

**CALIFORNIA COASTAL COMMISSION**

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Staff: CP-LB  
Staff Report: 3/24/2000  
Hearing Date: April 13, 2000  
Commission Action:

**RECORD PACKET COPY****TH5a****STAFF REPORT: PERMIT AMENDMENT****APPLICATION NUMBER:** 5-96-268-A1**APPLICANT:** City of Long Beach**AGENT:** Robert Paternoster, Director Queensway Bay**PROJECT LOCATION:** 201 W. Shoreline Drive, Downtown Shoreline area,  
City of Long Beach, Los Angeles County.**LOCAL APPROVAL:** Long Beach City Council Resolution No. C-27612, 11/9/99.**DESCRIPTION OF PROJECT ORIGINALLY APPROVED ON FEBRUARY 6, 1997:**

Construction of a five-level (Queensway Bay) parking structure with 1,471 parking spaces to serve the Downtown Shoreline area. A 45-foot high "Queensway Bay" sign is also approved.

**DESCRIPTION OF CURRENT AMENDMENT REQUEST (5-96-268-A1):**

Modify the previously approved parking rates and customer validation program for the existing Queensway Bay parking structure located in Shoreline Park.

**SUMMARY OF STAFF RECOMMENDATION**

Staff recommends that the Commission approve the amendment for the proposed parking rates and validation program with a special condition that would protect long-term parking opportunities for recreational visitors that do not qualify for the validated parking discount. The recommended Special Condition Eleven would limit the maximum daily parking rate to no more than eight dollars per day (\$8/day). The recommended Special Condition Eleven of this amendment is in addition to the ten existing special conditions of Coastal Development Permit 5-96-268. The applicant does not agree with the recommended special condition.

**SUBSTANTIVE FILE DOCUMENTS:**

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. Coastal Development Permit 5-96-268 (Queensway Bay Parking Structure).
3. Coastal Development Permit 5-98-156 & amendments (Queensway Bay).
4. Coastal Development Permit 5-98-042 (Marina Green/Shoreline Dr. Parking Meters).
5. Coastal Development Permit 5-98-154 & amendment (Aquarium Way Parking Lot).
6. Coastal Development Permit 5-94-010 & amendments (Shoreline Village Parking).

**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 to the previously approved project. 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:**

The proposed project is located entirely on publicly owned State Tidelands that are administered by the City of Long Beach. A coastal development permit is required from the Commission for the proposed development because the site of the proposed development 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 development proposed on State Tidelands is the Chapter 3 policies of the Coastal Act. The City of Long Beach certified LCP, which includes the Queensway Bay Development Plan, is advisory in nature and may provide guidance.

**STAFF RECOMMENDATION:**

The staff recommends that the Commission adopt the following resolution to **APPROVE** the permit amendment request with special conditions:

**MOTION**

*"I move that the Commission approve the proposed amendment to Coastal Development Permit 5-96-268 pursuant to the staff recommendation."*

Staff recommends a **YES** vote. Passage of this motion will result in approval of the amendment as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

**I. Resolution to Approve a Permit Amendment**

*The Commission hereby approves the coastal development permit amendment on the grounds that the development as amended and subject to conditions will be in conformity with the policies of Chapter 3 of the Coastal Act and will not have any significant adverse effects on the environment within the meaning of the California Environmental Quality Act. Approval of the permit amendment complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the amended development on the environment, or 2) there are no feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the amended development on the environment.*

**II. Special Conditions**

The ten original special conditions of Coastal Development Permit 5-96-268, repeated below, are not changed by this amendment. Special condition eleven is in addition to the ten original special conditions of Coastal Development Permit 5-96-268 as approved by the Commission on February 6, 1997:

**1. Public Parking**

All parking within the proposed parking structure shall be reserved for the use of the general public and shall be available for use on a first-come, first-served basis. There shall be no exclusive use of parking spaces or reserved parking spaces within the approved structure by any person or group other than the general public (handicapped spaces excluded).

## 2. Parking Fees and Validations

By acceptance of this permit the applicant agrees that any increase in the approved parking fees which exceed 25% in any one-year period, or 50% in any three-year period, shall require an amendment to the coastal development permit. The City and/or the parking structure manager shall submit any increase in the parking fees or changes in the validation policies of the parking structure to the Executive Director to determine whether an amendment to this permit is necessary.

## 3. Parking & Traffic Association

The applicant shall participate in the Traffic and Parking Management Association established by the City of Long Beach pursuant to its certified Local Coastal Program as soon as such association is established [see certified LCP Downtown Shoreline Planned Development Plan (PD-6): General Development and Use Standard (b)6]. The applicant shall include the parking resources approved by this permit in the total parking resources addressed by the Traffic and Parking Management Association. The applicant shall also require all operators of the parking structure under contract or lease to the applicant to conform with this condition. The applicant shall also inform the operator that the parking resources of the facility are required by this permit to be part of the total parking resources managed by the association and that the operators are required to participate in the association.

## 4. Employee Parking

By acceptance of this permit the applicant agrees that prior to completion of the parking structure, the applicant shall submit an employee parking program, subject to the review and approval of the Executive Director, which meets the following criteria:

- (a) The plan identifies at least 120 parking spaces that will be available to Long Beach Aquarium employees and the employees of the commercial establishments located in and around Rainbow Harbor while they are working, and,
- (b) None of the 120 parking spaces shall be in the public parking areas located in Marina Green, Shoreline Park or along the shoulders of Shoreline Drive, and,
- (c) None of the 120 parking spaces are more than 2,000 feet from the place of employment unless: (i) they are located within 200 feet of an existing free public transit (Passport) stop, and (ii) the schedules and frequency of the shuttles and choice of routes will not significantly increase commute times such that employees will have an incentive to park in public lots to avoid being late for work, and,
- (d) The plan insures that the employee parking is provided to employees at a cost that does not exceed the cost of parking in nearby public parking lots (such as the

spaces along Shoreline Drive and in the Marina Green and Shoreline Park lots), and,

- (e) The plan identifies the signs, notices and other measures that will inform all Long Beach Aquarium employees and the employees of the commercial establishments located in and around Rainbow Harbor of the employee parking program.

The applicant shall implement the employee parking program as approved by the Executive Director.

5. Lease to Private Operators

The lease of any development approved by Coastal Development Permit 5-96-268 to private operators shall explicitly incorporate provisions for public use, public access, employee parking, parking fees and management practices consistent with all conditions contained herein.

6. Siltation Control

Prior to commencement of development, the applicant shall submit an erosion control and siltation prevention plan, for the review and approval of the Executive Director, which controls erosion and prevents siltation of Shoreline Lagoon/Queensway Bay Harbor during the construction of the proposed project. The approved plan shall be implemented during construction of the proposed project.

7. Drainage Plan

Prior to commencement of development, the applicant submit for the review and approval of the Executive Director, a drainage plan which incorporates best management practices that will reduce the volume of runoff and amount of pollutants which leave the site and enter the storm drain system. The drainage plan shall incorporate the following: catch basins to collect trash, trash racks or bars to filter runoff, grease and oil separators, and provisions for periodic cleaning of the paved parking lot surfaces and catch basins. The drainage plan may include other measures as well. The applicant shall implement the approved drainage plan on an ongoing and permanent basis.

8. Consistency with State Tidelands Grant

Prior to issuance of the Coastal Development Permit, the applicant shall provide written documentation to the Executive Director, including specific citation of the relevant sections of the applicable State Tidelands Grant, specifically demonstrating that the proposed project is consistent with the terms and conditions of the Legislature's grant of this portion of the Downtown Shoreline to the City of Long Beach.

**9. Foundation Design**

Prior to the commencement of development, the applicant shall submit for review and approval by the Executive Director, final plans for the proposed parking structure which have been reviewed and approved for structural soundness and safety by a qualified engineer. The submitted plans must be in substantial conformance with the plans approved by the Commission. Any changes in the structure design approved by the Commission which may be required by the engineer shall be submitted to the Executive Director to determine whether an amendment to the permit is required. The proposed parking structure shall be constructed in a manner consistent with the final approved plans.

**10. Assumption of Risk**

By acceptance of this Coastal Development Permit, the City agrees that: (a) the site may be subject to extraordinary hazard from seismic events, storms, waves, floods and erosion; and (b) the City hereby waives any future claims of liability against the Commission or its successors in interest for damage from such hazards.

**11. Daily Parking Rate**

The maximum daily cost for public parking in the approved parking structure shall not exceed a rate of eight dollars per day (\$8 each 24 hours).

**III. Findings and Declarations**

The Commission hereby finds and declares:

**A. Amendment Description**

On February 6, 1997, the Commission approved Coastal Development Permit 5-96-268 (City of Long Beach) for the construction of the five-level "Queensway Bay" parking structure situated in the northwest corner of Shoreline Park on the Long Beach waterfront (Exhibit #3). The 1,471-stall parking structure, which opened in 1998, is permitted to serve the parking demands of Rainbow Harbor, Shoreline Park, the Long Beach Aquarium of the Pacific, and other Downtown Shoreline area attractions (Exhibit #2).

The City-owned parking structure, which is located entirely on public tidelands within a public park, provides the largest public parking supply for the area's many shoreline recreational opportunities. In order to protect public access to this parking supply, Special Condition One of Coastal Development Permit 5-96-268 ensures that all parking within the parking structure is reserved for the use of the general public on a first-come, first-serve basis (See Special Conditions on Page 3). Special Condition Two of the permit also

protects public access to this parking supply by regulating rate increases for parking within the approved public parking structure.

This permit amendment proposes to increase the previously approved parking rates for the 1,471-stall parking structure from two dollars per hour (\$2/hour) to three dollars per hour (\$3/hour), and to revise the customer parking validation program for discounted parking rates. The current proposal would also increase the maximum daily parking rate for non-validated parking from six dollars to 24 dollars (\$24 lost ticket charge). Pursuant to Special Condition Two, the currently proposed rate increases require an amendment to the permit.

### Previously Approved Parking Rates

The Commission's approval of Coastal Development Permit 5-96-268 included the following parking rates for the 1,471-stall parking structure located in Shoreline Park:

Basic rate:	\$1/half hour (\$2/hour)
Daily maximum rate:	\$6 without validation \$3 with validation

### Currently Proposed Parking Rates

The City's proposed changes to the previously approved parking rates and customer validation program are as follows:

Basic rate:	\$1.50/half hour (\$3/hour)
Daily maximum rate:	No maximum, but \$24 lost ticket charge \$6 for Aquarium patrons with validation \$6 for validated diving & fishing patrons

Special validated rates for customers of participating commercial uses with a minimum purchase of \$5 to \$12:

0 to 90 minutes:	Free with validation
90 minutes to 3 hours:	\$2 with validation
3 to 4 hours:	\$3 with validation
Beyond 4 hours:	\$3 for first 4 hours plus \$1.5/half hour thereafter

Cinema customers (Coastal Development Permit 5-98-156) with validation:

0 to 3 hours:	Free with validation
3 to 4 hours:	\$3 with validation
Beyond 4 hours:	\$3 for first 4 hours plus \$1.5/half hour thereafter

The currently proposed customer validation program is identical to the validation program approved by the Commission for a 2,195-stall parking structure proposed to be built within the Queensway Bay commercial development in the Downtown Shoreline area [See Coastal Development Permit 5-98-156 (City of Long Beach & DDR OliverMcMillan)]. It is primarily the proposed cinemas and commercial establishments approved pursuant to Coastal Development Permit 5-98-156 that would issue the currently proposed parking validations to their customers. The City currently plans to require a minimum five-dollar purchase in order to obtain a customer parking validation, but the proposal would allow the minimum purchase requirement to be increased to as much as twelve dollars.

**B. Public Access and Recreation**

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30213 of the Coastal Act states, in part:

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

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 primary Coastal Act issue addressed in this report is the relationship between public access opportunities and the management of the various public parking facilities that exist in the Downtown Shoreline area of Long Beach. The Downtown Shoreline area provides a wide range of uses that attract large numbers of visitors and employees, most of whom arrive by automobile. Many of the area's attractions are coastal related such as the beach, marinas, coastal parks, the Long Beach Aquarium of the Pacific, Rainbow Harbor, and the Shoreline Village boardwalk (Exhibit #2).

All of the parking in the Long Beach Downtown Shoreline area is located on public tidelands and is open to the general public on a shared-use basis. Each distinct use in the Downtown Shoreline area, however, has its own primary parking reservoir. Visitors to the



Downtown Shoreline area have the following choices of parking facilities (See Exhibit #2 for map) and the following Commission-approved parking rates:

<u>Downtown Shoreline Use</u>	<u>Parking Reservoir (No. of spaces)</u>	<u>Rate</u>
A. Beach & General Recreation	Marina Green Park Lots (388)	\$2/hour (meters) No maximum
B. Shoreline Village Commercial	Shoreline Village Lot (433)	\$0 w/validation, or \$2-4/hour \$8 maximum
C. Downtown Marina (Boaters)	Marina Permit Parking (1,669)	Permit only
D. Convention Center	Convention Center Lots (4,830)	\$7 Flat rate
E. Rainbow Harbor, Shoreline Park & Aquarium	City-owned Structure (1,471)	\$2/hour \$6 maximum
E. Shoreline Park	Shoreline Park Lot (150)	\$2/hour (meters) No maximum
E. Shoreline Park	Future Lot on Shoreline Dr. (100-150 spaces)	\$2/hour \$12 maximum
F. Catalina Landing	Parking Structure (1,472)	N/A
G. Pierpoint Landing Fishers	Future Parking Lot (95)	Permit only
H. California State University	Chancellors' Lots (435)	N/A
J. Queensway Bay Commercial	Future Parking Structure (2,195)	\$0 w/validation, or \$3/hour \$24 maximum
K. All Uses	Future On-street Parking (330)	\$2/hour (meters) No maximum

The cumulative effects of people's decisions on where to park can have a direct impact on the general public's ability to access the coast by private automobile. The Commission, through a series of coastal development permit actions, has regulated the management of the various parking reservoirs in the Downtown Shoreline area in order to protect the parking supplies that support the many coastal recreation activities in the area. The intent of the Commission-approved parking rates and validation programs has been to direct Downtown Shoreline area visitors to the appropriate parking reservoirs that support each

use in order to protect the public parking availability that is necessary to support public access to the coast.

For example, on December 9, 1999, the Commission approved a parking rate and customer validation program to be implemented within a 2,195-stall parking structure to be built as part of the 508,550 square foot Queensway Bay commercial and entertainment complex proposed in the Downtown Shoreline area [See Coastal Development Permit amendment 5-98-156-A2 (City of Long Beach & DDR OliverMcMillan)]. The future 2,195-stall parking structure, proposed to be constructed on the inland side of Shoreline Drive near the existing 1,471-stall parking structure in Shoreline Park, would primarily serve the customers of the proposed cinemas and commercial establishments approved pursuant to Coastal Development Permit 5-98-156 (Exhibit #2). The parking rate and customer validation program approved by the Commission on December 9, 1999 is intended to direct customers of the proposed commercial uses into the 2,195-stall parking structure proposed within the Queensway Bay commercial and entertainment complex, and away from the public parking supplies provided within Shoreline Park and the Marina Green (Exhibit #2).

The currently proposed parking rate and customer validation program for the existing 1,471-stall parking structure located within Shoreline Park is identical to the Commission-approved parking rate and customer validation program for the future 2,195-stall parking structure approved pursuant to Coastal Development Permit 5-98-156 (See proposed rates on page 7). Customers with parking validations would receive free short-term parking (up to 3 hours) and a discounted rate for longer parking times. Non-validated parking would be subject to a rate of three dollars per hour (\$3/hour) with no maximum (lost ticket charge is \$24).

The high cost for non-validated parking is intended to discourage use of the future 2,195-stall parking structure by non-customers. The Commission-approved rate for non-validated parking is 24 dollars (\$24) for eight hours within the 2,195-stall parking structure approved as part of the 508,550 square foot Queensway Bay commercial and entertainment complex [See Coastal Development Permit 5-98-156 (City of Long Beach & DDR OliverMcMillan)]. The free and discounted parking rates for customers with validations will encourage customers to use the 2,195-stall parking structure that is proposed to serve the 508,550 square feet of approved commercial uses.

Prior Commission actions also ensure that specific public parking reservoirs in the Downtown Shoreline area are protected to support public access to shoreline recreational opportunities. The recreational opportunities available in the Downtown Shoreline area include picnicking, sightseeing, walking, bicycling, fishing, boating, and going to the beach. These types of activities do not qualify for any discounted parking rates that are available to customers with validations. The parking reservoirs that support recreational uses include the existing 1,471-stall parking structure located in Shoreline Park (the subject of this amendment), a 150-space surface lot in Shoreline Park, the Marina Green public parking lots, a future Shoreline Park parking lot and future on-street parking proposed as

part of the Queensway Bay Development Plan (Exhibit #2). All of these parking reservoirs that support shoreline recreational uses, except for the future Shoreline Park parking lot and the existing 1,471-stall parking structure in Shoreline Park, are permitted to be metered in order to discourage long-term parking by convention center visitors and employees of the area's commercial uses. The parking meters, which require the purchase of additional time every 90 to 120 minutes, discourage long-term storage of vehicles in these shoreline parking areas. The Commission-approved parking rate for the parking meters is two dollars per hour (\$2/hour) with no maximum limit.

All day non-validated parking is currently available for six dollars (\$6/day) within the 1,471-stall parking structure located in Shoreline Park (the subject of this amendment). The 1,471-stall parking structure in Shoreline Park supports recreational uses that involve the need for parking near the shoreline for more than two hours (i.e. boating, bicycling) but do not qualify for any validated parking discounts. The 1,471-stall parking structure currently serves the parking demands of Rainbow Harbor, Shoreline Park, the Long Beach Aquarium of the Pacific, and other Downtown Shoreline area attractions (Exhibit #2). The all day, non-validated parking that is currently available within the 1,471-stall parking structure is a necessary component of the overall parking supply in the Downtown Shoreline area.

As proposed by the City, this amendment request would increase cost of all-day, non-validated parking that is currently available within the 1,471-stall parking structure from six dollars (\$6/day) to 24 dollars (\$24) for eight hours (\$3/hour with no maximum). The cost of a lost ticket is proposed to be 24 dollars (\$24). Although this rate may be appropriate in a commercial and entertainment complex where the majority of people parking would obtain a validation for free or discounted parking, the approval of the proposed rate for parking in a public park would conflict with Section 30213 of the Coastal Act which requires that public access to lower cost visitor and recreational facilities shall be protected. Park visitors would not qualify for a validation for free or discounted parking unless they made a purchase of five-to-twelve dollars (\$5-\$12) at a participating commercial use.

In its approval of Coastal Development Permit amendment 5-98-156-A2, the Commission found that the 24 dollar (\$24) maximum parking rate approved for the 2,195-stall parking structure to be built as part of the 508,550 square foot Queensway Bay commercial and entertainment complex would be too high for a public park on the waterfront (i.e. Shoreline Park) because it would not encourage public access to the coast. Furthermore, the Commission found that commercial parking validations should not be required in order to obtain a reasonable or affordable parking rate to park in a public park. Therefore, the Commission finds that the currently proposed increase from six dollars (\$6/day) to 24 dollars for eight hours (\$24/8 hours) in the cost for parking within the 1,471-stall parking structure located in Shoreline Park would have a negative impact on public access to the shoreline and is inconsistent with the public access and recreation policies of the Coastal Act.

In order to mitigate the negative effects of the proposed parking rate increase, the amendment is conditioned to limit the maximum daily parking rate to no more than eight dollars per day (\$8/day). The special condition to limit the maximum daily parking rate would protect long-term parking opportunities for recreational visitors that do not qualify for the proposed validated parking discount. Only as conditioned is the proposed amendment consistent with the public access and recreation policies of the Coastal Act.

The eight dollar (\$8/day) maximum daily parking rate is consistent with the maximum parking rate that the Commission approved (10/15/1999) for the Shoreline Village shopping center where the general public shares the public parking supply with customers of the shopping center [See Coastal Development Permit amendment 5-94-010-A4 (Northwestern Mutual Life)]. An eight dollar (\$8/day) daily parking rate is also consistent with the current cost of public parking at other Los Angeles County and Orange County coastal areas.

Additionally, eight dollars is equal to the cost of a four-hour visit to the Downtown Shoreline area using metered parking at the Commission-approved rate of two dollars per hour (\$2/hour). The Commission has found that parking to support beach and coastal recreational uses must be at least four hours. Although the parking meters would require the purchase of additional time every 90 to 120 minutes (in order to discourage long-term storage of vehicles by convention visitors), there is no maximum time limit.

In regards to the existing lower-cost parking supplies located in the Downtown Shoreline area, this permit amendment does not affect the public parking supplies that are currently provided within the Shoreline Park and Marina Green surface parking lots. These surface parking lots currently allow free public parking, but are permitted to be metered at a rate of two dollars per hour (\$2/hour) by Coastal Development Permits 5-96-124 and 5-98-042 (City of Long Beach). The City plans to install the parking meters in these surface lots in the near future in order to eliminate all free parking (except for the free validated parking) in the Downtown Shoreline area. The Shoreline Park and Marina Green surface lots, in addition to the 1,471-stall parking structure in Shoreline Park, are the primary public parking supplies that support public access to shoreline recreational opportunities.

For those who wish to park in the Downtown Shoreline without obtaining a parking validation or paying the meters every 90 to 120 minutes, a daily parking rate of eight dollars (\$8/day) is available at the Shoreline Village public parking lot, or as conditioned by Special Condition Eleven of this permit amendment, within the 1,471-stall parking structure located in Shoreline Park (Exhibit #2). Convention Center parking is also available at a daily parking rate of seven dollars (\$7/day). There will be validations available for free parking and discounted parking in the Queensway Bay parking structures for those who choose to make a minimum purchase of five-to-twelve dollars (\$5-\$12) at a participating commercial use.

Therefore, as conditioned to limit the maximum rate for daily parking, the Commission finds that the currently proposed increase in the basic non-validated parking rates from a

rate of two dollars per hour (\$2/hour) to three dollars per hour (\$3/hour) will not have a negative impact on public access to the shoreline because, as conditioned, the approval of the proposed amendment will ensure that adequate long-term parking to support public recreational use is provided within the 1,471-stall parking structure located in Shoreline Park.

The proposed revision to the customer validation program, even with a five-to-twelve-dollar minimum purchase requirement, will not have a negative impact on public access to the shoreline because it will encourage customers to use the commercial parking structures instead of paying the two-dollar per hour (\$2/hour) rate for on-street metered parking and the existing Shoreline Park and Marina Green parking lots. The proposed customer parking validation program would grant customers free parking for up to three hours, and four hours of parking for only three dollars (\$3/4 hours). Therefore, the proposed modifications to the customer parking validation program will encourage customers to use the proposed parking structure while leaving the coastal access support parking (i.e. metered on-street spaces and public park spaces) available for recreational visitors to the shoreline.

The approval of a five-to-twelve dollar minimum purchase requirement for a parking validation is consistent with the Commission's October 15, 1999 approval of Coastal Development Permit amendment 5-94-010-A4 for a twelve dollar minimum purchase requirement for a parking validation in the Shoreline Village public parking lot, and the December 9, 1999 approval of Coastal Development Permit amendment 5-98-156-A2 for a five-to-twelve dollar minimum purchase requirement for a parking validation at the 2,195-stall parking structure to be built as part of the 508,550 square foot Queensway Bay commercial and entertainment complex.

In conclusion, the Commission finds that the proposed amendment, only as conditioned, adequately protects public access to coastal recreation opportunities, will not negatively affect the public's ability to access the Downtown Shoreline area and the coast, and is consistent with the public access and recreation policies of the Coastal Act.

### **C. Local Coastal Program**

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

The certified LCP requires the provision of adequate parking supplies to meet the parking demands of the development in the Downtown Shoreline area. Because all of the Downtown Shoreline area is located on public tidelands, the certified LCP parking policies

encourage the use of shared parking and joint use parking arrangements to meet the total parking demands of the public and private visitor-serving and recreational facilities in the area.

The LCP also encourages the shared use of the parking supply in downtown Long Beach north of the Downtown Shoreline area and outside the coastal zone. The LCP states that the public transportation system, including the Blue Line light-rail, Long Beach Transit, and free trams, are expected to reduce the demand for parking in the Downtown Shoreline area. The LCP requires the City to form a traffic and parking management association to plan and carryout the joint use of public and private parking facilities to serve the Downtown Shoreline area. The Long Beach Parking and Traffic Management Organization (PTMO) has been established as required by the LCP. The City is participating in the PTMO as required by special condition three of Coastal Development Permit 5-96-268.

The LCP also requires that the parking supplies on public tidelands in LCP subareas 5 and 6 shall be available for use by the general public on a first-come, first-serve basis. No parking may be reserved for the exclusive use of any tenant or development. These parking policies enhance the public's ability to access both the lower cost recreational facilities and the visitor-serving commercial uses in the Downtown Shoreline area.

**D. California Environmental Quality Act (CEQA)**

Section 13096 of the California Code of Regulations requires Commission approval of a 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. 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.

# City of Long Beach



Site

COASTAL COMMISSION

5-96-268-A1

EXHIBIT # 1

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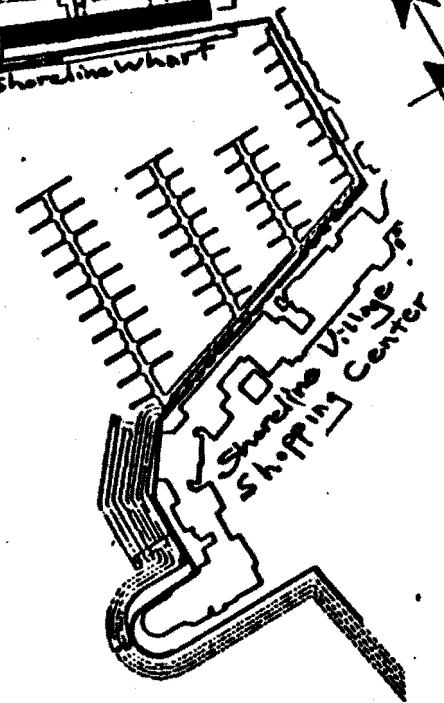
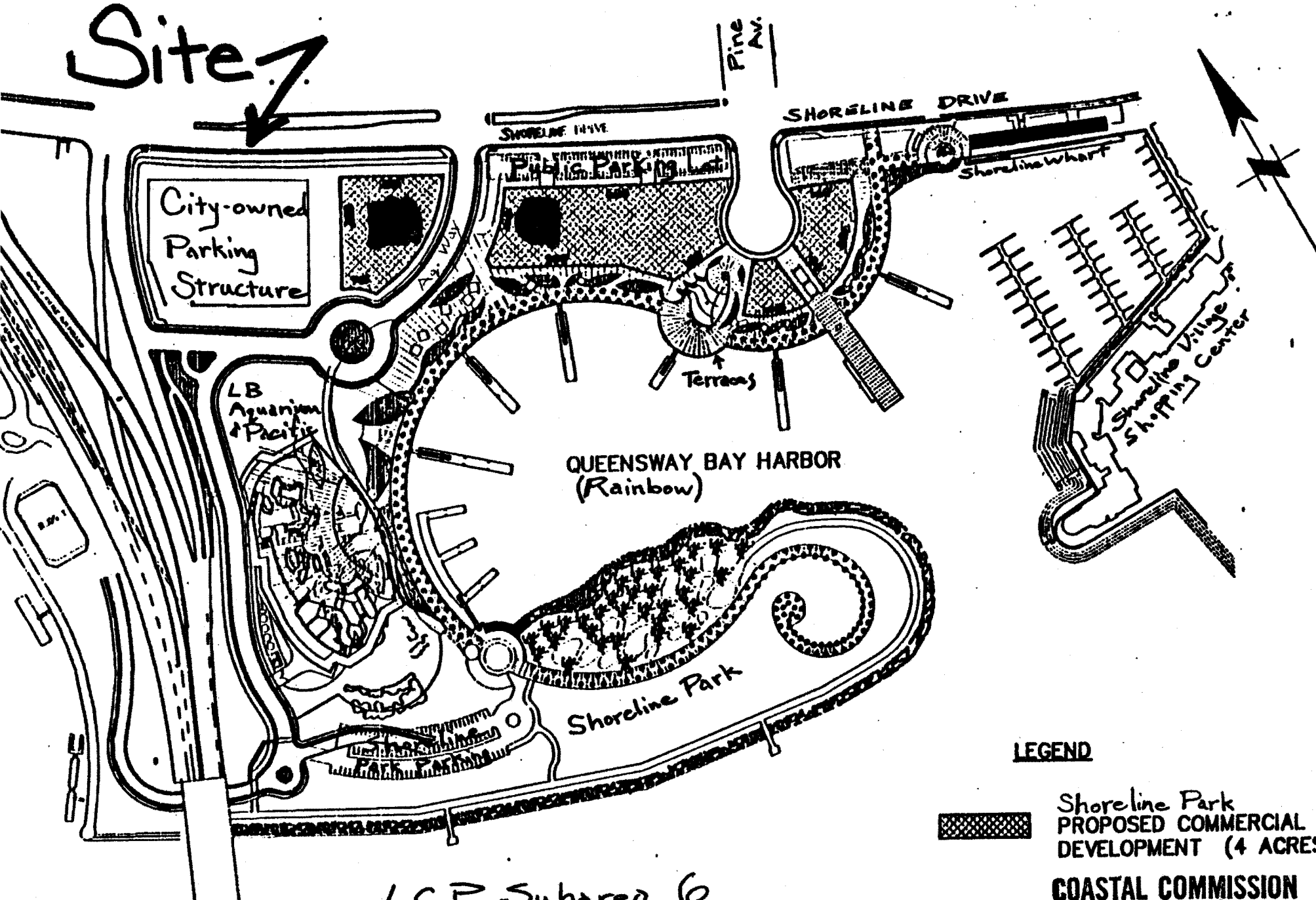


## DOWNTOWN SHORELINE PARKING RESERVOIRS

All of the parking in the Long Beach Downtown Shoreline area is located on public tidelands and is open to the general public on a shared-use basis. Each distinct use in the Downtown Shoreline area, however, has its own primary parking reservoir. Visitors to the Downtown Shoreline area have the following choices of parking facilities (See Exhibit #2) and the following Commission approved parking rates:


<u>Downtown Shoreline Use</u>	<u>Parking Reservoir (No. of spaces)</u>	<u>Rate</u>
A. Beach & General Recreation	Marina Green Park Lots (388)	\$2/hour (meters) No maximum
B. Shoreline Village Commercial	Shoreline Village Lot (433)	\$0 w/validation, or \$2-4/hour \$8 maximum
C. Downtown Marina (Boaters)	Marina Permit Parking (1,669)	Permit only
D. Convention Center	Convention Center Lots (4,830)	\$7 Flat rate
E. Rainbow Harbor, Shoreline Park & Aquarium	City-owned Structure (1,471)	\$2/hour \$6 maximum
E. Shoreline Park	Shoreline Park Lot (150)	\$2/hour (meters) No maximum
E. Shoreline Park	Future Lot on Shoreline Dr. (100-150 spaces)	\$2/hour \$12 maximum
F. Catalina Landing	Parking Structure (1,472)	N/A
G. Pierpoint Landing Fishers	Future Parking Lot (95)	Permit only
H. California State University	Chancellors' Lots (435)	N/A
J. Queensway Bay Commercial	Future Parking Structure (2,195)	\$0 w/validation, or \$3/hour \$24 maximum
All Uses	Future On-street Parking (330)	\$2/hour (meters) No maximum

# Site 7



LCP Subarea 6  
ESPLANADE

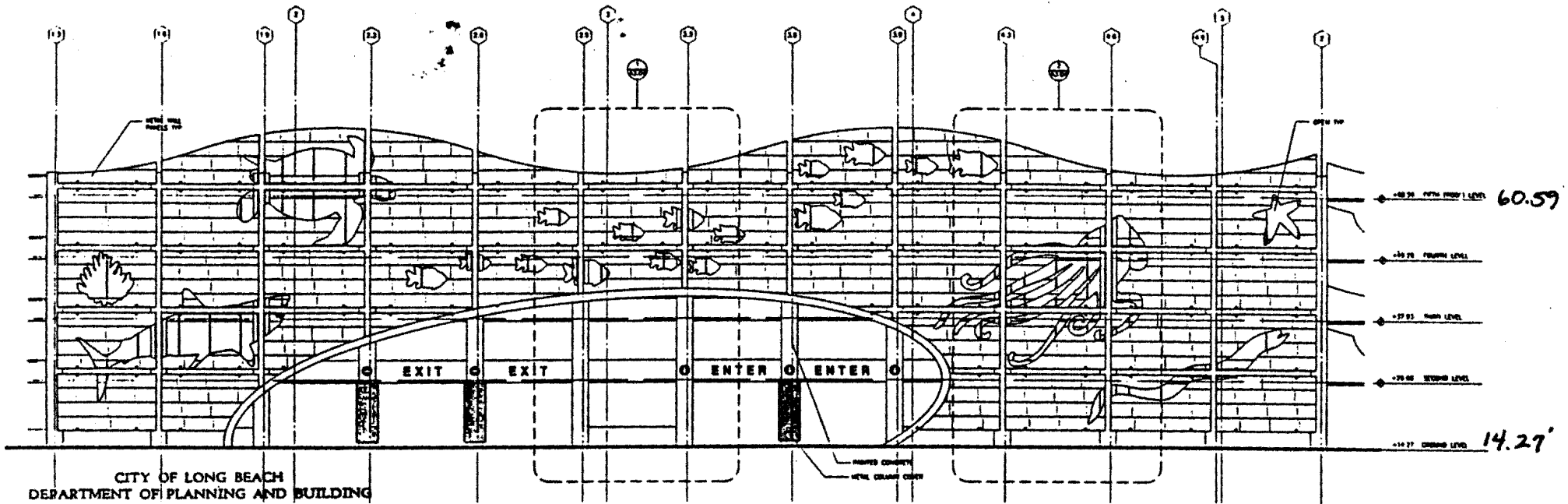
**LEGEND**

 Shoreline Park  
PROPOSED COMMERCIAL  
DEVELOPMENT (4 ACRES)

**COASTAL COMMISSION**  
5-96-268-A1

EXHIBIT # 3

PAGE 1 of 1



CITY OF LONG BEACH  
 DEPARTMENT OF PLANNING AND BUILDING  
 APPROVAL IN CONCEPT

PARTIAL SOUTH ELEVATION

City-owned Parking Structure

**COASTAL COMMISSION**

5-96-268

EXHIBIT # 4

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