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CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 3rd Floor

Long Beach, CA 90802

(562) 570-5237

FAX (562) 570-6068

April 16, 2015

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Recommend the City Council adopt a Resolution amending the Local Coastal Program related to consistency with the Mobility Element and accept Categorical Exemption 15-038. (Districts 2 and 3)

APPLICANT: City of Long Beach
333 W. Ocean Boulevard
Long Beach, CA 90802

DISCUSSION

On July 18, 2013, the Planning Commission recommended the City Council adopt a Resolution approving the Mobility Element as part of the General Plan. The Mobility Element establishes a citywide vision, goals, policies, and the implementation measures necessary to achieve a balanced mobility system that serves the needs of all users of the public rights-of-way by implementing complete streets and context-sensitive design principles. On October 15, 2013, the City Council adopted the Mobility Element. Since the Mobility Element relates to the Coastal Zone and coastal access, on December 19, 2013, staff submitted the Mobility Element to the California Coastal Commission (Commission) for their review and certification. On February 12, 2014, the Commission staff received a one-year extension from the Commission to review the Mobility Element for consistency with the certified Local Coastal Program (LCP).

Commission staff identified some inconsistencies between the recently adopted Mobility Element and the City's certified LCP. Written in 1980, LCP contains language describing Long Beach's general poor regional access to the shoreline. Since 1980, the City has made significant investment in transit and active transportation access to the shoreline. In addition, the Mobility Element introduced a new context-sensitive street classification system, which modifies the description of Ocean Boulevard in the LCP. Lastly, Map 6 depicting preferential parking streets in the Coastal Zone was a concern to Commission staff.

On February 12, 2015, the Commission certified the Mobility Element of the General Plan with suggested modifications to the LCP. The suggested modifications to the LCP include new language describing Long Beach with significant regional public transit, cycling, and walking features and a new context-sensitive street classification system description added to Ocean Boulevard.

CHAIR AND PLANNING COMMISSIONERS

April 16, 2015

Page 2 of 2

As such, the purpose of this amendment is to bring the LCP into alignment with the recently adopted Mobility Element. Commission staff worked with City staff on these suggested modifications (Exhibit B).

For the certification of the Mobility Element to be implemented by the California Coastal Commission, the City Council must take an action the Planning Commission's recommendation, accept the suggested modifications and adopt a resolution submitting said changes to the California Coastal Commission by August 12, 2015.

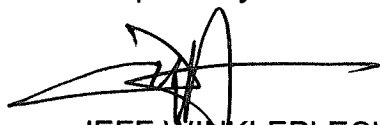
PUBLIC HEARING NOTICE

In accordance with the provisions of the Long Beach's Municipal Code and State Office of Planning and Research (OPR) for General Plan amendment items, a 1/8-page public notice was published in the Press Telegram on Thursday, April 2, 2015.

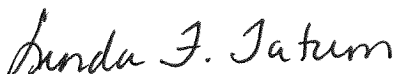
ENVIRONMENTAL REVIEW

In accordance with the Guidelines for Implementation of the California Environmental Quality Act, a Categorical Exemption was issued for the proposed project (Exhibit D-Categorical Exemption 15-038).

Respectfully submitted,



JEFF WINKLEPLECK
CURRENT PLANNING OFFICER



LINDA F. TATUM, AICP
PLANNING BUREAU MANAGER



AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

AJB:LT:JW:IB

Attachments: Exhibit A – Categorical Exemption
Exhibit B – Proposed Revision to the LCP



CITY OF LONG BEACH NOTICE OF EXEMPTION

DEPARTMENT OF DEVELOPMENT SERVICES
333 W. OCEAN BLVD., 5TH FLOOR, LONG BEACH, CA 90802
(562) 570-6194 FAX: (562) 570-6068
lbs.longbeach.gov

TO: Office of Planning & Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

FROM: Department of Development Services
333 W. Ocean Blvd, 5th Floor
Long Beach, CA 90802

L.A. County Clerk
Environmental Fillings
12400 E. Imperial Hwy. 2nd Floor, Room 2001
Norwalk, CA 90650

Categorical Exemption CE- 15-038

Project Location/Address: Long beach Coastal Zone

Project/Activity Description: Local Coastal Program Amendment related the the cerification of the Mobility Element of the Long Beach General Plan.

Public Agency Approving Project: **City of Long Beach, Los Angeles County, California**

Applicant Name: Long Beach Development Services

Mailing Address: 333 West Ocean Blvd

Phone Number: 562-570-5972 Applicant Signature: _____

BELOW THIS LINE FOR STAFF USE ONLY

Application Number: LCP-1 Planner's Initials: IB

Required Permits: Geneal Plan Amemdment

THE ABOVE PROJECT HAS BEEN FOUND TO BE EXEMPT FROM CEQA IN ACCORDANCE WITH STATE GUIDELINES SECTION _____

Section 15306 Class 6

Statement of support for this finding: _____

Minor descriptive to create general plan consistency.

of capital project.

Contact Person: Ira Brown Contact Phone: 562-570-5972

Signature: [Signature] Date: 3-8-15

Exhibit B – Proposed Revisions to the LCP

The following represents the specific proposed changes to the LCP (bold represents new text and strikethrough represents deleted text):

LCP Introduction: Pages I-9 and I-11, beginning at second full paragraph

~~The coastal zone of Long Beach is not readily accessible to those who live some distance away. Since the passing of the era of the Red Cars, the City's shoreline assets have not been attractors on a regional scale, nor has the advent of freeways markedly changed this situation. There are several reasons for this, and they differ from area to area in the coastal zone. Generally, the attractiveness of a beach area to regional users is directly proportional to its accessibility by freeway. Area A, for example, should be very attractive since it is immediately adjacent to the end of Shoreline Drive, the extension of the Long Beach Freeway.~~

~~Owing to the lack of parking and difficult access down the bluff, however, it is instead utilized primarily by those who live close by and who can walk to it.~~

~~Aside from Shoreline Drive, no other exit from the Long Beach or San Diego Freeways provides access to the beach acceptable to the average driver, since miles of busy surface streets and many traffic signals bar the way. No north-south street east of Redondo Avenue reaches the beach or penetrates the Alamitos Bay complex directly from the San Diego Freeway. The interchange of the Interstate 405 and 605 Freeways just east of the City could provide acceptable shoreline access via Seventh Street but local traffic problems at Pacific Coast Highway are a formidable barrier to smooth traffic flow. The non-freeway linked route of Westminster Boulevard/Second Street/ Livingston Drive/Ocean Boulevard remains the most favored for beach-bound travelers.~~

~~The diminishing popularity of the City's beaches to regional users is not simply a function of poor access, however. The loss of the surf upon completion of the San Pedro Bay breakwater has totally changed the character of the beaches. As mentioned in the Introduction, the shore is more like a lakefront than an ocean. The real effect of this metamorphosis is unknown, but it is believed to be of significant proportions.~~

~~Detailed description of relevance to the Coastal Act Policies will be found in the texts for each study area.~~

Over the past few decades, the coastal zone of Long Beach has transformed from an under-accessible area due to a lack of travel modes for regional visitors, to one that is now served by multimodal forms of transportation. Investments in transportation infrastructure by local and regional agencies have improved accessibility to the

Exhibit B – Proposed Revisions to the LCP

Long Beach coastal zone.

The Los Angeles County Metropolitan Transportation Authority (Metro) operates the Blue Line light rail, which carries passengers between Downtown Los Angeles and Downtown Long Beach. The Blue Line's southern terminus is the Long Beach Transit Gallery, which is also the main transit hub for bus connections to various Metro, Long Beach Transit (LBT), LADOT Commuter Express and Torrance Transit bus routes. The Blue Line serves an average of 85,000 daily weekday riders, 61,000 Saturday riders, and 46,000 Sunday riders.

LBT has also expanded coastal accessibility by bus and by boat. LBT provides complementary rides on the Passport, which serves Pine Avenue, Shoreline Drive, and the Queen Mary. The LBT provides routes along the east – west corridors of Ocean Boulevard, Broadway, Livingston Drive, Second Street North – south routes are served along Magnolia Avenue, Pacific Avenue, Long Beach Boulevard, Atlantic Avenue, Orange Avenue, Cherry Avenue, Redondo Avenue, Ximeno Avenue, and Pacific Coast Highway. On-water transit connects Rainbow Harbor to Alamitos Bay.

In 2007, the City of Long Beach established a vision to become the most bicycle-friendly city in the United States. Since then, Long Beach has implemented several innovative bicycle projects. The City's green lane project in Belmont Shore, which installed sharrows, bike boxes and green bike lanes, earned a 2010 innovation award from the Institute of Transportation Engineers. The City has also implemented an innovative bike signage program to identify designated bike routes, with even numbers generally assigned east-west routes and odd numbers assigned to north-south routes.

The City's local street network has a well-developed bicycle circulation system that includes signed bike routes (Class III bicycle facilities), striped and signed bike lanes (Class II bicycle facilities), and on-street bike paths that are physically separated from automobile traffic (Class I bicycle facilities).

The City also has dedicated off-street bike and pedestrian paths that offer coastal accessibility. The Mobility Element of the Long Beach General Plan establishes strategies to continue the development of coastal access for all modes of travel.

LCP Introduction: Page I-15, Documents Adopted by Reference

The Long Beach General Plan: Those portions of the Open Space and Recreation, Mobility, and Scenic Routes Elements applicable to the

Exhibit B – Proposed Revisions to the LCP

coastal zone.

LCP Transportation and Access General Policies: Page II-2, beginning at first full paragraph

~~Lack of adequate access is usually cited as the reason for generally low utilization of the beaches in Long Beach. More complex reasons exist, however, and are discussed in the Introduction. Contemporary transportation problems resulted from irreversible choices of the past (such as the abandonment of the Red Car system) and as such cannot be remedied by this LCP. Land use decisions of past decades resulting in intense urban development crowding the coast with no space for visitor parking are equally irreversible except on a very long term basis. At the same time, however, the future of the private motor car looks uncertain as petroleum products become ever more scarce and expensive.~~

Investments in transportation infrastructure have improved accessibility to the coastal zone. The Mobility Element of the Long Beach General Plan establishes strategies to continue the development of coastal access for all modes of travel. The management and regulation of parking, both on and off-street, is a key priority in the coastal zone. Effective parking management and regulation plays a part in achieving a variety of Coastal Act goals, including: increased coastal access, improved water quality, and lower cost visitor-serving overnight accommodations.

Historically, parking problems have been addressed by building additional parking facilities. As land becomes limited and the cost of building parking facilities soars, this approach is becoming much less feasible. Rather than adding more parking, the City of Long Beach is working to better manage existing parking resources through a range of strategies:

- **Sharing the parking facilities of businesses within a district.**
- **Dedicating the most convenient spaces for priority users.**
- **Providing parking access and information signs so that motorists can easily find available parking locations.**
- **Using pricing strategies to influence travel and parking behavior.**
- **Using valet parking systems.**
- **Using automated parking systems to reduce the amount of land needed to meet parking demands.**

By managing and regulating parking, the City can also resolve neighborhood-specific parking issues. For example, the lack of off-street parking in older neighborhoods prompts drivers to recirculate

Exhibit B – Proposed Revisions to the LCP

on streets, increasing traffic volume in these areas. Through effective parking management and regulation, these types of problems can be reduced. See the Mobility Element for the broad policies that will serve as the foundation for more detailed parking solutions tailored to meet the needs of specific neighborhoods, districts, and developments in the City.

LCP Transportation and Access General Policies: Page II-4, beginning at fifth full paragraph

~~Ocean Boulevard should be used primarily as a scenic route and to serve only as access to the beach and convention area (downtown). It should not be seen as an east-west corridor and efforts to prohibit this should be undertaken. There should be no heavy commuter traffic on Ocean Boulevard. Every effort must be made to prevent commuter traffic from intruding on residential neighborhoods as well, e.g., First, Second or Broadway.~~

LCP Bluff Community (Area A), Shoreline Access: Page III-A-10, beginning at first full paragraph

This plan emphasizes the development of Ocean Boulevard as a local scenic route **and context-sensitive corridor** rather than as a commuter corridor (see ~~chapter on Conformance with General Plan Elements~~ **the Mobility Element of the Long Beach General Plan**).

LCP Bixby Park/Bluff Area Neighborhood (Area B), Shoreline Access: Page III-B-8, beginning at second full paragraph

Ocean Boulevard shall be used primarily as a scenic route **and context-sensitive corridor** rather than a commuter corridor.