

CALIFORNIA COASTAL COMMISSION

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**F10a**

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180th Day: 01/06/2017
Staff: S. Vaughn-LB
Staff Report: 07/21/2016
Hearing Date: 08/12/2016

STAFF REPORT: PERMIT AMENDMENT

Application No.: 5-13-033-A1

Permittee: City of Los Angeles

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

Location: Parking Lot No. 760 located at 1600 Irving Tabor Court, 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 between 6:00 p.m. – 2:00 a.m., increase rates from \$1.00 per hour to \$3.00 per hour; 2) establish a maximum parking stall limit of two hours for the first 12 standard size stalls west of Venice Boulevard and four hours for the remaining 38 stalls; and 3) allow permitted parking between 2:00 a.m. – 7:00 a.m.

Description of Project Originally Approved: Improvements to a City-owned public parking lot, including installation of permeable pavement, lighting, landscaping, automated pay stations, and a perimeter wall/fence. Fifty (50) 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 two hours for the first 12 stalls west of Venice Boulevard and four hours for the remaining 38 stalls, and allow permit 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 in the area. The permit parking in this parking lot will be available on a first come first served basis to the general public and 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 and with one new special condition.

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EXHIBITS

Exhibit 1 – Vicinity Maps

Exhibit 2 – Proposed “No Parking” Sign

Exhibit 3 – CDP 5-33-033 Special Conditions

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** the proposed amendment to Coastal Development Permit Application No. 5-13-033-A1 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

Special Conditions 1 – 3 of Coastal Development Permit 5-13-033 are not changed and shall remain in effect (**Exhibit 3**). Special Condition 4 is added by this amendment.

- 4. Permit Parking Hours.** Permits issued by the City of Los Angeles for parking in City of Los Angeles Parking Lot No. 760, located at 1600 Irving Tabor Court 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 DESCRIPTION & LOCATION

On November 15, 2013, the Commission approved CDP 5-13-033 for improvements to a City-owned public parking lot, including: installation of permeable pavement, meters for paid parking, lighting, landscaping, and a perimeter wall/fence. Fifty (50) official public parking spaces are being 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 520-foot long by 30 feet wide parking lot is designated as Lot No. 760 by the City of Los Angeles, Department of Transportation. The parking lot holds 50 metered public parking spaces. The previously approved parking lot hours are from 7:00 a.m. 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 was originally 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 CDP 5-13-033 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 two hours for the first 12 standard size stalls west of Venice Boulevard and four hours for the remaining 38 stalls, and allow permit 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. Demand for parking in Venice significantly exceeds supply. In an effort to encourage vehicle turn-over, the City has proposed to increase parking rates. The proposed changes will allow visitors to the area to occupy a stall for up to two or four hours and pay a maximum of \$4.00 or \$8.00 (depending on the time limit of the stall), 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 \$6.00 or \$12.00 (depending on the time limit of the stall). The permit parking will be available for permit holders and will only be allowed between 2:00 a.m. and 7:00 a.m. when demand for parking is low and the parking lot is closed to the public.

Both the rate increase and two-hour and four-hour time limit per stall are reasonable in this case because the subject parking lot often, but not exclusively, serves 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 permit 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 consistent with the regular hourly rates and time limits. Parking permits will be administered by the Los Angeles Department of Transportation, Parking Facilities Division. Permits will be available on a first come first served basis and will cost \$ 50 per month. **Special Condition 4** will ensure that permit parking is strictly enforced by the City and not allowed outside of allotted permit parking hours. The opening of the subject parking lot between 2:00 a.m. and 7:00 a.m. will help to reduce the demand for on-street parking in this neighborhood by making otherwise unavailable parking spaces available to permit holders during those specified hours.

The subject parking lot is located inland of Abbot Kinney Boulevard, about one-half mile inland of Venice Beach, at 1600 Irving Tabor Court in between Venice Boulevard and Palms Boulevard 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.

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.

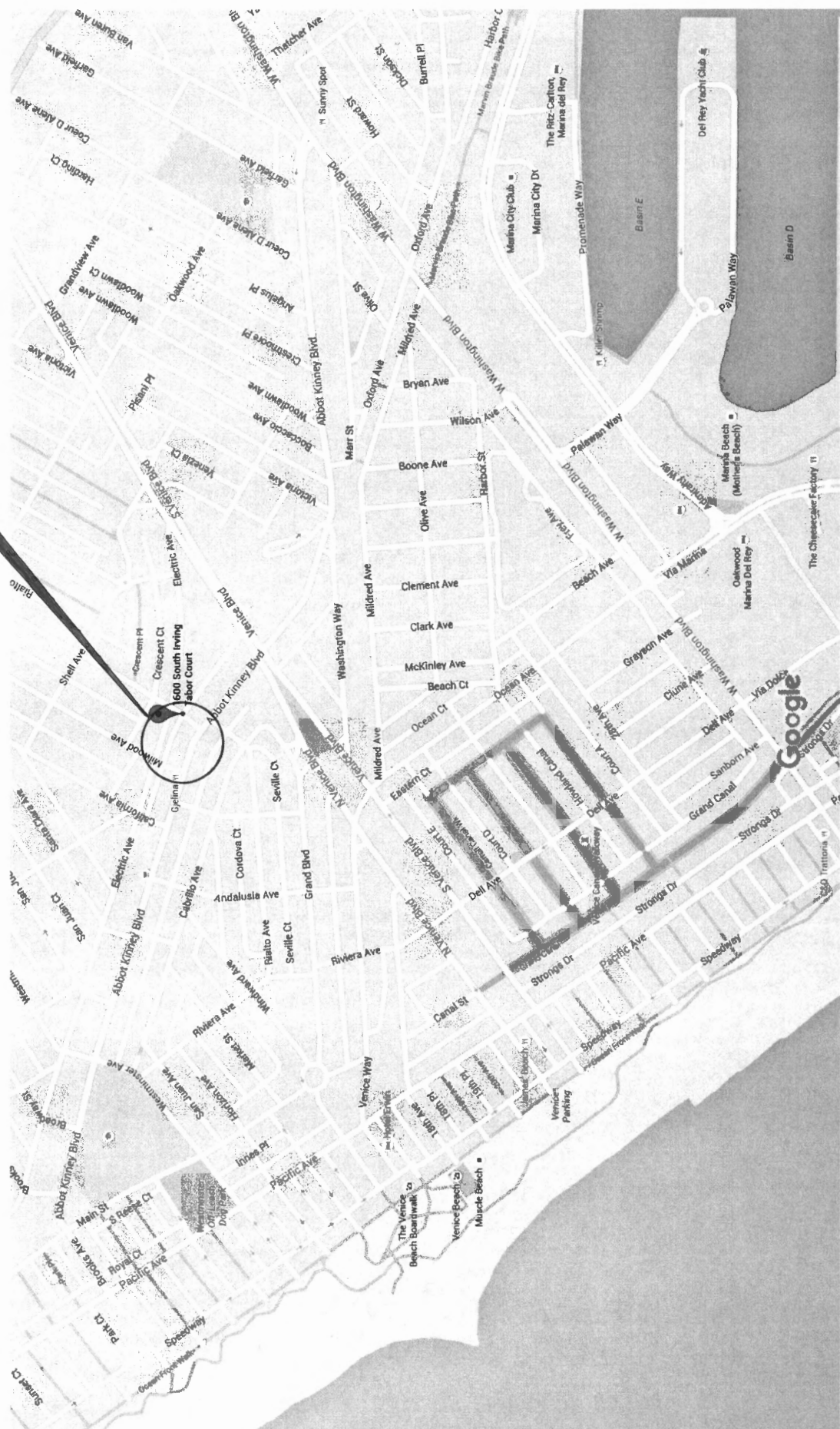
C. LOCAL COASTAL PROGRAM (LCP)

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.

Google Maps 1600 S Irving Tabor Ct PROJECT LOCATION



Map data ©2016 Google 500 ft

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EXHIBIT # 1

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Google Maps 1600 S Irving Tabor Ct



Imagery ©2016 Google, Map data ©2016 Google 50 ft

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4

HOUR

PARKING

7 AM TO 2 AM

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DAILY

TOW-AWAY
NO PARKING

2AM TO 7AM

EXCEPT BY PERMIT

TO RECOVER IMPOUNDED VEHICLE CALL 311

##MYR

PROPERTY CITY OF LOS ANGELES

2529MOD

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EXHIBIT # 2

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COASTAL DEVELOPMENT PERMIT

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STANDARD CONDITIONS

This permit is granted subject to the following special conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

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.

COASTAL COMMISSION 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

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- 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

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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.

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