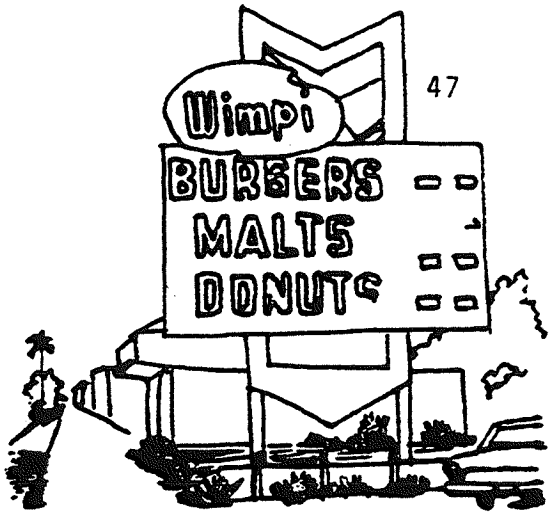


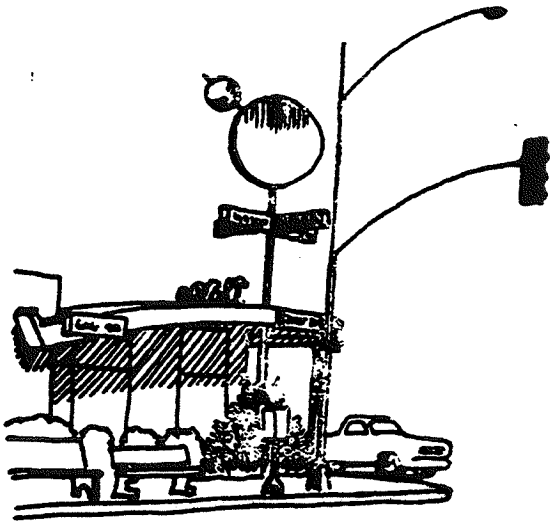
7. Signs within the scenic corridor that have been abandoned or have fallen into disrepair should be removed or brought into conformance with acceptable standards.

8. No private sign should be allowed to block, partially block, or be in visual conflict with public regulatory, directional, identification, or other instructive signs within the scenic corridor.

9. Public information and directional signs should be simple, should make use of materials and colors that harmonize with surrounding elements, and should be clustered wherever possible.

10. Both on-and off-premise non-conforming signs should be removed according to a reasonable amortization period.



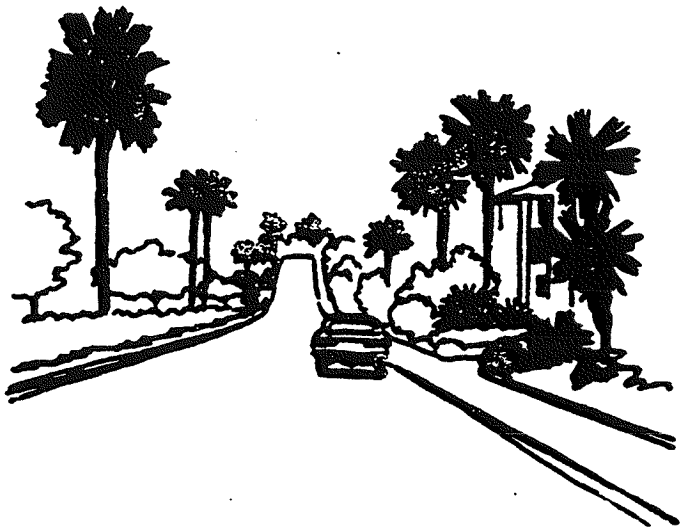


Landscaping:

1. Plant materials and other landscape features within the scenic corridor should be intended to create feelings of openness and serenity, to help integrate the man-made environment with the natural environment, to draw attention to desirable attributes of development, to provide relief or screen undesirable elements, to soften the visual impact of massive structural areas and paved areas and to create interest and diversity throughout the development.

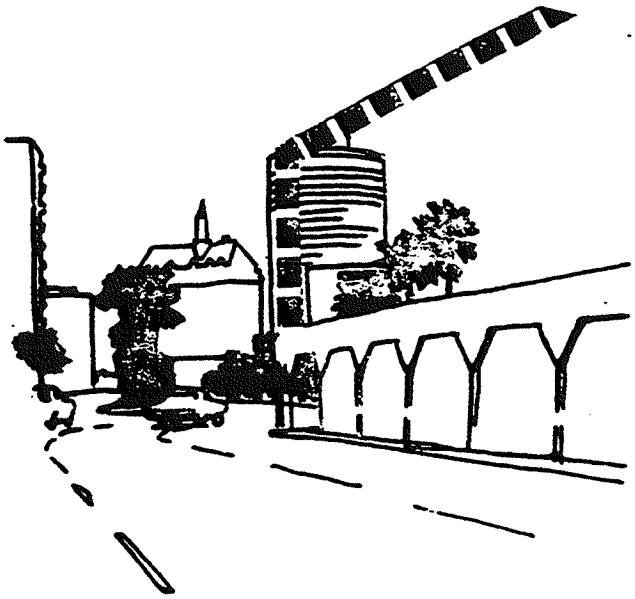
3. Where a view or vista occurs within the scenic corridor, trees should be grouped to frame the view or should be eight feet clear above finish grade to permit see-through views.

4. Landscaping should consist of combinations of trees, shrubs, and ground covers with consideration given to eventual size and spread, susceptibility to disease and pests, durability and adaptability to existing soil and climatic conditions within the scenic corridor. Planting areas should contain a permanent irrigation system.

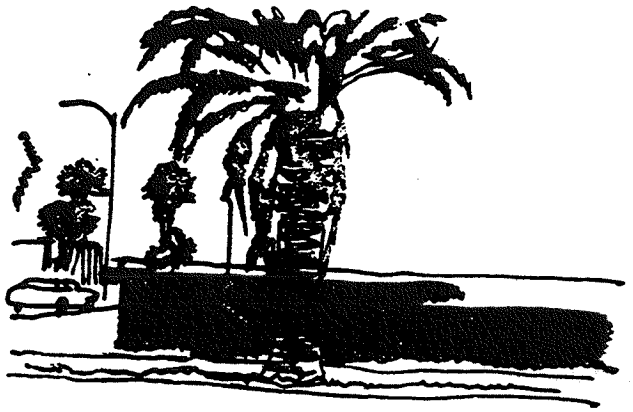


Views:

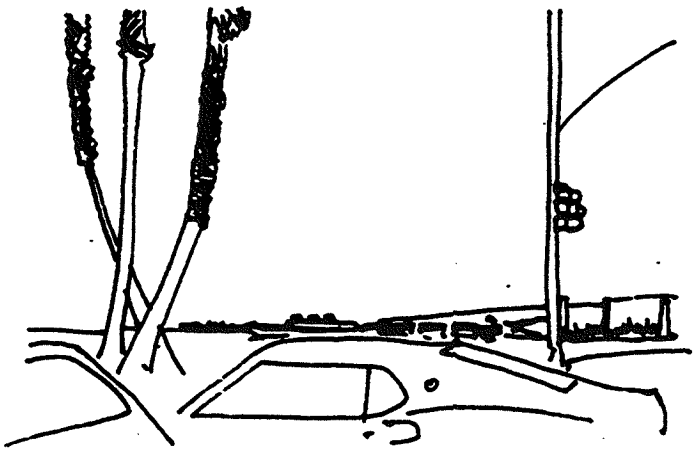
1. So that existing views within scenic corridors are not blocked, new development should not extend further into the view corridor than the adjacent structures unless this would preclude all use of the property.



2. Security fences which block views should be prohibited within the scenic corridors except where public safety is at issue.



3. Automobile parking should be prohibited within scenic corridors where such parking obscures or limits a major view. Alternative parking should be provided at viewing turnouts or in existing parking facilities.



4. Views blocked by vegetation or structures should be restored and enhanced.

Utility lines:

1. All new and existing electric distribution, telephone, and utility lines within the scenic corridor, should be programmed for undergrounding in accordance with policies being developed by the California Public Utilities Commission unless such location or relocation is inconsistent with sound environmental planning.

2. Where undergrounding would not be feasible within the scenic corridor, new utility lines should:

   a. Follow the least visible route;

   b. Follow, not compete with, either natural features of the terrain or man-made features;

   c. Be well designed, simple and unobstrusive in appearance, have a minimum number of elements permitted by good engineering practice, and make use of colors and materials compatible with local surroundings.

Traffic Flow:

1. Where feasible, on-street parking should be prohibited along scenic routes.

2. A wide planted median strip, or even complete lane separation is desirable and should be utilized when feasible. This will produce safer and more pleasant driving, and more viewing opportunities.

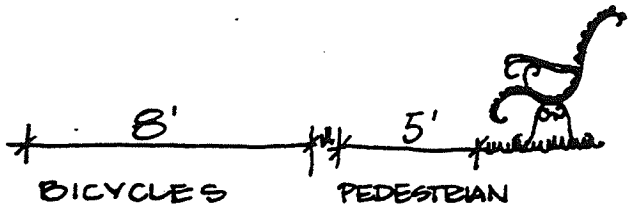
3. Access along the route should be minimized to encourage smooth traffic flow.

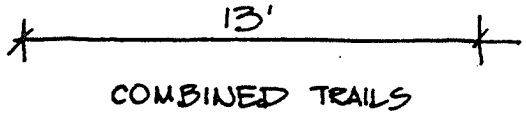
Bike Route:

1. Bicycle and pedestrian movement systems should be separate, where possible, although they may be in close proximity to each other.

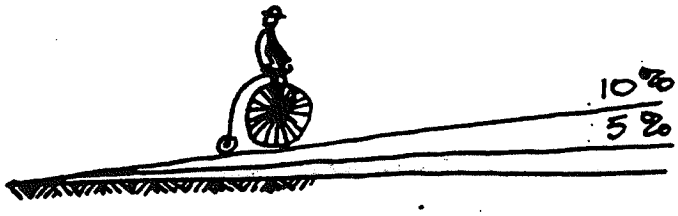
2. Due to the large concentration of senior citizens in the downtown area of the City, electric carts and bicycles may operate on the same bike route.

3. The appropriate widths for the trails should be a minimum of five feet for pedestrian trails, eight feet for bicycles only; and thirteen feet for combined bicycle and electric cart vehicles.





4. The maximum grade should be in the range of 4.0 to 5.0 per cent for longer distances and a maximum of 8.0 to 10.0 per cent for very short distances such as might be required in the vicinity of grade separations.



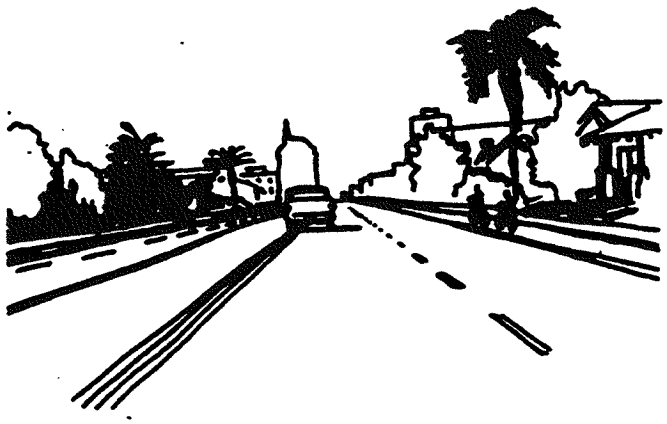
5. Minimum radii of curvature should be 20 to 30 feet; a super-elevation of 2.0 per cent on curves is desirable.

6. Clearances and warning signs should be provided around drainage gates.

7. Overhead clearance above bicycle paths should be 8.5 to 9.0 feet.

8. In the event electric carts are to operate on any structure, the design loadings should be such to accommodate a vehicle with an empty weight of approximately 750 pounds, plus two persons and an allowance for items carried in the cart.

9. When the bike route shares the motor vehicular right-of-way, bike lanes should be delineated with a white line rather than a raised curb or berm which could result in traffic hazards, drainage and street sweeping problems.



PROPOSED SCENIC ROUTES

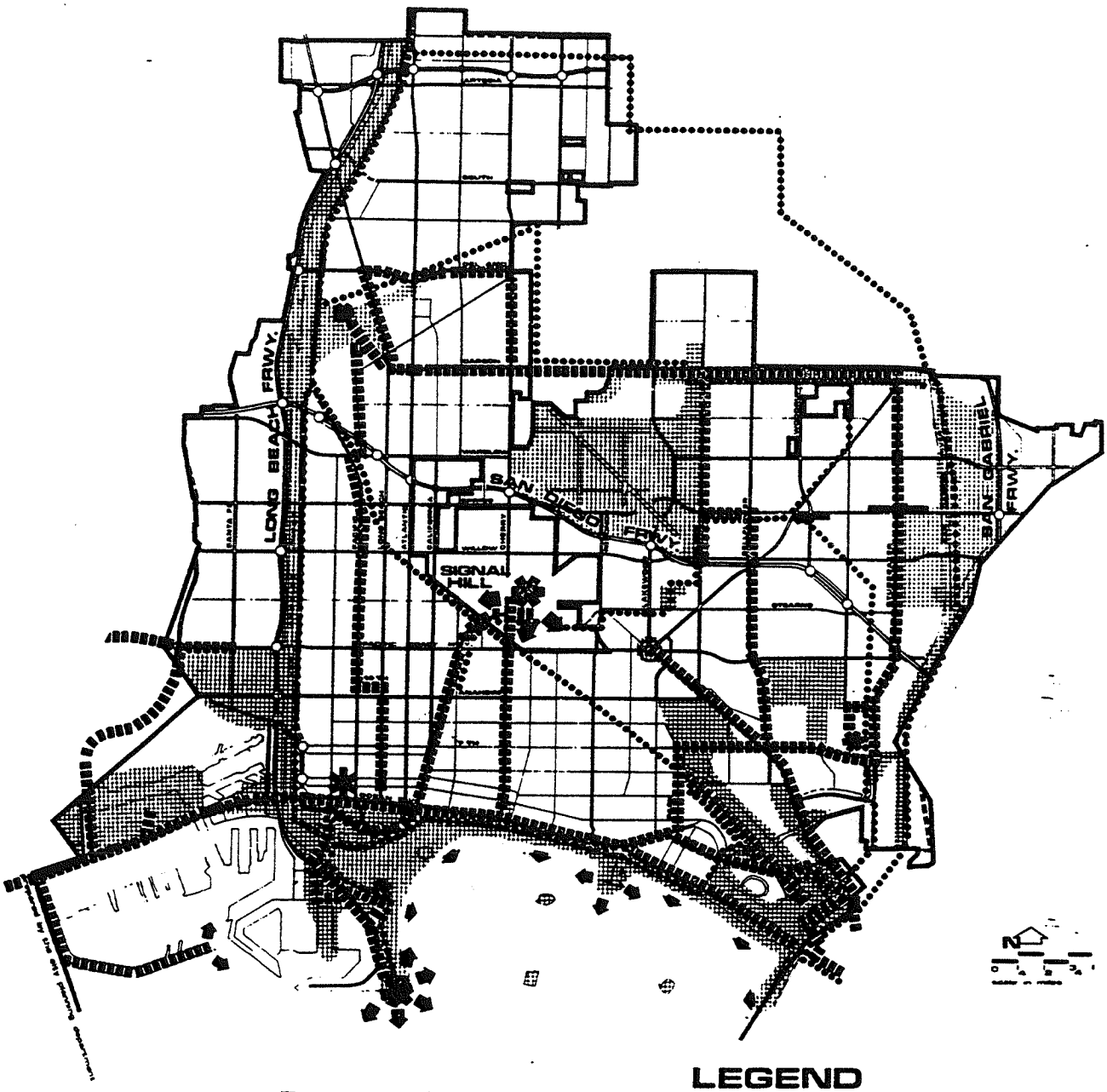
VII. PROPOSED SCENIC ROUTES

The five scenic route systems proposed in this chapter are evolved from the application of the design criteria set forth in the preceding section of this document. Restated, routes should follow alignments which:

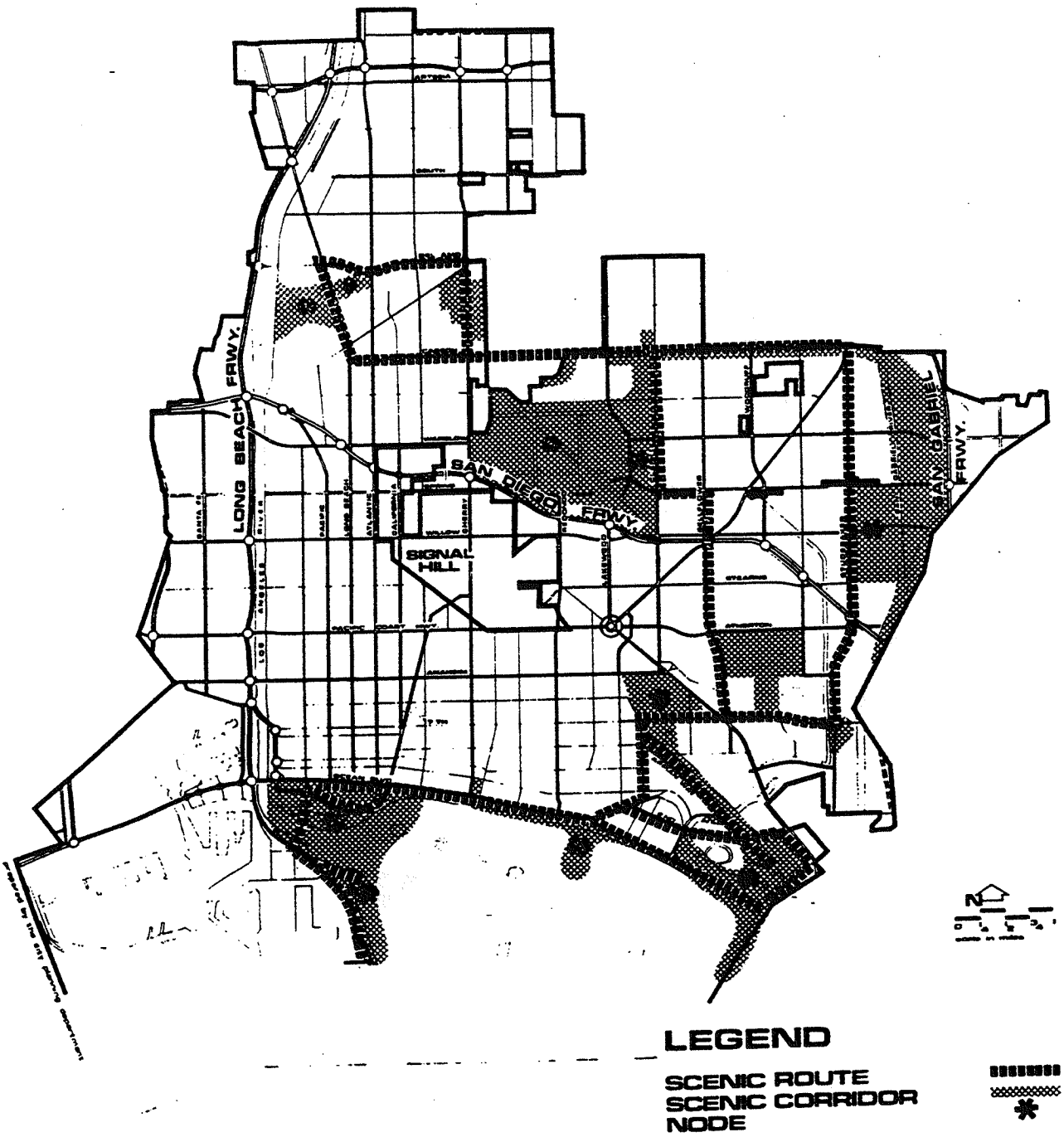
- Traverse and link areas of scenic quality and diverse land use which present a comprehensive image of the City, and provide access to recreational areas, open spaces, aesthetic man-made features, and edifying industrial, transport, historical, and cultural sites.
- Take into account existing and potential views from the road.
- Consider routes shown on master plans of adjacent cities, County, Regional, and State authorities.

The proposed routes are considered conceptual. Their composite is shown in the "Conceptual Plan of Scenic Routes," page 57, which illustrates the great extent of the network and the inherent opportunity to provide a unifying bond among disparate sections of Long Beach. Only after site specific studies are completed, will the exact alignment of the routes and corridors be established. When these routes are then brought up to the design standards specified in this document, they will be eligible for official local scenic route designation. Some portions of the routes also may coincide with County, Regional, and State Master plans and thereby qualify for official designation by these bodies.

Utilizing the research foundation provided in the adopted Open Space and Conservation elements, along with the publications of various public and private agencies relating to the City's assets, and upon visual inspection, several natural categories of assets became apparent. These were recreational, historical and cultural, and industrial. Two additional divisions also were noted. The city-wide vista provided from the central vantage point of Signal Hill was considered a asset worthy of a separate routing. A second distinct routing was suggested by the extensive system of public and private rights-of-way provided by the river channels, utility and rail transportation corridors. These are incorporated into a proposed scenic bike route system which is free of automotive traffic over 84 per cent of its extent.



CONCEPTUAL PLAN OF SCENIC ROUTES



RECREATIONAL SCENIC ROUTE

Recreational Scenic Route

The proposed Recreational Scenic Route (opposite page) is the most prolific in offering its users a large variety of activities that are both passive and active. The route, comprised of 33.2 miles of highly sequential linkages and recreational nodes, is conceived to be a segmental rather than a climactic system. It presents a spine offering consecutive destinations responsive to the varied recreational desires of the users. Thus, the route may be entered and exited along its path, there being no single climactic destination such as on the Signal Hill Vista Route. For descriptive convenience the Recreational Scenic Route is divided into four major segments.

The first is the Downtown--Queen Mary--Pier "J" segment, some 5.1 miles in length. It encompasses the area adjacent to the mouth of the Los Angeles River and closest to the downtown and the Civic Center. This segment is of importance due to the exposure it gives to the central business district, and also because the Long Beach Freeway terminates in the near vicinity and becomes Shoreline Drive. Therefore, the area is also a major entrance point to the shoreline, and a tourist destination point.

The second segment is the 4 mile long Shoreline segment contiguous with the broad ocean fronting beaches. This segment offers some of the region's best beaches. Large parking areas are provided along with lifeguard stations and public restrooms. The Belmont Pier attracts fishermen and strollers along its way and offers incomparable views of the shoreline, the oil islands and the downtown shoreline. The Belmont Plaza Natatorium adjacent to the pier offers two swimming pools one of which is an olympic pool used for many local, national and international events. At the eastern

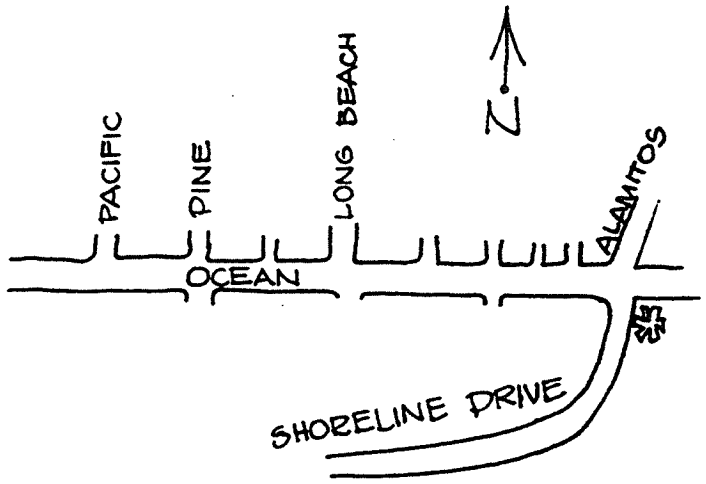
most point of the segment, the Marina entrance and rock jetty provide fishing and passive recreational opportunities.

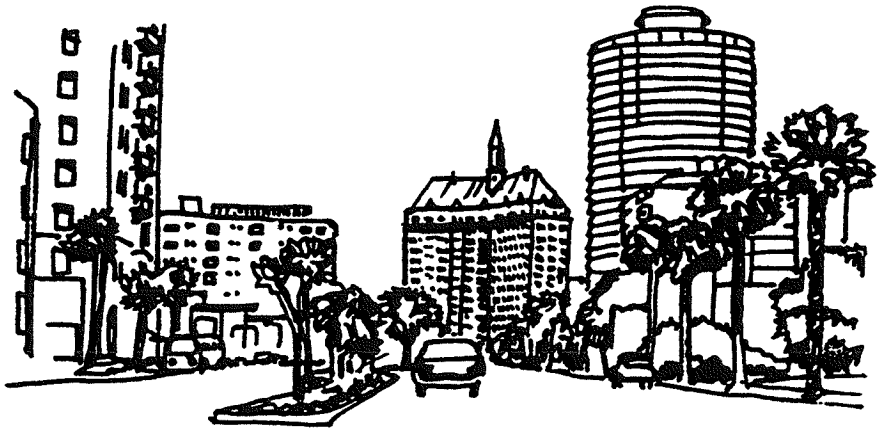
The 5.5 mile third segment is the Belmont Shore--Marina segment. The beautiful Long Beach Marina is encompassed by this recreational route segment and is a most active recreational asset. Passage through Belmont Shore exhibits the village character and youthful ambience of this unique district. Also in this segment is Marine Stadium, host for local, national and international events.

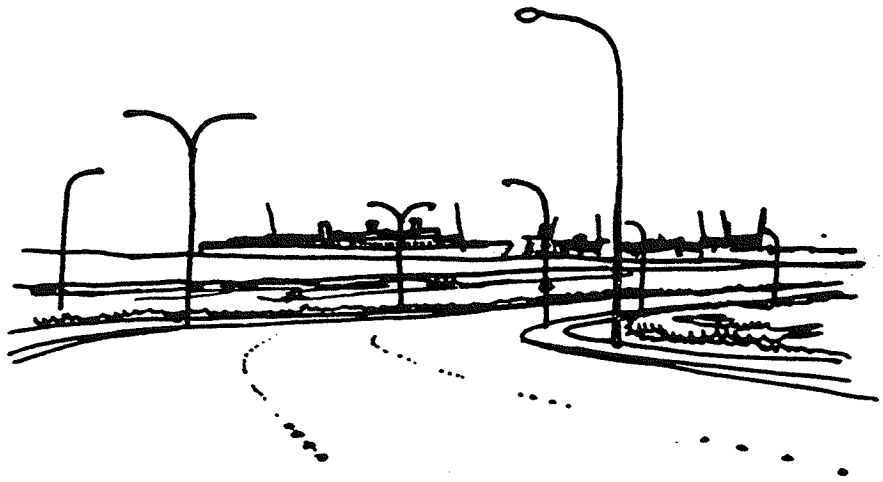
The fourth segment is the Parks segment. It is an 18.6 mile loop system linking Recreation Park, to El Dorado Park, Heartwell Park, the Virginia Country Club and a variety of other parks throughout eastern and northern Long Beach.

These Recreational Scenic Route segments interconnect a kaleidoscope of recreational activities that are of local and regional significance and portray an image of the City that is most desirable.

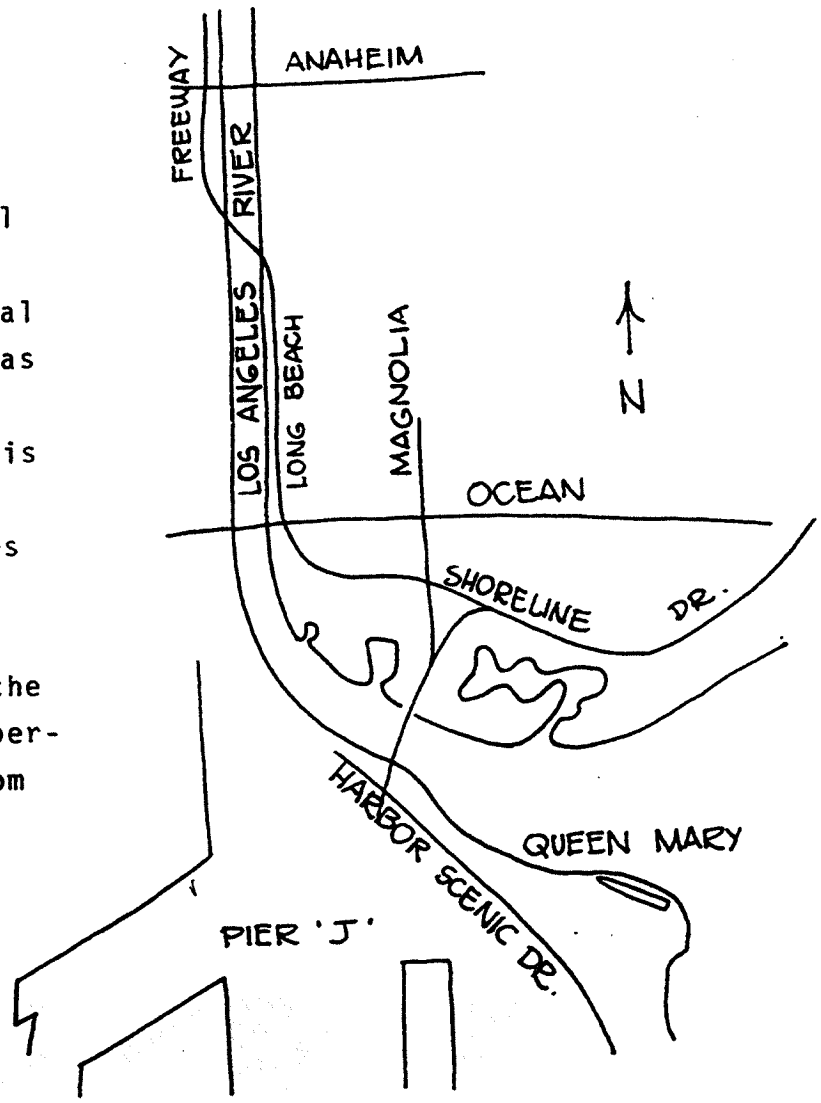
The Downtown--Queen Mary--Pier "J" segment begins at the Civic Center, proceeds easterly on palm lined Ocean Boulevard to the Villa Riviera landmark at Shoreline Drive, thence dips southerly on Shoreline Drive, providing a commanding view of the Queen Mary.

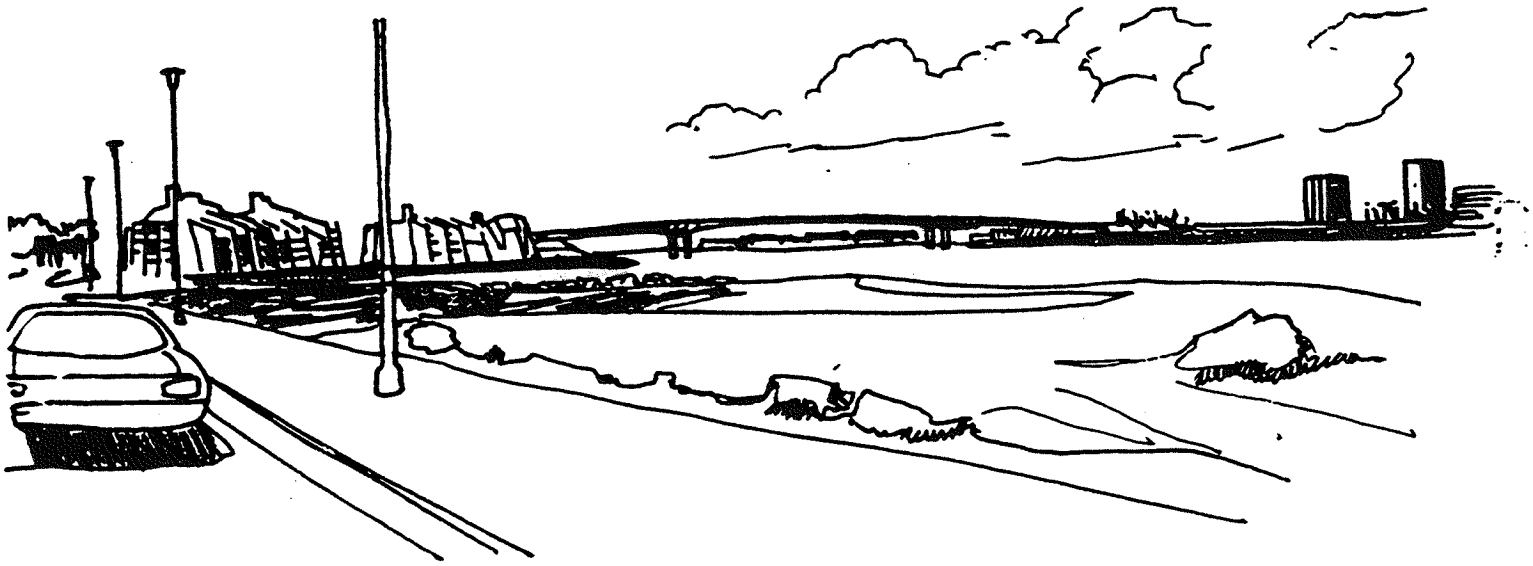


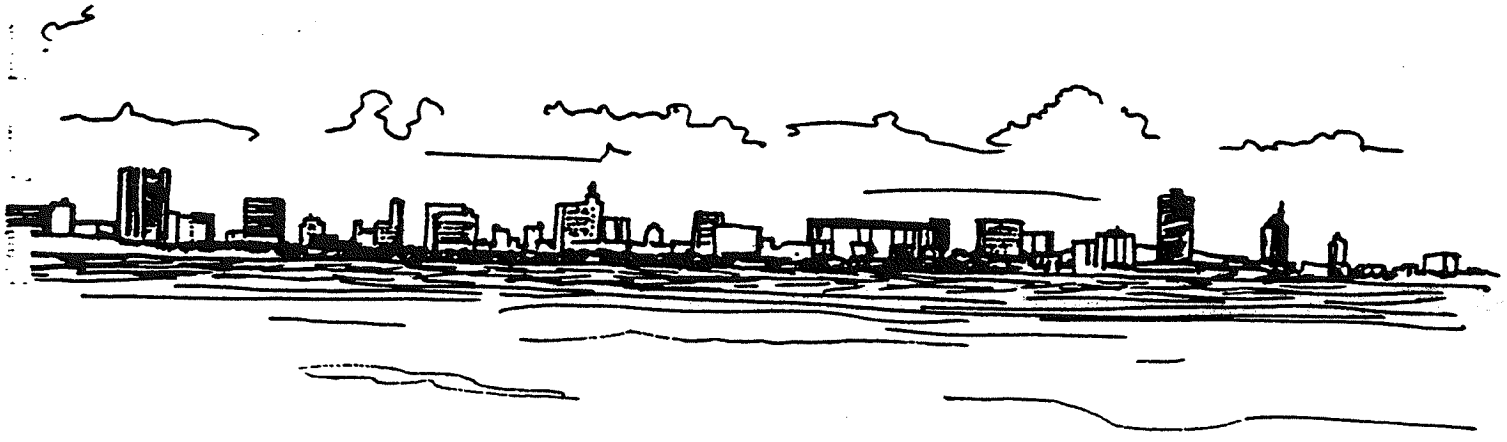


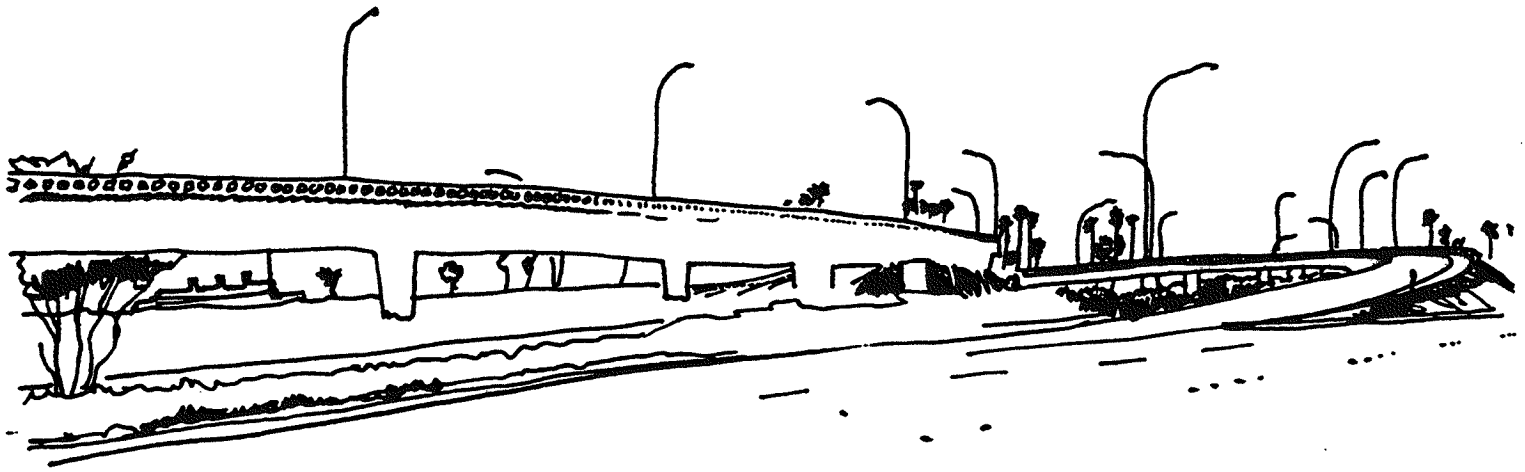


Access to the landfill recreation areas created by the City south of the central business district, as well as their utilization, mandates a superior road system. This is provided by Shoreline Drive. Shoreline Drive ties this important segment of the shoreline and overall downtown area directly to the Pier "J" developments and permits generalized access from the entire region via its link with the Long Beach Freeway.





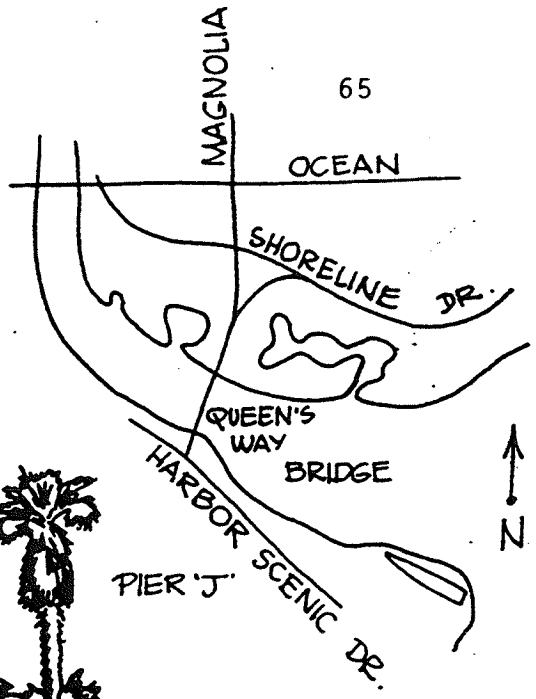


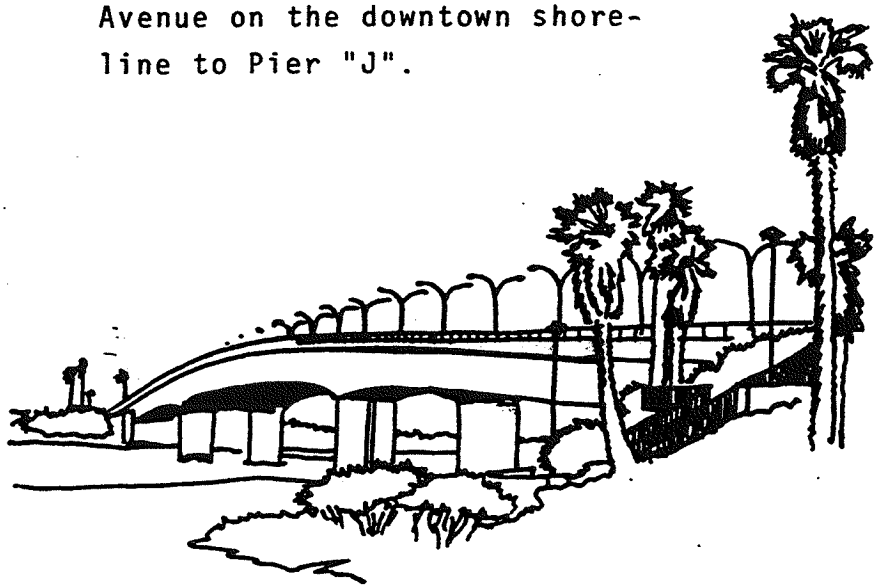


Located south of Shoreline Drive and east of Queen's Way Bridge, on the waterfront, the 50 acre Shoreline Park is scheduled for construction in mid-1975. The City has planned these facilities to satisfy the needs of the people of the entire region for recreation sites. Shoreline facilities are especially in demand in this area and will complement the restaurant-hotel development complex planned just east of this site, as well as the entire downtown. Boating and picnicking areas, an aviary, waterfalls, and botanical gardens are planned, along with an amphitheater and other activity areas designed to serve all age groups and interests.

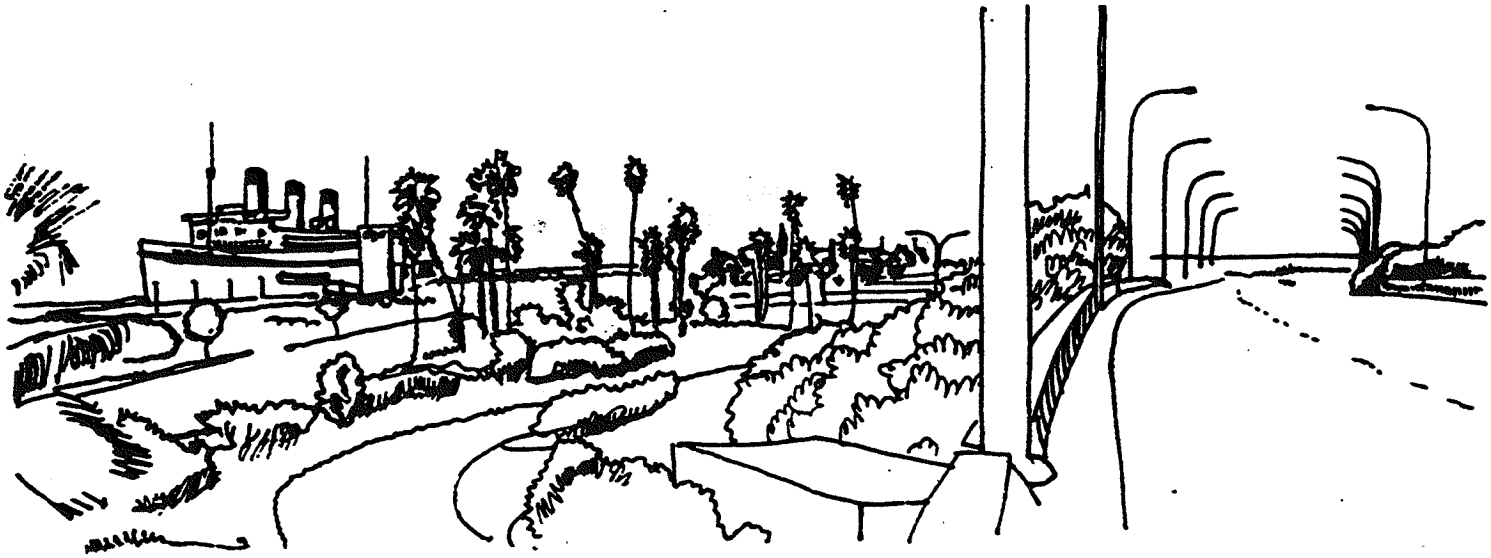
As part of the unusual attractions planned for the man-made section of the downtown shoreline, an historic boat museum is proposed. This museum would incorporate the U.S.S. President, sistership of the U.S.S. Constitution (Old Ironsides). Plans for this valuable exhibit are as yet in the conceptual state.

The viewer can then progress westerly on Shoreline Drive to the Queen's Way Bridge turn-off. The mouth of the Los Angeles River is spanned by Queen's Way Bridge, which extends from Magnolia Avenue on the downtown shoreline to Pier "J".

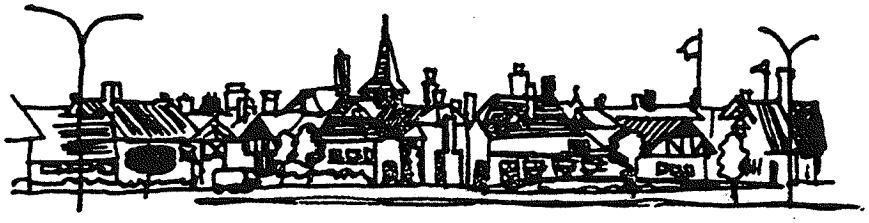




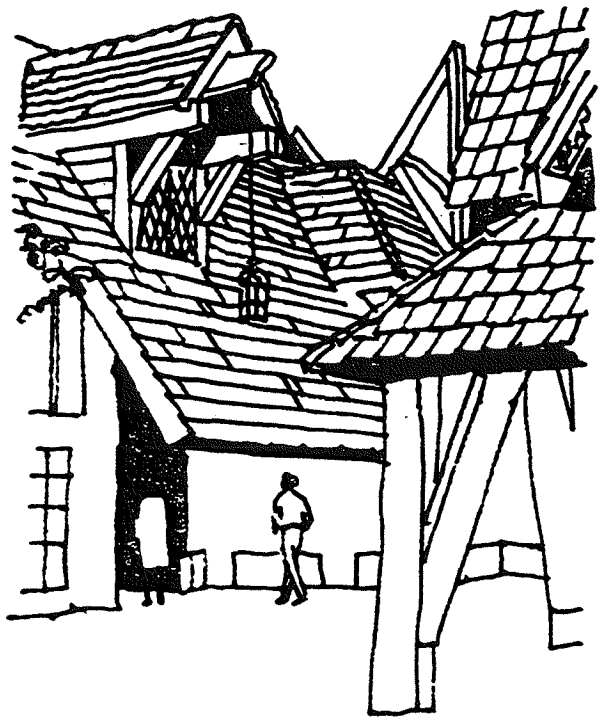
Winner of a prize for design excellence (Most Beautiful Long Span) by the American Institute of Steel Construction, Queen's Way Bridge was opened in 1970, a necessary first step for integrating the important developments to be built later both on Pier "J" and in the downtown shoreline. This structure is the vital link in the plan for overall progress under which Long Beach intends to make the benefits of its urban shoreline available to the community. West of Queen's Way Bridge, Catalina Island cruises depart from the Queen's Way landing, and adjacent to the landing is a small launching ramp accessible from Golden Shore south of Shoreline Drive.



The Queen's Way Bridge is the gateway to the Pier "J" complex and its foremost landmark--the Queen Mary. The Queen Mary development in great measure was the catalyst responsible for the renaissance of downtown Long Beach. This magnificant ship serves as the locale for a number of tourist-oriented activities and will be central to the great variety of attractions to be placed on Pier "J". Because of its visibility from the downtown area, the Queen has come to typify the new, emerging Long Beach and its orientation toward international trade, expanded industry, and tourism. Additional attractions are planned aboard.

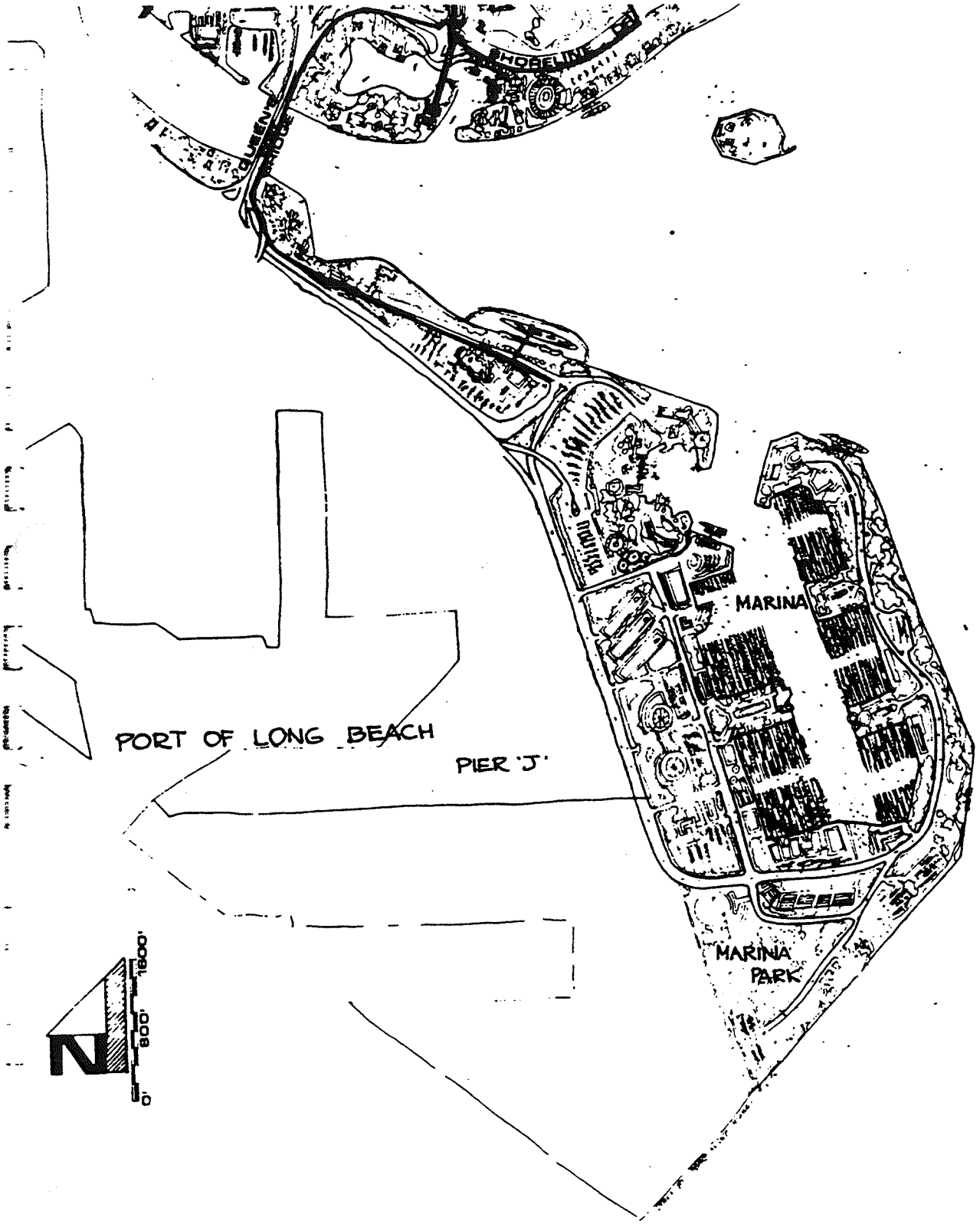


Adjacent to the Queen Mary, the viewer can enjoy Marysgate English Village. The re-creation of this Medieval English village, which includes shops and food outlets, is intended to complement and enhance the Queen Mary. It is consistent with the City's intent to establish the Queen Mary as a total recreational and tourist attraction.

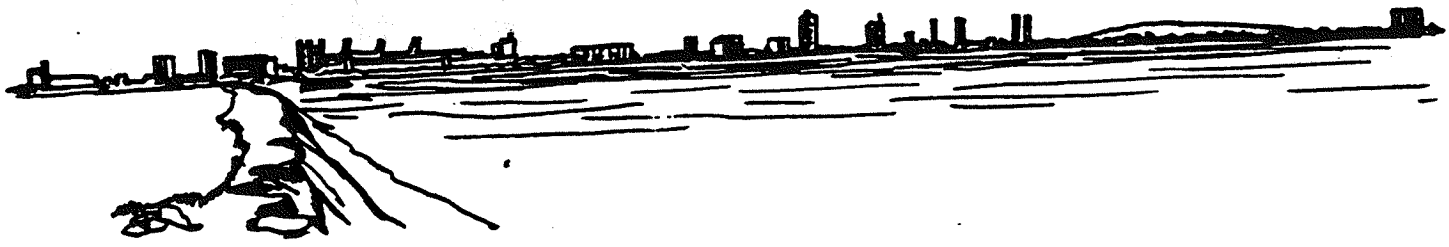


Within walking distance of the Queen Mary and Marysgate Village, a major recreational center is proposed. This is a plan taking fullest advantage of the waterfront setting and urban development characterizing Long Beach. The proposal, designed as a Disneyland type of entertainment, is to feature a variety of attractions relating to the motion picture industry, tourism, and commercial recreation. The development would lie between the Queen Mary and the extensive small boat Marina proposed on the easterly side of Pier "J". This proposal will have direct linkages to most of the major developments now proposed for Long Beach. Along with this proposal, a Cruise Ship Terminal would further extend the versatility of this recreational scenic route segment. A terminal of this nature would tie directly to the international theme of the City of Long Beach as well as to the greater orientation toward tourism. The facility would serve as a terminal for cruise ships serving the islands of the South Pacific and Mexican ports of call.

The Pier "J" Marina complex would be a major undertaking to improve the recreational assets of the City of Long Beach. Studies undertaken by the State of California have disclosed a pressing need for numerous small boat slips (up to 20,000) in this part of the State. A new marina on Pier "J" would help serve this need and would also enhance the recreational developments now planned or underway in the City. This marina would serve as a regional facility complementing the existing Long Beach Marina. Along with this new marina, a regional park is also planned. Located on Pier "J", south of the proposed marina site, this park would be approximately 50 acres in size and serve the public as a specialized recreational area.

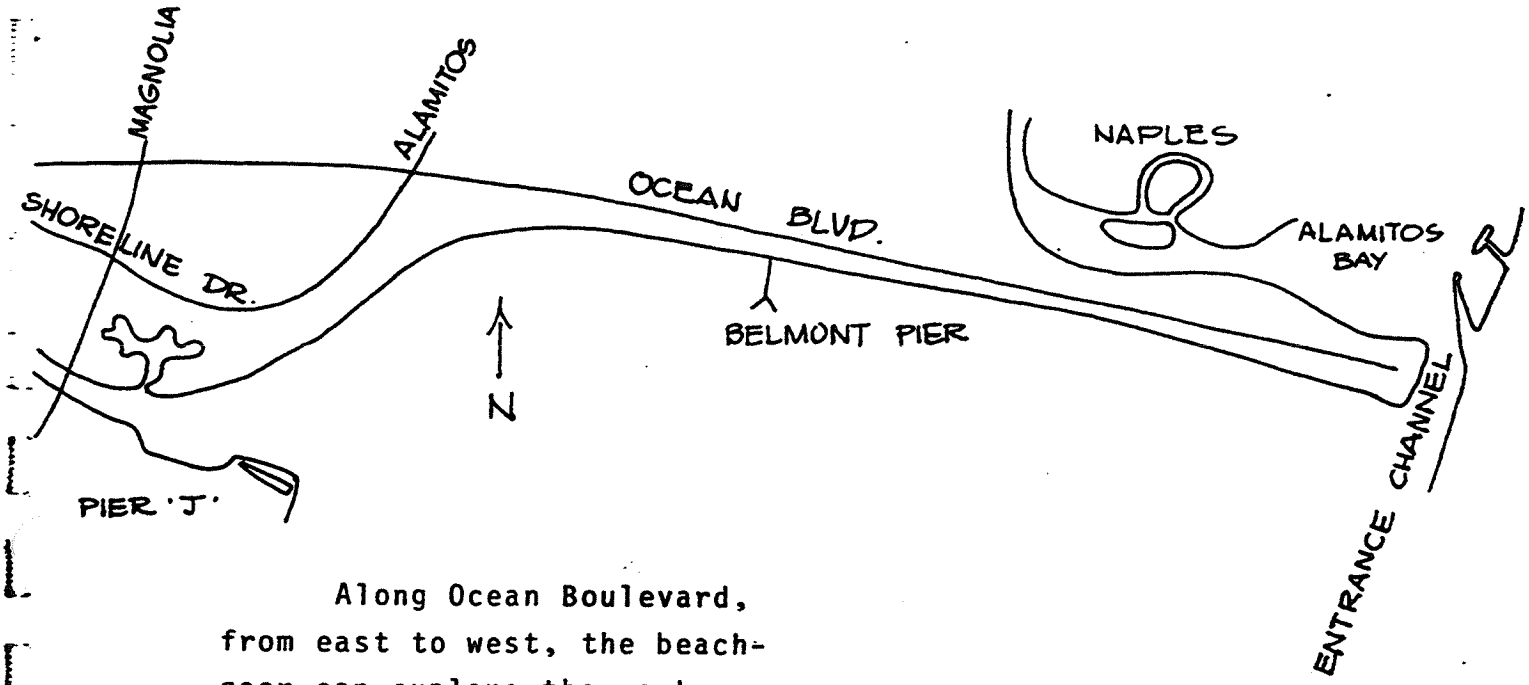

SHORELINE
MARINA
MARINA PARK
PORT OF LONG BEACH
PIER 'J'
N
0'
800'
1600'

The route encircles the Queen Mary development area and then extends south along Harbor Scenic Drive to terminate at the proposed Marina Park with its extensive sea and skyline view.



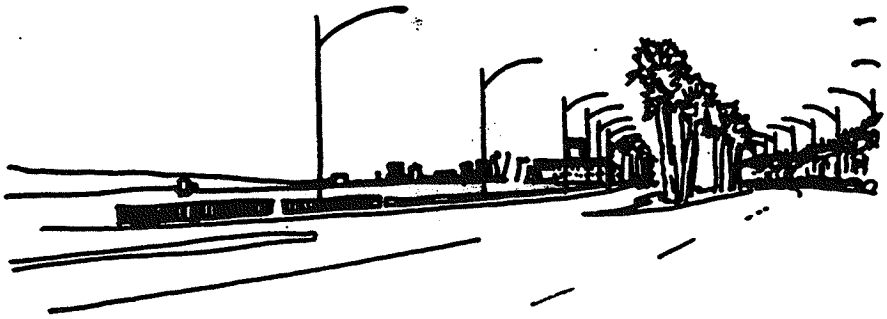
This segment of the Recreational Scenic Route is rich in recreational assets. Users of the route will be of a local and regional nature, if not statewide or national, and the variety of opportunities offered on this route will hopefully fulfill most recreational wishes of such a user group.

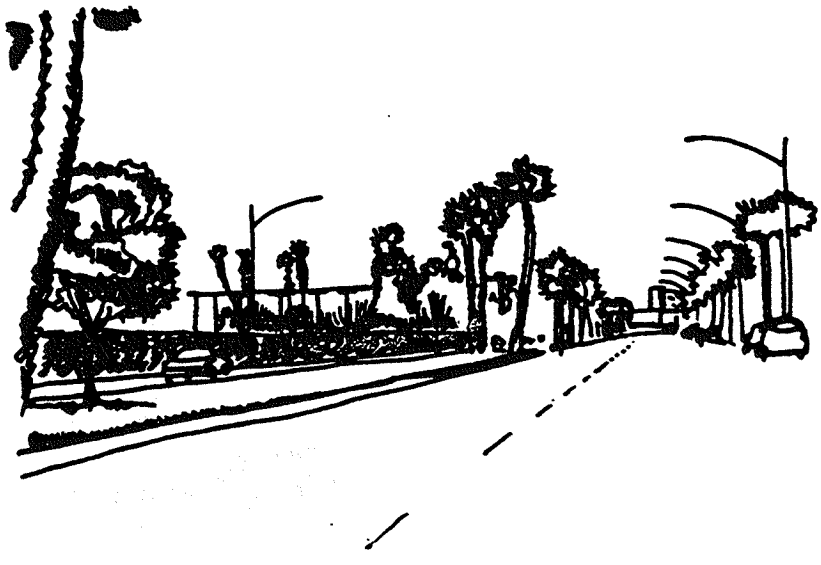
Another segment of the Recreational Scenic Route is the Shoreline segment. This segment can be entered at any point along Ocean Boulevard between Shoreline Drive and the end of the Alamitos Peninsula. This recreation route is geared to those who enjoy the oceanfront/beach environment.

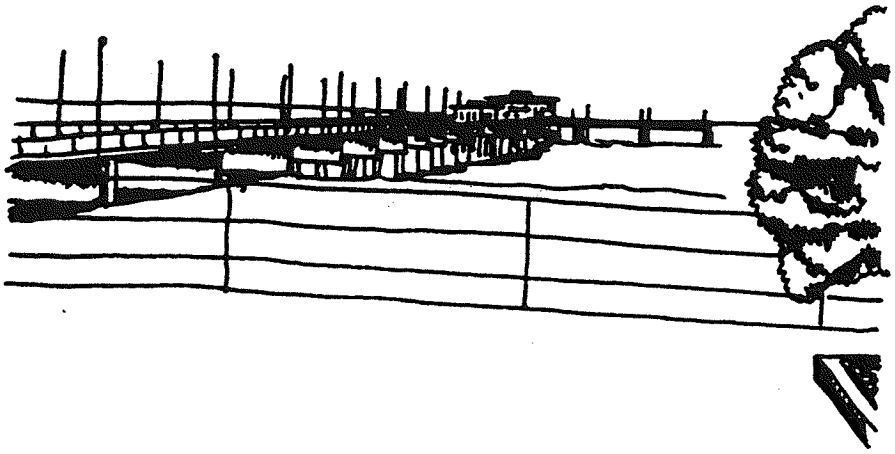


Along Ocean Boulevard, from east to west, the beach-goer can explore the rock jetty at the entrance channel to Alamitos Bay and the Marina, or he may fish its sides. Pleasant views are offered of the sailboats and marina activities. Across the entrance channel activities surrounding the Seaport Village can also be viewed.

The ocean front beach is available for all to enjoy. Along this segment of Ocean Boulevard the boulevard is wide and enhanced by an attractive median strip planter. Tall palm trees frame the view down Ocean Boulevard. From the boulevard and the beach, extensive views of the downtown skyline are offered to the viewer. A landmark and destination point along this segment is the Belmont Pier and the Belmont Plaza natatorium. This natatorium is used for local, national and international swimming events. An outdoor pool provides a warm-up area for event participants, as well as a second pool for swimming classes.

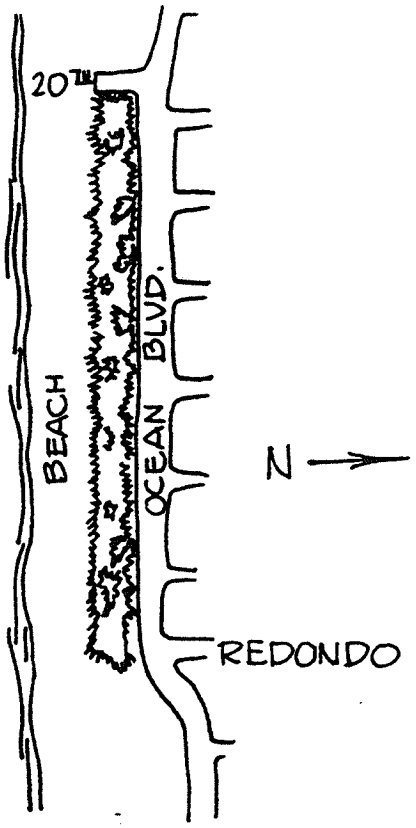


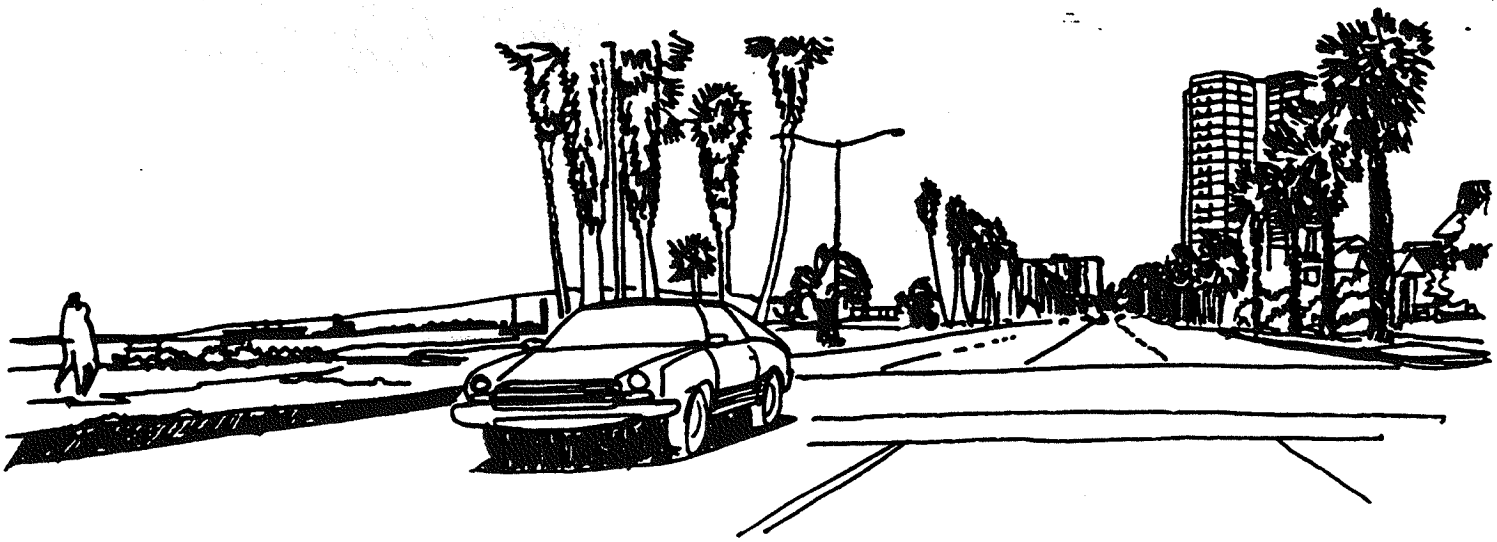




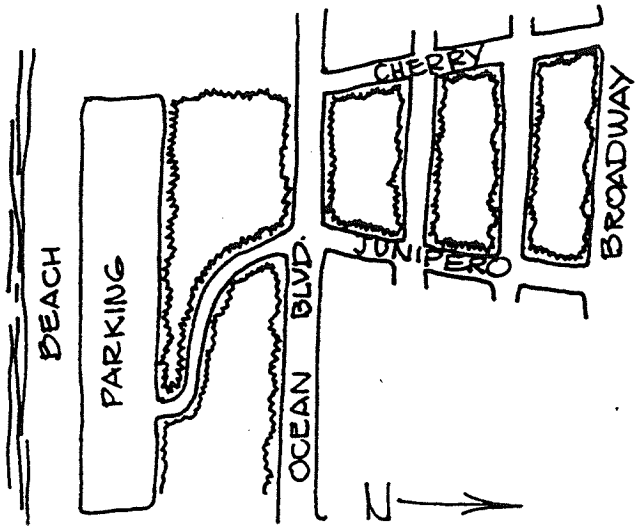
On Belmont Pier, fishing can be enjoyed from the Pier, or from one of the fishing boats that departs from the pier. Strolling and viewing is rewarded by beautiful vistas of the ocean, the oil islands, the shoreline and the downtown skyline.

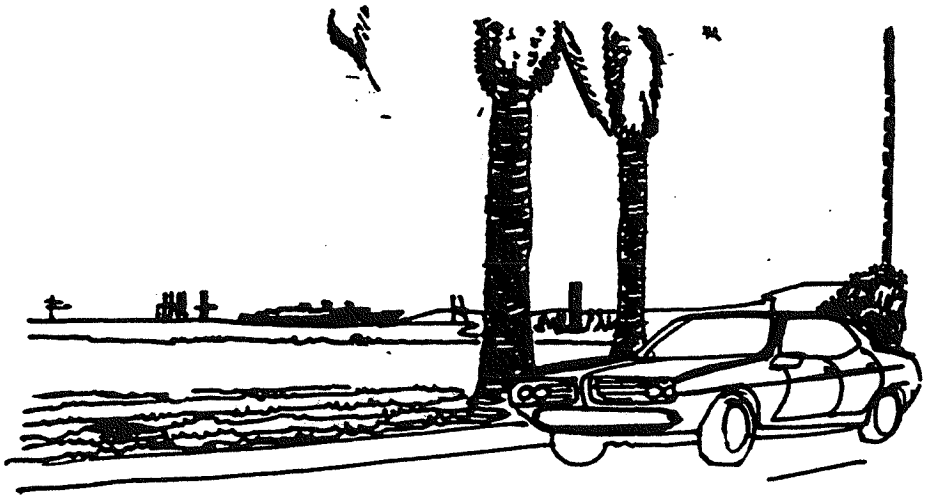
Bluff Park provides an elevated littoral greenbelt, advantageous for strolling and viewing purposes also. Extensive lawn areas, clumps of tall palm trees and distant views present an attractive setting for the strollers. Benches are provided at regular intervals and a different landscape treatment helps create observation areas along the bluff line.

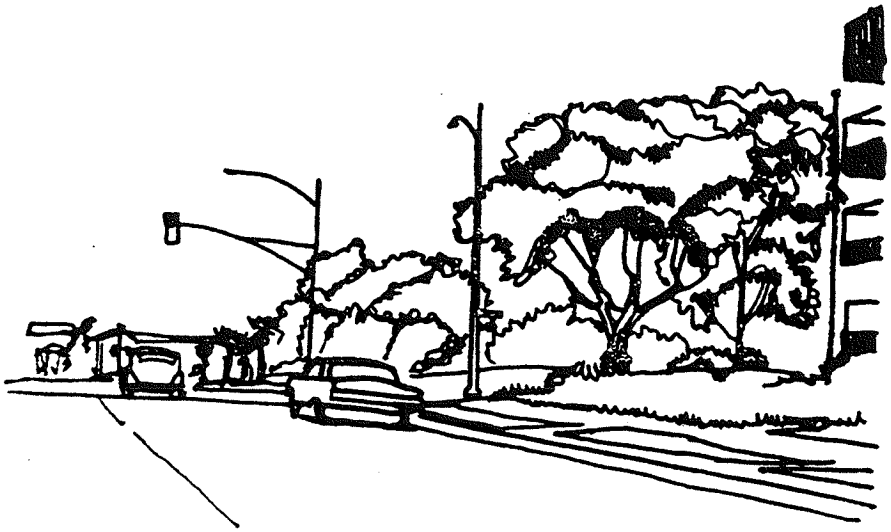


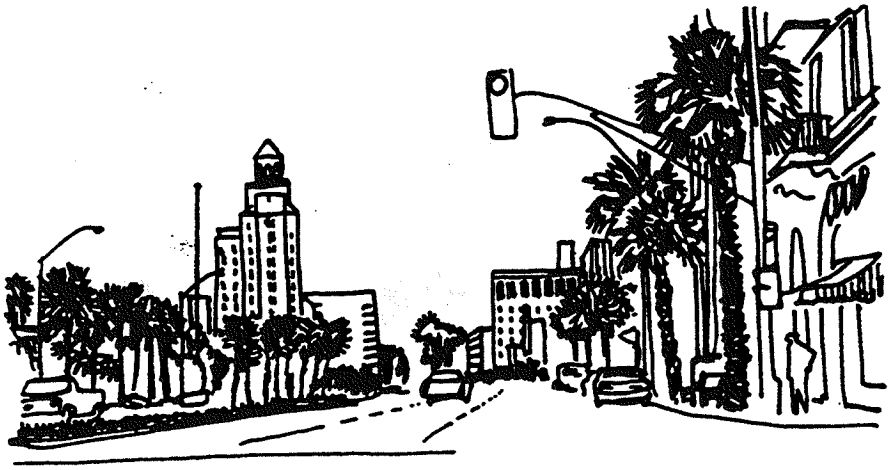


At Bixby Park, situated slightly west of Bluff Park, more vistas of the amenities of the downtown shoreline are offered. A large public parking lot is provided at the beach with a lifeguard headquarters and public restrooms.



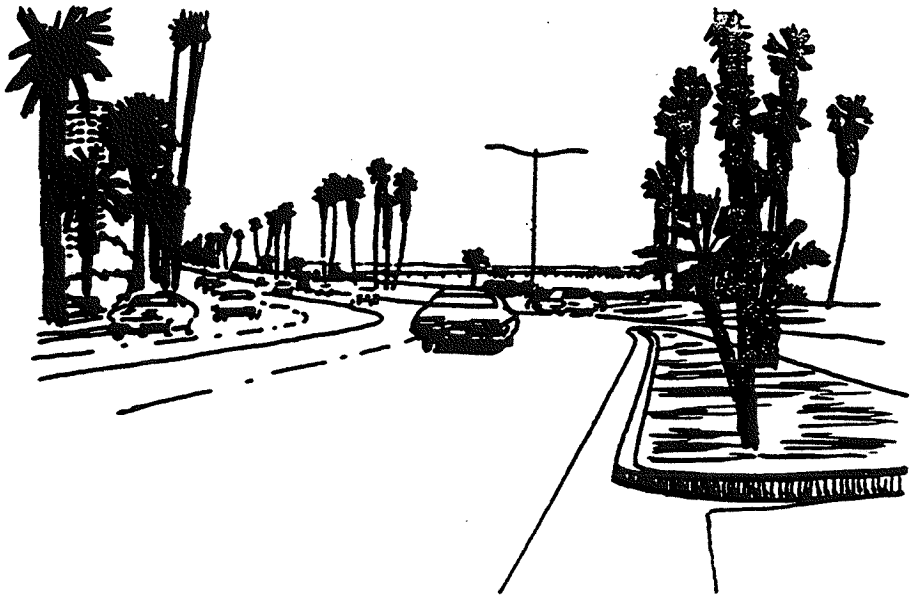




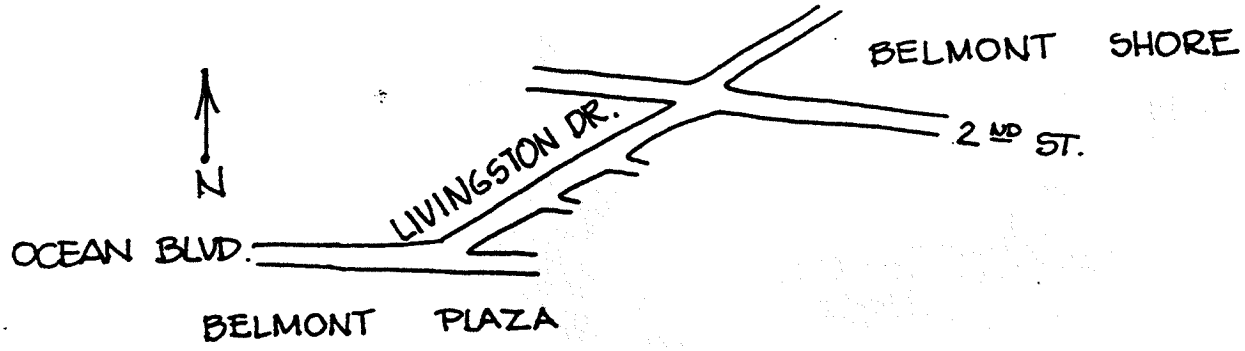


Continuing westerly on Ocean Boulevard the route becomes more constrained with ocean views blocked by massive apartment structures. The Villa Riviera landmark then pulls the viewer to the downtown section. The Villa Riviera and the International Tower mark the entrance to the central business district.

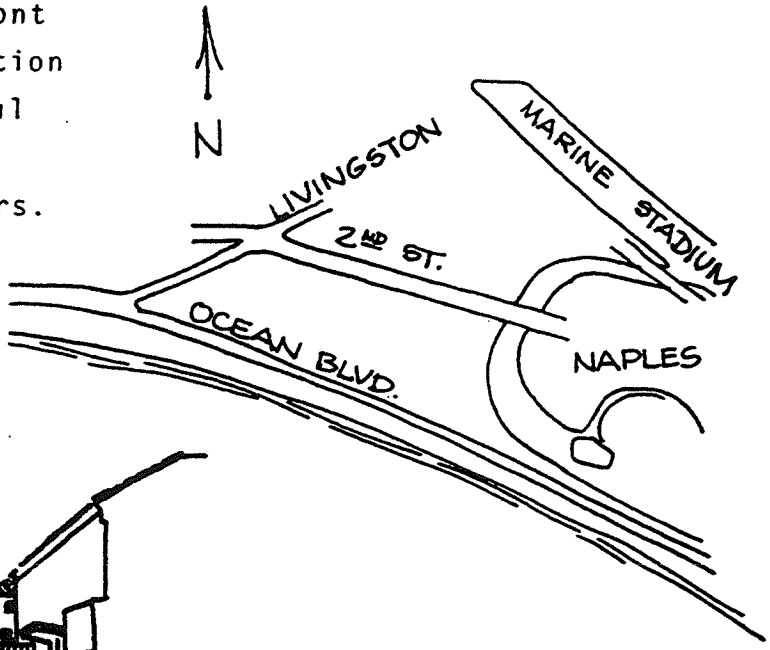
Ocean Boulevard, in an west to east direction also presents attractive distant vistas across landscaped Bluff Park. Two visual landmarks of note act as attracting forces. The Belmont Pier is first observed from the site of the existing Museum of Art. The high-rise apartment buildings frame this view and subsequent views. The Belmont Plaza natatorium then becomes the second distant landmark to come into view. At the natatorium Ocean Boulevard drops to the beach elevation where ocean views are blocked until the open parking areas are reached east of Granada Avenue.



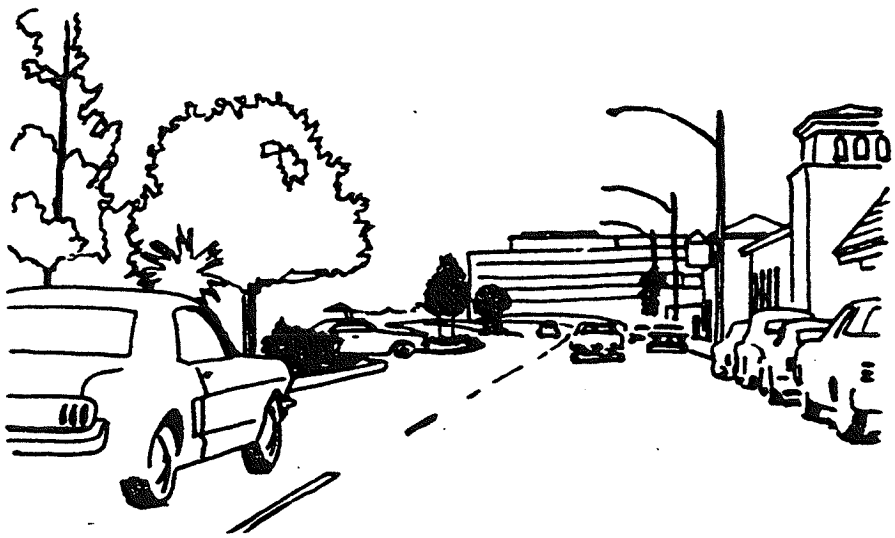
The Belmont Shore--Marina segment of the Recreational Scenic Route provides a link between the Long Beach Marina, Marine Stadium, Alamitos Bay, and the Naples and Belmont Shore communities. Livingston Drive is a diagonal link between the Belmont Plaza area and the small scale commercial business along Second Street in Belmont Shore and Naples. A wide planting strip, well landscaped with palm trees and ivy, adorns the avenue and accentuates the pleasant variation in elevation.



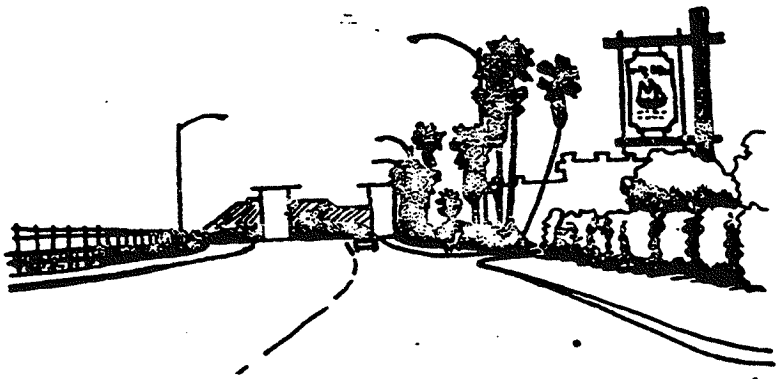
Second Street in Belmont Shore is an exciting collection of unique boutiques, youthful Belmont Shore residents and an eternal flow of beachgoers.



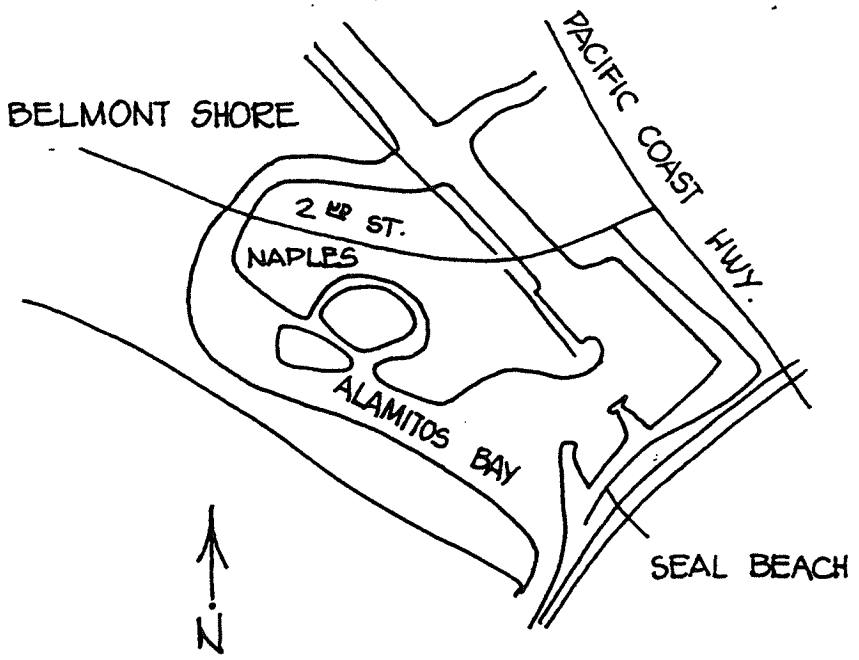
Although beautifully landscaped, the visual quality of Second Street is marred by the clutter created by too many signs and billboards. A visual landmark along the Belmont Shore segment of the route is the Portofino Apartment building on the immediate east side of the Second Street Bridge. This landmark designates the entrance to Naples.

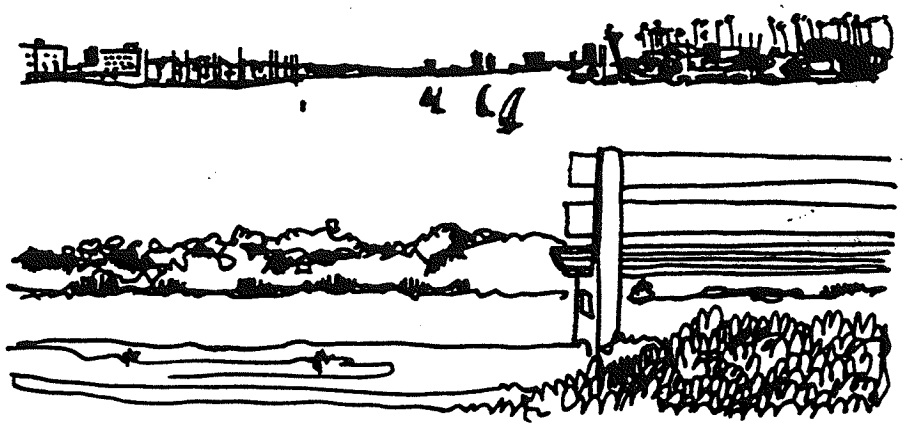


The Second Street Bridge leads into the attractive Naples Island residential community with its many beautiful homes fronting the bay and the channels. Then crossing the J. H. Davis Bridge, the scenic route leads to the Long Beach Marina. The Marina, covering over 150 acres of land and water, provides berthing for more than 1800 pleasure boats of all kinds and affords parking for 2800 vehicles in beautifully landscaped parking lots.



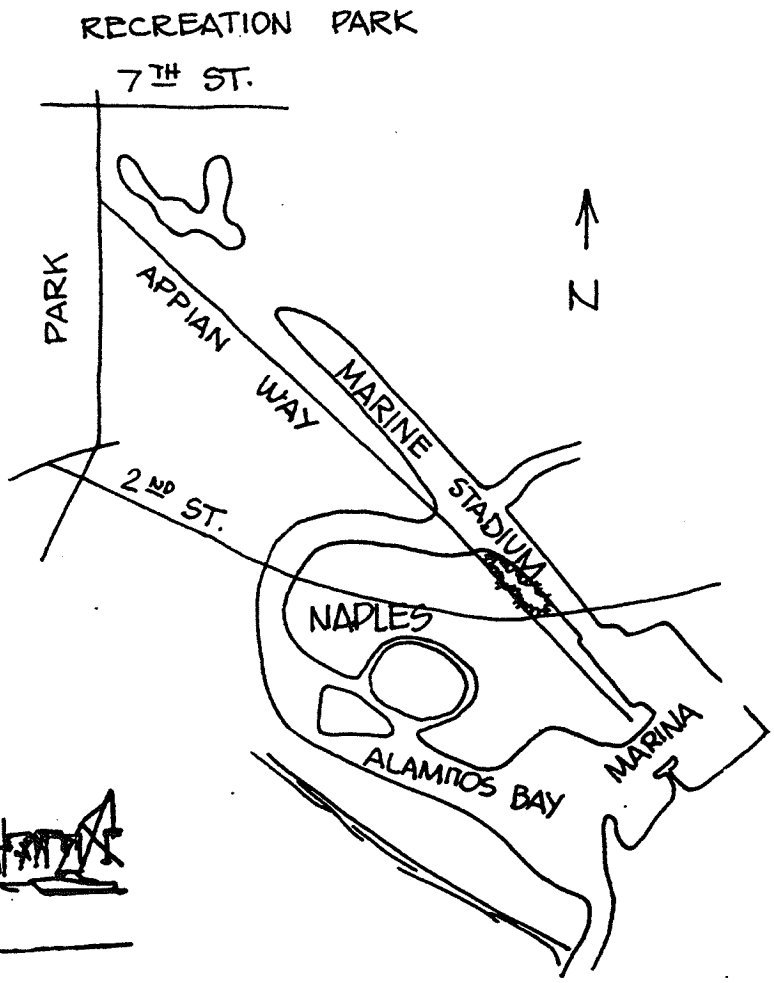
The marina is circled by Marina Drive, which is heavily landscaped from its western entrance. Marina Drive terminates at the unique Seaport Village. Seaport Village is reminiscent of an eastern seaport and offers a variety of boutiques and restaurants.

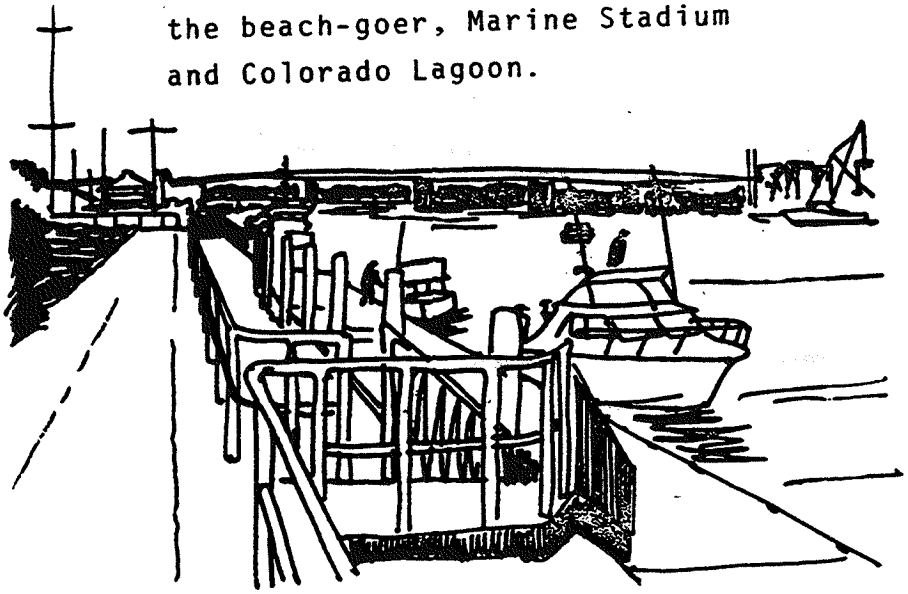


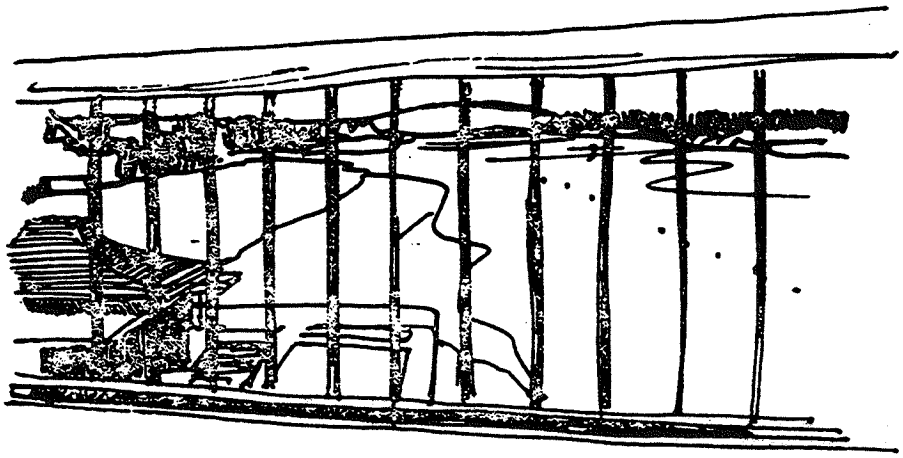


Alamitos Bay is a center of sailboat activity. Small Class boats such as Sabots, Penguins, Lidos, and others, may be seen racing in the Bay most of the year, reaching the maximum of activity during the summer months. Ocean sailing regattas of every class compete throughout the year in the offshore waters of Long Beach. Easy access is provided from Alamitos Bay through a wide channel to the ocean. Swimming in Alamitos Bay is enjoyed by many people and lifeguards are stationed along the beaches and still water areas year-round.

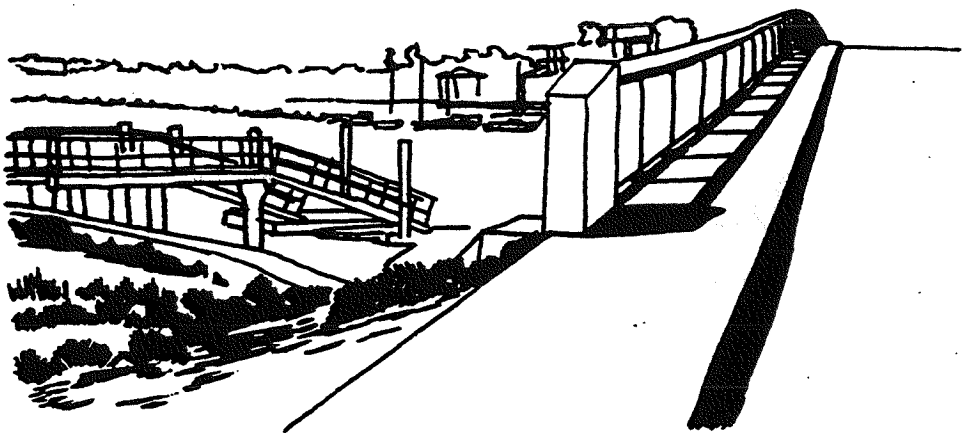
Beginning on Naples Island at the Long Beach Yacht Club, Appian Way proceeds along Basin No. 3, the Sea Scout Headquarters, and passes beneath the J. H. Davis Bridge at Second Street. Appian Way features Marine Park, a beautiful still water beach not to be overlooked by the beach-goer, Marine Stadium and Colorado Lagoon.

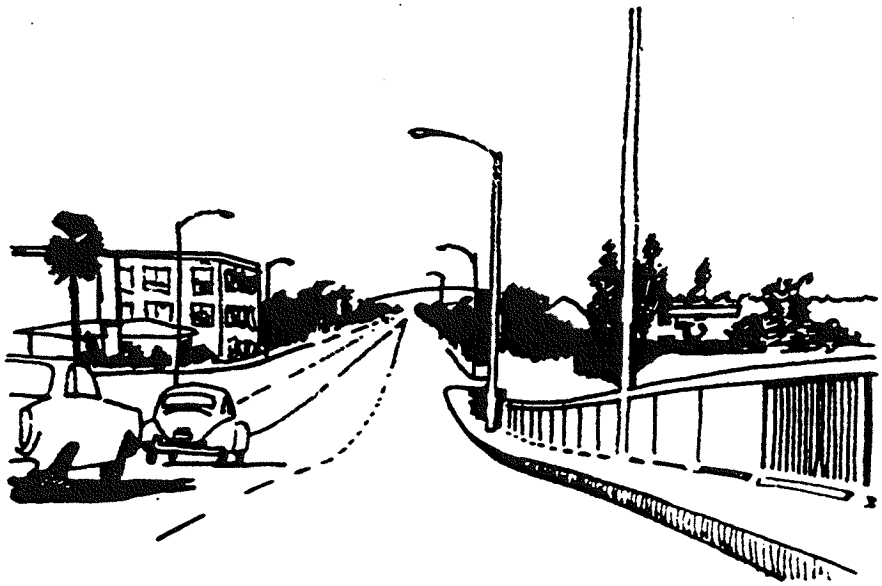


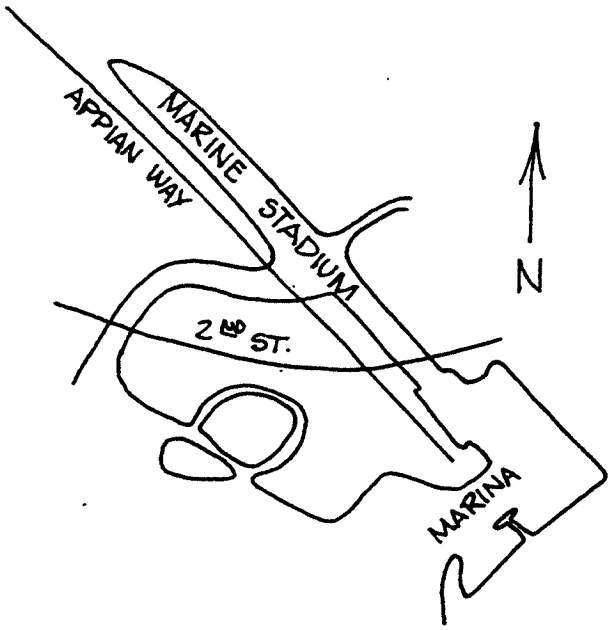


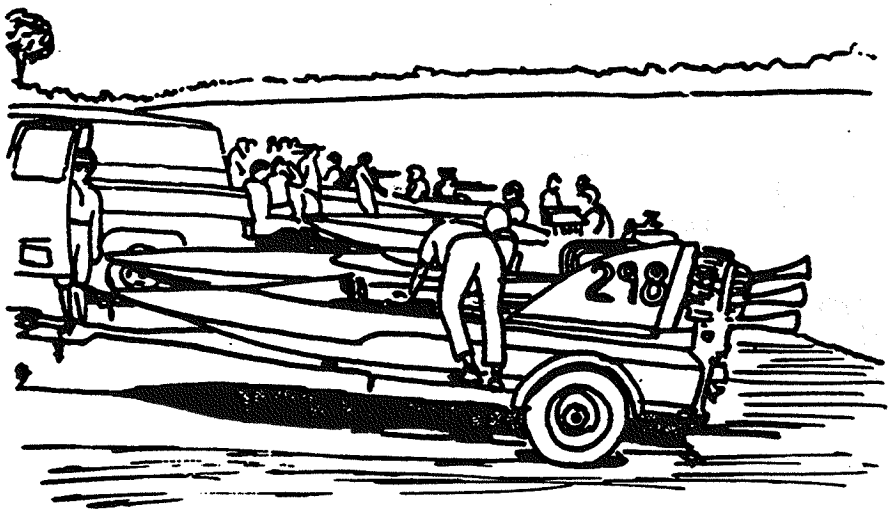


Appian Way is a wide street that has the distinct feature of having a man-made change of elevation which provides excellent views of the beaches, the marine stadium and the boats docked along the channel front homes. This change of elevation is due to the Appian Way Bridge. Proceeding northwesterly, Signal Hill comes in full view, terminating the vista and acting as a magnet to draw the viewer toward Marine Stadium and Colorado Lagoon.





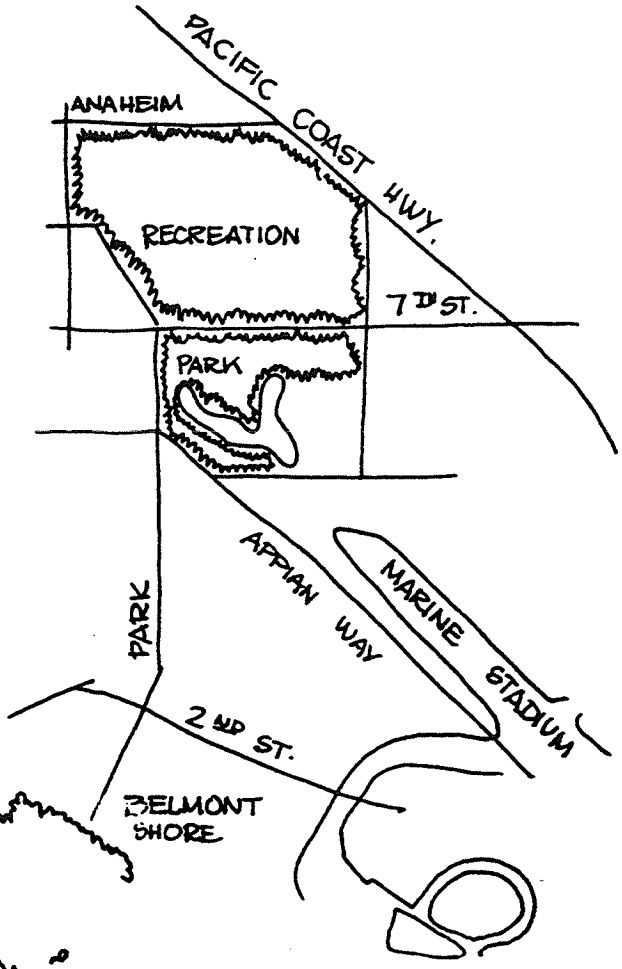




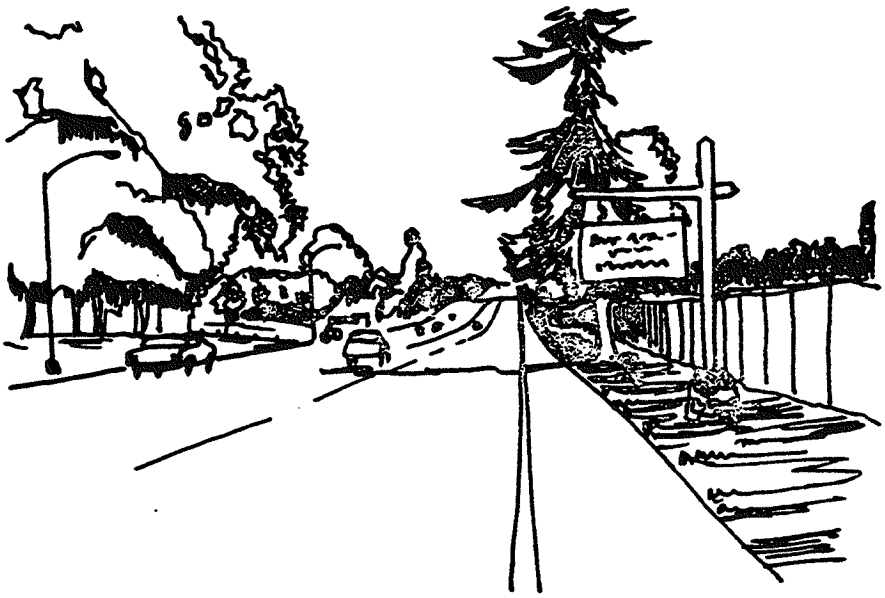
Marine Stadium is enjoyed by thousands of boating and water skiing enthusiasts the year round. The site of the 1932 Olympic Rowing events and the World Water Ski Championship of 1961, Marine Stadium is used for many local, national, and international events. A small boat launching ramp east of the stadium is available at a nominal charge. This facility provides restrooms, loading dock, and ample parking for cars and boat trailers.

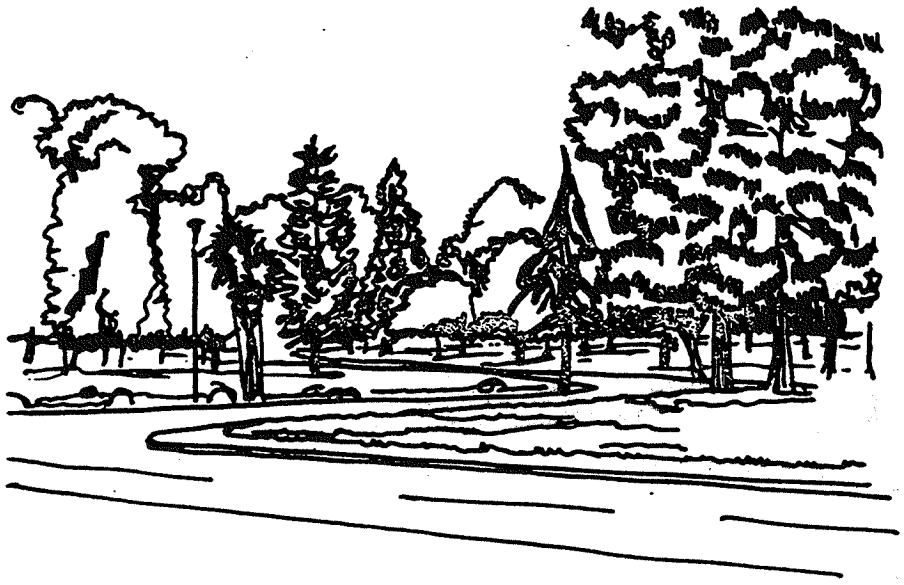
The Parks segment of the Recreational Scenic Route is the longest link in the recreational system. It is joined for some distance by the Historical-Cultural Scenic Route.

The Naples area is connected to this segment by a northwesterly approach along Appian Way to Park Avenue. A north approach on Park Avenue leads by Colorado Swimming Lagoon to Recreation Park, thereby connecting the Park segment to Belmont Shore.



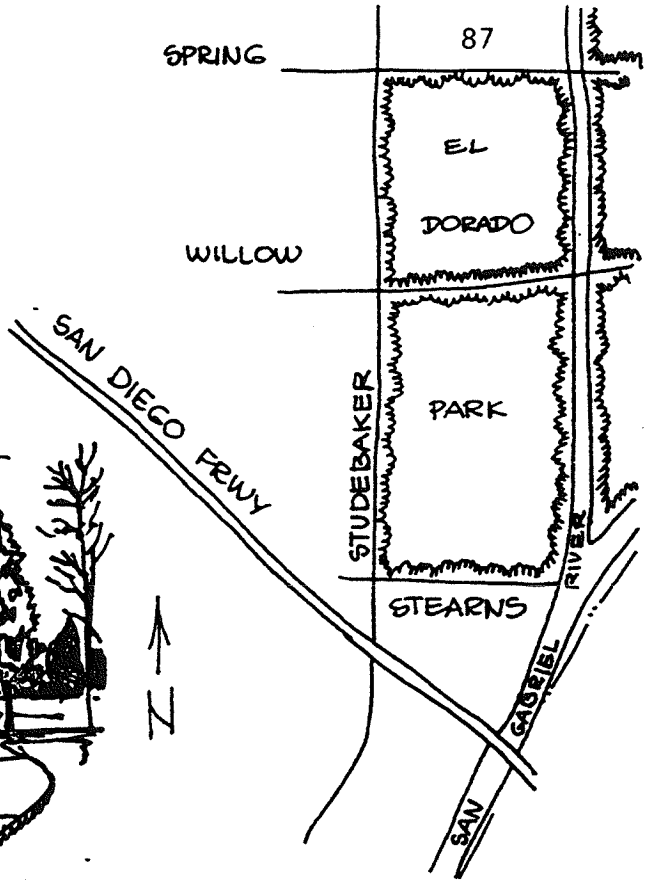
Colorado Lagoon is a sixteen acre lagoon featuring sandy beaches and still waters for safe swimming.



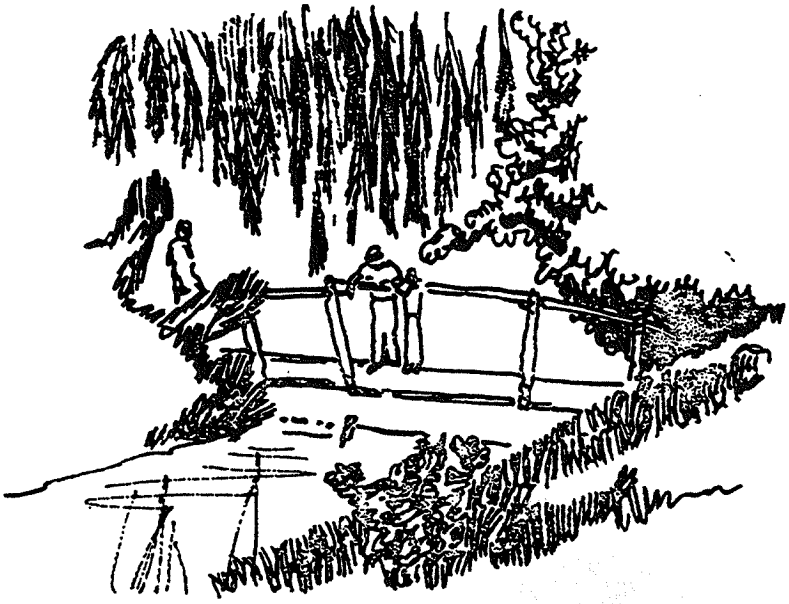


At Seventh Street and Park Avenue, the route traverses Recreation Park, two-hundred and sixty-two acres of playgrounds, picnic grounds, summer concert facilities, tennis courts, baseball fields, softball fields, and a club house.

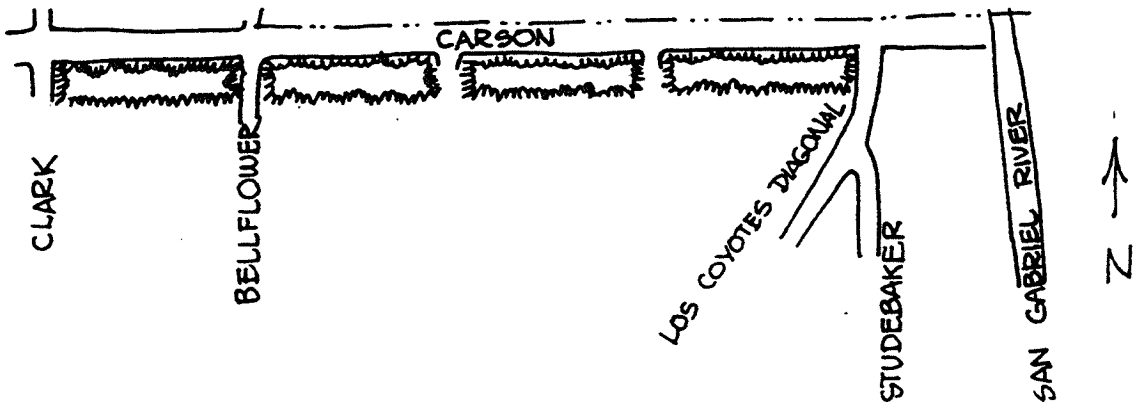
Progressing easterly along Seventh Street, the Recreational Scenic Route passes by the Veterans Hospital and the University. Northerly on Studebaker, the same route proceeds to El Dorado Park.



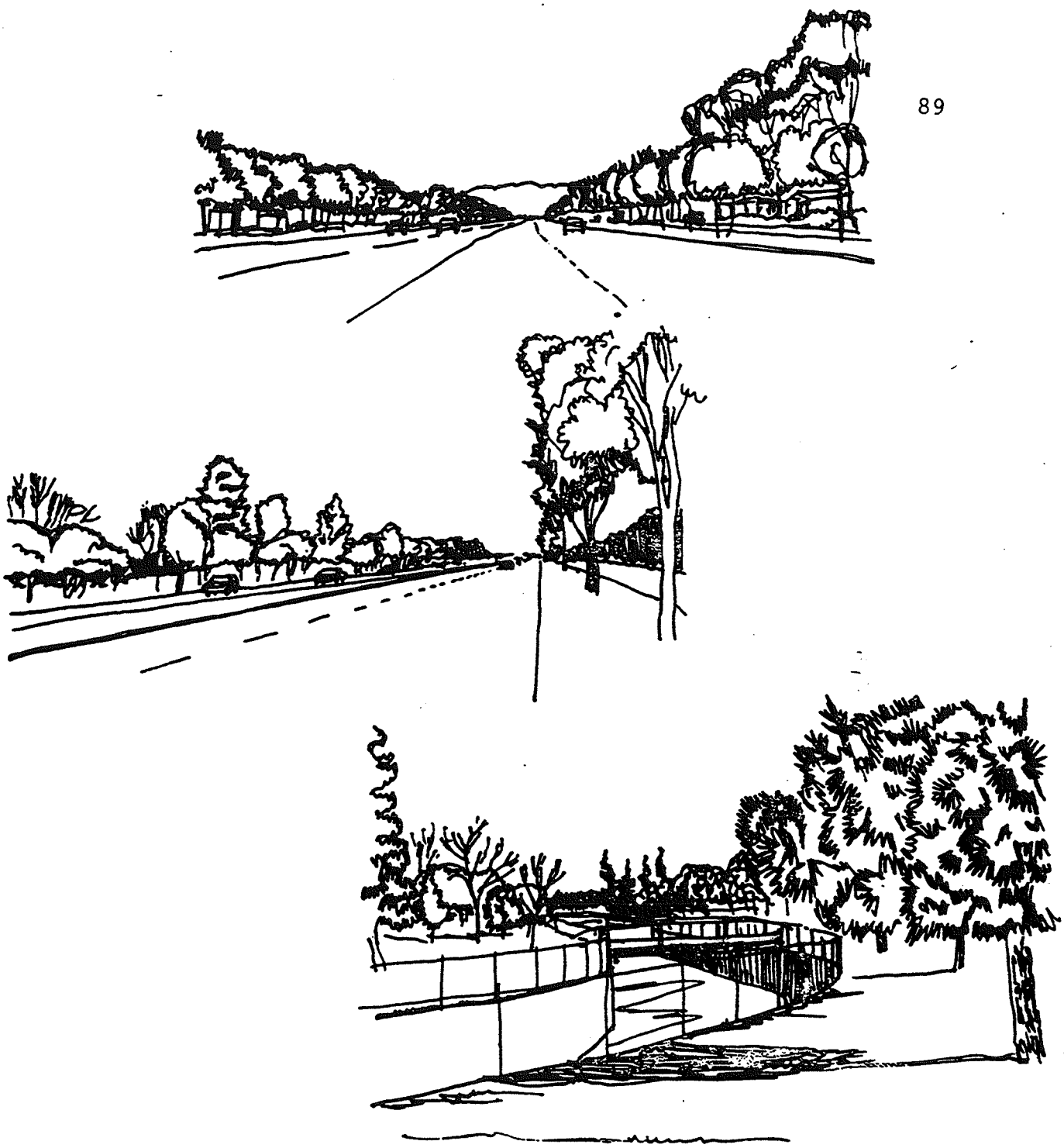
El Dorado Park, comprised of six-hundred and ninety acres of land, is a monument to the foresight of the Parks Department in preserving, for recreation purposes, land which might otherwise have been used for subdivision or other private purposes. Originally farm land, the terrain was converted into a rolling parkland by moving and contouring over two million cubic yards of soil. More than forty acres of lakes were created, and the once bare land now has over fifteen-thousand trees of different species. Recreational facilities in El Dorado Park include an eighteen hole golf course, tennis courts, picnic and fishing areas, an archery range, campgrounds, baseball and softball diamonds. When finally completed, there will be boating facilities, bicycling paths, an open air amphitheater, and equestrian facilities including stables and trails.



Off Spring Street in El Dorado Park, the City of Long Beach built a Nature Center. The Nature Center offers eighty acres of parkland where native animals roam freely within sight of three miles of trail. Many indigenous plants grow there in a near perfect natural environment.

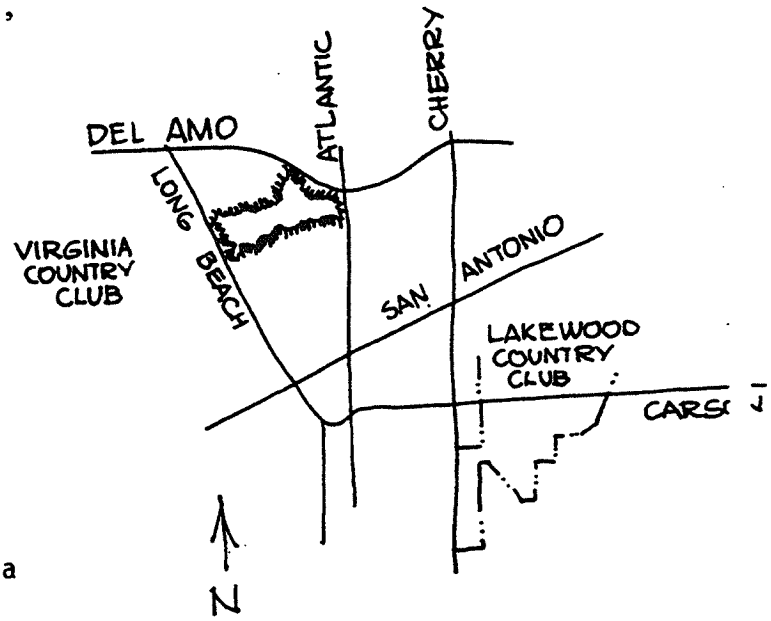


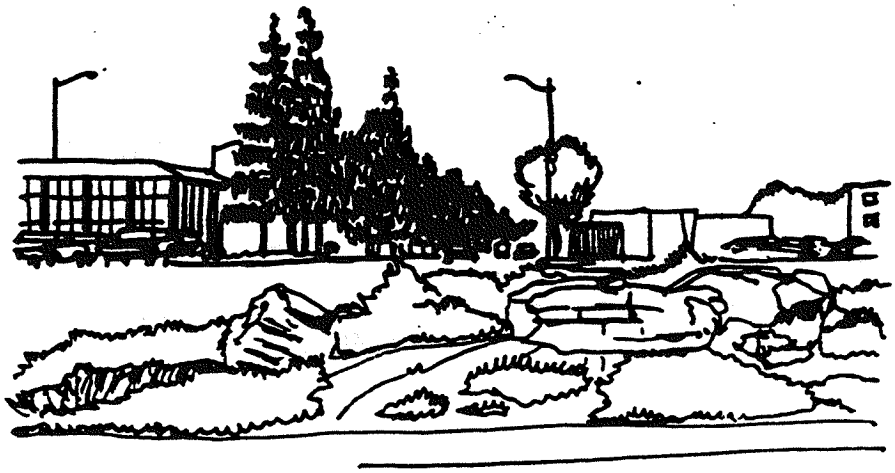
Proceeding northerly on Studebaker and then onto Los Coyotes Diagonal, the Recreational Scenic Route reaches Carson Street and Heartwell Park.

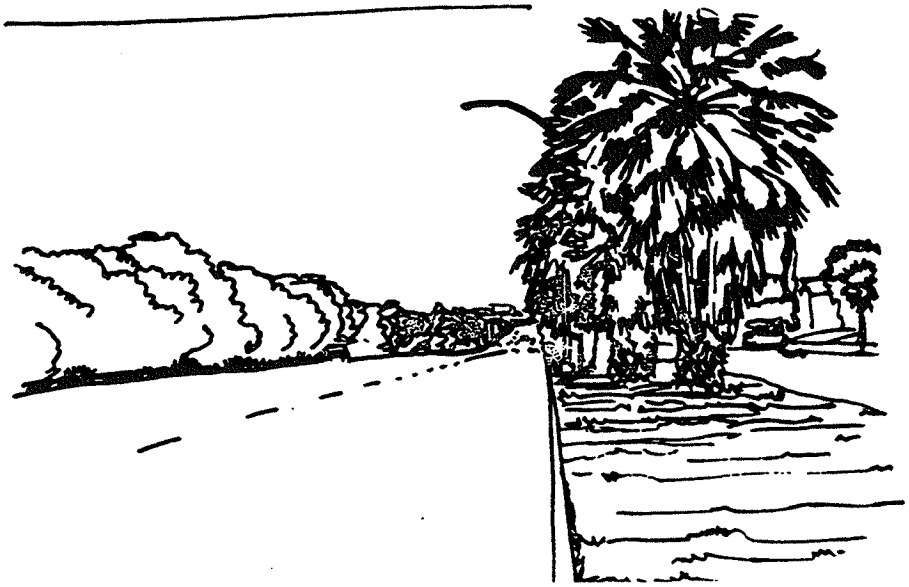


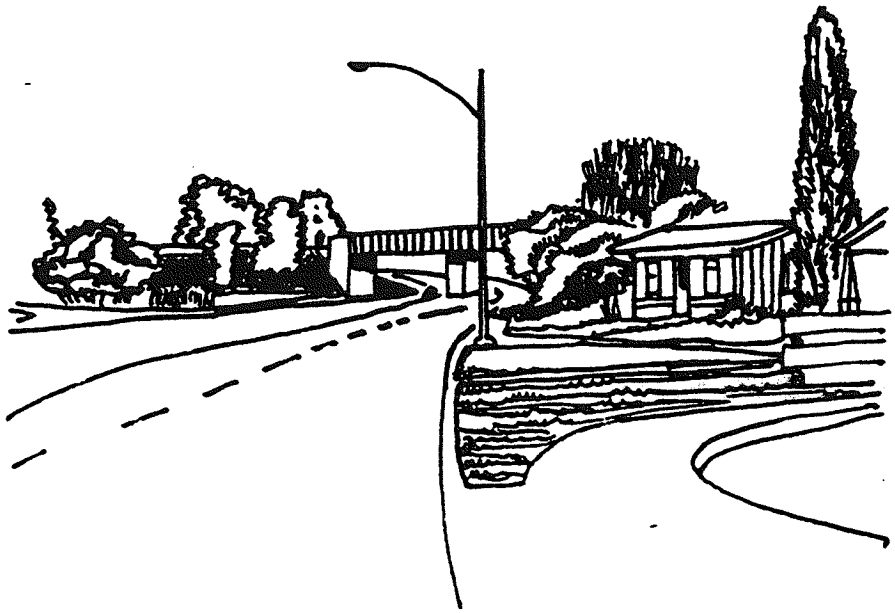
Heartwell Park, a linear greenbelt of one-hundred and sixty two acres, parallels the south side of Carson. Recreational facilities include junior baseball fields, a basketball court, a volleyball court, a playfield, and an activity building.

Traversing Carson Street, the Scenic Route bisects Long Beach City College and the grounds of Lakewood Country Club, briefly leaving the City. Upon re-entry, the route proceeds to Cherry Avenue and a final loop segment. Then on through well maintained residential areas, the Recreational Scenic Route turns onto Long Beach Boulevard and proceeds northerly, skirting the Virginia Country Club and Scherer Park to Del Amo Boulevard.





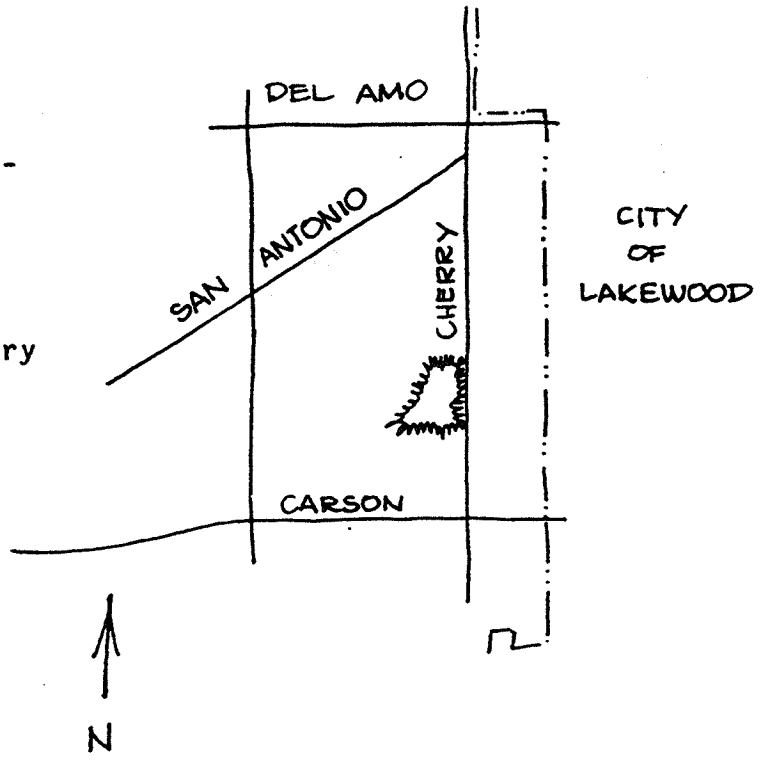


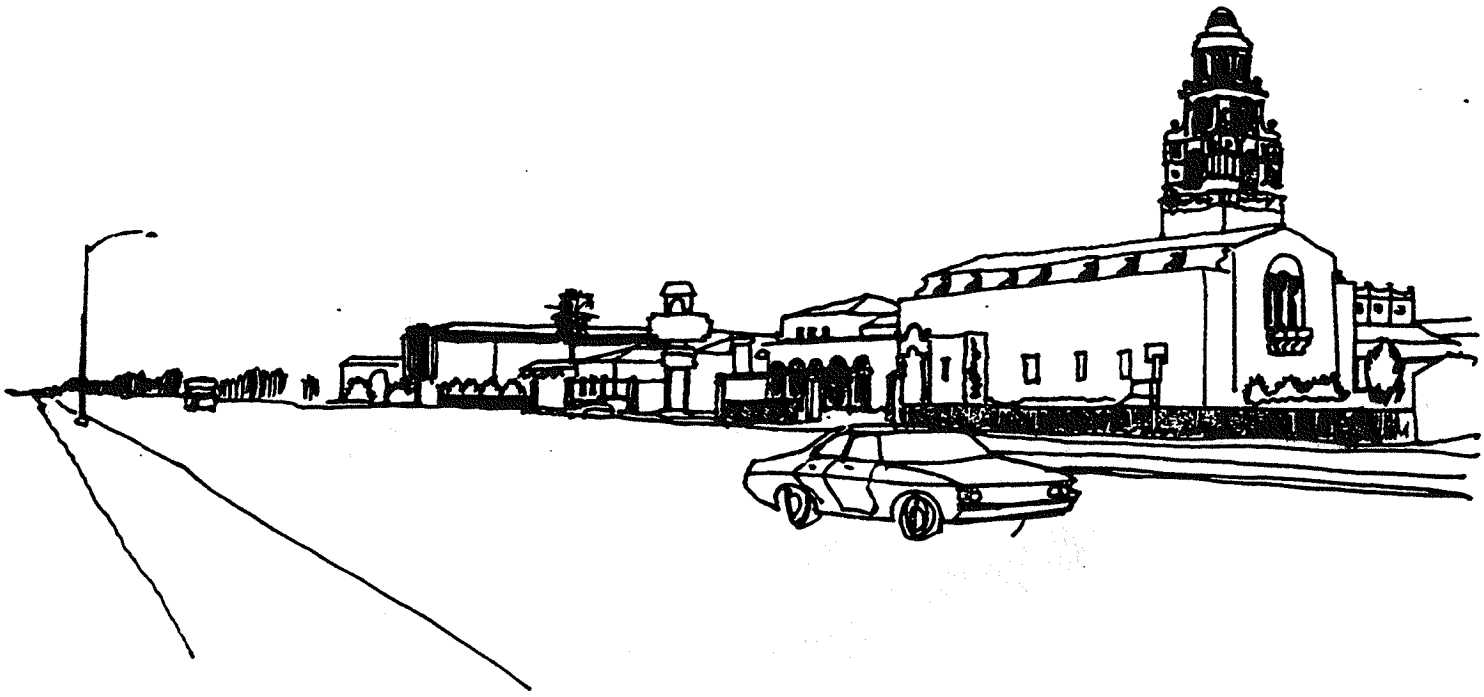


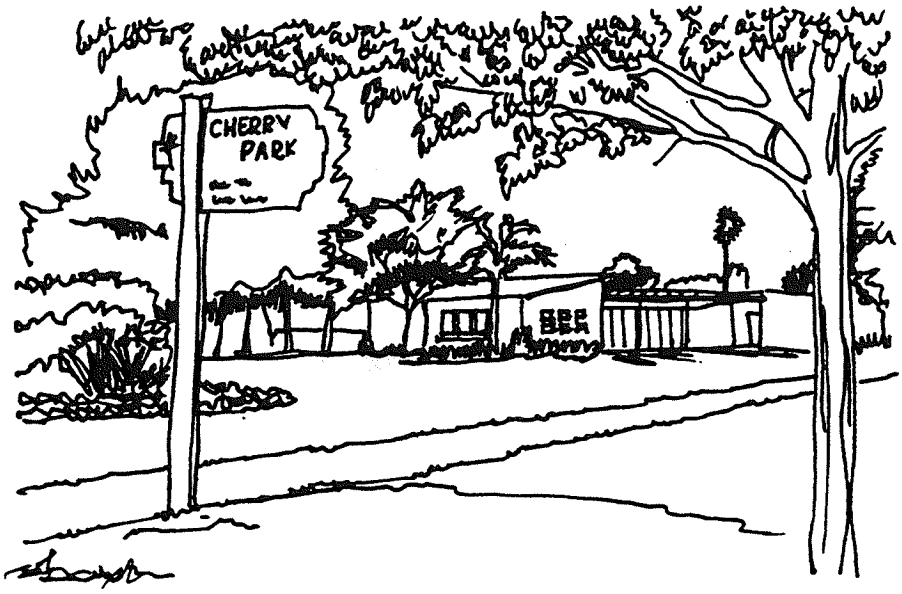
Del Amo Boulevard at this point is wide and undulating and has the possibility of receiving a landscape median strip. The boulevard has two pleasant curves in it as it passes under a Union Pacific Railroad trestle. Then the roadway ascends to offer a view into Scherer Park.

Scherer Park has twenty-four acres of land. The facilities offered are nine lighted basketball courts, two lighted volleyball courts, two lighted paddle tennis courts, a spray pool, an activity building, and a picnic area.

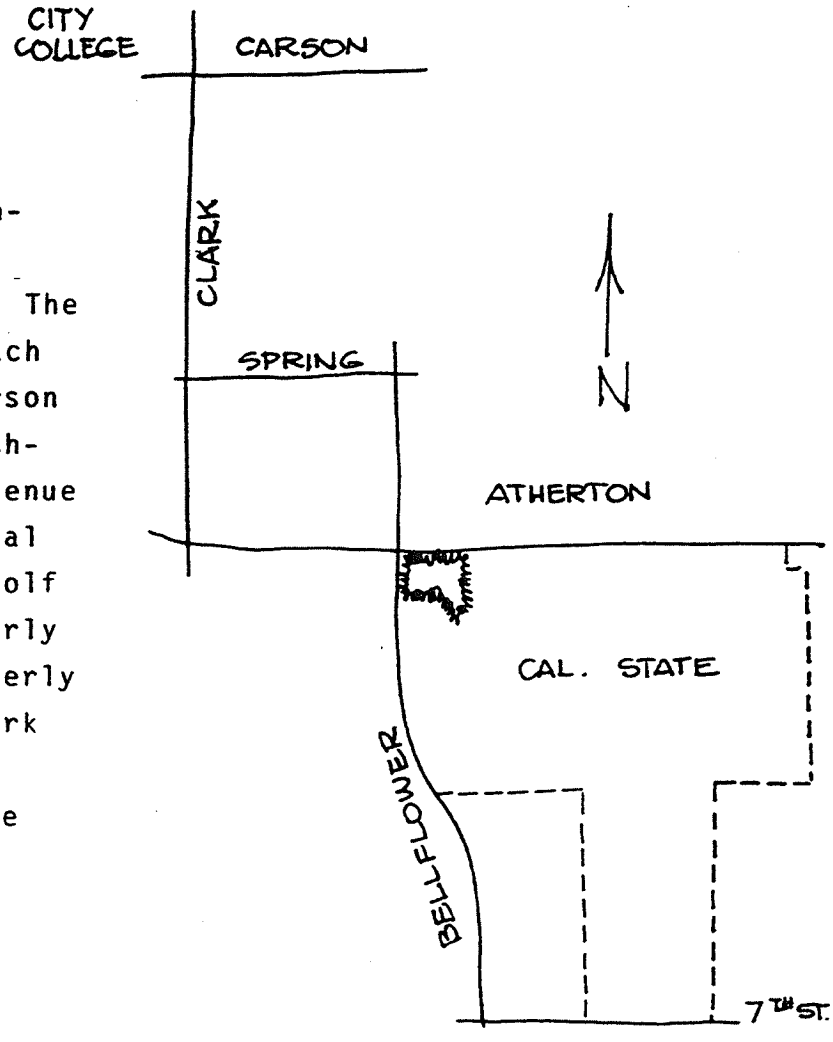
From Scherer Park the route turns easterly and continues to Cherry Avenue and the impressive Sunnyside Mausoleum. South on Cherry, the loop segment passes Cherry Avenue Park and rejoins Carson Street.





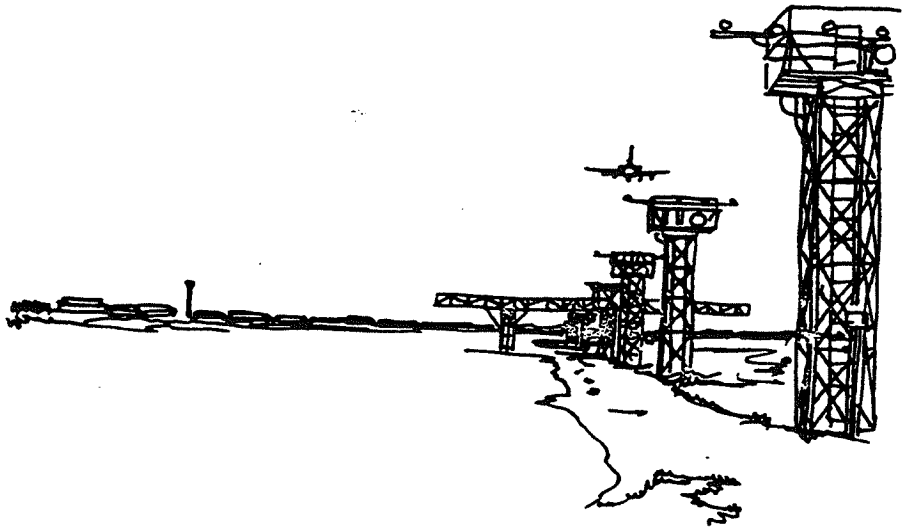


Cherry Avenue Park is a 10.7 acre park offering a lighted baseball field, two softball fields, two lighted tennis courts, a lighted basketball court, two lighted paddle tennis courts, a lighted playfield, a spray pool, and an activity building.



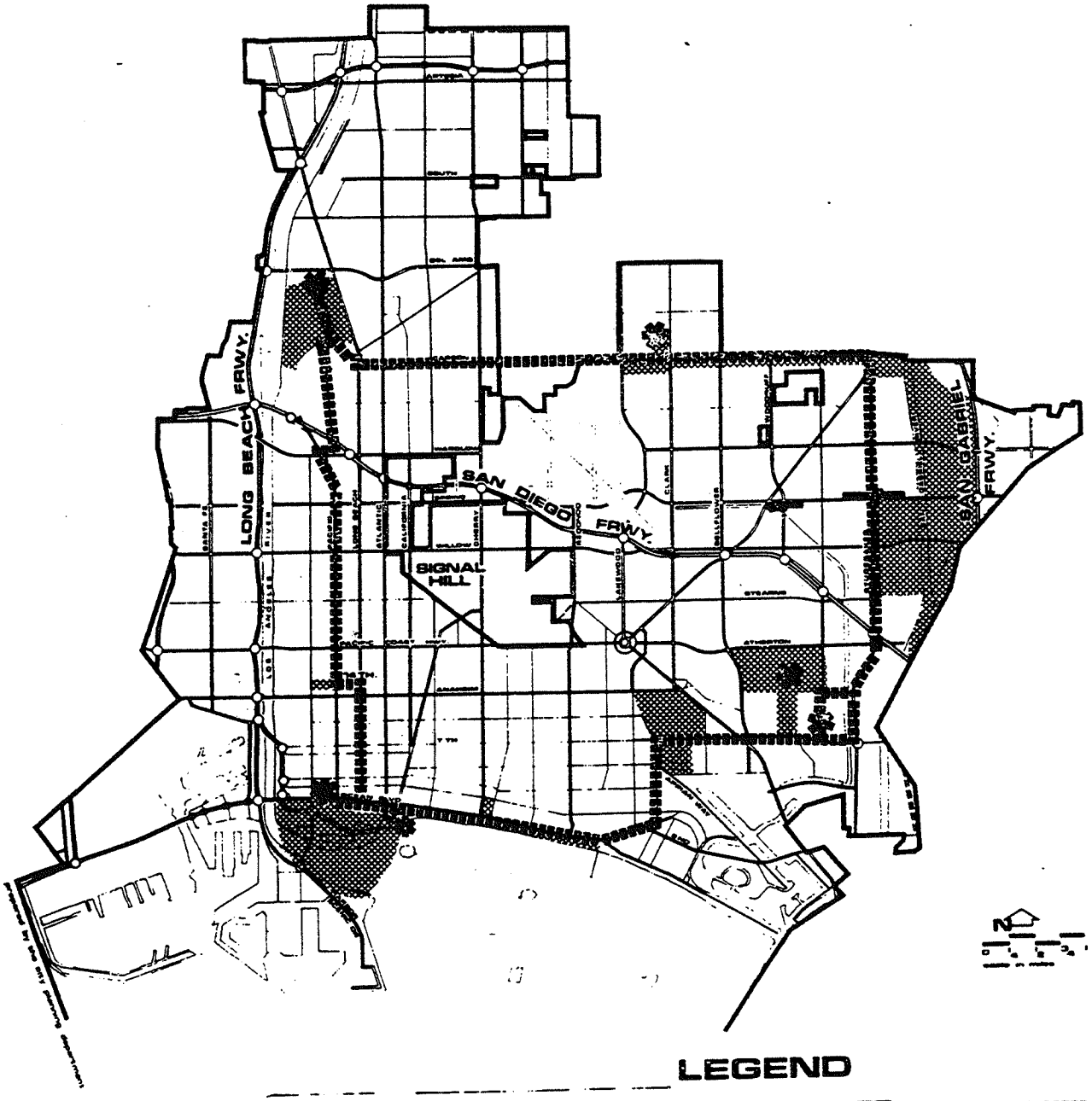
An additional north-south link is provided to complete an eastern loop. The route departs the Long Beach City College Campus on Carson Street and leads in a southerly direction on Clark Avenue passed the Veterans Memorial Stadium and the Skylinks Golf Course. Progressing easterly on Spring Street and southerly on Bellflower to Whaley Park and the University campus, this link rejoins the route at 7th Street.

Whaley Park is a thirteen acre park located at Atherton Street and Bellflower. The recreation facilities offered there include a lighted junior baseball field, two lighted volleyball courts, a lighted paddle tennis court, and one playfield.



Airport activity is visually exciting and an observation point in the proximity of Clark Avenue at Spring Street would be beneficial. Take-offs and landings can be observed from that general area due to the proximity to the main landing strip.

This concludes the Park segment of the Recreational Scenic Route, the longest and most varied route in the system. As stated earlier, the recreational route is segmented and may be entered and exited at any point without losing continuity since there is no single landmark or approach goal.



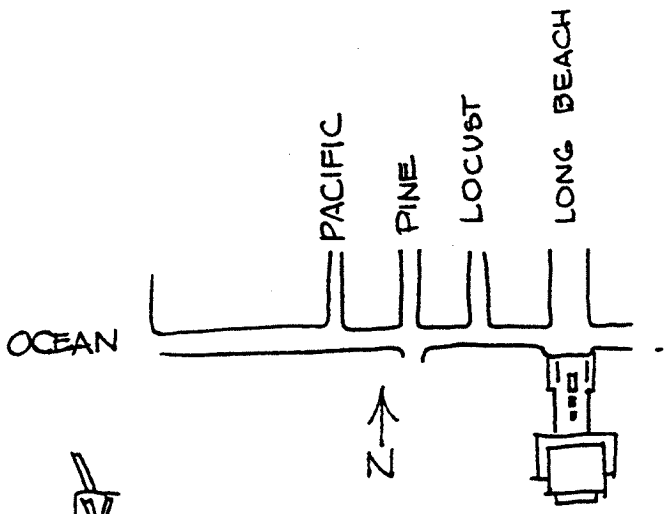
HISTORICAL-CULTURAL SCENIC ROUTE

Historical-Cultural Scenic Route

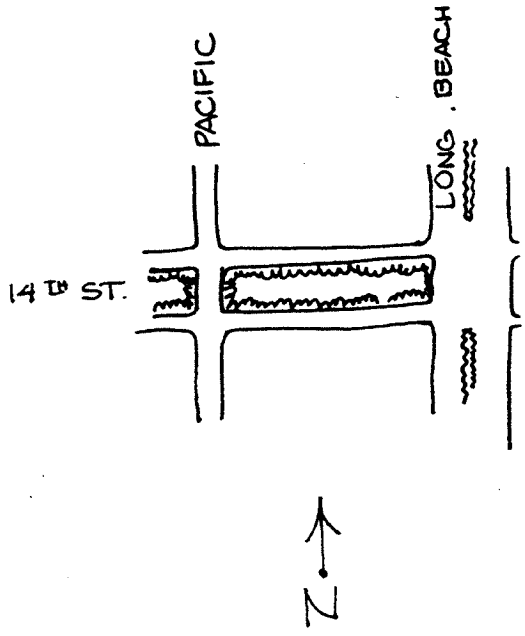
The proposed Historical-Cultural Scenic Route (opposite page) connects in a single loop system many of the different assets in the City of Long Beach that are of an historical or cultural nature. This scenic route, some 21.3 miles long, shares an immense variety of landscapes and urban vistas with the Recreational Scenic Route, but departs to emphasize particular assets: the two Ranchos, the Greene and Greene residence, the Villa Riviera, the new Civic Center and Art Museum, representing the unique contrasts present in the City of Long Beach. The Rancho Los Cerritos and the Rancho Los Alamitos recall the romantic life of old California. The handsome proportions of the 1930's Villa Riviera reflect a European aesthetic, and the Ocean Boulevard residence designed by the renowned turn of the century architects, C. S. Greene and H. M. Greene, exhibits the sympathetic use of natural materials in the California vernacular and has much in common with the Frank Lloyd Wright "organic" residences. In bold contrast is the avant-garde concepts of the internationally famous architect I.M. Pei's proposal for the Civic Art Museum to be located in the Civic Center complex. Also on the route are the campuses of City College and the State University.

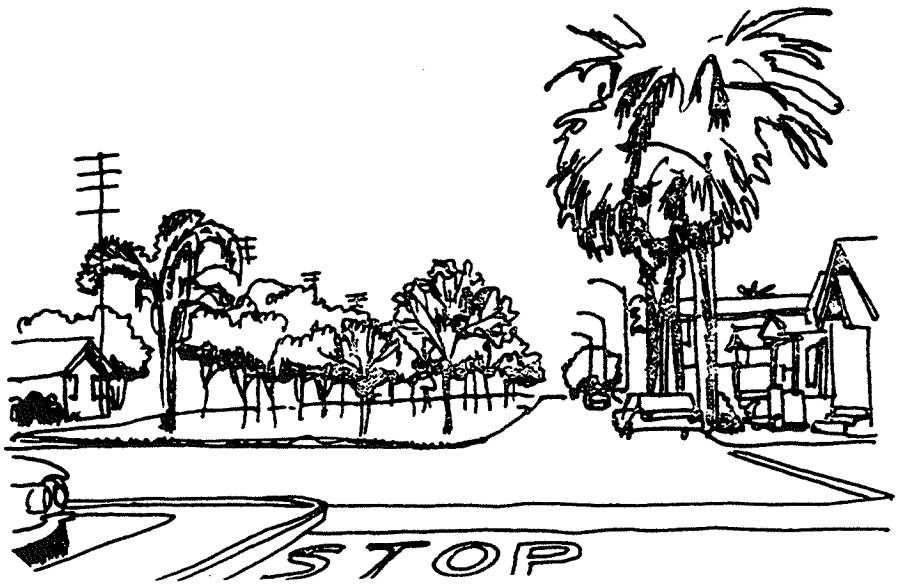
Therefore, this route is a scenic route of contrast that links the many facets that make this City a collage of history and cultural growth. The route is one of precise destinations which should be visited sequentially with time alloted for the investigation of each point of interest.

Bearing east on Ocean Boulevard from the Civic Center the route turns north at Long Beach Boulevard which offers a multitude of commercial establishments along a wide boulevard with a well landscaped median strip.

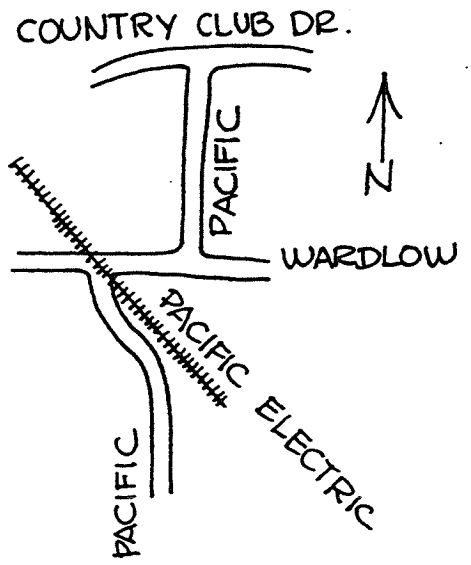


At 14th Street the viewer will proceed west along a linear park, bordered by residences, to Pacific Avenue.

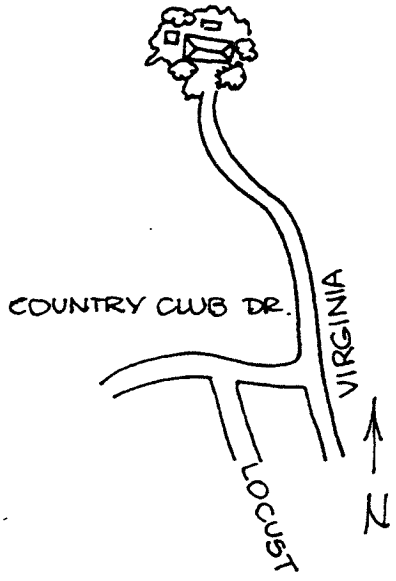


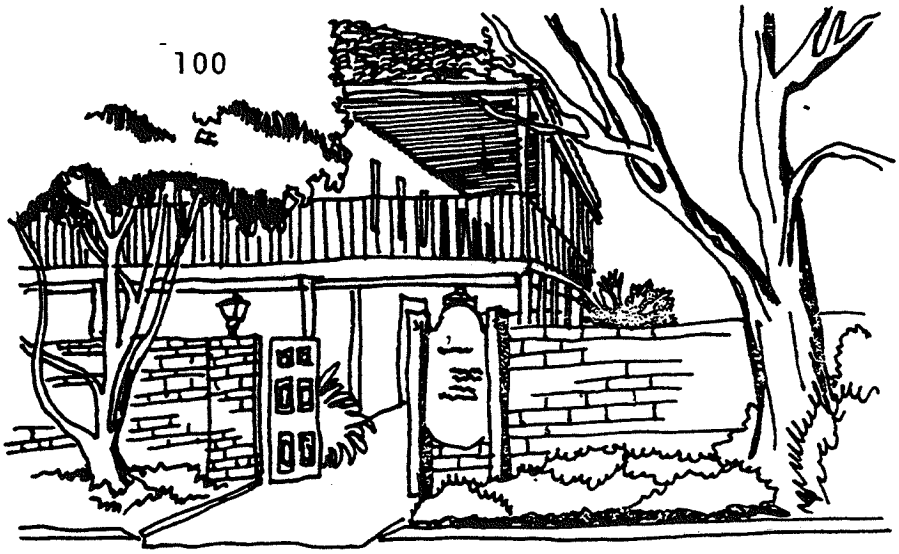


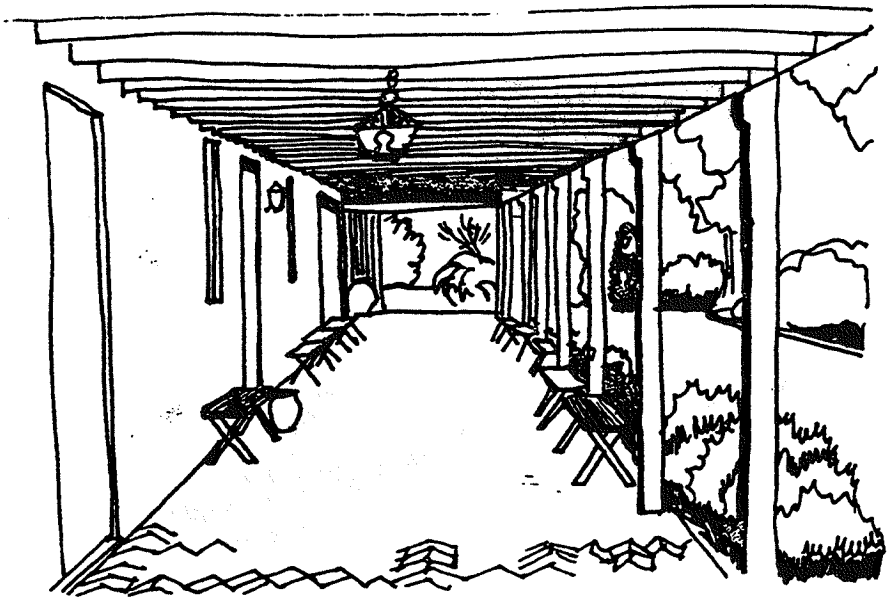
The route then proceeds northerly on Pacific Avenue. This is a wide avenue that eventually is aligned with a raised railroad right-of-way which accommodates the crosstown bike route. Pacific Avenue enters the impressive Virginia Country Club residential area, terminating in Country Club Drive.



Country Club Drive leads the viewer easterly to Virginia Drive and north into the Country Club, 169 acres of gently rolling topography and masses of trees. The Rancho Los Cerritos is secluded in the heart of these verdant grounds.

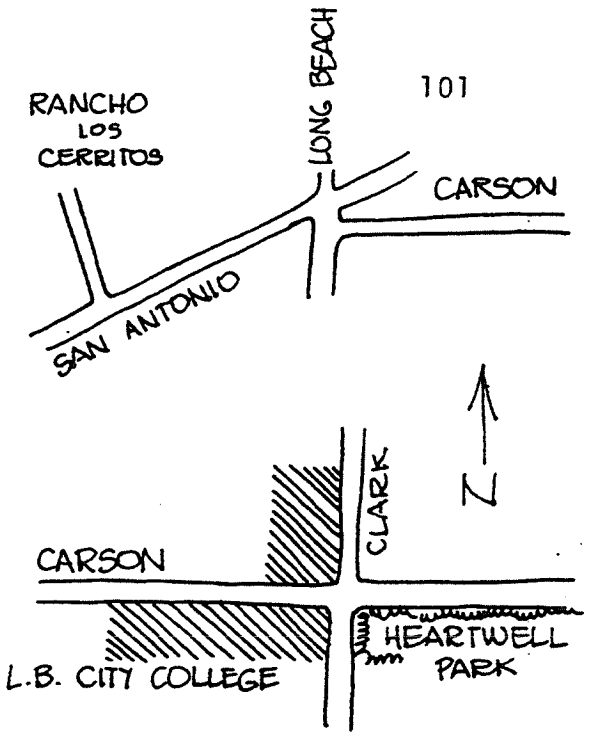


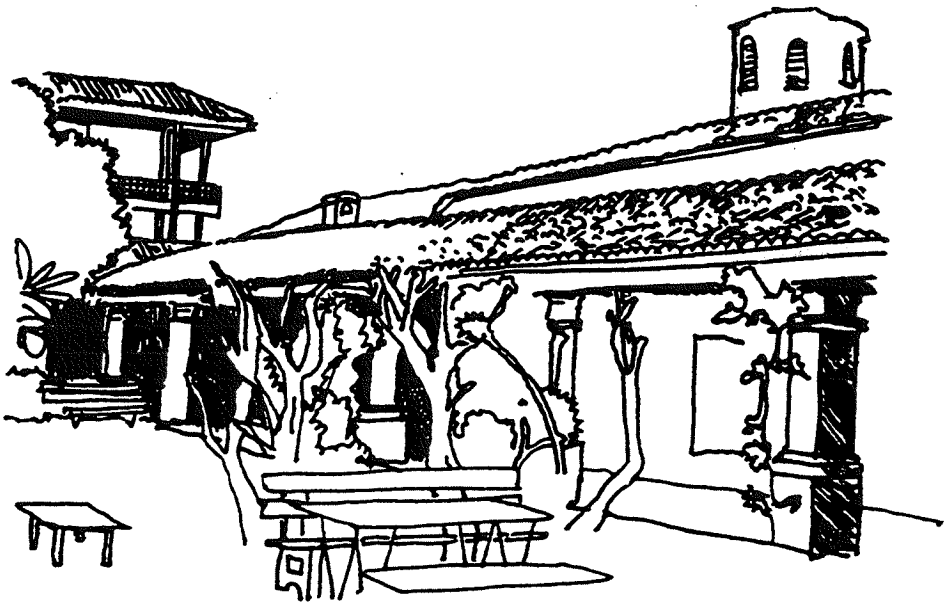




Rancho Los Cerritos (little hills) nestles on wooded rise overlooking the former river bed, now the golf course. It was built in 1844 by Don Juan Temple. The rancho was a cattle ranch till 1866 when Flint, Bixby and Company acquired the property for $50,000 in gold and raised sheep for their wool. The ranch was broken into smaller land holdings, and the ranch house deteriorated over five decades. In 1930 Llewellyn Bixby restored the rancho and lived there until 1955 when it was sold to the City which designated it as an historic museum.

Progressing from the Rancho Los Cerritos southerly to San Antonio Drive, the route moves easterly to Long Beach Boulevard where it joins the Recreational Scenic Route, sharing the right-of-way easterly on Carson Street. At Lakewood Boulevard, the viewer discovers Long Beach City College fronting both sides of Carson Street.

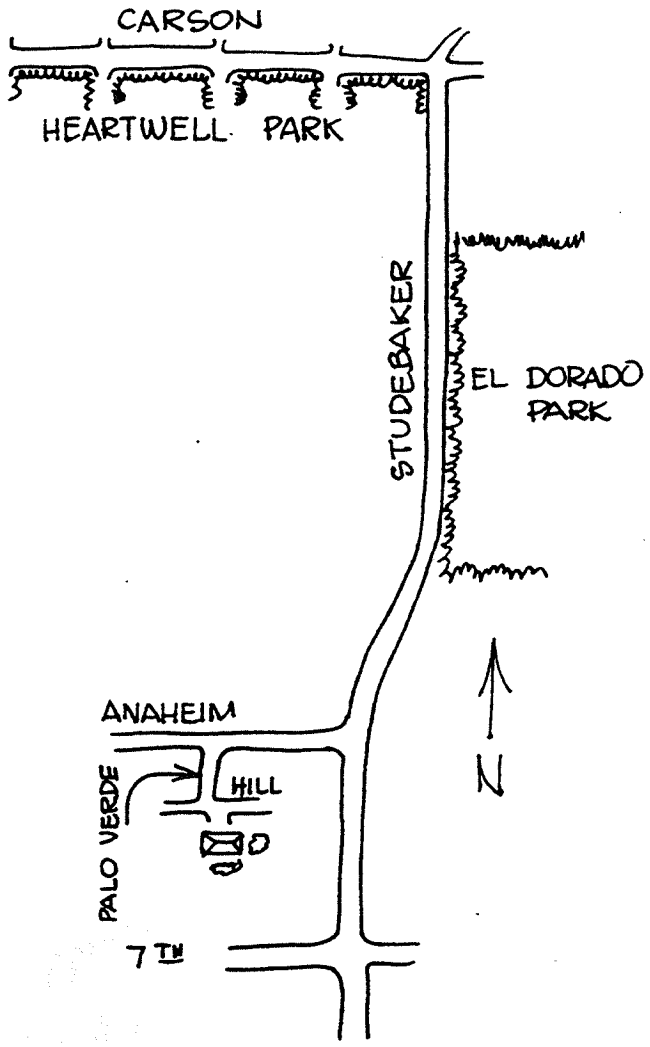


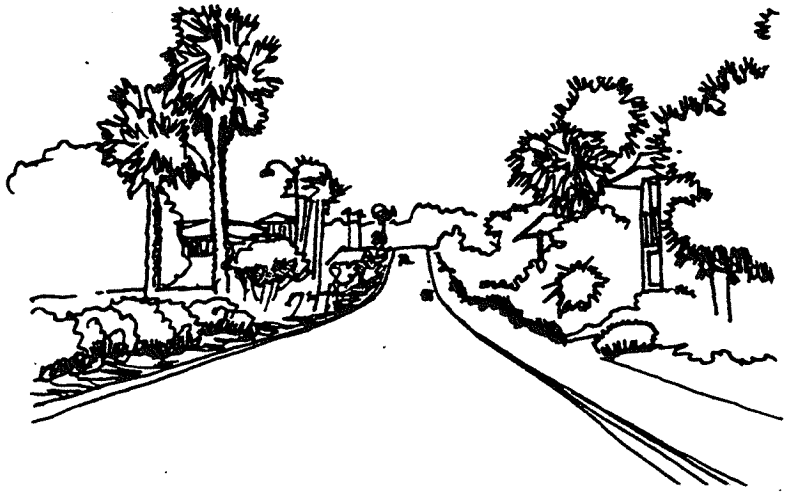


The campus is an attractive complex of Spanish style buildings set in well landscaped grounds. This campus is as active in the evenings as during the day. A large study program is offered for adults considering further education.

The viewer then is greeted by Heartwell Park, a beautiful linear park offering quiet shady lawns and imposing trees. East of Woodruff Avenue there is some unimproved park land and a golf driving range. As a terminal landmark, the Long Beach Gas Department offers the mass of its storage tank.

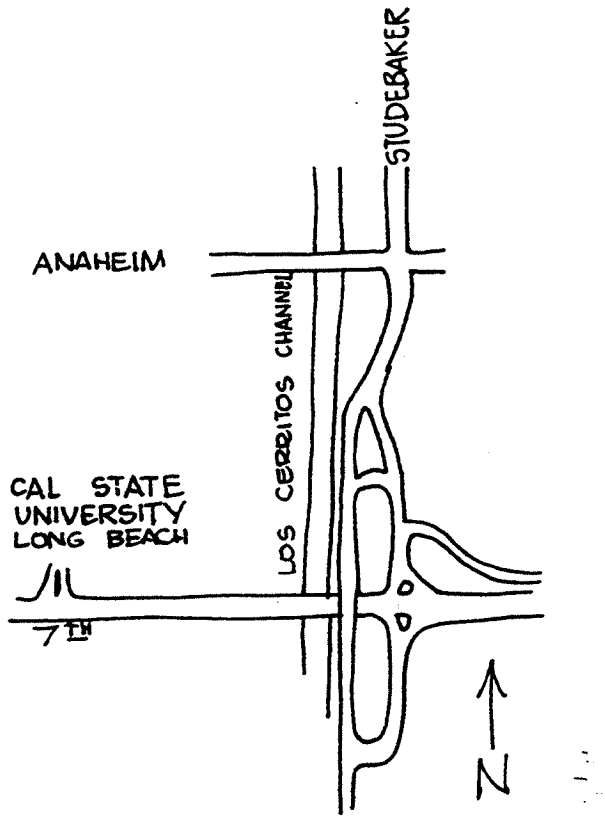
The viewer then proceeds southerly on Los Coyotes Diagonal and Studebaker Road. Here a wide, pleasing roadway traverses attractive residential areas. On the left the viewer passes El Dorado Park, discussed in the Recreational Scenic Route. South of the San Diego Freeway, the route departs the shared right-of-way, and proceeds westerly on Anaheim Road and southerly on Palo Verde Avenue to Hill Road and the Rancho Los Alamitos.





Rancho Los Alamitos (Little Cottonwoods), encompassing more than 2,600 acres, was inherited by Juan Jose Nieto in 1834 and promptly sold to Governor Figueroa. After the Governor's death the rancho was purchased by Don Shel Stearns in 1842. He mortgaged the ranch in 1861, and it was foreclosed in 1886. In 1878 John Bixby leased the Rancho and in partnership with I. W. Hellman and the Jotham Bixby Company purchased the entire spread in 1881 for $125,000 in gold. In 1906 an heir, Fred Bixby, moved into the adobe ranch house with his family. In 1931 the home and headquarters building plus 100 acres of surrounding land were put in a trust. By 1968 the trust had been reduced, by sales and condemnation, to 7½ acres. The property was eventually given to the City which maintains it as an historic museum.

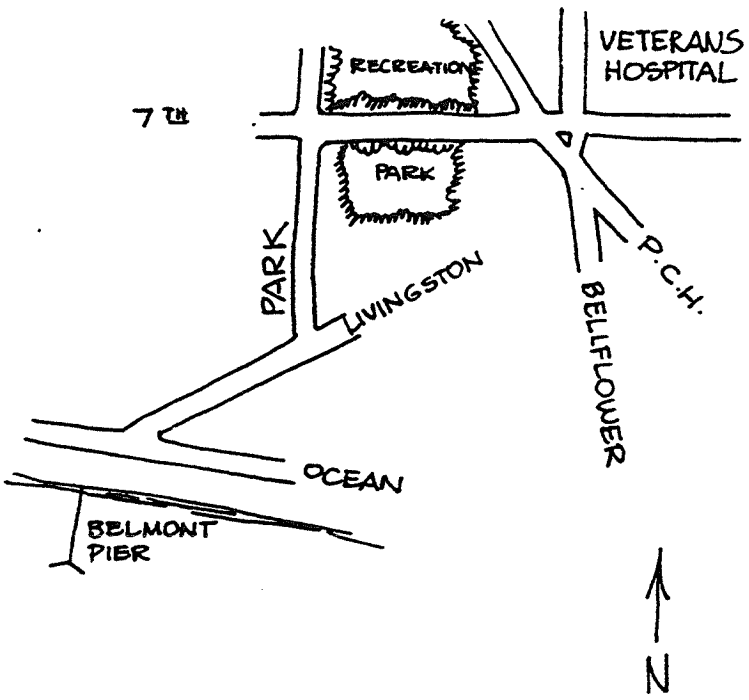
The viewer, upon leaving Rancho Los Alamitos, proceeds easterly on Anaheim Road to Studebaker Road, rejoining the Recreational Scenic Route. Southerly to 7th Street, and westerly on 7th, the viewer arrives at California State University.

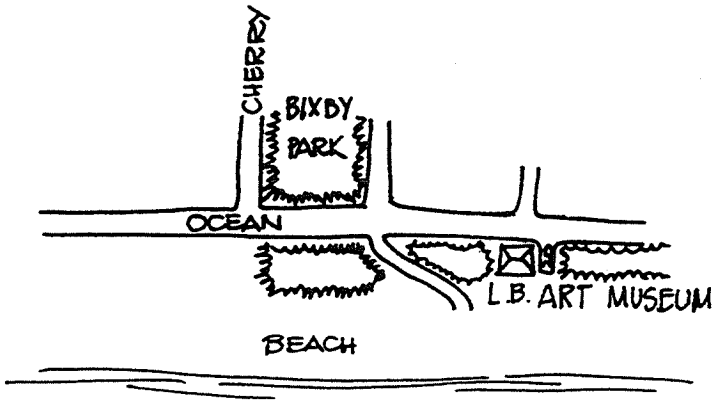


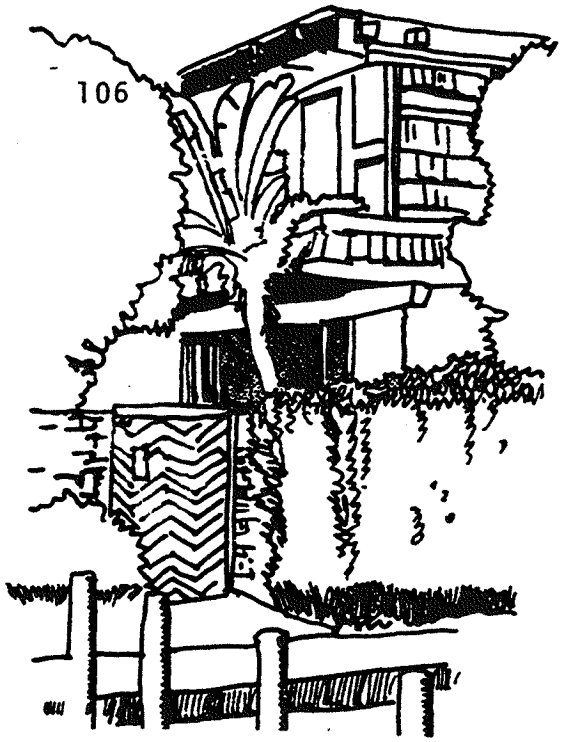
California State University, Long Beach, is an active campus of some 31,000 students. The campus covers an area of 320 acres on which many large buildings and open spaces are attractively developed. Both undergraduate and graduate studies are offered on this campus. An extensive cultural program is sponsored by Associated Students, an organization drawn from the entire student body. Symphonic band and choral concerts, art shows, forensic contests, movie series, athletic teams participating in 12 varsity sports, a variety of lectures, forums and appearances by celebrated artists and scholars, are some of the activities which are an enrichment to the entire Long Beach community. A project sponsored by the Chamber of Commerce was instrumental in planting hundreds of flowering peach trees; therefore, springtime is a 'must' for touring the campus.

Continuing along 7th Street the route shares the Recreational Scenic Route right-of-way through Recreation Park to Park Avenue, Livingston Drive, and the Belmont Pier--Belmont Plaza area.

The viewer continues westerly on Ocean Boulevard with magnificent vistas of the ocean, oil islands, and the Queen Mary from Bluff Park. Bluff Park terminates at the present site of the Long Beach Museum of Art, housed in the impressive 1912 brick and lava stone Elizabeth Milbank Anderson mansion, overlooking the Pacific. Westerly from Cherry Avenue the view is constricted and the Villa Riviera draws the eye toward the central business district.



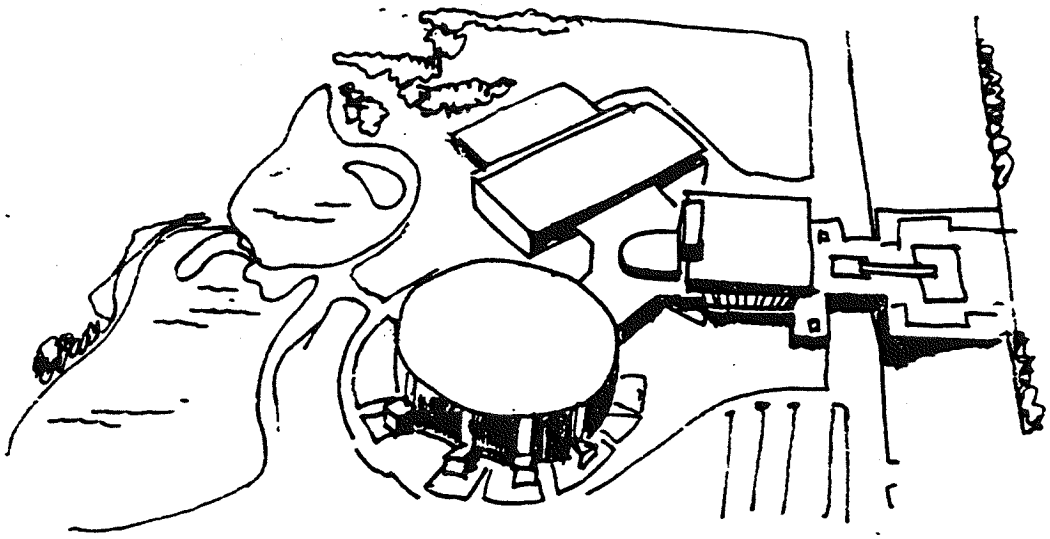




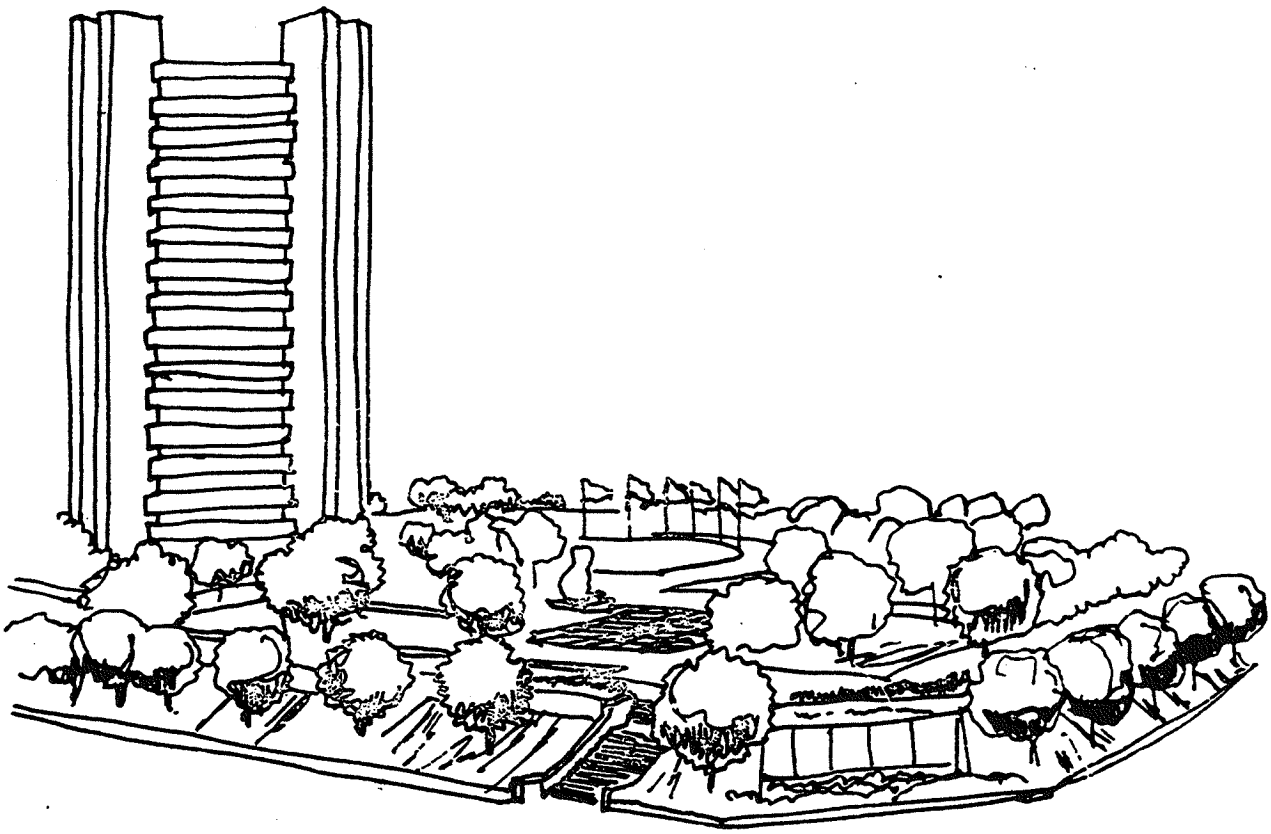
At 1st Place, overlooking the Pacific, is Long Beach's only residence designed by the renowned turn of the century Southern California architects, C. S. Greene and H. M. Greene. The oriental theme, executed with fine craftsmanship and attention to detail, expresses the originality and organic nature characteristic of their work.

On the same block rests the massive, castle-like Pacific Coast Club structure and the imposing Villa Riviera tower. Erected in 1932, the 16 story Villa Riviera was the product of an international design competition won by architect Richard D. King. At that time it was hailed as the most magnificent apartment structure on the Pacific Coast and for many years was second only to the Los Angeles City Hall as the tallest building in Southern California. Because of the unique foundation, the structure came through the disasterous 1933 earthquake virtually unscathed.

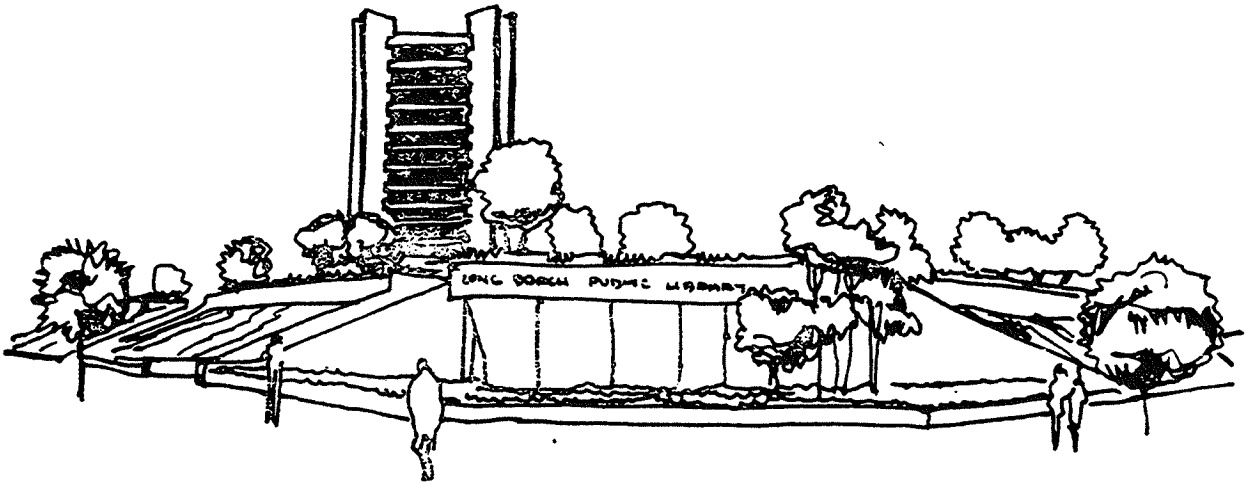
A widened Ocean Boulevard with its heavily landscaped median strip continues past framed views of Oil Island Grissom and the Queen Mary to Pacific Terrace on the viewer's left, within a few blocks of the Long Beach Civic Center.

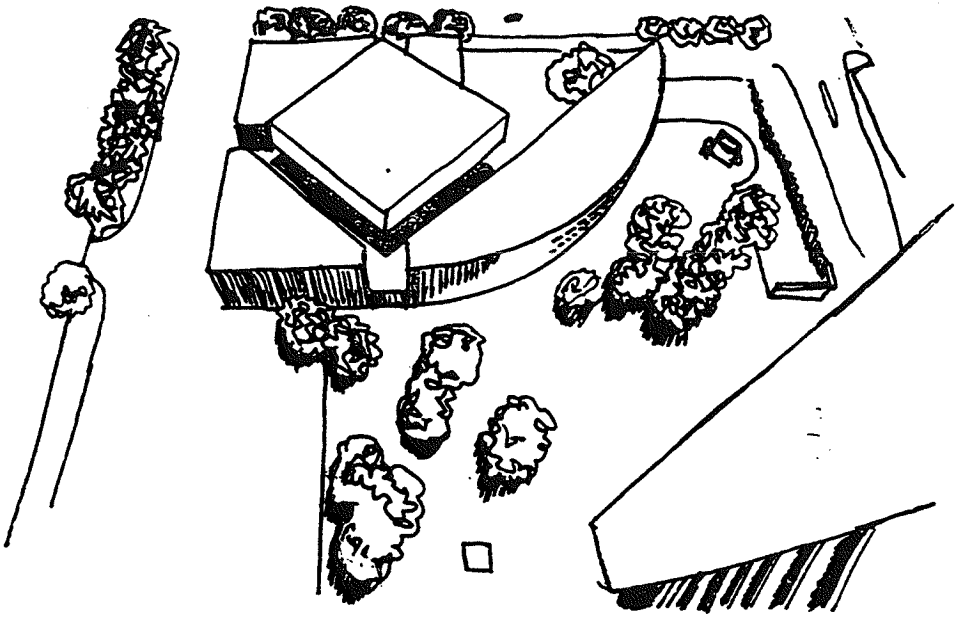


Reflecting a determination of the City to become extremely competitive in the tourist and convention industry, Pacific Terrace is a major development which will permit Long Beach to serve a variety of activities, shows, and conventions simultaneously. This is a significant development on a grand scale which will anchor the eastern section of the downtown shoreline. A strong physical and visual link is provided by the symmetrical entry plaza access from Ocean Boulevard and the Auditorium facade which provides both a landmark and terminus to Long Beach Boulevard.

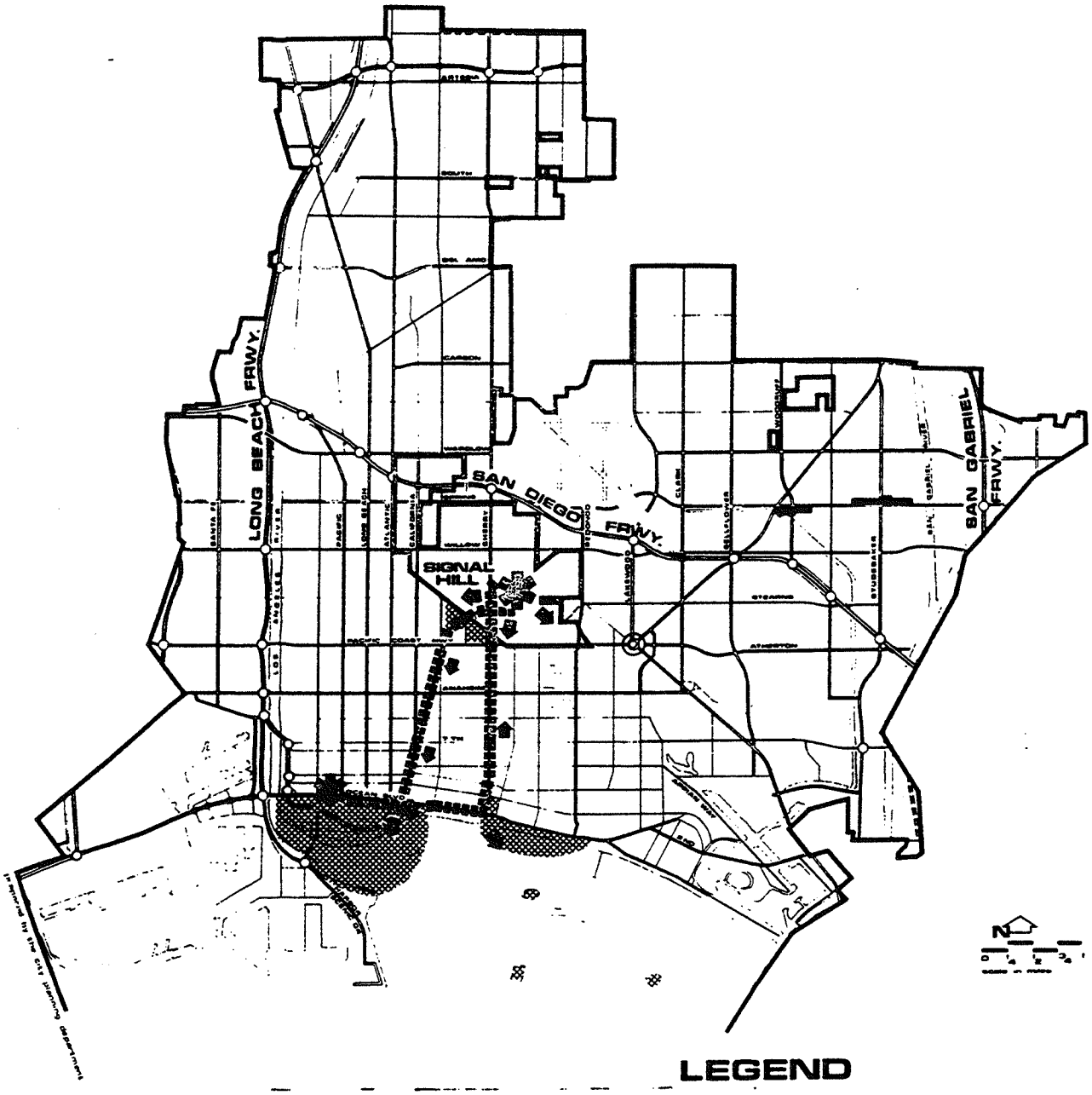


Finally, the route terminates at the Civic Center landmark at Ocean Boulevard, between Pacific Avenue, Broadway and Magnolia Avenue. Now under construction, the new Center typifies the renaissance underway on the City's shoreline. This complex with its 14-story City Hall tower is designed to establish a single identifiable symbol of Long Beach and its progressive government. Adjoining the tower will be the dramatically skylighted main library which will serve as the headquarters for the entire library system of the City.





In addition to the existing Court building and the Public Safety building, provision is made on this superblock for the development of an architecturally outstanding Civic Art Museum. This new art center will emphasize research, documentation, and education. A permanent collection specializing in 20th Century American art will be exhibited although the focus will be directed more towards travelling exhibitions. Facilities will feature flexible galleries, an auditorium and library, an indoor/outdoor restaurant, and a sculpture garden.



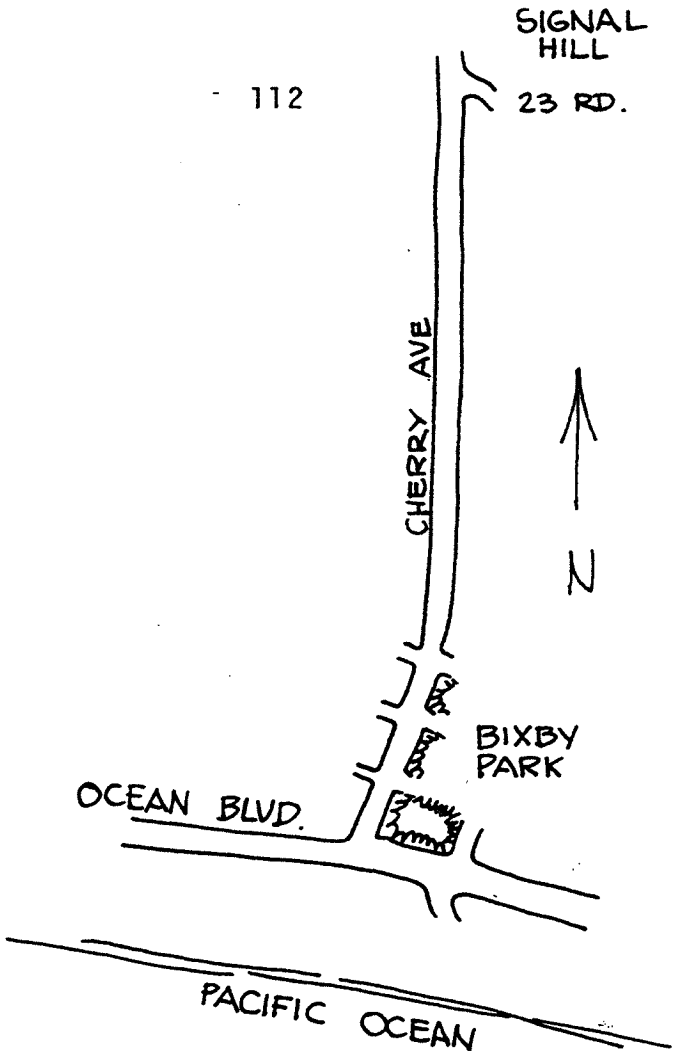
SIGNAL HILL VISTA ROUTE

Signal Hill Vista Route

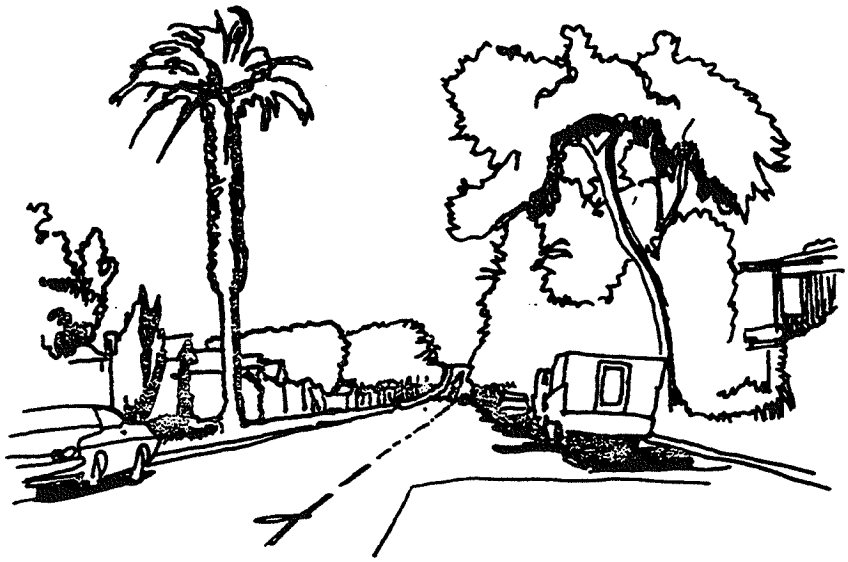
Rising amidst the cityscape of central Long Beach is Signal Hill, the City's most dramatic natural landmark and accordingly the destination of the most dramatic and imageable of the scenic routes. Although not a corporate part of Long Beach, Signal Hill's location and elevation make it a dominate feature of the City's urban form.

Signal Hill rises approximately 350 feet, offering an unsurpassed vantage point to gain orientation, perspective, and an understanding of the City's urban character. From this height Long Beach at once becomes an imageable landscape: visible, coherent, and clear.

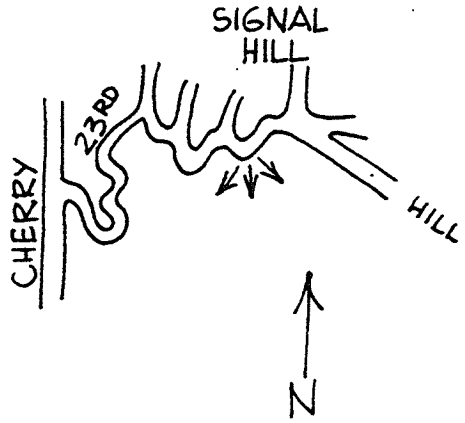
Shortest of the scenic route, the seven mile Signal Hill Vista circuit is also the only directional route proposed in the system and the only one requiring extensive cooperation from an external jurisdiction. The directional quality is imposed on this route by the axial destination landmark of the hill itself, seen north on Cherry Avenue, and the Villa Riviera Tower, a lateral axial landmark seen only returning to the shoreline on Alamitos Avenue. As an additional design complement, the roadway at the Villa Riviera dramatically descends exposing an impressive view of the Queen Mary, one of the most significant landmarks for Long Beach and the region.



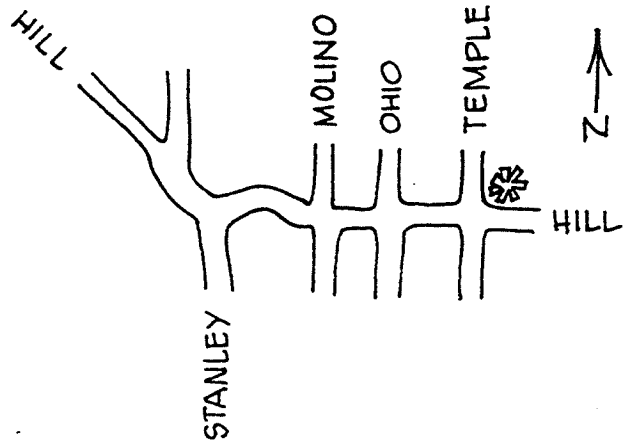
Signal Hill Vista Route loop begins at the Civic Center. Progressing east along a largely confined Ocean Boulevard to Cherry Avenue and Bixby Park, the corridor explodes into bluff-top open space that offers not only an expansive view of the ocean, but a view of the oil islands, the port facility, and the majestic Queen Mary also. Departure on this scenic route actually begins at this point and a distant view of Signal Hill attracts the viewer along Cherry Avenue. Cherry Avenue is primarily residential with scattered commercial uses.



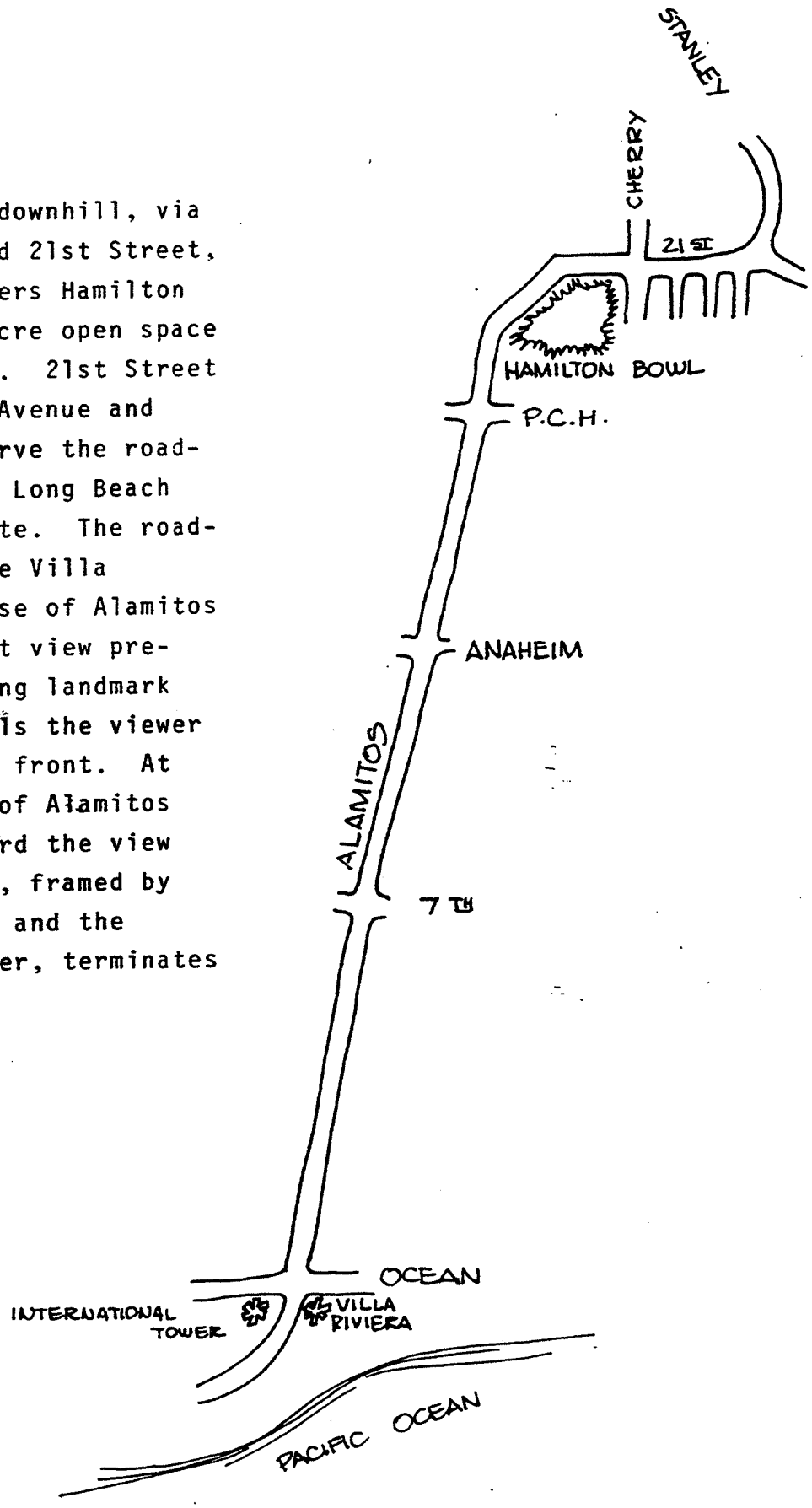
Ascending the hill on 23rd Street to Hill Street, the flowered switch-backs offer increasingly spectacular views. This drive climaxes at the crest of the hill with a grandiose view from the Orange County coastline to the Long Beach downtown skyline and port area, the Gerald Desmond and the Vincent Thomas Bridges and the Palos Verdes Peninsula.

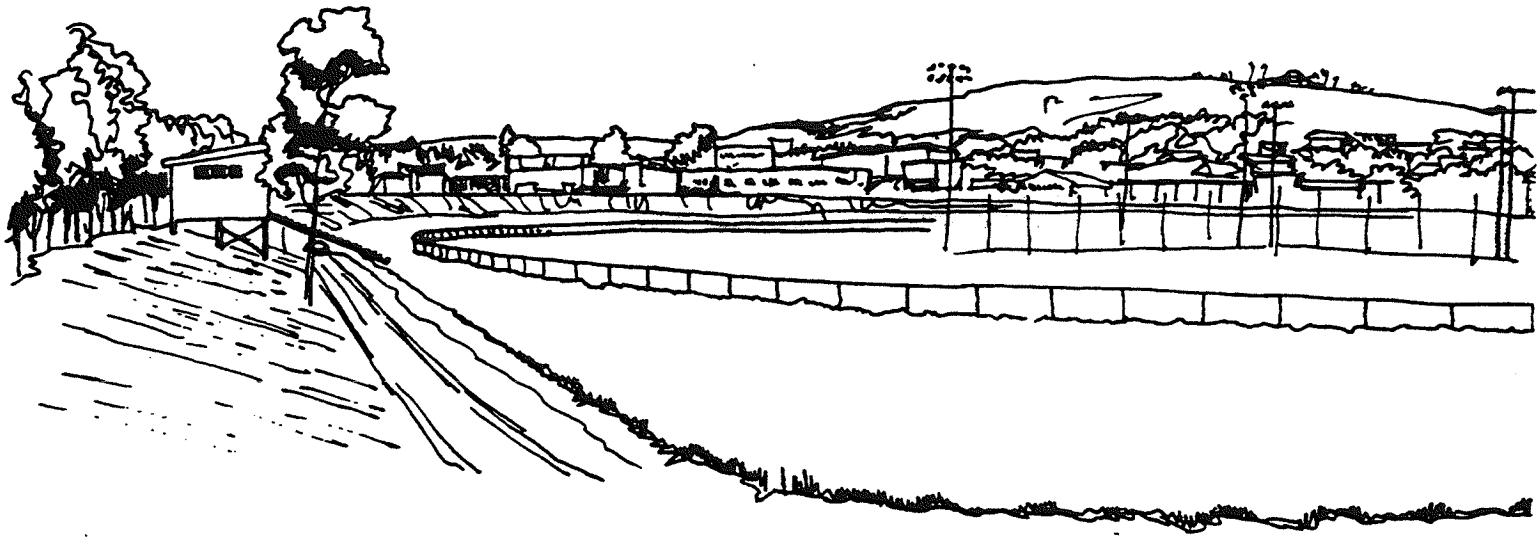


At this point along the route, a short side trip is recommended to the State historical site commemorating the discovery of oil on Signal Hill. This first well is commemorated by an historical marker at the actual site, located on the northeast corner of Temple and Hill Streets.



Continuing downhill, via Stanley Avenue and 21st Street, the viewer discovers Hamilton Bowl, a wide 18 acre open space for active sports. 21st Street becomes Alamitos Avenue and after a gentle curve the roadway traverses the Long Beach Technical Institute. The roadway widens and the Villa Riviera at the base of Alamitos comes into distant view presenting an imposing landmark that visually pulls the viewer back to the ocean front. At the intersection of Alamitos and Ocean Boulevard the view of the Queen Mary, framed by the Villa Riviera and the International Tower, terminates the circuit.

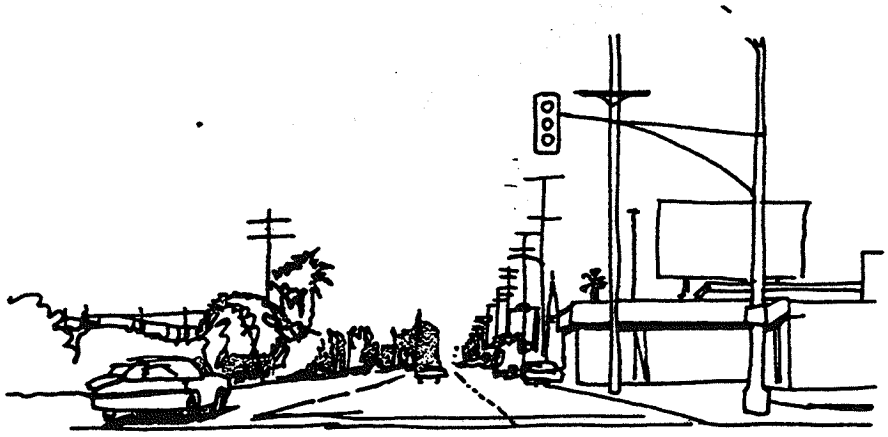


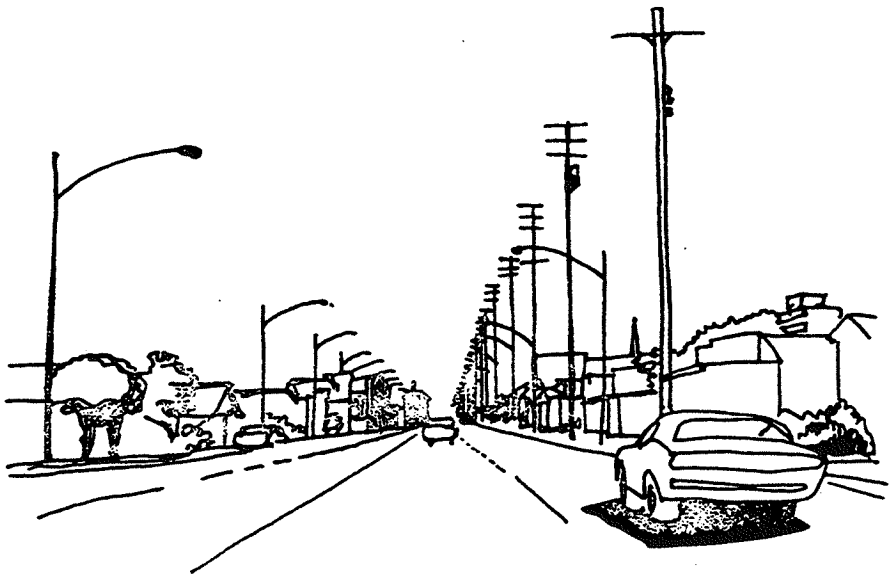


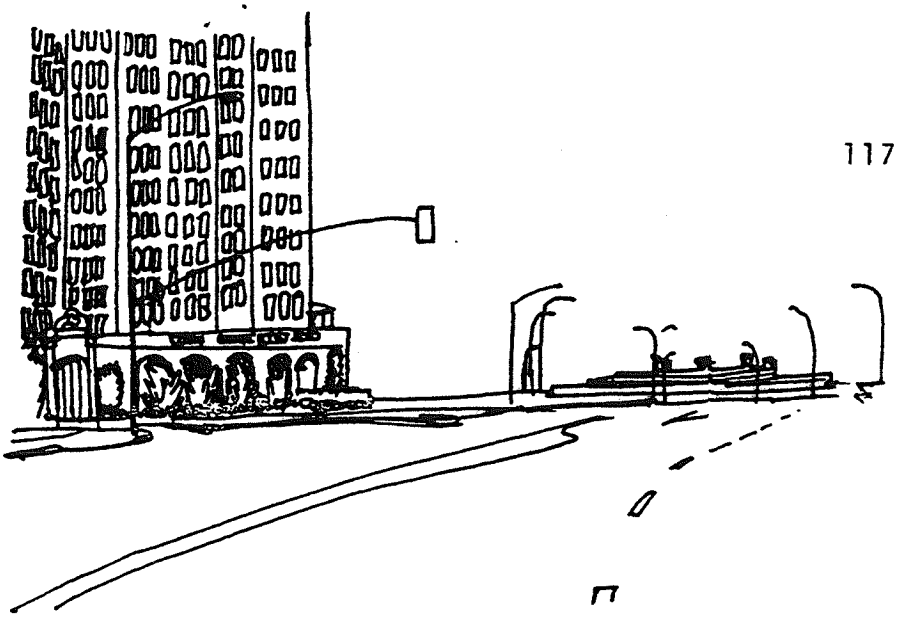
Alamitos Avenue is a large avenue bordered with a mixture of residences, apartment buildings, and small commercial enterprises. Alamitos has its fair share of unsightly powerpoles and a utilities undergrounding program should be undertaken in conjunction with the beautification of the avenue.

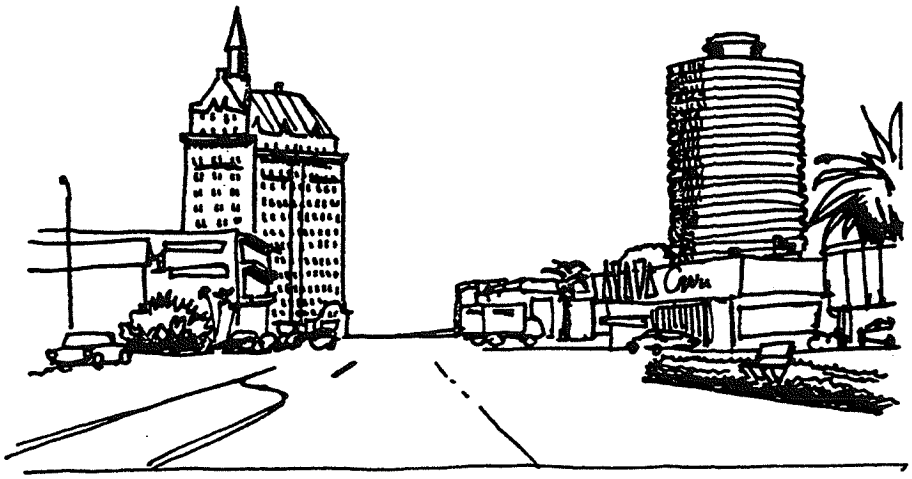
The proposed bike route will be incorporated in the development of Alamitos Avenue due to the importance of Alamitos as a diagonal link in the Signal Hill Crosstown Trail to the Shoreline.

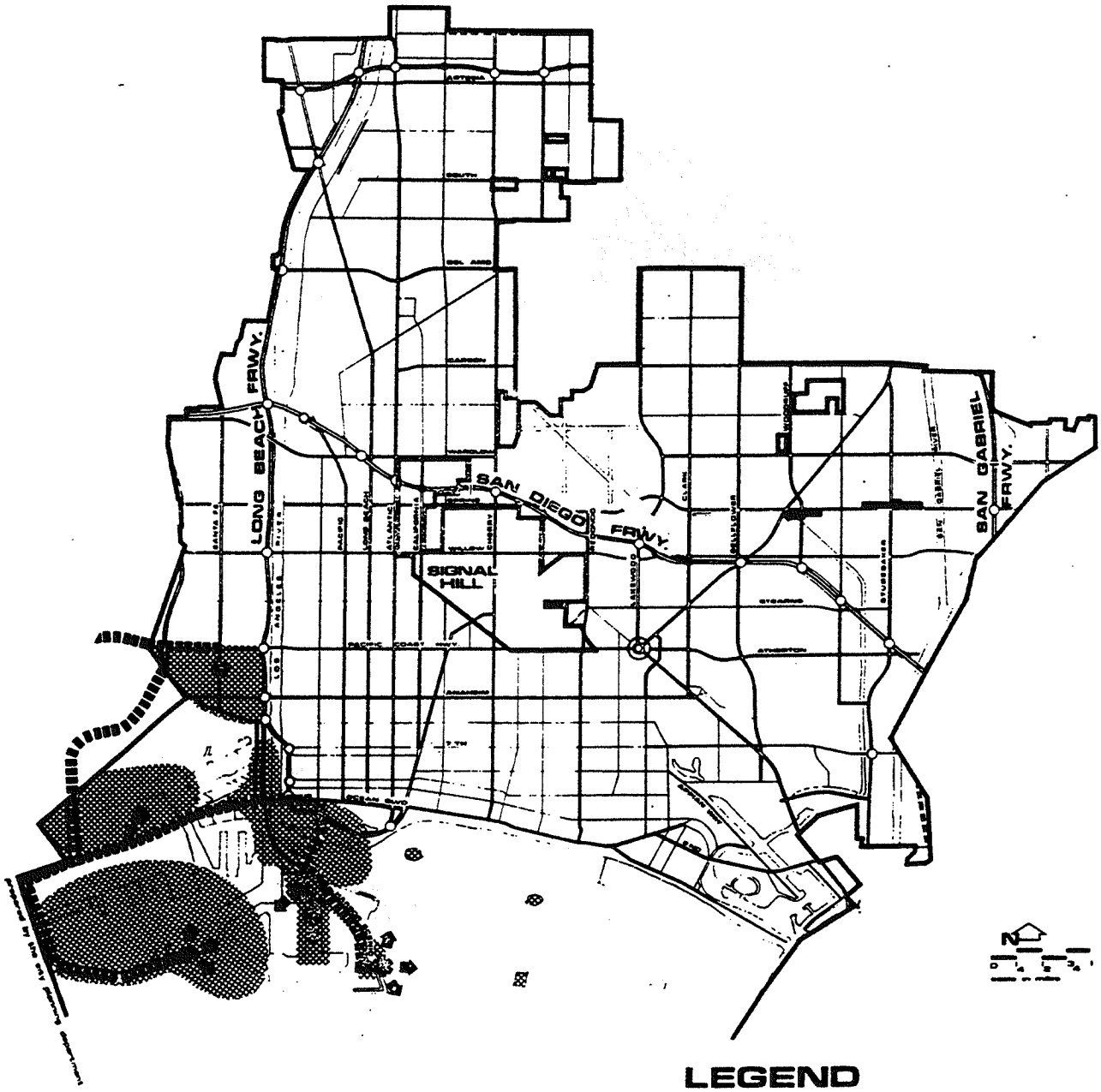
The following two pages illustrate graphically the powerful directional pull exerted on Alamitos Avenue by the Villa Riviera. There is great design potential in this now neglected thoroughfare.











INDUSTRIAL-EDUCATIONAL SCENIC ROUTE

Industrial-Educational Scenic Route

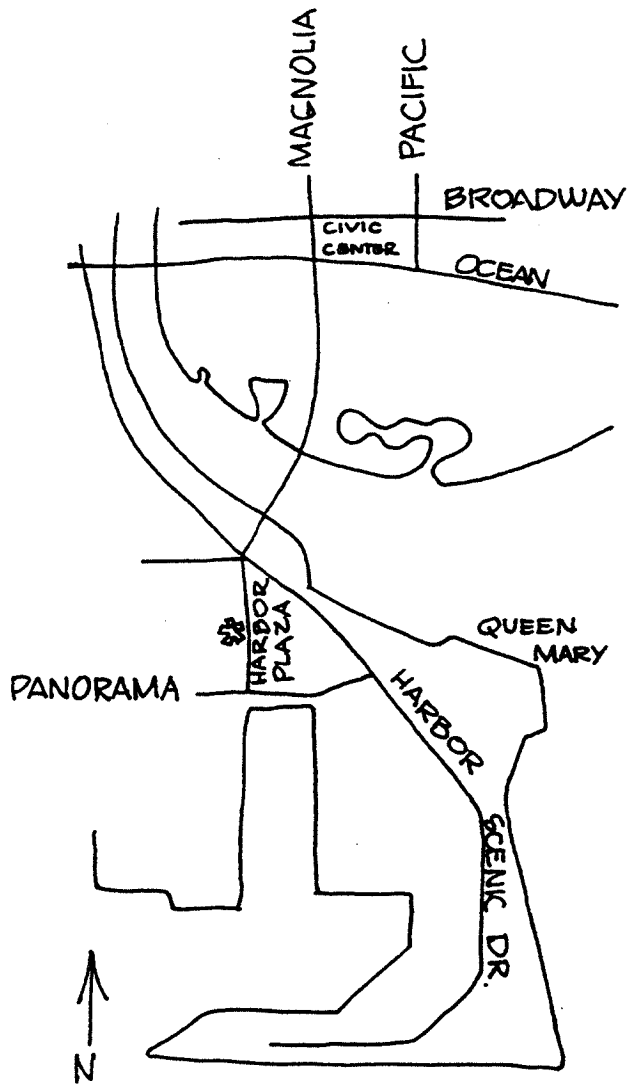
Most innovative of the scenic routes is the proposed Industrial-Educational (opposite page). It traverses the southwestern section, namely the westwide industrial area and the Port of Long Beach, areas least likely to be qualified as "scenic," and thereby may pose the greatest challenge to creativity. On the other hand, the route lies amongst the most visually exciting activities in Long Beach, a criterion essential to impart 'meaning' to the route experience. The premise is that non-polluting industry need not be hidden, but should be exposed and enhanced.

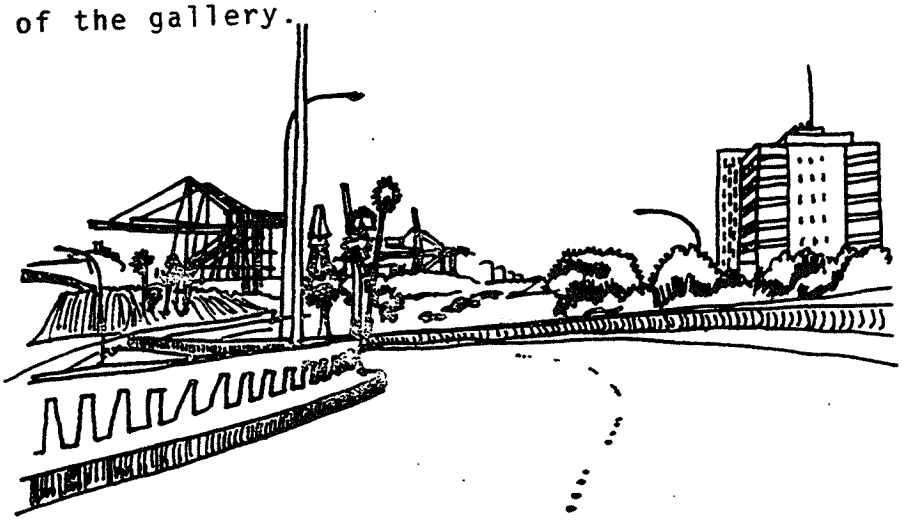
It is proposed that the route be a linkage between selected industrial and transport activity nodes. Each node would contain a combined observation area and information center. Opportunity exists to create typical automated sound and light displays such as viewer-activated multiple slide-sound displays[1] to disseminate information appropriate to the subject viewed. This would be an effective and relatively inexpensive form of presentation which would allow for frequent changes of content. Therefore, the scenic route would not only focus on the more exciting examples of employment activity in Long Beach, but through the information-observation centers would offer an opportunity to learn of the unique processes, products, employment, etc. that characterizes each activity and make each so vital to the economy of Long Beach and the region. This would provide a direct opportunity for mutual cooperation between industry and local government.

---

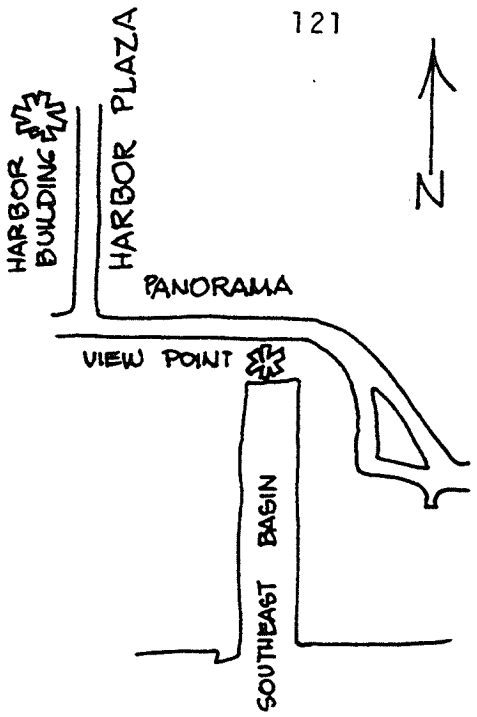
[1] Asley, et. al., City Signs and Lights. p. 50

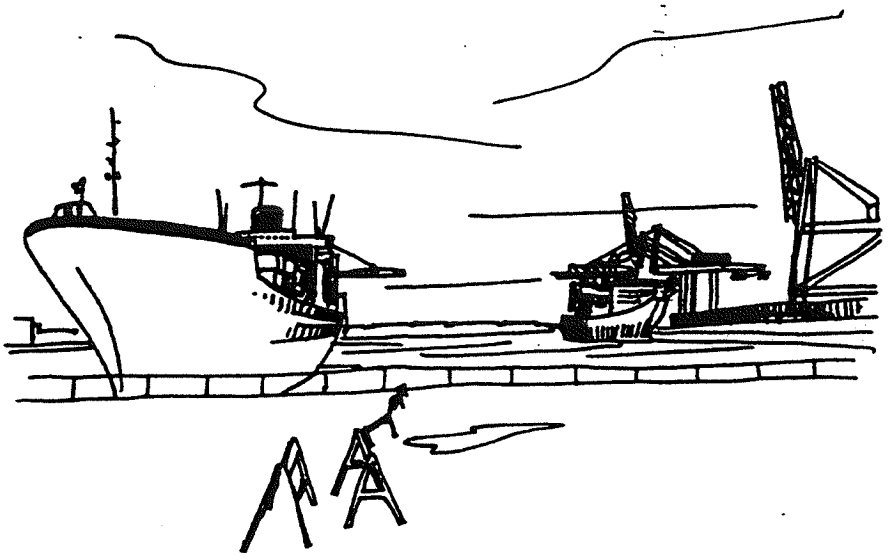
Beginning at the Civic Center the route progresses southerly over the Queen's Way Bridge to Harbor Plaza, affording a vista preview of harbor activities. The extensive container shipping industry and its gigantic cranes dominate the skyline as well as the Port of Long Beach Administration building. On the ground floor of the building, a series of displays are on public view; displays retracing the history and the development of the port facility. A viewing gallery is provided on the roof terrace of the building featuring spectacular views of the port. Information on the activities that the viewers are observing is graphically represented along the guard rail of the gallery.



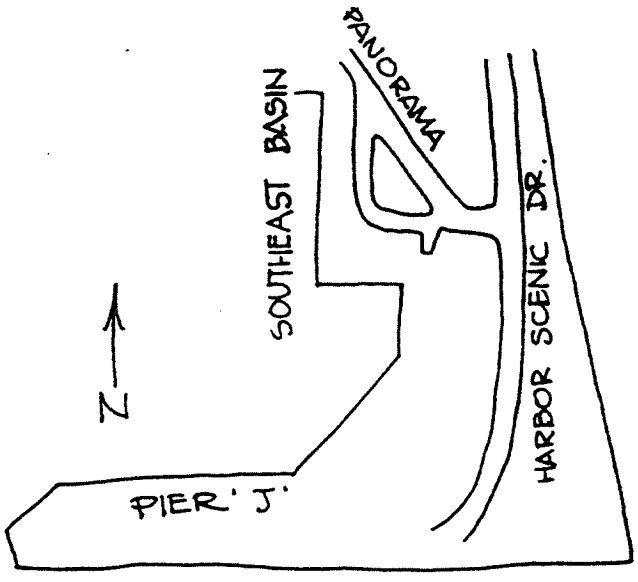


From Harbor Plaza the route takes the viewer to Panorama Drive, past a small restaurant and the site of a proposed observation-information center where the viewer can observe the ships in Pier "J's" Southeast Basin. The loading and unloading of container ships presents an interesting activity, largely due to the massive cranes and their operations.

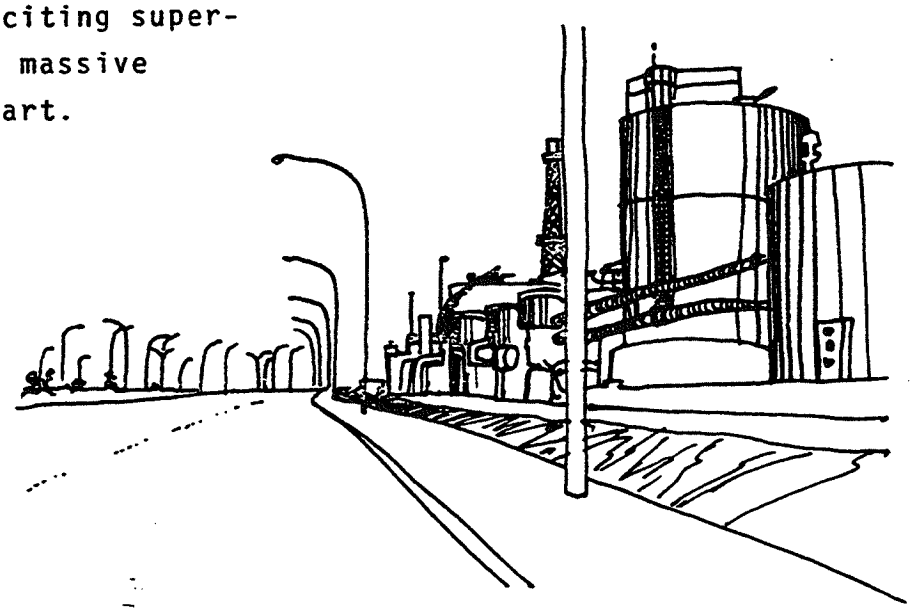




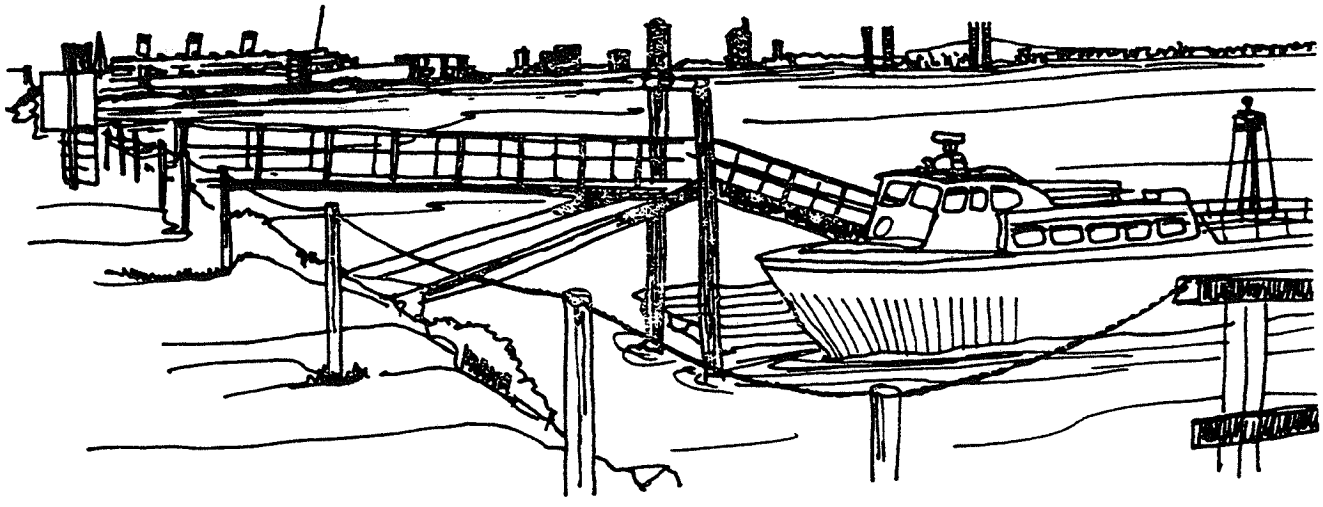
Panorama Drive then joins the Harbor Scenic Drive which leads the viewer southerly past the extensive Oil Properties facilities.



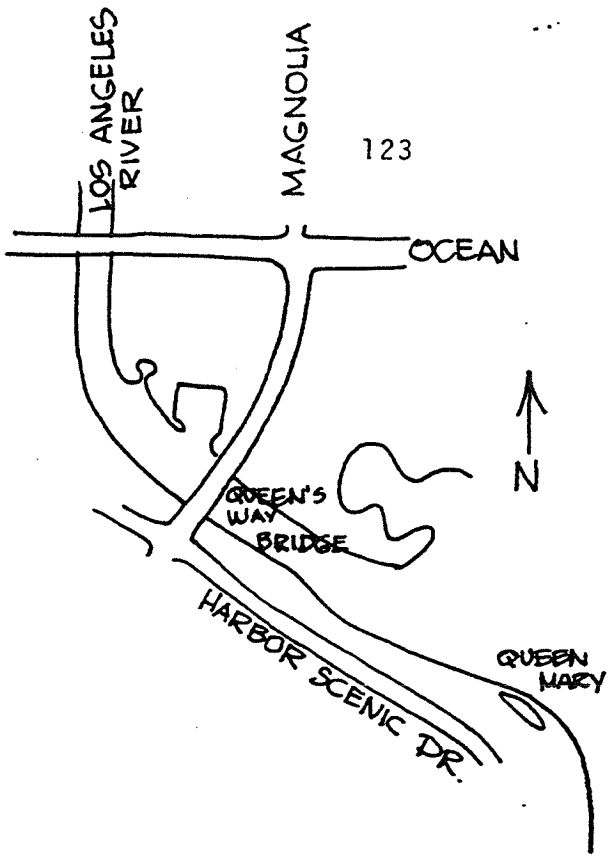
Here lies an opportunity to convert the now drab, monotone tanks, valves and conduits into a visually exciting supergraphic display; a massive colorful piece of art.

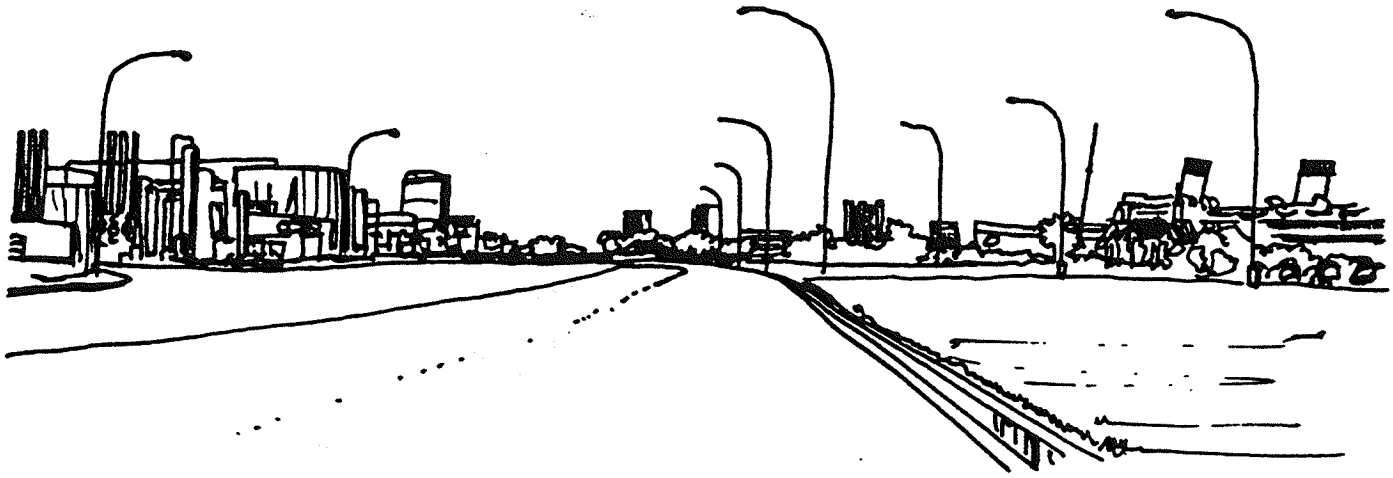


The route then continues along Harbor Scenic Drive to Thums landing. At this point on the route, the viewer will see a magnificent northeast view of the City's shoreline and the oil islands. Here a second observation-information center is suggested to disseminate information on the history and processes on the oil islands. A passenger ferry could depart at this point to visit a typical island.

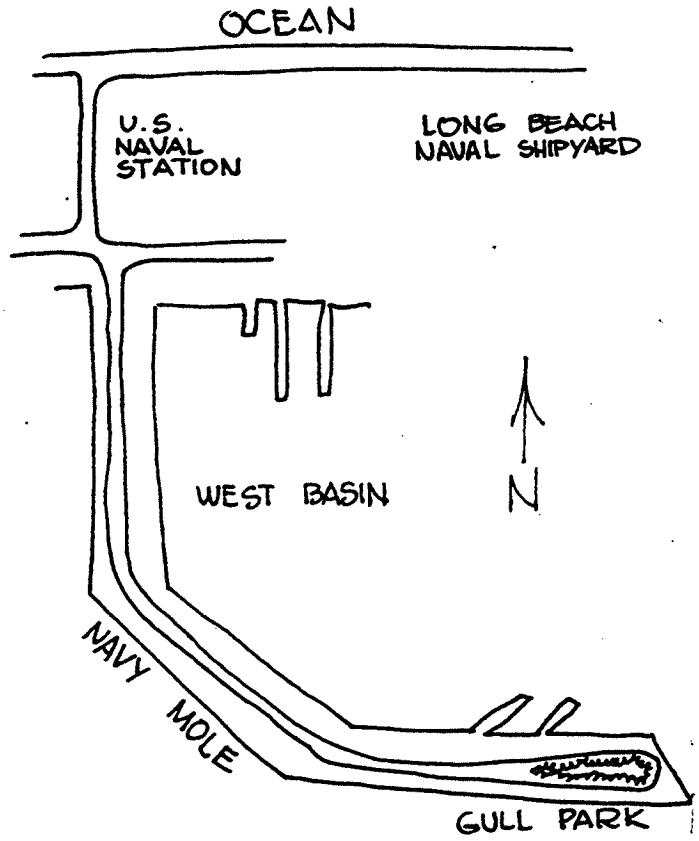


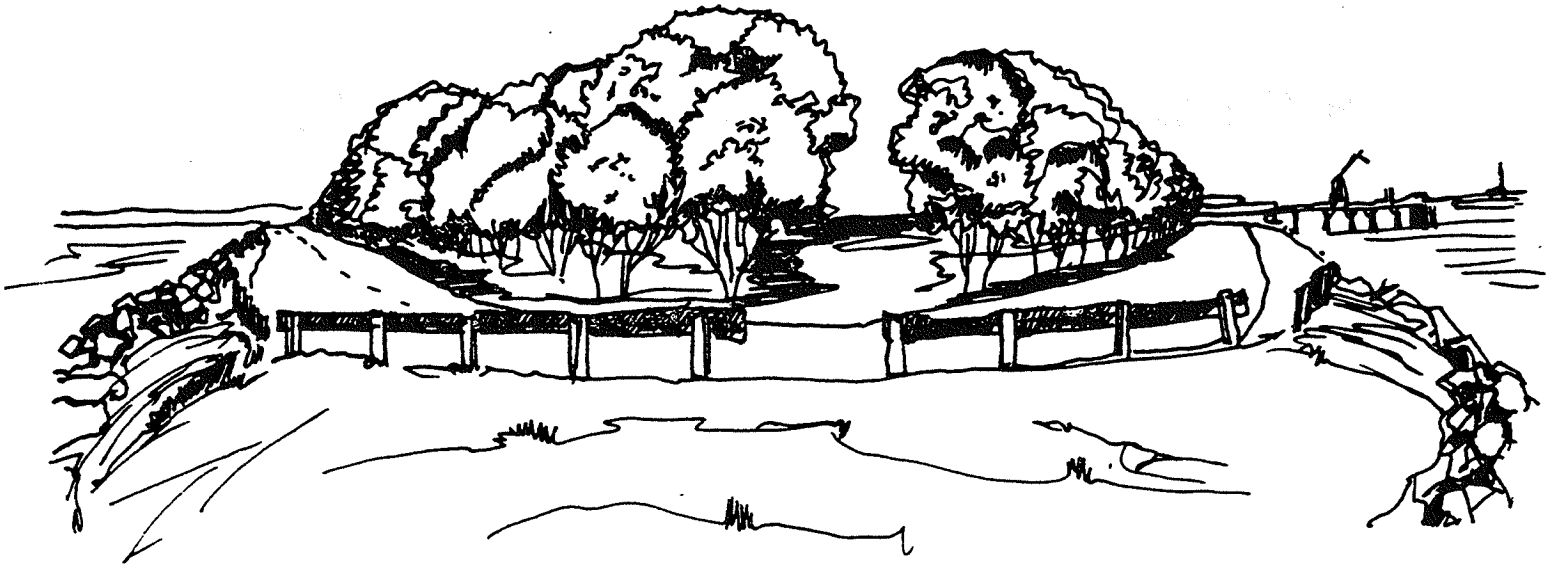
Returning north on Harbor Scenic Drive and Queen's Way to Ocean Boulevard, the route presents an imposing collage of industrial facilities on the left, recreational facilities on the right, and the downtown skyline on center axis.

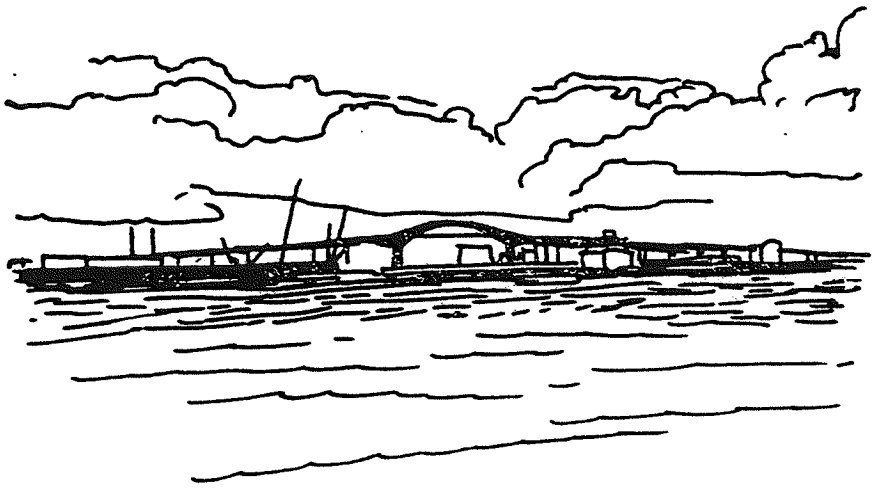


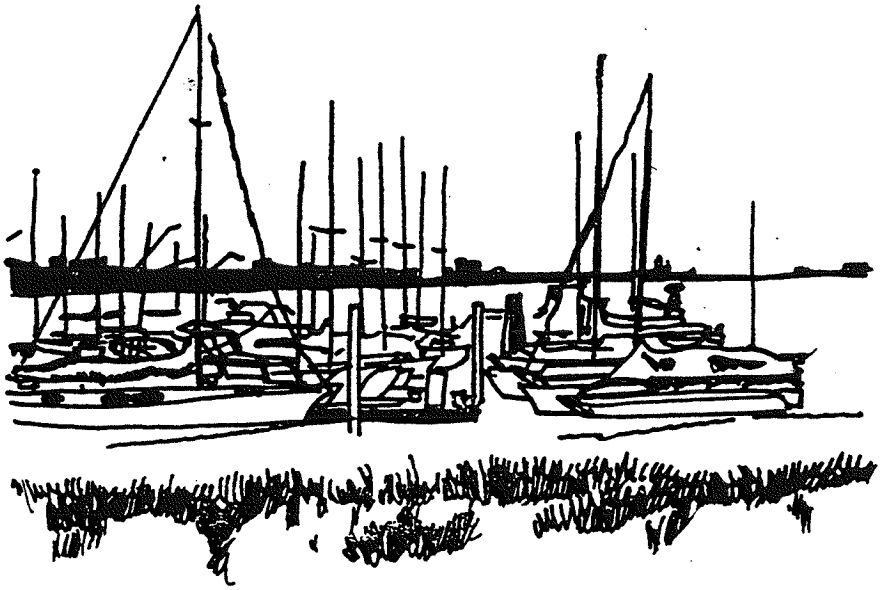


West of Pier "J" across the Harbor Channel lies the Navy Mole with a small park developed at its point for recreational activities of navy personnel. If opened to the general public, Gull Park would offer the visitor an unparalled view of the Long Beach Harbor, the Long Beach Channel, Pier "J" and the outer harbor. Another observation-information center at this point could describe shipping activities.

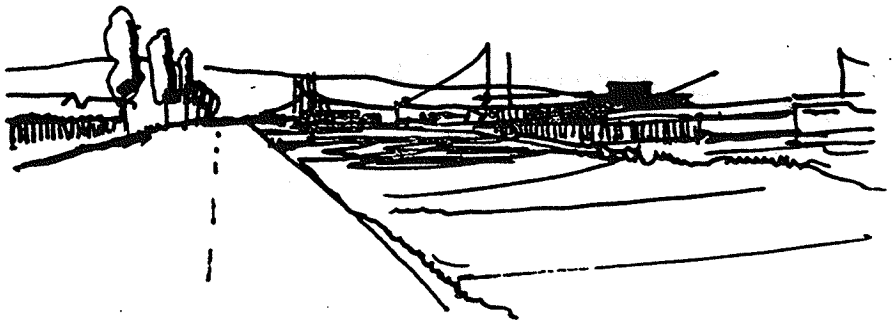




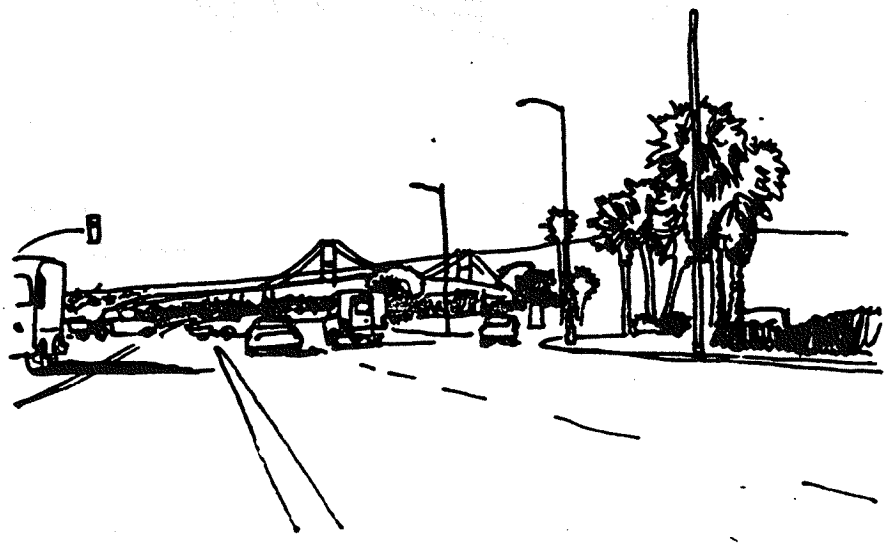


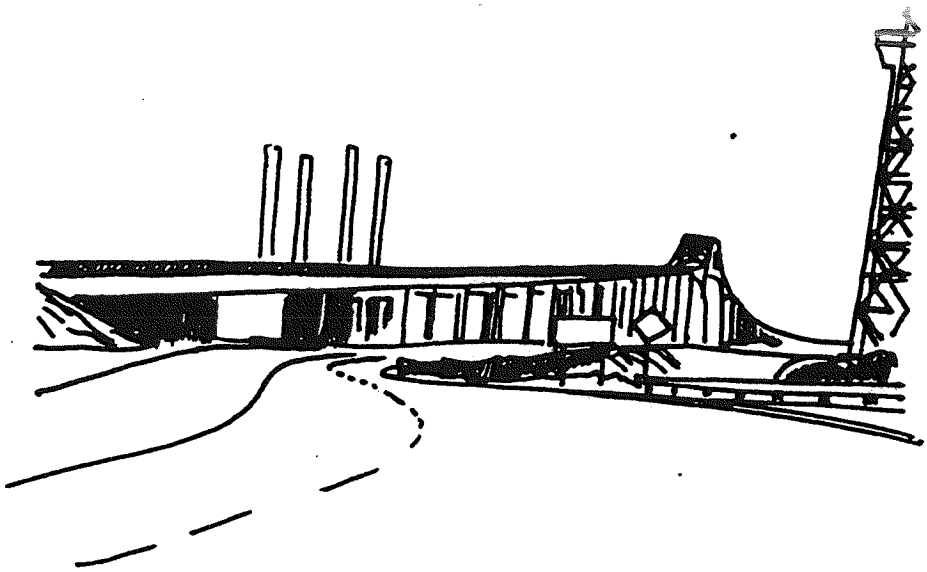


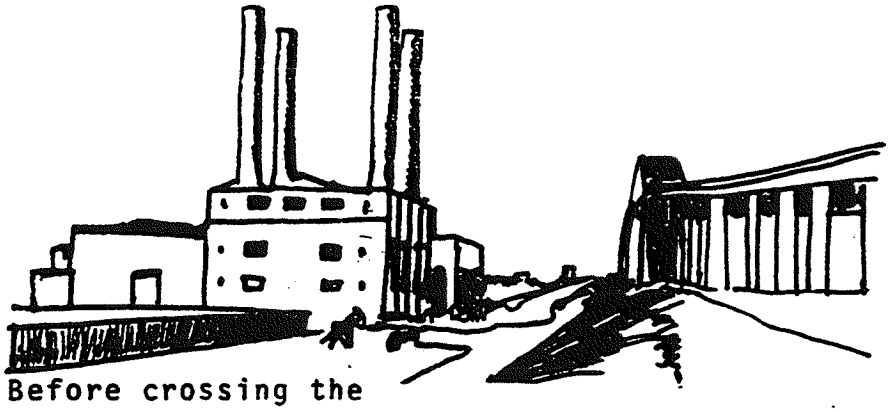
Returning along the Mole toward the U. S. Naval Station, a variety of naval activities can be observed including a small pleasure boat marina located in this West Basin. The sharp contrast in scale between the immense naval ships and the small pleasure boats is interesting to note.



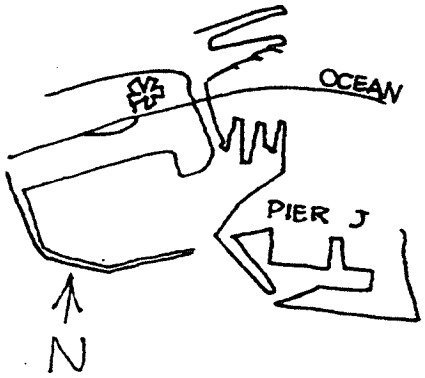
As the route proceeds towards the mainland, the Vincent Thomas Bridge becomes an axial landmark. Eventually the route passes the well landscaped grounds of the Naval Station and intersects Ocean Boulevard. At that point another perspective of the bridge is seen.



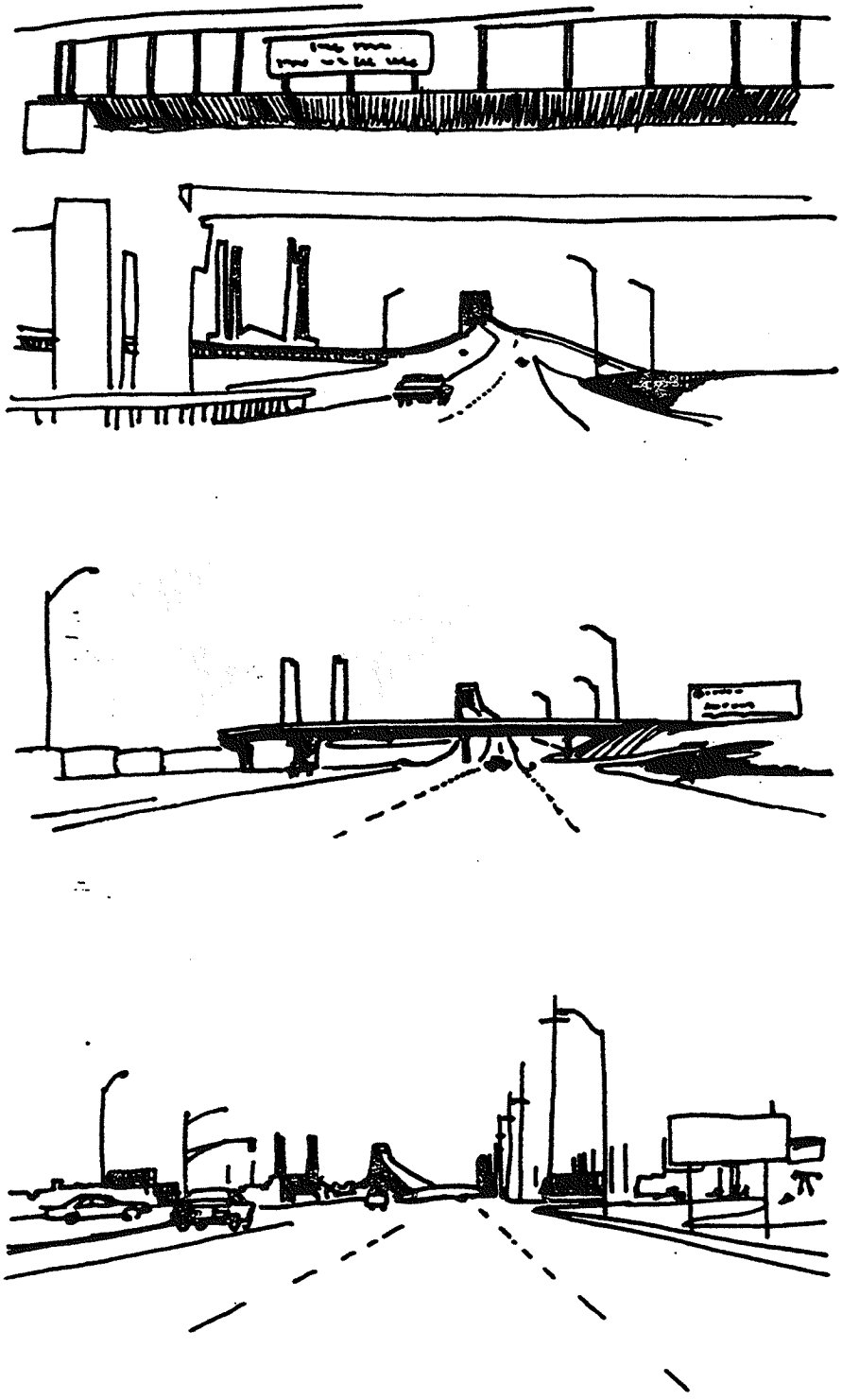


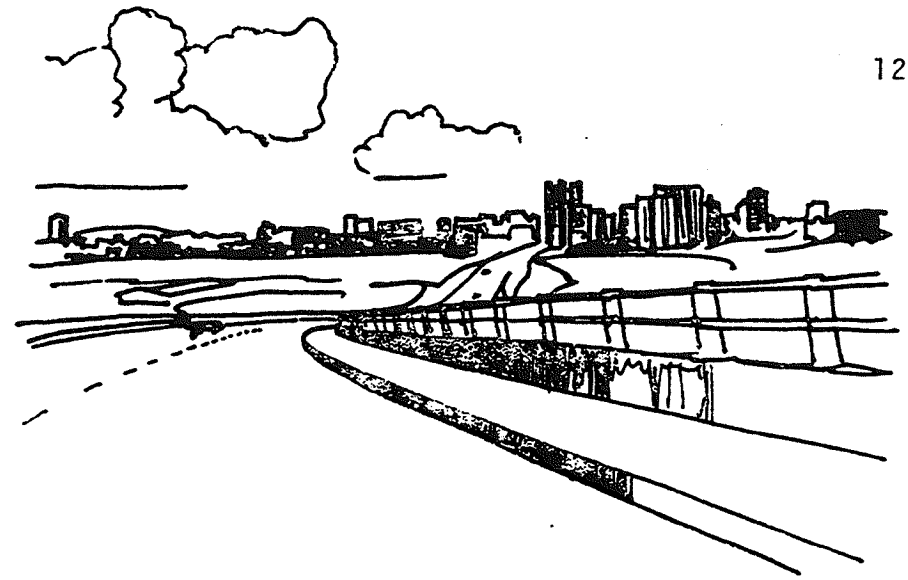


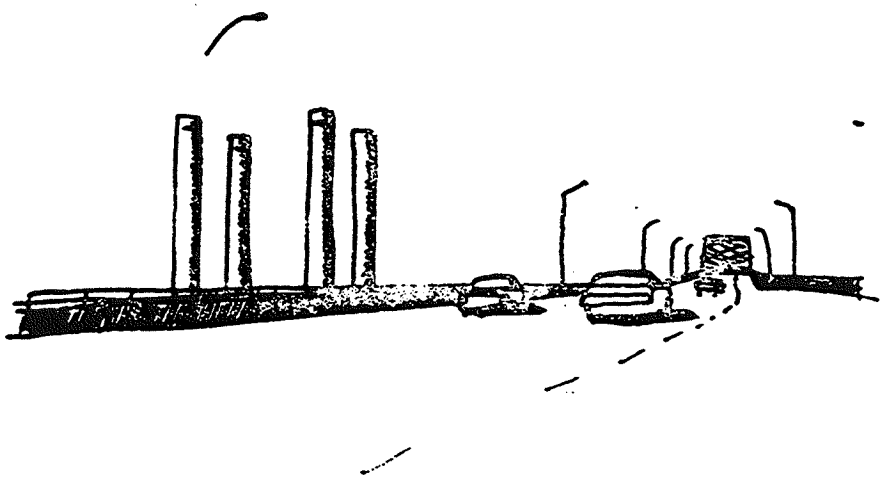
Before crossing the Desmond Bridge a side trip swings the viewer beneath the bridge approach to the Edison Plant and the oil extraction field. The Edison Company Plant, approximately 29 feet below sea level, exemplifies the effects of oil extraction and land subsidence. An observation-information center is planned here also.



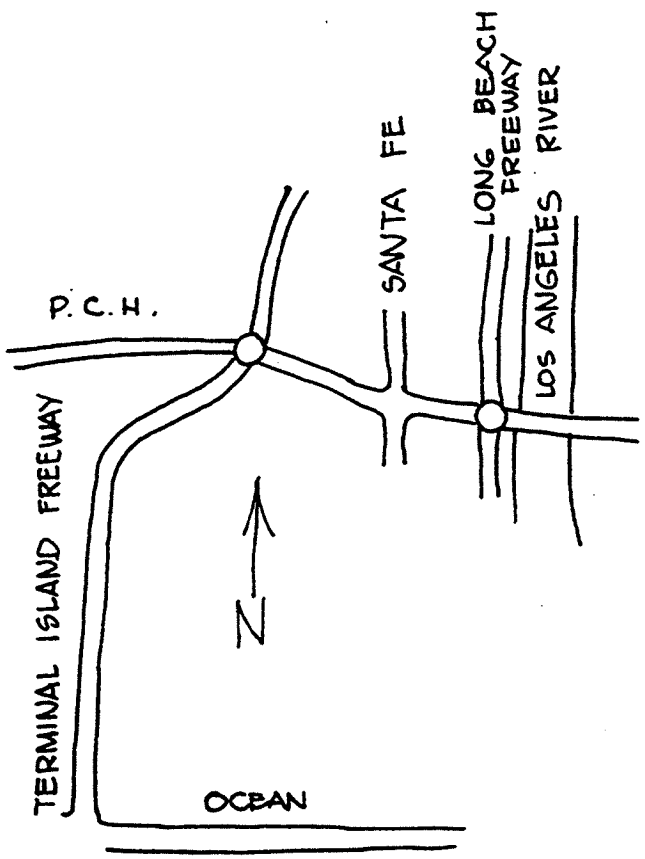
Traveling east on Ocean Boulevard the Gerald Desmond Bridge presents a spectacular sequential movement to this segment of the Industrial-Educational Route. The following two pages illustrate the sequential approach and view.

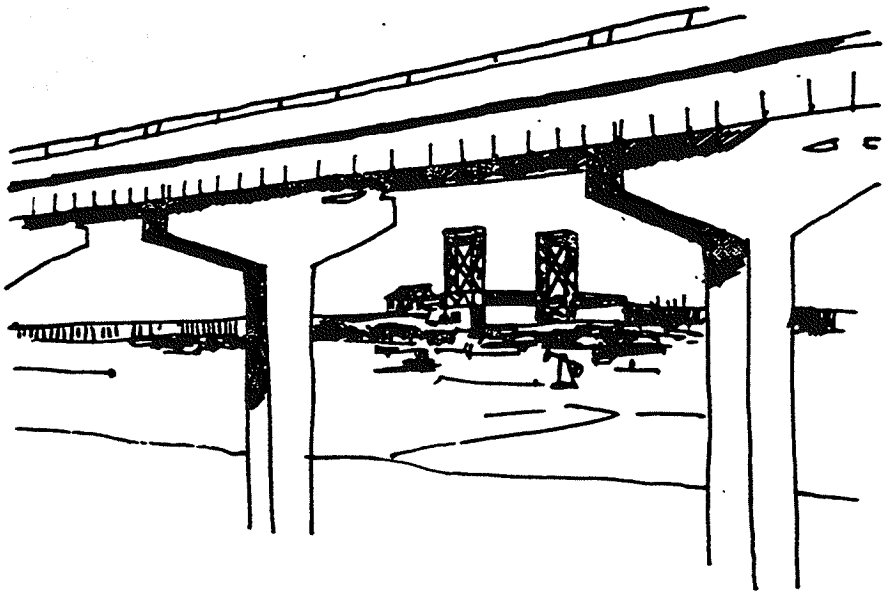






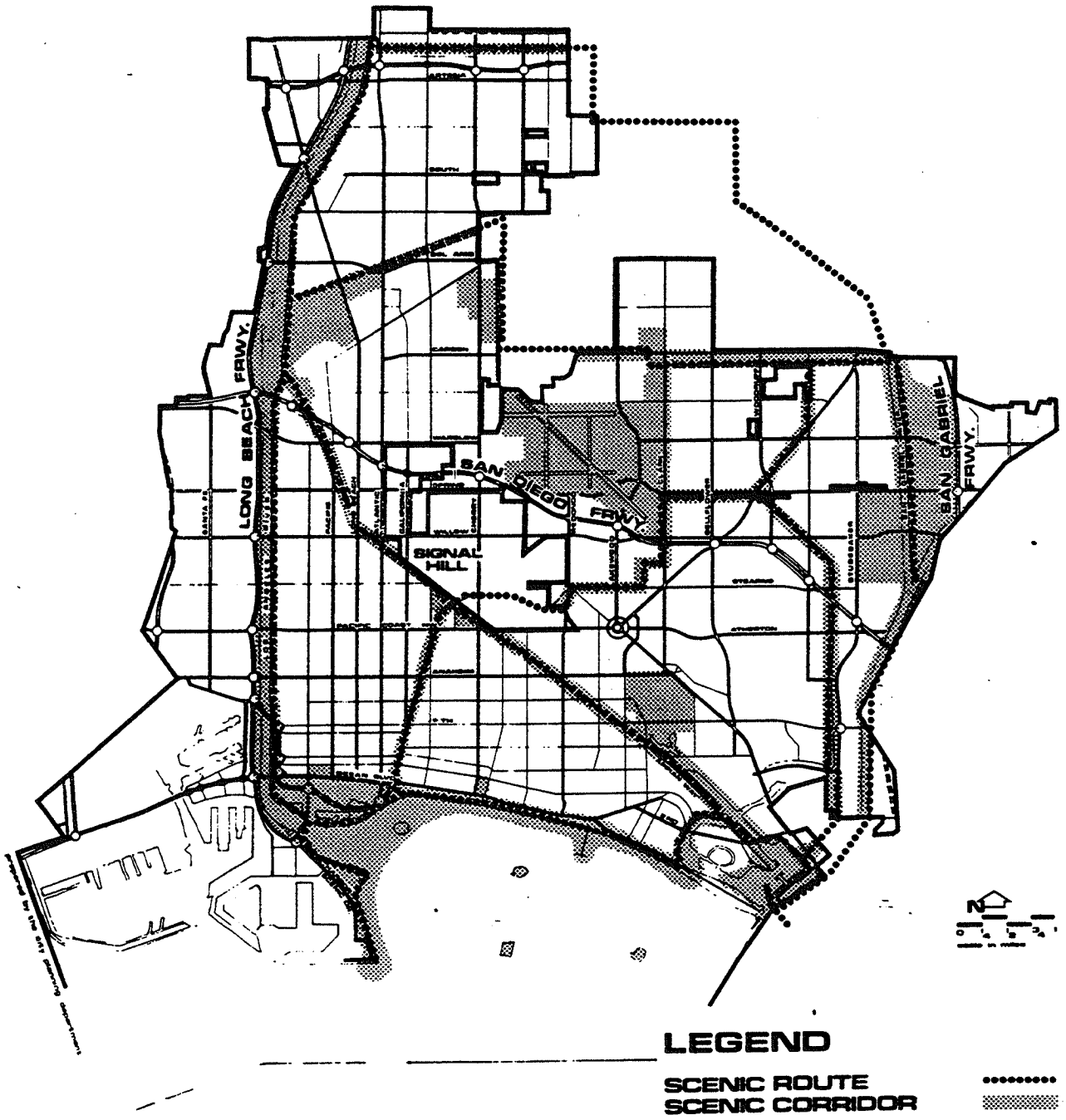
North of Ocean Boulevard, the Industrial-Educational Scenic route proceeds on Terminal Island Freeway with its views of oil extraction facilities and its views of oil extraction facilities and its passage over the unique lift bridges to Pacific Coast Highway.





East on Pacific Coast Highway the route will enter the proposed Westside Industrial Park. This industrial area will encompass a variety of industrial uses in a park setting and provide another opportunity for an observation-information center. Further opportunity exists to extend the route to the oil refineries of Wilmington and the industries of Carson.

The Industrial-Educational Route connects most of the major industrial and transport activity nodes within the City. Observation areas and information centers along this route will enhance the understanding of the vital role of industry in the City's economy and development.



BICYCLE SCENIC ROUTE

Bicycle Scenic Route

To confine the scenic route system entirely to motorized vehicles would overlook the important phenomenon of the current boom in bicycling. Throughout the country programs for physical fitness and recreation are on the ascendancy. These programs, when combined with environmental/ecological concerns, give bicycling significant status as a healthful form of excercise as well as a means of conserving our natural fuel resources. Furthermore, bicycles are non-noise polluters and place lesser demands on space needs for movement and storage than any other vehicular form of transportation.

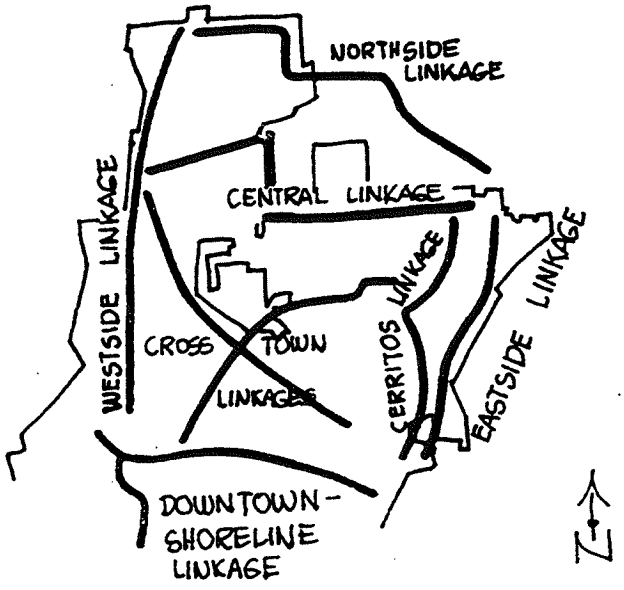
Safety is of particular importance in the selection of routes for bicycles, and therefore, the complete separation from motorized traffic is of highest priority. In this regard 43.6 miles (84 per cent) of the proposed Long Beach route is freed of automotive traffic by utilizing flood control channels, beach and park easements, and railroad and utility rights-of-way.

Convenience is the second factor of major importance to the success of a scenic bike route system. The proposed Long Beach system is a bike route arterial which not only links the residential areas and college campuses of the north and east with the City's recreation and cultural facilities, but also through the utilization of cross-town open space corridors links these areas with the employment opportunities of the central business district. Therefore, the possibility exists through lateral connectors to utilize the system as a spine for daily commuting as well as an enjoyable recreational route joining the county and city with the regional recreation and cultural facilities of Long Beach.

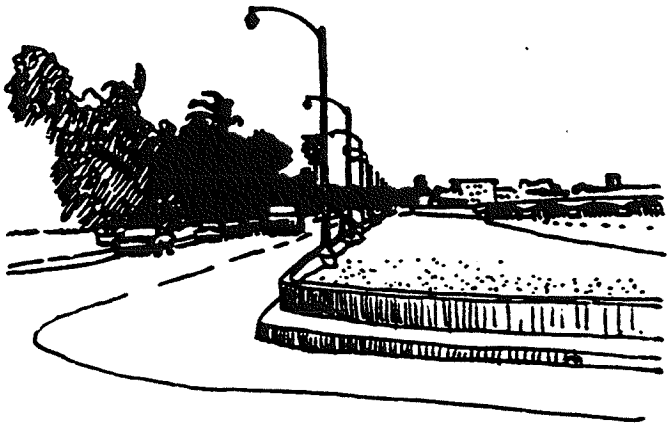
Approximately 52 miles of multiple purpose bike routes designed for use by cyclists, pedestrians, and electric carts are proposed. The location and design of the

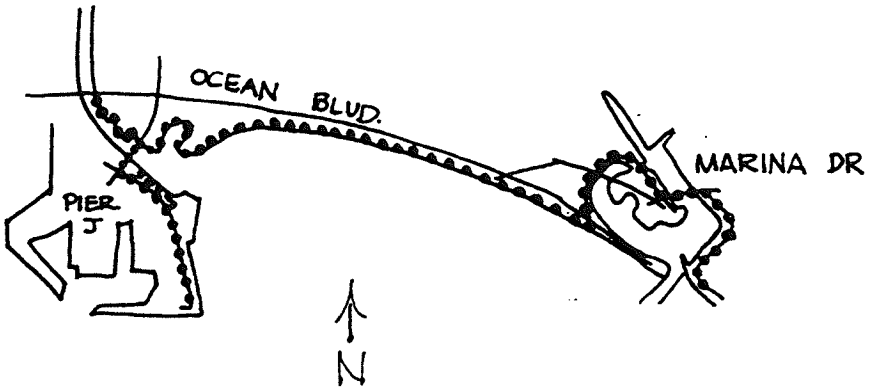
proposed routes are related to the various nodes of activity within the community such as parks, the Civic Center, linear open space and major recreation areas. The proposed system relates to the bicycle routes proposed by adjacent communities and those of Los Angeles and Orange Counties. A program of landscaping and beautification should be implemented as trails are developed. Bicycle related facilities should also be incorporated in the bike route design.

The bike routes will be identified according to the linkage nomenclature system introduced in the adopted Open Space Element of the General Plan. Thus, there is the Downtown-Shoreline Linkage, the Eastside Linkage, the Westside Linkage, the Crosstown Linkages, the Central Linkage and the Northside Linkage. In addition, there is a route segment parallel to the Eastside Linkage and identified as the Cerritos Channel Linkage.

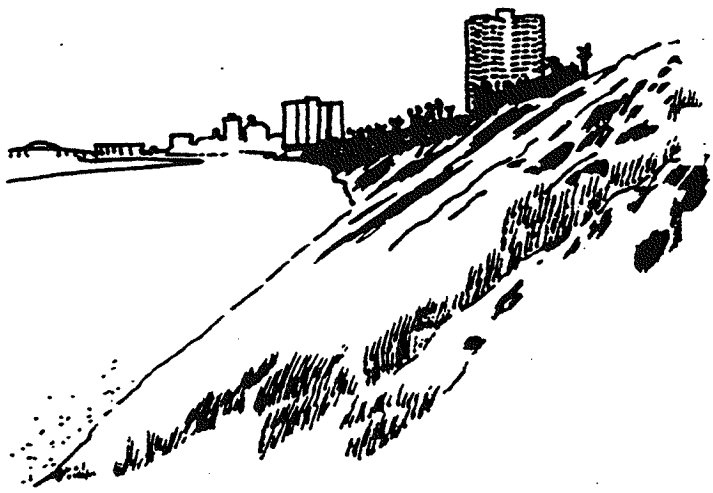


The Downtown-Shoreline Linkage is 9.1 miles in length and offers the trail users the beaches and the Long Beach Marina and its multitude of marine activities. Proceeding from Seal Beach along Marina Drive the route crosses the J. H. Davis Bridge and continues northwesterly on Appian Way past Marina Park and its still water beach. Across the Appian Way Bridge and an immediate left on Bay Shore Avenue directs the cyclist to the Alamitos Bay Beach and on to the Ocean front.

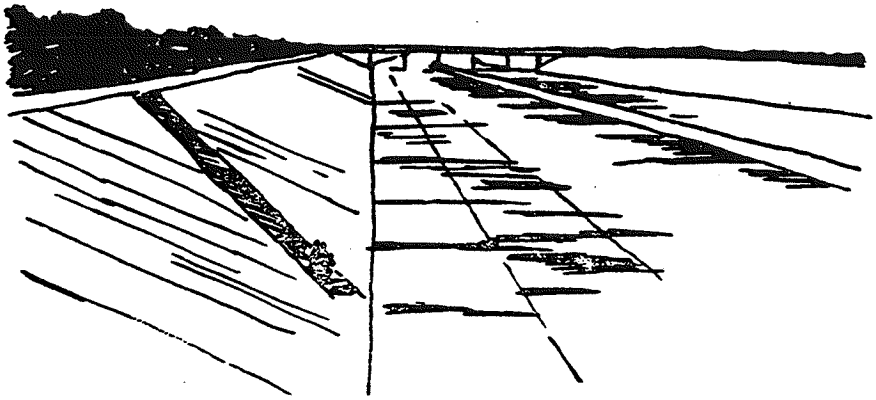


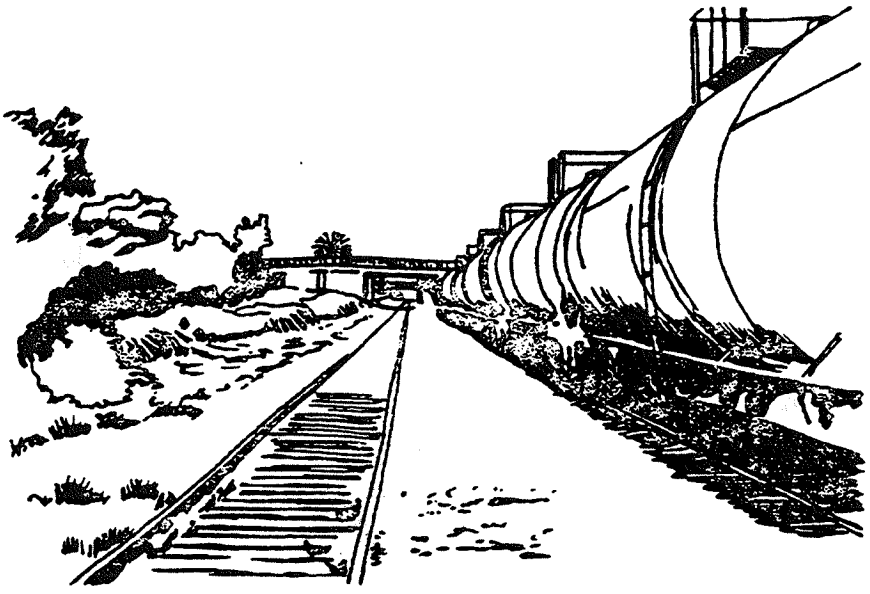


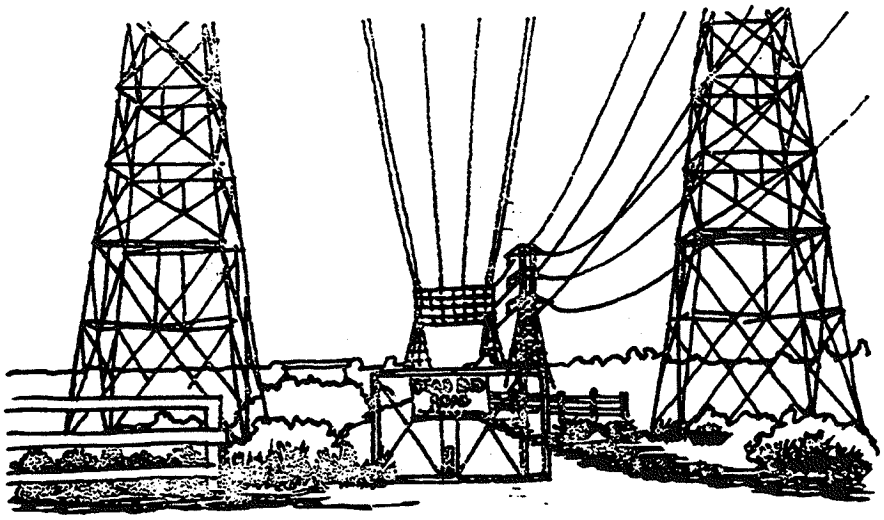
Preceding westerly along the beach to Belmont Pier, the cyclist can enjoy beach activities and panoramic views. The trail proceeds along the beach or on top at Bluff Park, and eventually reaches the central business district and the recreational facilities of Shoreline Park. The Downtown-Shoreline Linkage then proceeds across the Los Angeles River Channel to Pier "J", the Queen Mary and Marys-Gate Village. Eventually as plans progress for the development of Pier "J", the bike route will be extended in conjunction with the proposed new marina.

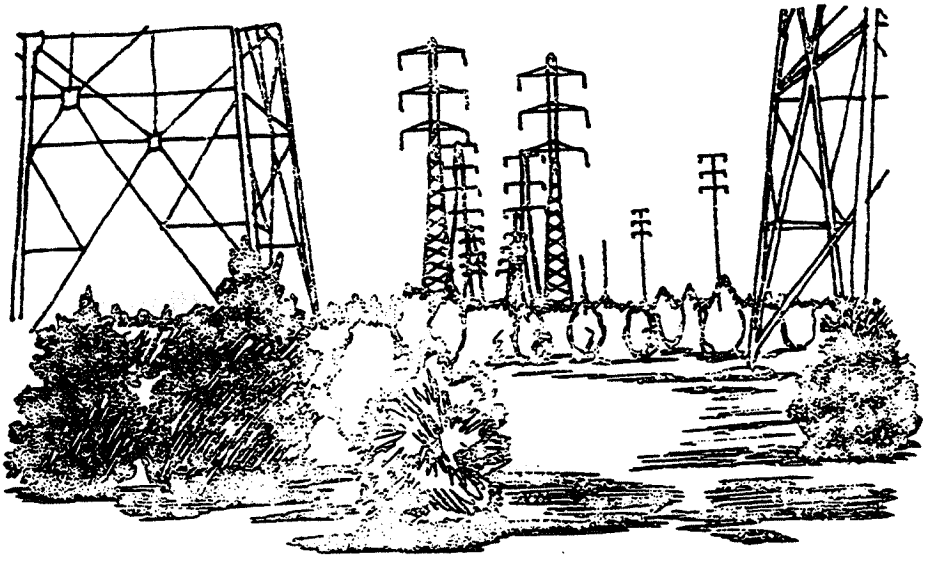


The establishment of multi-purpose trails along flood control channels and railroad and public utility easements has long been acknowledged and endorsed by many cities, counties and their various departments as being an objective worthy of attainment. The Eastside Linkage is being developed by Los Angeles County along the eastern edge of the San Gabriel River Channel. This bike trail is 6.2 miles long in Long Beach and readily accessible from numerous points. The Eastside Linkage is typical of the two river flood control channels in that the scale and landscape is austere and Daliesque.



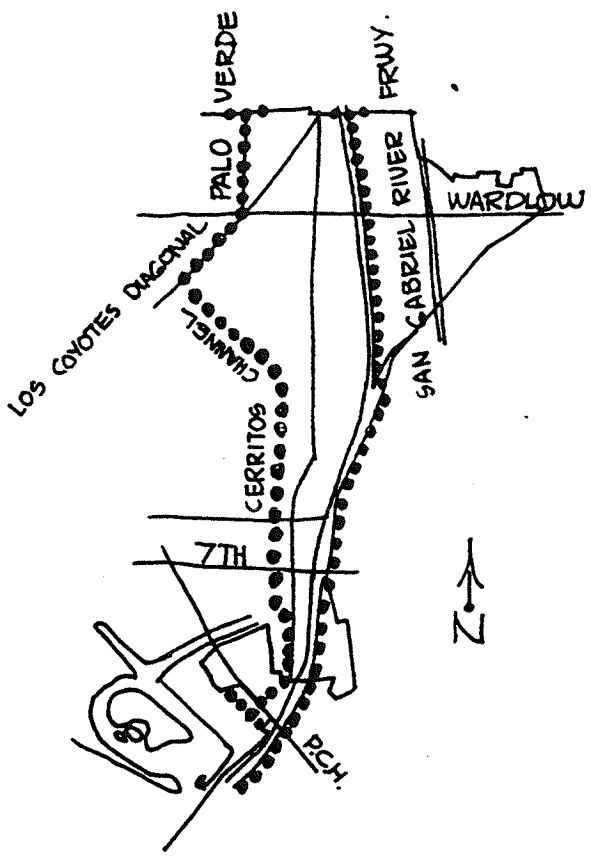




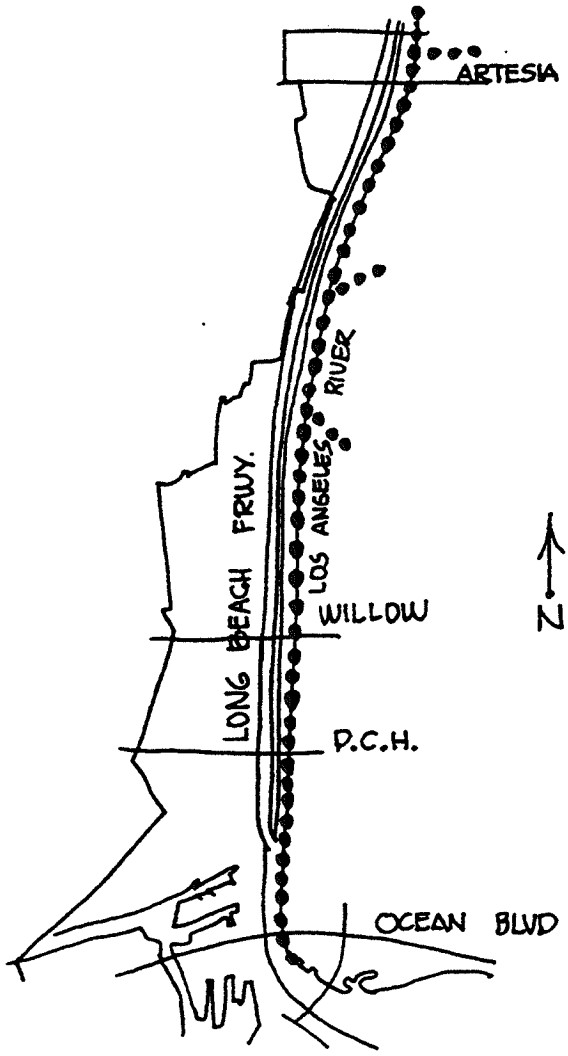


The Eastside Linkage originates in the cities to the north and continues for the San Gabriel Channel through El Dorado Park and the Nature Center. It continues southerly along the broad channel to intersect the Downtown--Shoreline Linkage at Marina Drive.

The Los Cerritos Channel Linkage is an alternative 4.2 mile eastern linkage from Spring Street to the Marina. North of Spring it joins the Signal Hill Crosstown trail and proceeds northeast along Los Coyotes Diagonal to Palo Verde and Heartwell Park. This linkage will require landscaping to enhance the existing trail condition. The channel traversed on this linkage has a more intimate scale than that of the two rivers. Therefore, the use of natural greenery will have a greater impact.

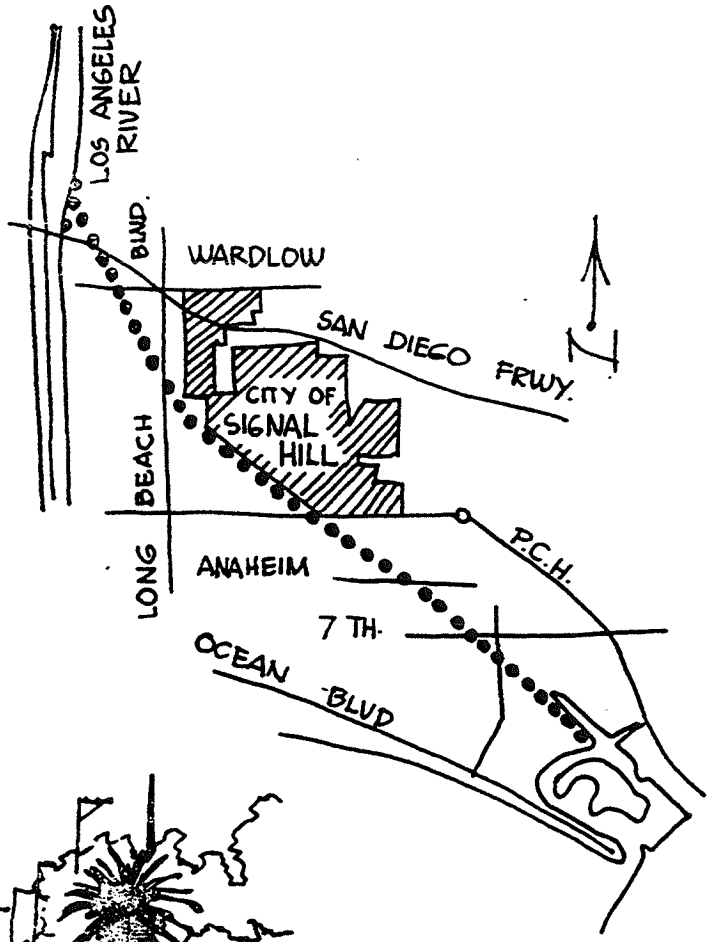


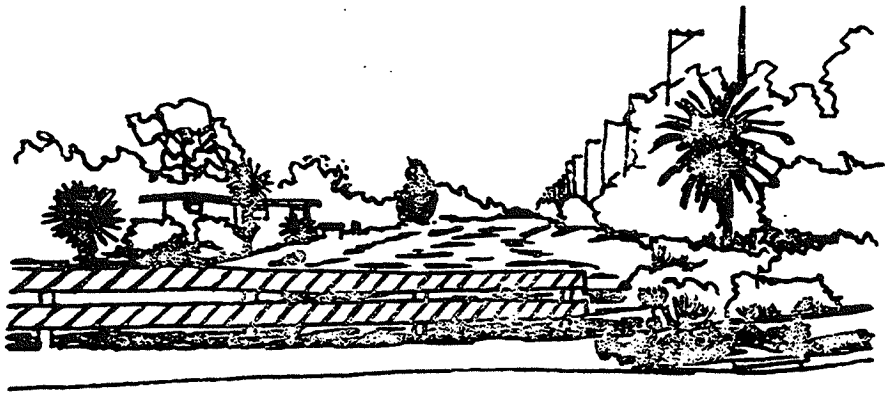
The Westside Linkage consists of the Los Angeles River channel and is proposed to be located on the eastside of the flood control channel for a distance of 8.0 miles. The trail also originates in the cities north of Long Beach. Following the Los Angeles River Channel it first intersects the Northside Linkage which provides an opportunity to cross to the San Gabriel Channel. Further south at the Virginia Country Club area, the Westside Linkage is connected to the Crosstown Linkage (Pacific Electric Railroad right-of-way) and the Central Linkage (the Union Pacific right-of-way and Carson Street). The Westside Linkage eventually arrives at the central business district, the Queen's Way Bridge and Shoreline Park to join the Downtown--Shoreline Linkage.



The Crosstown Linkages consist of the Pacific Electric Railroad right-of-way, linking the Northwest Long Beach area with the Belmont Shore-Marina area, and the Signal Hill Crosstown Trail linking the northeast part of the City at Heartwell Park to the downtown business district and Shoreline Park.

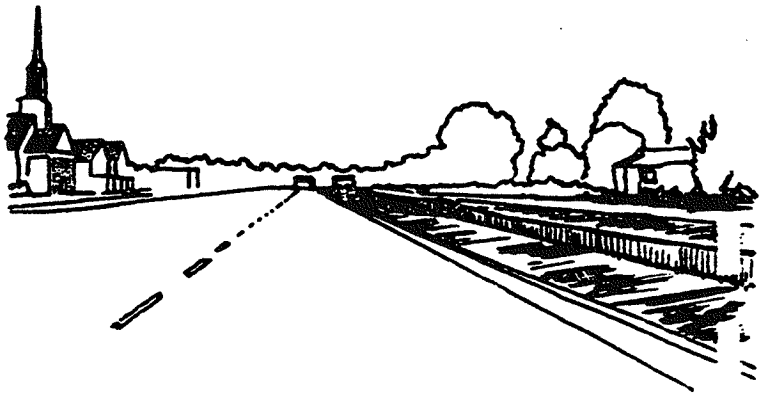
Along the Pacific Electric Railroad right-of-way from the Los Angeles River Channel near the Virginia Country Club, the bike route, 6.8 miles, proceeds in a southeast direction past Veteran's Memorial Park and Hamilton Bowl to eventually connect with Colorado Lagoon, Recreation Park, Marine Stadium, and the Marina.

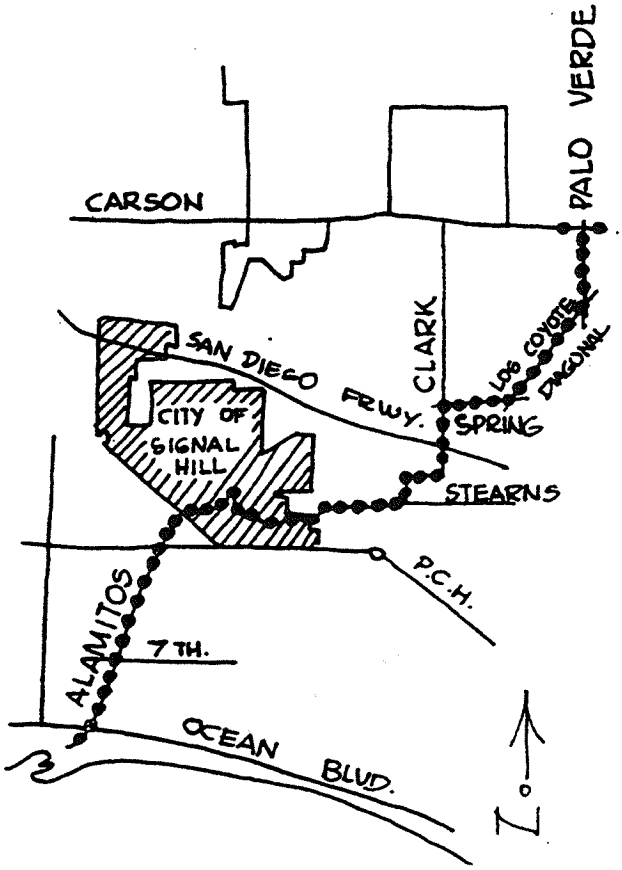




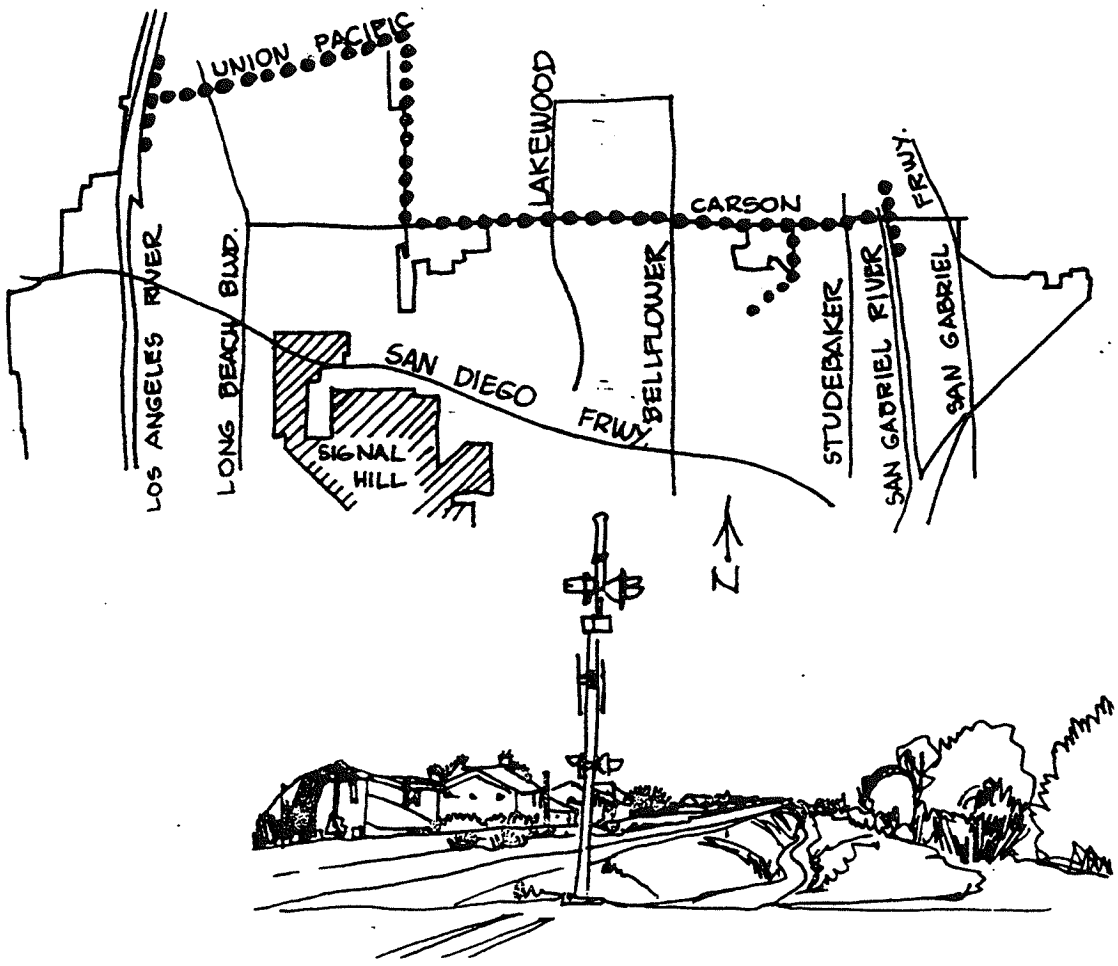
This off-street bike route passes through residential areas where a minimum of improvement would be required to make this trail most attractive.

The Signal Hill Crosstown Linkage, 8.0 miles, leaves the Central Linkage at Heartwell Park and Palo Verde Avenue following the drainage channel right-of-way along Los Coyotes Diagonal to Spring Street. At this point the route joins the Cerritos Channel Linkage and the cyclists has an opportunity to divert south to the Marina. Continuing west along the Channel the route arrives at the Spring Street-Clark Avenue node where views of airport traffic is afforded as well as access to Skylinks Golf Course. The next segment utilizes Clark Avenue, 23rd Street, Stearns Park, Stearns Street, Redondo Avenue, 20th Street, Temple Street, and 21st Street, respectively, to arrive on the southern slopes of Signal Hill. From this point on this crosstown linkage shares the right-of-way with the Signal Hill Vista Route along Alamitos Boulevard to the downtown shoreline.



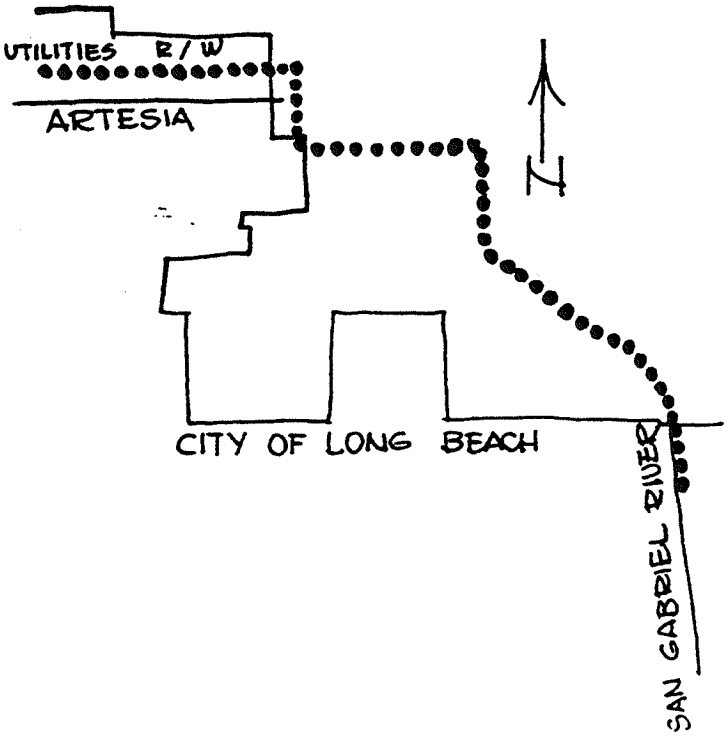


The Central Linkage through Heartwell Park and along Carson Street provides a 7.7 mile east-west link between the San Gabriel and the Los Angeles River channels. Departing the San Gabriel Channel and traversing Heartwell Park, the bike route reaches the City College campus. Further along Carson Street the route passes the Lakewood Country Club and joins the Union Pacific right-of-way. The railroad right-of-way provides safe passage north and then west to the Virginia Country Club and the Westside Linkage.



Further to the north and integrated with the Lakewood bike route system is the Northside Linkage. Following the utility rights-of-way this trail cuts a swath of green between the Los Angeles and San Gabriel River channels. 5.3 miles of this 7.3 mile linkage are outside the city limits.

The guiding principles in the establishment of this bicycle route system are safety, efficiency and pleasure.



ACTION PROGRAM

III. ACTION PROGRAM

The Action Plan for the Long Beach Scenic Routes Element is concerned with the identification of priorities and the ranking of proposed routes for the initiation of corridor studies; the methods by which scenic corridors can created, preserved and enhanced; and the procedure necessary for a proposed route to be designated as an "Official Long Beach Scenic Route."

Priorities

A priorital hierarchy for the phased development of the proposed routes is suggested based upon the following criteria:

- Routes or segments thereof of the proposed internal system are vital links in County, Regional, or State master plans of Scenic Highways.
- Routes or segments thereof which traverse and link major City assets as discussed in this document.
- Routes or segments thereof which will tend to reinforce and enhance current City development plans.

First Priority

Combining current local development plans and the scenic route proposals of neighboring municipalities and higher authorities, the Ocean Boulevard segment of the Industrial-Educational Scenic Route and portions of the Recreational Scenic Route from the Civic Center to Seal Beach

are offered as the first priority in the action program development . The desirability of linking the shoreline amenities and providing a scenic corridor from East to West is of utmost importance. Among these amenities, the regional nature of the marina and shoreline parks and beaches is overwhelming. Long Beach Marina and the Belmont Plaza and Pier now offer unparalled nodes of activity of a regional nature, and the Pacific Terrace complex, the proposed Shoreline Park, and the Civic Center will become some of the finest public spaces in the region.

The Los Angeles County proposed "Scenic Highway System," and the South Coast Regional Commission's "Appearance and Design Element," recommend designation of Ocean Boulevard and other linking streets such as Bayshore Avenue or Livingston Drive, Second Street and Marina Drive to the Orange County line as a highly potential scenic route. A synthesis of the two route proposals is offered by utilizing Ocean Boulevard from the western edge of the City, along the shoreline to Livingston Drive and Second Street, through Belmont Shore and Naples to Marina Drive, and on to the Orange County line.

Second Priority

Second priority in scenic route designation is the Downtown--Pier "J"--Queen Mary segment of the Recreational Scenic Route and the remaining portion of the Industrial-Educational Scenic Route. The South Coast Regional Commission's "Appearance and Design Element, "proposes Harbor Scenic Drive and Panorama Drive as part of the recommended coastal scenic route system. This proposed route coincides, with minor modification, to this element's Recreational and Industrial--Educational Scenic Routes. Pier "J" is now a major tourist attraction with the Queen Mary and Marysgate

Village. Another interesting and educational asset of Pier "J" is the actual port activity. Container shipping, the enormous cranes, the freighters and naval activity all add to the exciting flavor of an international port. Cooperative public-private development of the Industrial-Educational Scenic Route could make it a regional attraction.

Third Priority

Third priority is the development of the Bicycle Scenic Route. Opinion Research of California, a local consulting firm, conducted a citizen attitude survey toward future development in the City in March 1974. The survey brought out much valuable information on the subject of development, and a large portion of the sample surveyed expressed a high interest in bicycling and a desire to see bicycle trails constructed throughout the City.[1] In response to this form of recreational activity demand, the Bicycle Scenic Route is proposed in this element as a high priority item.

The Bicycle Scenic Route uses the maximum open space right-of-way available within the City and has taken into consideration the proposed bikeroutes of surrounding jurisdictions. The bikeroute follows the Open Space Element linkage system and circumscribes the City via the Los Angeles and San Gabriel River channels, the shoreline and a northern and central link. Two crosstown segments as well as a parallel eastside linkage utilizing the Cerritos Channel are also incorporated in the proposal as part of the total response to the need for bicycle trails and facilities.

---

[1] Opinion Reseach of California, Citizen Attitudes Toward Future Development, pp. 17 and 56. Table 45.

Fourth Priority

The fourth priority is the eastern portion of the Recreational Scenic Route entailing the completion of the Shoreline segment along Ocean Boulevard to the eastern end of Alamitos peninsula, the addition of Appian Way to the nearly complete Belmont Shore--Marina segment, and the inclusion of the eastern loop of the Parks segment. This development is important because in connects in a direct and attractive fashion the assets of the shoreline with Marine Stadium, Recreation Park, the extensive El Dorado Park and all its diversified regional facilities, Heartwell Park, and Skylinks Golf Course.

Fifth Priority

Fifth priority is the Historical-Cultural Scenic Route. The two major historical sites, Rancho Los Alamitos and Rancho Los Cerritos are linked through a city circumferential loop system that relates the four geographic corners of the City. Much of the system overlays the Recreational Scenic Route, but emphasizes the cultural facilities of the State University, City College, and the Civic Center complex. Along Ocean Boulevard further note is made of the Greene and Greene residence and the Villa Riviera. These assets represent colorful and active nodes in the urban design fabric of the City and should be linked by a scenic route.

Sixth Priority

The sixth priority is the balance of the Recreational Scenic Route. The segment encompasses Lakewood Country Club, Virginia Country Club, Scherer and Cherry Parks in a relatively small loop system. The Recreation Scenic Route, although subject to different development priorities, forms

a comprehensive system linking major recreational assets in the City and presents a scenic route system of local and regional importance.

Seventh Priority

The seventh priority will require substantial cooperation from a neighboring jurisdiction. The Signal Hill Vista Route is a directional route due to the route's landmark orientation. The magnificent and panoramic views of Long Beach, the harbor, and Palos Verdes Peninsula from the crest of the hill are the vital reason for designating this scenic route. Cooperation with officials in the City of Signal Hill must be achieved in order to develop a successful route on the hill. Signal Hill is a major topographical feature surrounded by the City of Long Beach and the importance of Signal Hill as a directional and visual landmark is unquestionable. The route itself uses this principle in its directional nature. The user is attracted to the hill because the hill is such a strong visual landmark and upon returning along Alamitos Avenue, the Villa Riviera high-rise acts in the same fashion by presenting a destination point.

Eighth Priority

Eighth priority in scenic route description is the Long Beach portion of the Pacific Coast Highway from the Orange County border to its intersection with State Route 19 (Lakewood Boulevard) at the traffic circle. This portion of Pacific Coast Highway is designated on the State "Master Plan of Scenic Highways" and concludes the Highway 1 littoral route from Capistrano Beach. It is a very important retional connection to the Long Beach internal system.

Implementation

Implementation measures for the long-term control, management, and use of the land in the scenic corridor are critical. Without the enforcement of standards, designated routes may never achieve the high level of refinement necessary to gain the status of an official scenic route. Likewise, without adequate protection, the character of the corridor in time may be altered enough to diminish or completely destroy the corridor's scenic value.

Preservation and enhancement of scenic corridors can be achieved by a variety of methods: acquisition of all rights to land (or in full fee); acquisition of limited rights to land, e.g., scenic easements; preservation through the power to regulate the use of property; and tax incentives.

1. Acquisition of Fee: This method of control is recommended when the desirable open space areas or unique physical structures are in danger of development detrimental to the scenic corridor and the areas or structures are intended for full public use.

Consideration should be given to locating in the corridor such public uses as information centers, roadside rests, vista points, parks, playgrounds, schools, colleges, cultural centers, administrative centers, and airports. There is no intention that all of a scenic corridor is to be acquired. Such acquisition would be confined to recreation areas, and other strategic sites and unique features. Expenditures for these items are likely to occur regardless of attempts to design and establish scenic routes. The protection of the scenic corridor will require heavy reliance on the power to regulate the use of land and on tax incentives. The intent is to manage the uses of land in the scenic corridors

to achieve certain environmental objectives, and not to accumulate land in government ownership or to prevent development from taking place.

2. Acquisition of less than Fee: This method is recommended when the desirable open space areas or unique physical structures are in danger of development detrimental to the scenic corridor and securing of "less than fee rights" such as scenic easements, conservation easements and development rights will leave substantial and valuable rights with the property owner. These rights may be for private recreation, very low density housing, limited mineral development, etc.

   These lesser property rights retain the land on the tax rolls - if at a lower rate - leave responsibility for maintenance with the private owner, allow private uses compatible with the scenic highway program, and may be acquired at a lower cost than outright purchase.

3. Zoning and Development Controls: This method is recommended when the character of the desirable open space or unique physical development can be permanently preserved in private ownership under zoning and development controls.

   a. Zoning for public safety.

      Under this classification would be those areas considered unsafe to build on because of flood hazard, land subsidence, steepness of grade, fire, slide or earthquake hazard or airport approach zone hazard.

b. Zoning for conservation and scenic amenity. Under this classification would come agricultural preserves, areas for mineral extraction, scenic conservation districts, open space zones and, special treatment or design control zones.

The zoning ordinance should give particular attention to scenic values and to the protection of the corridor. Zoning maps should show the corridor boundaries within which added controls should be in effect. Controls should be placed over the following: architectural review; site plan review; land uses; building height and mass; building setbacks; residential density; building coverage; lot area, historical preservation; on and off-premise signs; screening and landscaping.

4. Transfer: Should any land or structure in public ownership be sold or exchanged, appropriate and enforceable restrictions which would carry out the intent of the scenic route program should be written in the deed by the public agency disposing of the land.

5. Tax Delinquent Properties: Tax delinquent properties acquired by foreclosure should be retained by the public agency or sold with appropriate restrictions.

6. Gifts and Dedication: Gift and dedication of land to a public agency should be encouraged and accepted.

7. Urban Renewal: The complex program of governmental actions involved in urban renewal and redevelopment projects could be utilized where appropriate for the improvement of scenic corridors.

Designation Procedure

A series of steps must be followed in the orderly development of the proposed scenic routes found on the "Conceptual Plan" to a status eligible for Official Scenic Route designation. The following table charts these actions.

TABLE

PROCEDURE TO BECOME AN OFFICIALLY DESIGNATED
LONG BEACH SCENIC ROUTE

Steps	Responsible Agency
1. City Council adopts Scenic Routes Element containing: a. Goals and policies relating to scenic routes. b. Criteria and standards to be used for "official" designation. c. Conceptual Plan of Scenic Routes.	City Council City Planning Commission City Plannning Department a. Advanced Division of the City Planning Department under the General Plan Program prepares the State mandated "Scenic Routes Element" containing goals, policies, Conceptual Plan of Scenic Routes, criteria and standards. b. Environmental Division of the City Planning Department prepares Environmental Impact Report for Scenic Routes Element.
2. Long Beach City Planning Commission directs implementation study of specific route and notifies City Council of intent to qualify the route as official.	City Planning Commission City Planning Department

TABLE - Continued

Steps	Responsible Agency
3. City Planning Department commences corridor study.	City Planning Department a. Implementation Division b. Advance Division c. Environmental Division (In cooperation with Engineering Department, Traffic Division).
a. A precise plan of the corridor with exact boundaries is prepared.	City Planning Department a. Implementation Division b. Advance Division City Engineering Department a. Traffic Division
b. A corridor protection plan (ordinances, guidelines, etc.) is developed relating to signs, utility lines, view corridors, site and architectural controls.	City Planning Department a. Advance Division b. Zoning Division c. Implementation Division d. Environmental Division
c. City Planning Department prepares preliminary implementation plan and reviews with interested property owners and the Planning Commission.	City Planning Department a. Implementation Division

TABLE - Continued

Steps	Responsible Agency
5. City Planning Department compiles final protection and implementation plan and submits to City Planning Commission	City Planning Department a. Advance Division b. Implementation Division
6. City Planning Commission approves corridor plan and protective measures.	City Planning Department
7. City Council adopts corridor plan and implements protective and enhancement measures, designates route as an "Official Long Beach Scenic Route."	City Council
8. City Engineering Department designates route as an official Long Beach Scenic Route on City maps and places identification signs appropriately along the route.	City Engineering Department Traffic Division

Routes or portions thereof which appear on the Los Angeles County "Scenic Highway System" map are eligible for official County Scenic Highway designation since they have met the more stringent Long Beach criteria. Likewise, any designated Long Beach Scenic Route coinciding with the State Master Plan for Scenic Highways is eligible to become an "Official State Scenic Highway."

GLOSSARY

GLOSSARY OF TERMS

The following terms are in common use in general planning practice. Definitions are offered here because many may be unfamiliar to the layman, or because special meanings may have been applied to them by planners.

Aesthetic Resource

A resource of either natural or man-made beauty.

Axis

A central line around which part of a thing, such as the elements of a city, are regularly arranged.

District

A medium-to-large section of the city, conceived of as having two-dimensional extent, which the observer mentally enters "inside of," and which is recognizable as having some common, identifying character.

Edge

An edge is a linear break in continuity, a lateral reference rather than a path or coordinate axis.

Environmental Image

The generalized mental picture, a product of immediate sensation and of the memory of past experience, that is held of the exterior physical world by an individual.

Greenbelt

A linear open area which is landscaped; often used for walking or bicycle riding.

Imageability

That quality of shape, color, or arrangement in a physical object which gives it a high probability of evoking a vividly identifiable image in any given observer.

Landmark

An external point-reference; usually a rather simply defined physical object ranging in scale from a city skyline to a unique article of street furniture.

Legibility

The ease with which parts of the cityscape can be recognized and organized into a coherent pattern.

Linkage

Anything that joins or connects.

Meaning

The relation of visible objects to stock ideas of the observer's mind. Selective viewing of activities, landmarks and symbols can increase one's knowledge of the city and understanding of its workings and reason for being (meaning).

Node

A strategic point, junction, a concentration in a city into which an observer can enter, and which is the intensive focus to and from which he is travelling.

Off-Premise Sign

A sign that displays information related to an activity, service, or commodity not available on the premises upon which the sign is located.

Official County Scenic Highways

Section 154 of the Street and Highways Code encourages and authorizes counties to develop systems of county scenic

highways to complement the State system, subject to the standards of planning, design, and protection which apply to the State system of scenic highways.

Official State Scenic Highway

The State Scenic Highway Law, Section 220 to 223 and 260 to 263 inclusive, of the Street and Highway Code, sets forth the State's interest in scenic highways conservation and development. The law establishes a State scenic highway system, or master plan; creates an Advisory Committee on a Master Plan for Scenic Highways; and places responsibility for the creation and application of standards for development of the system, in the Department of Public Works and the Advisory Committee. The law further establishes the scenic highways system "as a initial part of all encompassing effort which the State must take to protect and enhance California's beauty amenity, and quality of life." The highway is officially designated by the Scenic Highways Advisory Committee after application from local jurisdictions and only if on the list of eligible highways found in Section 263 of the Streets and Highways Code. This previous requirement also applies to the County Scenic Highway.

On-Premise Sign

A sign that identifies, or communicates a message related to the activity conducted, the service offered, or commodity sold, on the premise upon which the sign is located.

Orientation

A good perception of the general environment. Knowing the location of its principal features, one to another, and cognizant of one's position within the greater environment at all times.

Path

A channel along which the observer customarily, occasionally, or potentially moves.

Scenic Corridor

Visible land area and structures normally contiguous to the right-of-way which can be realistically subjected to protection and land use controls. Minimally it will incorporate the lots adjoining the right-of-way, but may include entire districts, water bodies, or parks which border it.

Scenic Easement

A restriction imposed upon the use of property for the purpose of preserving the natural state of scenic and historical attractiveness. This may be in the form of prohibitions on construction or privileges such as public access.

Scenic Route

A roadway or path, in addition to its transportation function, that provides opportunities for enjoyment of natural and man-made scenic resources where aesthetic values are protected and enhanced within a defined visual corridor.

Sequential Form

Rhythmic intervals of spatial relationships along a linear route. Goal is to maintain continuity in the midst of change.

BIBLIOGRAPHY

BIBLIOGRAPHY

Appleyard, Lynch, and Myer. The View from the Road. Cambridge: The M.I.T. Press, 1964.

Barrio Planners Incorporated. Nuestro Ambiente--East Los Angeles Visual Survey and Analysis. Los Angeles, California., 1973.

Carr, Stephen. City Signs and Lights. Prepared for the Boston Redevelopment Authority and the U. S. Department of Housing and Urban Development. Boston: Boston Redevelopment Authority, January 1971.

City of Cypress. Master Plan of Trails. Cypress, California, 1974.

City of Long Beach. A Beautification Program for the City of Long Beach 1967/68 - 1971/72. Long Beach, 1967.

_____. Application to Develop Bicycle/Pedestrian Trails. Long Beach, 1971.

_____. City Planning Commission. Citizens Attitudes Toward Future Development. Prepared by Opinion Research of California. Long Beach, March 1974.

_____. Legacy of Parks Application. Long Beach, 1972.

_____. The General Plan. Long Beach, 1961.

City of Long Beach General Plan Program. Conservation Element. Long Beach, April, 1973.

_____. Open Space Element. Long Beach, April, 1973.

City of San Francisco. The Urban Design Plan for the Comprehensive Plan of San Francisco: Department of City Planning, May 1971.

Davidson, Paul, John Toner and Allen Waldman. The Economic Benefits Accruing from the Scenic Enhancement of Highways, Bureau of Economic Research, Rutgers - The State University, in cooperation with the New Jersey Department of Transportation and Bureau of Public Roads, 1968.

Eckbo, Dean, Austin and Williams. Open Space: The Choices before California. Diablo Press, 1969.

Ewald, William R. Jr. and Mandelker, Daniel R. Street Graphics. Washington, D.C.: The American Society of Landscape Architects Foundation, 1971.

Gruen Associates, Development Research Associates, Social Engineering Technology, and City Community Analysis Program Staff. Long Beach C.A.P. Findings and Recommendations. Long Beach: City of Long Beach, 1971.

Los Angeles County General Plan. Scenic Highway Element. Los Angeles, 1974.

Lynch, Kevin. The Image of the City. Cambridge: The M.I.T. Press, 1960.

Orange County General Planning Program. Santa Ana River - Santiago Creek Greenbelt Plan. Santa Ana, California, 1971.

_____. Scenic Highways, a Proposed Concept Plan for Adding a Scenic Element to the Orange County Master Plan of Arterial Highways. Santa Ana, California, August, 1972.

South Coast Regional Commission. Appearance and Design for the South Coast Region. Long Beach, 1974.

_____. Transportation (Land, Air, and Water) for the South Coast Region. Long Beach, 1974.

Southern California Association of Governments. Development Guide Goals Program. Los Angeles, January, 1973.

State of California. Department of Public Works. The Scenic Route, a Guide for the Official Designation Eligible Scenic Highways. n.d.

_____. Government Code, Section 65302 (h).

Tunnard, Christopher and Boris Pushkarev. Man Made America: Chaos or Control? New Haven: Yale University Press, 1963.

Whyte, William H. The Last Landscape. Garden City, New York: Doubleday and Company, Inc., 1968.

APPENDIX

APPENDIX I

Alphabetical Index of Proposed Routes

Route	System
Alamitos Avenue (from Ocean Blvd. to 21st St. in Signal Hill)	Signal Hill, Bicycle
Anaheim Road (from Studebaker Rd. to Palo Verde Ave.)	Historical-Cultural
Appian Way (from Park Ave. to the Marina)	Recreational, Bicycle
Bay Shore Avenue (from Ocean Blvd. to Appian Way)	Bicycle, County
Bellflower Boulevard (from 7th St. to Spring St.)	Recreational
Carson Street (from Los Coyotes Diagonal to Long Beach Blvd.)	Recreational, Historical-Cultural; Bicycle to Union Pacific Right-of-way
Cherry Avenue (from Ocean Blvd. to 23rd St.) (from Carson St. to Del Amo Blvd.)	Signal Hill, Recreational
Clark Avenue (from Spring St. to Carson St.) (from 23rd St. to St.)	Recreational Bicycle

APPENDIX I--Continued

Route	System
Country Club Drive (from Pacific Ave. to Virginia Dr.)	Historical-Cultural
Del Amo Boulevard (from Long Beach Blvd. to Cherry Ave.)	Recreational
Harbor Plaza (from Panorama Dr. to Queen's Way)	Industrial
Harbor Scenic Drive (from Queen's Way to proposed Marina Park)	Recreational, Industrial, County, Regional
Hill Road (from Palo Verde Ave. to Rancho Los Alamitos Site)	Historical-Cultural
Hill Street (Signal Hill) (from 23rd St. to Temple.)	Signal Hill
Livingston Drive (from Ocean Blvd. to Park Ave.)	Recreational, Historical-Cultural, Regional
Long Beach Boulevard (from Ocean Blvd. to 14th St.) (from Carson St. to Del Amo Blvd.) (from Carson St. to San Antonio Dr.)	Historical-Cultural Recreational Recreational, Historical-Cultural

APPENDIX I--Continued

Route	System
Los Coyotes Diagonal (from Studebaker Rd. to Carson St.)	Recreational, Historical-Cultural
Marina Drive (from 2nd St. to Seal Beach)	Recreational, Bicycle
Ocean Boulevard (from western City limit to Civic Center) (from Civic Center to Cherry Ave.) (from Cherry Ave. to Livingston Dr.) (from Livingston Dr. to 72nd Place)	Industrial, County, Regional Recreational, Historical-Cultural, Signal Hill, County, Regional Recreational, Historical-Cultural, County, Regional Recreational, Regional, County to Bay Shore Ave.
Pacific Avenue (from 14th St. to Pacific Pl.) (from West Wardlow Rd. to Country Club Dr.)	Historical-Cultural
Pacific Coast Highway (from western City limit to proposed Industrial Park) (from Seal Beach to the Traffic Circle)	Industrial State, County
Pacific Place (from Pacific Ave. to West Wardlow Rd.)	Historical-Cultural
Palo Verde Avenue (from Anaheim Rd. to Hill Rd.) (from Los Coyotes Diagonal to Heartwell Park)	Historical-Cultural Bicycle

APPENDIX I--Continued

Route	System
Panorama Drive (from Harbor Plaza to Harbor Scenic Dr.)	Industrial, Regional
Park Avenue (from Livingston Dr. to 7th St.)	Recreational, Historical-Cultural
Queen's Highway	Recreational
Queen's Way	Industrial, Recreational
Redondo Avenue (from Stearns St. to 20th St.)	Bicycle
San Antonio Drive (from Long Beach Blvd. to Virginia Rd.)	Historical-Cultural
Shoreline Drive (from Ocean Blvd. to Queen's Way)	Recreational, Regional
Spring Street (from Bellflower Blvd. to Clark Ave.) (from Los Coyotes to Clark Ave.)	Recreational Bicycle (Channel)
Stanley Avenue (Signal Hill) (from Hill St. to 21st St.)	Signal Hill
Stearns Street (from Stearns Park to Redondo Ave.)	Bicycle

APPENDIX I--Continued

Route	System
Studebaker Road (from 7th St. to Los Coyotes Diagonal) (from Loynes Drive to P.C.H.)	Recreational, Historical-Cultural Bicycle
Temple Avenue (Signal Hill) (from 20th St. to 21st St.)	Bicycle
Terminal Island Freeway (from Ocean Blvd. to P.C.H.)	Industrial
Virginia Road (from San Antonio Dr. to Rancho Los Cerritos site)	Historical-Cultural
West Wardlow Road (from Pacific Pl. to Pacific Ave.)	Historical-Cultural
Windsor Way	Recreational
2nd Street (from Livingston Dr. to Marina Dr.)	Recreational, Regional, County from Bay Shore Avenue)
7th Street (from Park Ave. to Studebaker Rd.)	Recreational, Historical-Cultural
14th Street (from Long Beach Blvd. to Pacific Ave.)	Historical-Cultural

APPENDIX I--Continued

Route	System
20th Street (from Redondo Ave. to Temple Ave, in Signal Hill)	Bicycle
21st Street (Signal Hill) (from Temple Ave. to Stanley Ave.) (from Stanley Ave. to Alamitos Ave.)	Bicycle Signal Hill, Bicycle
23rd Street (Signal Hill) (from Cherry Ave. to Hill St.) (from Stearns Park to Clark Ave.)	Signal Hill Bicycle
72nd Place	Recreational, Regional
Beach and Shore Littoral (from Bay Shore Ave. to Proposed Marina Park on Pier "J"	Bicycle
Los Angeles River Channel (from Shoreline Park to Paramount City limits)	Bicycle
Pacific Electric Railroad right-of-way (from Appian Way to the Los Angeles River Channel)	Bicycle
San Gabriel River Channel (from Marina Dr. to Carson St.)	Bicycle

APPENDIX I--Continued

Route	System
Los Cerritos Channel (Loynes Drive to Los Coyotes Diagonal)	Bicycle
Union Pacific Railroad right-of-way (from Carson St. to the Los Angeles River Channel)	Bicycle

PROJECT TEAM

Planning Department

Administration

Ernest Mayer, Jr., Director

Carl Mooers, Assistant Director

Project Direction

Ellis K. Crow, Principal Planner

Research and Text

Gerald L. Butler, Associate Planner

Pierre-André Monney, Associate Planner

Graphics

Gerald L. Butler, Associate Planner

Pierre-Andre Monney, Associate Planner

Thomas Albright, Draftsman

Editor

Ellis K. Crow

City of Long Beach

Department of Engineering

Tom Marchese, City Engineer

Recreation Department

Robert G. Van Antwerp, Director

Aeronautics Department

Nicholas Dallas, Director

Harbor Department

B. N. Hoffmaster, Chief Harbor Engineer

Community Development Department

Ray Brosterhous, Director

The cooperation of the following municipalities and individuals is gratefully acknowledged:

City of Seal Beach

City of Signal Hill

City of Los Alamitos

City of Compton

City of Carson

City of Lakewood

City of Bellflower

City of Paramount

City of Los Angeles

City of Los Angeles, Wilmington Division

City of Los Angeles, San Pedro Division

Steve Long, Abate and Weber

Lester H. Inouye, POD, Inc.

City of Long Beach

Department of Engineering

Tom Marchese, City Engineer

Recreation Department

Robert G. Van Antwerp, Director

Aeronautics Department

Nicholas Dallas, Director

Harbor Department

B. N. Hoffmaster, Chief Harbor Engineer

Community Development Department

Ray Brosterhous, Director

The cooperation of the following municipalities and individuals is gratefully acknowledged:

City of Seal Beach

City of Signal Hill

City of Los Alamitos

City of Compton

City of Carson

City of Lakewood

City of Bellflower

City of Paramount

City of Los Angeles

City of Los Angeles, Wilmington Division

City of Los Angeles, San Pedro Division

Steve Long, Abate and Weber

Lester H. Inouye, POD, Inc.