

OFFICE OF THE CITY ATTORNEY
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Long Beach, CA 90802-4664

1 RESOLUTION NO. RES-16-0001

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH ADOPTING AMENDMENTS TO THE
5 LOCAL COASTAL PROGRAM ELEMENT OF THE LONG
6 BEACH GENERAL PLAN FOR CONSISTENCY WITH THE
7 MOBILITY ELEMENT OF THE GENERAL PLAN; AND
8 AUTHORIZING THE DIRECTOR OF DEVELOPMENT
9 SERVICES TO SUBMIT CERTIFIED COPIES OF THIS
10 RESOLUTION TO THE CALIFORNIA COASTAL
11 COMMISSION FOR APPROVAL AND CERTIFICATION

12
13 WHEREAS, ON July 22, 1980 the California Coastal Commission certified
14 the City of Long Beach Local Coastal Program (LCP);

15 WHEREAS, on October 15, 2013, the City Council adopted, after public
16 hearing, Resolution No. RES-13-0091, which Resolution approved and adopted a Mobility
17 Element of the Long Beach General Plan; and Resolution No. RES-13-0092, which
18 Resolution authorized the Director of Development Services to submit the Mobility
19 Element to the California Coastal Commission for its review, approval, and certification as
20 an amendment to the certified Land Use Plan (LUP) of the City;

21 WHEREAS, on December 19, 2013, City Council Resolution No. RES-13-
22 0092 was deemed officially submitted to the Coastal Commission for certification as
23 Amendment Request No. 1-13, and thereafter on February 20, 2014, the Coastal
24 Commission extended for one year the time limit for its review of the Local Coastal
25 Program amendment request;

26 WHEREAS, on February 12, 2015, the California Coastal Commission
27 certified the Mobility Element of the General Plan, pending suggested modifications by the
28 City Council to the Local Coastal Program Land Use Plan (LCP Amendment No. 1-13),

1 which suggested modifications include additional language acknowledging, among other
2 things, improved and expanded accessibility to the Long Beach coastal zone due to such
3 features as multimodal forms of transportation, significant regional public transit, by both
4 bus and boat, innovative cycling and walking features, a content-sensitive street
5 classification system, and strategies to better manage existing parking resources, many of
6 which programs and features have been tailored to meet the needs of specific districts
7 and developments in the City. The Coastal Commission likewise suggested a
8 modification of the Mobility Element as follows: "The entirety of page 53 of the Mobility
9 Element (Map 6) [Existing Parking Impacted Areas] as submitted by the City is struck
10 through. The Commission cannot certify the map or the information it symbolizes." The
11 precise text of the proposed modifications by the Coastal Commission to the City's Land
12 Use Plan is more fully set forth in Exhibit "A", which exhibit is attached hereto and
13 incorporated herein by this reference, as though set forth in full, word for word.

14 NOW, THEREFORE, the City Council of the City of Long Beach resolves,
15 finds, determines and declares as follows:

16 Section 1. The City Council incorporates herein all of the recitals set forth
17 above.

18 Section 2. The City Council of the City of Long Beach hereby formally
19 approves and adopts the amendments to the text of the Local Coastal Plan of the City of
20 Long Beach as suggested by the Coastal Commission and as is set forth in Exhibit "A",
21 which is attached hereto and incorporated herein by this reference.

22 Section 3. The Director of Development Services is hereby authorized to
23 submit a certified copy of this Resolution to the California Coastal Commission for
24 certification and approval by the Coastal Commission as amendments to the City's Local
25 Coastal Program in accordance with the provisions of the Public Resources Code.

26 Section 4. This resolution shall take effect immediately upon its adoption
27 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

28

1 I hereby certify that the foregoing resolution was adopted by the City Council of the
2 City of Long Beach at its meeting of January 5, 2016, by the following vote:

3
4 Ayes: Councilmembers: Gonzalez, Lowenthal, Price,
5 Supernaw, Mungo, Andrews, Uranga,
6 Richardson.

7
8 Noes: Councilmembers: None.

9
10 Absent: Councilmembers: Austin.

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12
13 *Maria del Socorro Garcia*
14 City Clerk

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1. Mobility Element, Context Section, Page 53 (Map 6)

The entirety of page 53 of the Mobility Element (Map 6) as submitted by the City is struck through. The Commission cannot certify the map or the information it symbolizes.

2. 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 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, 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.

Long Beach Transit has also expanded coastal accessibility by bus and by boat. LBT provides complementary rides on the Passport, which serves Pine Ave, Shoreline Dr, and the Queen Mary. The LBT provides routes along the east – west corridors of Ocean Blvd, Broadway, Livingston Dr, Second St. North – south routes are served along Magnolia Ave, Pacific Ave, Long Beach Blvd, Atlantic Ave, Orange Ave, Cherry Ave, Redondo Ave, Ximeno Ave, 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 implement 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.

2. 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 coastal zone.

3. 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 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 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.

4. 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.~~

5. 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).

6. 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.