

RESOLUTION NO. RES-15-0062

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH ADOPTING, AFTER PUBLIC HEARING, AMENDMENTS TO THE LOCAL COASTAL PROGRAM ELEMENT OF THE LONG BEACH GENERAL PLAN FOR CONSISTENCY WITH THE MOBILITY ELEMENT OF THE GENERAL PLAN; AND AUTHORIZING THE DIRECTOR OF DEVELOPMENT SERVICES TO SUBMIT CERTIFIED COPIES OF THIS RESOLUTION TO THE CALIFORNIA COASTAL COMMISSION FOR APPROVAL AND CERTIFICATION

WHEREAS, on October 15, 2013, the City Council adopted the Mobility Element of the Long Beach General Plan;

WHEREAS, on February 12, 2015, the California Coastal Commission certified the Mobility Element of the General Plan, pending suggested modifications to the Local Coastal Program (LCP) which includes new language describing Long Beach with significant regional public transit, cycling, and walking features and a new content-sensitive street classification system description added to Ocean Boulevard, which for consistency with the recently adopted Mobility Element;

WHEREAS, on April 16, 2015, the Planning Commission held a public hearing on the proposed amendment to the Local Coastal Program. At that hearing, the Planning Commission gave full consideration to all pertinent facts, information, proposals, environmental documentation and recommendations respecting proposed amendments to the text of the LCP for consistency with the Mobility Element of the General Plan, and to the views expressed at the public hearing, and afforded full opportunity for public input and participation.

OFFICE OF THE CITY ATTORNEY  
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1           WHEREAS, on April 16, 2015, the Planning Commission recommended the  
2 City Council adopt a resolution amending the Local Coastal Program for consistency with  
3 the Mobility Element of the City's General Plan;

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

6           Section 1.   That the City Council of the City of Long Beach has adopted,  
7 pursuant to Section 65300, et seq., of the California Government Code, a Local Coastal  
8 Plan (LCP) as an Element of the City's General Plan;

9           Section 2.   That on April 16, 2015, the Planning Commission held a  
10 public hearing on a proposed amendment to the Local Coastal Plan, where full  
11 consideration was given to all pertinent facts, information, proposals, environmental  
12 documentation and recommendations respecting the proposed amendments to the text of  
13 the Local Coastal Plan, and to the views expressed at the public hearing, and afforded  
14 full opportunity for public input and participation.

15           Section 3.   That on April 16, 2015, a Categorical Exemption (15-038) was  
16 approved by the Planning Commission in accordance with the Guidelines for  
17 Implementation of the California Environmental Quality Act (CEQA).

18           Section 4.   That following receipt and consideration of all appropriate  
19 environmental documentation, full hearings and deliberation, the Planning Commission  
20 recommended approval of the amendment to the Local Coastal Plan and further directed  
21 that said recommendation be forwarded to the City Council for its review and  
22 consideration.

23           Section 5.   The City Council of the City of Long Beach hereby formally  
24 approves and adopts the amendments to the text of the Local Coastal Plan of the City of  
25 Long Beach as set forth in Attachment "A", which is attached hereto and incorporated  
26 herein by this reference.

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# Attachment A

## LCP Amendment New and Strikethrough Language

### GENERAL DESCRIPTION OF THE LOCAL COASTAL PROGRAM PLANNING AREAS

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~~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.**

**Within the City of Long Beach, the Los Angeles County Metropolitan Transportation Authority (Metro) operates the Blue Line, which begins in**

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## LCP Amendment New and Strikethrough Language

**Downtown Los Angeles and ends in Downtown Long Beach. Metro's Blue Line 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 Metro 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. 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.**

**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 the necessary policies and implementation measures to continue the development of coastal access for all modes travel.**

### **TRANSPORTATION AND ACCESS GENERAL POLICIES**

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~~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~~

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### LCP Amendment New and Strikethrough Language

~~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 the necessary policies and implementation measures 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 low-cost 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.**

# Attachment A

## LCP Amendment New and Strikethrough Language

~~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.~~

### Downtown Shoreline Existing Conditions

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Ocean Boulevard, a designated scenic route **and context sensitive corridor**, is the only major east-west street in this part of the coastal zone. It carries large volumes of traffic, but most tends to be concentrated at the morning and evening peaks.

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

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