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## CALIFORNIA COASTAL COMMISSION

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Filed: 2/28/97  
49th Day: 4/18/97  
180th Day: 8/27/97  
Staff: CP-LB  
Staff Report: 3/20/97  
Hearing Date: April 8, 1997  
Commission Action:

STAFF REPORT: PERMIT AMENDMENT

APPLICATION NO.: 5-96-274-A (P-80-7497)  
APPLICANT: Northwestern Mutual Life  
AGENT: Jonathan Glasgow  
PROJECT LOCATION: 401-435 Shoreline Village Drive, Downtown Shoreline area,  
City of Long Beach, Los Angeles County.

DESCRIPTIONS OF ORIGINAL APPROVALS:

Coastal Development Permit P-79-5251 (City of Long Beach, 6/11/79) permitted the construction of Fisherman's Village shopping center, now known as Shoreline Village, including three restaurants totalling 17,500 square feet, 18,000 square feet of leasable commercial area (including arcades, chadlery, yacht broker, etc.), 252 parking spaces, landscaping, lighting, pedestrian promenades with view points, all required utilities, and miscellaneous site improvements.

Coastal Development Permit P-80-7497 (City of Long Beach, 2/2/81) permitted a revised Fisherman's Village project which increased the total amount of commercial area from 35,500 square feet to 51,000 square feet.

DESCRIPTION OF CURRENT PROPOSAL:

Amend Coastal Development Permit P-80-7497 to increase the permitted commercial area in Shoreline Village shopping center from 51,000 square feet to 69,376 square feet of enclosed commercial area and 12,992 square feet of outdoor dining area. This is an after-the-fact application.

SUMMARY OF STAFF RECOMMENDATION:

The primary Coastal Act issue addressed in this report is the appropriate balance between waterfront commercial uses and low-cost recreational uses taking into consideration the amount of available parking in the area. The Downtown Shoreline area of Long Beach provides a wide range of uses which

attract large numbers of visitors and employees, many of which arrive by automobile. Most of the area's attractions are coastal related such as the beach, marinas, parks, aquarium, and Shoreline Village. Access to public parking for these attractions is limited, especially on summer weekend days. On summer weekend days, Shoreline Village generates a higher demand for parking than is currently supplied in the Shoreline Village public parking lot. On most weekdays and nights, however, there is adequate parking available for visitors to Shoreline Village and the other attractions.

Staff recommends that the Commission approve the proposed amendment, but only with conditions which mitigate the negative impacts that the proposed amendment will have on public access to the coast. The conditions are necessary to protect the public's ability to use public parking to access the waterfront. The recommended conditions of approval require the applicant to enlarge the Shoreline Village public parking lot to 433 parking spaces, participate in the traffic and parking management association which will be formed by the City to meet the requirements of the LCP, and to develop and implement an employee parking program. In addition, all future improvements, additions or intensifications of use will require a new Coastal Development Permit or amendment to this permit. Only as conditioned is the proposed amendment consistent with the Chapter 3 policies of the Coastal Act.

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PROCEDURAL NOTE:

Section 13166 of the California Code of Regulations provides for referral of a permit amendment request to the Commission if:

- 1) The Executive Director determines that the proposed amendment is a material change,
- 2) Objection is made to the Executive Director's determination of immateriality, or
- 3) The proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

In this case, the Executive Director determined that the proposed amendment is a material change which could affect coastal access. If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. [14 California Code of Regulations 13166].

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LOCAL APPROVAL RECEIVED:

1. City of Long Beach Site Plan Review Case No. 9609-15, 10/9/96.

SUBSTANTIVE FILE DOCUMENTS:

1. Coastal Development Permit 5-94-010 & amendment 5-94-010-A2 (Northwestern Mutual Life).
2. Coastal Development Permit 5-96-071 (City of Long Beach).
3. Coastal Development Permit 5-96-010 (Northwestern Mutual Life).
4. Coastal Development Permit P-80-7497 (City of Long Beach).
5. Coastal Development Permit P-79-5152 (City of Long Beach).

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STAFF NOTE:

The Commission's approval of the proposed amendment is required because the project is located on state tidelands 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 from the Commission. The Commission originally approved Coastal Development Permit P-80-7497 on February 2, 1981. The Commission's standard of review for the Coastal Development Permit amendment for the proposed development is the Chapter 3 policies of the Coastal Act. The City's certified LCP is advisory in nature and may provide guidance.

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STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions

The Commission hereby grants, subject to the conditions below, an amendment to the permit for the proposed development on the grounds that the development and the amendment, as conditioned, will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

## II. Special Conditions

### 1. Shoreline Village Parking Lot

Prior to issuance of the permit amendment, the applicant shall complete the enlargement of the Shoreline Village public parking lot to 433 spaces as approved by Coastal Development Permit amendment 5-94-010-A2 (Northwestern Mutual Life).

### 2. Parking & Traffic Association

The permittee shall participate in the Traffic and Parking Management Association that is established by the City of Long Beach pursuant to its certified Local Coastal Program as soon as such an association is established [see certified LCP Downtown Shoreline Planned Development Plan (PD-6): General Development and Use Standard (b)6]. The association shall:

- (a) Include amongst its goals the preservation of public access and the coordination of parking facilities, parking fees and shuttle services to manage parking and traffic in the Downtown Shoreline area, and,
- (b) Allow its members to vote on all association decisions regarding the coordination of parking facilities, parking fees and shuttle services in the Downtown Shoreline area.

### 3. Employee Parking

Prior to issuance of the Coastal Development Permit amendment, the applicant shall submit an employee parking program, subject to the review and approval of the Executive Director, which meets the following criteria:

- (a) The plan identifies at least 100 parking spaces that will be available to all employees, owners and tenants of the establishments of Shoreline Village while they are working, and,
- (b) None of the 100 parking spaces shall be in the public parking areas located in Marina Green, Riverfront Park or along the shoulders of Shoreline Drive, although they may be in the marina boat owner parking areas, and,
- (c) None of the 100 spaces is more than 1,500 feet from Shoreline Village unless: (i) they are located within 200 feet of an existing free public transit (Runabout) stop, and (ii) the schedules and frequency of the shuttles and choice of routes will not significantly increase commute times such that employees will have an incentive to park in public lots (such as the Marina Green lot) to avoid being late for work, and,

- (d) The plan ensures that the employee parking is provided to employees at a cost that does not exceed the cost of parking in nearby public parking lots (such as the Marina Green public lots), and,
- (e) The plan identifies the signs, notices and other measures that will inform all Shoreline village employees, owners and tenants of the employee parking program.

The applicant shall implement the employee parking program as approved by the Executive Director for the life of the uses approved by this amendment. Any changes in the employee parking program as approved by the Executive Director shall be submitted for the review of the Executive Director to determine whether an amendment to this permit is required.

4. Future Improvements, Additions or Intensification

All future improvements, additions or intensifications of use in the Shoreline Village shopping center, such as additional restaurants or expansion of service area of existing restaurants including outdoor dining, shall require a new Coastal Development Permit or amendment to this permit.

III. Findings and Declarations

The Commission hereby finds and declares:

A. Amendment Description and Project History

The applicant, Northwestern Mutual Life, proposes to amend Coastal Development Permit P-80-7497 to increase the permitted commercial area in Shoreline Village shopping center from 51,000 square feet to 69,376 square feet of enclosed commercial area and 12,992 square feet of outdoor dining area (Exhibit #8). This is an after-the-fact application which the applicant has submitted in order to address the discrepancy between what was permitted by Coastal Development Permit P-80-7497 and what has been built. The applicant requests the Commission's approval of the existing configuration and commercial uses in the Shoreline Village shopping center (Exhibit #8).

Shoreline Village is a shopping center with a maritime theme located on the waterfront in the Downtown Shoreline area of the City of Long Beach (Exhibit #2). Shoreline Village contains three major restaurants (Oink's Diner, The Yard House, Parker's Lighthouse) and several smaller eating establishments and tourist oriented retail stores (Exhibit #8). The shopping center, which is built on tidelands, shares the Long Beach downtown waterfront area with the Downtown Long Beach Marina and the Queensway Bay Harbor now being constructed (Exhibit #3). Although the nearest public beach is located one-half mile east of Shoreline Village, the entire area is a popular coastal recreation area. Visitors to the area can take advantage of the many sailing and boating opportunities, access the coastal bicycle path, go fishing, use the parks and beach, sightsee, or shop at Shoreline Village.

Most of the Downtown Shoreline area was developed in the late 1970's and early 1980's under Coastal Development Permits approved by the Commission in 1979. The Downtown Shoreline area of Long Beach currently contains the Downtown Long Beach Marina, Marina Green Park, the Long Beach Convention and Entertainment Center, Hyatt Regency Hotel, Rainbow Lagoon Park, Shoreline Village shopping center, the Long Beach Aquarium of the Pacific, Catalina Landing, and Queensway Bay Harbor and Riverfront Park (currently under construction) (Exhibit #3). Until its demolition in 1979, the famous Pike amusement park was situated on the now land-locked (filled) beach in the Downtown Shoreline area.

The Downtown Shoreline area of Long Beach is comprised primarily of state-owned public tidelands which are administered by the City of Long Beach under a Tidelands Trust Agreement with the State of California. The Chapter 138 line, the boundary between the privately owned upland properties and the public tideland areas in the Downtown Shoreline area, is the former mean high tide line. The public tideland areas subject to the Long Beach Tidelands Trust Agreement are the filled areas which lie seaward of the Chapter 138 line. The Chapter 138 line runs roughly corresponds to the alignment of Seaside Way (Exhibit #2). Shoreline Village is located on the state-owned public tidelands which are in the Commission's area of original jurisdiction.

The Commission's original approval for a shopping center on the Shoreline Village site occurred in 1979 when the City of Long Beach Downtown Shoreline Plan came before the Commission for approval (Exhibit #2). The Commission approval of the Downtown Shoreline Plan included the improvement of Shoreline Aquatic Park (Coastal Development Permit P-79-5253), the improvement of the Marina Green Park (Coastal Development Permit P-79-5250), the construction of the Downtown Long Beach Marina (Coastal Development Permit P-79-5249), the construction of the Pacific Terrace Marina (Coastal Development Permit P-79-5252), and the construction of "Fisherman's Village" shopping center on the Shoreline Village site (Coastal Development Permit P-79-5251). The purpose of the approved developments was to encourage day use activities on the Long Beach waterfront.

The Commission's approval on June 11, 1979 of Coastal Development Permit P-79-5251 (City of Long Beach) permitted the construction of "Fisherman's Village" shopping center on the Shoreline Village site (Exhibit #5). The 1979 approval included the construction of three restaurants with a total of 17,500 square feet of gross floor area, and 18,000 square feet of other commercial uses (combined total of 35,500 square feet of commercial floor area). That project included the provision of 252 parking places to serve the approved commercial uses.

The Fisherman's Village project, however, was revised before it was built. On February 2, 1981, the Commission approved Coastal Development Permit P-80-7497 (City of Long Beach) for a revised shopping center project (Exhibit #6). The Commission's approval increased the total permitted amount of commercial area from 35,500 square feet to 51,000 square feet. The amount of parking provided in the Shoreline Village public parking lot was increased to 409 total parking spaces, 98 of which were reserved for boat owners in the adjacent marina. Negative Declaration ND-23-80 was prepared and adopted for the revised shopping center approved by Coastal Development Permit P-80-7497 (Exhibit #7).

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The shopping center was constructed in 1981 and became known as Shoreline Village. The project that was built, however, contains more internal floor area than was permitted by Coastal Development Permit P-80-7497 (City of Long Beach). Negative Declaration ND-23-80, prepared for the shopping center, contains a chart which describes the structural area allocations for the project approved by Coastal Development Permit P-80-7497 (Exhibit #7, p.5). The total figure for the interior floor area (including the ground floor, second floor, and restrooms) is 58,373 square feet. The amount of leasable area is 51,771 square feet. Coastal Development Permit P-80-7497 limited the amount of leasable commercial area to 51,000 square feet.

According to the applicant, the Shoreline Village shopping center currently contains 69,376 square feet of enclosed commercial area on the first and second floors. In addition, outdoor dining areas for restaurants occupy another 12,992 square feet (Exhibit #8). The shopping center has not undergone any major structural alterations or major additions since it was constructed in 1981.

The applicant, Northwestern Mutual Life, became aware of the discrepancy between the amounts of permitted and existing commercial areas shortly after taking over the shopping center in 1994. This application has been submitted to address the discrepancy between what was permitted in 1981 and what has been built. The applicant requests the Commission's approval of the existing configuration and commercial uses in the Shoreline Village shopping center as shown in Exhibit #8.

Although the Commission has approved some minor additions to the shopping center, there is no Commission action approving the difference between the existing 82,368 square feet of commercial area (ground floor, second floor, and outdoor dining area) and the 51,000 square feet of permitted commercial area. The discrepancy amounts to more than 30,000 square feet.

The following is a list of past Commission actions for Shoreline Village:

<u>Permit Number</u>	<u>Date Approved</u>	<u>Project Description</u>
P-79-5251	6/11/79	Fisherman's Village shopping center: 35,500 sq. ft. of leasable commercial area.
P-80-7497	2/2/81	Fisherman's Village shopping center: 51,000 sq. ft. of leasable commercial area.
5-91-708	1/15/92	Enclose 1,150 sq. ft. of covered area for retail/food service use.
5-94-010	5/12/94	Convert Shoreline Village public parking lot from free uncontrolled parking to controlled validated/fee parking.

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5-94-127	8/12/94	Restripe public parking lots and reallocate 96 boat owner spaces in the Shoreline Village parking lot to customer use.
5-96-010	3/14/96	Remodel existing restaurant space for two new restaurants. Add approximately 300 sq. ft.
5-94-010-A1	Withdrawn	Amend parking lot management plan.
5-94-010-A2	2/6/97	Amend Shoreline Village public parking lot management plan and expand from 409 to 433 spaces.

Presently, the immediate area around Shoreline Village is rapidly changing. A major portion of the Downtown Shoreline area is currently being altered by the urban waterfront development project referred to as the Queensway Bay Plan. The Queensway Bay Plan is the City's plan to create a major waterfront attraction in the Downtown Shoreline area of Long Beach to provide affordable recreation and entertainment for local residents and area visitors (Exhibit #3). On May 10, 1995, the Commission approved City of Long Beach Local Coastal Program (LCP) Amendment No. 1-95 incorporating the Queensway Bay Plan into the City's certified LCP.

The provision of adequate public parking facilities and their management is one of the most important issues addressed in the public access section of the Queensway Bay Plan in the LCP. One of the central public access provisions contained in LCP Amendment No. 1-95 requires all development in the Downtown Shoreline area to participate in a traffic and parking management association in order to facilitate the optimum use of the area's parking and access facilities. The provision of adequate parking is the central issue in this amendment request.

### B. Public Access, Recreation and Parking

The primary Coastal Act issue is the proposed amendment's impact on the public's ability to access the coast. A basic goal of the Coastal Act is to protect and maximize public access to the coast while providing recreational opportunities for all the people.

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 30213 of the Coastal Act states, in part:

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

One of the methods commonly used to maximize public access to the coast is to ensure that there is enough parking available for visitors of the coast. The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. Section 30252 requires that new development should maintain and enhance public access to the coast by providing adequate parking facilities.

Section 30252 of the Coastal Act states, in part:

The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation....

Shoreline Village is a shopping center with a maritime theme located on the waterfront in the Downtown Shoreline area of the City of Long Beach (Exhibit #2). Shoreline Village is comprised of three major restaurants (Oink's Diner, The Yard House, Parker's Lighthouse), several smaller eating establishments, and many tourist oriented retail stores (Exhibit #8). The Shoreline Village shopping center and its parking lot are located on public property seaward of the first public road in the Commission's area of original jurisdiction (Exhibit #2). The location is a popular coastal recreation area where many visitors take advantage of sailing and boating opportunities, the coastal bicycle path, fishing opportunities, the coastal parks and beach, and shopping and sightseeing at Shoreline Village and its boardwalk.

The proposed amendment would increase the permitted commercial area in Shoreline Village shopping center from 51,000 square feet to 69,376 square feet of enclosed commercial area and 12,992 square feet of outdoor dining area. The above stated Coastal Act policies require that the proposed project maintain and enhance public access to the many lower cost visitor and recreational facilities in the Downtown Shoreline area. In order to protect these public access and recreational opportunities, the proposed project must provide adequate parking facilities. The provision of adequate parking facilities means having an adequate parking supply, and managing the parking supply so that it is used efficiently in order to provide the maximum amount of public access to the recreational facilities in the area.

The Shoreline Village public parking lot provides the parking supply for the shopping center. Because the Shoreline Village parking lot is located on publicly owned tidelands, it is available for use by both the general public and Shoreline Village customers. When the Shoreline Village parking lot fills up on busy days, visitors to Shoreline Village often park in the Marina Green parking lots which provide parking for various recreational activities (Exhibit #3). Pursuant to an agreement between the City and Shoreline Village, a limited amount of parking is provided on an intermittent basis for Shoreline Village employees in the Downtown Marina (boat owners) parking lot.

The parking lot management practices for Shoreline Village are permitted by Coastal Development Permit 5-94-010 and its amendment 5-94-010-A2. On May 12, 1994, the Commission approved Coastal Development Permit 5-94-010 allowing the conversion of the Shoreline Village public parking lot from free uncontrolled parking to controlled validated/fee parking. The approved project included the construction of controlled access gates at the entrances to the Shoreline Village parking lot, the construction of ticket booths, and a validation/fee program which allowed two hours of free public parking with a validation. No purchase was required for a validation.

On February 6, 1997, the Commission approved an amendment to Coastal Development Permit 5-94-010 which modified previously approved terms of the permit regarding operation of the parking lot (5-94-010-A2). The amendment altered the parking validation program and the rates charged for parking. The approval changed the terms of the validation program by requiring a minimum purchase of three dollars in order to receive a validation for two hours of free parking, instead of giving validations to anyone who so requested. The amendment also approved the following revised parking rates:

First two hours	Free with \$3 minimum purchase
Each 30 minutes	\$1.00
Two hours	\$4.00
Daily Maximum	\$6.00
Maximum with validation	\$3.00

The Commission found that fees could be charged for use of the Shoreline Village parking lot but also found that the adjacent Marina Green public parking lots must be protected for general public parking so that visitors to the area could continue to take advantage of the many low cost and free recreational opportunities provided in the Downtown Shoreline area such as sailing and boating, bicycling, fishing, using the parks and beach, and sightseeing.

The public parking lots in the area supply parking for a variety of uses and activities at this popular waterfront area. The Shoreline Village parking lot provides the primary parking supply for visitors to the Shoreline Village shopping center. The nearby public parking lots, like the Marina Green lots and the boat owner parking lots, also provide parking for visitors to the area. The Shoreline Village parking lot is the primary parking supply for the shopping center. Likewise, the boat owner lots are the primary parking supply for slip lessees in the marina, and the Marina Green parking lots are the primary parking supply for beach goers, skaters, cyclists, and other day use recreational visitors.

In its approval of Coastal Development Permit 5-94-010 and its amendment (5-94-010-A2), the Commission found that it is important that the operation of the Shoreline Village parking lot does not preclude the general public from parking and accessing the parking provided for the various coastal recreation activities in the area. The currently proposed amendment request must also not preclude the general public from parking and accessing the parking provided for the various coastal recreation activities in the area.

Coastal Development Permit 5-94-010 and its amendment 5-94-010-A2 approved the parking lot management practices for Shoreline Village. The primary public access issue involved with this amendment request is whether there is enough parking provided in the Shoreline Village parking lot to allow an increase in the commercial area from 51,000 total square feet to 69,376 square feet of enclosed commercial area and 12,992 square feet of outdoor dining area. In order to protect coastal access and recreational opportunities, the proposed project must provide adequate parking facilities.

The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. It is important that the Shoreline Village parking lot provide adequate parking facilities so that the visitors to the shopping center do not negatively affect access to the surrounding recreational attractions by overburdening the public parking supply in the adjacent Marina Green and boat owner parking lots. This could negatively impact low cost coastal access opportunities by reducing the amount of parking available for recreationists.

The issue of parking has been addressed in the Commission's previous actions approving development at the Shoreline Village site. In its original approval of Coastal Development Permit P-79-5251 (City of Long Beach) in 1979, the Commission approved 35,500 square feet of leasable commercial area with the provision of 252 parking spaces (Exhibit #5). The parking space per square foot ratio (252/35,500) for the 1979 approval is 7.1 parking spaces per one thousand square feet.

In 1981, the Commission approved Coastal Development Permit P-80-7497 (City of Long Beach) for a revised shopping center on the site (Exhibit #6). The 1981 approval permitted 51,000 square feet of leasable commercial area with the provision of 409 parking spaces. However, 98 of the 409 total parking spaces were reserved for boat owners in the adjacent marina and were not available for use by the general public (see parking allocation in Negative Declaration ND-23-80, Exhibit #7, p.6). It was not until 1994 that 96 of those 98 spaces became available for general public use when the Commission authorized the reallocation of the boat owner spaces in the Shoreline Village parking lot to customer use in Coastal Development Permit 5-94-127 (City of Long Beach). Therefore, 311 parking spaces (409 minus 98) were provided for the permitted 51,000 square feet of leasable commercial area. The parking space per square foot ratio (311/51,000) for the 1981 approval is 6.1 parking spaces per one thousand square feet.

The Commission's parking standards contained in the Regional Interpretive Guidelines for Los Angeles County, adopted in 1980, require the provision of parking at the following rates:

General Retail: 4.4 parking spaces per one thousand square feet. (1/225 sq. ft.)

Food Store: 4.0 parking spaces per one thousand square feet. (1/250 sq. ft.)

Restaurant: 20 parking spaces per one thousand square feet of service area. (1/50 sq. ft.)

Shopping Center: 5.0 parking spaces per one thousand square feet of gross floor area (must have balanced mixture of uses).

The City of Long Beach zoning code also requires the provision of 5.0 parking spaces per one thousand square feet of gross floor area in shopping centers. Therefore, both the 1979 and 1981 approvals for development of the site are generally consistent with the Commission's and City's parking standards.

The applicant now proposes a total of 82,368 square feet of commercial area in the Shoreline Village shopping center (69,376 sq. ft. enclosed & 12,992 sq. ft. outdoor dining). The parking lot for the Shoreline Village shopping center currently contains 409 parking spaces, but will soon contain 433 parking spaces.

The Commission's approval of Coastal Development Permit amendment 5-94-010-A2 on February 6, 1997 included an approval for the enlargement of the parking lot to 433 spaces (Exhibit #4). The enlargement of the parking lot will encompass a section of land that was formerly used as a right turn lane connecting eastbound Shoreline Drive to Shoreline Village Drive. The right turn lane has been moved northward as part of the Commission approved reconstruction of the Shoreline Drive/Shoreline Village Drive intersection (Coastal Development Permit 5-96-071). A traffic signal and crosswalk have been installed as part of the intersection improvement project and a small section of land (right turn lane) is now available for use as part of the public parking lot used by the Shoreline Village shopping center. The expansion will result in an increase in the number of parking spaces in the Shoreline Village parking lot from 409 to 433 parking spaces (Exhibit #4).

Therefore, 433 parking spaces are proposed to serve 82,368 square feet of commercial area in the Shoreline Village shopping center. The parking space per square foot ratio ( $433/82,368$ ) for the current proposal is 5.2 parking spaces per one thousand square feet.

Although, the proposed parking ratio exceeds the shopping center standard of 5.0 spaces per thousand square feet contained in the Commission's Interpretive Guidelines, the proposed 433 parking spaces will not meet the peak parking demands of the shopping center. Based on staff observations of the Shoreline Village parking lot, there is generally a sufficient amount of parking to meet the shopping center's weekday and night demands. However, on weekends, and especially during summer weekends, the demand for parking often exceeds the supply for Shoreline Village. The adjacent Marina Green parking lots accommodate the overflow parking.

The shortage of parking on busy days has been well documented by the Commission staff, the City, and the tenants and managers of Shoreline Village. This parking shortage has necessitated the parking lot management practices approved by Coastal Development Permit 5-94-010 and its amendment. The parking shortage has also led to the City and the managers of Shoreline Village working together to allow limited employee parking in the under-utilized boat owner parking lot adjacent to the shopping center. Valet parking is also used by the managers of Shoreline Village on busy days in order to accommodate the large crowds and heavy demands for parking.

A 1992 parking study for the area by Walker Parking Consultants/Engineers, Inc. estimated the parking demand for the Shoreline Village shopping center to be 530 spaces on a peak day. The 1992 parking study stated that patrons of the shopping center, Shoreline Aquatic Park, and the general public are experiencing a parking deficit, while the marina permit holders (boat owners) have a surplus of reserved parking. The study found that on busy summer days the shopping center and recreation parking areas are often filled to capacity while the boat owners' reserved parking areas are at about sixty percent capacity. The conclusion of the 1992 parking study led to the reallocation of 96 boat owner spaces in the Shoreline Village parking lot to customer use authorized by Coastal Development Permit 5-94-127 (City of Long Beach).

The certified LCP, as it applies to the Shoreline Village area (LCP Subarea 6), requires that sufficient parking be provided "to meet the average weekday demand". The LCP also states that, "all parking shall be on a shared or joint use basis". Based on staff observations, the provision of 433 parking spaces appears to be sufficient to meet the average weekday demand of the existing uses in Shoreline Village (82,368 sq. ft.). Therefore, the amendment request is not inconsistent with the parking requirements for LCP subarea 6. However, the Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act. The City's certified LCP is advisory in nature and may provide guidance.

There is a shortage of parking in the Shoreline Village area on busy days. This parking shortage results in competition for the available parking spaces between the Shoreline Village visitors and the other recreational day use visitors. The shortage of parking and resulting competition negatively impacts public access. Therefore, the proposed amendment must mitigate the negative impacts the parking shortage has on public access to the coast. Special conditions of approval are applied to this amendment in order to ensure that public access to the various recreational activities in the Downtown Shoreline area are protected.

First of all, prior to issuance of the permit amendment, the applicant shall complete the enlargement of the Shoreline Village public parking lot to 433 spaces as approved by Coastal Development Permit amendment 5-94-010-A2 (Northwestern Mutual Life). This will increase the amount of public parking in the area and maximize public access. Only as conditioned is the proposed amendment consistent with Section 30252 of the Coastal Act.

Secondly, the applicant shall participate in the Traffic and Parking Management Association that is established by the City of Long Beach pursuant to its certified Local Coastal Program as soon as such an association is established [see certified LCP Downtown Shoreline Planned Development Plan (PD-6): General Development and Use Standard (b)6]. The association shall include among its goals the preservation of public access and the coordination of parking facilities, parking fees and shuttle services to manage parking and traffic in the Downtown Shoreline area, and allow its members to vote on all association decisions regarding the coordination of parking facilities, parking fees and shuttle services in the Downtown Shoreline area.

The City's Queensway Bay Plan anticipates the problems which could arise as a result of uncoordinated management of the Downtown Shoreline area's many

parking facilities, all of which are located on public tidelands. The Queensway Bay Plan requires the formation of a traffic and parking management association to plan and monitor the joint use of public and private parking facilities in the Downtown Shoreline area. The traffic and parking management association will be charged with the implementation of specific parking management strategies and transportation demand management programs. The goal of the traffic and parking management program, according to the plan, will be to provide adequate parking in a cost-effective manner while protecting public access to the coast. All development in the area will be required by the City to join the traffic and parking management association when it is formed. It will be formed prior to commencement of development of commercial uses in LCP Subarea 5 and Subarea 6 (west of the terminus of Pine Avenue) (Exhibit #3). [Note: The Queensway Bay Plan, including the above stated requirement for the formation of a traffic and parking management association, has been incorporated into the certified City of Long Beach LCP. The Commission certified the Queensway Bay Plan when it approved LCP Amendment No. 1-95 on May 10, 1995.]

Coastal Development Permit amendment 5-94-010-A2 also requires the applicant to participate in the traffic and parking management association when it is formed. This condition will be placed on all new commercial development in the Downtown Shoreline area in order to ensure that the public parking facilities are managed cooperatively so that public access to the area is maximized. The City estimates that the total cost of participants in the association should not exceed \$5,000 annually. In order to ensure that the managers of the Shoreline Village shopping center participate in the traffic and parking management association when it is formed, the applicants are required join it as a condition of this amendment. Only as conditioned to join the traffic and parking management association is the proposed amendment consistent with Section 30252 of the Coastal Act.

Another condition that was placed on Coastal Development Permit amendment 5-94-010-A2 but is also required on this amendment requires the applicant to develop and implement an employee parking program which will discourage Shoreline Village employees from using the adjacent free Marina Green recreational parking lots. Without an employee parking program, it is very likely that the employees will park for free in the Marina Green public parking lots which must be protected for public access and coastal recreation. Long-term use of the free public parking spaces in the Marina Green lots by Shoreline Village employees will reduce the number of spaces available for persons coming to the waterfront for coastal recreation. Therefore, employees of Shoreline Village should be encouraged to use parking that is not needed for day use recreational visitors.

The employee parking program must meet the following criteria:

- (a) The plan identifies at least 100 parking spaces that will be available to all employees, owners and tenants of the establishments of Shoreline Village while they are working, and,
- (b) Employee parking may be allowed in the marina boat owner parking areas, however, no employee parking shall be identified in the public parking areas located in Marina Green, Riverfront Park or along the shoulders of Shoreline Drive, and,

- (c) None of the 100 spaces is more than 1,500 feet from Shoreline Village unless: (i) they are located within 200 feet of an existing free public transit (Runabout) stop, and (ii) the schedules and frequency of the shuttles and choice of routes will not significantly increase commute times such that employees will have an incentive to park in public lots to avoid being late for work, and,
- (d) The plan insures that the employee parking is provided to employees at a cost that does not exceed the cost of parking in nearby public parking lots (such as the Marina Green lot), and,
- (e) The plan identifies the signs, notices and other measures that will inform all Shoreline village employees, owners and tenants of the employee parking program.

The City and the managers of Shoreline Village have been working together to allow limited employee parking in the under-utilized marina boat owner parking lot adjacent to the shopping center. An employee parking program using the under-utilized marina boat owner parking is allowed by the condition because it will protect the free public parking in the Marina Green lots for use by day use recreation visitors. There is currently a surplus of marina boat-owner reserved parking.

Finally, in order to ensure that future improvements, additions or intensifications of use do not further overburden the parking supply at Shoreline Village, the development and uses approved by this amendment are limited to 69,376 square feet of enclosed mixed-use commercial area and 12,992 square feet of outdoor dining area (Exhibit #8). Any proposed improvements, additions or intensifications of use, such as additional restaurants or expansion of service area of existing restaurants including outdoor dining, will require a new Coastal Development Permit or amendment to this permit. Any additional impacts on public access will be analyzed at that time. Only as conditioned does the Commission find the proposed amendment consistent with the coastal access policies of the Coastal Act.

The proposed amendment, as conditioned by the special conditions of approval, will not negatively affect the public's ability to access the Downtown Shoreline area and the coast, and is consistent with the public access and recreation policies of the Coastal Act.

#### C. Local Coastal Program

The City of Long Beach Local Coastal Program was certified by the Commission on July 22, 1980. Because the project is located seaward of the former mean high tide line, the LCP is advisory in nature and may provide guidance. The standard of review for this project is the Chapter 3 policies of the Coastal Act. The proposed amendment is consistent with the policies of the LCP.

Although the standard of review for the proposed project is the Chapter 3 policies of the Coastal Act, the certified LCP may provide guidance. The proposed project is located within the LCP subarea 6 of the Downtown Shoreline area. The certified LCP policies and development standards for the Downtown Shoreline area were certified by the Commission in 1995 when the Queensway Bay Plan was incorporated into the certified City of Long Beach LCP. The Commission certified the Queensway Bay Plan when it approved LCP Amendment No. 1-95 on May 10, 1995.

One of the requirements of the certified LCP, as discussed in the previous section, requires the formation of a traffic and parking management association to plan and monitor the joint use of public and private parking facilities prior to commencement of development of commercial uses in the park area located on the north side of the proposed harbor west of Pine Avenue. This area is located entirely on public lands. The close proximity of the existing and proposed commercial uses and the area's existing and proposed recreational uses will likely result in competition for parking spaces. Because the commercial uses will be located on public lands, the LCP requires that the parking supplies shall be available for use by the general public on a first-come, first-served basis. No parking may be reserved for the exclusive use of any tenant or development. These parking policies enhance the public's ability to access the downtown shoreline area to use both the lower cost recreational facilities and the visitor-serving commercial uses.

In regards to parking, the certified LCP also requires the provision of adequate parking within subareas 6 and 11 of the Downtown Shoreline area to meet the average weekday demands of the development. Because all of the Downtown Shoreline area is located on public tidelands, the certified LCP parking policies encourage the use of shared parking and joint use parking arrangements to meet the total parking demands of the public and private visitor-serving and recreational facilities in the area. In addition, the certified LCP includes a provision to encourage the shared use of the parking supply in downtown Long Beach north of the Downtown Shoreline area and outside the coastal zone. The LCP also states that the public transportation system, including the Blue Line light-rail, Long Beach Transit, and free trams, are expected to reduce the demand for parking in the Downtown Shoreline area.

The certified LCP also limits the total amount of retail and entertainment uses permitted in subarea 6 of the Downtown Shoreline area. The LCP states that up to 300,000 square feet of new and existing visitor serving commercial uses, including retail, restaurant, nightclub, movie, arcade and related entertainment use may be permitted. The proposed 82,368 square feet of commercial uses in Shoreline Village are the first commercial uses permitted in subarea 6 of the Downtown Shoreline area. Therefore, the development permitted by the proposed amendment falls within the 300,000 square feet limit for commercial uses.

As conditioned, the proposed amendment is consistent with the parking requirements contained in the LCP and all other LCP policies and standards. However, the Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act.



D. California Environmental Quality Act (CEQA)

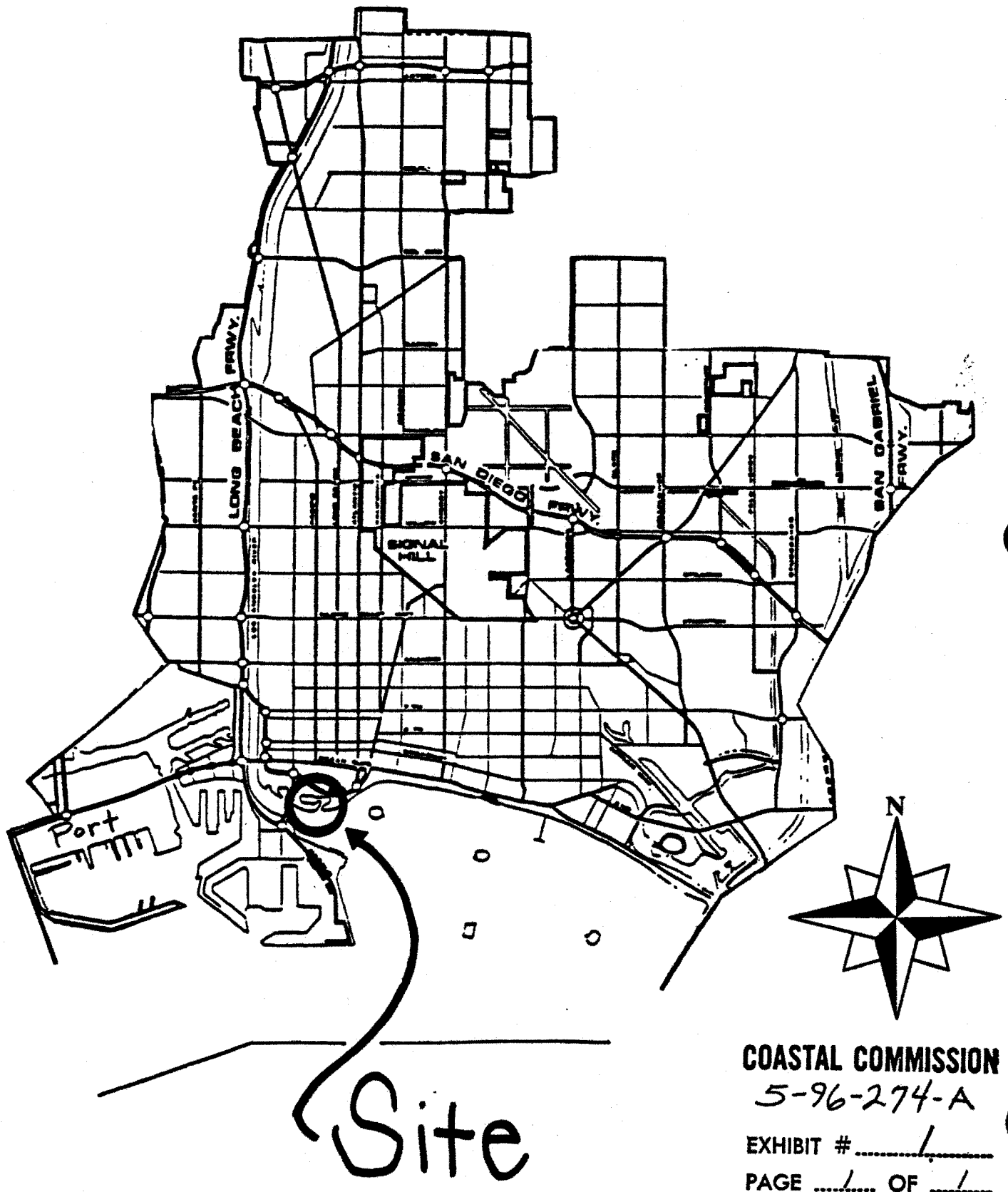
Section 13096 of the California Code of Regulations requires Commission approval of Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) 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 impact which the activity may have on the environment.

The proposed amendment, as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. All significant environmental effects have been mitigated by conditions of approval of the permit. The proposed amendment will not have significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA. Therefore, the Commission finds that the amendment is consistent with the requirements of the Coastal Act to conform to CEQA.

E. Violation

This is an after-the-fact permit amendment request. Consideration of this application by the Commission has been based solely upon the Chapter 3 policies of the Coastal Act. Review of this permit amendment does not constitute a waiver of any legal action with regard to any violation of the Coastal Act that may have occurred. The Commission will act on this application without prejudice.

# City of Long Beach



COASTAL COMMISSION

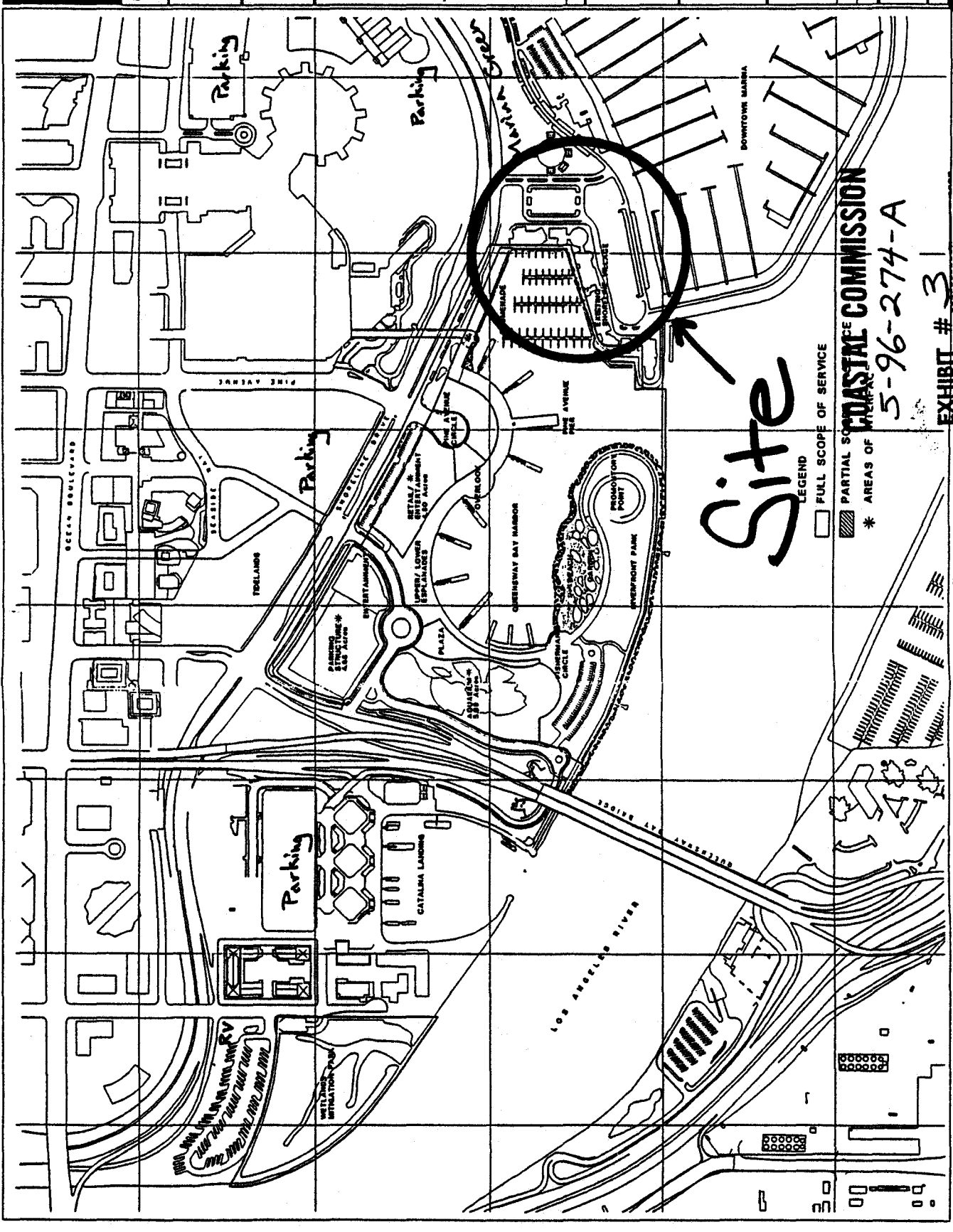
5-96-274-A

EXHIBIT # 1

PAGE 1 OF 1



		<b>QUEENWAY BAY</b> Long Beach, California	
<b>CLIENT:</b> City of Long Beach 300 West Ocean Boulevard Long Beach, California 90802		<b>DESIGNER:</b> Queenway Bay 300 West Ocean Boulevard Long Beach, California 90802	
<b>DESIGNER'S ADDRESS:</b> 300 West Ocean Boulevard Long Beach, California 90802		<b>DESIGNER'S PHONE:</b> (562) 595-1234	
<b>DESIGNER'S FAX:</b> (562) 595-1234		<b>DESIGNER'S E-MAIL:</b> info@queenwaybay.com	
<b>DESIGNER'S WEBSITE:</b> www.queenwaybay.com		<b>DESIGNER'S PROJECT NO.:</b> 5-96-274-A	
<b>DESIGNER'S PROJECT NAME:</b> Queenway Bay		<b>DESIGNER'S PROJECT DATE:</b> 10/1/96	
<b>DESIGNER'S PROJECT LOCATION:</b> Queenway Bay		<b>DESIGNER'S PROJECT STATUS:</b> Master Site Plan	
<b>DESIGNER'S PROJECT SCALE:</b> 1" = 100'		<b>DESIGNER'S PROJECT SHEET NO.:</b> 1 of 1	
<b>DESIGNER'S PROJECT SHEET DATE:</b> 10/1/96		<b>DESIGNER'S PROJECT SHEET SCALE:</b> 1" = 100'	
<b>DESIGNER'S PROJECT SHEET TITLE:</b> Master Site Plan		<b>DESIGNER'S PROJECT SHEET NO.:</b> 1 of 1	
<b>DESIGNER'S PROJECT SHEET DATE:</b> 10/1/96		<b>DESIGNER'S PROJECT SHEET SCALE:</b> 1" = 100'	
<b>DESIGNER'S PROJECT SHEET TITLE:</b> Master Site Plan		<b>DESIGNER'S PROJECT SHEET NO.:</b> 1 of 1	

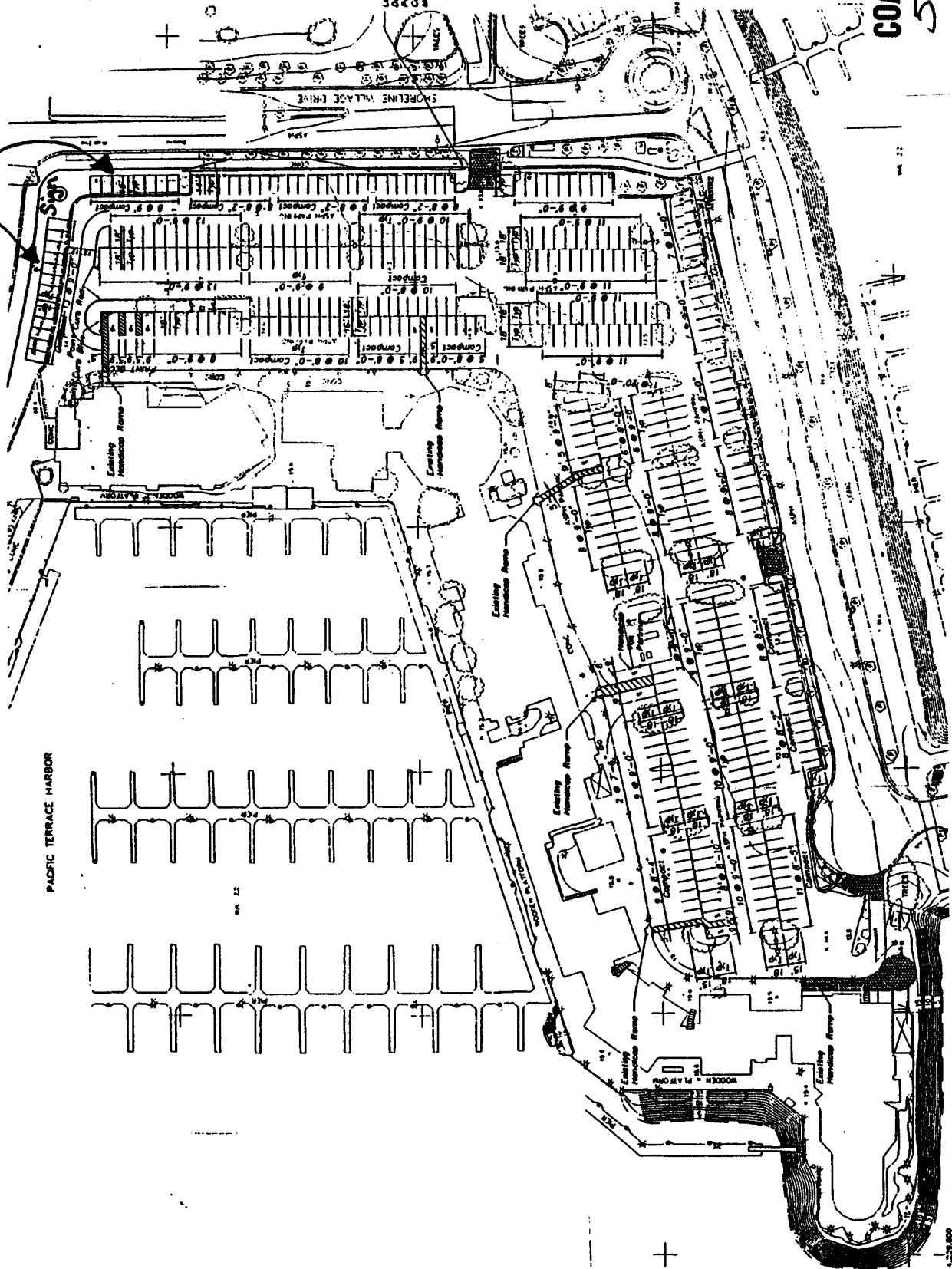


Site

COASTAL COMMISSION  
5-96-274-A

EXHIBIT # 3

New Spacks



Shoreline Village

Location of Off Street  
Access Points  
Per Section 3107A of The  
California Accessibility  
Manual

211 Regular Parking Spaces  
211 Handicapped Parking Spaces  
211 Van Handicapped Parking Spaces  
211 Total Spaces

433 Spaces

See also:  
CDP 5-94-010  
& amendments

COASTAL COMMISSION  
5-96-274-A

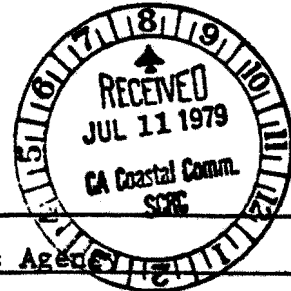
EXHIBIT # 4  
PAGE 1 OF 1

Shoreline Village  
Parking Lot

CALIFORNIA COASTAL COMMISSION  
SOUTH COAST REGIONAL COMMISSION  
644 E. OCEAN BOULEVARD, SUITE 3107  
P.O. BOX 1450  
LONG BEACH, CALIFORNIA 90801  
(213) 390-3071 (714) 844-0648

*See P-80-7497*

COASTAL DEVELOPMENT PERMIT



Application Number: P-79-5251  
Name of Applicant: City of Long Beach Tidelands Agency  
300 East Ocean Blvd., Long Beach, CA 90802

Permit Type: ☐ Emergency  
☒ Standard  
☐ Administrative

Development Location: South of Shoreline Drive, generally east of Shore-  
line Aquatic Park Harbor and west of the Marina Green, Long Beach, CA

Development Description: Commercial development- Fisherman's Village  
theme including three restaurants totalling 17,500 sq. ft.; 18,000 sq. ft.  
leasable commercial area (including arcades, chadlery, yacht broker, etc.);  
252 parking spaces. Landscaping, lighting, pedestrian promenades with vie  
points, all required utilities and miscellaneous site improvements.

I. The proposed development is subject to the following conditions imposed pursuant to the California Coastal Act of 1976:

See attached Page 5 for conditions.

Condition/s Met On July 7, 1979 By JIR jlr

Page 1 of 6

COASTAL COMMISSION  
5-96-274-A

EXHIBIT # 5  
PAGE 1 OF 6

II. The South Coast Commission finds that:

See attached Page 3 for Findings.

- III. Whereas, at a public hearing, held on June 11, 1979 at Huntington Beach by a 10 to 0 vote permit application number P-79-5251 is approved.
- IV. This permit may not be assigned to another person except as provided in Section 13170, Coastal Commission Rules and Regulations.
- V. This permit shall not become effective until a COPY of this permit has been returned to the Regional Commission, upon which copy all permittees or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents.
- VI. Work authorized by this permit must commence within two years from the date of the Regional Commission vote upon the application. Any extension of time of said commencement date must be applied for prior to expiration of the permit.
- VII. Issued on behalf of the South Coast Regional Commission on July 11, 1979.

M. J. Carpenter  
M. J. Carpenter  
Executive Director

I, ROBERT BENARD, permittee/agent, hereby acknowledge receipt of Permit Number P-79-5251 and have accepted its contents.

7.11.79  
(date)

Robert Benard  
COASTAL COMMISSION  
(signature)

1. The proposed project includes a Downtown Marina (1694 boat slips), Shoreline Aquatic Park Harbor (131 boat slips), Fishermen's Village commercial-retail complex (35,500 sq. ft.), Marina Green Park (11 acres), Aquatic Park (31 acres) and a dry boat storage facility for smaller boats.
2. The proposed project is located in the center of the city's downtown shoreline and will physically occupy a major portion of the 158-acre Pacific Terrace area, which is essentially vacant, except for the convention-sports area complex and surface parking lots. In addition, the entire proposed development will be located within public tidelands subject to the public trust.
3. The proposed development represents a potentially significant economic opportunity for the city to revitalize and enhance the downtown area.
4. The proposed development, with the conditions set forth below, will assure and accommodate a wide range of public commercial-recreational opportunities for persons of all age and income levels and is therefore consistent with the following sections of the Coastal Act:

## Section 30211:

"Development shall not interfere with the public's right of access to the sea...."

## Section 30212:

"Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development...."

30213. Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221. 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.

5. The proposed project meets the parking requirements which is consistent with Section 30252 of the Coastal Act which states that new development shall provide adequate parking.
6. Various wildlife agencies have expressed concerns regarding the impact of dredge spoils upon water quality if the proposed marina bottom is raised approximately 15 ft. which is not consistent with Section 30233(8b) of the Coastal Act which states in part:  
  
"Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation...."

COASTAL COMMISSION

EXHIBIT # 5

PAGE 3 OF 6



7. Additionally, various wildlife agencies have expressed concerns regarding potential adverse impacts to the existing clam beds, mudflats and fish communities within the existing 14-acre lagoon. Unless adequate mitigation measures are included, the project, as proposed is not consistent with Sections 30231 and 30230 of the Coastal Act which state:

30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

8. Within Southern California there is a demand for additional commercial fishing facilities and recreational boating facilities. The project, as proposed, is not consistent with Section 30234 of the Coastal Act which states in part:

30234. Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

9. The approval of the current project should not be construed as an indicator or endorsement of future projects in the area.

10. Future commercial expansion within the proposed project area should carefully consider a harmonious combination of environmental vs. commercial development needs in order that both may be properly accommodated.

11. The subject site is located between the nearest public road and the sea and is, as conditioned, in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act.

12. As conditioned, there are feasible alternatives, and feasible mitigation measures, as provided in the CEQA, available for imposition by this Commission under the power granted to it which would substantially lessen any significant adverse impact that the development, as finally proposed may have on the environment.

13. As conditioned, the development is in conformity with the provisions of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with said chapter.

COASTAL COMMISSION

1. Commercial Fishing Facilities:

A. A minimum of 75 permanent commercial berthing facilities shall be provided to be used exclusively for "active" commercial fishing vessels. For purposes of this permit a "commercial fishing vessel" shall be defined as a vessel between 30 and 60 feet in overall length and used exclusively for commercial fishing. The word "active" shall be defined as a vessel used exclusively for commercial fishing and engaged in commercial fishing not less than 100 days on the average per year. (P-5249; P-5252)

B. In the event that any portion of the 75 commercial berthing facilities required in this condition cannot be rented to commercial fishing boats meeting the definition of commercial fishing contained within this condition, then these facilities may be rented to other vessels with first right of refusal privilege offered to commercial vessels as space becomes available within both marinas. (P-5249; P-5252)

C. The rental rate for these facilities will be based on the average lineal footage rental rate per slip charged for active commercial fishing vessels in all comparable Southern California marinas and harbors from San Diego to Port San Luis. (P-5249; P-5252)

2. Applicant shall agree that the proposed marina basin will not be filled except as necessary to construct the mole, breakwater, and jetty. (P-5249)

3. Applicant shall construct no less than five acres of new inter-tidal and shallow sub-tidal nursery habitat with a marine environment similar to that now existing in the Aquatic Park Lagoon. The area to be considered is east of the proposed jetty in place of the proposed sandy beach which shall not be required as an element of the proposed development. The creation of these areas shall be accomplished in consultation with the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. (P-5249; P-5253)

4. Marine Environment Impact Within Aquatic Park Harbor:

A. No sand shall be placed below the Mean Higher High Water (MHHW) level within the existing Aquatic Park Lagoon. Any sand placed shall be retained so as not to encroach below the MHHW level. (P-5253)

B. The clam habitat areas within the Aquatic Park Lagoon shall be maintained by not disturbing the existing mudflats or by reconstructing a portion of the mudflat area with a rocky substrate environment suitable for Littleneck clams. (P-5253)

C. The detailed design of the tidal flats, small salt marsh area and sand areas shall be accomplished in consultation with the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. (P-5253)

5. A pump-out facility adequate for all marine needs (i.e., bilges, holds, oil changes) shall be provided at any location within the proposed development. (P-5249; P-5252)

COASTAL COMMISSION

EXHIBIT # 5

PAGE 5 OF 6

6. All public facilities shall be constructed contemporaneously with the downtown marina (1,694 slips). Occupancy at the marina shall not commence until evidence, satisfactory to the Executive Director, is submitted showing that the public facilities and City projects have been completed or are under firm contract for completion with 12 months of marina occupancy. (P-5249 thru P-5254).

7. A coastal permit will be required for all structures proposed in the Fishermen's Village. Said permit can be for all structures as a single project or on an individual basis. (P-5251)

8. That public park facilities around the Harbor Masters building shall be provided subject to the Executive Directors approval. (P-5249)

9. The City shall solicit proposals for at least 30 rental boats to be accommodated in either marina for public rental subject to Executive Director's approval. (P-5249)

**COASTAL COMMISSION**

EXHIBIT # 5

PAGE 6 OF 6

# CALIFORNIA COASTAL COMMISSION

## SOUTH COAST REGIONAL COMMISSION

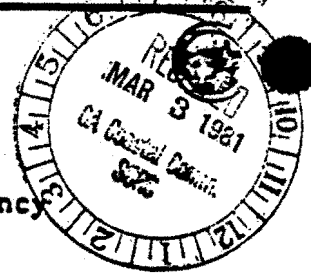
644 E. OCEAN BOULEVARD, SUITE 2107

P.O. BOX 1490

LONG BEACH, CALIFORNIA 90801

(313) 396-8071 (714) 544-8442

### COASTAL DEVELOPMENT PERMIT

 Permit Type: ☐ Administrative ☒ Standard ☐ Emergency


Application Number: P-80-7497

Name of Applicant: City of Long Beach

333 West Ocean Boulevard, Long Beach, CA 90802

Development Location: Long Beach Tidelands-South of Shoreline Drive

Long Beach, CA

Development Description: The subject development is a request for a conceptual design permit amendment to a previous coastal permit (P-5251) to increase the commercial area of Fisherman's Village from 35,500 square feet to 51,000 square feet located within the proposed Downtown Marina. The proposal is an integral element in the overall development of the Downtown Shoreline Plan.

I. Whereas, at a public hearing, held on February 2, 1981

at Torrance by a vote of 10 to 0

the Commission hereby grants, subject to condition/s, a permit for the proposed development on the grounds that, as conditioned, the development is in conformity with the provisions of Chapter 3 of the Coastal Act, 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 of 1976, is located between the sea and the public road nearest the sea and is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Conditions: NONE

COASTAL COMMISSION

5-96-274-A

EXHIBIT # 6

PAGE 1 OF 5

Condition/s Met On \_\_\_\_\_ By James L. G. 41r

- III. This permit may not be assigned to another person except as provided in Section 13170 of the Coastal Commission Rules and Regulations.
- IV. This permit shall not become effective until a COPY of this permit has been returned to the Regional Commission, upon which copy all permittees or agent/s authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents.
- V. Work authorized by this permit must commence within two years from the date of the Regional Commission vote upon the application. Any extension of time of said commencement date must be applied for prior to expiration of the permit.
- VI. Issued on behalf of the South Coast Regional Commission on  
February 27, 1981.

M. J. Carpenter  
M. J. Carpenter  
Executive Director

I, Philip N. Brubaker, permittee/agent, hereby acknowledge receipt of Permit Number P-80-7497 and have accepted its contents.

March 2, 1981

(Date)

W. S. Gulley

(Signature)

General Manager, Tidelands Agency

**COASTAL COMMISSION**

ag

- I. RECOMMENDATION: Prior to action on the subject permit Amendment, the Regional Commission will consider the subject development as an Amendment to the Certified City of Long Beach Local Coastal Program. If the Regional Commission approves that Amendment, as staff has recommended, then the Executive Director recommends that the following resolution be adopted:

A. Approval

The Commission hereby grants a permit for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, 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, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

Findings and Declarations

The Regional Commission finds and declares as follows:

II. Description and Background

A. Project Description:

The subject development is a request for a conceptual design permit amendment to a previous coastal permit (P-5251) to increase the commercial area of Fisherman's Village from 35,500 square feet to 51,000 square feet located within the proposed Downtown Marina. The proposal is an integral element in the overall development of the Downtown Shoreline Plan.

B. Background Summary Regarding the City of Long Beach Certified Local Coastal Program:

Long Beach began its Local Coastal Program planning in May, 1977. The Citizens Advisory Committee met over 100 times, not including subcommittee meetings. There were also five town meetings and the formal public hearings before the planning commission and City Council. The City adopted the total Local Coastal Program on February 12, 1980. The South Coast Regional Commission held its public hearing and recommended conditional approval of both the land use plan and zoning on April 28, 1980. The Long Beach Local Coastal Program was certified by the State Commission on May 9, 1980.

Specifically, with regards to Fisherman's Village, the Certified Local Coastal Program states:

"Fisherman's Village theme commercial area with three restaurants with a total of 17,500 square feet, 18,000 square feet of leasable commercial area including arcades, chandlery, yacht broker and similar uses; 252 parking spaces, and pedestrian promenades and view points."

COASTAL COMMISSION

The proposed change in the Local Coastal Program will be as follows:

"Fisherman's Village theme commercial area with a maximum of 51,000 square feet of restaurants and leasable commercial area (including chandlery, yacht sales and broker and similar uses). The area devoted to restaurants shall not exceed 50% of the total square footage actually developed."

C. Reason for Permit Amendment:

Following is a quote from the City staff report as submitted to the City Council:

"Negotiations subsequent to the adoption of the LCP have shown that the size of the village complex specified in the Local Coastal Plan restricts the financial feasibility of the project. Specifically the amount of restaurant and retail allowed does not provide an income that is sufficient for debt service coverage required by lenders, nor for an acceptable return on investment. The recent increases in interest rates and construction costs since the Fisherman's Village leasable footage was determined in the LCP document has undermined the financial feasibility of the project."

III. Issues

— A. Parking

B. Recreation and Visitor-Serving Facilities

A. Parking:

Applicable Coastal Policy

30252. The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high-intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

The proposed increase in leasable square footage will not increase the basic footprint of Fisherman's Village as previously anticipated, but will essentially "fill in those gaps or areas between buildings." Therefore, by redesigning the parking lot and utilizing some compact parking spaces, the City will provide a total of 409 parking spaces. This represents an increase of 157 parking spaces from the previous 252 spaces and is 21 spaces over City code and Local Coastal Program requirements. Thus the proposed permit amendment is consistent with Section 30252 of the Coastal Act which states that new development shall provide adequate parking facilities.

COASTAL COMMISSION

Recreation and Visitor-Serving Facilities:

Applicable Coastal Policies

30221. 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.

30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Because the basic footprint of Fisherman's Village will not essentially change, the subject permit amendment will not preclude any public recreational opportunities that were previously proposed in the Downtown Marina to accommodate a wide range of public commercial-recreational opportunities for persons of all ages and income levels. Specifically, those developments include:

- . 1694 boat slips (30'-60' range)
- . Recreational vehicle park
- . Two public parks
- . Commercial-retail Fisherman's Village
- . Dry boat storage facility for smaller boats
- . Bicycle paths
- . Open promenades
- . Three fishing platforms
- . Public viewing areas
- . Passive recreational areas
- . Small boat usage of Aquatic Park
- . Charter boat launching area
- . Transient boat tie-ups

Therefore, although the subject site is oceanfront land suitable for recreational use, adequate recreational facilities and opportunities will be provided nearby and, therefore, the permit amendment is consistent with Sections 30221 and 30222 of the Coastal Act.

*mjc*  
M. J. Carpenter  
Executive Director

Jim Ryan  
Information Contact

COASTAL COMMISSION

mh



## LONG BEACH CITY PLANNING COMMISSION

LEAD AGENCY

## COMMUNITY AND ENVIRONMENTAL PLANNING DIVISION

Subsequent Environmental Review  
(Refer to E-6-78)INITIAL STUDY  
AND  
NEGATIVE DECLARATIONPREPARED IN ACCORDANCE WITH THE CALIFORNIA  
ENVIRONMENTAL QUALITY ACT, AS CURRENTLY AMENDED

## DETERMINATION:

On the basis of the initial study: It has been determined that the approval of the Discretionary Permit and proposed project will not have significant impacts upon the environment. This Negative Declaration (ND) has been prepared in full compliance with the California Environmental Quality Act (CEQA) of 1970, as amended; the Revised Guidelines for Implementation of the Act, as prepared by California State Resources Agency; the City of Long Beach Municipal Resolution implementing those Guidelines and City Ordinance No. C-3600, revising Municipal Code Section 8100.314 to Subdivision 3, Part I, Chapter I, Article VIII clarifying Departmental responsibilities under CEQA.

PROJECT: Downtown Marina Village P-80-7497PROJECT ADDRESS: Pacific Terrace HarborDATE: October 23, 1980PREPARED BY: Community and Environmental Planning DivisionRESPONSIBLE AGENCY: California Coastal Commission

THIS DOCUMENT HAS BEEN ISSUED FOR PUBLIC REVIEW AND  
BECOMES EFFECTIVE ONLY UPON APPROVAL BY THE CITY PLANNING  
COMMISSION.

CALIFORNIA COASTAL COMMISSION

5-96-274-A

EXHIBIT # 7PAGE 1 OF 6

Discretionary Permit:

Planned Development, "Charter Review", Coastal Development Permit

Project Location:

Pacific Terrace Harbor (see Downtown Tidelands Plan).

Project:

Construct a 55,041 sq. ft. marine commercial center with 409 parking spaces (see detailed project breakdown).

Owner:

The property is landfill within the Tidelands area, which is held in trust by the City of Long Beach for the State of California.

Developer:

Bryant L. Morris  
c/o Seaport Village/San Diego  
8149 West Harbor Drive  
San Diego, CA 92101  
(714) 235-4014

Applicant:

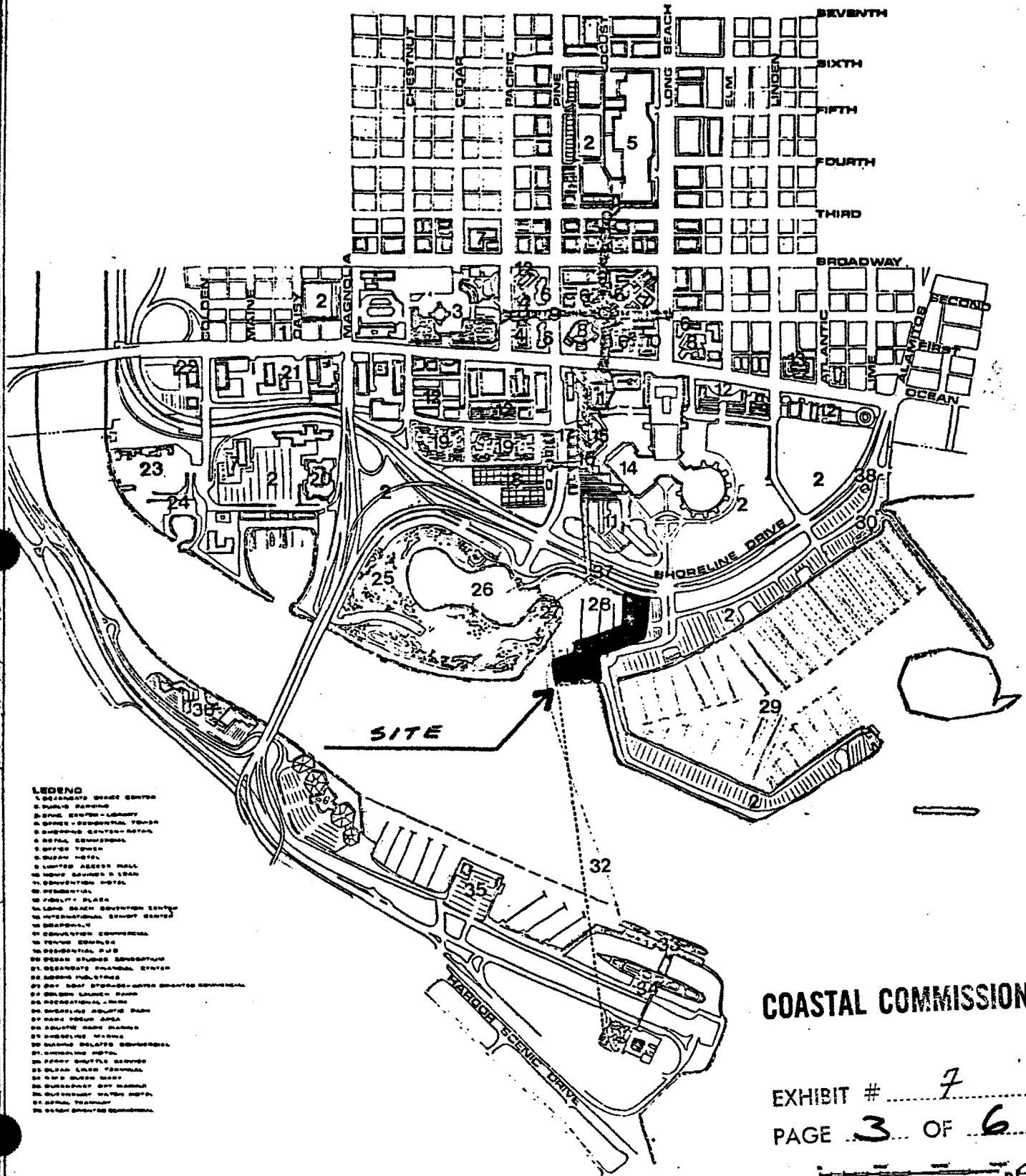
Raymond E. Wallace  
2831 Colt Road  
Rancho Palos Verdes, CA 90274  
(213) 832-1316

Date of Planning Commission Hearing: November 20, 1980

COASTAL COMMISSION

EXHIBIT # 7  
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# DOWNTOWN - TIDELANDS PLAN



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SCALE

**NOTE:**

The concept of a fisherman's village received preliminary environmental review in the EIR prepared for the Downtown Shoreline Development (E-6-78) which was certified March 15, 1979. This document addressed a commercial complex consisting of 3 restaurants totaling 17,500 sq. ft. and 18,000 sq. ft. of leasable commercial area with 252 parking spaces. Plans were schematic and a developer had not been selected. A condition of the EIR was that a detailed evaluation be conducted of the specific project.

This is therefore, a subsequent environmental review and addresses only those impacts not previously addressed in the Environmental Impact Report.

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# STRUCTURE AREA ALLOCATIONS IN SQUARE FEET

BLDG DESCRIPTION	CONSTRUCTION			GROSS LEASABLE			GFA FOR PARKING				SPACES
	GROUND FLOOR	2nd FLOOR	TOTAL	GROUND FLOOR	2nd FLOOR	TOTAL	DINING 10/1000	TAVERN 20/1000	RETAIL 4/1000	OFFICE 4/1000	
LIGHTHOUSE RESTAURANT	5,217	2,908	8,125	5,217	2,908	8,125	2,086	1,691			55
RETAIL SHOPS	1,564	0	1,564	1,564	0	1,564			1,564		6
RESTAURANT & RETAIL	6,571	2,908	9,479								
MARINE SALES CENTER	8,540	3,720	12,260	8,540	3,720	12,260			8,540	3,720	49
RESTAURANT & RETAIL	3,568	2,018	5,586	2,114	2,018	4,132			2,114	2,018	16
RETAIL SHOPS	9,056	2,944	12,000	9,056	2,944	12,000			7,466	2,944	42
CAROUSEL, 3,632	1,816	0	1,816	0	0	0					20
RETAIL SHOPS	3,441	1,448	4,889	3,441	1,448	4,889			3,441	1,448	20
NORTH SIDE RESTAURANT	6,819	1,420	8,239	6,819	1,420	8,239	3,205	1,420			60
FAST FOOD	216	0	216	216	0	216	216				1
FAST FOOD	216	0	216	216	0	216	216				11
TOTAL BUILDINGS			55,041			51,771					
1/3 OF COVERED PORCHES & WALKS			3,252								
TOTALS			58,293			51,771					

REQUIRED SPACES: 290

COASTAL COMMISSION

PARKING

Standard Spaces	280
Handicap Spaces	9
Compact Spaces	<u>120</u>
Total	409
GFA Requirement	290
Boatowner Allocation	98
Margin	<u>21</u>
Total	409

**COASTAL COMMISSION**EXHIBIT # 7  
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SHORELINE VILLAGE AREA CALCULATION SUMMARY

DATED SEPTEMBER 29, 1996

BUILDING/ SUITE	TENANT	INTERIOR BUILDING AREA	EXTERIOR PATIO/DECK AREA
401	THE YARD HOUSE Dining	10,500.5	
401P	YARD HOUSE PATIO "		2,232.4
407	OINK'S DINER "	3,293.7	
407P	OINK'S PATIO "		1,925.5
411	CAROUSEL	4,841.0	
419A	DESTINATIONS	896.6	
419B	JAQUELINE'S	621.7	
419C	CRAFT GALLERY	569.1	
419D	FLAG WORLD	578.1	
419E	TEE'S N THINGS	916.9	
419F	ROCKY MOUNTAIN	778.6	
419G	UP, UP & AWAY	603.2	
419H	HOT LICKS	345.6	
419I	CANDY BARON	830.9	
419K	B.D. SEAMAN DESIGN	758.3	
419M	FERRARI'S	378.5	
421	TUGBOAT PETE'S	179.4	
423A	RAINBOW PIER Dining	2,143.0	
423AP	RAINBOW PIER PATIO "		1,458.2
425	MAJESTIC JEWELS	858.8	
429A	VILLAGE HAT SHOP	2,060.7	
429B	HEIDI'S YOGURT	581.6	
429C	STEFANO'S PIZZA	1,102.9	
429CP	STEFANO'S PATIO		791.3
429CMZ1	VACANT (MEZZ.)	468.9	
429CMZ2	STEFANO'S STORAGE (MEZZ.)	76.3	
429E	VACANT	2,128.9	
429F	VACANT	1,148.3	
429H	GERMAN BAKERY	1,047.3	
429I	B.D.S.TREND SHOP	1,154.3	
429J	VACANT	487.1	
435	PARKER'S Dining	14,850.0	
435P	PARKER'S PATIO "		6,584.7
FLOOR 2	TOTAL OFFICE/STORAGE	15,175.8	
TOTALS		69,376.0	12,992.1

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5-96-274-A

EXHIBIT # 8

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# SHORELINE VILLAGE SITE PLAN

## TENANT LIST

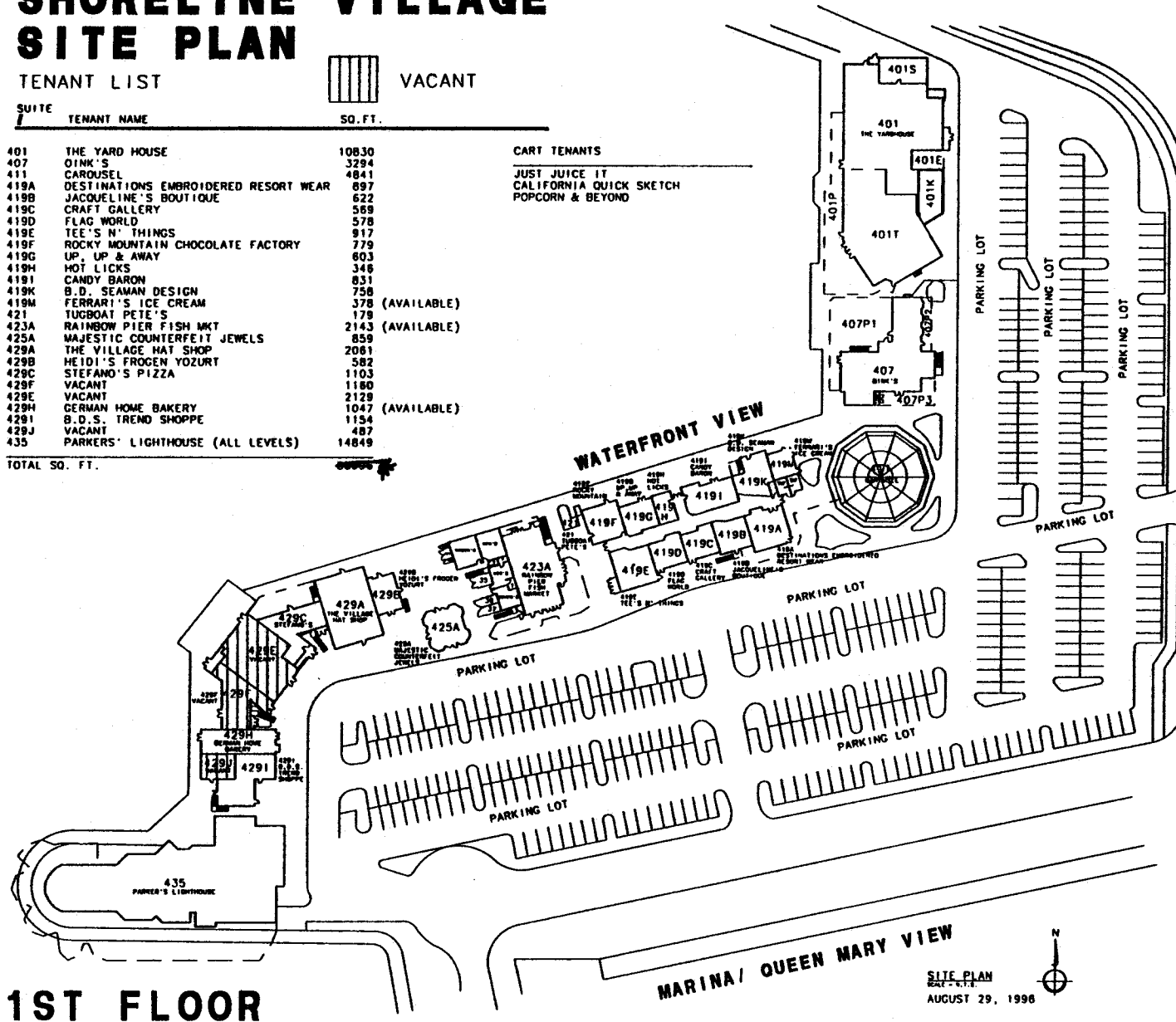


VACANT

SUITE	TENANT NAME	SQ. FT.
401	THE YARD HOUSE	10830
407	OINK'S	3294
411	CAROUSEL	4841
419A	DESTINATIONS EMBROIDERED RESORT WEAR	897
419B	JACQUELINE'S BOUTIQUE	622
419C	CRAFT GALLERY	568
419D	FLAG WORLD	578
419E	TEE'S N' THINGS	917
419F	ROCKY MOUNTAIN CHOCOLATE FACTORY	779
419G	UP, UP & AWAY	603
419H	HOT LICKS	346
419I	CANDY BARON	831
419K	B.D. SEAMAN DESIGN	758
419M	FERRARI'S ICE CREAM	378 (AVAILABLE)
421	TUGBOAT PETE'S	179
423A	RAINBOW PIER FISH MKT	2143 (AVAILABLE)
425A	MAJESTIC COUNTERFEIT JEWELS	859
429A	THE VILLAGE HAT SHOP	2061
429B	HEIDI'S FROZEN YOZURT	582
429C	STEFANO'S PIZZA	1103
429F	VACANT	1180
429E	VACANT	2129
429H	GERMAN HOME BAKERY	1047 (AVAILABLE)
429I	B.D.S. TREND SHOPPE	1154
429J	VACANT	487
435	PARKERS' LIGHTHOUSE (ALL LEVELS)	14849

### CART TENANTS

JUST JUICE IT  
CALIFORNIA QUICK SKETCH  
POPCORN & BEYOND



1ST FLOOR

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\* See pg. 1 of Exhibit #8

EXHIBIT # 8

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SITE PLAN  
SCALE: 1" = 100'  
AUGUST 29, 1996

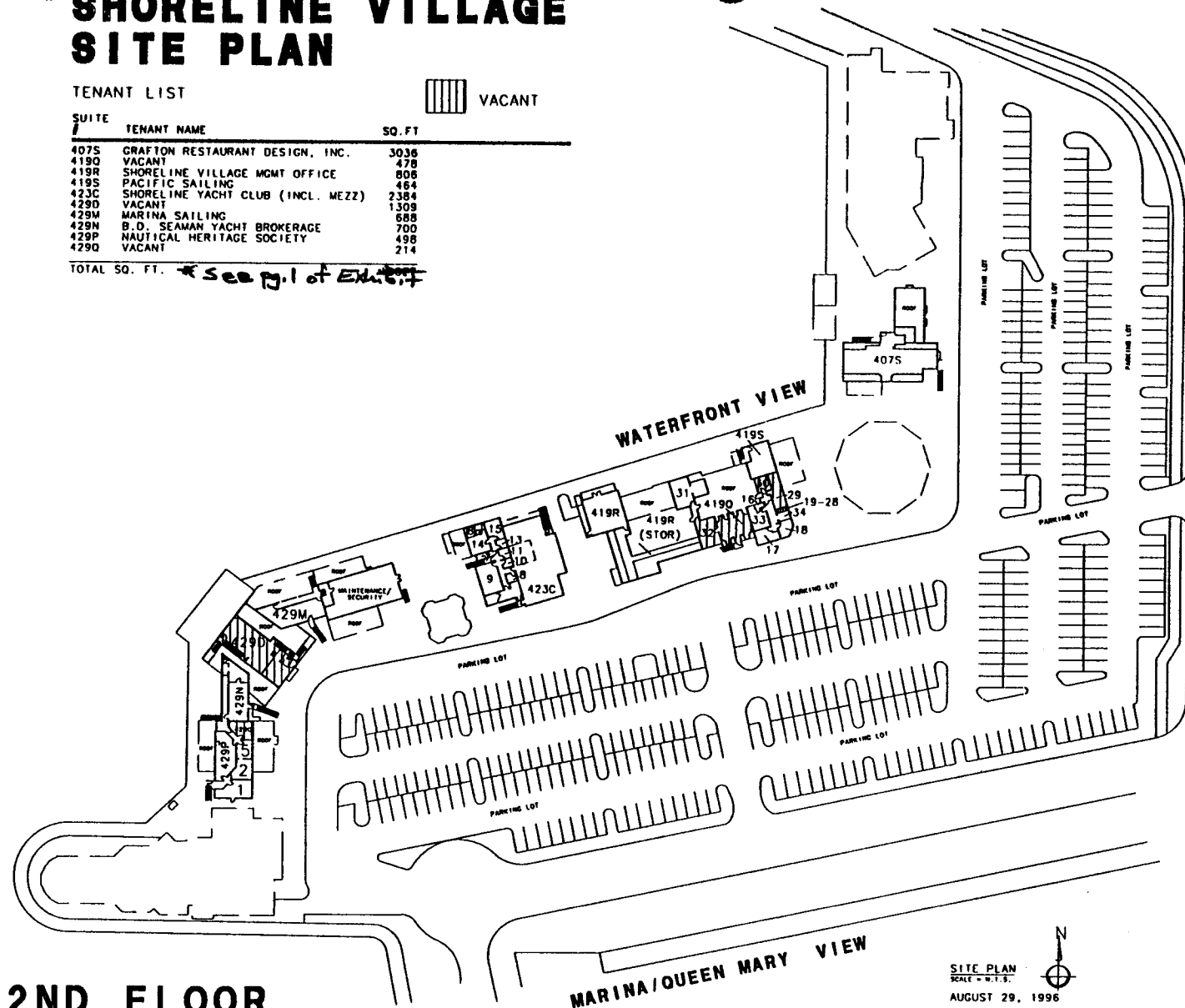


# SHORELINE VILLAGE SITE PLAN

## TENANT LIST

SUITE	TENANT NAME	SQ. FT.
407S	GRAFTON RESTAURANT DESIGN, INC.	3036
419Q	VACANT	478
419R	SHORELINE VILLAGE MGMT OFFICE	808
419S	PACIFIC SAILING	464
423C	SHORELINE YACHT CLUB (INCL. MEZZ)	2384
429D	VACANT	1309
429M	MARINA SAILING	688
429N	B.D. SEAMAN YACHT BROKERAGE	700
429P	NAUTICAL HERITAGE SOCIETY	498
429Q	VACANT	214

TOTAL SQ. FT. *\* See pg. 1 of Exhibit 7*



2ND FLOOR

SITE PLAN  
SCALE - N.T.S.  
AUGUST 29, 1996

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