



## Legislation Text

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**File #:** 16-0462, **Version:** 1

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Recommendation to receive supporting documentation into the record, conclude the public hearing, and adopt resolution approving the draft Downtown and Transit-Oriented Development Pedestrian Master Plan as a technical appendix to the Mobility Element of the Long Beach General Plan; and

Adopt the Negative Declaration ND-1-16. (Districts 1,2,6,7)

On July 23, 2013, the City Council authorized the City Manager to accept a Transit-Oriented Development (TOD) Planning Grant award from the Los Angeles County Metropolitan Transportation Authority (Metro) for the preparation of the Downtown and Transit-Oriented Development Pedestrian Master Plan (Plan). The goal of the grant program is to create a framework to achieve new public and private investment around Metro light rail stations; support increased walking and transit use as an appealing alternative to automobile travel; and, improve economic conditions for residents of the community by enhancing access to jobs and services.

The goal of the Plan (Exhibit A to the Resolution) is to reduce barriers and increase access to, and around, the eight Metro Blue Line stations in Long Beach. The Plan was prepared to implement multi-modal policies related to increased transit use contained within the Mobility Element of the Long Beach General Plan. As such, once adopted, the Plan will serve as a technical appendix to the Mobility Element, and changes to the projects and programs in the Plan will not require amending the General Plan.

The Plan is an implementation-oriented document and contains a menu of pedestrian treatments and a prioritized list of 33 pedestrian improvement projects. The menu of pedestrian treatments includes a variety of “quicker, faster and cheaper” pedestrian infrastructure treatments, best practices from other cities, cost estimates, and design guidelines that can be used by City staff.

The top 14 high-priority pedestrian improvement projects in the Plan represent \$71 million in investment to be implemented over the next 15 years. These projects will provide safer, more accessible, and attractive pedestrian connections to Metro Blue Line stations, ultimately boosting ridership and leveraging economic development opportunities in the Plan area. The priority projects include a range of improvements, from a greenbelt connecting two Metro stations, to increased beach access from the First Street Station via First Street pedestrian improvements.

The Plan was developed through a comprehensive and collaborative process that included

extensive community outreach, an analysis of existing conditions, City departmental coordination meetings and stakeholder interviews. Public outreach was organized around fun, innovative, and meaningful community events to solicit input from Long Beach residents, visitors and business owners, including the “Walk Forth” sidewalk workshop. During the “Walk Forth” event, the project team invited residents to explore temporary demonstration projects along 4th Street, complete with food trucks, retail installations, pedestrian improvement demonstrations and local businesses. Participants also used a large map to indicate areas that are problematic for pedestrians in the study area.

A second community event was held in the East Village Arts District and an adjacent pedestrianized alley that encouraged residents to provide feedback on initial pedestrian concepts and improvement projects. Participants shared their “Sidewalk Stories” and experiences walking in Long Beach using an interactive format that encouraged speakers to describe an image in no more than seven seconds. A study session with the Planning Commission was held on January 21, 2016, and a third community workshop was held at the Senior Arts Colony on Long Beach Boulevard.

On April 7, 2016, the Planning Commission recommended the City Council adopt a Resolution approving the draft Downtown and Transit-Oriented Development (TOD) Pedestrian Master Plan.

A public hearing notice was published in the Long Beach Press-Telegram on May 9, 2016, and no comments were received as of the date of preparation of this report. In accordance with the California Environmental Quality Act (CEQA), a Negative Declaration (ND 1-16) was issued for the proposed project (Exhibit B).

This matter was reviewed by Assistant City Attorney Michael J. Mais on April 29, 2016 and by Budget Management Officer Victoria Bell on May 4, 2016.

#### SUSTAINABILITY

This planning effort will generate conceptual infrastructure plans and development standards to facilitate new public investment in support of pedestrian, bicycling and transit usage. Stormwater infiltration, xeriscaping and other tenets of sustainability were considered in the design of each project.

City Council action is requested on May 24, 2016, as the timeline for completion of the grant requirements for this project is June 2016.

There is no fiscal or local job impact associated with this recommendation. Any funding for proposed improvements in the future will be subject to appropriation by the City Council.

Approve recommendation.

[Enter Body Here]

AMY J. BODEK, AICP  
DIRECTOR OF DEVELOPMENT SERVICES

APPROVED:

PATRICK H. WEST  
CITY MANAGER