

CALIFORNIA COASTAL COMMISSION

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Filed: 9/11/2013
180th Day: 3/10/2014
Staff: C. Posner - LB
Staff Report: 10/24/2013
Hearing Date: November 15, 2013



F13b

STAFF REPORT: CONSENT CALENDAR

Application Number: 5-13-034

Applicant: City of Los Angeles

Agent: Catalina Hernandez, Department of Public Works

Project Location: 1300 Electric Avenue (Parking Lot No. 759), Venice, City of Los Angeles, Los Angeles County.

Project Description: 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: Approval with conditions

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission **approve** a coastal development permit for the proposed development with special conditions relating to the protection of water quality, public access, and landscaping. The applicant agrees with the recommendation.

See Page Two for the Motion to approve the permit application.

TABLE OF CONTENTS

I. MOTION AND RESOLUTION	2
II. STANDARD CONDITIONS	3
III. SPECIAL CONDITIONS	3
IV. FINDINGS AND DECLARATIONS	5
A. PROJECT DESCRIPTION	5
B. PUBLIC ACCESS AND RECREATION	6
C. MARINE RESOURCES AND WATER QUALITY	6
D. DEVELOPMENT	6
E. LOCAL COASTAL PROGRAM.....	7
F. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA).....	7

EXHIBITS

Exhibit 1 – Venice, CA Map

Exhibit 2 – Project Location Map

Exhibit 3 – Proposed Parking Lot Improvements - Site Plan

Exhibit 4 – Proposed Card and Coin Parking Meters

I. MOTION AND RESOLUTION

Motion: *"I move that the Commission **approve** the coastal development permit applications included on the consent calendar in accordance with the staff recommendations."*

Staff recommends a **YES** vote. Passage of this motion will result in approval of all the permits included on the consent calendar. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

Resolution: *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 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 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

This permit is granted subject to the following 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 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.

III. 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.
 - 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.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION

The applicant (City of Los Angeles) is proposing to improve an existing City-owned public parking lot (Parking Lot No. 759). The 667-foot long and thirty-foot wide parking lot is currently unpaved and unmetered. The proposed improvements include installation of permeable concrete pavement, meters for paid parking, lighting, landscaping, and a perimeter wall/fence (Exhibit #3). Sixty-six (66) official public parking spaces will be delineated by new stripes and wheel bumpers. Parking will cost one dollar per hour. The public parking lot will be open daily between the hours of 7 a.m. and 2 a.m. (no parking is allowed in the early morning hours between 2 a.m. and 7 a.m.).

On September 9, 2013, the City of Los Angeles Department of Public Works issued Local Coastal Development Permit No. 13-04 for the proposed project. Local Coastal Development Permit No. 13-04 was approved with no special conditions after a public hearing on August 8, 2013. The proposed development also requires a “dual” coastal development permit issued by the Coastal Commission because it is a major public works project [Section 30601(3) of the Coastal Act].

The new parking lot surface will be constructed using an six-inch thick layer of permeable concrete pavement poured on top of an eight-inch thick layer of coarse aggregate (gravel). New landscaping (3,883 square feet) will be installed in the planting areas that run along the north, east and west sides of the parking lot. The landscaped areas and porous permeable concrete will allow rainfall to percolate into the ground and reduce runoff from the parking lot. Subsequent to construction, the City intends to maintain the vegetation and the permeability of the paved surfaces by providing regularly scheduled inspections, vacuuming, sweeping, and pressure washing of the paved surface, and repairs if needed. The proposed lighting system is low-glare, energy efficient and dark sky compliant. The proposed 250-watt “Lumark” halide lamps will be placed on nine twenty-foot high poles and directed to shine downward. The proposed perimeter fencing is 42 inches in height.

The proposed project is located inland of Abbot Kinney Boulevard, about one-half mile inland of Venice Beach (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 Abbot Kinney Boulevard can be characterized as “parking impacted” because of the competition for parking between residents, beach goers, and customers/employees of the numerous eating and drinking establishments on the popular street. The community was established early in the nineteenth century and many of the 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

The proposed improvement of a public parking lot will enhance public access and recreational opportunities. Special Condition Two protects public access by requiring that 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, and that any proposed change to the management of the public parking lot, such as a parking permit system or change in the parking fees, shall be submitted to the Executive Director in order to determine if the proposed change requires Commission approval.

As conditioned, the proposed project will enhance public recreation and will not obstruct or interfere with existing public access or recreational opportunities at or near the project site. The proposed project does not: a) obstruct a significant view to or along the coast; b) adversely impact public access to and use of the water; c) adversely impact public recreational use of a public park or beach; or d) otherwise adversely affect coastal resources. Therefore, the Commission finds that, as conditioned, the proposed development will not have any significant adverse impact on public access to the coast or to nearby recreational facilities. Thus, as conditioned, the proposed development conforms with the public access and recreation policies of the Coastal Act.

C. MARINE RESOURCES AND WATER QUALITY

The proposed work will be occurring in a location where there is a potential for a discharge of polluted runoff from the project site into coastal waters. The potential adverse impacts to water quality and marine resources include discharges of contaminated runoff and sedimentation during construction and as a result of excavation and pouring of concrete for the foundation and the use of heavy equipment (fuel and oil leaks). The storage or placement of construction material, debris, or waste in a location where it could be carried into coastal waters would also adversely affect the marine environment. Therefore, it is necessary to ensure that construction activities will be carried out in a manner that will not adversely affect recreation, water quality or marine resources.

In order to prevent adverse impacts to marine waters from construction activities, the Commission is imposing Special Condition One. Special Condition One requires the appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters. These specific mitigation measures shall be implemented in order to ensure that water quality, biological productivity and marine resources are protected as required by Sections 30230 and 30231 of the Coastal Act. Only as conditioned will the proposed project ensure the protection of marine resources and water quality as required by Sections 30230 and 30231 of the Coastal Act.

D. DEVELOPMENT

The development is located within an existing developed area and, as conditioned, will be compatible with the character and scale of the surrounding area, has been designed to assure structural integrity, and will avoid cumulative adverse impacts on public access. Therefore, the Commission finds that the development, as conditioned, conforms with Sections 30250, 30251, 30252, 30253 and the public access provisions of the Coastal Act.

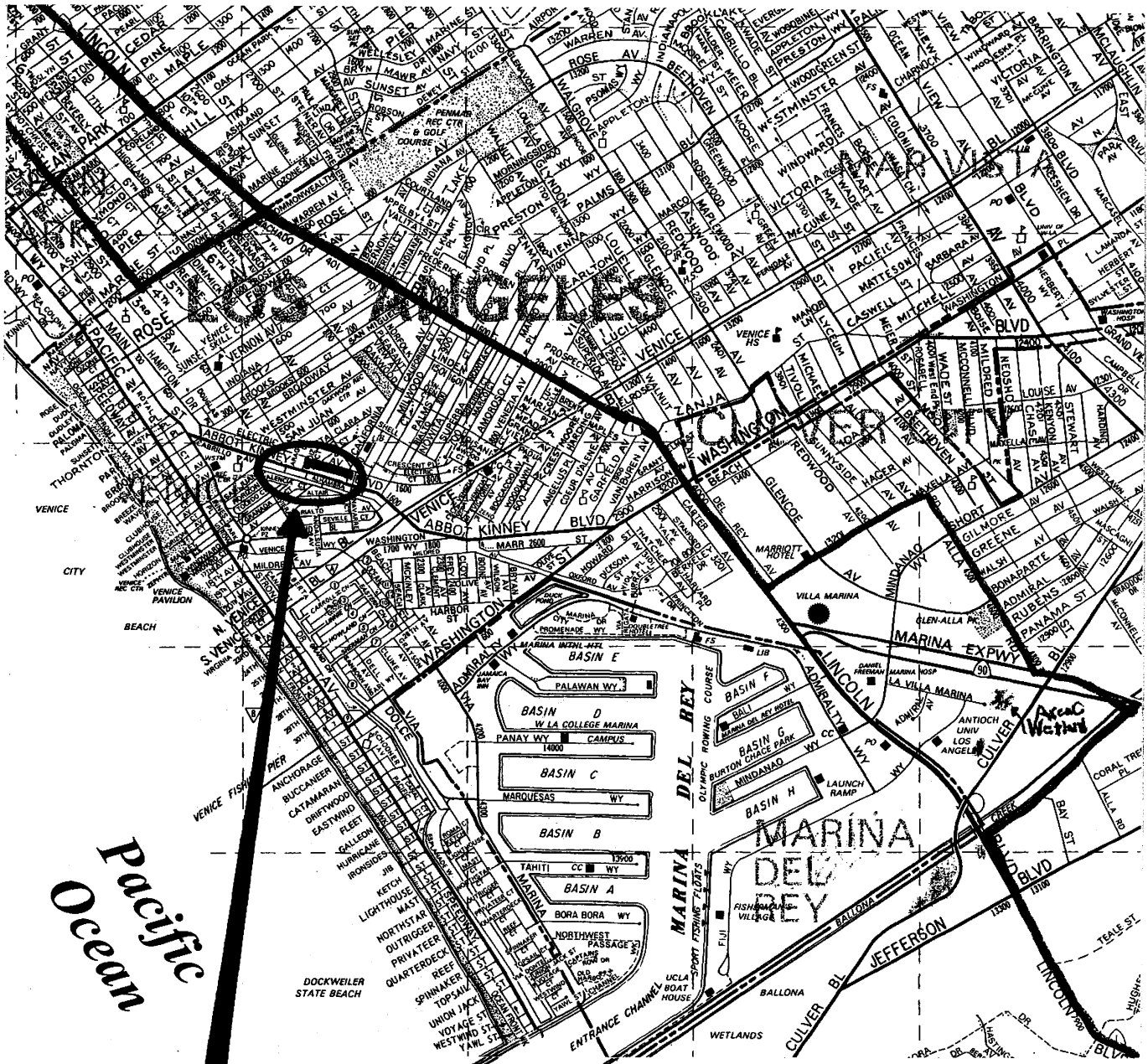
E. LOCAL COASTAL PROGRAM

Coastal Act section 30604(a) states that, prior to certification of a local coastal program (“LCP”), a coastal development permit 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 Land Use Plan 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.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

In this case, the City of Los Angeles is the lead agency and the Commission is the responsible agency for the purposes of CEQA. On January 30, 2013, the City of Los Angeles Department of Public Works issued a CEQA Categorical Exemption (Class 1 - Category 3) for the proposed parking lot improvement project. 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 can be found consistent with the requirements of the Coastal Act to conform to CEQA.

VENICE, CA



Pacific
Ocean

Parking Lot #759



COASTAL COMMISSION
5-13-034

EXHIBIT # 1

PAGE 1 OF 1

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



SANTA CLARA AVE

ELECTRIC AVE

1300 BLOCK OF ELECTRIC AVE - PARKING LOT

IRVING LABOR COURT

ABBOT KINNEY BLVD

CALIFORNIA AVE

PARKING STALL SUMMARY:

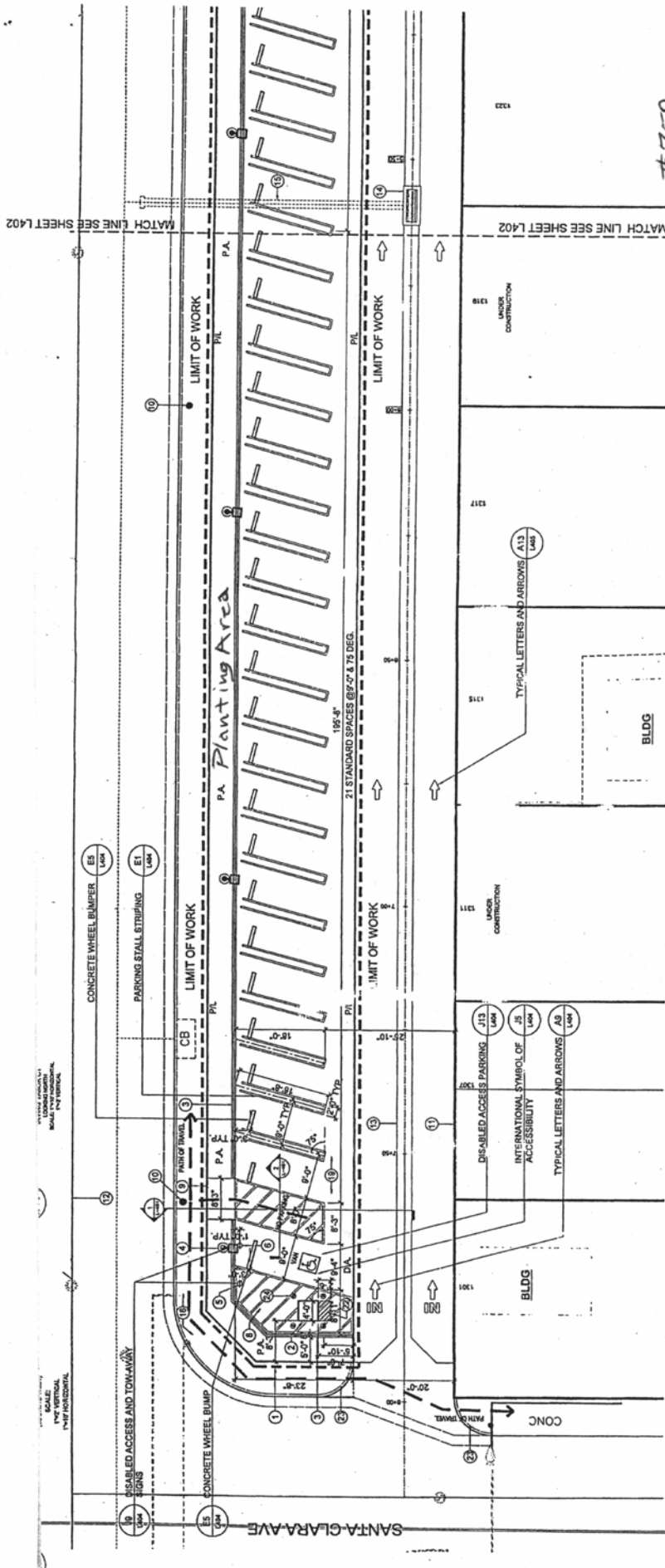
DISABLED ACCESS SPACES (9' X 18')	2
VAN ACCESSIBLE, DISABLED ACCESS SPACE (9' X 18')	1
STANDARD SIZE SPACES (9' X 18')	63
TOTAL NEW PARKING SPACES:	66

COASTAL COMMISSION

5-13-034

EXHIBIT # 2

PAGE 1 OF 1



CONSTRUCTION NOTES

1. LIMIT OF CIVIL AND LANDSCAPE CONSTRUCTION WORK.
2. TYPICAL 4'-0" X 4'-0" X 18" CONCRETE SLAB LOCATION FOR NEW PAY STATION. SEE ELECTRICAL AND CIVIL PLANS. NEW PAY STATION (SHELBY PAY STATION, DIGITAL PAYMENT TECHNOLOGIES, WWW.DIGITALPAYTECH.COM, 1-888-427-4823), BY OTHERS, FOR DISABLED ACCESS VERIFICATION SEE DETAIL A91404, SHELBY PAY STATION DISABLED ACCESS ILLUSTRATION.
3. CONCRETE HEADER, 8" WIDE, WITH 42" CHAIN LINK FENCE, PER CIVIL PLANS.
4. TYPICAL 29'-0" TALL ELECTROLUX WITH CONCRETE BASE. SEE ELECTRICAL PLANS.
5. LOCATION OF TOW-AWAY SIGN.
6. LOCATION OF DISABLED ACCESS SIGN WITH VAN ACCESSIBLE SIGN.
7. LOCATION OF DISABLED ACCESS SIGN.
8. ADDITIONAL STRIPED AREA. LINES TO BE PAINTED WHITE WITH 4" STROKES @ 30' O.C., 45 DEGREES. APPLY TWO COATS OF FAST DRY TRAFFIC PAINT WITH REFLECTIVE MATERIAL. TOTAL THICKNESS OF PAINT SHALL BE 15 ML.

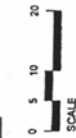
9. NEW CONCRETE PATHWAY FOR DISABLED ACCESS, PER CIVIL PLANS.
10. TYPICAL EXISTING POWER POLES TO BE RELOCATED BY OTHERS.
11. PROPERTY LINE.
12. EXISTING SEWER LINE.
13. EXISTING CONCRETE GUTTER.
14. EXISTING DRAINAGE LINE FROM CATCH BASIN.
15. EXISTING CATCH BASIN.
16. EXISTING SIDEWALK.
17. EXISTING CURB RAMP.
18. TYPICAL GUARDPOST AT ELECTRICAL PEDESTAL LOCATION. SEE DETAIL A13405.
19. NEW PARKING LOT PAVEMENT PER CIVIL PLANS.
20. 4" DECOMPOSED GRANITE ON WEED FABRIC, 80% COMPACTED, IN AREA BETWEEN GUARD POSTS, PAVEMENT, AND REDWOOD HEADER. PROVIDE A SAMPLE FOR APPROVAL BY THE CONSTRUCTION MANAGER.

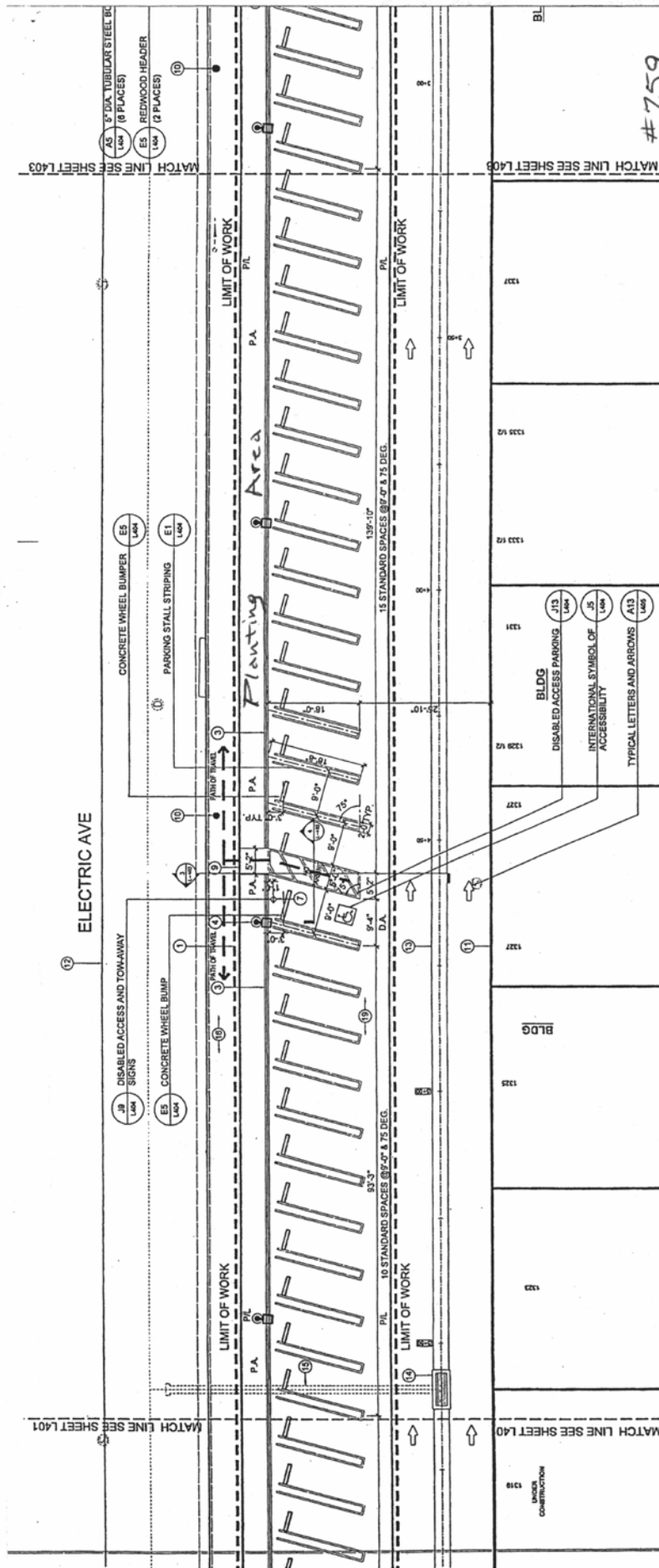
ABBREVIATIONS

	ALN.	BLDG.	CB	CL	D.A.	P.A.	PL	R.	R.L.	TYP.
21. 12" THICK CONCRETE PAD FOR ELECTRICAL PEDESTAL. SEE CIVIL PLANS, DETAIL S6102.	ALIGN	BUILDING	CATCH BASIN	CENTER LINE	DISABLED ACCESS	PLANTING AREA	PROPERTY LINE	RADIUS	REFERENCE LINE	TYPICAL
22. 48" X 30" DISABLED CLEAR ACCESS SPACE.										
23. SIDEWALK AND FLUSH CURB IMPROVED PER CITY STANDARD PLAN 8-420-1. SEE SHEET C-1, CIVIL PLANS.										
24. TYPICAL GUARD POST AT PAY STATION. SEE CIVIL PLANS.										
25. EXISTING POWER POLE TO BE RELOCATED BY OWP.										

PARKING STALL SUMMARY:

DISABLED ACCESS SPACES (8' X 18')	2
VAN ACCESSIBLE / DISABLED ACCESS	1
STANDARD SIZE SPACES (8' X 18')	63
TOTAL NEW PARKING SPACES:	66





CONSTRUCTION NOTES

1. LIMIT OF CIVIL AND LANDSCAPE CONSTRUCTION WORK.
2. TYPICAL 4'-0" X 4'-0" X 18" CONCRETE SLAB LOCATION FOR NEW PAY STATION. SEE ELECTRICAL AND CIVIL PLANS. NEW PAY STATION (SHELBY PAY STATION, DIGITAL PAYMENT TECHNOLOGIES, WWW.DIGITALPAYTECH.COM, 1-888-427-4822), BY OTHERS. FOR DISABLED ACCESS VERIFICATION SEE DETAIL A61404, SHELBY PAY STATION DISABLED ACCESS ILLUSTRATION.
3. CONCRETE HEADER, 8" WIDE, WITH 42" CHAIN LINK FENCE, PER CIVIL PLANS.
4. TYPICAL 20'-0" TALL ELECTROLUXER WITH CONCRETE BASE. SEE ELECTRICAL PLANS.
5. LOCATION OF TOWAWAY SIGN.
6. LOCATION OF DISABLED ACCESS SIGN WITH VAN ACCESSIBLE SIGN.
7. LOCATION OF DISABLED ACCESS SIGN.
8. ADDITIONAL STRIPED AREA. LINES TO BE PAINTED WHITE WITH 4" STROKES @30" O.C., 45 DEGREES. APPLY TWO COATS OF FAST DRY TRAFFIC PAINT WITH REFLECTIVE MATERIAL. TOTAL THICKNESS OF PAINT SHALL BE 16 ML.

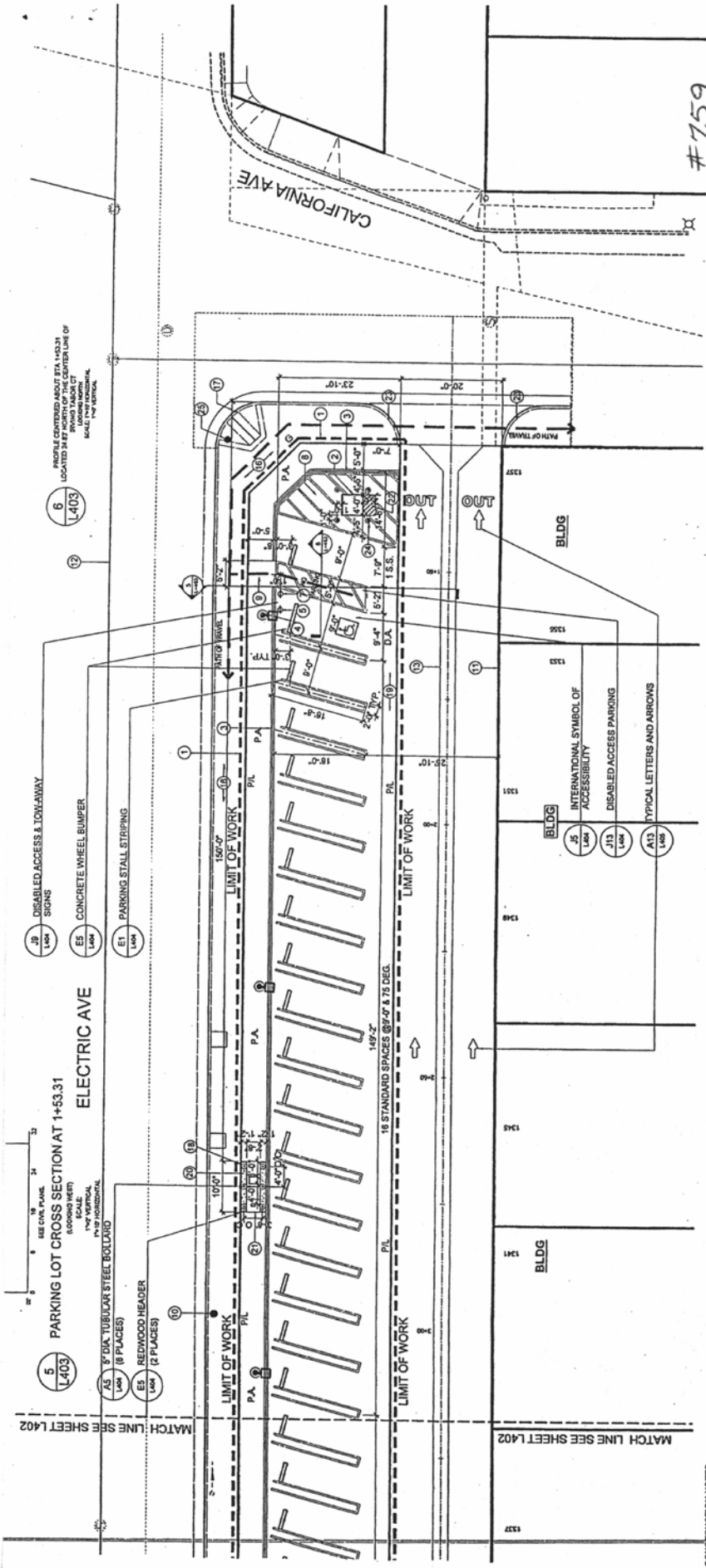
ABBREVIATIONS

- | | |
|--|----------------|
| 21. 12" THICK CONCRETE PAD FOR ELECTRICAL PEDESTAL. SEE CIVIL PLANS, DETAIL 5E102. | ALIGN |
| 22. 48" X 30" DISABLED CLEAR ACCESS SPACE. | BLDG. |
| 23. SIDEWALK AND FLUSH CURB IMPROVED PER CITY STANDARD PLAN S-430-1. | CB |
| 24. TYPICAL GUARD POST AT PAY STATION. SEE CIVIL PLANS. | CL |
| 25. EXISTING POWER POLE TO BE RELOCATED BY DWP. | D.A. |
| | P.A. |
| | PLANTING AREA |
| | PROPERTY LINE |
| | R. |
| | R.L. |
| | REFERENCE LINE |
| | TYP. |

PARKING STALL SUMMARY:

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





CONSTRUCTION NOTES

1. LIMIT OF CIVIL AND LANDSCAPE CONSTRUCTION WORK.
2. TYPICAL 4'-0" X 4'-0" X 18" CONCRETE SLAB LOCATION FOR NEW PAY STATION. SEE ELECTRICAL AND CIVIL PLANS. NEW PAY STATION (SHELBY PAY STATION, DIGITAL PAYMENT TECHNOLOGIES, WWW.DIGITALPAYTECH.COM, 1-888-627-6822), BY OTHERS, FOR DISABLED ACCESS VERIFICATION SEE DETAIL A61-404, SHELBY PAY STATION DISABLED ACCESS ILLUSTRATION.
3. CONCRETE HEADER, 8" WIDE, WITH 42" CHAIN LINK FENCE, PER CIVIL PLANS.
4. TYPICAL 20'-0" TALL ELECTROLUXER WITH CONCRETE BASE. SEE ELECTRICAL PLANS.
5. LOCATION OF TOW-HAWK SIGN.
6. LOCATION OF DISABLED ACCESS SIGN WITH VAN ACCESSIBLE SIGN.
7. LOCATION OF DISABLED ACCESS SIGN.
8. ADDITIONAL STRIPED AREA. LINES TO BE PAINTED WHITE WITH 4" STROKES @ 30" O.C., 45 DEGREES. APPLY TWO COATS OF FAST DRY TRAFFIC PAINT WITH REFLECTIVE MATERIAL. TOTAL THICKNESS OF PAINT SHALL BE 15 ML.

ABBREVIATIONS

ALN	ALCORN
BLDG	BUILDING
CB	CATCH BASIN
CL	CENTER LINE
DA	DISABLED ACCESS
P.A.	PLANTING AREA
PL	PROPERTY LINE
R	RADIUS
RL	REFERENCE LINE
TYP	TYPICAL

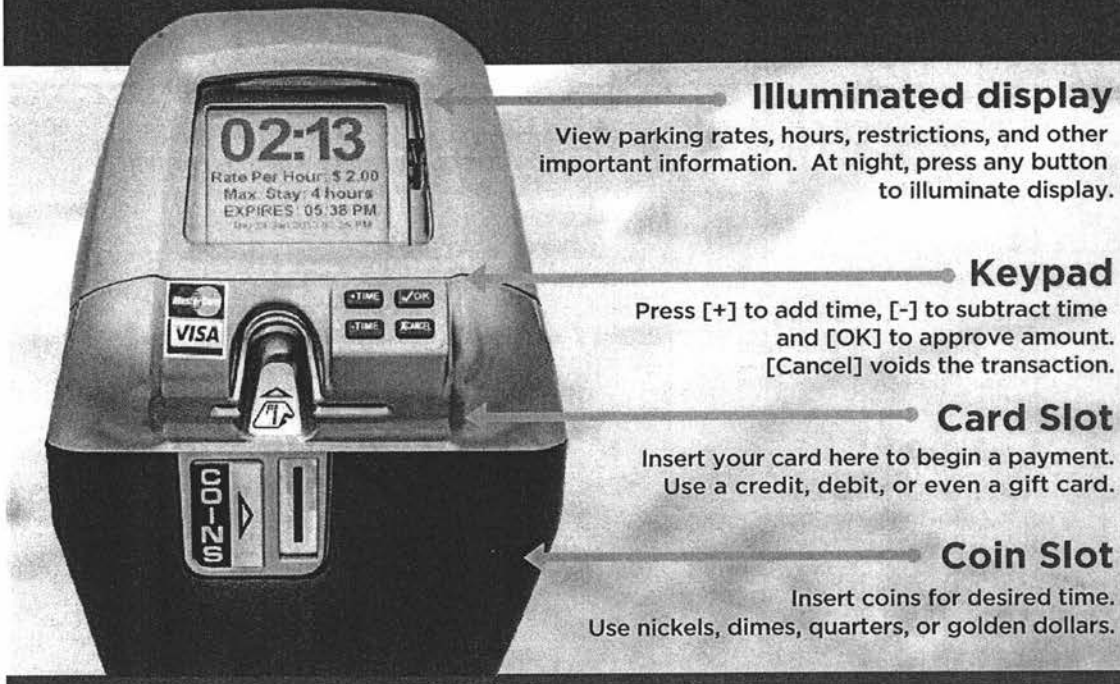
PARKING STALL SUMMARY:

2	DISABLED ACCESS SPACES (8' X 18')
1	VAN ACCESSIBLE, DISABLED ACCESS SPACE (8' X 18')
63	STANDARD SIZE SPACES (8' X 18')
68	TOTAL NEW PARKING SPACES:

66



HOW TO USE THE CARD & COIN PARKING METER



Follow these easy steps:



Look at the Card & Coin Meter's lit display to find parking rates, hours, time limits and other pertinent information.



Insert then remove your debit/credit card. We accept Visa, MasterCard, American Express and Discover.



With the blue [+] or [-] buttons, select your payment amount.



Press green [OK] button to confirm your payment, or red [CANCEL] button to stop your transaction. The meter will attempt to authorize the payment shown on the screen if neither button is pressed after about 10 seconds.



Wait for authorization of the card.



The display will then show the total amount of paid time and when your time will expire, or the meter will request another card.



Or you can still pay with coins!

COASTAL COMMISSION

5-13-034

EXHIBIT # 4

PAGE 1 OF 1