

CALIFORNIA COASTAL COMMISSION

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Commission Action:



TU 106

STAFF REPORT: PERMIT AMENDMENT

APPLICATION NUMBER: 5-97-283-A3

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.

DESCRIPTION OF PROJECT ORIGINALLY APPROVED (5-97-283):

Construction of a 2,900 square foot City marina administration facility in the Downtown Marina parking lot, conversion of the existing 2,600 square foot marina headquarters building into a permanent facility for the Shoreline Yacht Club, and restriping of the marina mole parking lot to increase the number of parking spaces from 469 to 485.

FIRST AMENDMENT REQUEST (5-97-283-A1): Rejected by Executive Director.

SECOND AMENDMENT REQUEST (5-97-283-A2): Withdrawn by Co-applicants.

DESCRIPTION OF CURRENT AMENDMENT REQUEST (5-97-283-A3):

Modify previously approved project and special conditions in order to allow the construction and use of a two-story, 7,000 square foot facility for the Shoreline Yacht Club in the Downtown Long Beach Marina parking lot.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends that the Commission find that the proposed amendment is a superior alternative to the previously approved project, and approve the proposed amendment with revised special conditions that protect existing public access and recreation opportunities in the Downtown Marina area. The co-applicants agree with the recommendation.

LOCAL APPROVALS RECEIVED:

1. City of Long Beach Site Plan Review, Case No. 9707-07, 7/21/97.
2. City of Long Beach Site Plan Review Modification, 11/17/98.

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).
4. Coastal Development Permit 5-97-283 (Shoreline Yacht Club).
5. Staff Reports dated 7/21/98 & 9/30/98 for Amendment Request 5-97-283-A2 (Shoreline Yacht Club).

PROCEDURAL NOTE: The Commission's regulations provide for referral of permit amendment requests 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 has determined that the proposed amendment is a material change that would affect the conditions previously required for the protection of 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].

STAFF NOTE:

A Coastal Development Permit was 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

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

The following special conditions replace and supercede all special conditions of Coastal Development Permit 5-97-283 (Appendix A) as approved by the Commission on February 3, 1998:

1. Shoreline Yacht Club

Coastal Development Permit 5-97-283, as amended, permits the construction and use of a two-story, 7,000 square foot facility for the Shoreline Yacht Club in the Downtown Long Beach Marina parking lot. The building located at the end of the marina mole shall be maintained as the marina headquarters building. All proposed development and parking facilities shall all be provided and maintained consistent with the plans approved by the Executive Director.

2. Public Park

The City shall maintain as a public park the landscaped areas and observation deck that surround the marina headquarters building located at the end of the marina mole. The public park, approved pursuant to special condition eight of Coastal Development Permit P-79-5249 (Downtown Marina), is identified on Exhibit #4 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. Downtown Marina Parking Supply

Prior to the commencement of construction of the proposed Shoreline Yacht Club facility in the Downtown Long Beach Marina parking lot, the co-applicants shall submit evidence, for the review and approval of the Executive Director, that demonstrates that the following parking lot improvements have occurred:

- a) The parking supply on the marina mole road shall be restriped as proposed to increase the total number of parking spaces on the mole from 469 to 485. The 485 parking spaces shall be allotted as follows: 437 boat owner (permit-only) parking spaces, 29 metered public parking spaces at the three fishing piers (nine or ten public parking spaces at each pier: 10-10-9), 10 handicapped spaces, and 9 staff and administration parking spaces at the very end of the marina mole road to support the existing marina headquarters building.
- b) All 29 public parking spaces at the fishing piers shall be clearly and individually identified as public parking spaces which are available for use by the general public (i.e. no permit required). All 29 public-parking spaces at the fishing piers shall be metered with parking meters which allow ninety minutes of parking when the maximum amount of coins are deposited. The users of the public parking spaces shall be permitted to use the metered parking spaces for at least four hours (if the required amount of coins is added) before being required to vacate the parking space. Automobiles with marina parking permits and yacht club members shall be prohibited from parking in the public parking spaces during the hours when the meter charge is in effect.
- c) The main parking lot shall be restriped as proposed to maintain, at a minimum, the current total number of boat owner (permit-only) parking spaces in the Downtown Marina (1,272 total boat owner spaces: 835 spaces in the main lot & 437 proposed spaces on the marina mole). There shall be no reduction in the number of public parking spaces in the Downtown Marina parking supply. All existing public parking (non-permit) spaces shall be maintained and protected.

The City shall maintain all Downtown Long Beach Marina parking supplies consistent with the plans approved pursuant to this coastal development permit.

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. The City shall provide no marina parking permits or other parking privileges to yacht club members except as they are already eligible as boat owners with rented slips in the Downtown Marina.

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) Erection of a sign at the entrance to the marina mole road which clearly informs the public that public parking spaces are available on the marina mole for use by the general public without permits.
- c) A signage program that clearly communicates to the public that all public parking spaces on the marina mole 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 automobiles with marina parking permits and yacht club members are prohibited from using any of the public parking spaces on the marina mole during the hours when the meter charge is in effect.

Prior to the commencement of construction of the proposed structure, the City shall implement the sign plan approved by the Executive Director by installing all signs. All signs shall be erected and maintained consistent with the approved sign plan.

6. Bicycle Path

The proposed project shall not interfere with the public's use of: a) the regional bicycle path that runs along the north side of the Downtown Marina, and b) the bicycle path that 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 in the marina headquarters building located at the end of the marina mole road. A large sign (no less than 2'x 4') shall be placed near the restroom entrance which clearly informs the public and identifies the facility as a public restroom.

8. No Work in Water

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

9. Commercial Uses

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

III. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description and Background

On February 3, 1998, the Commission approved Coastal Development Permit 5-97-283 to convert the existing Downtown Long Beach Marina headquarters building into a permanent facility for the Shoreline Yacht Club (Exhibit #4). The approval included the construction of a new 2,900 square foot marina headquarters building to replace the one that was proposed to be converted into the yacht club facility. In short, the permit allowed the yacht club to move into the existing structure, and the City would move into a newly constructed building.

The yacht club, however, wanted a larger facility than the existing structure. In the two permit amendment requests, the co-applicants had requested to enlarge the existing marina headquarters building for use as a yacht club. Because of public access, public recreation and parking issues, the co-applicants were not able to obtain the necessary permit amendment approval from the Commission. The co-applicants have now determined that a new yacht club facility is the only feasible way to get the space that they need.

The co-applicants have revised the proposed project. The currently proposed permit amendment would allow the Shoreline Yacht Club to construct a two-story, 7,000 square foot facility on the same site as the previously approved structure that would have been the new marina headquarters building (Exhibit #6). The City marina administration will continue to operate out of the existing Downtown Long Beach Marina headquarters building located on the marina mole (Exhibit #4). The proposed yacht club facility is located in the Downtown Marina parking lot (Exhibits #3&5).

The currently proposed amendment includes the restriping of the Downtown Marina parking lot and Mole Road parking areas for a net gain of 16 parking spaces. Parking meters are proposed to be placed on the 29 existing public parking (non-permit) spaces on Mole Road. The proposed parking meters will better distinguish the public parking (non-permit) spaces from the permit-only parking spaces that are reserved for boat owners with parking permits. A portion of the main Downtown Marina parking lot will also be restriped to regain 21 boat owner (permit required) parking spaces that will be displaced by the construction of the proposed yacht club facility.

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 was issued by the Commission. Therefore, the current amendment request must be acted on 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 following public access and recreation policies, contained in Chapter 3 of the Coastal Act, 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 proposed project involves the construction of a new yacht club facility in the Downtown Long Beach Marina parking lot (Exhibit #5). The proposed two-story facility will be occupied by the Shoreline Yacht Club (SYC), the only such club based in the Downtown Marina. The Shoreline Yacht Club was formed by the original tenants of the Downtown Marina when it first opened in 1983. Since 1985, the club has rented space in the Shoreline Village shopping center adjacent to the marina (Exhibit #3). Approximately 85 percent of the club members are current slip renters in the Downtown Marina.

The proposed facility will not interfere with existing public recreational opportunities and will increase opportunities for water-oriented recreational activities for members of the yacht club. Although the Shoreline Yacht Club is a private club, its membership is available to any boat owner of sound moral character who is willing to pay the club's membership dues. The club organizes numerous social events, races and youth programs, and also sponsors annual fundraisers for various charity organizations.

The new waterfront facility is proposed in the boat owner (permit only) parking lot located on the north side of the Downtown Marina next to two existing structures which house the boat owner showers and public restrooms (Exhibit #5). The proposed structure will displace 21 parking spaces that are reserved for boat owners with parking permits. The 21 displaced parking spaces will be replaced in the same parking lot by restriping the parking area with 8.5 foot wide parking spaces instead of 9-foot wide spaces. No public (non-permit) parking spaces will be affected. The proposed project will not interfere with the public's use of the bike path that runs between the proposed structure and the water (Exhibit #5). Therefore, the proposed project is consistent with existing marina uses, and will not negatively affect public access and recreation in the Downtown Marina.

The potential displacement of public parkland near the marina was a major issue in the prior public hearings before the Commission regarding the yacht club. On February 3, 1998, the Commission approved Coastal Development Permit 5-97-283 to convert the existing Downtown Long Beach Marina headquarters building into a permanent facility for the Shoreline Yacht Club. The existing marina headquarters building is situated within a public park located at the end of the marina mole (Exhibit #4). The two prior permit amendment

requests both proposed to displace 3,400 square feet of existing public parkland by expanding the marina headquarters/yacht club into the park. Special conditions one and two of Coastal Development Permit 5-97-283 prohibit the expansion of the existing marina headquarters building into the surrounding public park (see Appendix A).

The current amendment request will not result in the displacement of any public parkland. As part of this amendment request, the City marina headquarters will remain in its current location in the building in the park at the end of the marina mole (Exhibit #3). The continuing public use of the building at the end of the mole will reinforce and protect the public's ability to access and use the public park located at the end of the marina mole. The approval of the proposed amendment will avoid any conflict between the yacht club and the general public at the end of the mole because the yacht club will not be located there. The proposed placement of the yacht club in the main marina parking lot will not displace any recreational use and will not block public access to or along the shoreline.

In addition, the improvement of public parking facilities on the marina mole proposed as part of this project will make the area more accessible to the general public. The proposed project includes the placement of parking meters on all 29 public (non-permit) parking spaces on the marina mole to discourage long-term use of the spaces by boaters who are out to sea for several hours or days. The 29 public parking spaces support public access to the fishing piers and public areas on the marina mole. Automobiles with marina parking permits and yacht club members shall be prohibited from parking in the public parking spaces during the hours when the meter charge is in effect.

The proposed amendment will have no negative effects on public access and recreation, and is a superior alternative to the previously approved project. Therefore, as conditioned, the proposed project and permit amendment can be found consistent with the public access and recreation policies of the Coastal Act.

C. Public Access/Parking

As previously stated, one of the 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 enough parking is available for shoreline visitors. The Commission has 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 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, recreational visitors to the waterfront, and patrons of the Shoreline Village shopping center. The boat owner parking is reserved for slip renters with parking permits¹.

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 existing parking supplies include (Exhibit #3):

Marina Green Public Parking:	388 parking spaces
Marina Reserved Boat Owner Permit Parking:	832 parking spaces
Shoreline Village Shopping Center Parking:	433 parking spaces
Marina Mole Public Parking at Fishing Piers:	29 parking spaces
Marina Mole Reserved Boat Owner Parking:	440 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.

A major concern with the approval of Coastal Development Permit 5-97-283 was that the conversion of the marina headquarters building on the end of the marina mole to a yacht club would attract more vehicles than can be accommodated by the limited mole road parking supply. The public's ability to park on the mole for coastal recreation would be affected by the proposed establishment of a yacht club on the marina mole. In addition, the slip renters in the marina were concerned that they would not be able to park near their slips on the mole if yacht club events drew large numbers of vehicles to the marina mole.

The proposed amendment would eliminate the yacht club's parking impacts on the marina mole by locating the yacht club in the main marina parking lot. The main marina parking lot, where the new facility is proposed, contains 832 parking spaces reserved for boat owners with parking permits. The marina mole has only 440 parking spaces reserved for boat owners with parking permits. The members of the Shoreline Yacht Club, 85 percent of which already have permits to park in the marina boat owner parking lots, propose to use the reserved boat owner parking spaces for their parking supply. Because the main marina parking lot has nearly twice the capacity as the marina mole, it is a superior location for the proposed yacht club. In addition, since 85 percent of the yacht club members already have

¹ Each slip renter is granted two parking permits that allow parking in any of the Downtown Marina's 1,272 reserved permit-parking spaces. The general public who do not have parking permits may not park in any of the Downtown Marina's 1,272 reserved permit-parking spaces.

permits to park in the marina boat owner parking lots, there will be very little increase in parking demand as a result of the proposed yacht club.

In regards to public access for the general public, the proposed project will improve the public's ability to access and use the marina area for recreation. The currently proposed amendment includes the restriping of the Downtown Marina parking lot and Mole Road parking areas for a net gain of approximately 16 parking spaces. Parking meters are proposed to be placed on the 29 existing public parking (non-permit) spaces on Mole Road. The proposed parking meters will better distinguish the public parking (non-permit) spaces from the permit-only parking spaces that are reserved for boat owners with parking permits. A portion of the main Downtown Marina parking lot will also be restriped to regain 21 boat owner (permit required) parking spaces that will be displaced by the construction of the proposed yacht club facility.

A condition of approval requires the City to restripe the marina parking lots as proposed in order to maintain, at a minimum, the current number of public (non-permit) and boat owner (permit only) parking spaces:

Total Reserved Boat Owner Permit Parking:	1,272 parking spaces (including mole road)
Marina Mole Public Parking at Fishing Piers:	29 parking spaces
Marina Green Public Parking:	388 parking spaces

Conditions of approval also prohibit automobiles with marina parking permits and yacht club members from parking in the public parking (non-permit) spaces during the hours when the meter charge is in effect. Also, a new signage program will be implemented as part of the project to encourage public access to the mole. Therefore, the Commission finds that the proposed project, as conditioned, adequately protects public access to the marina by providing and maintaining improved public parking opportunities.

In regards to the competition between the marina parking permit holders and the yacht club members, the City does not expect the parking demand of the yacht club to overburden the marina parking supply because 85 percent of the members already have slips in the marina. That means that 85 percent of the yacht club members have two parking permits for the marina and are already using the marina parking supply. The yacht club applicants have pledged to honor an agreement with the City to use the parking areas near their slips and to walk to the yacht club instead of driving. Some yacht club members are expected to use dinghies for transportation from their slips to the proposed yacht club. The City and the yacht club have submitted a general parking plan and supporting data as part of the application (See Exhibit #7).

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 could compete for use of the parking spaces

located near the club. Even though there is adequate parking in the Downtown Marina parking lots to meet the overall demand for parking, there is still competition for the most desirable parking spaces. Therefore, during the times when the demand for parking is highest, there will be few parking spaces available on the mole and near the most popular marina attractions. The proposed project, however, will not overburden the Downtown Marina parking supply with its 1,272 reserved (permit only) parking spaces and over 400 non-permit public parking spaces, but it may cause inconveniences for people who want to park on the mole or directly adjacent to the water. Therefore, the Commission finds that the proposed amendment, as conditioned, will not negatively impact coastal access and is consistent with Section 30252 of the Coastal Act.

Finally, the proposed project will maintain and enhance the existing public parking facilities in the Downtown Marina area and in doing so will increase opportunities for public access to the coast. Special conditions on the management of the metered parking will ensure that public parking is available for coastal access. Therefore, the Commission finds that the proposed project, as conditioned, 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.

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 proposed permit amendment involves the construction of a private yacht club. The currently proposed (and previously permitted) yacht club is identified in the certified Land Use Plan as a permitted use in the Downtown Marina (See Downtown Shoreline Policy Plan). The height limit for Subarea 11 is 25 feet. The proposed project complies with the 25-foot height

limit as defined in the certified LCP (the height is measured at the mid-point of the peak roof). Therefore, the proposed yacht club is consistent with 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. 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)(A) 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 effect which the activity may have on the environment.

The proposed project and amendment, 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 special conditions of approval. As conditioned, the proposed project and permit 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 project is consistent with the requirements of the Coastal Act to conform to CEQA.

End/cp

Appendix A

The following are the original special conditions of Coastal Development Permit 5-97-283 as approved by the Commission on February 3, 1998:

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 (1/13/98) 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 park

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

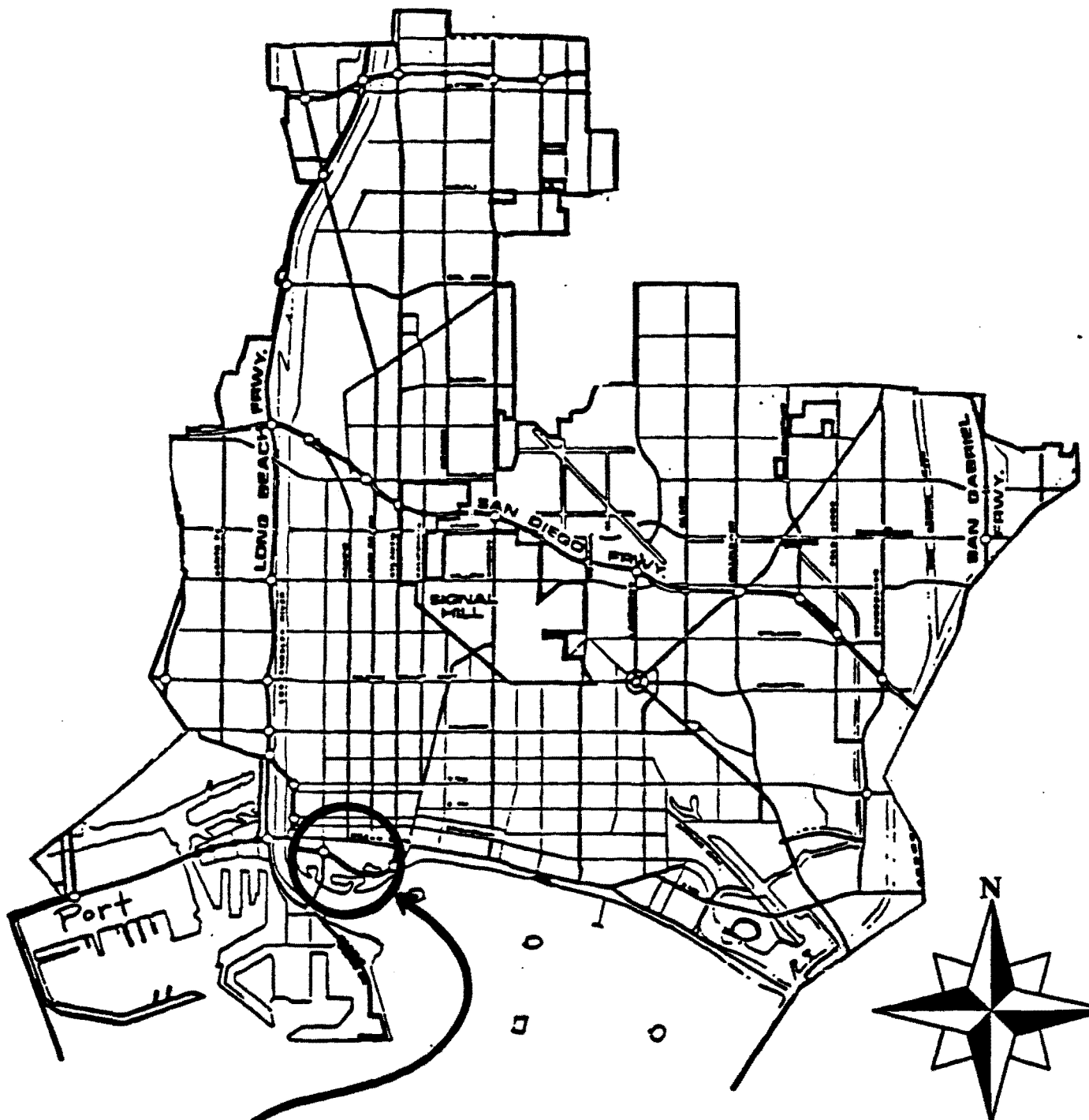
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9. Commercial Uses

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

End/cp

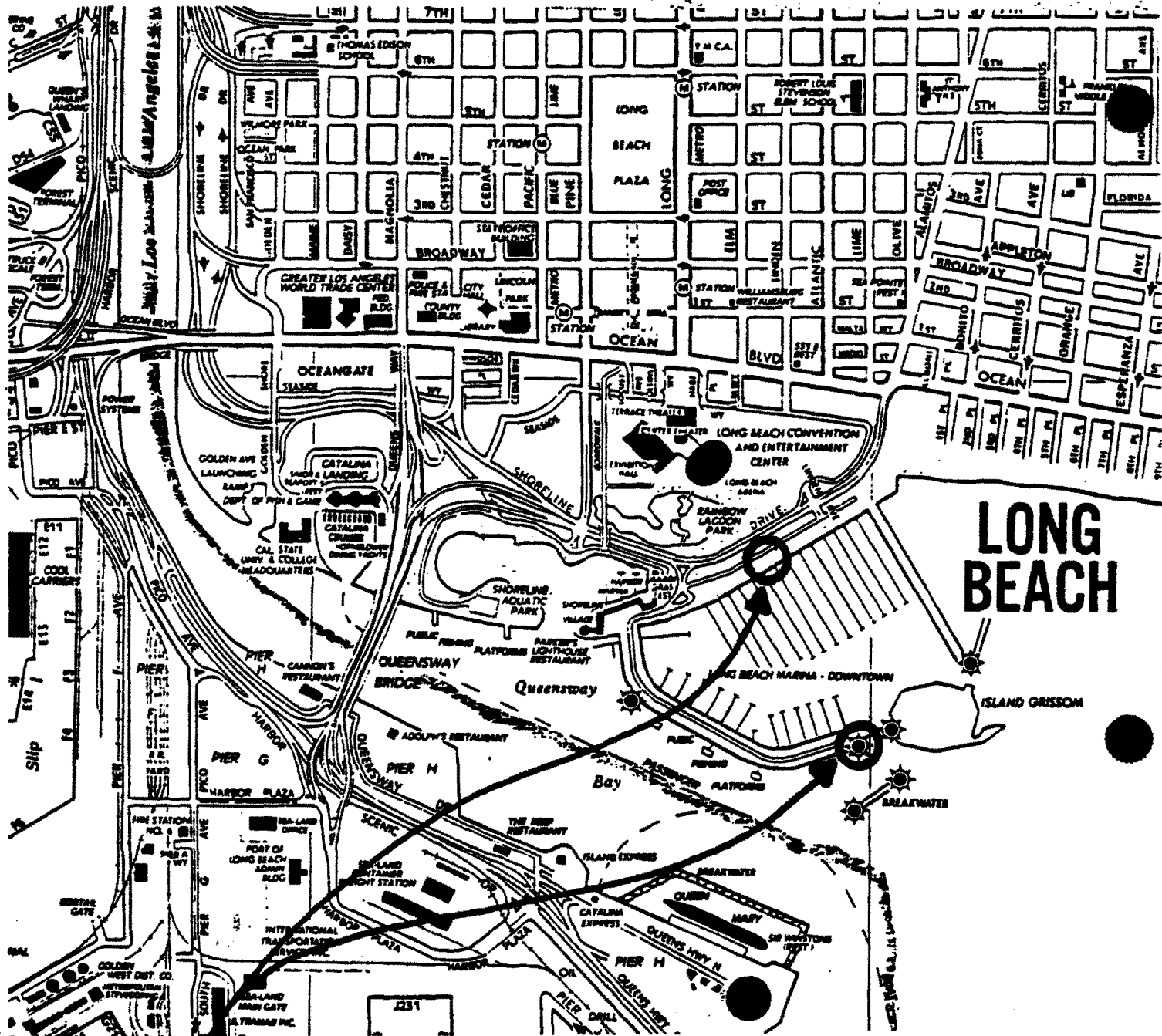
City of Long Beach



Site

COASTAL COMMISSION
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**LONG
BEACH**

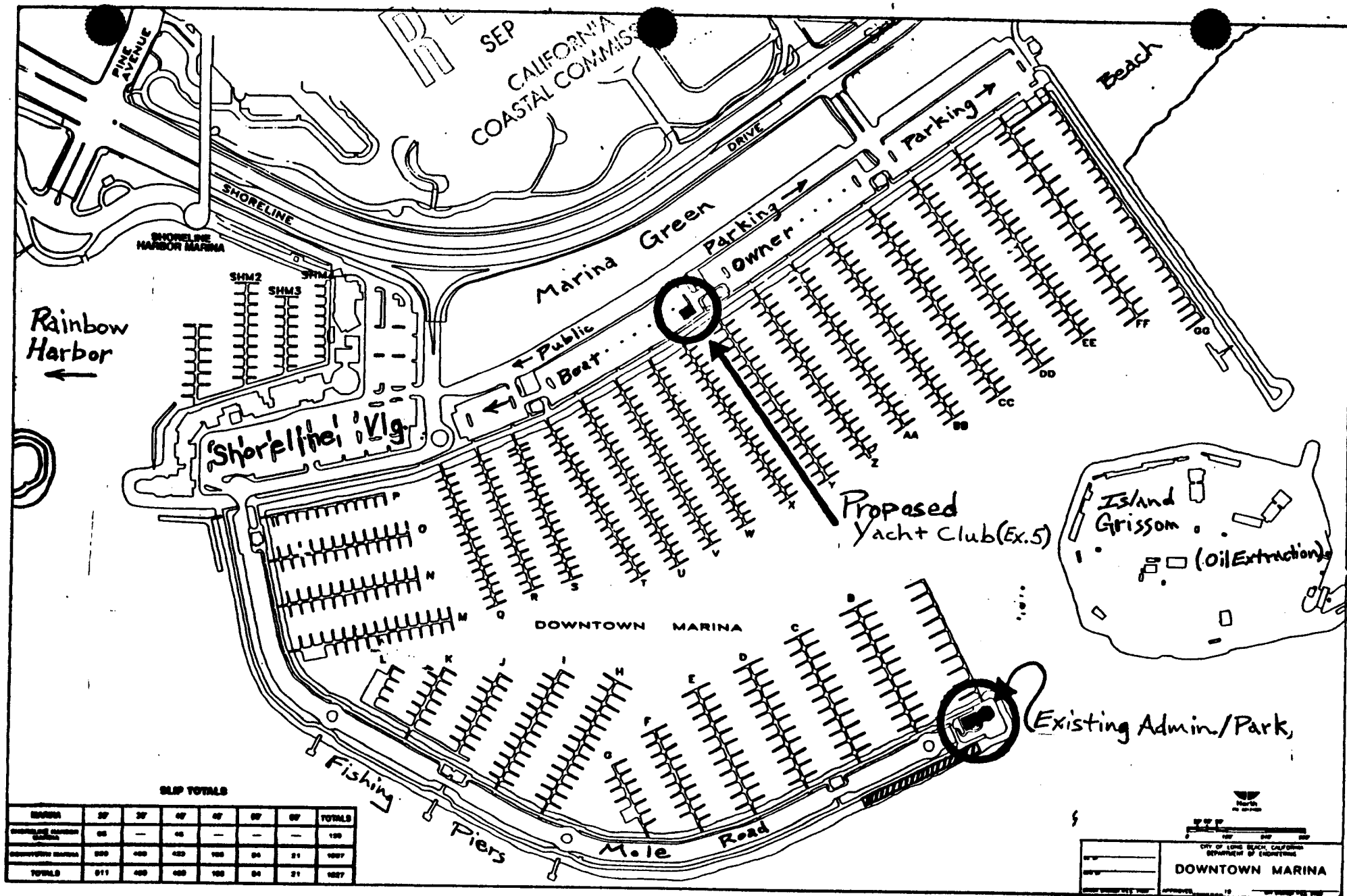
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COASTAL COMMISSION

5-97-283-13

EXHIBIT # 2

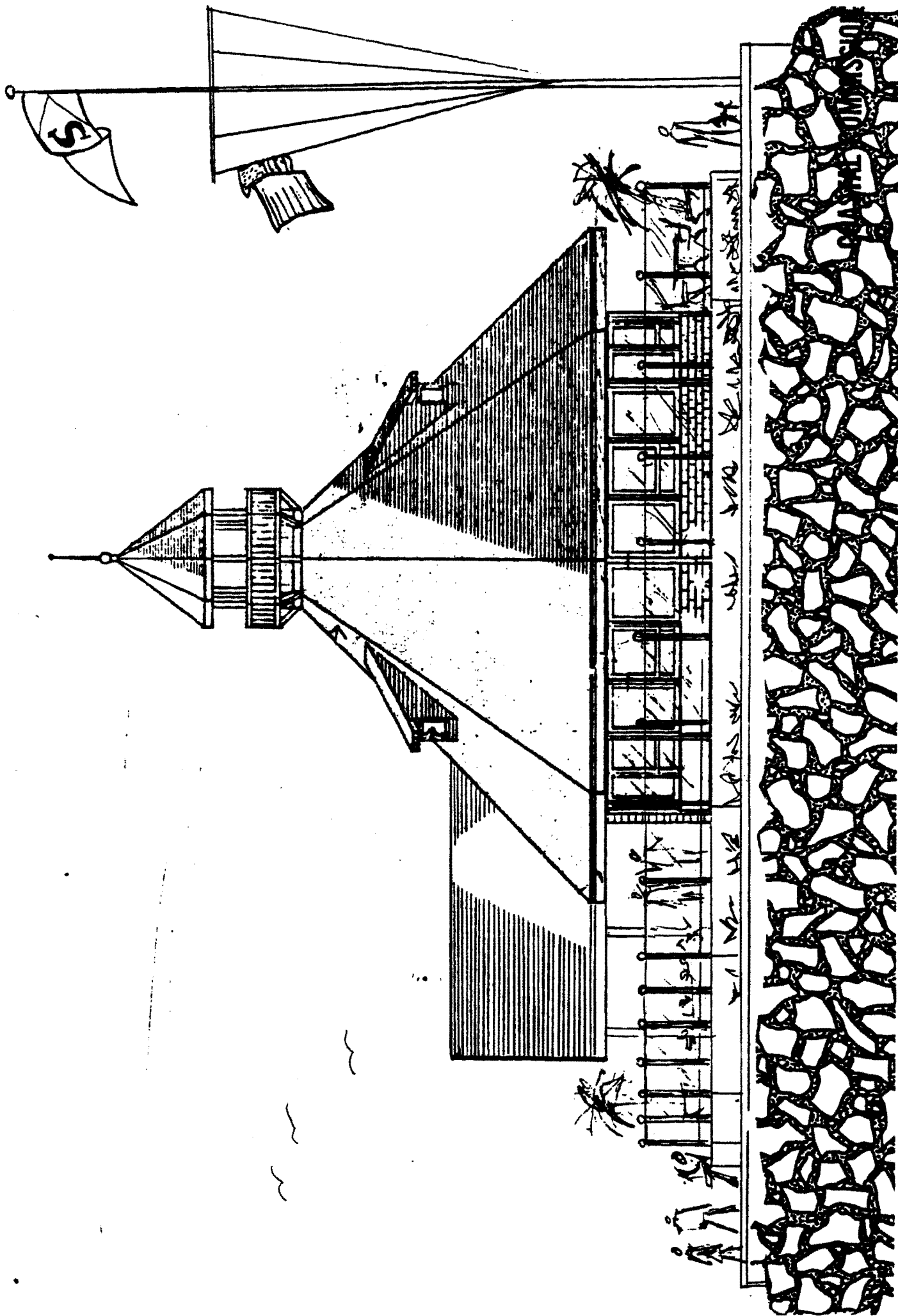
PAGE 1 OF 1



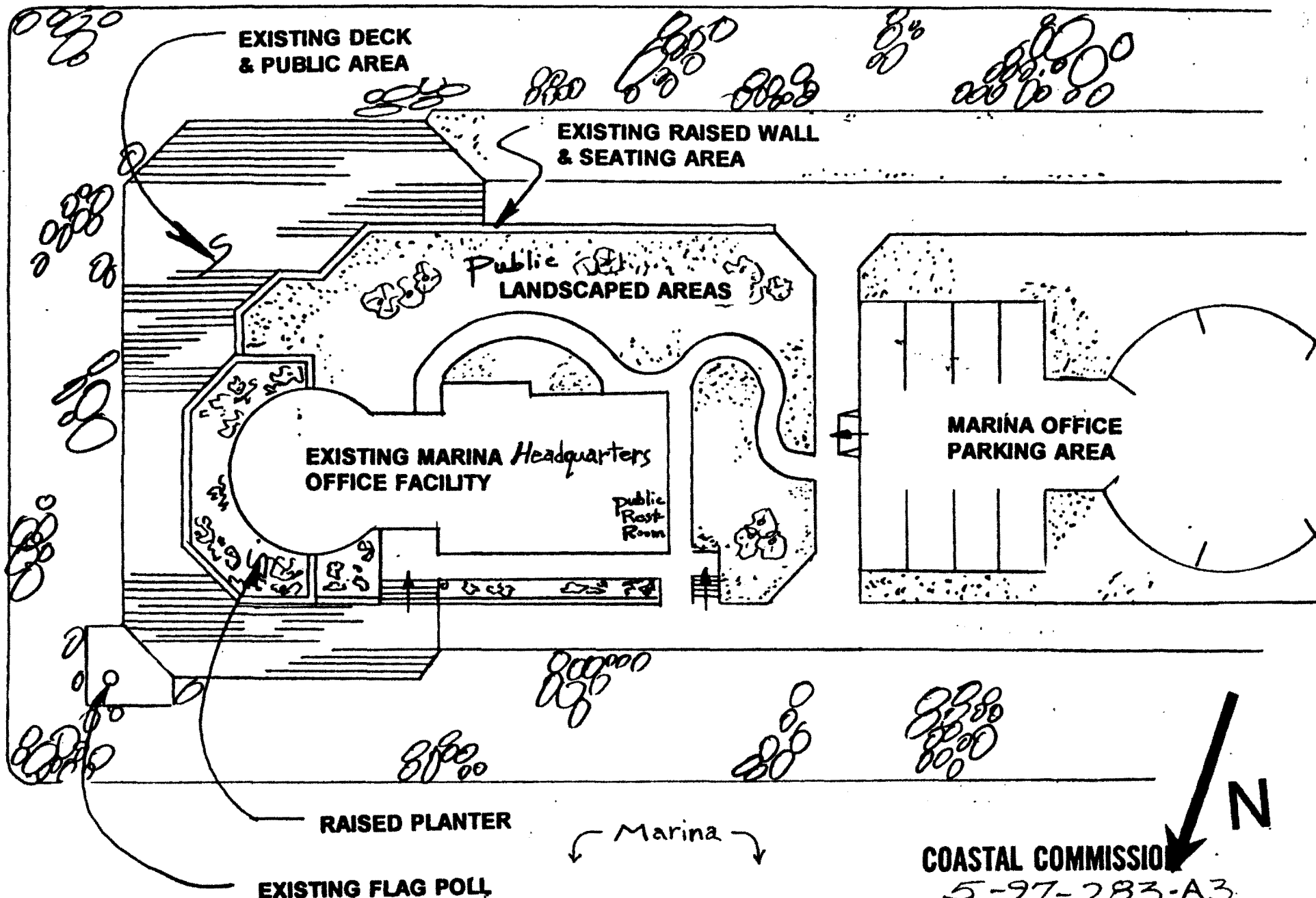
COASTAL COMMISSION
5-97-283-A3

EXHIBIT # 3

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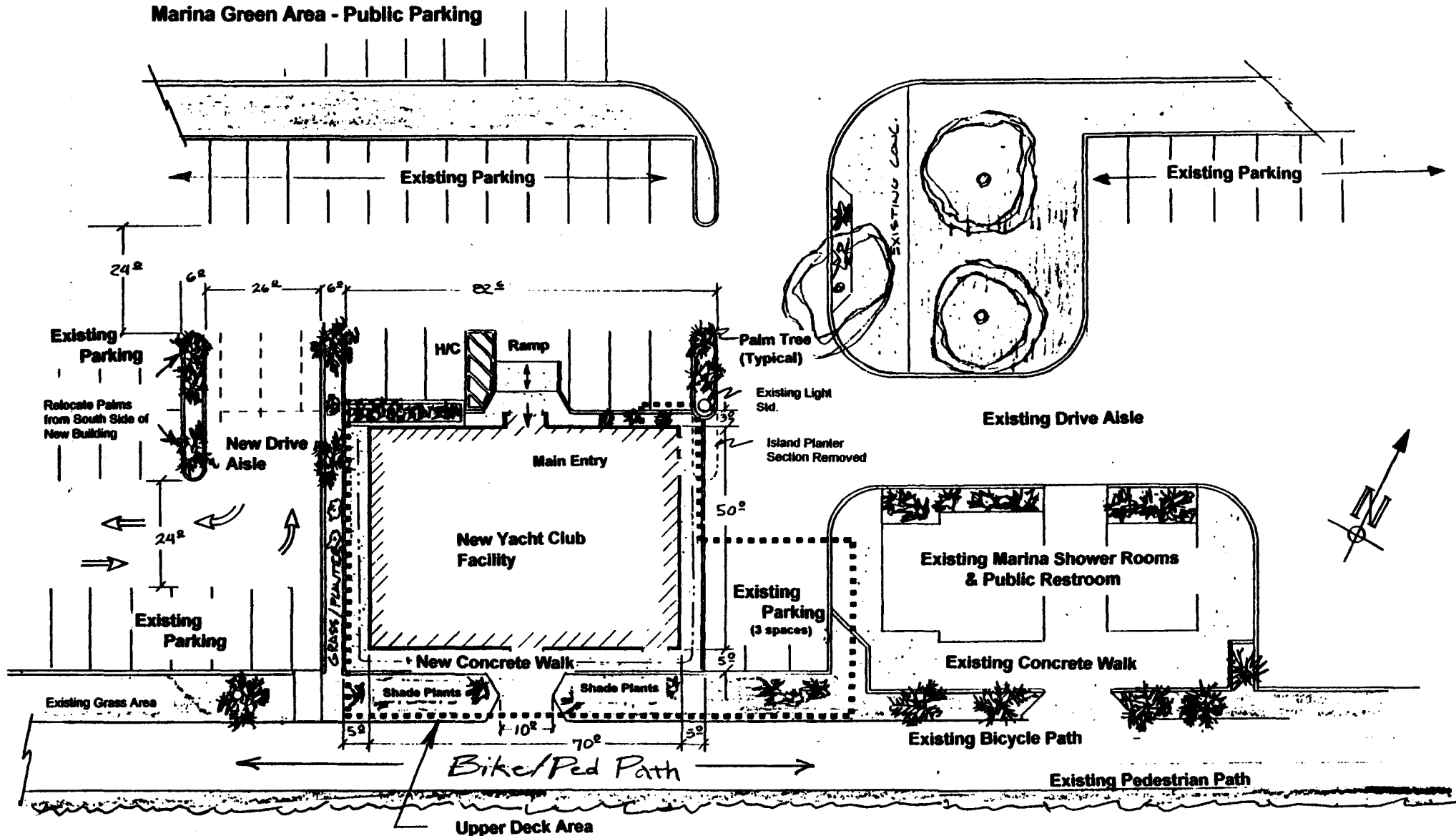
Existing Admin. Bldg.



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5-97-283-A3

EXHIBIT # 4

Marina Green Area - Public Parking



SITE PLAN / LANDSCAPE

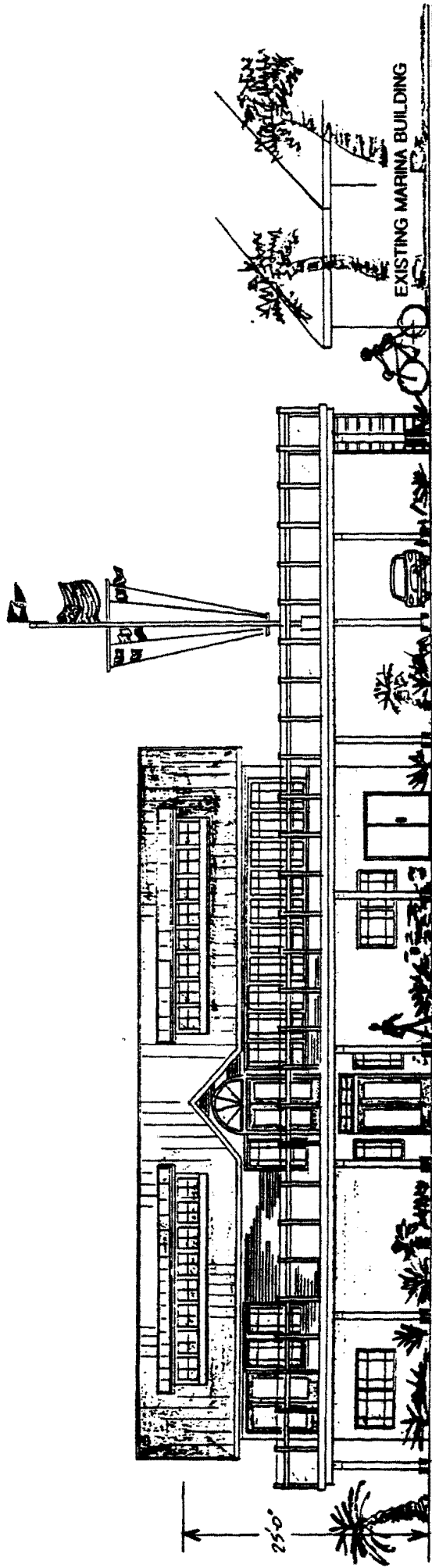
← Downtown Marina →

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EXHIBIT # 5

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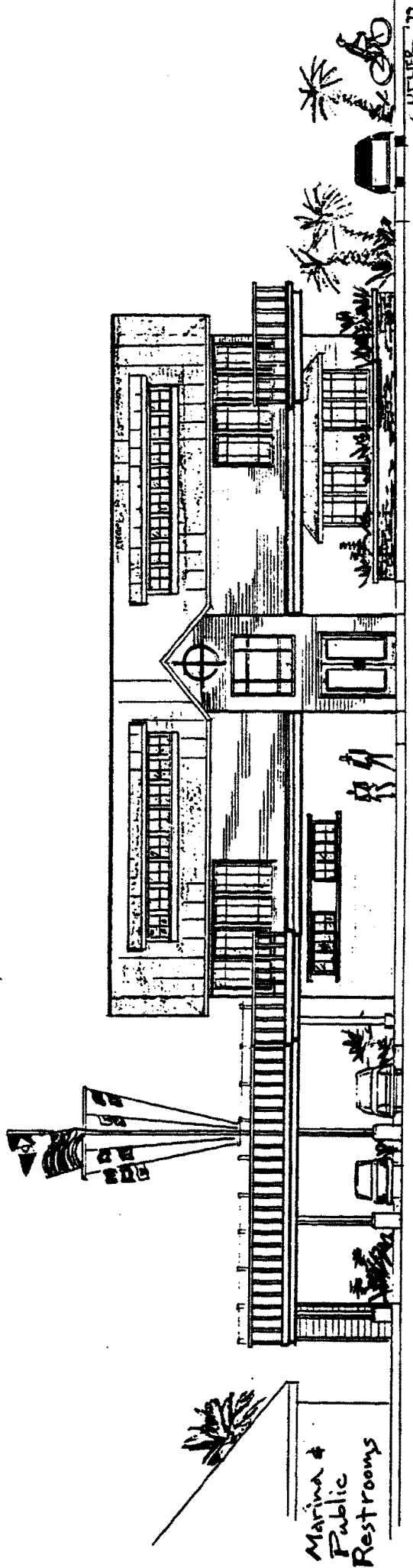
SOUTH ELEVATION

(from Marina)

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EXHIBIT # 6

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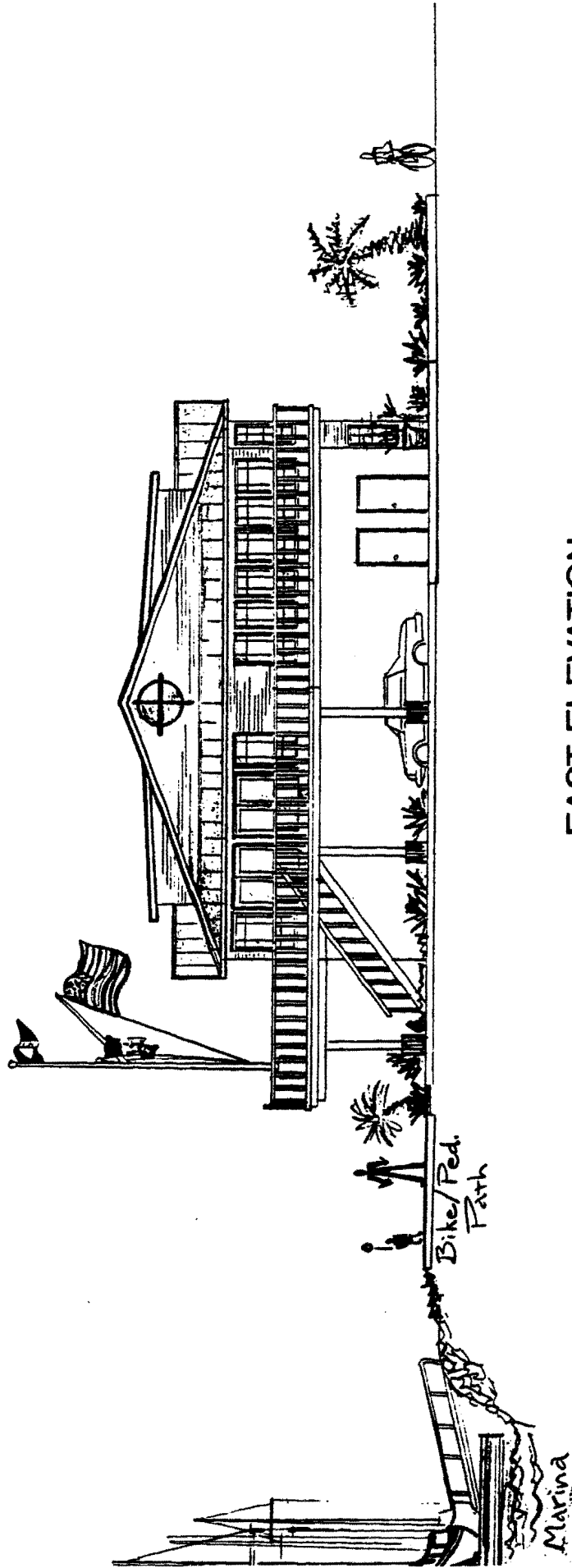
NORTH ELEVATION

COASTAL COMMISSION

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EXHIBIT # 6

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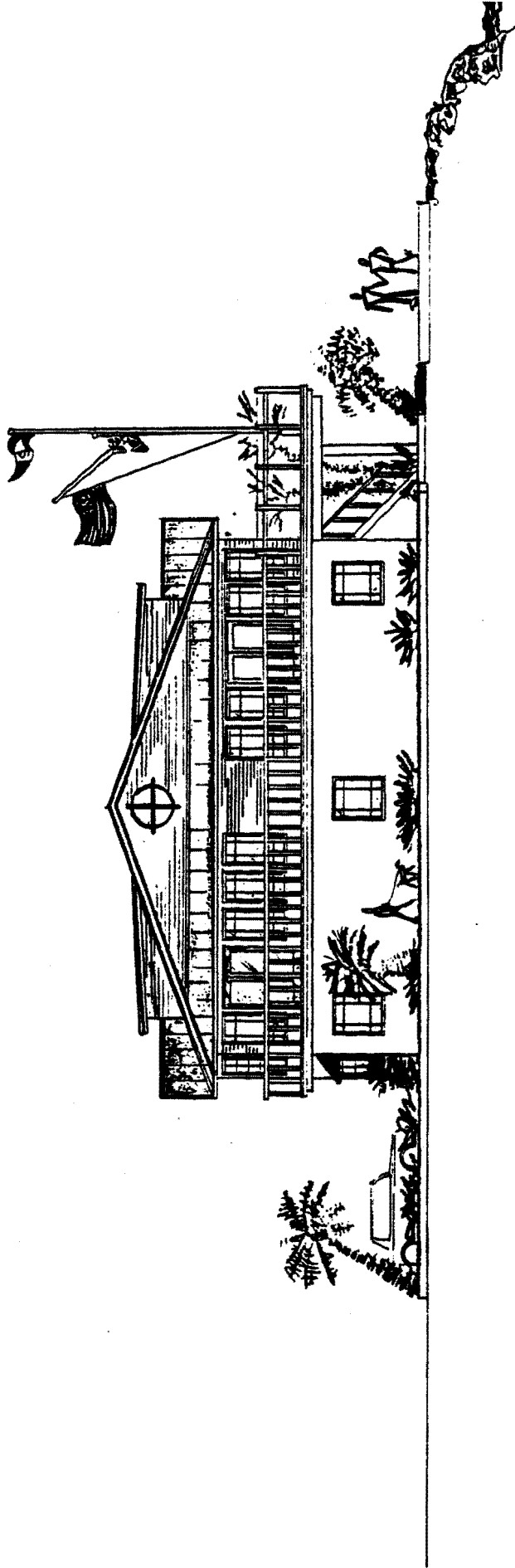


EAST ELEVATION

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5-97-283-A3

EXHIBIT # 6

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WEST ELEVATION

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5-97-283-A3

EXHIBIT # 6

PAGE 4 OF 4



CITY OF LONG BEACH

Department of Parks, Recreation and Marine

2760 Studebaker Road, Long Beach, CA 90815-1697

(562) 570-3100 • FAX (562) 570-3109

February 5, 1999

RECEIVED
South Coast Region

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

FEB 5 1999

CALIFORNIA
COASTAL COMMISSION

**SUBJECT: Coastal Development Permit Amendment Application
5-97-283-A3 (Shoreline Yacht Club)**

Dear Mr. Posner:

This is the resubmital of our request to modify the special conditions of approval for 5-97-283, as approved by the California Coastal Commission on February 3, 1998. That Coastal Development Permit allowed the construction of a new administration office building for the Downtown Long Beach Marina and the conversion of the existing marina administrative office building to the Shoreline Yacht Club (SYC).

The current administration building was not large enough for SYC and Special Condition # 2 prohibited displacement of the public park space immediately adjacent to the building, thereby prohibiting an expansion to the building. We originally investigated the possibility of developing replacement park space along the seaward edge of the mole, in order to allow expansion into the current public park (Coastal Commission hearing August 13, 1998). Although feasible to build, such replacement park space had several drawbacks, pointed out by the Commission, and exceptionally high maintenance costs. Thus, we have abandoned our attempt to expand the administration building.

Instead, we are requesting that a new Shoreline Yacht Club building be located on the site originally proposed for the replacement administration building, on the inland side of the marina. The proposed building will be 7,000 square feet, 3,500 square feet on each of two floors. This is within the building footprint of the administration building approved for the site in the original application but is larger by containing a second story. It will also contain an outside deck that will extend over three parking spaces (they will remain usable), a landscaped island in the parking lot, and the parkway south of the parking lot.

Architecturally, the building will be consistent with the design theme of the adjacent restroom building. This is similar to the design that was approved in the original application for the administration building. The main difference is the use of a plaster

COASTAL COMMISSION
5-97-283-A3

The benefits are endless...™

EXHIBIT # 7

PAGE 1 OF 3

exterior finish on the ground floor instead of siding. Siding will be used on the second floor. The roof will also be different as a blue metal roof is now proposed instead of shingle-style tiles. The roof will be accented with dormers. All parking spaces displaced by the construction will be replaced by re-striping the parking lot on the Marina Green side.

Finally, we would like to re-stripe the parking on the mole road to increase the total parking by 16 spaces and include 29 parking meters on the public parking spaces. The metered parking will help prevent usage of the public spaces by boat owners, keeping them available to the public. Meters will not be placed on the handicapped parking spaces or the visitor and staff spaces adjacent to the administration building. The Marina Green public spaces have already been approved for meters.

The net change in all parking spaces in the Downtown Marina will be an increase of 16 spaces.

Public Access. The project will not adversely affect public access to the coast. The building footprint is the same as the approved administration building. There are no nearby buildings with views that will be affected by the second story. The nearest affected building is the Hyatt Hotel, several thousand feet away across the parking lot, Shoreline Drive, and Rainbow Lagoon.

The building is inland of the bicycle and pedestrian path that adjoins the marina. The 100-foot width of the building will not significantly block access to that path from the more than 2,000 feet of parking lot frontage on the bicycle/pedestrian path.

Parking. With regard to parking, this site is within a parking lot with 1230 spaces. Of these spaces, 388 are public spaces at Marina Green, while 842 are reserved for boat owners (0.70 spaces per slip). Not less than 85 percent of the SYC membership (current membership is 168) are marina tenants with access to the reserved spaces.

The greatly increased public parking on the Marina Green side of the marina (388 spaces compared to 39 spaces on the mole) will provide an adequate supply when SYC has special events not restricted to members. Special events in the past have had maximum attendance between 250 and 300, including members, spouses, and other family members. SYC events are, and will continue to be, coordinated with other activities that would fill the public parking (Memorial Day, Fourth of July, and Labor Day holiday weekends, and Grand Prix, Beach Charities, and "in-the-water" Boat Show special event weekends).

COASTAL COMMISSION

EXHIBIT # 7
PAGE 2 OF 3

Charles Posner
5-97-283-A3
February 5, 1999
Page 3

Parking changes that will occur as part of this project include the re-striping of the mole road to narrowed the spaces from 9'0" to 8'6". This will allow the creation of 16 additional spaces and the conversion of three standard spaces to additional handicapped spaces. The total parking count on the mole after re-striping will be 485 spaces consisting of 437 boatowner reserved spaces, 29 public spaces by the fishing piers, 10 handicapped spaces, and 9 staff and administration building visitor-parking spaces. This is a gain of three handicapped spaces, six administrative building visitor spaces, and seven reserved boatowner spaces.

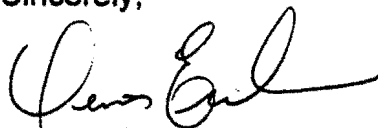
Construction of the SYC building will remove 21 boatowner reserved spaces in the marina green lot. These will be replaced by re-striping the lot from 9-foot wide spaces to 8-foot, 6-inch wide spaces. Because the wider spaces are desired, only the minimum necessary spaces will be narrowed and these will be the least used spaces in the rear of the boat-owners lot. No net reduction will occur.

Finally, the 29 public spaces on the mole road will be metered. The charge will be \$2.00 per hour with a 90-minute limit. This is necessary to prevent long-term parking by boat owners and prevent use by visitors to the aquarium or the convention center.

Membership for SYC will be capped at 350 members. Thus, some additional parking impact is likely in the future, but even at maximum membership, the parking will be adequate for SYC demands.

If you have questions about the amendment, please contact me at 570-3130.

Sincerely,



Dennis Eschen, Superintendent
Park Planning and Development

DLE:lr

Enclosure

c: Phil T. Hester, Director of Parks, Recreation & Marine
Mark Sandoval, Manager of Marine Bureau
Doug Parsons, Superintendent, Marine Operations
Gail Wasil, Superintendent, Contract Management and Revenue Enhancement
Jack Humphrey, Advance Planning Officer, Planning and Building
Gwendolyn Parker, Contracts, Leases and Concessions
Mike Malbon, Shoreline Management L.L.C.

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