

**CALIFORNIA COASTAL COMMISSION**

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 Hearing Date: February 3, 1998  
 Commission Action:



STAFF REPORT: REGULAR CALENDAR

**APPLICATION NO.:** 5-97-283

**CO-APPLICANTS:** City of Long Beach Dept. of Parks, Recreation & Marine Shoreline Management LLC (Shoreline Yacht Club)

**AGENTS:** Jack Humphrey, Advance Planning Officer  
 Michael J. Malbon, President, Shoreline Management LLC

**PROJECT LOCATION:** Downtown Long Beach Marina, 450 E. Shoreline Drive, City of Long Beach, Los Angeles County.

**PROJECT DESCRIPTION:** Proposed project consists of: 1) construction of a 2,900 sq. ft. City marina administration facility in the Downtown Marina parking lot; 2) conversion of the existing 2,600 sq. ft. marina headquarters building into a permanent facility for the Shoreline Yacht Club; 3) addition of a 1,500 sq. ft. dining room and 1,900 sq. ft. private deck to the proposed yacht club building; and 4) restriping of the marina mole parking lot to increase the number of parking spaces from 469 to 485.

Parking Spaces	1,669
Zoning	PD-6
Plan Designation	Planned Development District 6
Ht abv fin grade	21 feet

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval of the proposed project with special conditions regarding the protection of an existing public park, public parking, yacht club parking, signage, public restrooms, and the bicycle path. The staff recommendation would allow the proposed conversion of the marina headquarters building into a private yacht club, but would also protect the public park located at the end of the marina mole where the yacht club is proposed. The public park, required by Coastal Development Permit P-79-5249 (Downtown Marina), would be protected by denying the proposed additions to the yacht club that would encroach into it. Special conditions also protect the public parking spaces on the marina mole that support public access to the public park and fishing piers. The applicants do not agree with the recommendation.

**LOCAL APPROVAL RECEIVED:**

1. City of Long Beach Site Plan Review, Case No. 9707-07, 7/21/97.

**SUBSTANTIVE FILE DOCUMENTS:**

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
  2. Coastal Development Permit P-79-5249 (Downtown Long Beach Marina).
  3. Coastal Development Permit P-80-7498 (Marina Headquarters).
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**STAFF NOTE:**

A Coastal Development Permit is required from the Commission for the proposed development because the project site 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's standard of review for the Coastal Development Permit for the proposed development is the Chapter 3 policies of the Coastal Act. The City of Long Beach 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, 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, 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. Standard Conditions**

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

### III. Special Conditions

#### 1. Revised Plans

Prior to issuance of the Coastal Development Permit, the applicants shall submit revised plans, for the review and approval of the Executive Director, which protect the landscaped public areas and the public observation deck adjacent to the existing marina headquarters building from private encroachments. The revised plans shall eliminate the proposed dining room addition and proposed outdoor private deck from the proposed yacht club facility (former marina headquarters building). The footprint of the existing marina headquarters building shall not be expanded or enlarged, and no additional floor area shall be permitted. No permanent private uses are permitted in the areas located outside of the walls of the existing structure. The site shall be maintained consistent with the plans approved by the Executive Director.

#### 2. Public Park

The landscaped areas and the observation deck that surround the structure located at the end of the marina mole shall be maintained and protected by the City as a public park area. The public park, approved pursuant to special condition eight of Coastal Development Permit P-79-5249 (Downtown

Marina), is identified on Exhibit #11 of this staff report as all areas located outside the footprint of the marina headquarters building. Private use of the public park areas shall be limited to those events authorized by a Coastal Development Permit approved by the Commission.

3. Public Parking

Prior to construction of the new marina headquarters building, the City shall restripe the marina mole parking lot as proposed in order to increase the number of parking spaces on the mole from 469 to 485. There shall be no reduction in the number of public parking spaces in the Downtown Marina parking supply. All existing public parking spaces shall be maintained and protected.

The City shall provide and maintain at least 29 public parking spaces at the three fishing piers on the marina mole: nine or ten public parking spaces at each pier (10-10-9). In addition, the City shall provide and maintain at least nine additional public parking spaces and one handicapped parking space in the parking area located at the very end of the marina mole road which is currently reserved as support parking for the marina headquarters building. All public parking spaces at the fishing piers and at the end of the marina mole road shall be clearly and individually identified as public parking spaces which are available for use by the general public (i.e. no permit required). Boat owners with marina parking permits and yacht club members shall be prohibited from using the public parking spaces.

4. Yacht Club Parking

The yacht club or its members shall not reserve any parking spaces for the exclusive use of its members or guests. This prohibition applies to all parking spaces in the Downtown Marina area including boat owner permit parking and public parking spaces.

5. Signage

Prior to issuance of the Coastal Development Permit, the City shall submit a sign plan, for the review and approval of the Executive Director, that provides the following:

- a) Erection of a sign near the end of the marina mole road which clearly informs the public and identifies the area as a public park which is accessible to the general public.
- b) Replacement of the existing portable "Permit Parking - Violators will be cited" sign located at the entrance to the marina mole. The replacement sign shall clearly state that there are public parking spaces available for use by the general public without permits on the marina mole (i.e. no permit required).
- c) A signage program that clearly prohibits boat owners with marina parking permits and yacht club members from using any of the public parking spaces located on the marina mole.

- d) A signage program that clearly communicates to the public that all public parking spaces on the marina mole (at the fishing piers and at the end of the marina mole road) are available for use by the general public with no permit required. Each individual public parking space shall be clearly identified as a public parking space available for use without a permit. The signs shall also clearly state that boat owners with marina parking permits and yacht club members are prohibited from using any of the public parking spaces on the marina mole.

The City shall implement the sign plan which is approved by the Executive Director. All signs shall be erected and maintained consistent with the sign plan approved by the Executive Director.

6. Bicycle Path

The proposed project shall not interfere with the public's use of the regional bicycle path which runs along the north side of the Downtown Marina. The proposed project shall not interfere with the public's use of the bicycle path which runs along the south edge of the marina mole in the Downtown Marina. All bicycle paths shall remain open and unobstructed both during construction and subsequent to completion of the permitted development.

7. Public Restrooms

The City shall maintain the public's ability to access and use the public restrooms which currently exist in the structure (former marina headquarters building) located at the end of the Downtown Marina mole.

8. No Work in Water

The development approved by Coastal Development Permit 5-97-283 does not include any work in or over coastal waters.

9. Commercial Uses

The development approved by Coastal Development Permit 5-97-283 does not include a restaurant or any commercial use in the Downtown Marina area.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description and Background

The City of Long Beach and Shoreline Management LLC are co-applicants for the proposed project. Shoreline Management LLC is also known as the Shoreline Yacht Club (SYC). The proposed project involves two structures, one existing and one proposed, at the Downtown Long Beach Marina (See Exhibits). No work is proposed in the water.

The existing structure is a one-story, 21 foot high (with 43 foot cupola), 2,600 square foot marina headquarters building located at the end of the marina mole (Exhibit #4). The City of Long Beach Department of Parks, Recreation and Marine currently occupies the structure as the headquarters for the administration of the Downtown Marina. The marina headquarters building contains a public restroom and is encircled by a small public park and observation deck (Exhibit #11).

The City proposes to vacate its current marina headquarters building and lease the building to Shoreline Management LLC so that it can be converted into a private facility for the exclusive use of the Shoreline Yacht Club and its members. According to the applicants, the Shoreline Yacht Club was founded as a social organization in 1983 when the marina first opened. Membership to the yacht club is open to all boat owners who lease space in the marina. Approximately 85 percent of the club membership are occupants in the marina. Since 1985, the yacht club's facilities have been located in the Shoreline Village shopping center located adjacent to the Downtown Marina (Exhibit #3).

Shoreline Management LLC proposes to renovate and enlarge the existing marina headquarters building by adding a 25 foot high, 1,500 square foot dining room, and a 1,900 square foot exterior deck (Exhibit #5). The resulting yacht club will be a one-story, 25 foot high (with 43 foot cupola), 4,100 square foot structure with a private exterior deck. The remaining outdoor area surrounding the proposed yacht club, including the public observation deck, is proposed to remain open and accessible to the public (Exhibit #6). The City states that the public restroom currently located within the marina headquarters building will remain open and available for public use. The City will continue to maintain the public restroom.

The proposed project also includes the construction of a new marina headquarters building to replace the vacated one after it is converted to a yacht club. The proposed new marina administration facility is located in the parking lot of the Downtown Marina (Exhibit #3). The co-applicants propose to construct a one-story, 21 foot high, 2,900 square foot City marina administration headquarters building on the north side of the marina in the boat owners reserved parking area (Exhibits #7&8). Approximately 21 reserved boat owner parking spaces will be covered by the footprint of the proposed structure.

A third component of the proposed project involves the restriping of the marina mole parking lot to create sixteen new parking spaces (Exhibit #9). The City proposes to increase the number of parking spaces on the marina mole from 469 to 485 in order to offset the parking spaces that will be lost as a result of the proposed new administration building.

Commission records show that the Downtown Long Beach Marina was permitted in 1979 by Coastal Development Permit P-79-5249 (City of Long Beach). Coastal Development Permit P-79-5249, approved on June 11, 1979, allowed the City of Long Beach to construct a 1,694 slip recreational marina and marina headquarters in the Downtown Shoreline area (Exhibit #3). The approved marina headquarters building was located at the end of the marina mole and was encircled by a small public park (Exhibit #11). The current marina headquarters building, the subject of this application, is located on the site of the originally approved headquarters building.

However, on February 2, 1981 the Commission approved Coastal Development Permit P-80-7498 which revised the design and size, but not the location, of the marina headquarters building. The revised design enlarged the structure to contain a public restroom to serve the public park at the end of the mole. The approved marina headquarters building, the one that currently exists at the end of the marina mole, was constructed as approved (Exhibit #4). The public park amenities which surround the marina headquarters building were also provided as approved (Exhibit #11).

The Long Beach Downtown Shoreline area, where the Downtown Marina is located, is constructed entirely on former tidelands subject to the original jurisdiction of the Commission. Because the proposed project is located in the Commission's area of original jurisdiction, the required Coastal Development Permit must be issued by the Commission. The Commission's standard of review for the Coastal Development Permit for the proposed development is the Chapter 3 policies of the Coastal Act. The City of Long Beach certified LCP is advisory in nature and may provide guidance.

#### B. Recreation and Public Access

One of the basic goals stated in the Coastal Act is to maximize public access and recreation along the coast. The proposed project is located between the first public road and the sea, and within the Commission's area of original jurisdiction. Therefore, the standard of review is the Chapter 3 policies of the Coastal Act. In order to receive the Commission's approval, the proposed project must be found consistent with the public access and recreation policies contained in Chapter 3 of the Coastal Act.

The proposed project must conform to the following Coastal Act policies which encourage public access and recreational use of coastal areas.

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 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212 of the Coastal Act states, in part:

- (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects...

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...

Section 30220 of the Coastal Act states:

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

Section 30221 of the Coastal Act states:

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.

The above stated policies of the Coastal Act require that developments near the coast provide maximum public access, lower-cost recreational opportunities, and water-oriented recreational activities. The project, as currently proposed, could negatively impact public access and recreational opportunities that currently exist at the site of the proposed yacht club. The negative impacts of the proposed development must be mitigated in order for the proposed project to be found consistent with the public access and recreation policies of the Coastal Act.

The proposed project involves the conversion of the existing marina headquarters building into a private yacht club facility. While the proposed change of use within the existing structure will not affect public access or displace any recreational opportunities, the co-applicants' proposal to expand the footprint of the structure into the surrounding park area would reduce the amount of existing public park area at the marina.

The proposed project includes the addition of a 1,500 square foot dining room and a 1,900 square foot exterior deck to the existing structure (Exhibit #5). The footprint of the proposed dining room and proposed private deck addition covers an area that is currently a landscaped public area that was identified as a public park facility to meet special condition eight of Coastal Development Permit P-79-5249 which permitted the Downtown Marina (Exhibit #11).

Special condition eight of Coastal Development Permit P-79-5249 (Downtown Marina) states:

8. That public park facilities around the Harbor Masters building shall be provided subject to the Executive Director's approval.

In a letter dated May 4, 1981, the City submitted its plans to carry out the requirement of special condition eight for the public park facilities around the Harbor Masters (marina headquarters) building (Exhibit #11). The plans, which were approved as submitted, show 6,000 square feet of landscaped area, a



4,200 square foot public observation deck, benches, and bicycle parking. The current marina headquarters building and surrounding park area conform to the approved plans (Exhibit #4).

The proposed dining room and deck addition would be part of the Shoreline Yacht Club's private lease area, thus denying public use of the landscaped area that was identified, and has been used, as a public park since the marina headquarters building was approved in 1981 pursuant to Coastal Development Permit P-80-7498 (Marina Headquarters). Coastal Development Permit P-80-7498, approved on February 2, 1981, allowed a larger marina headquarters building than the one originally approved by Coastal Development Permit P-79-5249 (Downtown Marina). However, the special conditions of Coastal Development Permit P-79-5249 (Downtown Marina), including special condition eight, were not affected by the revised project approved by Coastal Development Permit P-80-7498 (Marina Headquarters).

If the project is approved as proposed, the Shoreline Yacht Club will benefit from the exclusive use of both the existing structure and the landscaped area that surrounds the structure (Exhibit #5). Public use of the proposed yacht club is not part of the proposed project. The proposed dining room and exterior deck would not serve the general public. No restaurant or other commercial use is proposed as part of the project.

Approximately 4,000 square feet of landscaped public park area would be converted to private yacht club use as a result of the proposed addition of the 1,500 square foot dining room and the 1,900 square foot private deck. The applicants do propose, however, to maintain the 4,200 square foot public observation deck and benches located next to the existing building as a public area (Exhibit #6). The existing public restroom would also be maintained by the City as a public restroom as part of the proposed project.

Although the proposed project would not directly prevent the public from gaining physical access to the sea, it would deny the general public access to a portion of the public park facilities that currently occupy the end of the marina mole where the yacht club is proposed. By its very nature the proposed project would restrict use of the leased area to members of the Shoreline Yacht Club at the expense of the general public. The proposed dining room addition and private deck would not only occupy a 4,000 square foot public landscaped area currently used by the general public, it would also encroach towards a popular coastal viewpoint located on the end of the marina mole (Exhibit #6).

Section 30213 of the Coastal Act, a public access policy, requires that the plaza's lower cost visitor and recreational facilities shall be protected and encouraged. Section 30213 of the Coastal Act states:

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

In addition, Section 30221 of the Coastal Act, a recreation policy, also requires the protection of public areas for recreational uses. Section 30221 of the Coastal Act states:

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.

The end of the marina mole is a public recreational facility which the public uses without having to pay a fee for admission. Even though there is a lack of general public parking near the park, the park does receive regular use by the general public. The park can be accessed by the marina mole road, the marina mole bicycle and walking path, or by boat. The area was designed as a public park area pursuant to the requirements of Coastal Development Permit P-79-5249 (Downtown Marina). The site is located entirely on public tidelands which are owned by the people of California and administered by the City of Long Beach under its Tidelands Trust Agreements.

Oceanfront lands and free public recreational facilities are protected as by Section 30221 as lower cost facilities. People often use the marina mole to stroll, rollerblade, skate, view sunsets, people watch, and take photographs. Many people also pass through or near the area while biking, walking, running or skating on the beach bicycle path, or while on their way to fish off of the marina mole fishing piers (Exhibit #3). The public deck located at the end of the marina mole currently provides the public with an excellent viewing area for an unobstructed view of the Downtown Marina, the Queen Mary, the port, and the rest of the seascape. Public access to this important viewpoint will be more difficult if the walls and private deck of the proposed dining room encroach toward the viewing areas giving the impression of a private club.

Therefore, in order to protect the public's ability to access and use the existing lower cost recreation area at the end of the marina mole where the proposed project is located, the approval of the permit is conditioned to protect the existing public areas from the encroachments proposed by the applicants.

Prior to issuance of the Coastal Development Permit, the applicants shall submit revised plans, for the review and approval of the Executive Director, which protect the landscaped public areas and the public observation deck adjacent to the existing marina headquarters building from private encroachments. The revised plans shall eliminate the proposed dining room addition and proposed outdoor private deck from the proposed yacht club facility (former marina headquarters building). The footprint of the existing marina headquarters building shall not be expanded or enlarged, and no additional floor area shall be permitted. No permanent private uses are permitted in the areas located outside of the walls of the existing structure.

The landscaped areas and the observation deck that surround the structure located at the end of the marina mole shall be maintained and protected by the City as a public park area. The public park, approved pursuant to special condition eight of Coastal Development Permit P-79-5249 (Downtown Marina), is identified on Exhibit #11 of this staff report as all areas located outside the footprint of the marina headquarters building. Private use of the public park areas shall be limited to those events authorized by a Coastal Development Permit approved by the Commission.

In addition, the City shall erect a sign near the end of the marina mole road which clearly informs the public and identifies the area as a public park which is accessible to the general public.

Only as conditioned does the project conform to the public access and recreation policies of the Coastal Act. The protection of the public park area also carries out the policy of the certified Local Coastal Program (LCP) which protects public park area in the City's coastal zone. The certified LCP Park Dedication Policy states:

No parkland which has been dedicated or designated within the coastal zone shall be committed to another use unless the City replaces such parkland on an acre-for-acre basis within or adjacent to the coastal zone with the approval of the California Coastal Commission. Such replacement parkland must provide similar recreational opportunities and be accessible to the same population through private or affordable public-transportation. Replacement parkland shall also be dedicated or designated in perpetuity.

Although the standard of review for development proposed in the Commission's area of retained jurisdiction (seaward of the MHTL) is the Chapter 3 policies of the Coastal Act, the above stated policy of certified LCP may provide guidance. The City has not proposed to replace the approximately 4,000 square feet of public landscaped area at the end of the marina mole that is proposed to be included in the lease to the proposed yacht club. Therefore, the proposed project conflicts with the park dedication policy contained in the City's certified LCP. Only as conditioned to protect the public areas for public access and recreation does the proposed project conform to the Chapter 3 policies of the Coastal Act and the policies of the certified LCP.

The proposed conversion of the interior of the existing marina headquarters will not result in any adverse impacts to public access or recreation as conditioned to prohibit encroachments into the existing public areas located outside of the walls of the existing structure. Therefore, the Commission approves the proposed conversion of the existing marina headquarters building into a private yacht club, but limits the proposed private use to the portion of the site currently occupied by the footprint of the marina headquarters building (Exhibit #4). No permanent private uses are permitted in the areas located outside of the walls of the existing structure. Private use of the public park areas shall be limited to those events authorized by a Coastal Development Permit approved by the Commission.

#### C. Public Access/Parking

As previously stated, one of the most basic goals of the Coastal Act is to maximize public access to the coast. 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....

The Coastal Act also requires that development itself does not interfere with the public's right to access the coast. 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.

The proposed project is located entirely on public tidelands located seaward of the first public road. Because the proposed project is located on public tidelands, and not on private property, the only parking supply for the area is the public parking supply. The public parking supply around the marina currently provides parking for: boat owners with slips in the marina, beach goers, other recreational visitors to the waterfront, and patrons of the Shoreline Village shopping center.

The proposed project involves the establishment of a yacht club in an existing structure and the construction of a new marina headquarters building on the waterfront at the Downtown Marina (Exhibit #3). The primary coastal access issue of the proposed project is public access to the waterfront recreational areas. The proposed project's impacts on the marina parking supply must be analyzed in order to determine if adequate parking is available for the proposed uses. A lack of adequate parking for the proposed uses could reduce the public's ability to access the coast by causing a shortage of parking spaces for coastal visitors. Therefore, the applicants must show that there is an adequate parking supply to meet the demands of the proposed project.

The current parking situation in the Downtown Shoreline area, where the proposed project is located, has been well documented in recent Commission actions [See Coastal Development Permits 5-94-010 (Shoreline Village), 5-94-127 (Marina Parking), 5-95-055 (Aquarium of the Pacific), 5-96-124 (Rainbow Harbor), 5-96-274-A (Shoreline Village)]. The public parking supply around the marina currently provides parking for boat owners with slips in the marina, recreational visitors to the waterfront, beach goers, and patrons of the Shoreline Village shopping center.

On weekdays, especially during the winter, there are plenty of empty parking spaces available in all the parking areas that surround the Downtown Marina. These parking supplies include (Exhibit #3):

Marina Green Public Parking:	388 parking spaces
Marina Reserved Boat Owner Permit Parking:	1,272 parking spaces
Shoreline Village Shopping Center Parking:	433 parking spaces
Marina Mole Public Parking at Fishing Piers:	29 parking spaces

However, on summer weekends when local residents and out of town visitors are drawn to the coast, the demand for parking increases dramatically and there is intense competition for parking supplies between the various recreational and commercial uses around the marina.

Competition for parking is so intense that the Shoreline Village shopping center has installed a pay parking attendant system to discourage non-shoppers from using the Shoreline Village parking lot [See Coastal Development Permit 5-94-010 (Shoreline Village) & amendments], and the 1,272 space boat owners' parking supply is reserved for permit holders. General recreational visitors to the area must compete with the overflow boat owners and overflow shoppers for use of the 388 public parking spaces in the Marina Green parking area or the 29 public spaces on the marina mole near the fishing piers (Exhibit #3). There is a parking deficiency in the Downtown Marina area during peak use periods.

The additional parking demands of the proposed project could have the potential to overburden the parking supply during project peak use periods at the expense of the existing permitted uses. The public access policies of the Coastal Act require that the public parking supply be protected in order to ensure that the public is able to visit waterfront.

The proposed project will affect the existing Downtown Marina parking supply in three ways:

- 1) The proposed relocation of the Shoreline Yacht Club from the Shoreline Village shopping center to the end of the marina mole adds a new use to the marina which will increase the parking demand in the area (the vacated yacht club facilities will be backfilled by a commercial use);
- 2) The new marina headquarters building is proposed to be built in the existing marina parking lot displacing approximately 21 reserved parking spaces for boat owners; and,
- 3) The proposed restriping of the marina mole parking lot will increase the number of parking spaces on the marina mole from 469 to 485 in order to partially offset the parking spaces that will be lost as a result of the proposed new marina headquarters building.

First, the proposed relocation of the Shoreline Yacht Club from the Shoreline Village shopping center to the end of the marina mole will add another use to the marina area. Although the yacht club is a use that is already located at the Downtown Marina, it is located in a commercial shopping center. If the proposed project is approved, the yacht club will remain in the marina area as it has since 1985, and another use will come to the area and occupy the former premises of the yacht club in the Shoreline Village shopping center. The commercial area within the shopping center is permitted by Coastal Development Permit 5-96-274-A (Northwest Mutual) to contain up to 69,376 square feet of enclosed commercial area. The commercial area within the shopping center will not be reduced as part of the proposed project. Therefore, the proposed project does result in the addition of a new use into the area with its additional parking demand.

The proposed yacht club at the end of the marina mole (in the existing marina headquarters building) is the new use proposed by this application. The parking demand that will be generated by the proposed yacht club is difficult to estimate. The City does not expect the parking demand of the yacht club to overburden the marina parking supply because about 85 percent of the members already have slips in the marina. The boat owners with slips in the marina are granted parking permits which allow them to park in the 1,272 reserved boat owners parking spaces located in the lots that surround the marina. Therefore, about 85 percent of the yacht club members are already using the marina parking supply and do not need additional parking spaces when they attend functions at the yacht club. Most of the yacht club members are expected to use dinghys for transportation from their slips to the proposed yacht club. Although the end of the marina mole is the most isolated part of the marina, it is within walking distance of all slips (one mile maximum).

Because most of the people who will attend the proposed yacht club functions are boat owners who are already permitted to park in the marina parking lot reserved for them, and because there is just nowhere to provide an additional parking supply, the applicants have not proposed to provide any additional parking spaces to serve the proposed yacht club.

On a day-to-day basis the parking demand at the proposed yacht club will be negligible because there will not be ongoing club functions or events. However, the proposed yacht club's parking demand will rise substantially when large events are held at the club. During these peak use periods yacht club members will compete for use of the parking spaces located near the club at the end of the marina mole. Since most of the marina mole spaces will already be occupied by the slip renters in the marina, the visitors to the club will have no choice but to park on the opposite side of the marina or in the Marina Green public parking spaces (Exhibit #3).

This arrangement will not cause problems unless the club is holding an event during peak periods such as summer weekends. In order to protect public access to the public parking supply during these peak use periods, the Commission could restrict yacht club events to low use periods, such as after sundown. Yacht club events could be prohibited on summer weekends when parking demand at the marina is at its highest. However, the peak use times are probably the same times that the proposed yacht club would hold many of its social functions.

An alternative to restricting the times of yacht club events is to prohibit the use of the public parking spaces in the marina area. The yacht club members, most of which have permits to park in the 1,272 reserved boat owner parking spaces that surround the marina, shall not reserve any parking spaces and shall be prohibited from using any of the 29 existing public parking spaces located on the marina mole next to the three fishing piers.

Therefore, in order to protect the public's ability to access the recreational facilities on the marina mole, the approval of the permit is conditioned to prohibit the yacht club and its members from reserving any parking spaces for the exclusive use of its members or guests. This prohibition applies to all parking spaces in the Downtown Marina area including boat owner permit parking and public parking spaces. In addition, boat owners with marina parking

permits and yacht club members shall be prohibited from using any of the public parking spaces located on the marina mole. A sign program shall be developed and implemented to clearly inform the public and the yacht club members and guests of the parking requirements. Only as conditioned is the proposed project consistent with the public access policies of the Coastal Act.

In addition, the parking demand created by the proposed yacht club will be reduced by the elimination of the proposed 1,500 square foot dining room and outdoor private deck. The limitation of the proposed yacht club to the floor area of the existing structure, required by special condition one of this permit, will substantially reduce the yacht club's parking demand for large events since the size of the events will be limited by a smaller structure. The limitation on the size of the yacht club also mitigates the need for additional parking that would be required for a larger yacht club.

The second impact to the Downtown Marina parking supply is the proposed construction of a new marina headquarters building in the existing marina parking lot. The footprint of the proposed structure will displace approximately 21 reserved boat owner parking spaces (Exhibit #8). In addition, the marina headquarters has historically reserved at least ten parking spaces for customers, staff and emergency vehicles. The City proposes to offset the loss of these reserved boat owner spaces by restriping the marina mole parking lot to create 16 additional parking spaces.

Therefore, approximately 31 reserved boat owner parking spaces will be lost as a result of the proposed marina headquarters building, and 16 new spaces will be created for a net loss of 15 reserved boat owner parking spaces. The City states that there is currently adequate boat owner reserved parking spaces because the occupancy rate of the Downtown Marina has only reached about 60 to 70 percent in the past decade. The reduction in boat owner parking spaces in this part of the marina parking lot is not anticipated to cause a shortage of parking.

In order to reduce the proposed project's impact on the marina parking supply, the permit is conditioned to require the City to restripe the marina parking lot as proposed in order to increase the number of parking spaces on the mole from 469 to 485. In order to conform to the public access and recreation policies of the Coastal Act, the City must protect the existing public parking spaces in the marina. Therefore, the permit is also conditioned so that there shall be no reduction in the number of public parking spaces in the Downtown Marina parking supply. All existing public parking spaces shall be maintained and protected.

In order to carry out the requirement for the protection of the public parking supply, the City shall provide and maintain at least 29 public parking spaces at the three fishing piers on the marina mole: nine or ten public parking spaces at each pier (10-10-9). Those 29 public parking spaces currently exist at the three fishing piers and provide the only public parking on the entire marina mole. No permit is required to use the public parking spaces. The currently existing 29 public parking spaces located next to the three fishing piers on the mole shall be maintained in their current location in order to protect the public's ability to access the marina mole. Of the proposed 485 parking spaces on the marina mole, 456 are proposed to be reserved for permit

holders (boat owners). Therefore, at a minimum, the 29 existing public parking spaces must be protected and maintained.

In addition, ten reserved parking spaces will be left behind by the marina administration when the marina headquarters relocates to the opposite side of the marina (Exhibit #4). These ten parking spaces can be converted into public parking spaces in order to increase the supply of parking for public access to the lower-cost recreational activities provided at the end of the marina mole. A public park and observation deck have been located at the end of the marina mole since 1983, but there are very few non-reserved parking spaces left near the park. Nearly all of the parking spaces are reserved for boat owners with permits and City staff vehicles.

Therefore, in order to improve public access to the marina mole, the City shall provide and maintain at least nine additional public parking spaces and one handicapped parking space in the parking area located at the very end of the marina mole road which is currently reserved as support parking for the marina headquarters building. All public parking spaces at the fishing piers and at the end of the marina mole road shall be clearly and individually identified as public parking spaces which are available for use by the general public (i.e. no permit required). Boat owners with marina parking permits and yacht club members shall be prohibited from using the public parking spaces. Again, a sign program shall be implemented to clearly inform a users of the area of the parking requirements.

The current practice of the City is to discourage public parking on the marina mole by giving the impression with signage that the parking is for permit holders (boat owners) only. Vague signs imply that everyone who parks on the marina mole without a permit will be cited. The City has even had security guards stationed at the entrance to the marina mole to discourage people from driving on the marina mole. Visitors to the area currently have no way of knowing that there is a public park, an observation deck, and some public parking located on the marina mole. Some of the local fishermen, however, are aware of the 29 public parking spaces that are currently located on the marina mole. Those 29 spaces are very often filled. The required signage program will improve public access opportunities by giving clear information about the public facilities.

An increase in visitors to the somewhat isolated area at the end of the marina mole could reduce the marina tenants' perception of crime and danger in the area by bringing more life to the area. Improved public access opportunities will reduce the isolated feeling of the area. As conditioned to protect the parking supplies in the area from overuse and exclusive use by the yacht club and its members, all visitors to the area will be able to find a parking space on a first-come, first-served basis, and will be able to access the variety of activities throughout the marina. Therefore, the Commission finds that the proposed project, as conditioned, will not negatively impact coastal access and is consistent with Sections 30210 and 30252 of the Coastal Act.



D. Local Coastal Program

Section 30604(a) of the Coastal Act states that:

Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).

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 Chapter 3 policies of the Coastal Act.

The proposed project is located within the Subarea 11 of the Downtown Shoreline area. Subarea 11 of the Downtown Shoreline area contains Oil Island Grissom, the Downtown Marina, the Marina Green and water area (Exhibit #3).

The certified LCP standards and policies for the Downtown Shoreline area were revised in 1995 as part of the Queensway Bay Plan. The Queensway Bay Plan is the City's plan to create a major waterfront attraction on the Long Beach waterfront. The waterfront development proposed by the Queensway Bay Plan includes: the Long Beach Aquarium of the Pacific (Coastal Development Permit 5-95-055) which is scheduled to open in June, 1998; the nearly completed Rainbow Harbor (Coastal Development Permit 5-96-124); and several hundred thousand square feet of visitor serving commercial uses which have not yet been permitted by the Commission.

The proposed project involves the conversion of the existing marina headquarters building into private yacht club and the construction of a new marina headquarters building. Both the proposed private yacht club and the new marina headquarters building are identified in the certified Land Use Plan as permitted uses in the Downtown Marina (See Downtown Shoreline Policy Plan).

The proposed project, however, is not consistent with the park dedication policy that was adopted as part of the revised LCP in 1995. The City has not proposed to replace the approximately 4,000 square feet of public landscaped area at the end of the marina mole that is proposed to be included in the lease to the proposed yacht club. Therefore, the proposed project conflicts with the certified park dedication policy contained in the City's certified LCP, which states:

No parkland which has been dedicated or designated within the coastal zone shall be committed to another use unless the City replaces such parkland on an acre-for-acre basis within or adjacent to the coastal zone with the approval of the California Coastal Commission. Such replacement parkland must provide similar recreational opportunities and be accessible to the same population through private or affordable public transportation. Replacement parkland shall also be dedicated or designated in perpetuity.

The special condition of approval that protects the public park area at the end of the marina mole will bring the proposed project into conformance with the above stated park dedication policy of the certified LCP. Only as conditioned to protect the public areas for public access and recreation does the proposed project conform to the Chapter 3 policies of the Coastal Act and the policies of the certified LCP.

In addition, the implementing ordinances portion of the certified LCP contains the following list of permitted uses for Subarea 11 of the Downtown Shoreline area:

(a) Permitted Uses:

1. Continuation of oil production on Island Grissom....
2. Marina with 1,694 boat slips;
3. 1,660 parking spaces;
4. One fuel dock and two sewage pump-out stations;
5. One fishing platform and two combination fishing and observation platforms;
6. Tidal mud flats or sand beach east of easterly jetty;
7. Nine comfort stations, not less than two public;
8. A 2,000 square foot administration and maintenance building;
9. Public bicycle and pedestrian pathways; an overlook at end of marina mole; and
10. Eleven acre park.

The proposed project, as conditioned, does not conflict with any of the certified LCP policies or standards except that the proposed administration and maintenance building is 2,900 square feet instead of 2,000 square feet as called for in the certified LCP. The proposed structure does comply with the LCP height limit of 25 feet.

As proposed, the 2,900 square foot marina administration building substantially complies with the certified LCP. The building, designed by the City for its administration of the Downtown Marina, is slightly larger than the building called for in the LCP. However, the proposed building can be permitted because, as conditioned, it conforms to the Chapter 3 policies of the Coastal Act. However, all special conditions of approval recommended in this staff report are necessary to carry out the Chapter 3 policies of the Coastal Act.

As conditioned, the proposed project is in substantial conformance with the requirements of the certified LCP. Approval of the project cannot prejudice the local government's ability to prepare a certifiable LCP because the City of Long Beach LCP was certified in 1980.

E. 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.

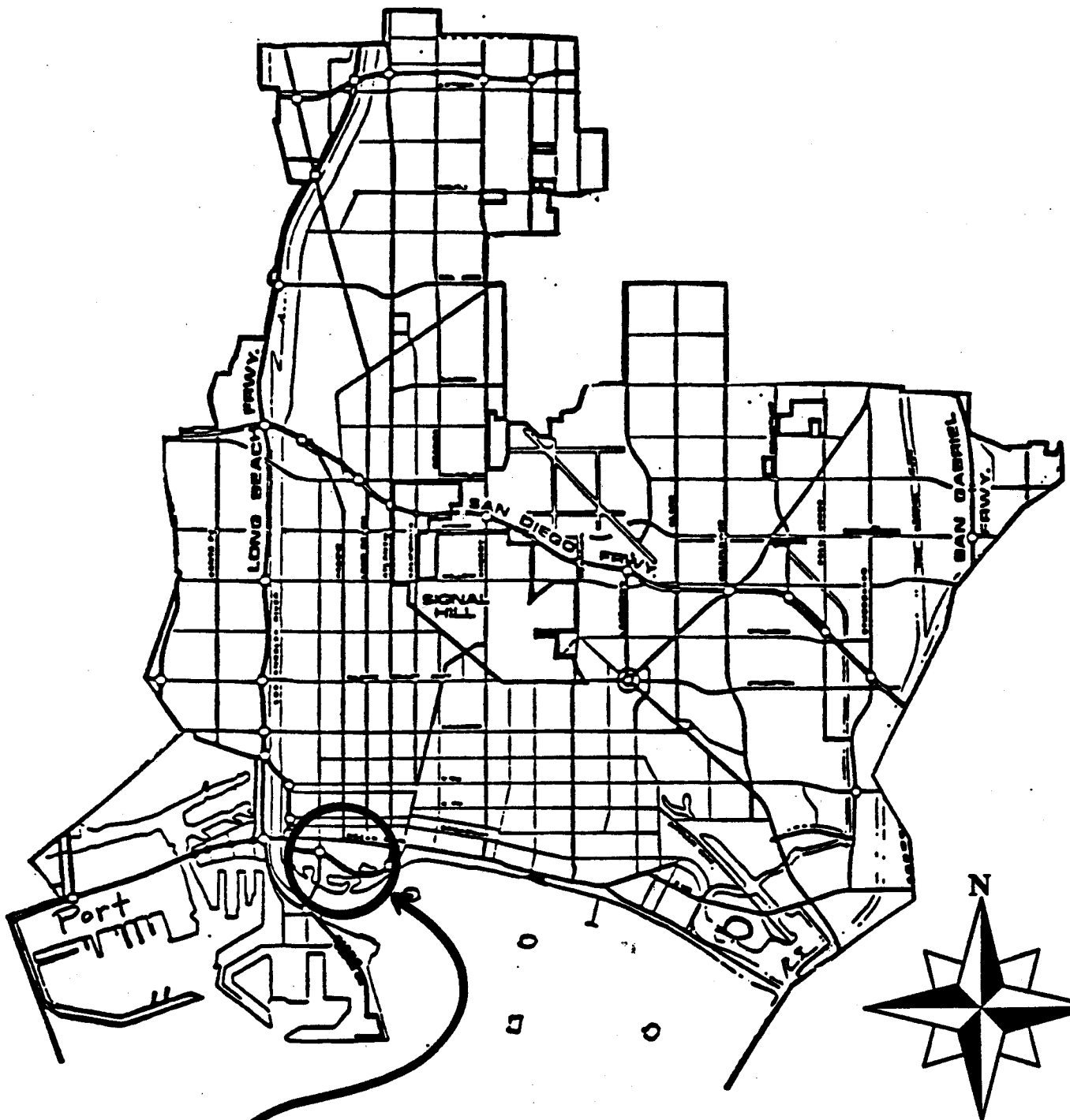
The proposed project, only as conditioned, is consistent with the Chapter 3 policies of the Coastal Act. All significant environmental effects have been mitigated by conditions of approval. Public access and recreation is protected by not permitting the proposed yacht club to encroach into the existing public park at the end of the marina mole. Special conditions of approval also protect access to public parking spaces which are a necessary component of the public access system.

As conditioned, the proposed project will not have significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA. Therefore, the Commission finds that the project is consistent with the requirements of the Coastal Act to conform to CEQA.

F. State Lands

The proposed project is located on state tidelands which are administered by the City of Long Beach under the Long Beach Tidelands Trust Agreement. State lands are generally restricted to public serving uses. The State Lands Commission has reviewed proposed project for consistency with the City's tidelands grant. Exhibit #10 is a copy of the letter that the applicants received from the State Lands Commission in response to the proposed project.

# City of Long Beach



Site

COASTAL COMMISSION

5-97-283

EXHIBIT # 1

PAGE 1 OF 1



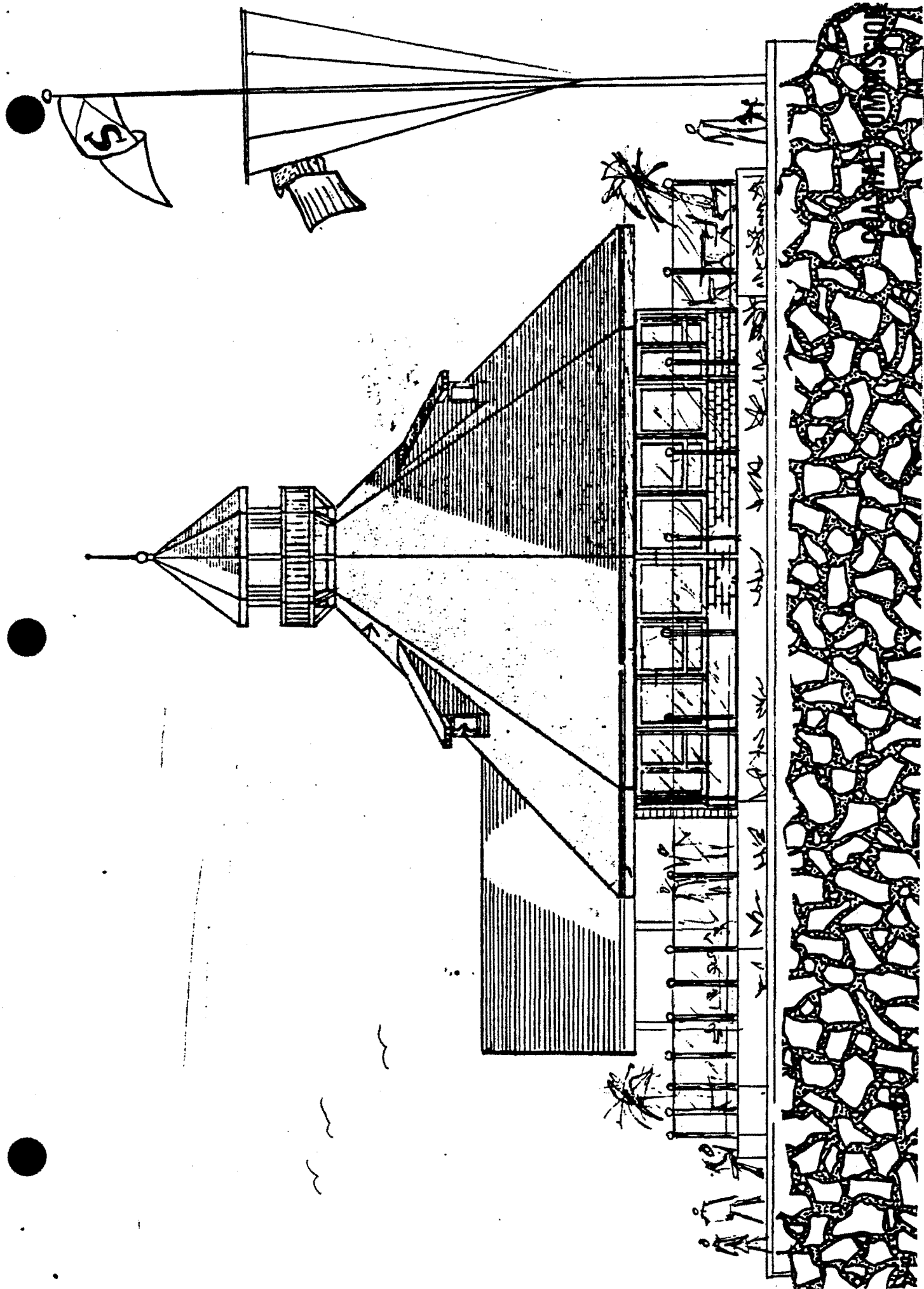
# LONG BEACH

Sites

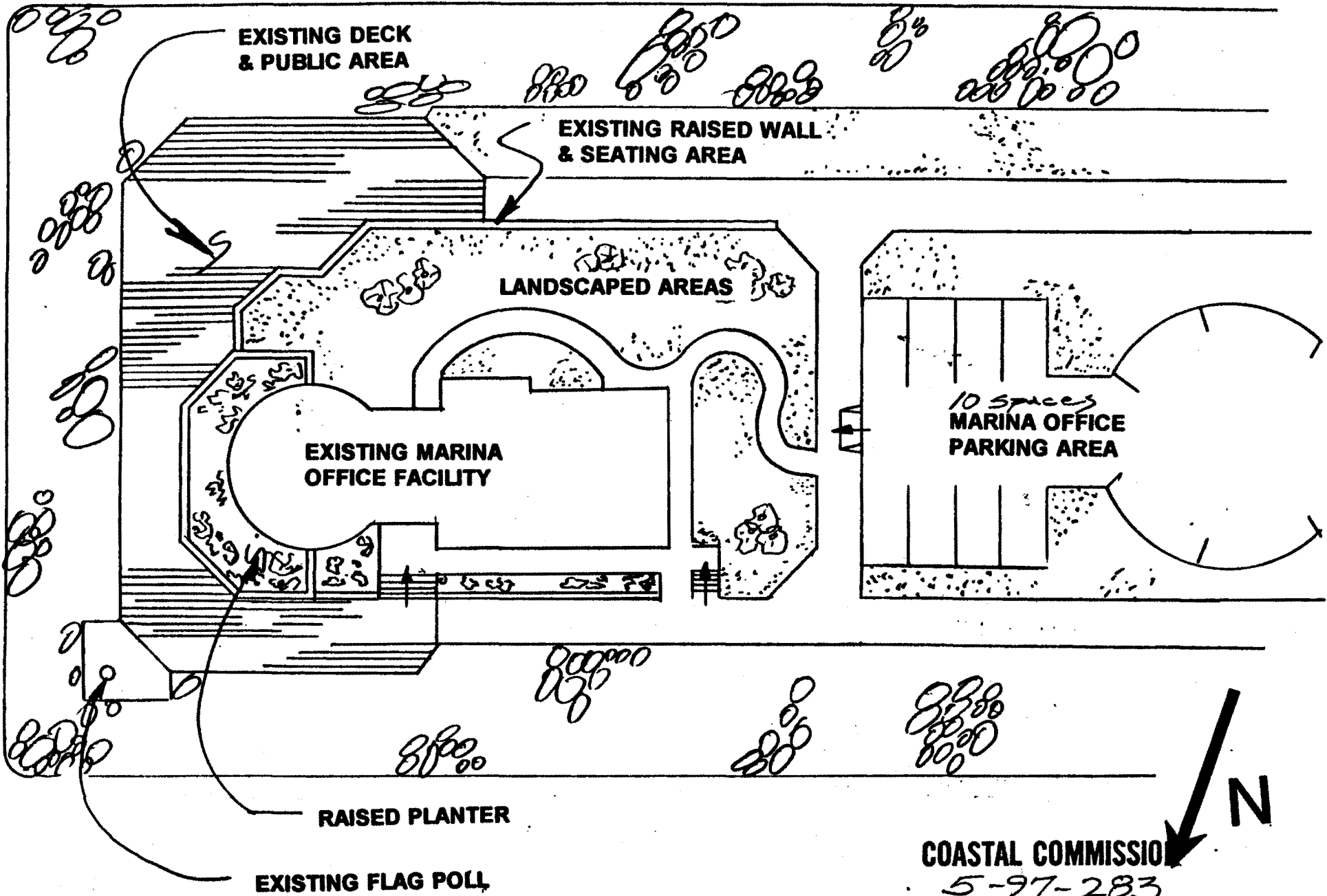


COASTAL COMMISSION  
 5-97-283  
 EXHIBIT # 2  
 PAGE 1 OF 1





Existing Admin. Bldg.



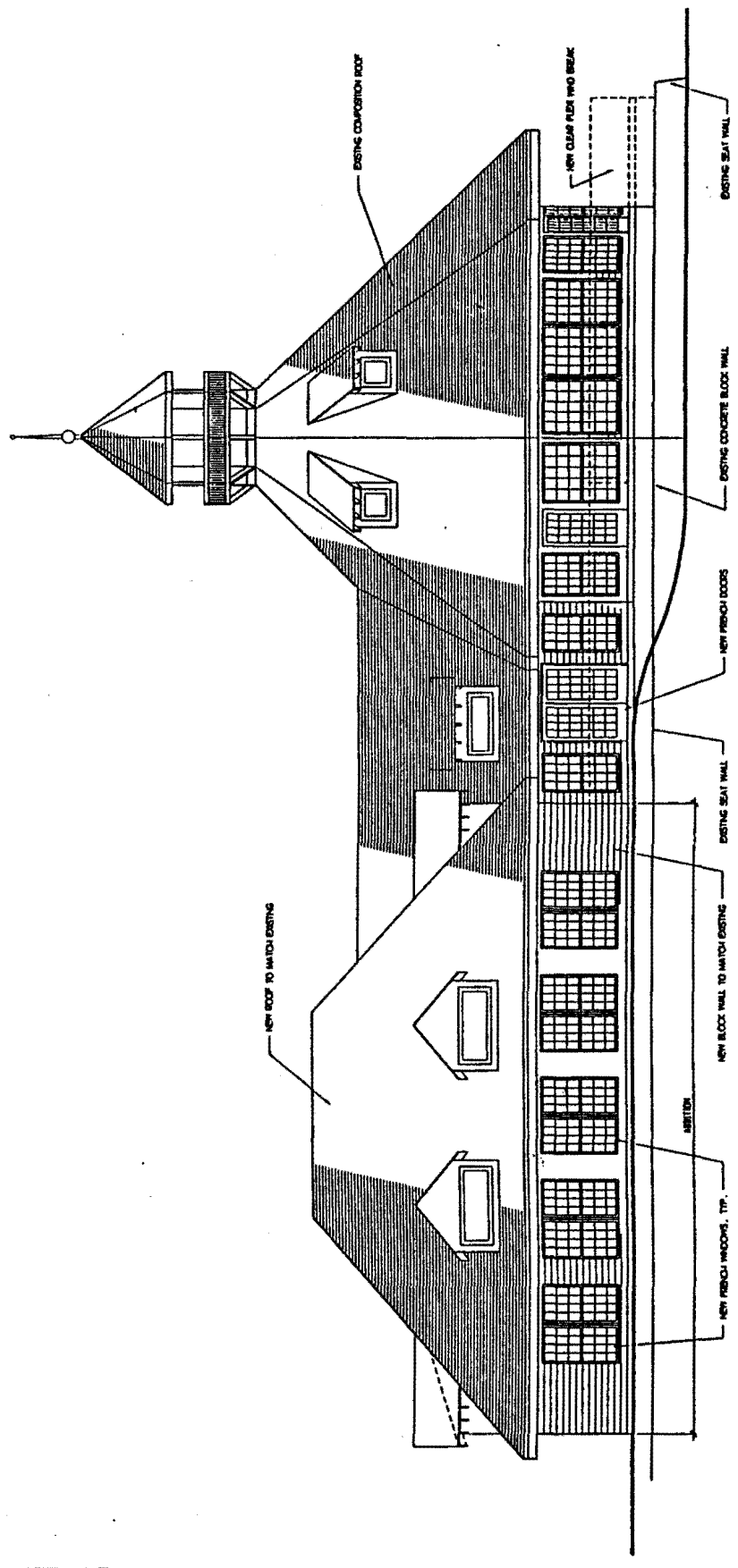
COASTAL COMMISSION  
5-97-283

EXHIBIT # 4



DATE	11/18/17
BY	JK
PROJECT	COASTAL COMMISSION
DATE	11/18/17
BY	JK
PROJECT	COASTAL COMMISSION
DATE	11/18/17
BY	JK
PROJECT	COASTAL COMMISSION
DATE	11/18/17
BY	JK
PROJECT	COASTAL COMMISSION

B-5

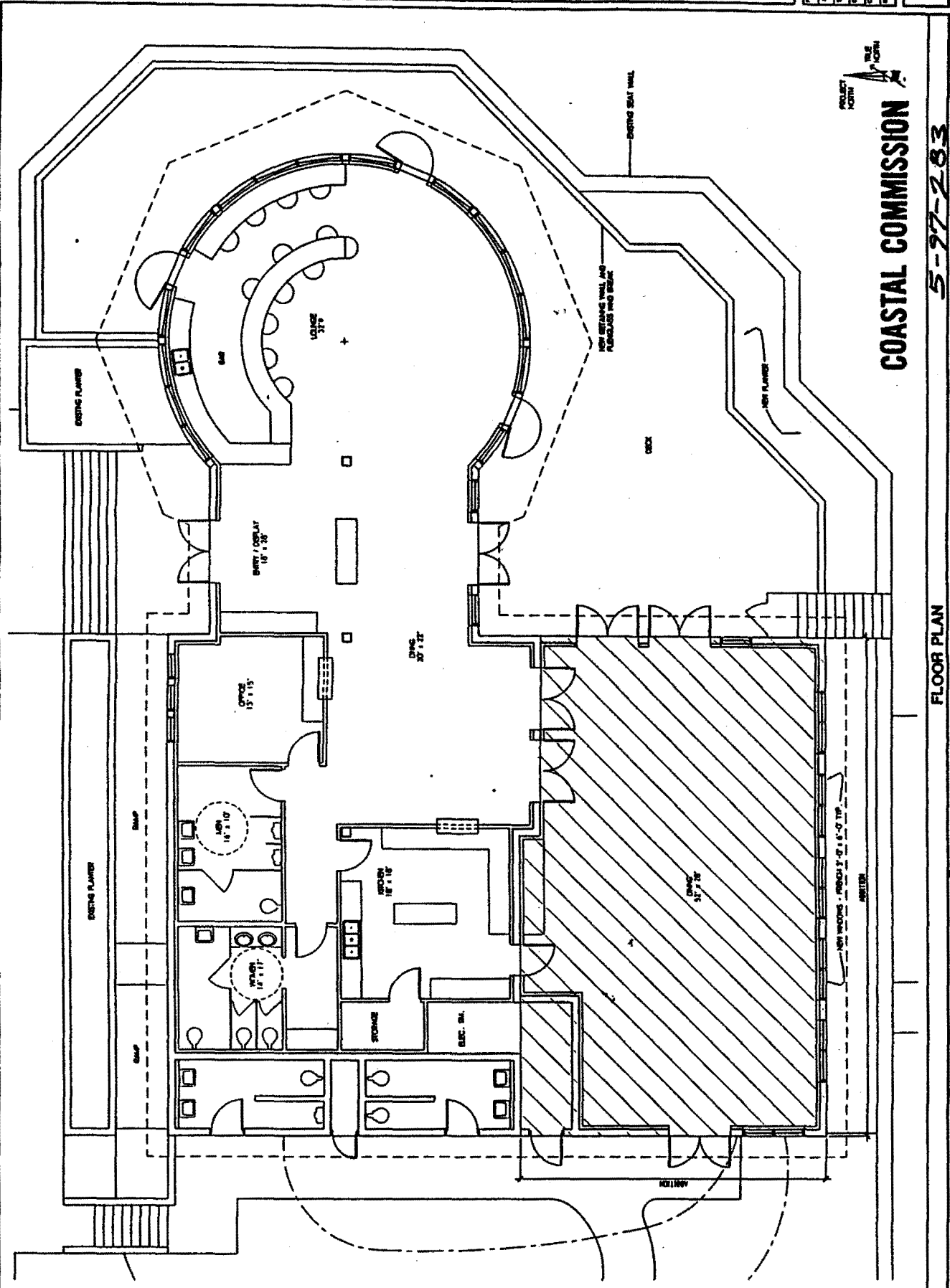


**Proposed Yacht Club (with addition)**  
 SOUTH ELEVATION  
 5-27-283

COASTAL COMMISSION

DATE	NO.	BY	CHKD	DATE

B-C



**COASTAL COMMISSION**

5-97-283

FLOOR PLAN

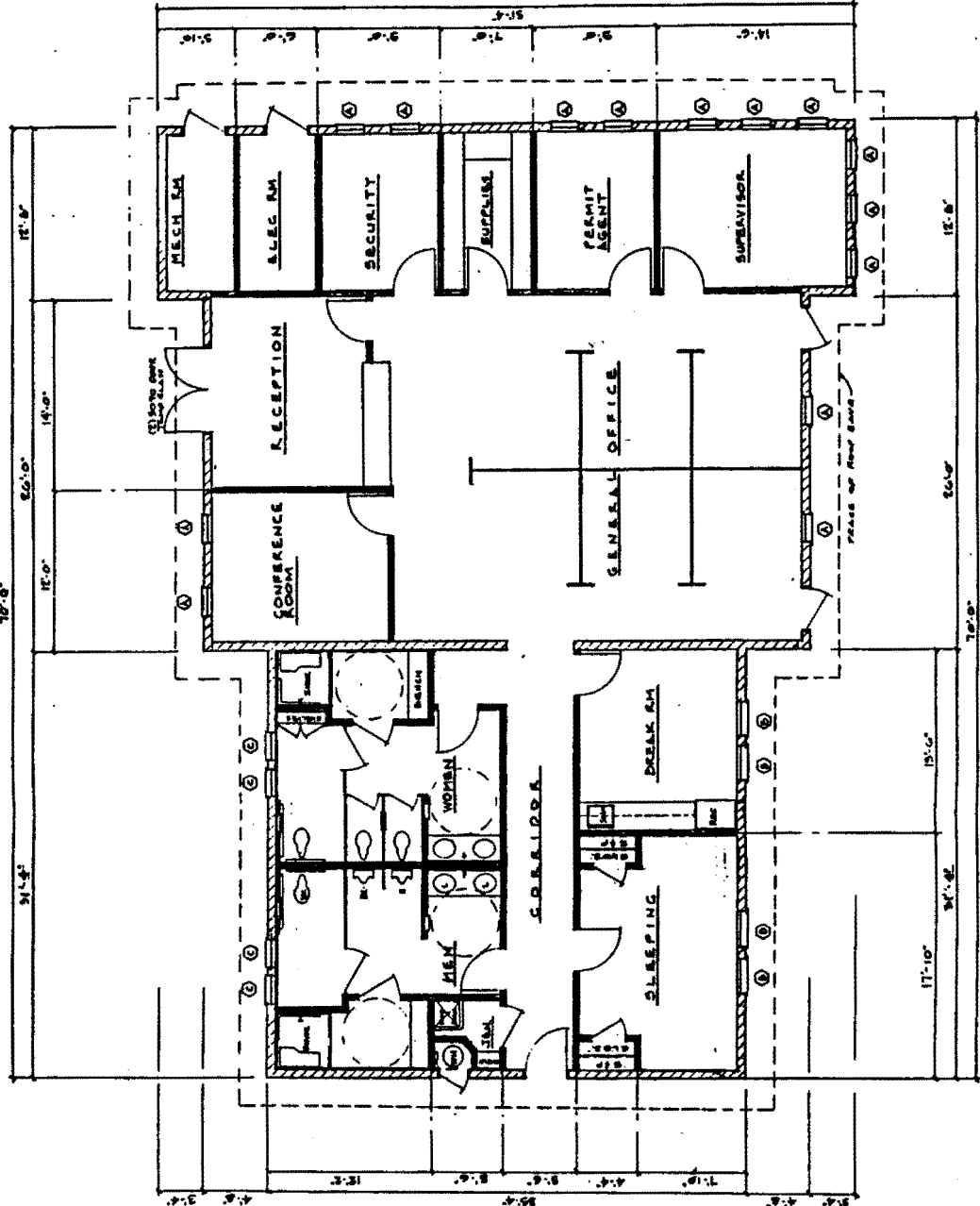
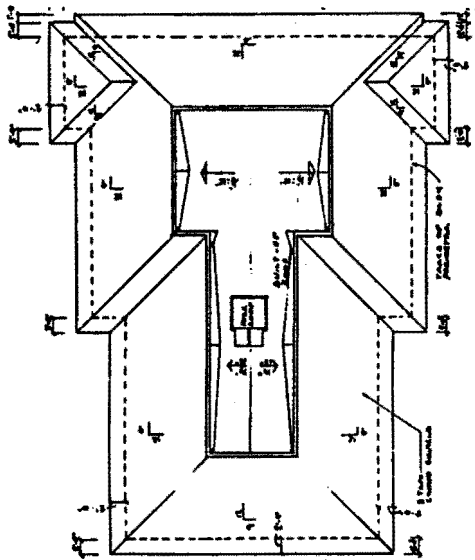
EXHIBIT # 5  
PAGE 2 OF 2

**Proposed Yacht Club**





- WINDROSE  
 ① 15° SW Wind / Rain  
 ② 45° SW Wind / Rain  
 ③ 45° SW Wind / Rain  
 ④ 15° SW Wind / Rain



COASTAL COMMISSION  
 5-97-283

F L O O R P L A N

Proposed Admin. Bldg.

EXHIBIT # 7

PAGE 2 OF 2





# CITY OF LONG BEACH

Department of Parks, Recreation and Marine

2760 Studebaker Road, Long Beach, CA 90815-1697

December 8, 1997

RECEIVED  
DEC 12 1997

Mr. Charles Posner  
California Coastal Commission  
South Coast Area Office  
200 Oceangate, 10<sup>th</sup> Floor  
Long Beach, CA 90802

CALIFORNIA  
COASTAL COMMISSION

SUBJECT: Downtown Marina Striping Plan

Dear Mr. Posner:

This is to request that you accept our plans to re-stripe the Mole Road in the Downtown Marina as part of the application to convert the existing marina administration building to a yacht club and to build a new administration building for the marina. The new striping plan will increase the number of parking spaces from 469 to 485 for a net gain of 16 spaces. All of the additional spaces will be public parking spaces. The total number of spaces reserved for boat owners will remain at 460. This will increase the total of public spaces to 25.

The boat owners in the marina were concerned about the impact of the Shoreline Yacht Club on the parking on the Mole Road. Therefore, we held two public meetings with the boat owners to explain the plans. All boat owners who attended the meetings were satisfied that their convenience was being protected. We have received no adverse comments or indications of concern since the meetings.

If you have questions about the new striping plan, please contact Dennis Eschen of my staff at 570-3130.

Sincerely,

Ralph S. Cryder  
Director

RSC:DE:lr  
Enclosure

c: Phil Hester, Manager of Maintenance and Development  
Mark Sandoval, Manager of Marine Bureau  
Doug Parsons, Superintendent, Marine Operations  
Gail Wasil, Superintendent, Contract Management and Revenue Enhancement  
Dennis Eschen, Superintendent of Parks Planning and Development

COASTAL COMMISSION  
5-97-283

EXHIBIT # 9  
PAGE 1 OF 2

DTMSTRIPING

(310) 570-3100  
FAX (310) 570-3109

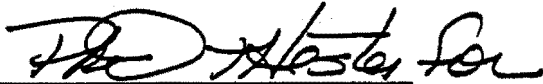
5-97-283

RECEIVED  
SEP 5 1997  
CALIFORNIA  
COASTAL COMMISSION

August 29, 1997

Letter of Intent

The Department of Parks, Recreation and Marine agrees that current City plans to slurry seal and re-stripe parking spaces along the "Mole Road" will satisfy a condition of Site Plan Review Conditions of Approval for Case No. 9707-07. The re-striping will satisfy the requirement that parking lot improvements be made, if necessary to retain 1,660 parking spaces for the Downtown Marina after the construction of the new Downtown Marina Headquarters.



Ralph S. Cryder  
Director, Parks, Recreation and Marine



Michael J. Malbon  
Shoreline Management, L.L.C.

COASTAL COMMISSION

5-97-283

EXHIBIT # 9

PAGE 2 OF 2



STATE OF CALIFORNIA

PETE WILSON, Governor

**CALIFORNIA STATE  
LANDS COMMISSION**

**EXECUTIVE OFFICE**  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202

**GRAY DAVIS, Lieutenant Governor**  
**KATHLEEN CONNELL, Controller**  
**CRAIG L. BROWN, Director of Finance**

**ROBERT C. HIGHT, Executive Officer**  
(916) 574-1800 Fax (916) 574-1810  
*California Relay Service from TDD Phone 1-800-735-2922*  
*from Voice Phone 1-800-735-2929*

January 28, 1997

**Mr. James McCabe**  
**Deputy City Attorney Long Beach**  
**City Hall, City of Long Beach**  
**333 West Ocean Blvd., 11th Floor**  
**Long Beach, CA 90802**

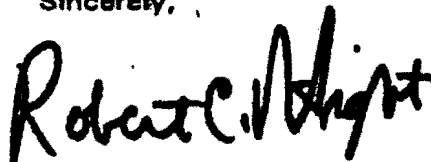
**RE: Shoreline Yacht Club**

**Dear Jim:**

I understand from you that the City of Long Beach proposes to enter into a contract in which it agrees to lease the current site of the City Marine Bureau's headquarters to the Shoreline Yacht Club in consideration for the Club's constructing the Marine Bureau a new headquarters. I also understand from you that both of these facilities are on filled tide and submerged lands, but that the proposed new location of the headquarters is in a location that the City feels will better serve the downtown marina.

Assuming that the facility, location, and economic values of the transaction benefit the City, as trustee of the tide and submerged lands, there does not appear to be any provision of the granting statute prohibiting this type of transaction. Of course the City, as trustee, in weighing the costs and benefits of the transaction, must first determine that no greater trust use of the properties exist.

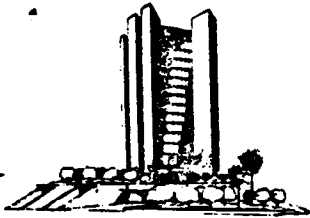
Sincerely,



**ROBERT C. HIGHT**  
**Executive Officer**

**COASTAL COMMISSION**  
5-97-283

EXHIBIT # 10  
PAGE 1 OF 1



# CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

333 WEST OCEAN BLVD. • LONG BEACH, CALIFORNIA 90802

(213) 590-6651

May 4, 1981

Melvin J. Carpenter  
Executive Director  
South Coast Regional Commission  
666 E. Ocean Blvd., Suite 3107  
Long Beach, CA 90802

Attention: Jim Ryan

Dear Mel:

Enclosed are two sets of plans for the Marina Headquarters Building at the end of the Shoreline Marina mole. These plans are being transmitted to you for your review and approval consistent with condition 8, Coastal Development Permit P-79-5249.

The design of this facility incorporates approximately 6,000 sq. ft. of landscaped area around a 3,000± sq. ft. building; approximately 4,200 sq. ft. of wood decked surface around the perimeter of the building, this decking is directly connected to the bicycle and pedestrian path which traverses the entire marina mole; benches and bicycle racks.

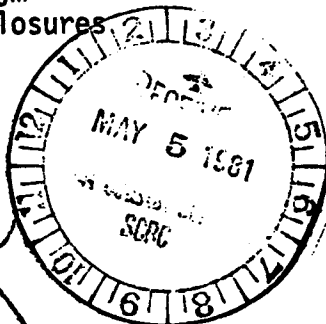
It is the City's opinion that the inclusion of these elements and this design satisfy the requirements of condition 8. Therefore the City requests that you review this information and transmit your findings to the City.

Should you have any further questions or require additional information please contact me at (213) 590-6353.

Sincerely,

  
Robert Benard  
Senior Planner

RB:jm  
enclosures

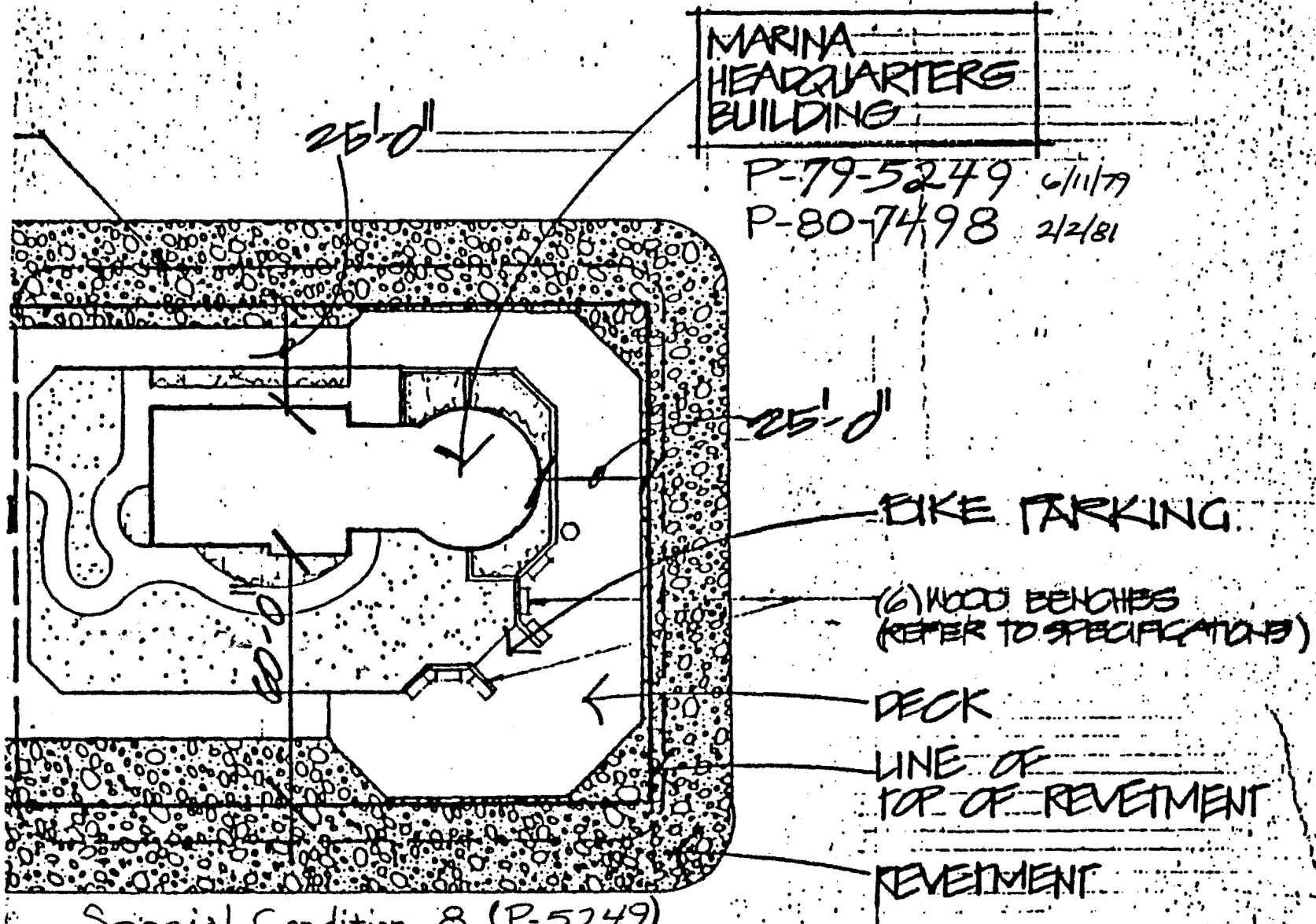


**COASTAL COMMISSION**

5-97-283

EXHIBIT # 11

PAGE 1 OF 2



Special Condition 8 (P-5249)

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

COASTAL COMMISSION

5-97-283

EXHIBIT # 11

PAGE 2 OF 2

5-97-283  
SYC Development Plan  
AUG 28 1997

**SHORELINE MANAGEMENT LLC**  
**423D SHORELINE VILLAGE DRIVE**  
**LONG BEACH, CA 90802**  
applicant

**- DEVELOPMENT PLAN -**

**GOALS AND OBJECTIVES:**

1. To remodel the existing Downtown Shoreline Marina Office building for use as a permanent facility for the Shoreline Yacht Club of Long Beach.
2. To build the City of Long Beach a replacement Marina Office building.
3. Provide a facility for club members and others to engage in boating and water related activities.
4. Increase the attractiveness of membership in the Shoreline Yacht Club.

**PROJECT DESCRIPTION:**

Background:

Shoreline Yacht Club (SYC) was formed by the original tenants of the Downtown and Shoreline Marinas, when the marina first opened in 1983. The organizers were unknown to each other prior to this, and were brought together primarily because there was no social facility available for boaters. In the original organizing meeting, the criteria for joining was simply boat ownership, reasonable moral character, and a willingness to pay the modest initiation fee and monthly dues. That criteria for admission to membership remains unchanged to this day.

In the first years the club met at various locations throughout the city, renting ballrooms at the Golden sails, Edgewater, the old Hilton on pier J, and the Breakers. During this time, a site was sought for a clubhouse to no avail. Sites on the beach adjacent to gangway GG and over the restroom facilities were explored and rejected as inconsistent with the marina plan. An attempt to lease a small facility at the Villa Riviera was rejected by the membership as being too distant from people's boats, and generally inconvenient for use as a club.

Finally, in 1985 the club secured a small facility on the second story of Shoreline Village in approximately 1200 square feet of space vacated by another business. Eventually, the club acquired additional space on the same level, expanded, and created a facility that has served the club, other community organizations, and marine interests, quite well.

**COASTAL COMMISSION**

5-97-283

EXHIBIT # 12

PAGE 1 OF 10

Rent for this facility is based on the commercial activity of Shoreline Village and has gradually come to a point where it cannot be supported by the club's dues structure on a continuing basis. This has severely constrained the club's ability to grow and attract new members.

When the Shoreline redevelopment was announced, the membership sensed the rapid commercial growth to follow would eventually bring such economic pressure to bear on the club it would be forced to abandon the facility. This created the impetus for SYC to renew discussions with the City of Long Beach in its search for a suitable (and stable) club facility/location. It also was the trigger for formation of the Shoreline Management LLC (SMLLC), an entity created by members of Shoreline Yacht Club for the purpose of financing and constructing a replacement facility on behalf of the club.

The economic forces perceived as threatening continued use of the existing facility have now become reality, with rental increases again underway. Fortunately, those same economic forces, construction of the Aquarium of the Pacific, and Shoreline Harbor development, now make it desirable for the marine bureau to relocate from its somewhat isolated location to one where it is more accessible to the public and can better perform its role.

These are the dynamics that have led the City of Long Beach, the Shoreline Management LLC, and the Shoreline Yacht Club of Long Beach to reach tentative agreement for the following project.

Project Description:

The Marine Bureau administrative offices are currently housed in a 2600 square foot facility located at the end of the marina mole. The design is a "theme" style building with high-peaked round roof and partially circular walls consistent with the end of the mole. This building is generally referred to as "The Mole" building.

It currently houses marina specific administration, and is a temporary location for Fire Department personnel manning a rescue boat 24 hours a day. A boardwalk style public walkway is provided around the end of the building, with the bicycle path diverted back along the mole. Public restrooms are located in the streetside portion of the building, and a trash enclosure is immediately adjacent. Boatowner showers, restrooms, and laundry facilities are a short distance away.

Thirteen parking spaces are provided for employees, patrol cars, and clients with business at the building. Parking for the general public has been provided adjacent to the public fishing piers, with the balance of parking dedicated to marina tenants.

Shoreline Management LLC proposes to build the Marine Bureau a replacement facility adjacent to the boatowner's and public restroom facility at the head of 'Y' dock, on the

**COASTAL COMMISSION**

EXHIBIT # 12

PAGE 2 OF 10

shoreside of the marina basin. This construction represents "Phase I" of two major project phases.

The selected site is adjacent to the public walkway and bike path, and has ample parking. It is highly visible to the general public, and in turn can easily monitor the majority of public and boating activity on the marina grounds, including traffic in and out of the Shoreline Village. (This traffic flow was observed at 197 vehicles per hour between 10 and 11 am on Saturday, July 20th, 1996.)

SYC has hired an architect to assist in design and construction for this facility, and has determined present and near term needs of the marine bureau will require a 2918 square foot facility. The structure proposed is single story, with an architectural approach blending with existing structures. This will maintain a visual consistency from the grassy knoll area adjacent to Shoreline Drive, from the access road, and from the water. Exterior finish will be painted to match public restrooms, and prominent signage will identify the office from both the access road and the public walkway. The proposed structure has been modeled after the golf training facility recently constructed at Heartwell park and golf course in Long Beach.

This site is immediately adjacent to utility services, minimizing disruption during construction, has a dumpster located adjacent to the restrooms, and has an environmentally safe oil dump for boaters immediately beside the dumpster. The proximity of the office to the oil dump will eliminate the need for a patrol-person to be dispatched to unlock the facility, and will encourage more frequent and responsible use of this station by boaters.

Upon completion, the marine bureau will vacate the 'mole' facility and SMLLC will begin remodeling of that vacated facility as "Phase II" of the project. Interior remodeling will consist of removing non-load bearing walls, minor plumbing and electrical work, and reconfiguring the spaces for the intended use approximately as indicated on the floor plan.

The SMLLC further proposes to increase the square footage of the building by approximately 1500 square feet, on the south facade (ocean side) by pouring a new pad and extending the existing architectural lines of wall and roof along the south face of the building. The architectural style and building materials will remain consistent with the existing structure, and the addition will be set back approximately 5 feet from the public walk way, preserving sight lines and viewing opportunities. The addition and proposed exterior work will be entirely within the existing landscape area.

In compliance with code requirements, additional ingress/egress will be provided by doorways from the channel side of the round building portion, and from the new addition, onto the deck area.

A 1990 sq. ft. deck will extend to cover existing planters and grass, encompassing the area between the building and retaining wall adjacent to the public walkway. The deck area

**COASTAL COMMISSION**

EXHIBIT # 12

PAGE 3 OF 10

will be separated from the walkway by a low glass windwall arranged in such a manner that public seating on the retaining wall will be retained, and existing views not disrupted. Deck material will be wood to blend with the existing walkway, and existing trees will be re-utilized or re-located as part of the plan. Outdoor gas barbecues will also be incorporated in the exterior design.

No disruption of public access will occur; the public walkway and public restrooms will remain, and seating will be enhanced. In addition, the club will utilize existing 'A' dock space to host visiting clubs cruising from other areas, to provide weekend and holiday docking for members, extend limited (3 day) use as reciprocal privileges to other clubs, and to host events such as race venues, parades, and various water activities in which other non-members participate

### **PUBLIC ACCESS, COMMUNITY INVOLVEMENT**

The Bylaws of Shoreline Yacht Club open membership to any person of sound moral character who is willing to pay the dues of the club, and is "a boat owner at the time of initiation" (Article V, Section 3, Appendix E). This policy has proven to be a great strength of the club, bringing together an eclectic group of people united in their one interest of boating. This common interest has made the club renown for its active participation in cruising activities, and has become a focal point of involvement and participation by non-member guests, and many other clubs. Membership in the Shoreline Yacht Club is also required to be an investor in the Shoreline Management LLC.

In addition to direct boating activity, the club is a participating sponsor of the annual "Charity Regatta" which benefits the Children's Hospital of Long Beach with funds earmarked for the continuing maintenance of their free clinic. The club also sponsors a separate walk for the hospital.

On the Fourth of July each year the club produces a "Floating Flapjack Breakfast" at the Shoreline marina. The event is advertised and open to the public, with a growing walk-in clientele. (over 400 meals served on 7-4-97)

A Christmas boutique is another event sponsored by the club and open to the public. The club is also a sponsor of "Get to know your marina and marine patrol", a public awareness and education day; maintains a booth in the shoreline boat show advertising the club and membership availability; and holds a biannual open house for those interested in membership and boating in general.

Shoreline Yacht Club is a member and participates and hosts activities of the Southern California Yachting Association (SCYA), Southern California Cruising Association (SCCA), Yacht Racing Union of Southern California (YRUSC), the United States Sailing Association (USSA), the Association of San Pedro Bay Yacht Clubs (ASPBYC), and past female commodores are active in the International Order of the Blue Gavel (IOBG)

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SCYA is active in racing venues, is an organizer of the charity regatta, junior programs, and encourages all organized boating clubs. SCCA promotes navigational contests and actively seeks participation by non-boaters as an introduction into boating. YRUSC is a sanctioning body for race participation, while the USSA is a sailing association devoted to the development of Olympic contenders among juniors. ASPBYC encourages all clubs in general, and the IOBG is a philanthropic organization of past commodores specifically devoted to assisting those needing bone marrow transplants, and locating and educating potential donors for the public at large.

The club also opens its facility for use in many activities attended by the general public and other organizations. Those uses include hosting Coast Guard Navigation Courses, Boating Safety classes taught by the US Power Squadron, Ham Radio classes leading to amateur licensing, Women's Sailing seminars, Cruiser Navigation classes, SCCA meetings, and monthly meetings of the Shoreline Village Merchants Association.

The facility is also available for use by other organizations, extending availability for seminars promoting boating interest among the general public by Marina Sailing, meetings of the Long Beach Boat Owners Association, the Wooden Boat Owners Association, and is available to exhibitors at the July boat show.

Other activities include organizing and operating the annual Christmas event, Parade of a Thousand Lights, the Opening Day parade, and extension of reciprocal privileges to other clubs up and down the west coast, to Hawaii and Mexico.

**PARKING PLAN:**

Shoreline Yacht Club is the only such organization in the Shoreline/Downtown Marina. As a consequence, of the current 152 members, 127 are leasees' at Shoreline Marina and are permitted for two parking spaces per marina leasee. Of the balance of membership, 5 are on extended cruises, 5 are based in San Diego, and 15 are based in other local marinas (Port Captains 1997 roster). This distribution is typical, and although it varies slightly from time to time, is representative of the parking demand of the club.

Housed in the Shoreline Village proper, the village management prohibits parking in their lot by club members to provide space for retail clients. This arrangement has been successfully in place since the club first moved to the village (1985). Members typically walk to the facility from their boats, located within the marina adjacent to the village. For those who arrive by automobile, the club has available twenty temporary parking passes for boat owner parking and issues them to members for parking in boat owners parking only. This has also been in place without incident.

Boat owner parking is impacted in the immediate area of the facility. The 'A', 'B', 'C', 'D' and 'E' dock areas are frequently near their capacity of 108 spaces on warm summer

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weekends. However, during the week and the winter period, ample boat owner parking is available on the ocean side of the mole. In addition, parking on the balance of the mole (excluding M,N,O dock area), provides an additional 298 boatowner spaces (F-L docks) (total of 406 boatowner spaces), is available on all but the busiest holidays. Specifically, Memorial Day and Labor Day weekends are the two periods when parking may fill on the mole. The single heaviest parking day is the Fourth of July - this pattern was evident on July Fourth, 1996 and 1997 when at 11 am it was observed that all parking from 'A' through 'E' was occupied, but ample parking was still available on the rest of the mole and in the shoreside lot.

Parking surveys have been conducted on four separate occasions at peak afternoon periods on July 14, 20, 21, and 27, (1996) with these results:

	A - E docks (108 spaces)	F - L docks (298 spaces)
• 7-14, Vacant spaces	16	205
<u>Percent available</u>	<u>7%</u>	<u>69%</u>
• 7-20, Vacant spaces	34	147
<u>Percent available</u>	<u>31%</u>	<u>49%</u>
• 7-21, Vacant spaces	11	173
<u>Percent available</u>	<u>10%</u>	<u>58%</u>
• 7-27, Vacant spaces	21	189
<u>Percent available</u>	<u>19%</u>	<u>63%</u>

Of 152 members, 127 (84%) are marina leasees' and currently hold permits for two vehicle parking spots. These members are distributed throughout the marina, from 'A' dock to 'GG' dock. For these members the club expects to adopt a policy requesting those members park only in the area adjacent to their dock, and prohibit parking for any club function in the area of 'A' through 'E' docks during peak periods. The policy would also encourage the use of dinghies as the preferred transport from members boats to the club facility, utilizing 'A' dock for tie-ups. For those who do not have a dinghy, the club would operate its "whaler" (a small boat used to support race activities) as a shuttle, available to pick-up and return members to their boats within the marina.

For members non-resident within the marina, the club proposes issuing its own unique parking permit, recognized in the facility parking spots, on the seaward side of the mole from 'F' dock to 'P' dock, and in all other shoreside boat owner parking. Use of this permit unique to Shoreline Yacht Club members would provide an enforceable means of distinguishing those vehicles which do not belong in the parking impacted area.

The club has one special event of the year, in April, which attracts numerous visitors by automobile, opening day. This event draws from 100 to 150 visitors for an all day event, including a boat parade. For this event the club would operate both the water shuttle and

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a van from shoreside boatowner parking to avoid impacting parking on the mole, or the public parking for Shoreline Village.

The thirteen parking spaces associated with the facility would be reserved primarily for handicapped, employees, service activities, and deliveries.

The plan pre-supposes that members resident within the marina have parking allowed for within the scope of marina operations and creates no new or additional parking demand with primary access to the facility being by foot, dinghy, or water shuttle. This is consistent with existing practice and policy within the marina and in cooperation with village management.

It also assumes most members and guests non-resident in the marina will arrive on foot or by boat at 'A' dock for all major activities and will therefore have minimal impact upon parking as a result of facility use. It further assumes use of a unique parking sticker for members will provide a visible and easily enforceable tool to implement policy, and assure existing parking is not further impacted by this use.

These assumptions are borne out by hand counts at three activities where participants were asked to indicate if they had arrived at the club facility by automobile and were parked close by, other than in the boatowners lot by their gangway. On July 6th, 3 of 63 participants had parked close to the facility, on July 12th, 7 of 47 had, and on July 27th, 6 of 78 parked other than in their customary space. On average, just over 9% of attendees at these functions had parked close-by. (1996 data)

With the exception of Opening Day activities, the most heavily attended functions are dinners and general membership meetings. Maximum recorded attendance at any one function has been 92 members. If the average ratio of attendees parked near the club, (9% of 92) 8.28 parking spaces would be occupied. Projecting the possible addition of 2 employees, and participation increasing to 120 for an event, all thirteen spaces would be occupied. Additional attendance would create an overflow situation.

#### FORM OF ORGANIZATION:

The underlying agreement between the City of Long Beach and the Shoreline Yacht Club is for the club to build the City a replacement administrative facility better sited for the use at the head of Y dock adjacent to the public restrooms. That facility will then be accepted and occupied by the city in return for a twenty-five year lease on the mole facility and 'A' dock as described herein. The club will then renovate and occupy the mole building and 'A' dock.

The club intends to finance construction of the replacement facility at Y dock, remodel the mole building, and execute the improvements to A dock with internally generated funds.

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In order to satisfy IRS "Arms Length" requirements, the club has formed a Limited Liability Company, Shoreline Management, LLC. Shoreline Management will be the investment vehicle for funding construction and remodeling. The LLC will also be the entity executing the facility lease with the City of Long Beach, and which in turn will sublease the facility to the Shoreline Yacht Club upon completion of construction and remodeling.

Investment in, and ownership of Shoreline Management, LLC is restricted to members of the Shoreline Yacht Club, and the corporate entity "Shoreline Yacht Club of Long Beach".

#### ENVIRONMENTAL IMPACT:

Phase I, construction of the replacement facility will occur in an existing asphalt area which sits astride utility lines necessary to support the structure. No landscaping exists in the area other than a grass median approximately four feet wide. Construction of this building will not impede pedestrian or foot traffic, nor access to restrooms. Soil disturbance will be minimal, as will necessary excavation. Site plans and structure footprint indicate 25 parking spaces (approximately 1.4% of existing) are anticipated to be lost. Curbed planters, walkways, and landscaping defines parking rows, and remain consistent with existing landscape.

Parking lost to construction will be replaced by re-striping the mole parking area from 9 foot widths to the standard 8.5 feet. This will have the effect of expanding existing parking on the mole by approximately 22 spaces, helping to alleviate current congestion.

Phase II, remodeling of the existing mole facility requires the preparation of a new concrete pad for the building extension, some leveling of existing grass area for installation of the deck, and relocating existing landscape details. Again, soil disturbance will be minimal for these needs with material removed from leveling and foundation excavation used as fill for the new pad. No soil will need to be imported or removed from the site, and the minimal volume exposed can be protected from runoff by tarps and sandbags. Installation of the deck, outdoor barbecues, wind fence, and reuse of existing palm trees, will protect the disturbed areas and rapidly re-establish ground cover. This will all be contained within the existing landscape area.

#### TIMELINES:

Shoreline Yacht Club has targeted Opening Day, April of 1998, as the date of occupancy of the new facility. To achieve this goal, the club has organized the Shoreline Management LLC, and has begun fundraising activities. Funding has been obtained for construction of the new marina administrative facility, and preliminary construction

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planning is completed. Further progress is contingent only upon the necessary applications, permits, and approvals.

With approval in fall of 1997, construction details can be completed, permits obtained, and construction can begin. Following completion of the new marina administrative office and vacation of the mole facility, remodeling can begin and be finished in early 1998.

**USAGE ASSUMPTIONS:**

- Usage assumptions are predicated on existing facility use, and anticipated expansion of use resulting from the availability of new amenities.
- Regular hours - Office is staffed Tuesday through Saturday, 1 to 5 PM. Facility is open to members without service. Friday afternoons through Sunday evenings Club is open with food and bar service available until 11.30 PM. This schedule may be increased as demand develops.
- Weekday evenings - Generally between the hours of 6 and 10 PM the facility is used by committees, other organizations, and the board for business and planning meetings 3 to 4 nights a week.
- Weekdays - Occasional special meetings such as Village Merchants Association, Marine Bureau meetings, service activities, other organizations, etc.
- Year-round - the club expects members and individual cruisers to utilize A dock for reciprocal privilege for up to 3 days duration (4 days on holiday weekends).
- Scheduled events - monthly cruising meetings, dinners, theme parties.
- Special Events
  - Friday evening race series - visiting vessels expected to occupy entirety of improved A dock for evening with dinner in facility. Approximately 10 races per year.
  - Other race venues - visiting race participants expected to utilize A dock improvements and facility for one to two days. 5 to 6 times annually.
  - Organized cruises from other clubs - currently scheduled 4 to 5 times a year, visiting clubs are expected to utilize the facility and A dock improvements over weekends for 3 to 4 days. This use is expected to increase with availability of docking and club facility.
  - Opening day - single most intense use of year. Maximum use of A dock and of visiting vehicular traffic.

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- **Public access - The facility will be available to organized and recognized groups, upon application, for the purpose of meetings or functions appropriate to a marine setting and the amenities of the facility. Availability will be subject to the Shoreline Yacht Club master calendar, and Shoreline Yacht Club house rules will apply equally to all. Fees will be appropriate for the facility use and will include security and janitorial deposits.**

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