

**CALIFORNIA COASTAL COMMISSION**

South Coast Area Office  
200 Oceangate, Suite 1000  
Long Beach, CA 90802-4302  
(2) 590-5071

**Item M7a**

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Staff: CP-LB  
Staff Report: 2/9/2001  
Hearing Date: March 12, 2001  
Commission Action:


**RECORD PACKET COPY****STAFF REPORT: REGULAR CALENDAR**

**APPLICATION NUMBER:** 5-00-050

**APPLICANT:** City of Long Beach Department of Parks, Recreation & Marine

**AGENT:** Mark Sandoval, Manager Marina & Beaches

**PROJECT DESCRIPTION:** One-year pilot program to allow overnight parking by permit in three public beach parking lots.

**PROJECT LOCATION:** Alamitos Avenue Public Beach Parking Lot located south of Ocean Boulevard and east of Shoreline Drive, Belmont Pier Public Beach Parking Lot located at the terminus of Termino Avenue, and Bayshore Avenue Public Beach Parking Lot located north of Ocean Boulevard between 54<sup>th</sup> and 55<sup>th</sup> Place, City of Long Beach, Los Angeles County.

**LOCAL APPROVALS:** City of Long Beach Local Coastal Development Permit Case Nos.: 0006-04 (Alamitos Lot), 0007-09 (Belmont Pier Lot) & 0006-06 (Bayshore Lot).

**SUBSTANTIVE FILE DOCUMENTS:**

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. Local Coastal Development Permit Case Nos. 0006-05 & 0006-07.
3. Coastal Development Permit/Appeal A5-LOB-00-434 (City of Long Beach).
4. Coastal Development Permit 5-97-291 (City of Long Beach/Belmont Pier Renov.).
5. Coastal Development Permit 5-93-232 (City of Long Beach/Hours) & amendment.

**SUMMARY OF STAFF RECOMMENDATION**

Staff is recommending that the Commission grant a permit for the proposed project with special conditions to: protect the public beach parking lots for coastal access and public recreation, extend the closing time of the Alamitos Avenue Lot to 10 p.m., require the City to enforce the provisions of the permit to prevent all-day storage of vehicles in the parking lots, require the City to monitor the permit program and use of the parking lots, and to limit the term of the permit to one year.

**STAFF NOTE:**

The public beach parking lots subject to this coastal development permit application are in part located seaward of the adjudicated mean high tide line (Chapter 138 Line) on publicly owned tidelands that the state has legislatively granted to the City of Long Beach. A coastal development permit is required from the Commission because the proposed project is located within the Commission's area of original jurisdiction. Pursuant to Section 30519 of the Coastal Act, any development located within the Commission's area of original jurisdiction requires a coastal development permit issued by the Commission. The Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act.

**STAFF RECOMMENDATION:**

The staff recommends that the Commission adopt the following resolution to **APPROVE** the coastal development permit application with special conditions:

**MOTION**

*"I move that the Commission approve with special conditions Coastal Development Permit 5-00-050 per the staff recommendation as set forth below."*

Staff recommends a **YES** vote which would result in the adoption of the following resolution and findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

**I. Resolution: Approval with Conditions**

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit 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 further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

**II. Standard 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 this permit is reported to the Commission. 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.

### III. Special Conditions

#### 1. Overnight Parking Permit Program

This Commission action does not authorize any parking permit program in any public beach parking lot other than an overnight permit parking program. This Commission action authorizes (nighttime) parking only in the following parking lots with a City-issued permit that is valid only during the following hours:

Alamitos Avenue Lot	Parking Permit valid 10 p.m. until 8 a.m.
Belmont Pier Lot	Parking Permit valid 10 p.m. until 8 a.m.
Bayshore Lot	Parking Permit valid 10 p.m. until 8 a.m.

Prior to the issuance of the coastal development permit, the City shall extend the hours of daily public access (no permit required) to the Alamitos Avenue Public Beach Parking Lot so that it remains open until 10 p.m. No parking permit shall be required for parking in any public beach parking lot each day from one hour before sunrise until 10 p.m. (until 12 a.m. in the Belmont Pier Lot). All persons parking vehicles in a public beach parking lot between the (daytime) hours of 8 a.m. and 6 p.m. shall be required to pay the parking meters (or shall pay the parking attendant for use of the Belmont Pier Lot).

#### 2. Issuance of City Parking Permits

The City-issued parking permits shall be available to the general public, and shall not be restricted only to local residents or any other preferential group. Each City-issued

parking permit shall clearly state that the parking permit only authorizes use of the public beach parking lots consistent with condition one above, and that use of the public beach parking lots at all other times shall be subject to the same metered/attendant parking rates as the general public, and that any violation of these terms could result in a fine and/or towing of the vehicle at the owner's expense.

3. Enforcement of Permit Program

Prior to issuance of the coastal development permit, the City shall submit for the review and approval of the Executive Director, an enforcement plan that demonstrates the methods that the City will employ to ensure that vehicles with overnight parking permits are not stored in the public beach parking lots after 8 a.m. each day. The enforcement plan shall include a signage plan consistent with special condition one and shall ensure that any and all vehicles parked in a public beach parking lot between the daylight hours of 8 a.m. and 6 p.m. shall be subject to a fine and/or towing of the vehicle at the owner's expense, unless the parking meter or parking attendant fee has been paid. The enforcement plan shall delegate specific enforcement responsibilities to specific City departments. The City shall implement the overnight permit parking program and the enforcement plan consistent with the permit approved by the Commission and the enforcement plan approved by the Executive Director. Any change proposed to the approved overnight permit parking program or enforcement plan shall be submitted to the Executive Director in order to determine whether an amendment to this coastal development permit is required.

4. Term of Coastal Development Permit

This Commission action authorizes the City to implement an overnight permit parking program in the Alamitos Avenue Lot, Belmont Pier Lot and Bayshore Lot for a limited period of one year. The one-year permit term will terminate one year from the date of Commission approval. During the one-year term of this permit, the City shall monitor the overnight permit-parking program and collect data to be used during the City's and Commission's review of any subsequent permit terms. A new or amended local coastal development permit, and an amendment to this coastal development permit, must be obtained prior to the implementation of any subsequent permit terms. For each parking lot, the City shall keep a record of the number of parking permits issued, the daytime parking demand, nightly vehicle counts after 10 p.m., police reports and neighborhood complaints.

5. Protection of Public Beach Parking Facilities

All parking spaces within the public beach parking lots 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 a public beach parking lot by any person or group other than the general public (handicapped spaces excluded). No parking spaces within a public beach parking lot

shall be used to satisfy parking requirements for any commercial use or activity. This condition does not prohibit the City from requiring a City-issued parking permit, available to the general public, for use of the Alamitos Avenue Lot and Bayshore Lot between the hours of 10 p.m. and one hour before sunrise, and between the hours of 12 a.m. and one hour before sunrise for use of the Belmont Pier Lot.

#### 6. Conditions Imposed by Local Government

This action has no effect on conditions imposed by a local government pursuant to an authority other than the Coastal Act. The City may restrict the size of vehicles authorized to use the parking lots.

### IV. Findings and Declarations

The Commission hereby finds and declares:

#### A. Project Description

The proposed project would implement the following management changes for the Alamitos Avenue, Belmont Pier, and Bayshore public beach parking lots during a one-year pilot program:

- Keep access to each parking lot open all the time. The City currently closes the entry gate of the Alamitos Avenue Lot one-hour after sunset, the Belmont Pier Lot is closed at midnight, and parking is prohibited in the Bayshore Lot after 10 p.m. The City currently reopens each parking lot one-hour before sunrise.<sup>1</sup>
- Authorize the use of the parking lots from closing time until one-hour before sunrise only by vehicles displaying City-issued parking permits (\$30 per month).
- Install new signs to inform the public of the requirement for a parking permit from closing time until one hour before sunrise.

The ***Alamitos Avenue Parking Lot*** near Downtown Long Beach is located on the beach east of Shoreline Drive, the first road inland of the shoreline (Exhibit #2, p.1). The Alamitos Avenue Parking Lot contains 136 metered parking spaces and three unmetered handicapped parking spaces. The parking meters, which are in effect from 8 a.m. to 6 p.m. daily, cost \$0.25 for each fifteen minute period of time.

Pursuant to amended Coastal Development Permit 5-93-232 (City of Long Beach), the City currently opens the gate to the Alamitos Avenue Parking Lot one hour before sunrise

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<sup>1</sup> The City opens and closes each of its public beach parking lots consistent with the hours approved by the Commission pursuant to its May 12, 1994 approval of Coastal Development Permit Amendment 5-93-232-A1.

and closes the gate one hour after sunset. The one-way parking lot exit (tiger claw) is always open. The lot is lit at night by street lamps.

The Alamitos Avenue Parking Lot is bordered on the east and south by the beach and Marina Green Park (Exhibit #2, p.1). This public parking lot provides a primary parking reservoir for visitors to the City's westernmost beach. The Downtown Shoreline area, Shoreline Drive and the parking lot access road occupy the area immediately west of the parking lot. The historic 15-story Villa Riviera apartment building and its parking garage abut the north side of the parking lot. Several residents of the Villa Riviera have requested that the City and Commission permit residents to store their vehicles in the City-owned parking lot because there is an inadequate on-site parking supply for their building.

The nearest commercial uses are located inland of Ocean Boulevard in Downtown Long Beach, several hundred feet away from the Alamitos Avenue Parking Lot.

The **Belmont Pier Parking Lot** in Belmont Shore is located on the sandy beach between the Belmont Pier and the Belmont Plaza Pool (Exhibit #2, p.2). A three-story residential condominium building is located on the inland (north) side of the parking lot. This parking lot provides parking for beach goers, fishers and customers of the Belmont Brewery, La Palapa Restaurant and other commercial uses located near the pier and Belmont Plaza.

The Belmont Pier Parking Lot contains 253 parking spaces. The parking meters were recently removed from the parking lot and replaced with an attendant parking system pursuant to Coastal Development Permit 5-97-291 (City of Long Beach). A ticket is issued for each vehicle as it passes through the entrance gate. The parking lot attendant accepts the fee for parking and opens the exit gate as a vehicle leaves the parking lot. The rate for parking is \$0.25 for each fifteen minute period, with a ten-dollar maximum.

Pursuant to amended Coastal Development Permit 5-93-232 (City of Long Beach), the Belmont Pier Parking lot is open for use from one hour before sunrise until midnight. The lot is lit at night by street lamps.

The **Bayshore Parking Lot** is a narrow public parking area situated between the sandy beach of Alamitos Bay and the north side of Ocean Boulevard on the Alamitos Bay Peninsula (Exhibit #2, p.3). The Bayshore Parking Lot contains 40 metered parking spaces, 17 parking spaces reserved for slip renters, and three unmetered handicapped parking spaces. There are no gates to prevent access to these parking spaces, but a City ordinance prohibits use of the metered parking spaces after 10 p.m. The parking meters, which are in effect from 8 a.m. to 6 p.m. daily, cost \$0.25 for fifteen minutes.

The Bayshore Parking Lot provides parking for beach goers, sailors using the Leeway Sailing Center and other recreationists using the City's park facilities at the Bayshore Playground. Numerous curbside parking spaces are also available along both sides of Ocean Boulevard in the immediate area. The Ocean Boulevard curbside parking spaces are not metered. The area is lit at night by street lamps. The nearest commercial uses

are located along the Second Street commercial corridor, about one-half mile northwest of the Bayshore Playground and parking lot (Exhibit #2, p.3).

## **B. Project Background**

Both the City and Commission have recently reviewed the City's proposed overnight permit program through the local coastal development permit and Commission appeal process. The City has issued five local coastal development permits to implement the proposed overnight permit program in five public beach parking lots that are partially or totally located within the City's local coastal development permit jurisdiction. On January 11, 2001, the Commission reviewed and approved the implementation of the proposed overnight permit program in the La Verne Avenue Public Beach Parking Lot pursuant to its action on Appeal A5-LOB-00-434 (City of Long Beach).

This is the history of the proposed pilot program. During the mid-1990's, the City Council and Department of Park, Recreation and Marine responded to citizen and business requests to investigate potential solutions to parking shortages that exist in the Belmont Shore area and in the Villa Riviera apartment tower located next to the Alamitos Avenue Public Beach Parking Lot. These parking shortages are primarily the result of inadequate on-site parking for residents and competition for on-street parking between area residents and customers and employees of commercial uses. The City has identified its public beach parking lots as potential parking reservoirs that could be used to help relieve the parking shortages.

In 1999, the City conferred with Commission staff regarding the potential use of public beach parking lots for vehicle storage by residents and employees of commercial uses. Commission staff informed the City that a coastal development permit would be required for any preferential parking or parking permit program, and that Chapter 3 policies of the Coastal Act require that the public beach parking lots be protected to support public access to the shoreline and lower cost recreational activities.

On February 4, 2000, the City of Long Beach Department of Parks, Recreation and Marine submitted Coastal Development Permit application 5-00-050 to the Coastal Commission's Long Beach office requesting Commission approval to allow overnight parking by permit in the several of its public beach parking lots with provisions to protect public access. Coastal Development Permit application 5-00-050 (City of Long Beach) was deemed incomplete by Commission staff because the City had not processed the required local coastal development permits for the portion of the project located within the geographic area subject to the certified City of Long Beach Local Coastal Program (LCP).

Commission staff advised the City to process local coastal development permits for the parking lots or portions of parking lots located within the geographic area subject to the certified LCP. The former mean high tide line (MHTL), known as the Chapter 138 Line, separates the beach and water areas within the Commission's original jurisdiction from

the inland areas where the Commission has delegated coastal development permit authority to the City pursuant to its certified LCP (Exhibit #2).

In April of 2000, the City of Long Beach Department of Parks, Recreation and Marine submitted its applications to the City of Long Beach Department of Planning and Building for five local coastal development permits to permit a one-year pilot program for overnight parking by permit in the following five public beach parking lots:

Alamitos Avenue Parking Lot	La Verne Avenue Parking Lot
Bayshore Parking Lot	Fifty-fourth Place Parking Lot
Belmont Pier Parking Lot	

The La Verne Avenue Lot and the Fifty-fourth Place Lot are both situated entirely within the area subject to the certified LCP, and outside of the Commission's area of original jurisdiction (Exhibit #2, p.3). The Alamitos Avenue Lot, Belmont Pier Lot and the Bayshore Lot are bisected by the Chapter 138 Line, and are all partially located within the Commission's area of original jurisdiction (Exhibit #2, ps.1&2). All portions of the public beach parking lots that area situated inland of the Commission's area of original jurisdiction (Chapter 138 Line) do fall within the appealable area of the coastal zone.

On August 2, 2000, the City of Long Beach Zoning Administrator approved the following five local coastal development permits for the proposed one-year pilot program to allow overnight parking by permit in the following five public beach parking lots:

<u>City Permit No.</u>	<u>Beach Parking Lot</u>	<u>Date of Local Approval</u>	
No. 0006-04	Alamitos Avenue	08/02/00	Zoning Administrator
No. 0006-05	La Verne Avenue	08/02/00 09/21/00	Zoning Administrator Planning Commission <sup>2</sup>
No. 0006-06	Bayshore Avenue	08/02/00	Zoning Administrator
No. 0006-07	Fifty-fourth Place	08/02/00 09/21/00	Zoning Administrator Planning Commission
No. 0007-09	Belmont Pier	08/02/00	Zoning Administrator

The Zoning Administrator's approval of the local coastal development permits for the Alamitos Avenue Lot (Case No. 0006-04), the Bayshore Avenue Lot (Case No. 0006-07), and the Belmont Pier Lot (Case No. 0007-09) were not appealed to the Planning

<sup>2</sup> The Long Beach Planning Commission's approval of Local Coastal Development Permit No. 0006-05 was appealed to the Coastal Commission. On January 11, 2001, the Commission approved with conditions the proposed one-year pilot program for the La Verne Avenue Lot (See Appeal A5-LOB-00-434).



Commission. These three parking lots are the subject of this staff report due to their location partially within the Commission's area of original permit jurisdiction.

The Zoning Administrator's actions approving the proposed pilot program for the La Verne Avenue Parking Lot (Case No. 0006-05) and for the Fifty-fourth Place Parking Lot (Case No. 0006-07) were appealed by local residents to the City Planning Commission. On September 21, 2000, the City of Long Beach Planning Commission held a public hearing for the appeals of Local Coastal Development Permit Nos. 0006-05 and 0006-07. At the conclusion of the public hearing, the Planning Commission denied the appeals and sustained the decision of the Zoning Administrator to approve both local coastal development permits.

Each of the five locally approved permits for the proposed overnight permit parking program included the following conditions of approval:

11.a. The Pilot Program is subject to an administrative 6-month review period. The applicant shall establish criteria to evaluate the program's effectiveness and prepare a report for review by the Planning Department. The report shall include an analysis of the program's operational characteristics including, but not limited to, the number of permits sold, daily vehicle counts, police reports and neighborhood complaints.

11.b. Approval is granted for one-year period. Prior to expiration of this permit, the applicant shall reapply for a local coastal development permit with a noticed public hearing.

11.c. If required by the California Coastal Commission, the applicant shall obtain a coastal permit from the California Coastal Commission.

11.d. The overnight parking program is effective from 6 p.m. to 8 a.m. daily. Parking passes shall be limited to personal (non-commercial) vehicles 20' or less in length, with a current vehicle registration. Unregistered and inoperable vehicles are prohibited. The passes shall be clearly displayed in each automobile parked in a City lot.

11.e. The applicant shall install signage at the parking lot entrance indicating the hours of operation, permit requirements for overnight parking, and the prohibition of loitering.

11.f. The applicant shall prevent loitering in the parking lots. If loitering problems develop, the Director of Planning and Building may require additional security measures or initiate revocation procedures for the local coastal development permit.

11.g. The entrance gates shall remain open and the spikes shall be locked down to avoid unnecessary noise.

12. The site shall be operated in compliance with the City Noise Ordinance, Chapter 8.80 of the Long Beach Municipal Code. Implementation of the program shall not create excessive noise and nuisances to surrounding property owners.

The five approved local coastal development permits also included findings that the proposed overnight permit parking program is consistent with the certified LCP, and that the overnight permit parking program would not interfere with public beach access because there is little overlap in the demand for beach parking and the hours of the approved overnight permit parking program. The City found that, based on the limited hours (6 p.m. to 8 a.m.), the overnight permit parking program would not conflict with the use of the parking facilities by beach goers.

The Planning Commission's actions to deny the appeals of the local coastal development permits were not appealable to the City Council, but were appealable to the Commission. In October of 2000, Commission staff received two appeals of Local Coastal Development Permit No. 0006-05 which approved the overnight parking permit program for the La Verne Avenue Parking Lot (Exhibit #2, p.3). The other four local coastal development permits for the proposed pilot program were never appealed to the Coastal Commission.

On January 11, 2001, the Commission found that a substantial issue existed with the City's approval of Local Coastal Development Permit No. 0006-05, and after the public hearing, approved a de novo coastal development permit (A5-LOB-00-434) to allow the City to implement the proposed overnight parking permit program in the La Verne Avenue Parking Lot. The Commission's special conditions adopted pursuant to its approval of Coastal Development Permit/Appeal A5-LOB-00-434 are similar to the conditions that have been recommended by staff for the approval of this application (Coastal Development Permit application 5-00-050).

Coastal Development Permit application 5-00-050, which proposes to implement the overnight parking permit program in parking lots situated within the Commission's area of original jurisdiction (Alamitos Avenue Lot, Belmont Pier Lot, and the Bayshore Lot), was deemed to be complete on February 6, 2001, and has been scheduled for Commission hearing and action at the March 13-16, 2001 Commission meeting in San Diego.

### **C. Recreation and Public Access**

One of the basic goals of the Coastal Act is to protect and maximize public access and recreational opportunities to and along the coast. Pursuant to Section 30604(c) of the Coastal Act, because the proposed development is located between the first public road and the sea, the proposed project can be approved only if it is found to be consistent with the following public access and recreation policies of the Coastal Act.

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with

public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212.5 of the Coastal Act states:

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213 of the Coastal Act states:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

The proposed project involves changes to the City's management of the Alamitos Avenue, Belmont Pier, and Bayshore public beach parking lots located on the beach between the Ocean Boulevard and the shoreline. The City proposes to implement a one-year pilot program to allow overnight vehicle storage in the parking lots. A City-issued parking permit would have to be displayed in order to park a vehicle in the facility after the official parking lot closing time. The City currently closes the entry gate of the Alamitos Avenue Lot one-hour after sunset, the Belmont Pier Lot is closed at midnight, and the Bayshore Lot is closed at 10 p.m. The City currently reopens each parking lot one-hour before sunrise. Under the proposed program, the parking lots would remain open all the time.

The proposed project can be approved by the Commission only if it does not restrict public access to the coast or negatively impact public recreational opportunities. While the proposed increase in hours that the parking lots would be open would appear to enhance the public's ability to use the parking lots, and thus improve access to the beach and shoreline, the proposed use of the parking lots for overnight vehicle storage could

have the opposite effect. Public access and recreation would be negatively impacted if the proposed pilot program reduces the hours that beach goers can use the parking lots, or if the amount of parking that is currently available for use by beach goers is reduced. Therefore, the approval of the proposed overnight parking permit program must be conditioned in order to protect the existing use of the public parking lots for coastal access.

First, the proposed pilot program shall not interfere with the public's ability to use the parking lots to access to the shoreline and coastal recreational activities. Therefore, the proposed permits cannot give preference to the permit holders over the general public during the hours that the parking lots are open for public access. Pursuant to the Commission's May 12, 1994 approval of Coastal Development Permit Amendment 5-93-232-A (City of Long Beach Curfew), the three public parking lots are currently open for public use, with no parking permit required, as follows:

Alamitos Avenue Lot: Open 1 hour before sunrise until 1 hour after sunset

Belmont Pier Lot: Open 1 hour before sunrise until Midnight (12 a.m.)

Bayshore Lot: Open 1 hour before sunrise until 10 p.m.

The City's signs posted in the Alamitos Avenue and Bayshore Parking Lots state that payment of the parking meters is required for parking between the hours of 8 a.m. and 6 p.m. A parking attendant collects the required parking fees in the Belmont Pier Lot. Therefore, parking is currently free for all users of the Alamitos Avenue Lot from the morning opening until 8 a.m., and from 6 p.m. until the lot closes at one hour after sunset (the Alamitos Lot closes as early as 5:15 p.m. in the winter and as late as 9:15 p.m. in the summer). Parking is currently free for all users of the Bayshore Lot from the morning opening until 8 a.m., and from 6 p.m. until the lot closes at 10 p.m. Parking is free in the Belmont Pier Lot only when the parking attendant is not on duty (varies seasonally).

Anyone may use the public parking lots during the current hours of operation, including beach goers, residents and customers of the distant commercial uses. The parking meters, however, must be paid to use the Alamitos Avenue and Bayshore Parking Lots between the hours of 8 a.m. and 6 p.m. The parking attendant must be paid to use the Belmont Pier Lot. The current parking lot management system, including the parking meters, protects the facilities for use by beach goers by preventing the all day storage vehicles in the beach lots. The requirement to pay the parking meters/fees discourages people from leaving vehicles in the facilities for the whole day and keeps the more parking spaces available for beach goers.

The proposed overnight vehicle storage in the parking lots could occur during the hours that the parking lots are currently closed without causing any negative effects to coastal access because there would be no reduction in the current hours or amount of parking that is available for general public use. Therefore, in order to protect public access to the

parking that supports access to the shoreline and coastal recreational activities, Special Condition One states that

This Commission action does not authorize any parking permit program in any public beach parking lot other than an overnight permit parking program. This Commission action authorizes (nighttime) parking only in the following parking lots with a City-issued permit that is valid only during the following hours:

Alamitos Avenue Lot	Parking Permit valid 10 p.m. until 8 a.m.
Belmont Pier Lot	Parking Permit valid 10 p.m. until 8 a.m.
Bayshore Lot	Parking Permit valid 10 p.m. until 8 a.m.

Prior to the issuance of the coastal development permit, the City shall extend the hours of daily public access (no permit required) to the Alamitos Avenue Public Beach Parking Lot so that it remains open until 10 p.m. No parking permit shall be required for parking in any public beach parking lot each day from one hour before sunrise until 10 p.m. (until 12 a.m. in the Belmont Pier Lot). All persons parking vehicles in a public beach parking lot between the (daytime) hours of 8 a.m. and 6 p.m. shall be required to pay the parking meters (or shall pay the parking attendant for use of the Belmont Pier Lot).

Special Condition One requires the City to extend the hours of daily public access (no permit required) to the Alamitos Avenue Public Beach Parking Lot to 10 p.m. instead of its current closing time at one hour after sunset. This provision is necessary to protect public access to the Alamitos Avenue Lot after 6 p.m. when the City proposes to require users to display an overnight parking permit. In the wintertime, when beach parking demand is lowest, the City closes the entrance gate to the Alamitos Avenue Lot at about 6 p.m. (one hour after sunset). However, in the summertime, when beach parking demand is highest, the City closes the entrance gate to the Alamitos Avenue Lot after 9 p.m. (one hour after sunset).

The proposed requirement to display an overnight parking permit after 6 p.m. would reduce the existing level of public access to this beach parking lot in the summertime when it is heavily used by beach goers. The Alamitos Avenue Lot is a popular destination for residents of Downtown and North Long Beach due to its situation as the westernmost sandy beach in the City (Exhibit #2). During the summer, many beach goers do not leave the beach until after the sun goes down. As proposed by the City, the overnight parking permit holders (i.e. residents of the abutting Villa Riviera apartment building) would begin using the public beach parking lot for overnight parking at 6 p.m., while the beach goers would have to move their cars out of the Alamitos Avenue Lot by 6 p.m. unless they have purchased a \$30 overnight parking permit.

Anyone can currently park a vehicle in the Alamitos Avenue Lot after 6 p.m. in the summer for free because the meters are in effect only until 6 p.m. The proposal to allow only overnight vehicle storage in the lot at 6 p.m. would conflict with the use of the parking facilities by beach goers during summer evenings. In order to maintain equal access to the Alamitos Avenue parking facility during summer evenings, the requirement for overnight parking permits shall not begin until 10 p.m., and the parking lot shall be open to the general public for free parking, including both permit holders and beach goers without permits, from 6 p.m. until 10 p.m. As conditioned, the City-issued parking permits will not be valid during the peak beach use periods when the parking supply is protected to support access to the shoreline and coastal recreational activities.

During the hours that each parking lot is open for public use, access to the parking shall be equal and the rules regarding the use of the public beach parking lots shall be the same for the general public (those without parking permits) and persons who have purchased a City-issued parking permit. Only as conditioned is the proposed project consistent with the public access and recreation policies of the Coastal Act.

Because the parking meters do not have to be paid after 6 p.m. in the Alamitos Avenue and Bayshore Parking Lots, those persons with City-issued parking permits could leave their vehicle in those parking lots at 6 p.m. (or before if they pay the meter) and not be required to move their vehicle from the parking lot until 8 a.m. the next morning. These hours are consistent with the City's intended pilot program, and would not give the parking permit holders any advantage over other users of the parking lots. At 8 a.m. each morning, the parking lots would be available only to those persons who are present to pay the parking meters. The required payment of the parking meters after 8 a.m. prevents people from leaving their vehicle in a parking lot all day while not being at or near the beach. This ensures that the parking facilities are protected to support coastal access and recreation.

The 8 a.m. limitation on the proposed overnight permit parking program is necessary to protect the public parking facilities for coastal access and recreation. In order to ensure that the vehicles that are permitted to be parked overnight in the parking lots are removed by 8 a.m. the next morning, Special Condition Three requires the City to submit an signage and enforcement plan for approval by the Executive Director that demonstrates the methods that the City will use to enforce the requirement to pay the parking meter/attendant and prevent the all-day storage of vehicles in the facilities. Strict enforcement of the requirement to pay the parking meters/attendant between the hours of 8 a.m. and 6 p.m. when beach use peaks is necessary to protect public access to the shoreline. Only as conditioned is the proposed project consistent with the public access and recreation policies of the Coastal Act.

In addition, the public access and recreation policies of the Coastal Act require that the public beach parking lots be open and available for use by the general public with no preferential treatment for any person or group. This means that everyone using the facilities is subject to the same rules. The City may restrict the size of vehicles that may

park in the parking lots, and as authorized by the coastal development permit, require parking permits for the hours between 10 p.m. and one hour before sunrise (between midnight and one hour before sunrise for the Belmont Pier Lot), but the parking permits shall be available to the general public. This action does not authorize any preferential parking system that would limit the sale of parking permits to local residents or reserve any parking spaces for anyone. Special Condition Five states:

All parking spaces within the public beach parking lots 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 a public beach parking lot by any person or group other than the general public (handicapped spaces excluded). No parking spaces within a public beach parking lot shall be used to satisfy parking requirements for any commercial use or activity. This condition shall not preclude the requirement for a City-issued parking permit, available to the general public, for use of the Alamitos Avenue Lot and Bayshore Lot between the hours of 10 p.m. and one hour before sunrise, and between the hours of 12 a.m. and one hour before sunrise for use of the Belmont Pier Lot.

Special Condition Five also states that the parking spaces in the public beach parking lots shall not be used to satisfy parking requirements for any commercial use or activity. Although the current City proposal does not include any provision to allow public parking spaces to be counted towards the satisfaction of parking requirements for any commercial use or activity, there have been proposals in the past. Only as conditioned is the proposed project consistent with the public access and recreation policies of the Coastal Act.

Finally, because the existing and future demand for parking by beach goers in the Alamitos Avenue, Belmont Pier and Bayshore public beach parking lots is not known, and the demand for overnight parking permits is not yet known, the full effect of the proposed project as conditioned cannot be fully anticipated. More information is needed.

Therefore, the approval of this coastal development permit authorizes only the proposed one-year pilot program during which the City shall be required to monitor the parking facilities and overnight parking permit program. The one-year permit term will terminate one year from the date of Commission approval. During the one-year term of this permit, the City shall monitor the overnight permit-parking program and collect data to be used during the City's and Commission's review of any subsequent permit terms. A new or amended local coastal development permit, and an amendment to this coastal development permit, must be obtained prior to the implementation of any subsequent permit terms. For each parking lot, the City shall keep a record of the number of parking permits issued, the daytime parking demand, nightly vehicle counts after 10 p.m., police reports and neighborhood complaints.

As conditioned, the proposed pilot overnight parking permit program is consistent with the Coastal Act policies which encourage public access and recreational use of coastal areas.

**D. Certified Local Coastal Program (LCP)**

The proposed project, as conditioned, conforms to the certified Long Beach LCP. The Long Beach LCP was certified by the Commission on July 22, 1980. The certified Long Beach LCP does not contain any policies that directly address the management of the public beach parking lots. The LCP does state that parking for beach goers in the lots south of Ocean Boulevard is adequate during most of the summer months. The LCP also states that only beach-dependant recreational facilities should be located on the beach. As conditioned, the proposed project does not conflict with any provisions of the certified LCP, and can be found to be in conformance with the certified LCP.

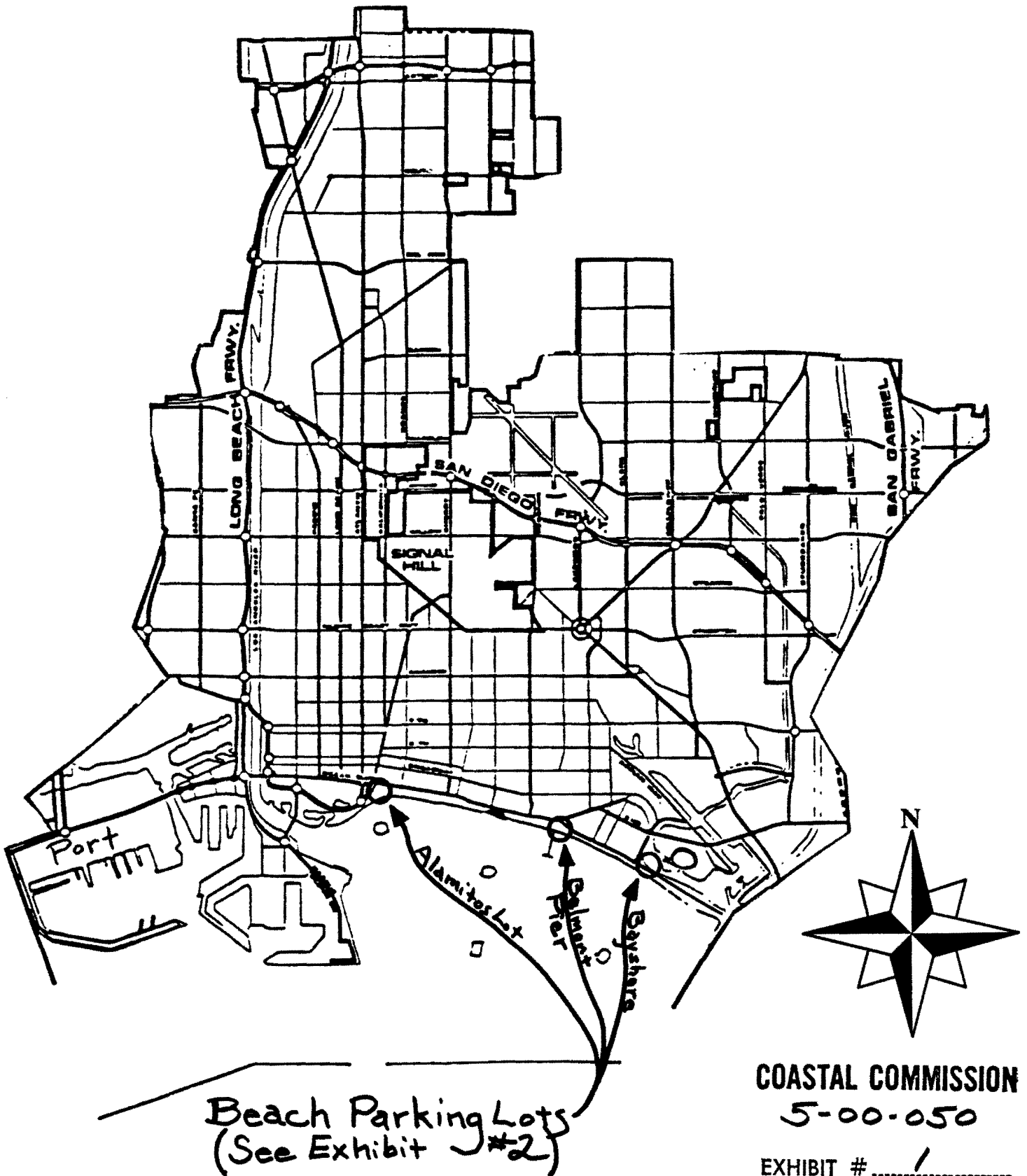
**E. California Environmental Quality Act (CEQA)**

Section 13096 of the California Code of Regulations requires Commission approval of coastal development permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

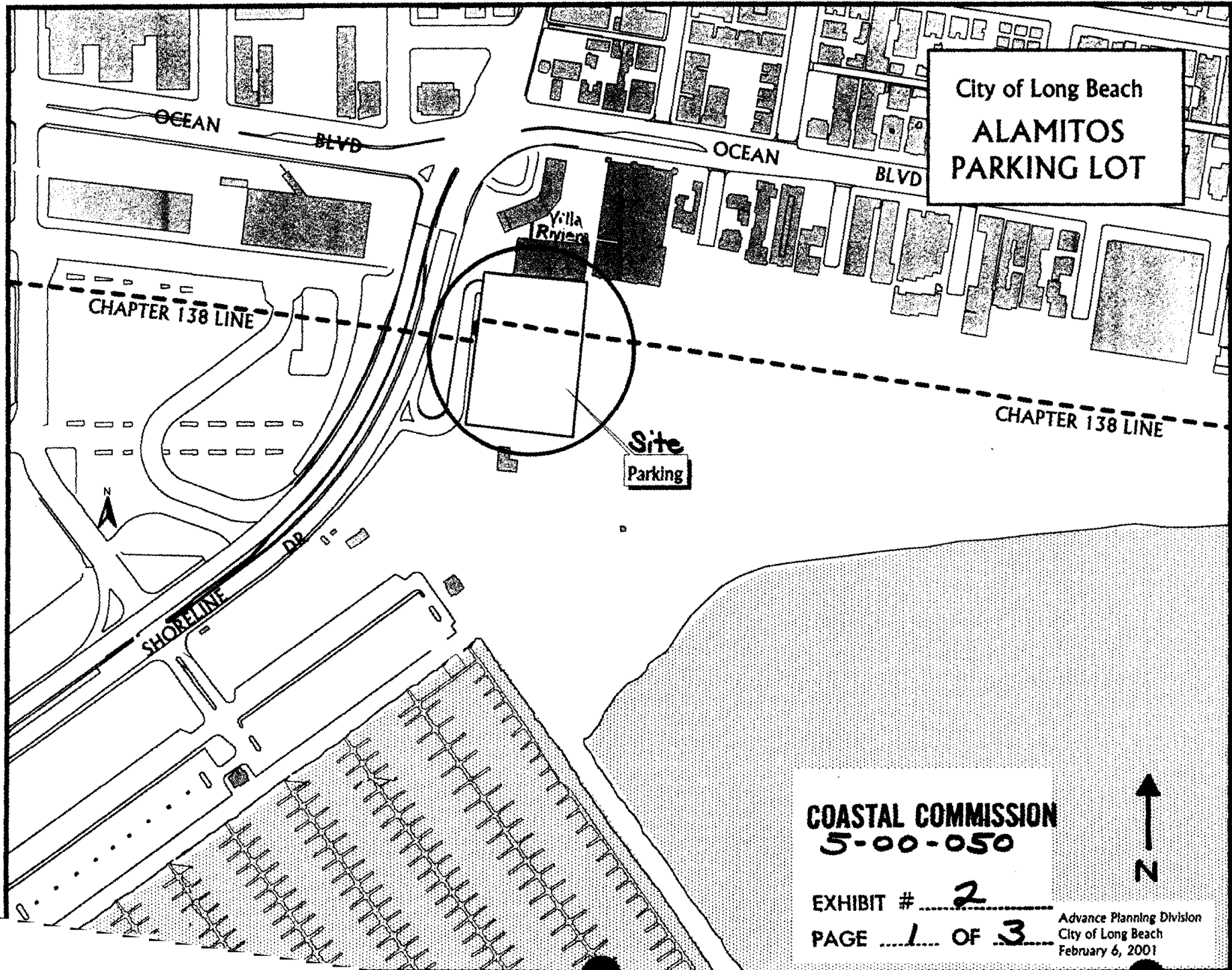
The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and is consistent with the Coastal Act and the applicable requirements of CEQA.



# City of Long Beach



COASTAL COMMISSION  
5-00-050  
EXHIBIT # 1  
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City of Long Beach  
**ALAMITOS  
PARKING LOT**

OCEAN

BLVD

OCEAN

BLVD

CHAPTER 138 LINE

CHAPTER 138 LINE

Villa  
Riviera

Site  
Parking

SHORELINE  
DR

**COASTAL COMMISSION**  
**5-00-050**

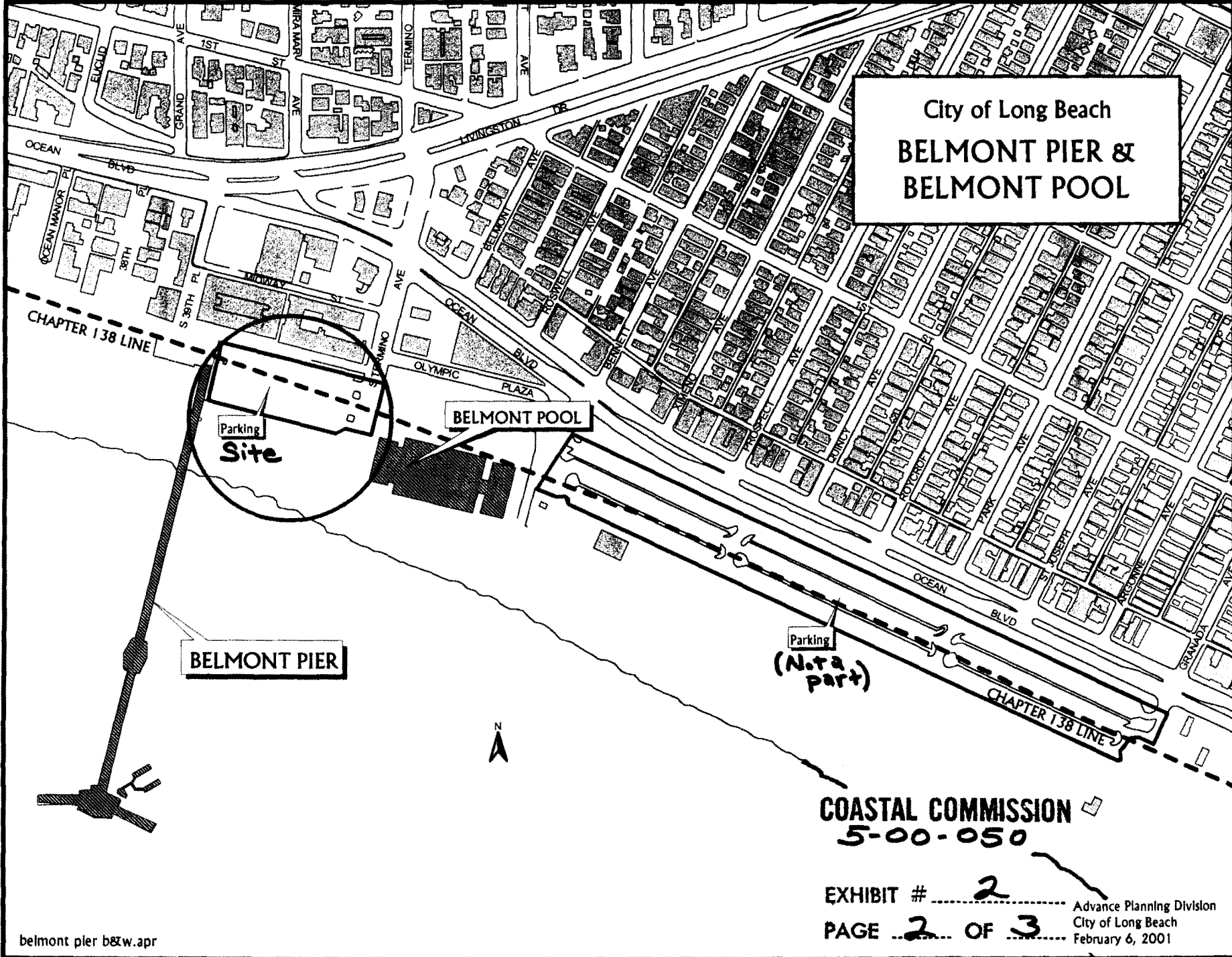
EXHIBIT # 2

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Advance Planning Division  
City of Long Beach  
February 6, 2001

City of Long Beach  
**BELMONT PIER &  
BELMONT POOL**



**BELMONT PIER**

**BELMONT POOL**

Parking  
**Site**

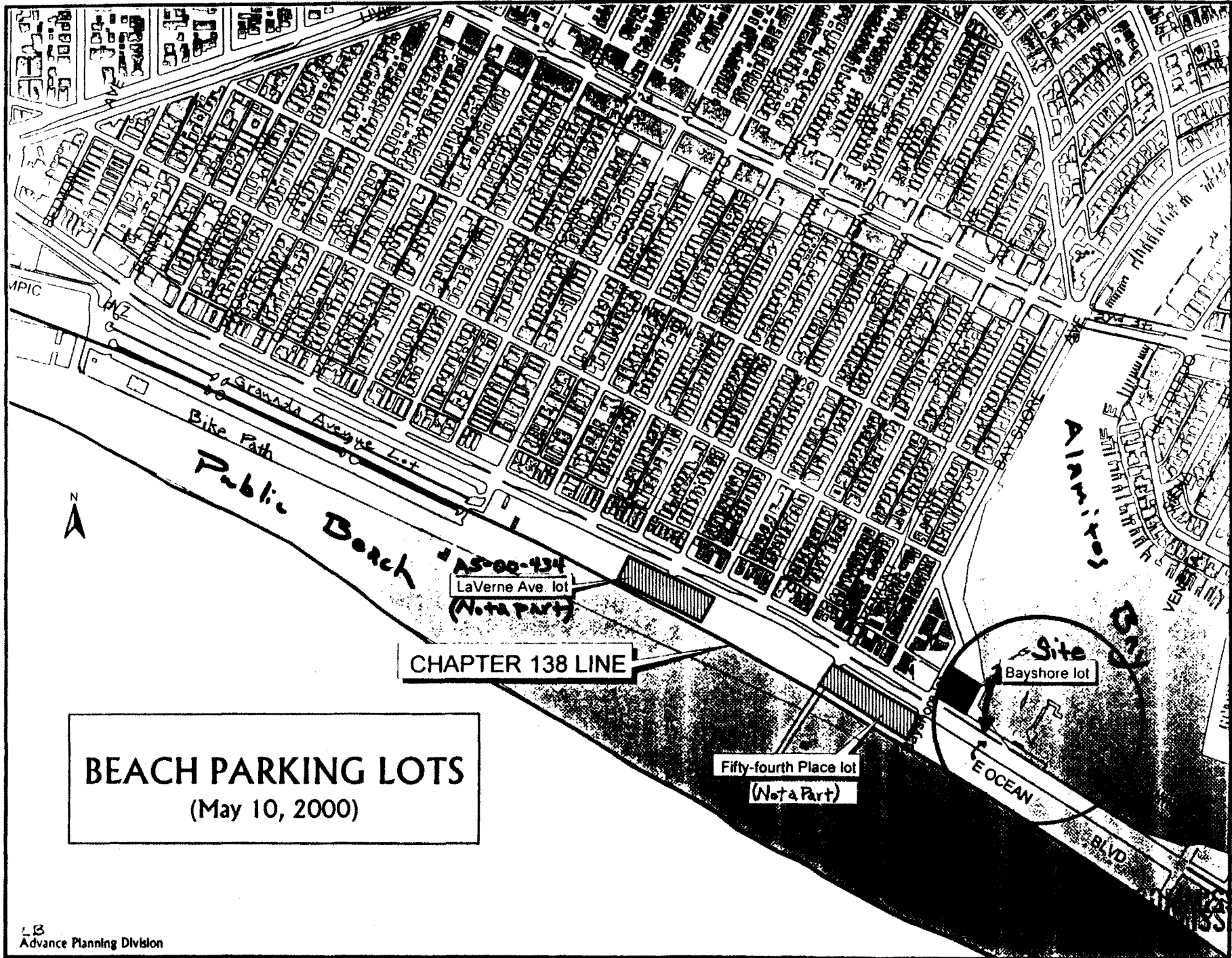
Parking  
**(Not a part)**

**COASTAL COMMISSION**  
**5-00-050**

EXHIBIT # 2

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Advance Planning Division  
City of Long Beach  
February 6, 2001



**BEACH PARKING LOTS**  
(May 10, 2000)

LB  
Advance Planning Division