

**CALIFORNIA COASTAL COMMISSION**

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Staff: Charles Posner - LB  
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Hearing Date: May 10, 2006  
Commission Action:

**W19a****STAFF REPORT: PERMIT AMENDMENT**

**APPLICATION NUMBER:** 5-98-156-A15

**APPLICANTS:** City of Long Beach & DDR Urban, LP

**AGENTS:** Gerald R. Miller, City Manager  
Tom Bauwens, DDR Senior Project Manager

**PROJECT LOCATION:** 285 Bay Street, City of Long Beach, Los Angeles County.

**LOCAL APPROVAL:** Site Plan Review, Long Beach City Council, Case No. 0411-17,  
12/13/2005.

**DESCRIPTION OF PROJECT ORIGINALLY APPROVED FEBRUARY 3, 1999 (5-98-156):**

Construction of a 508,550 sq. ft. commercial retail & entertainment complex on the waterfront. (See Appendix A for descriptions of previous permit amendments: A1 – A14.)

**DESCRIPTION OF CURRENT AMENDMENT REQUEST (5-98-156-A15):**

Construct a ninety-foot high, 140-room hotel on a vacant parcel where the underlying permit approved an eighty-foot high large-format movie theater.

**SUMMARY OF STAFF RECOMMENDATION**

This application would amend the Commission-issued coastal development permit for the commercial waterfront development known as the "The Pike at Rainbow Harbor" (hereafter referred to as the Pike). The proposed elimination of the previously approved large-format (IMAX-style) movie theater from the visitor-serving project would not conflict with any of the limitations or conditions previously imposed by the underlying permit and would not adversely affect coastal access or coastal resources. As currently proposed, the site where the large-format movie theater would have been built will be developed instead with a seven-story hotel (See Exhibits). The proposed hotel, the only hotel proposed within the Pike development, would provide additional visitor-serving overnight accommodations in the Downtown Shoreline area and thus improve coastal access opportunities for visitors.

Staff is recommending that the Commission **APPROVE** the amendment request with a revised Special Condition Eighteen that reflects the ninety-foot height of the proposed hotel (instead of the eighty-foot high large-format movie theater). Staff also recommends one new special condition that would require the approved development to be operated as a bona fide hotel use, as proposed. As conditioned, the permit amendment request is consistent with the Chapter 3 policies of the Coastal Act, previous Commission approvals and the certified Long Beach LCP. The applicants agree with the recommendation. **See Page Two for the motion** to carry out the staff recommendation.

**SUBSTANTIVE FILE DOCUMENTS:**

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. Coastal Development Permit 5-98-156 & amendments (Queensway Bay).
3. Coastal Development Permit 5-98-161 (Rainbow Harbor Concessions).
4. Coastal Development Permit 5-98-155 (Rainbow Harbor Vending).
5. Coastal Development Permit 5-96-268 (Long Beach Aquarium Parking Structure).
6. Coastal Development Permit 5-96-124 & amendments (Rainbow Harbor).
7. Coastal Development Permit 5-95-055 & amendments (Long Beach Aquarium).

**STAFF NOTE:** The proposed project is located on State Tidelands administered by the City of Long Beach. Pursuant to Section 30519 of the Coastal Act, a coastal development permit (amendment) must be obtained from the Commission because the proposed development is located on State Tidelands within the Commission's area of original jurisdiction. The Commission's standard of review for the development within the Commission's area of original jurisdiction 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 to **APPROVE** the permit amendment request with special conditions:

**MOTION:** *"I move that the Commission approve with special conditions the proposed amendment to Coastal Development Permit 5-98-156 per the staff recommendation."*

Staff recommends a **YES** vote. Passage of this motion will result in approval of the amendment 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 ground that the development as amended, will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. 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

Special Condition Eighteen is revised by this permit amendment in order to reflect the approval of the ninety-foot height of the proposed hotel (immediately west of Building A on the site of the large-format theater) and the deletion from the permit of the previously approved eighty-foot high large-format theater (which was approved to be the western end of Building A). Special Condition Forty-one is the only new condition imposed by this permit amendment. Please refer to Appendix B of this staff report for a complete list of the forty previously approved special conditions of amended Coastal Development Permit 5-98-156. The recommended revisions to Special Condition Eighteen are shown with ~~crossed-out~~ text for recommended deletions, and **underlined bold text** for recommended additional language. The Commission authorizes no other changes to the special conditions of amended Coastal Development Permit 5-98-156 other than those changes noted below.

### 18. Height Limits - LCP Subarea 5

All buildings, signs, structures, poles and/or building extensions in LCP Subarea 5 that exceed 40 feet in elevation are prohibited, unless specifically permitted by this condition or another Commission approval. In LCP Subarea 5, no portion of the proposed development shall exceed 40 feet in height, except for the following:

- a) The north end of the faux roller coaster (100 foot maximum with a surface that is less than 15 percent solid or opaque) and two lantern features abutting the north end of the faux roller coaster (63 & 78 feet maximum);
- b) On Building A (40 feet): ~~the roof of the large-format cinema (80 feet maximum);~~ one 500 square foot parapet extension (47 feet maximum), the letters of "LONG BEACH" sign (50 feet maximum), and clock tower (60 feet); **The hotel at the northeast corner of Bay Street and Cedar Avenue (74 feet maximum to the rooftop pool deck, 83 feet maximum to the top of the stair towers and 90 feet maximum to the top of the elevator housing);**
- c) On Building B (40 feet): one 500 square foot building extension (43 feet maximum);
- d) On Building C (40 feet): the roof of the multi-screen theater (60 feet maximum), one barrel element extension (43 feet maximum), one barrel element extension (60 feet maximum), and two 500 square foot towers (60 & 93 feet maximum);
- e) On Building D (40 feet): the roof of the multi-screen theater (60 feet maximum), one barrel element extension (78 feet maximum) with one blade (100 feet maximum) for theater identification sign, and 2,000 square foot tower (52 feet maximum);
- f) Parking structure (Amendment 5-98-156-A1 approved a 100-foot architectural tower);
- g) In the town square: one vertical monument with a footprint not to exceed 500 square feet (152 feet maximum);

- h) Flag poles (77 feet maximum);
- i) Up to seven three-dimensional food icons (70 feet maximum) within the confines of the faux roller coaster, provided that such icons do not advertise a particular store, product or service, and provided that they do not extend south of the north curb of Shoreline Drive; and,

All heights shall be measured from the average elevation at the front top of the curblineline, or from the officially mapped flood hazard level of 13.8 feet above mean lower low water (MLLW), whichever is higher.

41. Permitted Use: Overnight Room Rentals (New Condition of 5-98-156-A15)

The permitted use of the structure approved by Coastal Development Permit Amendment 5-98-156-A15 is a 140-room hotel (as defined in the certified City of Long Beach Local Coastal Program - Zoning Code Section 21.15.1380). The approved structure shall be operated as a bona fide hotel that provides overnight accommodations to visitors for a period of not more than thirty consecutive days. Any change in the number of units or change in use (including, but not limited to, a change from overnight room rentals to time shares or month-to-month rentals) is not permitted by this action and shall be submitted to the Executive Director to determine whether an amendment to this permit is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations.

### **III. Findings and Declarations**

The Commission hereby finds and declares:

#### **A. Amendment Description**

On February 3, 1999, the Commission approved Coastal Development Permit 5-98-156 for the construction of a 508,550 square foot commercial retail and entertainment complex in the Downtown Shoreline area of Long Beach.<sup>1</sup> The approved "Queensway Bay" commercial project, now known as the "The Pike at Rainbow Harbor" (the Pike), included a multi-screen movie theater, a large-format (IMAX-style) theater, a new 2,195-stall parking structure, a Ferris wheel and carousel, and numerous restaurants, retail establishments and public amenities (Exhibit #3). The Pike, which is situated on approximately twenty acres of State Tidelands, is substantially completed and has been open to the public since November 2003.

This permit amendment request (A15) involves the deletion of the large-format theater from the approved Pike development and the construction of a seven-story, ninety-foot high, 140-room hotel on the vacant parcel where the eighty-foot high large-format theater was approved. Also, Special Condition Eighteen (LCP Subarea 5 Height Limits) would be amended in order to authorize the ninety-foot height of the tallest part of the proposed seven-story hotel. The hotel project site is vacant, as the previously approved large-format theater was not built.

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<sup>1</sup> See Appendix A of this staff report for a list of the previously approved permit amendments.

The proposed hotel is situated within LCP Subarea 5 (PD-6), about eight hundred feet inland of the waters of Rainbow Harbor (Exhibit #3). The proposed seven-story hotel includes the ground floor hotel lobby, 140 guest rooms, two conference rooms, a breakfast service room, an exercise room, and a swimming pool (on the roof). Parking for the proposed hotel would be provided within the adjacent 2,195-stall Pike parking structure, which was permitted and built to meet the parking needs of the visitor-serving commercial development approved by amended Coastal Development Permit 5-98-156 (Exhibit #3). The proposed hotel site is on State Tidelands, and is bordered on three sides by public streets (Seaside way, Cedar Avenue and Bay Street). An existing building (Pike Building A) defines the eastern border of the proposed hotel site (Exhibit #4).

Except for the additional ten feet of building height (the proposed ninety-foot high hotel versus the previously approved eighty-foot high theater), the change proposed by this amendment request is consistent with all of the limitations and parameters that the Commission and City have previously imposed on the proposed development, including the restrictions on development within the protected view corridors. The proposed hotel is not in a protected view corridor. The proposed change to the previously approved project does, however, necessitate a change to Special Condition Eighteen (Subarea 5 Height Limits) of the underlying permit in order to authorize the ninety-foot height of the proposed seven-story hotel. As conditioned, the proposed development and amendment will have no negative effects on visual resources or coastal access, and is consistent with the Chapter 3 policies of the Coastal Act, the certified City of Long Beach LCP, and the underlying permit as amended.

## **B. Land Use**

The proposed development is a hotel that would provide overnight accommodations to coastal visitors on State Tidelands. As conditioned, hotel stays would be limited to a period of not more than thirty consecutive days in order to prevent the building from being used for permanent residences. Permanent private housing is not recognized as a legal use of State Tidelands. Section 30222 of the Coastal Act requires that visitor-serving commercial uses be given priority over residential and other non-priority land uses (like private residences).

Section 30222 of the Coastal Act states:

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

The proposed project would provide coastal visitors with additional overnight accommodations in a popular tourist area that provides numerous public recreational opportunities, but has a limited number of hotel/motel rooms. Hotels, especially those providing high-quality, moderately-priced accommodations, are a type of visitor-serving commercial recreational facility that enhances public opportunities for coastal recreation and are given priority over other land uses by Section 30222 of the Coastal Act. Therefore, a hotel is consistent with Section 30222 of the Coastal Act because it would provide additional visitor-serving commercial uses on the site. The State Lands Commission recognizes public overnight accommodations as being an acceptable use of State Tidelands.

The proposed project is consistent with the land use designation for the site set forth in the City of Long Beach certified Local Coastal Program (LCP). The certified LCP calls for a hotel to be built in LCP Subarea 5, up to twelve stories high, between the extended rights-of-way of Cedar Avenue and Pacific Avenue. The proposed seven-story hotel is situated between the extended rights-of-way of Cedar Avenue and Pacific Avenue in LCP Subarea 5.

Therefore, the proposed hotel use is a higher priority land use and a land use that is consistent with the certified Long Beach LCP. The elimination of the large-format movie theater from the previously approved development plan does not conflict with any Coastal Act or LCP policies. Any further change in land use, however, would need to be reviewed for conformance with the Coastal Act and the certified LCP. Therefore, Special Condition 41 (of the amended permit) states that the permitted use of the structure is a 140-room hotel. "Hotel" is defined in the certified City of Long Beach LCP (Zoning Code Section 21.15.1380) as follows:

21.15.1380 Hotel. "Hotel" means a commercial land use for the rental of six or more guest rooms or suites to primarily transient occupants for a period of not more than thirty consecutive days. Hotel is distinguished from motel by having the entry to the guest rooms from a common interior corridor. (Also see definition for "bed and breakfast inn", "inn", "motel" and "residential care facility".)

Special Condition 41 of the amended permit also states that any change in use (including, but not limited to, a change from overnight room rentals to time shares or month-to-month rentals) is not permitted by this action and any such proposal shall be submitted to the Executive Director to determine whether an amendment to this permit is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations. As previously stated, since permanent private housing is not recognized as a legal use of State Tidelands, a proposal for such use on State Tidelands would be rejected.

Therefore, as conditioned, the proposed hotel and permit amendment are consistent with the requirements of Section 30222 of the Coastal Act and the land use designation set forth by the certified Long Beach LCP. The Commission finds that the proposed addition of overnight accommodations to this highly urbanized and popular coastal destination would encourage and enhance public opportunities for coastal recreation consistent with Section 30222 of the Coastal Act, and as discussed in the following sections of this report, would not adversely affect coastal access or the visual resources of the area.

In regards to the rates that would be charged in the hotel for overnight accommodations, there is no certainty that the room rates will be moderate or affordable by the average tourist. Section 30213 of the Coastal Act limits the Commission's ability to regulate room rates.

#### Section 30213 of the Coastal Act

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Therefore, while the Commission encourages the applicants to provide moderately priced accommodations that enhance public opportunities for coastal recreation, it does not require that the overnight room rates be fixed at any specific amount.

### **C. Scenic Resources**

The certified Long Beach LCP and Section 30251 of the Coastal Act require that the scenic and visual qualities of the project area be considered and protected as a resource of public importance. Section 30253 of the Coastal Act protects popular visitor destinations like the Downtown Shoreline area where the hotel is proposed.

Section 30251 of the Coastal Act states in part that:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas...be visually compatible with the character of surrounding areas...

Section 30253(5) of the Coastal Act states:

New development shall: (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

In its prior actions on LCP amendments, Coastal Development Permit 5-98-156 and permit amendments for the Pike project, the Commission has considered and addressed the overall project's effects on scenic resources in Downtown Long Beach. In 1995, when the Commission first incorporated the City's Queensway Bay Development Plan (which includes the Pike development) into the certified LCP by approving LCP Amendment No. 1-95, it required that specific policies be included into the plan to protect the scenic resources of the Downtown Shoreline area (e.g., view corridors, building mass limits and height limits). In 1998, the Commission re-visited the certified LCP policies that limit building heights and protect specific view corridors on the project site as part of the Commission's certification of LCP Amendment No. 2-98A, which included revisions to the City's previously certified Queensway Bay Development Plan.

The currently certified Long Beach LCP contains a map (LCP Attachment A) that identifies the special view corridors in LCP Subareas 5 and 6 that must be protected in order to provide views from the land to the water. The protected view corridors in LCP Subareas 5 and 6 include: a 410-foot long view corridor/open space area on Shoreline Wharf, the air space above the Terraces at the terminus of Pine Avenue, the Pine Avenue Pier corridor, the sixty-foot wide Pine Avenue view corridor and its extension to the water, a sixty-foot wide view corridor extending southeast from the intersection of Pine Avenue and Shoreline Drive, and a sixty-foot wide view corridor at the intersection of Aquarium Way and Shoreline Drive (Exhibit #3).

The hotel site is situated on the most inland extent of the Downtown Shoreline area and State Tidelands, about eight hundred feet inland of Rainbow Harbor (Exhibit #3). Therefore, the proposed hotel is not located within any of the protected view corridors.

### **Building Heights in the Downtown Shoreline Area**

The Commission has always addressed building heights whenever visual resources are discussed. Large and excessively tall structures can negatively impact the character of an area as well as public views. In several past actions, however, the Commission has found that tall buildings, if sited correctly, may be appropriate in high-density urban areas like downtown Long Beach. The previously approved Pike development includes structures that range from thirty to 152 feet above the flood plain elevation (See Appendix B - Special Conditions Seventeen and Eighteen of amended Coastal Development Permit 5-98-156).

In general, the certified City of Long Beach LCP calls for a pattern of development in the Downtown Shoreline area that allows only shorter buildings (40 feet) in the area closest to the water (LCP Subarea 6), medium buildings (40-80 feet) on the Tidelands Parcel located inland of the first public road (LCP Subarea 5, where the proposed hotel would be built), and high-rise buildings (up to 600 feet) located farther inland along Ocean Boulevard (LCP Subarea 4). This pattern of development creates a step pattern from downtown to the water, with high-rise buildings along Ocean Boulevard in LCP Subarea 4 and low-scale structures next to the water in LCP Subarea 6. In LCP Subarea 5, where the hotel is proposed, medium-rise buildings provide a visual transition between the high-rise development and the smaller buildings surrounding Rainbow Harbor (Exhibit #2).

The proposed project involves the construction of a large hotel building in downtown Long Beach, where large buildings are common. The proposed seven-story, ninety-foot high hotel would be built on the site where the underlying coastal development permit approved the construction of an eighty-foot high theater that has not been built. The proposed seven-story hotel is situated in LCP Subarea 5 between the extended rights-of-way of Cedar Avenue and Pacific Avenue. As stated previously in this report, the certified LCP specifically calls for a hotel, up to twelve stories high, to be built in LCP Subarea 5 between the extended rights-of-way of Cedar Avenue and Pacific Avenue.

The scale of proposed hotel is consistent with the buildings that already exist next to the site. Immediately north of the project site, on the inland side of Seaside Way, a recently constructed apartment complex is sixty-to-ninety feet high (above street level). The seven-level Pike parking structure, on the western side of the project site, is one hundred feet high (to the top of the architectural feature). The other buildings in the Pike development, where the hotel is proposed, range between thirty and sixty feet in height (not including architectural extensions).

Many other existing buildings in the Downtown Shoreline area have heights equivalent to the hotel proposed in this application. In fact, in LCP Subareas 3 and 6, the Commission has approved buildings with heights above sixty feet. These recently approved and constructed structures include the Long Beach Aquarium of the Pacific (62 feet), the City-owned parking structure next to the Aquarium of the Pacific (55 feet with 70-91 foot high architectural extensions), and the California State University Headquarters building (99.5 feet).



In addition, many existing and proposed structures on the south side of Ocean Boulevard far exceed the ninety-foot high structure proposed by this application. For example, in 1992, the Commission approved LCP Amendment No. 1-92 and Coastal Development Permit 5-91-845 for a 425-foot high mixed-use structure on the northeast corner of Pine Avenue and Seaside Way. In 1989, the Commission certified LCP Amendment No. 1-89 allowing buildings up to six hundred feet tall on the Pike property in LCP Subarea 4, across Seaside Way from the currently proposed project. Many existing buildings along Ocean Boulevard extend two hundred feet or higher into the sky. Therefore, the ninety-foot high hotel proposed by this application is not out of character with the height of adjacent development, and will not be precedent setting in the City's coastal zone.

Although the proposed structure will obstruct some of the views from the private residences in the buildings situated inland of the project, the proposed hotel will not block any public views of the water. The amendment request and the proposed development would not: a) obstruct views to or along the coast from publicly accessible places; b) adversely impact public access to and use of the water; c) adversely impact public recreational use of a public park or beach; or d) otherwise adversely affect recreation, access or the visual resources of the coast. Special Condition Eighteen is revised by this permit amendment in order to reflect the Commission's approval of the proposed ninety-foot hotel (instead of the eighty-foot high large-format movie theater). Therefore, as conditioned, the permit amendment request is consistent with the certified Long Beach LCP and Sections 30251 and 30253(5) of the Coastal Act.

#### **D. Public Access/Parking**

The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. In order to conform to the requirements of the Coastal Act, the proposed project is required to provide adequate parking facilities or provide substitute means of serving the development with public transportation.

Section 30252 of the Coastal Act states:

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

The proposed hotel is part of the visitor-serving Pike development project approved by amended Coastal Development Permit 5-98-156. Parking for the previously approved Pike development (and the proposed hotel) is provided within the 2,195-stall Pike parking structure located next to the proposed hotel (Exhibit #3).

## **Certified LCP Parking Standards**

As stated in the Commission's approval of Coastal Development Permit 5-98-156, the certified Long Beach LCP does not require the proposed project to provide parking at a specific ratio. In LCP Subarea 5, where the proposed hotel is located, the certified LCP requires that sufficient parking be provided within the subarea to meet the *average weekday demand*, and that additional parking to meet peak weekend day and evening demand shall be provided in adjacent subareas and downtown.

For LCP Subarea 5 (Tidelands Parcel), the certified LCP parking standard states:

“Parking shall be provided within the subarea sufficient to meet the average weekday demand. Additional parking to meet peak weekend day and evening demand shall be provided in adjacent subareas and Downtown.”

The certified LCP parking standard acknowledges that there will not be enough parking in the Downtown Shoreline area to meet the parking demands during the highest (peak) use periods when the entire Queensway Bay Plan is built as proposed. Because of the extreme variation in parking demand at different times of the year and different days of the week, it would be extremely difficult to provide on-site enough parking to meet the peak parking demand in the Downtown Shoreline area. The various commercial and recreational uses in the area have different peaks and valleys in their demand for parking.

The Convention Center (LCP Subarea 8), with its 4,830 space parking supply, is the most extreme example of this variation in parking demand. The Conventions Center uses all of its parking only during large events, most of which are on weekdays. The Long Beach Aquarium of the Pacific is another example. The peak parking demand for the aquarium occurs on weekends and holidays. The waterfront recreational uses also peak on weekends during the day. These uses, along with the other visitor-serving uses at the shoreline, have different parking demands that vary on a daily and seasonal basis. Such variation in parking demands among multiple uses, all of which are located on public tidelands, lends itself to a shared parking program that allows the joint-use of the many parking facilities located throughout the Downtown Shoreline and in the downtown high-rises. The shared parking program is managed by the Traffic and Parking Management Association as required by the certified LCP. Special Condition Eleven of Coastal Development Permit 5-98-156 requires the applicants to participate in the Traffic and Parking Management Association (See Appendix B).

The certified LCP also acknowledges that the public transportation system will play an important role in the public access and parking issue. Because the LCP anticipates a shortage of parking available in LCP Subareas 5 and 6 on peak use days, the public transportation system will provide an alternative to private vehicles for accessing the area. In fact, the Traffic and Parking Management Association's use of shared parking is dependent on public transportation to move people from the various parking reservoirs to their destinations. Consequently, the certified LCP requires that LCP Subareas 5 and 6 contain only the minimum amount of parking necessary to meet the average weekday demand. The additional parking supplies that are necessary to meet the peak parking demands of the LCP Subareas 5 and 6 will be provided within the adjacent LCP subareas and in downtown Long Beach.

In its approval of Coastal Development Permit 5-98-156, the Commission found that the approved project conformed to the LCP parking standard when it approved the portion of the development located in LCP Subarea 5, including the large-format movie theater being replaced by the hotel pursuant to this permit amendment. The parking supply for LCP Subarea 5 includes the 2,195-stall Pike parking structure and approximately 333 metered on-street parking spaces installed along Pine Avenue and the new street grid approved within the subarea. Therefore, LCP Subarea 5 contains approximately 2,528 parking spaces, all of which are available to the general public on a first-come, first-served basis. During the week, most of these parking spaces sit vacant and unused. Only during special events, when demand for parking peaks, do all these parking spaces in LCP Subarea 5 become occupied.

The applicants' parking calculations for the Pike development were provided by KAKU Associates, Inc. using the methods and data contained in the Queensway Bay Traffic and Parking Management Program, by KAKU Associates, Inc., April 1998. The applicants calculated the *peak weekday demand* for the development proposed in LCP Subarea 5 instead of the *average weekday demand*. The peak weekday demand for the development approved in LCP Subarea 5 during the peak month was calculated to be 1,313 parking spaces, well below the proposed parking supply of 2,528 parking spaces on the Tidelands Parcel (LCP Subarea 5). The applicants' parking calculations include previously approved development in LCP Subarea 5 that still has not yet been constructed. Therefore, there is a sufficient supply of parking in LCP Subarea 5 to meet the average and peak weekday demands for the Pike development, including the proposed hotel.

The estimated parking demand for the proposed hotel, as calculated under the City's zoning code, is 169 spaces (140 spaces for the guest rooms, 27 spaces for the 1,352 square foot meeting area, plus two loading/unloading spaces). The estimated parking demand for the previously proposed theater (with 480-seats) that is being replaced by the proposed hotel is 149 (1 space per 3.3 seats plus two loading/unloading spaces). Therefore, the parking demand of the previously approved theater and the currently proposed hotel are similar.

Therefore, since the Subarea 5 parking supply greatly exceeds the amount of parking required by the certified LCP, and sufficient parking is currently available within the 2,195-stall Pike parking structure, the proposed hotel is permitted to utilize the Pike parking structure to meet its parking needs in compliance with the existing conditions of Coastal Development Permit 5-98-156 (Appendix B). Furthermore, guests of the proposed hotel may use the public transportation system in Downtown Long Beach (Blue Line light rail and MTA buses) as a substitute to private automobile, thus reducing the overall parking demand of the project. Therefore, the Commission finds that existing parking facilities will provide the necessary amount of parking to meet the average weekday demand of both the existing and currently proposed visitor-serving commercial uses in LCP Subarea 5.

Special Condition Thirteen of amended Coastal Development Permit 5-98-156 states that all parking within LCP Subareas 5 and 6 shall be reserved for the use of the general public and shall be available for use on a first-come, first-served basis, and that there shall be no exclusive use of parking spaces or reserved parking spaces within the parking structure by any person or group other than the general public (handicapped spaces excluded). Only as conditioned is the proposed project and amendment consistent with the public access and recreation policies of the Coastal Act.

### **E. Public Access**

The proposed hotel will not interfere with access to the shoreline or access along the existing public sidewalks within the Pike development. Special Condition Eight of amended Coastal Development Permit 5-98-156 protects public access along the streets and sidewalks within the Pike development (See Appendix B). As conditioned by the underlying permit, the proposed development and permit amendment will not have any new adverse impact on public access to the coast or to nearby recreational facilities. Thus, the proposed development and permit amendment conform with Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

### **F. Public Recreation**

The proposed development and permit amendment will not interfere with public recreational use of coastal resources. The proposed hotel, the only hotel proposed within the Pike development, would provide additional visitor-serving overnight accommodations in the Downtown Shoreline area and thus improve coastal access opportunities for visitors. The development and permit amendment protect coastal areas suited for recreational activities. Therefore, the Commission finds that the proposed development and permit amendment are in conformity with Sections 30210 through 30214 and Sections 30220 through 30223 of the Coastal Act regarding the promotion of public recreational opportunities.

### **G. Local Coastal Program**

A coastal development permit is required from the Commission for the proposed development because it is located within the Commission's area of original jurisdiction. The Commission's standard of review 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. The Commission certified the City of Long Beach LCP on July 22, 1980. The proposed development and permit amendment are consistent with Chapter 3 of the Coastal Act and with the certified LCP for the area.

LCP Subarea 5, where the proposed hotel is located, is the Tidelands parcel located on the inland side of Shoreline Drive and west of Pine Avenue (Exhibit #3). The certified LCP contains specific standards for LCP Subarea 5 that limit building heights and protect open space areas and view corridors in order to protect the scenic resources of the Downtown Shoreline area. The certified Long Beach LCP calls for a hotel to be built in LCP Subarea 5, up to twelve stories, between the extended rights-of-way of Cedar Avenue and Pacific Avenue. The certified Long Beach LCP also calls for up to 275 hotel rooms to be built in LCP Subarea 5. Currently, there are no hotels in LCP Subarea 5.

The other relevant LCP standards for LCP Subarea 5 state:

**“Site Locations.** Buildings shall be sited so as to provide staggered locations near Seaside Way, near Shoreline Drive, and near Pine Avenue. Buildings shall be sited so as to minimize view blockage from the overlooks and from buildings in Subareas 4 and 5. The relationship of buildings and open space areas shall be such as to create an interesting pedestrian scale environment at grade. The location and height of structures shall be such as to enhance the required view corridors from Ocean

Boulevard through Subarea 4 toward the water. Structures shall be designed so as to minimize view blockage to the water from buildings in Subareas 4 and 5. Building facades and rooftops which are visible from view corridors, buildings in Subarea 4, the Convention Center and Promenade South shall be attractively treated to enhance these views. Along Pine Avenue, active pedestrian-oriented uses shall be required on the ground floor with storefront access from Pine Avenue.”

**“Height.** Three stories not to exceed 40 feet, except for the following permitted heights: a) 60 feet for one multi-screen theater with a building footprint not to exceed 82,500 square feet may be located between the extended rights-of-way of Pine Avenue and Pacific Avenue; b) 60 feet for one parking structure located west of the extended right-of-way of Cedar Avenue; c) 80 feet for one large-format cinema with a building footprint not to exceed 15,000 square feet may be located between the extended rights-of-way of Cedar Avenue and Pacific Avenue; d) twelve stories for one hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue; e) 100 feet for one vertical monument with a footprint not to exceed 500 square feet above the 40 foot elevation; and f) 100 feet for one amusement ride.”

“Throughout Subarea 5, architectural features may be permitted to extend above these height limits if they do not contain any usable interior space and do not significantly add to the mass of a structure or negatively affect public views.”

**“Site Coverage:** Not more than 65 percent.”

**“Special Design Features.** The entire area shall be designed in an urban waterfront atmosphere. Landscaping shall be lush and colorful. The area shall be open and inviting to the public, and shall facilitate and encourage pedestrian flow between the Downtown and the Shoreline. The facades of all buildings fronting on streets, especially Pine Avenue, shall be articulated with storefronts, display windows, special architectural and landscape treatment. If buildings back onto Shoreline Drive, they shall present an attractive facade through articulation and special architectural and landscape features.”

#### **H. California Environmental Quality Act (CEQA)**

Section 13096 Title 14 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, as conditioned, has been found consistent with the Chapter 3 policies of the Coastal Act. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

# **APPENDIX A - PREVIOUS PERMIT AMENDMENTS**

## **DESCRIPTIONS OF PREVIOUS PERMIT AMENDMENTS**

*(See Appendix B for the list of all special conditions.)*

### **FIRST AMENDMENT (5-98-156-A1), APPROVED NOVEMBER 2, 1999:**

Modify previously approved 70-foot high parking structure to expand the building footprint over Chestnut Place and increase number of parking stalls from 1,550 to 2,195 (approx).

### **SECOND AMENDMENT (5-98-156-A2), APPROVED DECEMBER 9, 1999:**

**Part A:** Construct a 375-stall surface parking lot for employees in LCP Subarea 3.

**Part B:** Increase the previously approved parking structure rates from \$2/hour to \$3/hour, and modify the customer parking validation program.

### **THIRD AMENDMENT (5-98-156-A3), APPROVED FEBRUARY 15, 2000:**

**Part A:** Subdivide approximately 20 acres of State Tidelands into eight parcels.

**Part B:** Change the "Paseo" from a pedestrian-only street to a vehicular street with sidewalks.

### **FOURTH AMENDMENT (5-98-156-A4), APPROVED MARCH 14, 2000:**

**Part A:** Revised plans for Building F resulting in less commercial floor area, a smaller public viewing deck, and a wider Aquarium Way view corridor (90 feet).

**Part B:** Construct a public pedestrian accessway along the south side of Shoreline Drive to connect LCP Subarea 3 to LCP Subareas 5 and 6.

**Part C:** Identify appropriate locations for public picnic areas (no table service) on the upper Esplanade of Rainbow Harbor.

### **FIFTH AMENDMENT (5-98-156-A5), APPROVED JANUARY 11, 2001:**

Revise the conditions of approval in order to allow the phased construction and opening of the development approved in LCP Subarea 6 (between Rainbow Harbor and Shoreline Drive) prior to the construction of the portion of the project located inland of Shoreline Drive (LCP Subarea 5) and in LCP Subarea 3.

### **SIXTH AMENDMENT (5-98-156-A6), APPROVED JANUARY 10, 2003:**

Revise the building footprints, floor plans and elevations for the restaurant and retail development previously approved south of Shoreline Drive in LCP Subarea 6, between Aquarium Way and the Pine Avenue View Corridor (Rainbow Harbor).

### **SEVENTH AMENDMENT (5-98-156-A7), APPROVED JULY 16, 2003:**

Revise building footprints, floor plans and elevations for the commercial development previously approved north of Shoreline Drive in LCP Subarea 5, and delete the escalator and pedestrian connection between the Aquarium parking structure and Building F, located south of Shoreline Drive in LCP Subarea 6.

**EIGHTH AMENDMENT (5-98-156-A8), APPROVED OCTOBER 7, 2003:**

Comprehensive sign program, including fifteen freestanding directory signs, three freestanding "The Pike" identification signs, one building mounted "The Pike" identification sign, and a flagpole at the base of Pine Avenue Pier on Building K parcel.

**NINTH AMENDMENT (5-98-156-A9), APPROVED DECEMBER 11, 2003:**

Relocate the previously approved Ferris wheel amusement ride to an open space area near the northwest corner of Shoreline Drive and Pine Avenue.

**TENTH AMENDMENT (5-98-156-A10), APPROVED JANUARY 15, 2004:**

Delete the previously approved nautical museum (Building M) at the foot of Pine Avenue Pier, and incorporate the site into the adjacent restaurant use (Building N).

**ELEVENTH AMENDMENT (5-98-156-A11), APPROVED MARCH 16, 2005:**

Install 24 Retail Merchandising Units (RMUs) in 24 specific sidewalk and plaza locations north of Shoreline Drive (LCP Subarea 5), within the previously approved Pike at Rainbow Harbor retail and entertainment complex.

**TWELFTH AMENDMENT (5-98-156-A12), NOT APPROVED (RETURNED INCOMPLETE):**

Amend the Employee Parking Program required by Special Condition Sixteen.

**THIRTEENTH AMENDMENT (5-98-156-A13), APPROVED MAY 11, 2005:**

South of Shoreline Drive, re-subdivide four acres designated for commercial land use (Parcel Nos. 1-4 of Map No. 25804) into Parcel Nos. 1-9 of Map No. 61999. The proposed subdivision slightly reconfigures, and further divides, four existing lots into nine lots totaling four acres.

**FOURTEENTH AMENDMENT (5-98-156-A14), APPROVED NOVEMBER 18, 2005:**

Install three automatic teller machines (ATMs) within the previously approved Pike at Rainbow Harbor retail and entertainment complex.

## **APPENDIX B - SPECIAL CONDITIONS**

The following list of special conditions contains the forty previously imposed special conditions of Coastal Development Permit 5-98-156 and amendments A1 through A14. The following special conditions continue to be in full force and effect, with Special Condition Eighteen being revised in order to reflect the change to the project resulting from the Commission's approval of Amendment 5-98-156-A15.

1. **Replacement Parkland** [*Condition Satisfied 11/5/99*]

Prior to issuance of the coastal development permit, the City shall submit for the review and approval of the Executive Director, a resolution adopted by the City Council designating the Queen Mary Events Park as a permanent public park of not less than four-acres in area, and served by a minimum of ten parking spaces on the adjacent public roadway (See Exhibit #6 of staff report dated 1/14/99). The resolution shall also state that any change in the designation of the four-acre Queen Mary Events Park as a permanent public park shall not be effective unless approved by the California Coastal Commission. The City shall be responsible for ensuring that the Queen Mary Events Park is maintained and operated as a public park available for use by the general public everyday from 5 a.m. to 10 p.m. (except during special events).

2. **Final Plans: LCP Subarea 6** [*As Revised by Commission Approval of 5-98-156-A10*]

Prior to the commencement of construction of proposed Buildings G1, G2, H1 and H2, the applicants shall submit for the review and approval of the Executive Director, final site plans, floor plans and elevations. Buildings J, K and P are approved as shown on Exhibits #5-8 of the staff report dated 12/19/02. Building N is approved as shown on Exhibits #5&6 of the staff report dated 12/17/03. The plans for Buildings G1, G2, H1 and H2, and all commercial development in LCP Subarea 6 (Buildings F, G1, G2, H1, H2, J, K, N and P), shall comply with all of the following conditions:

- a. No portion of the structures or patio areas shall encroach into the view corridors identified on Exhibit #5 (of staff report dated 12/19/02).
- b. No portion of the structures shall exceed 40 feet in height measured from the nearest curb, except as authorized by Special Condition 17 of Coastal Development Permit 5-98-156 as amended.
- c. All proposed commercial development (including all building area, indoor and outdoor service areas, patios and loading areas) shall be located entirely within the boundaries of Parcels 1-4 (Parcel Map No. 25804) as approved by the Commission pursuant to Permit Amendment 5-98-156-A3.
- d. The total amount of commercial floor area (including restaurant patios) in the portion of the project located south of Shoreline Drive shall not exceed 202,700 square feet.
- e. The plans shall conform to all terms and conditions of Coastal Development Permit 5-98-156 as amended.

The permittee shall undertake the development in accordance with the final plans approved by the Executive Director pursuant to this condition. Any proposed changes to the approved plans shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations. No changes to the approved plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.



### 3. Future Uses and Improvements

This approval is limited to the uses and development specifically described in the project description, approved plans and related findings contained in Coastal Development Permit 5-98-156. Any additional development, including, but not limited to: new construction; intensification of use; expansion of dining areas outside of the approved building and patio footprints; and the lease of dock, esplanade or park areas, will require an amendment to the permit or a new coastal development permit.

### 4. Public Viewing Deck

The proposed 17,749 square foot public viewing deck on the second level of the building (Building F) proposed to be built between the City-owned parking structure and Aquarium Way shall be constructed and opened to the public concurrent with the development that occurs within the 150-foot wide view corridor/open space area at the intersection of Shoreline Drive and Aquarium Way (See Exhibit #9 of staff report dated 1/14/99). The public viewing deck shall be available for public use, including picnics, as public parks are. Park benches and tables for picnics shall be provided for general public use on the viewing deck. Take-out and walk-up food services are encouraged behind the viewing deck, but restaurant table service is prohibited. Commercial uses and kiosks are prohibited within the proposed 17,749 square foot public viewing deck. Signs, at least two square feet in area, shall be posted in at least three conspicuous ground level locations near the Building F stairways and elevators that inform and direct the public to the public viewing deck.

### 5. Public Open Space and Water Feature

The proposed landscaped public open space area with a water feature located at the northwest corner of Pine Avenue and Shoreline Drive shall be constructed and opened to the public concurrent with the permitted development that occurs in LCP Subarea 5 (See Exhibit #13 of staff report dated 1/14/99). The landscaped and water area shall occupy at least 23,000 square feet, not counting the paved area of the Regional Bicycle Route, and shall be available for public use as public parks are. Pedestrian access to the public open space area shall be provided from the sidewalks on Shoreline Drive and Pine Avenue. Public park benches shall be provided, and restaurant table service shall not be permitted in this area.

### 6. Public Access

The City and its agents shall provide and maintain unobstructed public access to and along the waterfront at all times. Unrestricted means that the general public may pass and repass without having to pay an admission fee, present a ticket, accept conditions of passage, or request permission to pass. The waterfront, where unrestricted public access shall be protected, includes (but is not limited to): Shoreline Park, Rainbow Harbor Esplanade, the Terraces at the end of Pine Avenue, the entrance to Pine Avenue Pier, and Shoreline Wharf. Unrestricted pedestrian public access shall also be provided on the Promenade South which connects Ocean Boulevard to the Shoreline Wharf area. Public access along the waterfront shall remain open and unobstructed both during construction and subsequent to completion of the permitted development. In extreme circumstances, public access may be interrupted subject to those temporary safety limitations necessitated by unsafe conditions resulting from waves, extreme weather or required construction and maintenance activities.

Public seating and tables for designated public picnic areas (restaurant table service is prohibited) may be provided on the upper portion of the Rainbow Harbor Esplanade as shown on Exhibit #9 of the staff report dated February 24, 2000. All tables placed in the areas designated on Exhibit #9 of the staff report dated February 24, 2000 shall be clearly designated for use by the general public and shall be engraved or posted with signs stating: "No Purchase Required". Areas where restaurant table service is prohibited includes (but is not limited to): Shoreline Park, Rainbow

Harbor Esplanade (upper and lower portions), the Terraces at the end of Pine Avenue, the entrance to Pine Avenue Pier, and Shoreline Wharf.

7. Pedestrian Bridge over Shoreline Drive

The proposed pedestrian bridge over Shoreline Drive connecting Subareas 5 and 6 shall be constructed and opened to the general public concurrent with the development that occurs within LCP Subarea 5. The bridge shall be at least 25 feet wide and be at the same elevation as the proposed 17,749 square foot public viewing deck to be provided between Aquarium Way and the City-owned parking structure in LCP Subarea 6 (See Exhibit #10 of staff report dated 1/14/99). The bridge shall be designed to provide open views to Rainbow Harbor and the Queen Mary which open up as one crosses the bridge from the north to the south. All railings, signs and decorations on the bridge shall be limited to a maximum height of four feet measured from the pedestrian deck, except that a 100-foot high gateway sculptural element may be placed on the bridge, providing that its surface is not more than 15 percent solid or opaque. Seven large food icons not to exceed 70 feet are permitted within the gateway sculptural element provided that they do not extend south of the north curb of Shoreline Drive. Commercial uses, including restaurant table service, are not permitted on the bridge. All heights shall be measured from the average elevation at the front top of the curbline, or from the officially mapped flood hazard level of 13.8 feet above mean lower low water (MLLW), whichever is higher.

8. Streets and Sidewalks

The City and its agents shall provide and maintain unobstructed public pedestrian access to and along all streets, sidewalks, plazas and public open space areas constructed pursuant to the Commission's approval of Coastal Development Permit 5-98-156 for the life of the development approved herein. Unrestricted means that the general public may pass and repass without having to pay an admission fee, present a ticket, accept conditions of passage, or request permission to pass. Public access may only be interrupted for special events with a duration of 48 hours or less, or by special events permitted by a subsequent coastal development permit. Public access may also be interrupted subject to those temporary safety limitations necessitated by unsafe conditions resulting from waves, extreme weather or required maintenance activities.

9. Regional Bicycle Route

The proposed project shall not interfere with the public's use of the regional bicycle path as it passes through the Downtown Shoreline area. In order to maintain the existing bicycle and pedestrian connection between the Los Angeles River bicycle path and the beach bicycle path east of the Downtown Marina, the City and its agents shall maintain unobstructed public pedestrian and bicycle access to and along the regional bicycle route where it passes through the project site. The regional bicycle path shall remain open and unobstructed both during construction and subsequent to completion of the permitted development. If construction of the permitted development necessitates a temporary detour of the bicycle route, the applicants shall submit a temporary detour plan, for the review and approval of the Executive Director. The temporary detour plan shall maintain a safe bicycle and pedestrian connection between the Los Angeles River bicycle path and the beach bicycle path east of the Downtown Marina. The City shall provide adequate signage to identify any temporary detour route approved by the Executive Director. A temporary detour route approved by the Executive Director shall be constructed and opened for public use prior to the closing of any portion of the existing regional bicycle route.

10. New Parking

In order to permit the phased construction and opening of the development approved in LCP Subarea 6 (between Rainbow Harbor and Shoreline Drive) prior to the construction of the parking facilities located in LCP Subarea 5 (inland of Shoreline Drive), the applicants shall construct and open for public use the following parking facilities in LCP Subarea 6 as follows:

- a) Up to 114,200 square feet of commercial development may be constructed and opened in LCP Subarea 6 utilizing the 571 unallocated parking spaces within the existing 1,471 space City-owned parking structure as the primary parking supply;
- b) Prior to the City's issuance of the first certificate of occupancy for development in LCP Subarea 6 exceeding the 114,200 square foot threshold, the applicants shall open for public use the on-street parking spaces on Shoreline Drive in LCP Subareas 6 and 11 (approximately 189-245 spaces) and the 100-150 space public parking lot located in Shoreline Park at the southwest intersection of Pine Avenue and Shoreline Drive.

Prior to the City's issuance of the first certificate of occupancy for development in LCP Subarea 5 authorized by amended Coastal Development Permit 5-98-156, the applicants shall open for public use the 2,195 space parking structure in LCP Subarea 5 and the approximately 333 on-street parking spaces on Pine Avenue, Seaside Way, and on the new street grid to be developed within LCP Subarea 5.

In addition, within ninety days of the establishment of the proposed parking spaces listed in this condition, the City shall submit final plans, for the review of the Executive Director, which show the exact number and location of all parking spaces (on-street, surface lot & structure) provided pursuant to this condition. The final plans shall be in substantial conformance with the conceptual plans submitted with this application. Any deviation from the conceptual plans shall be submitted to the Executive Director to determine whether an amendment to this permit is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations.

#### 11. Traffic and Parking Management Association

The applicants and all designated operators and managers of the parking facilities approved herein shall participate in the Traffic and Parking Management Association established pursuant to the City of Long Beach certified Local Coastal Program [see certified LCP Downtown Shoreline Planned Development Plan (PD-6): General Development and Use Standard (b)6]. The City shall include the parking resources approved by this permit in the total parking resources addressed by the Traffic and Parking Management Association.

#### 12. Lease to Private Operators

The lease of any development or land area subject to Coastal Development Permit 5-98-156 shall explicitly incorporate provisions for public use, public access, employee parking, parking fees and management practices consistent with all conditions contained herein. All findings and conditions of approval adopted by the Commission pursuant to its approval of Coastal Development Permit 5-98-156 shall be attached as an exhibit to all leases of property, development or land area within the project.

#### 13. Public Parking

All parking within LCP Subareas 5 and 6 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). A portion of the public parking spaces in the parking structures and the surface parking lot located at the southwest corner of Shoreline Drive and Pine Avenue may set aside in order to provide the general public with valet or assisted parking on a first-come, first-served basis. Fees for any valet or assisted parking shall be the same as for self-parking.

#### 14. Valet Parking

In order to increase the capacity of parking facilities and provide service to the public, valet or assisted parking services may be provided within parking structures in LCP Subareas 5 and 6 and in the public parking lot located in Shoreline Park at the southwest corner of Shoreline Drive and Pine Avenue, provided that: (i) such valet or assisted parking is available to the general public on a first-come, first-served basis, (ii) the cost of valet or assisted parking shall be equal or less than the cost of self-parking in the facilities, (iii) valet or assisted parking services in the surface lot located at the southwest corner of Shoreline Drive and Pine Avenue may be provided only after 6 p.m. on weekdays and all day Saturdays and Sundays; and (iv) at any given day and time, no more parking spaces shall be set aside for valet or assisted parking than experience demonstrates will be required to meet public demand. The use of on-street parking spaces for valet parking is prohibited.

The use of valet or assisted parking services shall be subject to Commission review and endorsement. Three years subsequent to the date of issuance of the first certificate of occupancy within the permitted development, should valet or assisted parking services be utilized in either LCP Subarea 5 or 6, the applicants shall submit an amendment request to the Commission for the continued use of valet or assisted parking services. As part of the amendment request, the applicants shall provide the following information for both subareas: number of parking spaces used for self-parking as compared to number of parking spaces used for valet/assisted parking (including time and day of use); number of additional parking spaces "created" by the utilization of valet/assisted parking as compared to the base number of (striped) parking spaces established. All information shall be documented on a monthly basis. Failure to comply with this provision will result in the termination of the authorization to utilize valet or assisted parking services in LCP Subareas 5 and 6.

15. Parking Fees and Validations

Any change in the approved parking rates or parking validation system described in the application and approval of Coastal Development Permit 5-98-156 may require a coastal development permit amendment. The applicants shall submit any proposed change in the parking fees or change in the parking validation system to the Executive Director to determine whether an amendment to this permit is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations.

16. Employee Parking Program [**Program Approved by Commission on March 14, 2000**]

Prior to issuance of the coastal development permit, the applicants shall submit an employee parking program, subject to the review and approval of the Commission in a permit compliance or permit amendment hearing, which meets the following criteria:

a) The plan identifies employee parking reservoir(s) of at least 375 spaces that will be available to all employees of the commercial development permitted by Coastal Development Permit 5-98-156 while they are working; and,

b) None of the 375 employee parking spaces shall be located in the public parking areas located in LCP Subareas 5 and 6; except that LCP Subarea 5 may be used on an interim basis to provide employee parking for development approved in LCP Subarea 6 pursuant to amended Coastal Development Permit 5-98-156 until such time as it is displaced. The Employee Parking Program approved by the Commission on March 14, 2000 (or as amended by a subsequent Commission action) shall be implemented prior to the displacement of any required employee parking spaces in LCP Subarea 5; and,

c) None of the 375 parking spaces are more than 2,000 feet from the project site 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 metered on-street spaces and parking within the Marina Green and Shoreline Park parking areas), and,

e) The plan identifies the signs, notices and other measures that will inform all employees of the commercial developments approved herein of the employee parking program.

The applicants shall implement the employee parking program as approved by the Commission.

17. Height Limits - LCP Subarea 6

All buildings, signs, structures, poles and/or building extensions in LCP Subarea 6 that exceed 40 feet in elevation are prohibited unless specifically permitted by this condition or another Commission approval. In LCP Subarea 6, no portion of the proposed development shall exceed 40 feet in height, except for the following:

a) The south end of the faux roller coaster (100 feet maximum with a surface that is less than 15 percent solid or opaque);

b) Sails, sail columns and flag poles on Building F (sails and sail columns 60 feet maximum, flag poles 75 feet maximum);

c) Ferris wheel (130 feet maximum);

d) The letters of "RAINBOW HARBOR" sign (50 feet maximum);

e) Flag poles on Buildings G,H & J (77 feet maximum), and,

f) Three vertical blade architectural elements on Buildings G & J, provided they do not exceed 60 feet in height, 8 feet in width and 5 feet in thickness, provided that no signage occurs above 40 feet in height, and provided that they do not project into any protected view corridor shown on LCP Attachment A (Exhibit #9 of staff report dated 1/14/99).

All heights shall be measured from the average elevation at the front top of the curblin, or from the officially mapped flood hazard level of 13.8 feet above mean lower low water (MLLW), whichever is higher.

18. Height Limits - LCP Subarea 5 [**See Revision pursuant to 5-98-156-A15**]

All buildings, signs, structures, poles and/or building extensions in LCP Subarea 5 that exceed 40 feet in elevation are prohibited, unless specifically permitted by this condition or another Commission approval. In LCP Subarea 5, no portion of the proposed development shall exceed 40 feet in height, except for the following:

a) The north end of the faux roller coaster (100 foot maximum with a surface that is less than 15 percent solid or opaque) and two lantern features abutting the north end of the faux roller coaster (63 & 78 feet maximum);

b) On Building A (40 feet): the roof of the large-format cinema (80 feet maximum), one 500 square foot parapet extension (47 feet maximum), the letters of "LONG BEACH" sign (50 feet maximum), and clock tower (60 feet);

c) On Building B (40 feet): one 500 square foot building extension (43 feet maximum);

d) On Building C (40 feet): the roof of the multi-screen theater (60 feet maximum), one barrel element extension (43 feet maximum), one barrel element extension (60 feet maximum), and two 500 square foot towers (60 & 93 feet maximum);

e) On Building D (40 feet): the roof of the multi-screen theater (60 feet maximum), one barrel element extension (78 feet maximum) with one blade (100 feet maximum) for theater identification sign, and 2,000 square foot tower (52 feet maximum);

f) Parking structure (Amendment 5-98-156-A1 approved a 100-foot architectural tower);

h) In the town square: one vertical monument with a footprint not to exceed 500 square feet (152 feet maximum); and,

h) Flag poles (77 feet maximum).

i) Up to seven three-dimensional food icons (70 feet maximum) within the confines of the faux roller coaster, provided that such icons do not advertise a particular store, product or service, and provided that they do not extend south of the north curb of Shoreline Drive.

All heights shall be measured from the average elevation at the front top of the curblineline, or from the officially mapped flood hazard level of 13.8 feet above mean lower low water (MLLW), whichever is higher.

#### 19. View Corridors

No structures over 42 inches in height, other than required safety features, structures required to meet ADA access standards where there is no alternative location for such structures outside of the view corridors, mobile vending carts, lighting features and low-scale official directional signs, shall be placed in the view corridors identified on Exhibit #9 of this staff report (dated 1/14/99). In addition, no restaurant dining areas shall be placed in the view corridors identified on Exhibit #9 of this staff report (dated 1/14/99). However, seats and picnic tables (less than 42 inches in height) for the public picnic areas with no restaurant table service may be provided within view corridors only as shown on Exhibit #9 of the staff report dated February 24, 2000. An arch which contains the lettering "PIER, PINE AVENUE" shall be permitted at the entrance to the Pine Avenue Pier, provided that the bottom edge of the arch is at least twelve feet above the pier so as to not intrude into the protected pedestrian view corridor along the pier to the water.

Prior to issuance of the coastal development permit, the applicants shall submit revised plans that comply with the view corridor protections of this condition. The revised plans shall be subject to the review and approval of the Executive Director, and shall include the following revisions: a) removal of all items (other than the PINE AVENUE PIER arch) that exceed 42 inches in height from the Pine Avenue Pier view corridor; b) removal of the restaurant dining patios attached to Buildings J and K that encroach into the Terraces view corridor identified on Exhibit #9 of staff report dated 1/14/99 and located at the terminus of Pine Avenue, and c) provision of a 90-foot wide view corridor over Aquarium Way between Building F and Building G south of Shoreline Drive. The development shall conform to the revised plans approved by the Executive Director.

#### 20. Signage

All roof signs, freestanding signs, three-dimensional icons, and signs above 40 feet in elevation are prohibited, unless specifically permitted by this permit or another Commission approval. Exceptions: i) Signs attached to the wall of an approved structure that exceeds 40 feet in elevation, and ii) up to seven three-dimensional food icons within the confines of the faux roller coaster, provided that such icons do not exceed 70 feet in height above the flood plain elevation, do not advertise a particular store, product or service, and do not extend south of the north curb of

Shoreline Drive. The applicants shall submit a comprehensive sign program, subject to the review and approval of the Commission, for all proposed signs that are not attached to the wall of an approved structure, or specifically approved by this action.

21. Final Plans: Parking Structure [**Condition Satisfied**]

Prior to issuance of the coastal development permit, the applicants shall submit project plans, for the review and approval of the Executive Director, for the parking structure proposed in LCP Subarea 5 on the north side of Shoreline Drive between Cedar Avenue and Chestnut Avenue. The plans for the proposed parking structure shall include features designed to lessen the visual impact of the parking structure, including attractively designed facades, treatments that break up the unrelieved plane of the structure's surface, and special architectural and landscaping features. In addition, the applicants shall submit a drainage plan for the proposed parking structure that incorporates best management practices (BMP's) that will reduce the volume of runoff and amount of pollutants which leave the parking structure 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 surfaces and catch basins. The drainage plan may include other measures as well. The applicants shall implement the approved drainage plan on an ongoing and permanent basis. The parking structure shall be constructed and maintained in a manner consistent with the plans approved by the Executive Director.

22. Conformance with the Requirements of the Resource Agencies

The applicants shall comply with all permit requirements and mitigation measures of the State Water Resources Control Board, California Department of Fish and Game, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project which are required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

23. Drainage Plans for Parking Lot [**Condition Satisfied 9/14/2000**]

Prior to issuance of the coastal development permit, the applicants shall submit a drainage plan, for the review and approval of the Executive Director, for the proposed parking lot in Shoreline Park at the southwest corner of Shoreline Drive and Pine Avenue. The drainage plan shall incorporate best management practices (BMP's) that will reduce the volume of runoff and amount of pollutants which leave the parking lot 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 surfaces and catch basins. The drainage plan may include other measures as well. The applicants shall implement the approved drainage plan on an ongoing and permanent basis consistent with the drainage plan approved by the Executive Director.

24. Assumption of Risk

By acceptance of this permit, the applicants acknowledge and agree: (i) that the site may be subject to hazards from seismic events, liquefaction, storms, waves, floods and erosion; (ii) to assume the risks to the applicants and the property that is the subject of this permit of injury and damage from such hazards in connection with this permitted development; (iii) to unconditionally waive any claim of damage or liability against the Commission, its officers, agents, and employees for injury or damage from such hazards; and (iv) to indemnify and hold harmless the Commission, its officers, agents, and employees with respect to the Commission's approval of the project against any and all liability, claims, demands, damages, costs (including costs and fees

incurred in defense of such claims), expenses, and amounts paid in settlement arising from any injury or damage due to such hazards.

25. Consistency with State Tidelands Grant [**Condition Satisfied 11/5/99**]

Prior to issuance of the coastal development permit, the applicants 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 in its entirety 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.

26. City Acceptance of Conditions [**Condition Satisfied 11/5/99**]

Prior to the issuance of the coastal development permit, the City Council shall adopt and submit a resolution, subject to the review and approval of the Executive Director, agreeing to abide by all terms and conditions of Coastal Development Permit 5-98-156. The City and its agents shall abide by all terms and conditions of Coastal Development Permit 5-98-156.

27. Foundation Design

Prior to the commencement of development, the applicants shall submit for review and approval by the Executive Director, final foundation plans for the proposed development (Buildings A,B,C,D,E,F,G,H,J,K,L,M,N,P and the parking structure) that 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 development shall be constructed in a manner consistent with the final approved plans.

28. Pedestrian and Bicycle Access (Parking Structure) [**Condition Satisfied 2/11/2000**]

Prior to issuance of the coastal development permit, the applicants shall submit for the review and approval of the Executive Director, revised plans that provide a minimum six-foot wide sidewalk for public pedestrian access through the proposed parking structure on the west side of the Chestnut Place right-of-way. In addition, the applicants shall provide and maintain the bicycle path proposed along the north and east sides of the proposed parking structure that would connect the existing Chestnut Place bike path to the existing Regional Bicycle Route on the south side of the proposed parking structure (north side of Shoreline Drive). The applicants shall not interfere with public use of the existing Regional Bicycle Route that runs along the north side of Shoreline Drive, the Chestnut Place sidewalk required by this condition, or the proposed bicycle path connecting the Chestnut Place bike path to the Regional Bicycle Route. The development shall be maintained consistent with the plans approved by the Executive Director.

29. Landscaping and Treatment of Roof (Parking Structure) [**Condition Satisfied 7/6/2000**]

Prior to issuance of the coastal development permit, the applicants shall submit for the review and approval of the Executive Director, a rooftop treatment plan for the proposed parking structure that provides landscaping and surface treatment to soften the visual impact of the parking structure's roof on nearby high-rise buildings. The roof surface shall be treated with material that reflects less light than standard gray concrete. Landscaping shall be provided on the roof to the extent that a minimum of twenty percent (20%) of the total roof area will be covered or shaded within three years of the issuance of the certificate of occupancy for the proposed parking structure. The approved rooftop landscaping shall be installed prior to the issuance of the certificate of occupancy for the proposed parking structure. The development shall be maintained consistent with the plans approved by the Executive Director.



30. Erosion and Siltation Control (Parking Structure) [**Condition Satisfied 3/13/2000**]

Prior to the issuance of the coastal development permit, the applicants shall submit, for the review and approval of the Executive Director, an erosion control and siltation prevention plan that incorporates structural and non-structural Best Management Practices (BMPs) to control erosion from the construction site and prevent silt from the construction site from entering the storm drain during construction of the proposed parking structure. The approved erosion control and siltation plan shall conform to the standards of the California Regional Water Quality Control Board and the U.S. Army Corps of Engineers, and shall be implemented during construction.

31. Drainage Plan (Parking Structure) [**Condition Satisfied 2/26/2000**]

Prior to issuance of the coastal development permit, the applicants shall submit, for the review and approval of the Executive Director, a drainage plan for the proposed parking structure that incorporates structural and non-structural Best Management Practices (BMPs) to: a) reduce the volume of runoff leaving the parking structure site, b) control the velocity at which the runoff enters the storm water drain, and c) reduce the amount of pollutants contained in the runoff leaving the parking structure site prior to entering the storm drain system. The drainage plan shall incorporate, but not be limited to, the following suggested BMPs: landscaped buffers, catch basins to collect litter, trash racks or bars to filter runoff, grease and oil separators or filters which will aid in the removal of dissolved contaminants, provisions for regular scheduled cleaning of paved parking lot surfaces and catch basins, and maintenance of structural and non-structural BMPs as necessary. The drainage plan may include other measures as well. The permittee shall implement the approved drainage plan on an ongoing and permanent basis in a manner consistent with the drainage plan approved by the Executive Director. In addition, any lease or operating agreement that involves the proposed parking structure shall explicitly incorporate the provisions of the drainage plan approved by the Executive Director.

32. Parking Lot Landscaping Plan (Employee Lot/LCP Subarea 3)

The applicants shall maintain and protect the mature trees as indicated on the proposed project plans, and provide and maintain the landscaping as indicated on the proposed project plans. The proposed project plans are attached as page two of Exhibit #4 of the staff report dated November 18, 1999.

33. Erosion and Siltation Control (Employee Lot/LCP Subarea 3) [**Condition Satisfied 3/13/2000**]

Prior to the issuance of the coastal development permit amendment (5-98-156-A2), the applicants shall submit, for the review and approval of the Executive Director, an erosion control and siltation prevention plan that incorporates structural and non-structural Best Management Practices (BMPs) to control erosion from the parking lot construction site and prevent silt from the construction site from entering the storm drain during construction of the proposed parking lot. The approved erosion control and siltation plan shall conform to the standards of the California Regional Water Quality Control Board and the U.S. Army Corps of Engineers, and shall be implemented during construction.

34. Parking Lot Drainage Plan (Employee Lot/LCP Subarea 3)

Prior to issuance of the coastal development permit amendment (5-98-156-A2), the applicants shall submit, for the review and approval of the Executive Director, a drainage plan for the proposed parking lot that incorporates structural and non-structural Best Management Practices (BMPs) to: a) reduce the volume of runoff leaving the parking lot site, b) control the velocity at which the runoff enters the storm water drain, and c) reduce the amount of pollutants contained in the runoff leaving the parking lot site prior to entering the storm drain system. The drainage plan shall meet the standard of containing on the parking lot site 0.75 inches of precipitation within a

24-hour period. The drainage plan shall incorporate, but not be limited to, the following suggested BMPs: landscaped buffers, catch basins to collect litter, trash racks or bars to filter runoff, grease and oil separators or filters which will aid in the removal of dissolved contaminants, provisions for regular scheduled cleaning of paved parking lot surfaces and catch basins at least once a year between September 15 and October 15, and maintenance of structural and non-structural BMPs as necessary. The drainage plan may include other measures as well. The permittees shall implement the approved drainage plan on an ongoing and permanent basis in a manner consistent with the drainage plan approved by the Executive Director. In addition, any lease or operating agreement that involves the proposed parking lot shall explicitly incorporate the provisions of the drainage plan approved by the Executive Director.

35. Consistency with State Tidelands Grant (Employee Lot Subarea 3) [**Condition Satisfied 5/5/00**]

Prior to issuance of the coastal development permit amendment (5-98-156-A2), the applicants 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 employee parking lot 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.

36. Revised Tentative Parcel Map [**Condition Satisfied 8/12/2000**]

Prior to issuance of the coastal development permit amendment (5-98-156-A3), the applicants shall submit, for the review and approval of the Executive Director, a revised tentative parcel map that complies with all of the following conditions:

- a) All parcels shall be in the same general location as the parcels shown in Exhibits #5&6 of the staff report dated January 27, 2000;
- b) The total area of the proposed commercial parcels located south of Shoreline Drive (excluding the remainder public park area and one parcel comprised of a public parking lot) shall not exceed a maximum of four acres;
- c) No portion of any proposed commercial parcel located south of Shoreline Drive shall encroach into the view corridors identified on Exhibit #7 of the staff report dated January 27, 2000;
- d) No portion of any proposed commercial parcel shall encroach into the public accessways protected by special condition six of Coastal Development Permit 5-98-156;
- e) All parcels shall conform to all terms and conditions of Coastal Development Permit 5-98-156 as amended; and,
- f) The portion of the project site that is located south of Shoreline Drive, except for the four acres that comprise the proposed commercial parcels, shall remain designated as public park area.

The applicants shall record the final parcel map in accordance with the revised parcel map approved by the Executive Director pursuant to this condition. All development shall take place consistent with the revised parcel map approved by the Executive Director. All terms and conditions of Coastal Development Permit 5-98-156, as amended, shall be attached to the final recorded parcel map.

37. Permitted Uses

The development and use of each parcel created by the proposed parcel map is limited to the development and uses expressly permitted by the terms and conditions of Coastal Development Permit 5-98-156 as amended. All terms and conditions of Coastal Development Permit 5-98-156, as amended, shall be attached to the final recorded parcel map.

38. Consistency with State Tidelands Grant [Condition Satisfied 5/5/2000]

Prior to issuance of the coastal development permit amendment (5-98-156-A3), the applicants 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 subdivision of State Tidelands 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. The applicants shall also demonstrate that the State Lands Commission has given permission for the proposed subdivision of State Tidelands and agrees that the proposed subdivision of State Tidelands 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.

39. Pedestrian Connection Between LCP Subarea 3 and LCP Subareas 5 & 6

The public sidewalk and stairway proposed along the south side of Shoreline Drive connecting the existing public pedestrian access systems in LCP Subarea 3 to LCP Subareas 5 and 6 shall be constructed concurrent with the commercial development approved in LCP Subarea 5. The proposed public sidewalk and stairway linking the existing public pedestrian access systems in LCP Subareas 3, 5 and 6 shall be opened to the general public prior to the date of issuance of the first certificate of occupancy within the development permitted by Coastal Development Permit 5-98-156. Public access along the proposed and existing pedestrian accessways in LCP Subareas 3, 5 and 6 shall remain open and unobstructed for use by the general public. No gate or other obstruction is permitted on any proposed or existing pedestrian accessway in LCP Subareas 3, 5 or 6.

40. Protection of Water Quality – Project Design & Post Construction [5-98-156-A6]

**PRIOR TO ISSUANCE OF THE PERMIT AMENDMENT**, the applicants shall submit for the review and approval of the Executive Director, a Water Quality Management Plan (WQMP) for the post-construction portion of the site subject to Permit Amendment 5-98-156-A6, prepared by a licensed water quality professional. The WQMP shall incorporate structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of storm water and nuisance flow leaving the developed site. The WQMP shall be in substantial conformance with the following requirements:

A. Water Quality Goals.

- (i) Appropriate structural and non-structural BMPs shall be designed to treat, infiltrate, or filter the runoff from all surfaces and activities on the development site.
- (ii) Post-construction structural BMPs (or suites of BMPs) should be designed to treat, infiltrate or filter the amount of storm water runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs.
- (iii) Runoff from all roofs, parking areas, maintenance areas, and driveways shall be collected and directed through a system of appropriate structural BMPs. The filter elements shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through filtration and/or biological uptake. The drainage system shall also be designed to convey and discharge runoff in excess of this standard from the building site in a non-erosive manner.

## B. Restaurants

- (i) Each restaurant shall have a wash down area for restaurant equipment and accessories which shall be designed as follows: a) Designate equipment-cleaning areas indoors, and install berms to direct all runoff to the sewer system; or, if equipment cleaning areas are to be located outdoors, all wash-down areas shall be routed to the sanitary sewer system and shall not contribute to polluted runoff or nuisance flows; b) Prohibit the cleaning of equipment in any area where water may flow to a street, gutter, creek, or storm drains; and, c) Minimize to the maximum extent practicable the amount of wash water used.
- (ii) The above restriction on restaurants shall be incorporated into a lease agreement with the concessionaire or operator of such facilities so that such requirements are binding upon them.

## C. Education and Training

- (i) Provide annual training of employees on chemical management and proper methods of handling and disposal of waste. Make sure all employees understand the on-site BMPs and their maintenance requirements.
- (ii) Provide informational signs around the establishment for customers and employees about water quality and the BMPs used on-site.
- (iii) Label/stencil outdoor drains to indicate whether they flow to an on-site treatment device, a storm drain, or the sanitary sewer as appropriate.

## D. Landscaping. Minimize to the maximum extent practicable the use of pesticides and fertilizers.

## E. Monitoring and Maintenance

- (i) All BMPs shall be operated, monitored, and maintained for the life of the project and at a minimum, all structural BMPs shall be inspected, cleaned-out, and where necessary, repaired, at the following minimum frequencies: 1) prior to October 15th each year; 2) during each month between October 15<sup>th</sup> and April 15<sup>th</sup> of each year and, 3) at least twice during the dry season (between April 16 and October 14 of every year).
- (ii) Debris and other water pollutants removed from structural BMP(s) during clean-out shall be contained and disposed of in a proper manner.
- (iii) It is the applicants' responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specification and to ensure maximum pollutant removal efficiencies.

The permittees shall undertake and maintain the approved development in accordance with the Water Quality Management Plan approved by the Executive Director pursuant to this condition. Any proposed changes to the approved Water Quality Management Plan shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations. No changes to the approved plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

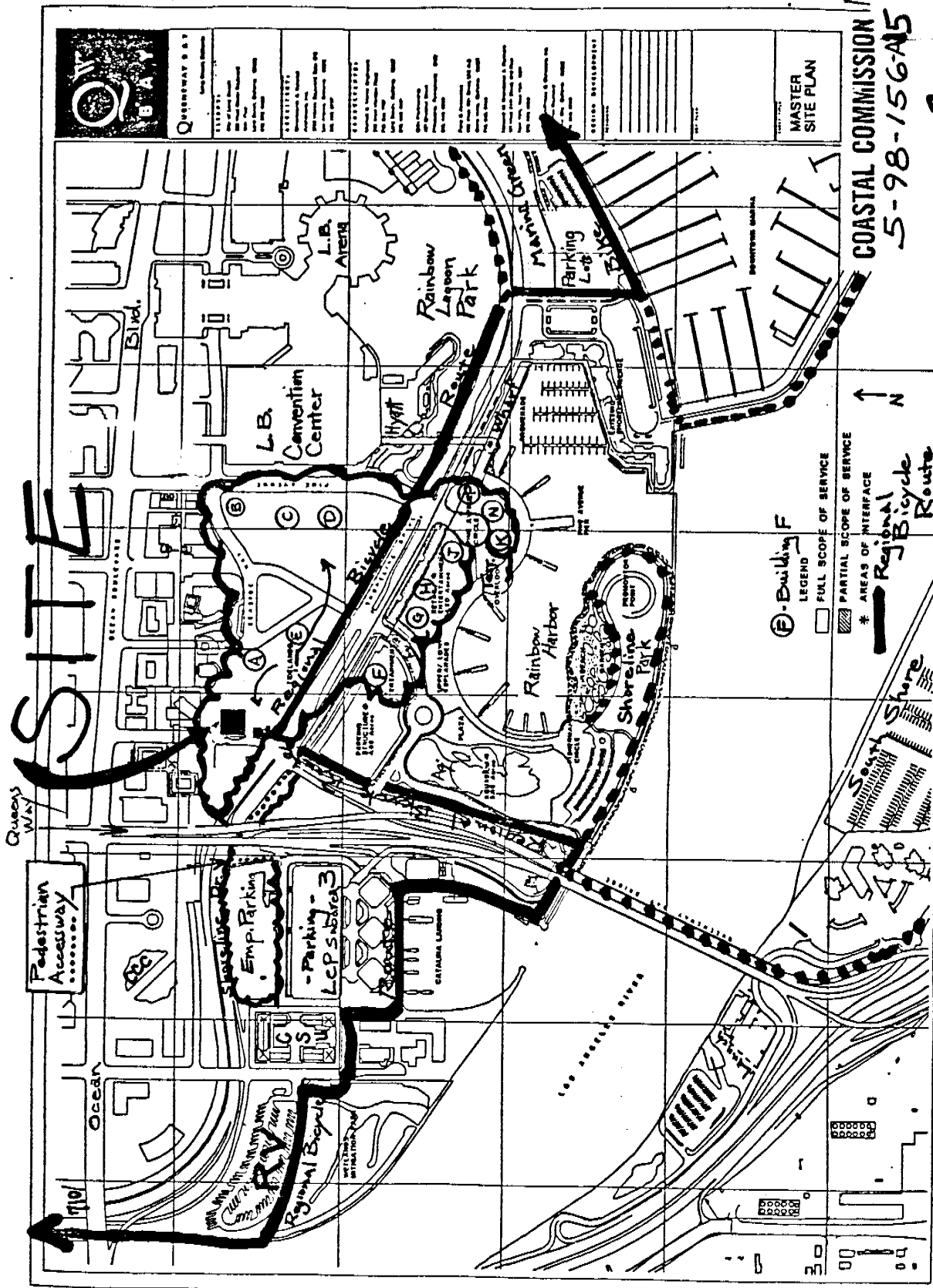
# City of Long Beach



Site

COASTAL COMMISSION  
5-98-156-A15

EXHIBIT # 1  
PAGE 1 OF 1



**STIFF**

Pedestrian Accessway

Emp. Parking  
- Parking -  
LCP Subarea 3

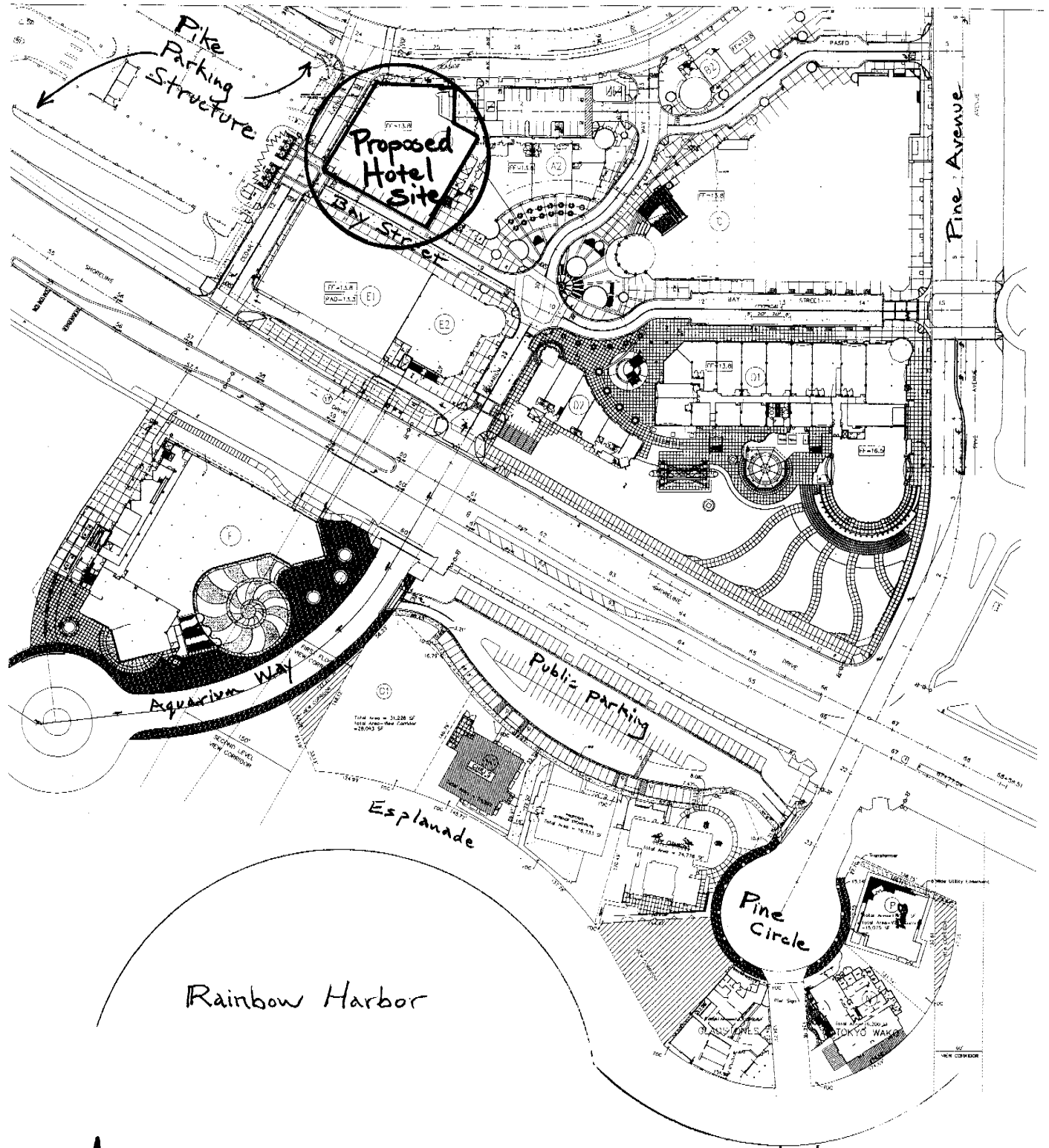
Regional Bicycle Route

<b>QUEENSWAY SUB</b>	<b>LEGEND</b>	<b>GENERAL DEVELOPMENT</b>	<b>MASTER SITE PLAN</b>
<ul style="list-style-type: none"> <li>Existing Building Footprint</li> <li>Proposed Building Footprint</li> <li>Proposed Parking</li> <li>Proposed Pedestrian Accessway</li> <li>Proposed Bicycle Route</li> <li>Proposed Stormwater Management</li> <li>Proposed Landscaping</li> <li>Proposed Utilities</li> <li>Proposed Streets</li> <li>Proposed Public Art</li> <li>Proposed Security</li> <li>Proposed Other</li> </ul>	<ul style="list-style-type: none"> <li>Building F</li> <li>Full Scope of Service</li> <li>Partial Scope of Service</li> <li>Areas of Interface</li> <li>Regional Bicycle Route</li> </ul>	<ul style="list-style-type: none"> <li>General Development</li> <li>Proposed Building Footprint</li> <li>Proposed Parking</li> <li>Proposed Pedestrian Accessway</li> <li>Proposed Bicycle Route</li> <li>Proposed Stormwater Management</li> <li>Proposed Landscaping</li> <li>Proposed Utilities</li> <li>Proposed Streets</li> <li>Proposed Public Art</li> <li>Proposed Security</li> <li>Proposed Other</li> </ul>	<ul style="list-style-type: none"> <li>Master Site Plan</li> <li>Proposed Building Footprint</li> <li>Proposed Parking</li> <li>Proposed Pedestrian Accessway</li> <li>Proposed Bicycle Route</li> <li>Proposed Stormwater Management</li> <li>Proposed Landscaping</li> <li>Proposed Utilities</li> <li>Proposed Streets</li> <li>Proposed Public Art</li> <li>Proposed Security</li> <li>Proposed Other</li> </ul>

COASTAL COMMISSION  
5-98-156A15

EXHIBIT # 2  
PAGE 1 OF 1

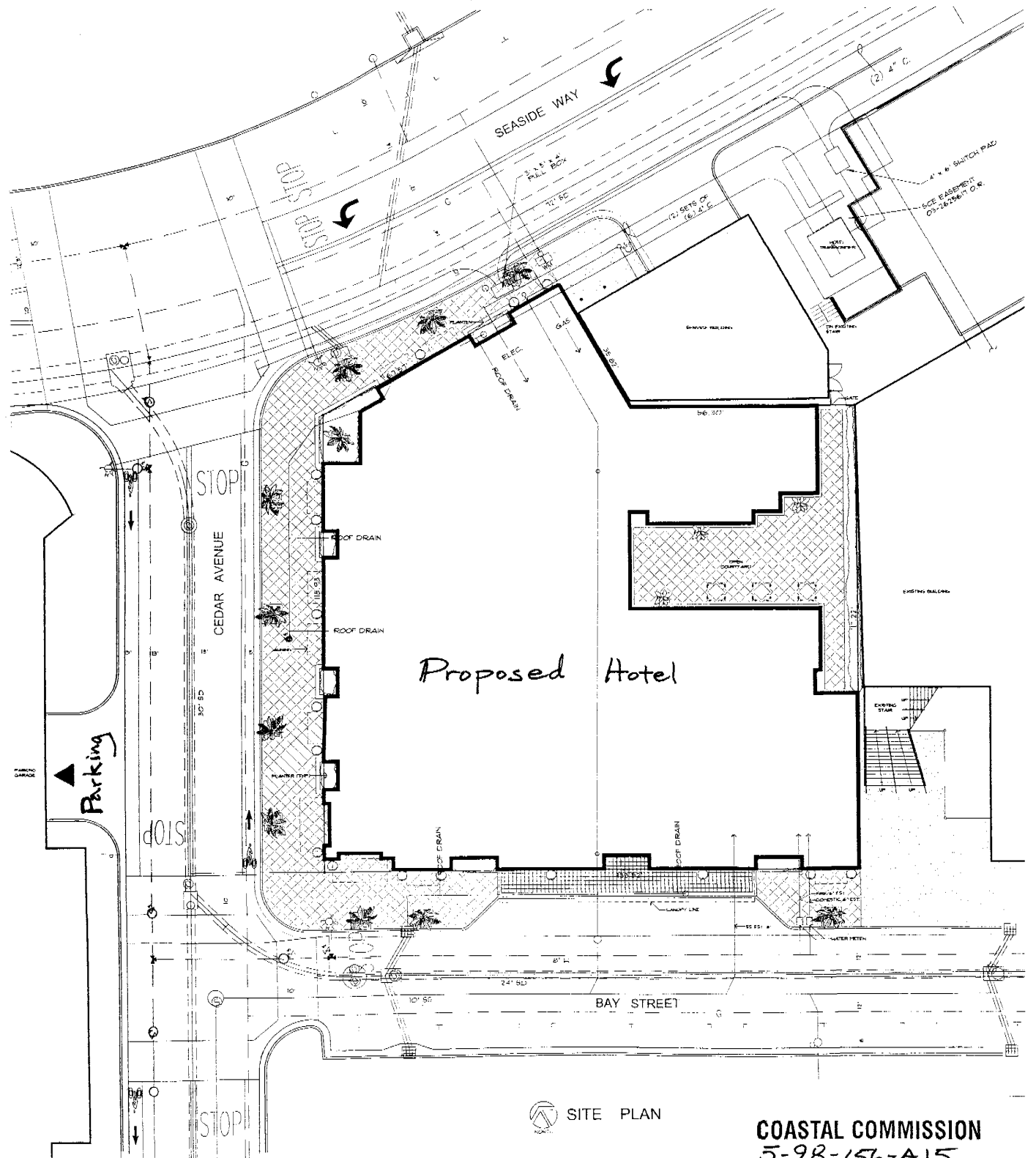
Downtown Shoreline Area



North ↑

"The Pike"

COASTAL COMMISSION  
 5-98-156-A15  
 EXHIBIT # 3  
 PAGE 1 OF 1



 SITE PLAN

**COASTAL COMMISSION**  
**5-98-156-A15**

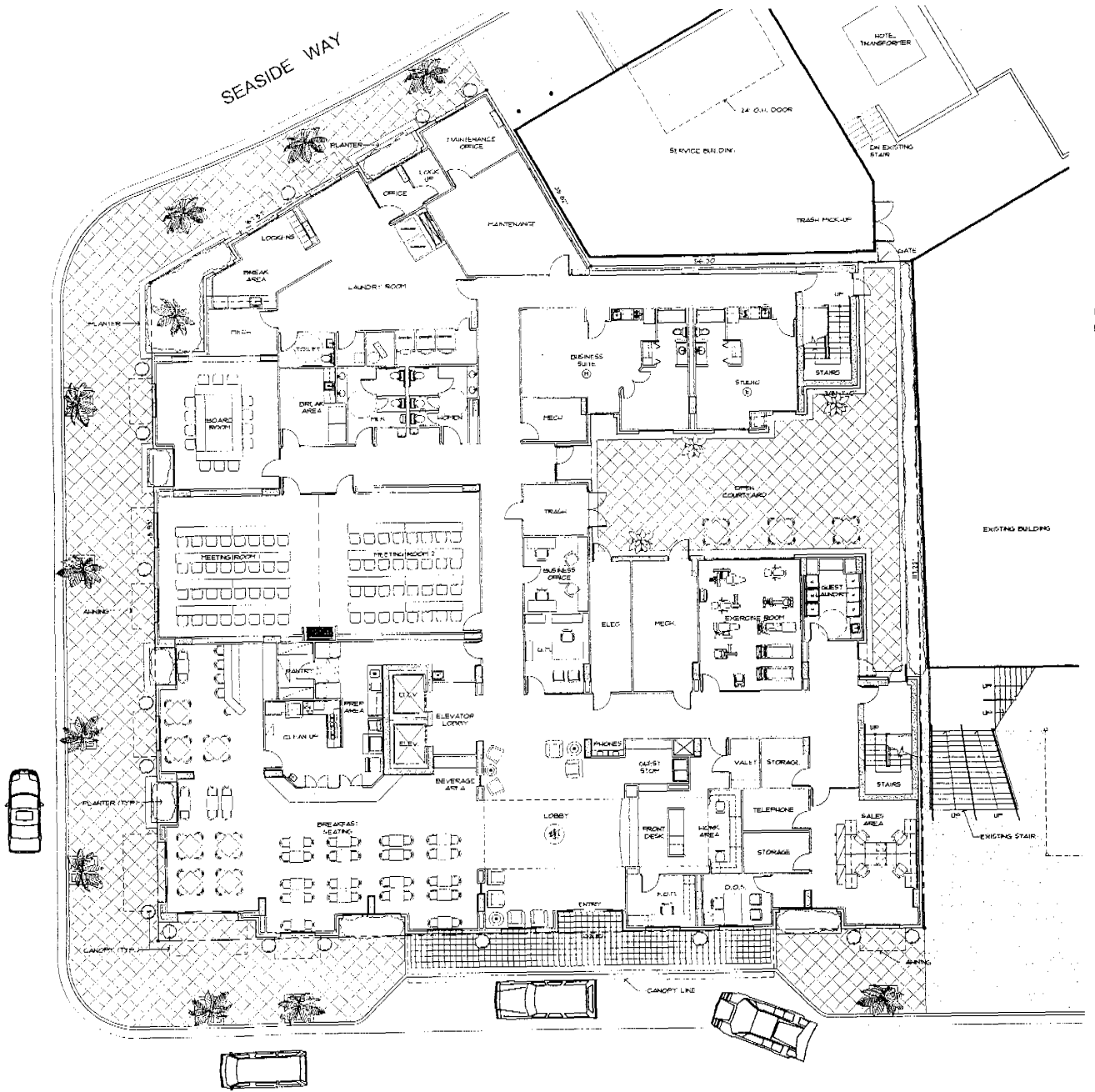
EXHIBIT # 4  
 PAGE 1 OF 1



CEDAR AVENUE

SEASIDE WAY

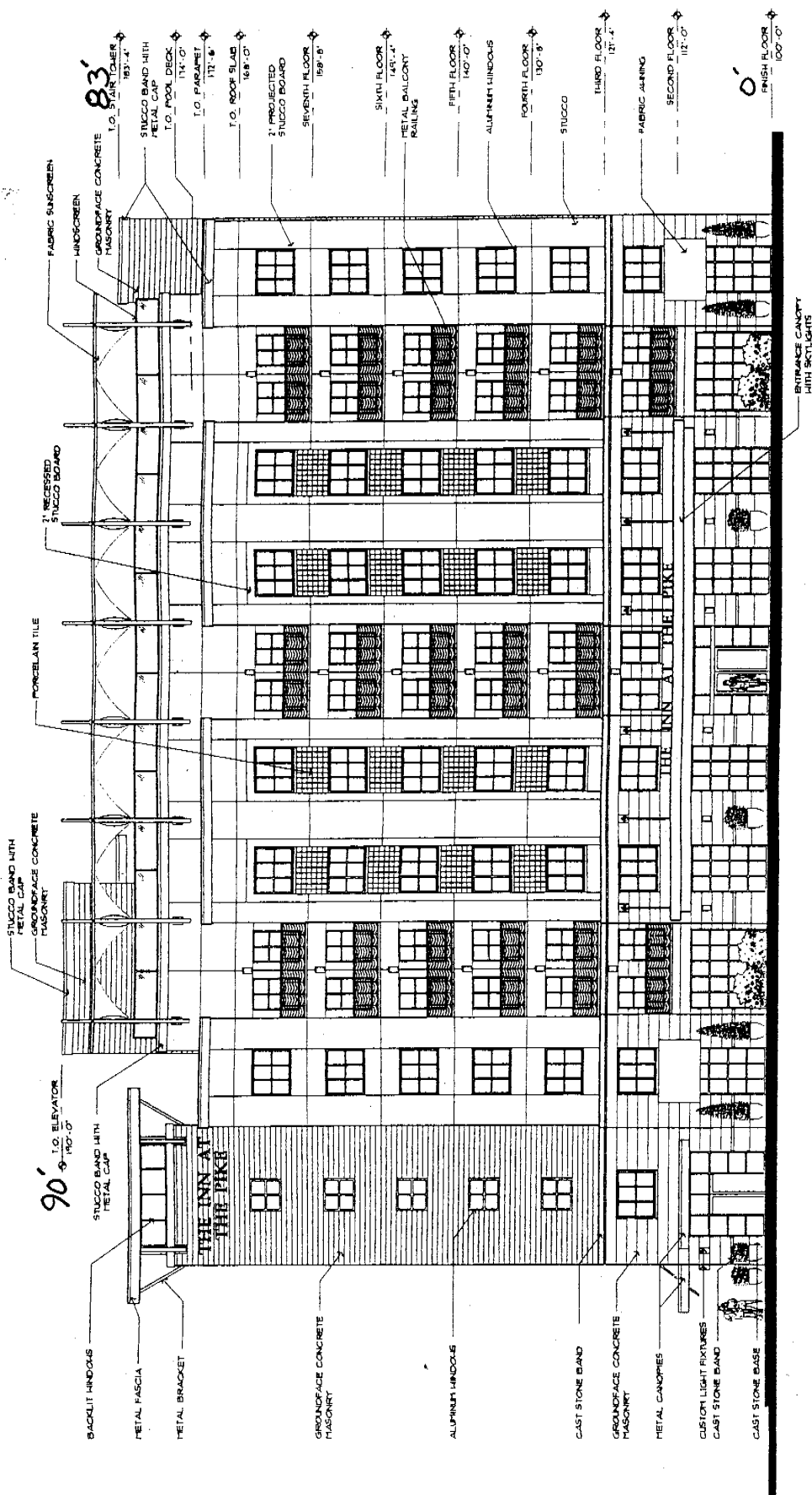
BAY STREET



 **FIRST FLOOR PLAN**

**COASTAL COMMISSION**  
 5-98-156-A15

EXHIBIT # 5  
 PAGE 1 OF 1



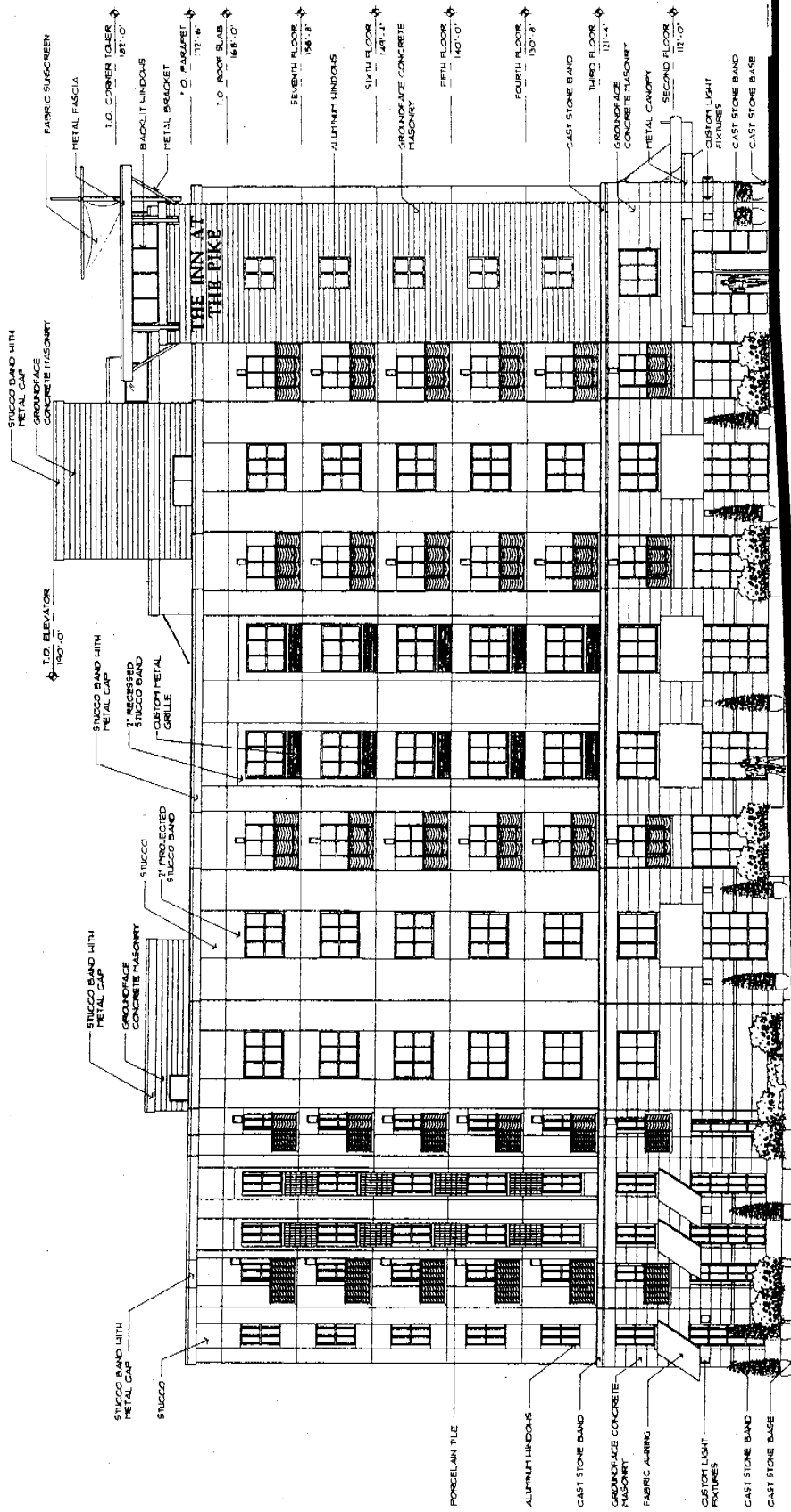
BAY STREET ELEVATION



COASTAL COMMISSION  
5-98-156-A15

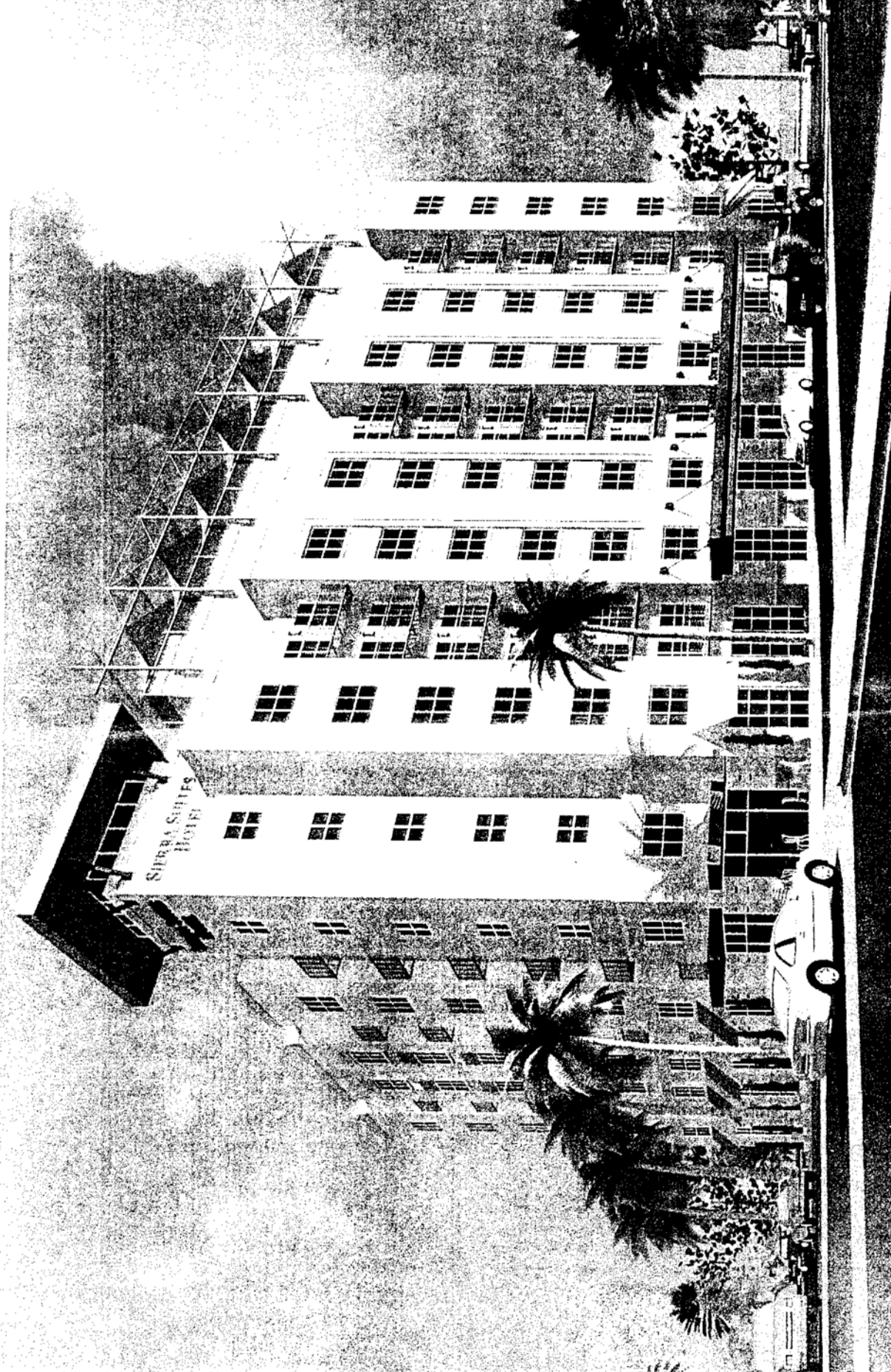
EXHIBIT # 6

PAGE 1 OF 1



CEDAR AVENUE ELEVATION





5-98-156-A15

EXHIBIT # 8

PAGE 1 OF 1