

CALIFORNIA COASTAL COMMISSION

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**W18a**

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180th Day:	03/14/2016
Staff:	S. Vaughn-LB
Staff Report:	10/15/2015
Hearing Date:	11/4/2015

STAFF REPORT: PERMIT AMENDMENT

Application No.: 5-13-034-A1

Permittee: City of Los Angeles

Agent: Rene E. Sageles, Manager, Parking Facilities Division

Location: Parking Lot No. 759 located at 1301 Electric Avenue, Venice, City of Los Angeles, Los Angeles County

Description of Amendment: Amend permit to: 1) increase parking rates from \$1.00 per hour to \$2.00 per hour, except on Fridays and Saturdays 6:00 p.m. – 2:00 a.m., to increase parking rates to \$3.00 per hour; 2) establish a maximum parking stall limit of four hours; and 3) allow permitted parking between 2:00 a.m. – 7:00 a.m.

Description of Project Originally Approved November 15, 2013: Improvements to a City-owned public parking lot, including installation of permeable pavement, meters for paid parking, lighting, landscaping and a perimeter wall/fence. Sixty-six (66) official public parking spaces will be delineated by new stripes and wheel bumpers.

Staff Recommendation: Approve with conditions

SUMMARY OF STAFF RECOMMENDATION

The City requests Commission approval to increase parking rates, establish a maximum parking stall limit of four hours, and allow permitted parking only, daily between 2:00 a.m. – 7:00 a.m. The proposed amendment will not adversely impact public access and recreation to the coast because the parking lot will remain open for public use during peak demand hours, and the rates are similar to beach parking lot rates. The permitted parking in this parking lot will only be allowed between 2:00 a.m. and 7:00 a.m. when the parking lot would otherwise be closed to the general public. The amendment request is consistent with the Chapter 3 policies of the Coastal Act and previous Commission approvals. Staff is recommending **approval** of the proposed coastal development permit (CDP) amendment with special conditions.

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EXHIBITS

Exhibit 1 – Vicinity Maps

Exhibit 2 – Proposed “No Parking” Sign

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** the proposed amendment to Coastal Development Permit Application No. 5-13-034 subject to the conditions set forth in the staff recommendation.*

Staff recommends a YES vote on the foregoing motion. Passage of this motion will result in conditional approval of the permit amendment and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves a coastal development permit amendment on the ground that the development as amended and subject to conditions will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit amendment complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. SPECIAL CONDITIONS

This permit is granted subject to the following special conditions
Special Conditions 1 – 3 of Coastal Development Permit 5-13-034 are not changed. Special Condition 4 is added by this amendment.

1. **Construction Responsibilities.** By acceptance of this coastal development permit, the permittee agrees that the permitted development shall be conducted in a manner that protects water quality pursuant to the implementation of the following BMPs:
 - A. No construction materials, equipment, debris, or waste shall be placed or stored where it may be subject to wave, wind, or rain erosion or dispersion.
 - B. Any and all demolition and construction material shall be removed from the site as soon as possible (within two days of completion of demolition/construction) and disposed of at an appropriate location. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be obtained prior to disposal.
 - C. All trash generated by construction activities within the project area shall be disposed of at the end of each day, or sooner if possible.
 - D. All grading and excavation areas shall be properly covered and sandbags and/or ditches shall be used to prevent runoff from leaving the site, and measures to control erosion must be implemented at the end of each day's work.

- E. Washout from concrete trucks shall be disposed of at a controlled location not subject to runoff into coastal waters or onto the beach, and more than fifty feet away from a storm drain, open ditch or surface waters.
- F. Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: Silt fencing shall be installed between work areas and storm drains to prevent runoff/sediment transport into coastal waters.
- G. Construction vehicles operating at the project site shall be inspected daily to ensure there are no leaking fluids. If there are leaking fluids, the construction vehicles shall be serviced immediately. Equipment and machinery shall be serviced, maintained and washed only in confined areas specifically designed to control runoff and prevent discharges into the sea. Thinners, oils or solvents shall not be discharged into sanitary or storm sewer systems.
- H. All construction equipment and materials shall be stored and managed in a manner to minimize the potential for discharge of pollutants. Any spills of construction equipment fluids or other hazardous materials shall be immediately contained on-site and disposed of in an environmentally safe manner as soon as possible.
- I. During construction of the proposed project, no runoff, site drainage or dewatering shall be directed from the site into any bay, harbor, street or drainage unless specifically authorized by the California Regional Water Quality Control Board.
- J. In the event that hydrocarbon-contaminated soils or other toxins or contaminated material are discovered on the site, such matter shall be stockpiled and transported off-site only in accordance with Department of Toxic Substances Control (DTSC) rules and/or Regional Water Quality Control Board (RWQCB) regulations.

The permittee shall undertake the approved development in accordance with this condition and shall include the requirements of this condition on all plans and contracts issued for the project.

2. **Management of the Public Parking Lot.** All parking within the public parking lot shall be reserved for the use of the general public and shall be available for use on a first-come, first-served basis. There shall be no exclusive use of parking spaces or reserved parking spaces within the parking lot by any person or group other than the general public (handicapped spaces excluded), except for temporary events of limited duration (less than 48 hours). Any proposed parking permit system, increase in the parking fees, or change in parking lot hours shall be submitted to the Executive Director in order to determine if the proposed change requires a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations. No change to the parking fees or hours shall occur without a Commission-approved amendment to this permit, unless the Executive Director determines that no permit amendment is required.
3. **Landscaping.** No plant species listed as problematic and/or invasive by the California Native Plant Society (<http://www.CNPS.org/>), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (<http://www.cal-ipc.org/>), or as may be identified from time

to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a “noxious weed” by the State of California or the U.S. Federal Government shall be utilized within the property.

4. **Permit Parking Hours.** Permits issues for parking in City of Los Angeles Parking Lot No. 759, located at 1301 Electric Avenue in Venice, City of Los Angeles, shall only be valid 2:00 a.m. to 7:00 a.m., when the parking lot would otherwise be closed to the public. Permit holders shall be subject to all parking restrictions (fees and maximum allowable time per stall) during all other parking hours (7:00 a.m. – 2:00 a.m.). All vehicles in the parking lot shall be subject to approved parking fees and maximum hours per stall.

III. FINDINGS AND DECLARATIONS:

A. PROJECT LOCATION & DESCRIPTION

On November 15, 2013, the Commission approved Coastal Development Permit 5-13-034 for improvements to a City-owned public parking lot, including installation of permeable pavement, meters for paid parking, lighting, landscaping, a perimeter wall/fence, and sixty-six (66) official public parking spaces to be delineated by new stripes and wheel bumpers. The parking lot is currently under construction. This is the first amendment to the permit since it was approved.

The subject parking lot is located inland of Abbot Kinney Boulevard, about one-half mile inland of Venice Beach, at 1301 Electric Avenue in between Santa Clara Avenue and California Avenue in Venice, City of Los Angeles, Los Angeles County (**Exhibit 1**). Abbot Kinney Boulevard is a low-scale pedestrian-oriented commercial street lined with a variety of eating and drinking establishments, retail stores, boutiques, art galleries, and artist’s residences. The residential neighborhoods along and around Abbot Kinney Boulevard can be characterized as “parking impacted” because of the competition for parking between residents, beachgoers, and customers/employees of the numerous eating and drinking establishments in the popular area. The community was established early in the nineteenth century and many businesses have very little or no on-site parking. The competition for the limited amount of on-street parking is intense, especially in the evenings and on weekends when many of the residents of the surrounding neighborhood are at home.

The 667-foot long by 30 feet wide parking lot is designated as Lot No. 759 by the City of Los Angeles, Department of Transportation. The parking lot holds 66 metered public parking spaces. The previously approved parking lot hours are from 7:00 am to 2:00 a.m. The Commission approval stated that the City would charge a metered fee of \$1.00 per hour during the parking lot’s operating hours (7:00 a.m. – 2:00 a.m.). The parking lot has been approved to be closed from 2:00 a.m. to 7:00 a.m. Presently, there is no maximum parking time limit per stall established in the parking lot.

Special Condition 2 of 5-13-034 requires the City to apply for an amendment to this permit for any changes in fees or hours. The City proposes to increase the parking fee, to establish a maximum parking stall limit of four hours, and to allow permitted parking between 2:00 a.m. – 7:00 a.m. The City also purposes to install signs (**EXHIBIT 2**) that indicate that the parking lot is closed between 2:00 a.m. and 7:00 a.m., except by permit. The City states that the current parking rate of \$1.00 per

hour does not reflect the supply and demand of parking in Venice. The proposed changes will allow visitors to the area to occupy a stall for up to four hours and pay a maximum of \$8.00, except when demand for parking is highest on Fridays and Saturdays from 6:00 p.m. to 2:00 a.m., when visitors will pay up to \$12.00. The permitted parking will only be allowed between 2:00 a.m. and 7:00 a.m. when the parking lot would be closed to the public.

Relevant Land Use Plan Policies

Policy II. A. 1. General. *It is the policy of the City to provide increased parking opportunities for both visitors and residents of Venice, and improve summer weekend conditions with respect to Venice Beach parking and traffic control.*

Policy II. A. 7. Metered Parking on Abbot Kinney Boulevard. *The City shall install 4-hour parking meters in the commercial district along Abbot Kinney Boulevard to encourage turnover and discourage long-term beach parking, which in turn should help to increase parking availability for short-term commercial customers.*

Policy II. A. 9. Protection of Public Parking. *The following policies shall be implemented and enforced in order to protect and enhance public parking opportunities provided on public rights-of-way and in off-street parking areas:*

- a. Beach Parking Lots.** *The beach parking lots located at Washington Boulevard, Venice Boulevard and Rose Avenue shall be protected for long-term (4-8 hours) public beach parking. No parking spaces in the beach parking lots shall be used to satisfy the parking requirements of Policies II.A.3 and II.A.4. The temporary short-term lease or reservation of parking spaces in the beach parking lots may be permitted if the proposed temporary use of the parking supply does not conflict with the need for public parking by beach goers. Any proposal to allow overnight residential parking in the beach parking lots shall include provisions to enforce a prohibition against the storage of vehicles in the lots during the daylight hours by non-beach goers.*

Both the rate increase and four-hour time limit per stall are reasonable in this case because the subject parking lot will cater mostly to the customers of the nearby retail and eating establishments, and the changes reflect the supply and demand for parking within this area of Venice. The purposed changes are not anticipated to adversely impact beach access because the parking lot will remain open for public use during peak demand hours, and the rates are similar to beach parking lot rates. The permitted parking in this parking lot will only be allowed between 2:00 a.m. and 7:00 a.m. when the parking lot would otherwise be closed to the general public. At 7:00 a.m., when the parking lot opens to general public use, any vehicles with permits will have to be removed from the lot, or will have to pay the meter at the approved rate. **Special Condition 4** will ensure that permitted parking is strictly enforced by the City and not allowed outside of permitted parking hours. The opening of the subject parking lot will help to reduce the demand for on-street parking in this neighborhood, which may then be used by residents and beach goers without the constraints of a time-limit or fee.

B. PUBLIC ACCESS AND RECREATION

As conditioned, the proposed development will not have any new adverse impact on public access to the coast or to nearby recreational facilities. Thus, as conditioned, the proposed development conforms with Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

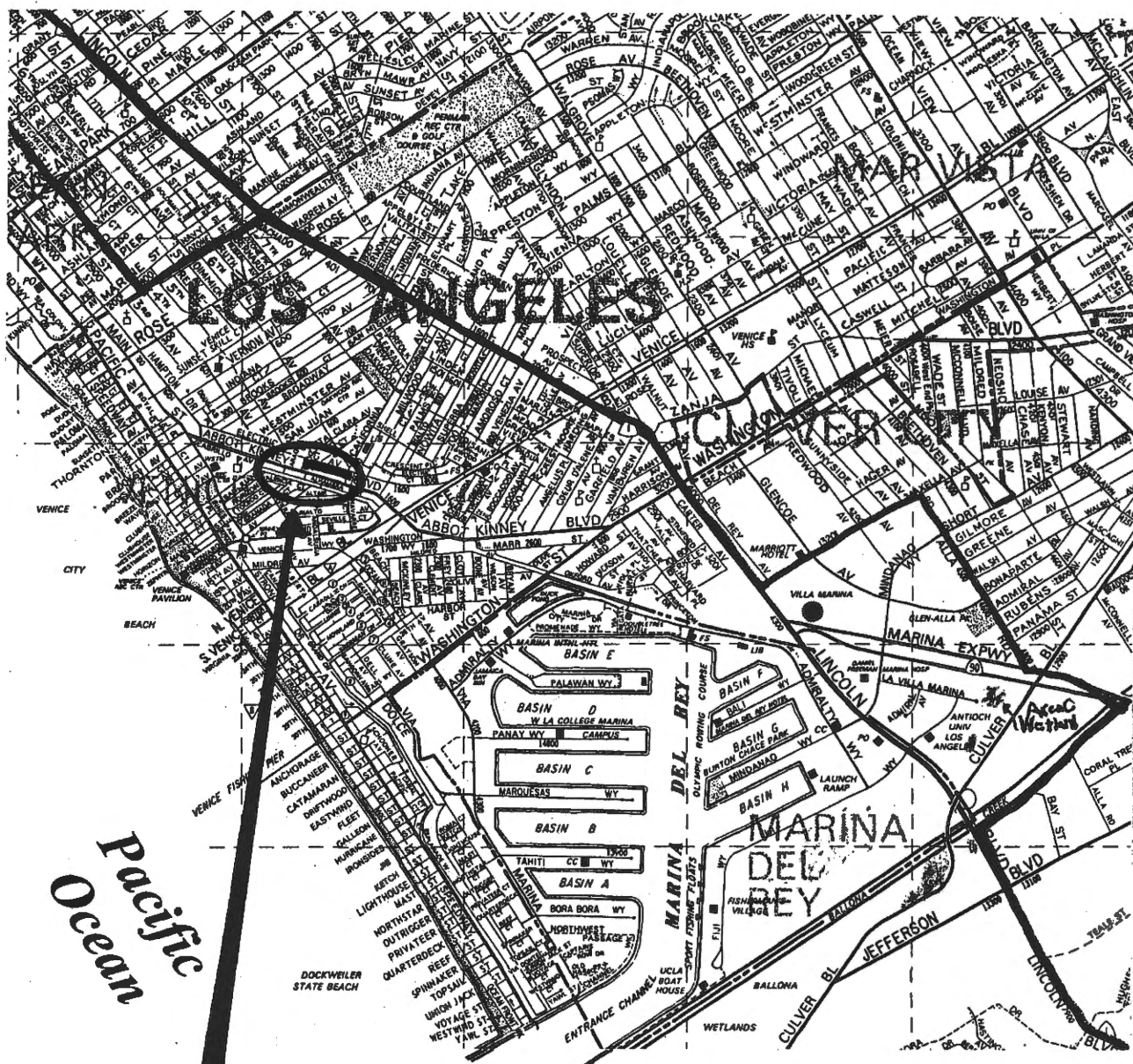
C. LOCAL COASTAL PROGRAM (LCP)

Coastal Act section 30604(a) states that, prior to certification of a local coastal program (“LCP”), a CDP can only be issued upon a finding that the proposed development is in conformity with Chapter 3 of the Act and that the permitted development will not prejudice the ability of the local government to prepare an LCP that is in conformity with Chapter 3. The City of Los Angeles Land Use Plan (LUP) for Venice was effectively certified on June 14, 2001. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified LUP for the area. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare an LCP that is in conformity with the provisions of Chapter 3 of the Coastal Act.

D. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

VENICE, CA



Pacific Ocean

Parking Lot #759



COASTAL COMMISSION
S-13-034-A

EXHIBIT # 2

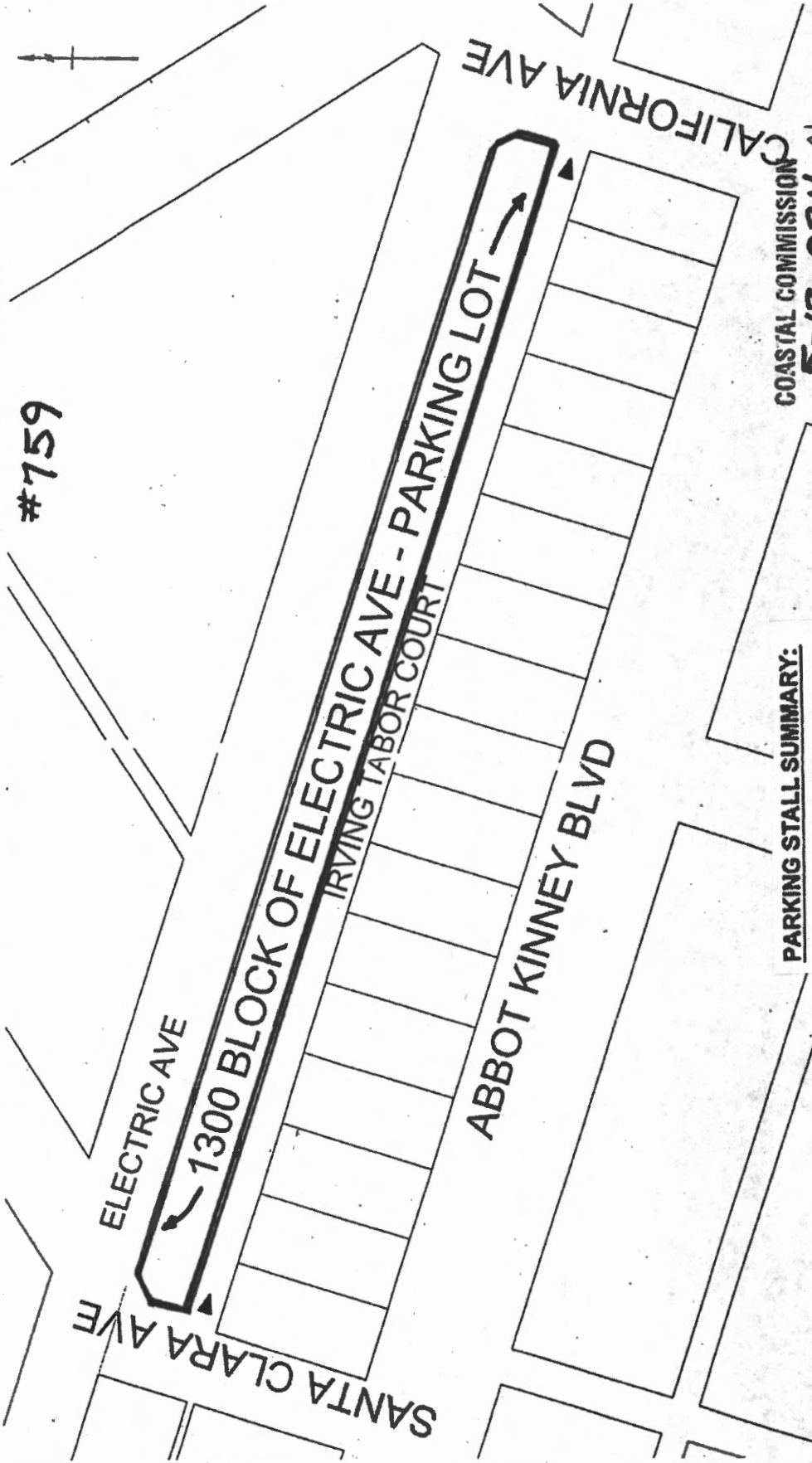
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2 3 4 5 6 7 8 9 10 11 12 13 14

BUREAU OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY OF LOS ANGELES

1300 BLOCK OF ELECTRIC AVE - PARKING LOT IMPROVEMENT

#759



COASTAL COMMISSION
5-13-034-A1

EXHIBIT # 1
PAGE 2 OF 2

PARKING STALL SUMMARY:

DISABLED ACCESS SPACES (8' X 16')	2
VAN ACCESSIBLE, DISABLED ACCESS SPACE (8' X 16')	1
STANDARD SIZE SPACES (8' X 16')	63
TOTAL NEW PARKING SPACES:	66

**TOW-AWAY
NO PARKING**

2 AM TO 7 AM

EXCEPT BY PERMIT

TO RECOVER IMPOUNDED VEHICLE CALL 311

##MYR

PROPERTY CITY OF LOS ANGELES

2529MOD

COASTAL COMMISSION

5-13-034-A1

EXHIBIT # 2

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