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STATE OF CALIFORNIA—THE RESOURCES AGENCY

PETE WILSON, Governor

CALIFORNIA COASTAL COMMISSION

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Filed: 9/12/96
49th Day: 10/31/96
180th Day: 3/11/97
Staff: CP-LB *CP*
Staff Report: 9/19/96
Hearing Date: October 10, 1996
Commission Action:



STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-96-170

APPLICANT: California State University

AGENT: David Rosso, Senior Analyst

PROJECT LOCATION: 400 Golden Shore Avenue, Downtown Shoreline Area, City of Long Beach, Los Angeles County.

PROJECT DESCRIPTION: Demolish the existing three-story, 94,000 square foot Chancellor's Headquarters and office building, and construct a six-story, 99.5 foot high, 150,000 square foot Chancellor's Headquarters and office building with an attached 15,000 square foot conference center. The proposed project includes a half-acre (approx.) landscaped public open space area on the water's edge, two parking lots with 435 parking spaces to serve the facility, and a 243 space parking lot for interim parking during construction.

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval of the Coastal Development Permit with conditions regarding public access, public parking, the regional bicycle route, provision of adequate parking, protection of marine resources and water quality, foundation designs, and assumption of risk.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. City of Long Beach Local Coastal Program Amendment No. 6-96.
3. Mitigated Negative Declaration ND-32-96 & addendum, 8/1/96.
4. Geotechnical Investigation Report for California State University Office of the Chancellor Replacement Building by Woodward-Clyde Consultants, August 5, 1996.
5. Parking Demand Analysis, CSU Chancellor's Office Relocation Project by Linscott, Law & Greenspan, Engineers, September 12, 1996.
6. Coastal Development Permit 5-96-124 (City of Long Beach).

STAFF NOTES:

This staff report is written under the assumption that the Commission will have certified City of Long Beach LCP Amendment No. 6-96 allowing the construction of a 100 foot tall California State University Chancellor's office building (instead of a 35 foot high maximum building).

A Coastal Development Permit is required from the Commission for the proposed development because the site is located on state tidelands within the Commission's area of original jurisdiction. Pursuant to Section 30519 of the Coastal Act, any development located within the Commission's area of original jurisdiction requires a Coastal Development Permit from the Commission. The Commission's standard of review for the Coastal Development Permit for the proposed development is the Chapter 3 policies of the Coastal Act. The City of Long Beach certified LCP is advisory in nature and may provide guidance.

STAFF RECOMMENDATION

The staff recommends that the Commission adopt the following resolutions:

I. Approval with Conditions

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

II. Standard Conditions

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

III. Special Conditions

1. Public Access

The California State University (CSU) shall provide and maintain unobstructed public access through the CSU site and along the water's edge. Pursuant to this requirement, the University shall not interrupt or discourage public access along the public walkways and rock revetments. In addition, Chancellor's Park and all of the landscaped open space located between the south CSU parking lot and the water shall be available for public use.

2. Golden Shore Public Parking

The California State University (CSU) shall not interfere with the public's use of the metered parking spaces located in the public parking

lot located on the west side of Golden Shore Avenue and south the entrance of the recreational vehicle park.

3. Public Parking in the CSU Lots

The California State University (CSU) shall keep open the CSU parking lots during non-business hours in order to allow parking by the general public. The University may, however, prohibit overnight parking by limiting public use of the CSU parking lots between the hours of 10 p.m. and 5 a.m.

4. Regional Bicycle Route

Both during and subsequent to construction of the proposed project, the California State University (CSU) shall not obstruct or inhibit the public's use of the regional bicycle route as it passes through the CSU site. In addition, the proposed improvement of the portion of the regional bicycle route that passes through the CSU site shall be constructed, signed and opened along the south side of Golden Shore (Avenue) as shown on the project plans.

5. Conference Center Parking

For all special events and large meetings scheduled in the Chancellor's Headquarters conference center, the California State University (CSU) shall secure, and provide for CSU visitors' use, a minimum of 87 parking spaces in the adjacent City parking lot or Catalina Landing parking structure, both of which are located on the east side of the CSU site.

6. Construction of South CSU Parking Lot

The California State University (CSU) shall demolish the old CSU Chancellor's Headquarters, offices and conference center located on the south CSU site, and commence construction of the proposed 236 space south CSU parking lot immediately following the occupation of the new Chancellor's Headquarters and office building.

7. Siltation Control

Prior to the issuance of the Coastal Development Permit, the California State University (CSU) shall submit, for the review and approval of the Executive Director, an erosion control and siltation prevention plan which controls erosion from the project site, and prevents silt from the project site from entering coastal waters during the construction and demolition phases of the proposed project. The plan shall conform to the standards of the California Regional Water Quality Control Board and the U.S. Army Corps of Engineers. The approved plan shall be implemented from the commencement of construction until the entire project is completed.

8. Drainage Plan

Prior to the issuance of the Coastal Development Permit, the California

State University (CSU) shall submit, for the review and approval of the Executive Director, a drainage plan which incorporates best management practices that will reduce the volume of runoff and amount of pollutants which leave the CSU site and enter the storm drain system. The drainage plan shall incorporate the following: use of turf block or grass crete to increase pervious area, landscaped strips for absorbing runoff on the site, catch basins to collect trash, trash racks or bars to filter runoff, grease and oil separators, provisions for periodic cleaning of the paved parking lot surfaces and catch basins. The University shall implement the approved drainage plan on an ongoing and permanent basis.

9. Lighting

Prior to the issuance of the Coastal Development Permit, the California State University (CSU) shall submit, for the review and approval of the Executive Director, a lighting plan for the proposed project. The lighting plan shall provide an estimate of ambient light which reaches the wetlands mitigation project site located west of the CSU site, and an assessment of any increase in light reaching the wetlands mitigation project site caused by the development approved in this permit. If the projected ambient light levels on the wetlands mitigation project site will increase as a result of project lighting, the University shall revise its lighting plans so that the project lighting does not result in any measurable increase in ambient light reaching the wetlands mitigation project site located west of the CSU site. The University shall implement the approved lighting plan on an ongoing and permanent basis.

10. Foundation Design

Prior to the issuance of the Coastal Development Permit, the California State University (CSU) shall submit for review and approval by the Executive Director, final plans for the proposed project which have been reviewed and approved for structural soundness and safety by a qualified engineer. The submitted plans must be in substantial conformance with the plans approved by the Commission and must contain the foundation design recommendations contained in the Geotechnical Investigation Report for California State University Office of the Chancellor Replacement Building by Woodward-Clyde Consultants, August 5, 1996. Any changes in the design of the proposed project as approved by the Commission which may be required by the engineer 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. The proposed project shall be constructed in a manner consistent with the final approved plans.

11. Assumption of Risk

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

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The California State University (CSU) proposes to construct a new six-story office building in the Downtown Shoreline area of Long Beach (Exhibit #1). The proposed structure will contain the University Chancellor's Headquarters, University administration offices, and a conference center for the University Trustees and the Academic Senate. The proposed six-story Chancellor's Headquarters and office building is 99.5 feet high and contains 150,000 square feet of total floor area (Exhibit #5). The 29.5 foot high, 15,000 square foot conference center is attached to the south side of the proposed office building. The proposed structure will be constructed on the site of the existing CSU parking lot located on the north side of Golden Shore (Avenue), across the street from the existing University Chancellor's Headquarters (Exhibits #2-4).

The existing three-story, 94,000 square foot Chancellor's Headquarters and conference center buildings, constructed in 1973, will be demolished and replaced by the proposed project because they do not meet current seismic performance and safety standards (Exhibit #3). The occupants (about 321 employees) of the old Chancellor's Headquarters building will move into the proposed structure, as will about 179 employees from a satellite CSU office which will be relocated from the City of Los Alamitos.

The proposed project involves approximately 27,000 cubic yards of grading (19,000 cubic yards of cut & 8,000 cubic yards of fill). Approximately 11,000 cubic yards of excess material will be exported from the site and deposited at a site outside of the coastal zone.

The proposed project includes the construction of a interim parking lot on vacant land located immediately north of the existing Catalina Landing parking structure (Exhibit #4). The proposed 243 space interim parking lot will provide CSU employee and visitor parking while the construction of the proposed project occupies the existing CSU parking lot. Upon completion of the proposed project, the interim parking lot will be operated by the City of Long Beach as a public parking lot. When the proposed structure is occupied, CSU employees and visitors will utilize the proposed 199 space north CSU parking lot and the proposed 236 space south CSU parking lot (Exhibit #4).

The proposed north CSU parking lot will be constructed on the north side of the proposed office building (Exhibit #4). The proposed south CSU parking lot will be constructed south of Golden Shore (Avenue) on the site of the existing Chancellor's Headquarters building after it is demolished (Exhibit #4, p.2).

The landscaped courtyard of the existing Chancellor's Headquarters building will be preserved as a 28,000 square foot park: "Chancellor's Park". Chancellor's Park will contain plaques and sculptures to represent each of the 23 CSU campuses located throughout the state (Exhibit #4, p.2). The proposed

project also preserves for public use a half-acre (approx.) of landscaped open space on the water's edge (Exhibit #4, p.2). Existing public walkways will continue to provide public access along the water edge. A new public walkway is proposed to extend from Golden Shore (Avenue) through Chancellor's Park to the landscaped public open space and the water's edge. No work is proposed in the water.

The proposed project will be completed in three phases as follows:

- Phase 1: Construct and landscape 243 space interim parking lot on the vacant land situated between Shoreline Drive and the existing Catalina Landing parking structure.
- Phase 2: Construct new six-story Chancellor's Headquarters building, conference center, and 199 space north CSU parking lot on the site of the existing CSU parking lot.
- Phase 3: Demolish old Chancellor's Headquarters building and conference center, and construct the 236 space south CSU parking lot while maintaining the half-acre of existing landscaped public open space and Chancellor's Park (Exhibit #4, p.2).

The CSU site is comprised of two parcels which are located on state tidelands and administered by the California State University Trustees (Exhibit #2). The CSU parcels are surrounded by state tidelands administered by the City of Long Beach under the Long Beach Tidelands Trust Agreement. Because the site is located on state tidelands, it is within the Commission's area of original jurisdiction pursuant to Section 30519 of the Coastal Act. Any development located within the Commission's area of original jurisdiction requires a Coastal Development Permit from the Commission. No Local Coastal Development Permit is required from the City. The Commission's standard of review for the proposed project 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 proposed project is located south of Shoreline Drive in the Downtown Shoreline area of Long Beach known as the Golden Shore area (Exhibit #2). The Los Angeles River defines the western and southern borders of the Golden Shore and Downtown Shoreline areas of Long Beach (Exhibit #1, p.3). Golden Shore (Avenue), which provides vehicular access to the Golden Shore area, passes along the west side of the site then bisects the site as it turns eastward (Exhibit #2).

The site is surrounded by a variety of recreational and commercial land uses (Exhibit 4). The southern portion of the CSU site is surrounded by water on three sides by a boat launch, the river and a harbor. A recreational vehicle park and several parking areas occupy most of the area surrounding the northern portion of the CSU site (Exhibit #2).

West of the project site, there is an existing recreational vehicle park, a public parking area, and the Golden Shore public boat launch (Exhibit #4). The public parking area is a fifteen space metered parking lot located just south of the entrance to the recreational vehicle park (Exhibit #3).

The Golden Shore public boat launch and its 163 space parking lot are currently closed and will soon be converted into a 6.4 acre habitat mitigation area as part of the Queensway Bay Harbor project (see Coastal Development Permit 5-96-124) (Exhibit #8). In order to create the proposed habitat mitigation area the City will to demolish the existing public boat launch and its parking area, excavate approximately 109,000 cubic yards of sand from the site, regrade the site to intertidal elevations between 0 and +5 MLLW, and plant the site with wetland vegetation. The project is necessary to mitigate the loss of intertidal habitat in Shoreline Lagoon when it is dredged to create the approved Queensway Bay Harbor.

The regional bicycle route passes through the CSU site. The regional bicycle route runs down the east bank of the Los Angeles River, passes between the recreational vehicle park and the site of the proposed habitat mitigation area, and continues through the CSU site following the alignment of Golden Shore (Avenue) (Exhibit #10). A pedestrian path parallels the bicycle path. The regional bicycle route continues in an easterly direction through the Downtown Shoreline area and eventually connects to the beach bicycle path. The existing bicycle path will be improved where it passes through the CSU site, but the route will not be altered by the proposed project.

Catalina Landing and the Golden Shore office towers and parking structure are located east of the CSU site (Exhibit #2). Catalina Landing is the harbor from which Catalina Cruises provides transportation to and from Santa Catalina Island. The Golden Shore office towers contain the California Department of Fish and Game offices, a restaurant, the Catalina Cruises terminal and offices, and other offices. The City of Long Beach Department of Parks and Recreation maintenance yard and storage buildings are located on the eastern edge of the proposed interim parking lot (Exhibit #2).

The West Beach Redevelopment Project buildings are located north of the CSU site and north of Shoreline Drive (Exhibits #11&12). The West Beach Redevelopment Project buildings are high-rises, located on the south side of Ocean Boulevard, which will have some of their views impacted by the proposed project (Exhibit #12).

B. Downtown Shoreline Area History

As previously stated, the proposed CSU project is located in the Downtown Shoreline area of Long Beach known as the Golden Shore area (Exhibit #2). The Downtown Shoreline area of Long Beach, including the Golden Shore area, is comprised of fill which has been deposited seaward of the former shoreline since the 1920's (Exhibit #9).

The Downtown Shoreline area of Long Beach currently contains the Downtown Long Beach Marina, Marina Green Park, the Long Beach Convention and Entertainment Center, Hyatt Regency Hotel, Rainbow Lagoon Park, Shoreline Village shopping center, Shoreline Park and Lagoon, the Long Beach Aquarium of the Pacific, Catalina Landing, and the Golden Shore public boat launch (Exhibit #2). Until its demolition in 1979, the famous Pike amusement park was situated on the now land-locked beach in the Downtown Shoreline area.

The Downtown Shoreline area of Long Beach is comprised primarily of state-owned public tidelands which are administered by the City of Long Beach under a Tidelands Trust Agreement with the State of California. The Chapter 138 line, the boundary between the privately owned upland properties and the public tideland areas in the Downtown Shoreline area, is the former mean high tide line. The public tideland areas subject to the Long Beach Tidelands Trust Agreement are the filled areas which lie seaward of the Chapter 138 line. The Chapter 138 line runs roughly corresponds to the alignment of Seaside Way (Exhibit #1, p.3).

Like the rest of the development in the Downtown Shoreline area, the proposed project is located on state-owned public tidelands. Because the site is located on public tidelands they are within the Commission's area of original jurisdiction pursuant to Section 30519 of the Coastal Act. Any development located within the Commission's area of original jurisdiction requires a Coastal Development Permit from the Commission. No Local Coastal Development Permit is required from the City. The Commission's standard of review for the proposed project is the Chapter 3 policies of the Coastal Act. The certified LCP is advisory in nature and may provide guidance.

The actual site on the public tidelands where the University proposes to construct the CSU Chancellor's Headquarters and office project is comprised of fill which the City began depositing in the shoreline area in the 1920's. The entire area of Long Beach's downtown shoreline south of the coastal bluff was once part of the natural ocean and fronting beach (Exhibit #9).

In the early 1920's, the original Long Beach Municipal Auditorium was constructed on the beach and on twenty acres of landfill located south of today's intersection of Ocean and Long Beach Boulevards. After the construction of the auditorium, there were problems created by storms and coastal erosion in the area. In order to protect the auditorium from these problems, a horseshoe (rainbow) shaped breakwater was constructed around it. Because of its shape it was named "Rainbow Pier", even though it was actually a breakwater with a road constructed on top of it.

In the late 1940's, the City of Long Beach began filling in the water area enclosed by the Rainbow Pier breakwater creating additional public trust lands upon which a larger, more modern auditorium was constructed.

Filling of the shoreline area continued in the late 1950's and early 1960's with the Tidelands Filling Project. The Tidelands Filling Project created the existing landfill upon which Shoreline Park and Lagoon, Shoreline Village shopping center, the Long Beach Aquarium of the Pacific, Catalina Landing, the Golden Shore public boat launch, and the CSU site are all located (Exhibit #1, p.3). The landfill area was used as an informal recreation area until the the City began to improve the entire Downtown Shoreline area with the above mentioned developments.

The Golden Shore public boat launch was constructed on a filled tidelands area called the West Beach in the late 1960's, prior to the passage of Proposition 20 (1972) and the formation of the Coastal Commission. Therefore, there is no Coastal Development Permit for the original construction of the boat launch.

In 1973, the State constructed the CSU Chancellor's Headquarters and conference center on the southern portion of the CSU site (Exhibit #3). There is no record of any Coastal Development Permit for the original CSU buildings. However, if substantial construction occurred before February 1, 1973, the project would have been vested.

During the last five years, the City has developed a plan for the redevelopment of the Downtown Shoreline area of Long Beach which emphasizes tourism and coastal related recreation. The Queensway Bay Plan is the City's plan to create a major waterfront attraction in the Downtown Shoreline area of Long Beach to provide affordable recreation and entertainment for local residents and area visitors (Exhibit #6). On May 10, 1995, the Commission approved City of Long Beach Local Coastal Program (LCP) Amendment No. 1-95 incorporating the Queensway Bay Plan into the City's certified LCP. The central components of the plan are the Long Beach Aquarium of the Pacific and the Queensway Bay Harbor (see Coastal Development Permits 5-95-055 & 5-96-124). The Queensway Bay Plan identifies the CSU site as the site of the proposed Chancellor's Headquarters and office building.

Also approved by the Commission on May 10, 1995, were the first Coastal Development Permits for the implementation of the Queensway Bay Plan. Coastal Development Permit 5-95-055 (City of Long Beach) permitted the construction of the Long Beach Aquarium of the Pacific in Shoreline Park (Exhibit #6). The permit also approved the demolition of two ramps attached to the Queensway Bay Bridge, and the construction of two signalized intersections on Shoreline Drive. The Long Beach Aquarium of the Pacific is currently under construction and is expected to open in July of 1998. Coastal Development Permit 5-95-052 (City of Long Beach) permitted the construction of a recreational vehicle park in the Golden Shore area. The Golden Shore Recreational Vehicle Park has been constructed and is currently operating on the state tidelands parcel located directly north of the Golden Shore public boat launch (Exhibit #2).

Coastal Development Permit 5-96-124 (City of Long Beach), approved on September 12, 1996, permits the construction of the Queensway Bay Harbor in Shoreline Park, and the creation of a wetland habitat mitigation area on the site of the Golden Shore public boat launch (Exhibit #8).

C. Public Access and Recreation

One of the basic goals of the Coastal Act is to maximize public access and recreational opportunities along the coast. The Coastal Act has several policies which address public access and recreation. The proposed project must conform to the following Coastal Act policies:

Section 30210 of the Coastal Act states:

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

Section 30211 of the Coastal Act states:

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

Section 30212 of the Coastal Act states, in part:

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

Section 30213 of the Coastal Act states, in part:

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

Section 30220 of the Coastal Act states:

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

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30223 of the Coastal Act states:

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

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 non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

The above stated policies of the Coastal Act require that developments near the coast provide maximum public access and opportunities for lower-cost and water-oriented recreational activities. The proposed project conforms with these Coastal Act policies by protecting and improving the existing public access and recreational resources in the Golden Shore area. The public access and recreational resources which currently exist in the Golden Shore area include a half-acre of landscaped public open space located on the waterfront (the southern tip of the CSU site), a public walkway along the water's edge, public parking supplies, the regional bicycle route, and a recreational vehicle park (Exhibit #3). The Golden Shore public boat launch, located just west of the CSU site, is closed and will soon be demolished as part of the Queensway Bay Harbor project (see Coastal Development Permit 5-96-124). Catalina Landing, located on the east side of the CSU site, provides the public with recreational boating opportunities in the form of cruises to Santa Catalina Island (Exhibit #4). As protected by the recommended special conditions, these existing public access and recreational resources will not be adversely affected by the proposed project.

The proposed project protects existing public access and recreational opportunities by limiting the proposed development to existing developed portions of the site and by retaining the landscaped open spaces which currently exist on the CSU site (Exhibit #4). The proposed structure will be built on the north parcel on the site of the existing CSU parking lot, and the proposed south CSU parking lot is limited to the footprint of the existing Chancellor's Headquarters and conference center buildings which will be demolished.

The public access and recreational opportunities which currently exist in the half-acre of landscaped public open space located on the waterfront at the southern extent of the project site are preserved by the proposed project because this half-acre area is retained in the project as landscaped open space which is accessible to the public (Exhibit #4, p.2). In addition, the proposed project also preserves the landscaped courtyard which is surrounded by the old Chancellor's Headquarters building and conference center (Exhibit #3). The 28,000 square foot landscaped courtyard will be improved and renamed "Chancellor's Park" after the old Chancellor's Headquarters building is demolished (Exhibit #4, p.2). After demolition of the existing CSU facilities, the Chancellor's Park area will be more open and accessible to the public than the courtyard currently is.

The preservation of the existing public open space on the CSU site is important because the certified LCP requires that any parkland displaced by non-park uses in the Downtown Shoreline area must be replaced with replacement parkland which provides similar recreational opportunities. The development proposed in this application will not displace any parkland or any existing landscaped open space areas. The half-acre of waterfront open space located at the southern tip of the CSU site is preserved, as is the 28,000 square foot Chancellor's Headquarters landscaped courtyard (Exhibit #4, p.2).

Public access along the water's edge is provided, and will continue to be provided, by the public walkway which extends south from the Golden Shore public boat launch site west of the existing Chancellor's Headquarters to the bank of the Los Angeles River and Queensway Bay, then continues along the east

side of the CSU site next to the Catalina Landing basin (Exhibit #4, p.2). Public access through the CSU site to the water's edge will be improved by the proposed construction of a public walkway through Chancellor's Park, from Golden Shore (Avenue) to the half-acre of landscaped public open space (Exhibit #4, p.2).

Although the University has proposed to maintain the landscaped open spaces as public areas, a condition of approval is recommended in order to ensure that the existing public access and recreational resources are protected in the future. The recommended special condition of approval will ensure that the University provides and maintains the public open space areas which are protected under the policies of the certified LCP and the Coastal Act.

Therefore, the permit is conditioned to require the California State University (CSU) to provide and maintain unobstructed public access through the CSU site and along the water's edge. Pursuant to this requirement, the University shall not interrupt or discourage public access along the public walkways and rock revetments. In addition, Chancellor's Park and all of the landscaped open space located between the south CSU parking lot and the water shall be available for public use (Exhibit #4, p.2). Only as conditioned does the approval of the proposed project adequately protect coastal access and recreation as required by the Chapter 3 policies of the Coastal Act.

The provision of or lack of public parking can also affect the public's ability to access the coast and its recreational resources. In order to conform to the coastal access policies of the Coastal Act, the proposed project must not reduce the amount of public parking available for recreational visitors to the Golden Shore area.

Currently, the public parking supply which serves recreational day use visitors to the Golden Shore area is provided by fifteen day use public metered parking spaces which are located west of Golden Shore (Avenue) just south of the entrance to the recreational vehicle park (Exhibit #3). The day use parking spaces provide public parking for people picnicking, bicycling, and walking along the Los Angeles River and Queensway Bay. In the future, those public parking spaces will also provide parking for bird watchers and others who visit the habitat mitigation project which has been approved on the site of the Golden Shore public boat launch, just west of the CSU site (see Coastal Development Permit 5-92-124) (Exhibit #8).

The proposed CSU structure is located just east of the public metered parking spaces, on the opposite side of Golden Shore (Avenue) (Exhibit #4). Because of the CSU site's proximity to this public parking area, the construction of the proposed project could adversely impact the public's ability to access the coast if access to the public metered parking spaces is restricted or blocked by construction materials.

Therefore, approval of the permit is conditioned to require that the California State University (CSU) shall not interfere with the public's use of the metered parking spaces located in the public parking lot located on the west side of Golden Shore Avenue just south the entrance of the recreational vehicle park (Exhibit #4). Only as conditioned does the Commission find that the proposed project is consistent with the coastal access and recreation policies of the Coastal Act.

The proposed project will also improve public access opportunities by increasing the amount of public parking available in the Golden Shore area during non-business hours. The certified LCP, as it applies to the project area, states that, "office building parking shall be available for public use on weekends and evenings," and "all parking constructed for a specific use shall be made available to the general public and to other uses on a shared basis whenever parking spaces are not used by the specific use."

The University stated in the permit application that the general public may use the CSU south parking lot during evenings and weekends when the CSU offices are not open for business (Exhibit #4, p.2). According to the application, the proposed access controlling gate for the CSU south parking lot will be left open during non-business hours, thereby allowing public use of the parking lot. During business hours, the CSU south parking lot will be limited to employee use only. The CSU north parking lot is proposed to be secured 24 hours a day with no public parking allowed.

In order to implement the shared parking requirements of the certified LCP and to increase the availability of public parking during peak recreational times (weekends), the approval of the permit is conditioned to require the University to allow the general public to use both CSU parking lots during non-business hours. The University may, if it chooses, prohibit overnight parking by limiting public use of the CSU parking lots between the hours of 10 p.m. and 5 a.m. Only as conditioned does the approval of the proposed project adequately protect coastal access and recreation as required by the certified LCP and the Chapter 3 policies of the Coastal Act.

Sections 30211 and 30212 of the Coastal Act specifically require that public access be provided to the coast and along the shoreline. An important component of the coastal public access system is the bicycle transportation system. The existing regional bicycle route through the Downtown Shoreline area currently provides the public with direct access to coast (Exhibit #10). The regional bicycle route which runs along the east bank of the Los Angeles River and along the City's beach toward the Orange County beaches. The regional bicycle route provides access to the City's beaches from Los Angeles and many other inland Cities.

The certified LCP requires the protection of the regional bicycle path system. In fact, the certified LCP contains a map of the regional bicycle route which is also part of the Queensway Bay Plan (Exhibit #10). In the Golden Shore area, the regional bicycle route runs down the east bank of the Los Angeles River, passes between the recreational vehicle park and the Golden Shore public boat launch site, and continues through the CSU site following the alignment of Golden Shore (Avenue) (Exhibit #10). This regional bicycle route must be maintained in order to provide public access and recreation opportunities.

No change in the regional bicycle route is proposed as part of the proposed project. The University, however, proposes to improve the portion of the bicycle path which passes through the CSU site along the south side of Golden Shore (Avenue).

In order to ensure that bicycle access to and along the coast is not disrupted

by the proposed project, the approval of the permit is conditioned to prohibit the University from obstructing public use of the regional bicycle route as it passes through the CSU site. This condition applies during the construction and demolition phases of the proposed project, and thereafter. In addition, the proposed improvement of the portion of the regional bicycle route that passes through the CSU site shall be constructed, signed and opened along the south side of Golden Shore (Avenue) as shown on the project plans.

Compliance with this special condition will ensure that uninterrupted bicycle and pedestrian access is provided through the Golden Shore area and the rest of the Downtown Shoreline area both during construction and after completion of the proposed project. Only as conditioned does the approval of the proposed project adequately protect coastal access as required by Sections 30211 and 30212 of the Coastal Act

D. Public Access/Parking

The provision of or lack of parking for specific developments can also affect the public's ability to access the coast. The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. Section 30252 requires that new development maintain and enhance public access to the coast by providing adequate parking facilities.

Section 30252 of the Coastal Act states, in part:

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

The proposed project must provide adequate parking facilities to meet the parking demands generated by the proposed Chancellor's Headquarters, CSU administration offices, and conference center so that the nearby public parking facilities are not overburdened by the employees and visitors of the CSU facility at the expense of the general public visiting the Golden Shore area for recreational purposes. Adequate parking must be provided for all uses in order to assure continued public access to the popular recreational area around Queensway Bay.

In addition, interim parking must be provided to replace the CSU parking which will be displaced when construction of the proposed structure commences in the existing 301 space CSU parking lot (Exhibit #3). As stated earlier in this report, the first phase of the proposed project is the construction of a 243 space interim parking lot on the vacant land situated between Shoreline Drive and the existing Catalina Landing parking structure (Exhibit #4). The CSU employees and visitors will use the proposed interim parking lot until the proposed north and south CSU parking lots are constructed and made available for use (Exhibit #4). Upon completion of the proposed project, the interim parking lot will be operated by the City as a public parking lot.

Although the parking demand of the existing CSU facility may exceed the supply of the proposed 243 space interim parking lot on busy days, any impacts on public access will be temporary and limited to the construction and demolition phases of the proposed project. Therefore, the Commission finds that the proposed 243 space interim parking lot will provide adequate interim parking until the proposed 435 permanent parking spaces are available in the proposed north and south CSU parking lots (Exhibit #4).

As stated above, the proposed project must provide adequate parking facilities to meet the parking demands generated by its uses. The certified LCP, as it applies to the Golden Shore area (LCP Subarea 2: Exhibit #7), requires that office buildings and other new uses in LCP Subarea 2 provide enough on-site parking spaces to meet the parking demands of the development. The certified LCP parking standard for office uses in the Downtown Shoreline area is three parking spaces per 1,000 square feet of gross floor area (3 spaces/1,000 sq.ft. GFA).

The University has submitted a parking demand analysis for the proposed project, prepared by Linscott, Law & Greenspan, Engineers. The parking analysis calculates the parking demand for the proposed project using two methods: 1) one analysis was based on a study of the existing parking demands at the two CSU office facilities which will relocate to the proposed office building, and 2) another analysis was conducted using the City's and the certified LCP's parking standard of three parking spaces per 1,000 square feet of gross floor area.

The first analysis was based on the combined parking demands of the two CSU office facilities that will combine and relocate to the proposed CSU office building. The two CSU office facilities which will relocate to the proposed office building are: 1) the current Chancellor's Headquarter's and office currently located on the site of the proposed south CSU parking lot in the Golden Shore area (Exhibit #3), and 2) a satellite CSU office facility now located in the City of Los Alamitos. An estimated 477 employees will occupy the proposed structure which will contain the University Chancellor's Headquarters, University administration offices, and a conference center for the University Trustees and the Academic Senate.

The estimated parking demand ratios for the two existing CSU facilities were based on parking surveys conducted at the two facilities in January of 1996. The Linscott, Law & Greenspan analysis concluded that the existing CSU facility at Golden Shore generated a parking space demand ratio of 0.88 parking spaces per employee. Likewise, the existing CSU facility in Los Alamitos generated a parking space demand ratio of 0.80 parking spaces per employee. With an estimated 477 employees occupying the proposed CSU structure, the number of parking spaces needed to meet the parking demand was estimated at 420 parking spaces ($0.88 \times 477 = 419.76$). The University proposes to provide 435 on-site parking spaces: 199 spaces in the north CSU parking lot and 236 spaces in the south CSU parking lot (Exhibit #4).

Another parking demand analysis was conducted using the City's and the LCP's parking standard of three parking spaces per 1,000 square feet of gross floor area. The Linscott, Law & Greenspan analysis estimates that the proposed CSU facility contains 145,000 square feet of gross usable floor area, but it does

not state how the figure of 145,000 square feet gross usable floor area was calculated. At a ratio of three parking spaces per 1,000 square feet of gross floor area, the proposed project generates a parking demand of 435 parking spaces ($3 \times 145 = 435$). As stated above, the proposed project provides 435 on-site parking spaces.

As previously stated, the Linscott, Law & Greenspan analysis does not state how the figure of 145,000 square feet of gross usable floor area was calculated. Gross floor area (not gross usable floor area) for non-residential buildings is defined in the City of Long Beach certified LCP (Amendment No. 2-95) as the total area of all floors of a building, not counting utility and elevator cores, stairwells or restrooms. According to the permit application, the proposed office building contains 150,000 square feet of total floor area including the utility and elevator cores, stairwells and restrooms. Therefore, a figure of 145,000 square feet of gross floor area appears to be an accurate estimate of gross floor area for a 150,000 square foot non-residential building (utility and elevator cores, stairwells and restrooms are not counted).

Therefore, according to the parking analysis the proposed 435 on-site parking spaces will meet the estimated parking demand generated by the proposed office building. The proposed project does not, however, provide additional parking to meet the demands of the proposed 15,000 square foot conference center which is attached to the proposed 150,000 square foot office building. In regards to the proposed conference center, the parking analysis states:

Conference Center Uses

The above calculations account for typical uses of the facility - employee and visitor daily use and smaller meetings in the conference center. The proposed conference center could easily generate a higher parking demand due to a controversial item on the Board of Trustees agenda. Based on conversations with CSU staff, this happens once every two years. The CSU Chancellor's office policy is to provide parking for CSU employees and invited guests, but the rest of the public does not have use of the Chancellor's office parking area. The Chancellor's office plans on continuing this policy with new facilities.

The lack of adequate parking to meet the demands of the proposed conference center could negatively impact the public's ability to access the recreational facilities in the project area. Public access would be negatively impacted if large numbers of visitors to the proposed conference center use all of the public parking that is needed by recreational users.

Therefore, the University must ensure that adequate parking is available for all visitors to the proposed CSU facility. In order to avoid negative impacts to public access, the University must provide additional parking whenever special events or large meetings are held at the proposed conference center.

According to the floors plans contained in the Negative Declaration, the proposed conference center contains approximately 260 seats. The parking demand can be estimated by using the certified LCP parking standard of three parking spaces per 1,000 square feet of gross floor area, or by using the

Commission's Interpretive Guideline parking ratio for assembly halls which is one parking space per three seats. At three parking spaces per 1,000 square feet of gross floor area, the estimated parking demand for the proposed conference center is 45 parking spaces ($3 \times 15 = 45$). At one parking space per three seats, the estimated parking demand for the proposed conference center is 87 parking spaces ($260 / 3 = 86.7$). For the proposed conference center, the per seat ratio is the more accurate forecast of parking demand.

Therefore, in order to ensure that adequate parking is provided for all uses within the proposed CSU facility, and to ensure that the public's ability to access the recreational facilities in the project area is not negatively affected, the approval of the permit is conditioned to require the University to secure, for all special events and large meetings scheduled at the proposed conference center, a minimum of 87 parking spaces in the adjacent City parking lot or Catalina Landing parking structure, both of which are located on the east side of the CSU site (Exhibit #4). Only as conditioned does the proposed project comply with Section 30252 of the Coastal Act.

In addition, in order to ensure that the proposed 435 parking spaces are provided on the CSU site as proposed, there must be assurance that both the north and south CSU parking lots are constructed as proposed. The proposed 199 space north CSU parking lot will be constructed at the same time the proposed office building and conference center are built. The proposed 236 space south CSU parking lot, however, cannot be built until the old CSU structures are demolished. The old CSU structures cannot be vacated and demolished until the proposed new office building and conference center are completed because the CSU employees must move out of the old and into the new.

Therefore, the permit is conditioned to require the demolition of the old CSU structures, and the construction of the proposed 236 space south CSU parking lot, immediately following the occupation of the proposed new Chancellor's Headquarters and office building. Only as conditioned is the provision of adequate on-site parking assured as required by Section 30252 of the Coastal Act.

E. Scenic Resources

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...

As required by the Coastal Act, the visual qualities of coastal areas shall be protected by maintaining public views to and along the ocean. Although the proposed project may adversely affect some private views from adjacent office towers, it will not adversely affect the public's view to or along the ocean and will even improve some public views.

The proposed project includes the construction of a 99.5 foot tall, six-story office building in the Golden Shore portion of the Downtown Shoreline area (Exhibit #5). Building heights must be addressed whenever visual resources are discussed. Excessively high structures can negatively impact the character of an area as well as public views. Tall buildings may be appropriate in high density urban areas, such as the core of downtown Long Beach, but they are not appropriate in most other areas where scenic resources are considered important.

The height of the proposed six-story office building, although tall, is compatible with the existing structures in the immediate area (Exhibit #11). The proposed 99.5 foot height is similar to the height of the Golden Shore Office Towers located on the adjacent waterfront at Catalina Landing (Exhibit #2). The proposed structure is also much shorter than almost all of the structures located north of the project site on Ocean Boulevard in the West Beach Redevelopment Project (Exhibit #11). Therefore, the height of the proposed structure is consistent with the character of adjacent development.

The certified LCP, as amended by LCP Amendment No. 6-96, allows a CSU building to be built with a maximum height of 100 feet. The proposed structure is less than 100 feet tall. Therefore, the height of the proposed structure conforms to the 100 foot height limit contained in the certified LCP.

In addition to the construction of a six-story office building, the proposed project also includes the demolition of the existing three-story CSU structure currently situated on the waterfront. The construction of the new structure and the removal of the old structure will have both beneficial and negative impacts on views to the coast. The large size of the proposed structure will affect the private views from several of the adjacent office buildings. Public views to the coast, however, are not negatively impacted, and the demolition of the existing structure will actually improve private and public views to the coast.

The views that will be most affected are the private views from the offices in the West Beach Redevelopment Project (Exhibits #11&12). One of the proposed project's design considerations was to minimize the view blockage from the West Beach Redevelopment Project buildings. In fact, the certified LCP states that, "view blockage from the West Beach Redevelopment Project buildings shall be minimized."

In order to analyze the view impacts of the proposed project, a view analysis was prepared and submitted to the City and the Commission (Exhibit #12). The view analysis illustrates the view paths of the Wells Fargo Building, the Union Bank Building, the ARCO Towers and the Harbor Bank Building. These four buildings are located on the south side of Ocean Boulevard within the West Beach Redevelopment Project (Exhibit #11). The view analysis shows that, due to the proposed removal of the existing CSU building, the proposed project will actually improve some of the views from the Wells Fargo Building, the Union Bank Building and the ARCO Towers. Some views from these building will be blocked by the proposed six-story structure, but these views are private views which are not protected under the Coastal Act.

Public views to and along the coast are protected by Section 30251 of the

Coastal Act. The public views of the coast from Ocean Boulevard and Shoreline Drive will not be negatively impacted by the proposed project because the views to the coast from these rights-of-way are already blocked in the project area. The public views of the coast from Ocean Boulevard are blocked by the West Beach Redevelopment Project Buildings and their landscaping, and there are no views from Shoreline Drive in the project area because its elevation is below grade.

Public views to the coast will be substantially improved from Golden Shore (Avenue) by the demolition of the existing CSU facility which currently blocks public views to the coast from Golden Shore (Avenue). With the proposed demolition of the old CSU facility, the south CSU site will be opened up for increased public use. Only a parking lot, public walkways, a 28,000 square foot park, and a half-acre area of landscaped public open space will occupy the south CSU parcel (Parcel 2) area after demolition (Exhibit #4, p.2). As a result of the proposed project, the public will have unobstructed views of the coast from the entire south CSU site.

Therefore, because the proposed project improves public views to the coast, is consistent with the character of the area, and conforms to the height limit of the certified LCP, the proposed project will not adversely affect the visual quality of the area and is consistent with Section 30251 of the Coastal Act.

F. Marine Resources

Because of its location, the proposed project could affect sensitive habitat areas and water quality in the adjacent coastal waters of Queensway Bay and in the future wetland mitigation habitat which the City will to construct west of the CSU site. The Coastal Act contains policies which address development in or near coastal waters by requiring the protection of biological productivity, public recreation and marine resources. The proposed project must conform to the following Chapter 3 policies of the Coastal Act.

Section 30230 of the Coastal Act states:

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

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water

supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The proposed project, located in the Golden Shore area, is located on the bank of the Los Angeles River and Queensway Bay (Exhibit #1). The Golden Shore public boat launch is located directly west of the subject site (Exhibit #2). The Commission has approved a plan to convert the Golden Shore public boat launch and its 163 space parking lot into a 6.4 acre wetland habitat area as part of the Queensway Bay Harbor project (see Coastal Development Permit 5-96-124). In order to create the approved Golden Shore wetland habitat, the City will to demolish the existing public boat launch and its parking area, excavate approximately 109,000 cubic yards of sand from the site, regrade the site to intertidal elevations between 0 and +5 MLLW, and plant the site with wetland vegetation (Exhibit #8). The wetland project is necessary to mitigate the loss of intertidal habitat in Shoreline Lagoon when it is dredged to create the approved Queensway Bay Harbor.

The proposed CSU development could negatively affect the marine habitat and water quality in the adjacent coastal waters and future wetland habitat. The protection of these habitat areas, as required by the Coastal Act, is necessary for the support of many species of marine life which inhabit the immediate area. In 1994, MBC Applied Environmental Sciences prepared a Marine Biological Baseline Study for Queensway Bay. The baseline study, which is included in the EIR for the Queensway Bay Master Plan, documents the existing biology of Shoreline Lagoon and the adjacent areas. According to the baseline study, the area contains low density populations of topsmelt, diamond turbot, arrow goby, jack-knife clams, bay ghost shrimps, and other clam and fish species. Many bird species have been observed in the area, including the State and Federally listed endangered California brown pelican, California least tern, and American peregrine falcon.

The proposed project involves the construction a six-story office building and three paved parking lots, and the demolition of the old CSU Chancellor's Headquarters and conference center. Although the proposed project is located directly on the waterfront, no work is proposed in the water. Special measures must be taken, however, in order to ensure that the construction of the proposed project, as well as the project itself, do not negatively impact marine resources such as water quality and the future Golden Shore wetlands. The principal impacts on wetlands habitat of development adjacent to wetlands is caused by polluted drainage, siltation, noise, lighting, and domestic predators.

The Coastal Act requires that mitigation measures be provided to ensure that the proposed project is the least environmentally damaging alternative. Sections 30230 of the Coastal Act requires special protection shall be given to areas of special biological significance like the Golden Shore wetlands mitigation site. Section 30231 requires that water quality be protected and enhanced in order to maintain the biological productivity of all coastal waters. Pursuant to these requirements of the Coastal Act, the permit is conditioned to require that special protection be provided to protect water quality and sensitive coastal resources during the construction of the proposed project and thereafter.

In order to minimize impacts on the marine environment caused by the proposed grading, construction and demolition which will occur during the construction of the proposed project, the permit is conditioned to require the University to develop and submit for approval of the Executive Director an erosion control and siltation prevention plan which controls erosion from the project site, and prevents silt from the site from entering coastal waters during the construction and demolition phases of the proposed project. The 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 from the commencement of construction until the entire project is completed. Only as conditioned is the proposed project is consistent with the marine resource policies of the Coastal Act.

The Coastal Act requirements to protect the biological productivity and quality of coastal waters do not end after the proposed project is constructed. The proposed development must also be maintained in a manner that sustains water quality and the adjacent marine habitat areas. To this end, runoff from the site should be filtered so that polluted runoff from the parking areas does not negatively impact water quality and the adjacent marine habitat areas. Runoff from parking areas usually contains grease, gasoline and oil residue, particles of brake linings and trash. These pollutants, if directed into coastal waters, will negatively impact marine habitats and recreational activities by lowering water quality.

In this case, runoff from the CSU site is directed to the City's storm drains. The City's storm drains drain directly into the Los Angeles River and Queensway Bay. The runoff from the storm drains is not treated and contributes to lower water quality in Queensway Bay. In order to filter out some of the pollutants which accumulate on the site, catch basins and drains designed to improve the quality of runoff which leaves the site could be installed in the three proposed parking lots. The proposed parking lots could also be designed to reduce the amount of runoff which leaves the site through the use of pervious paving materials, vegetated filter strips, and trench drains. The use of best management practices in constructing and maintaining these parking lots and drains would reduce the amount of pollutants which leave the site and enter coastal waters.

Therefore, in order to ensure that the biological productivity, marine resources, and recreational activities in the area are protected, and that the water remains suitable for marine habitats, a special condition of approval requires the University to develop and submit a drainage plan, for the review and approval of the Executive Director, which incorporates best management practices that will reduce the amount of pollutants which enter the storm drain system from the CSU site. The drainage plan shall incorporate the following: use of turf block or grass crete to increase pervious area, landscaped strips for absorbing runoff on the site, catch basins to collect trash, trash racks or bars to filter runoff, grease and oil separators, provisions for periodic cleaning of the paved parking lot surfaces and catch basins. The University shall implement the approved drainage plan on an ongoing and permanent basis. Only as conditioned is the proposed project is consistent with Sections 30230 and 30231 of the Coastal Act.

Marine habitat areas are not only harmed by polluted runoff, but also by buildings that disturb bird flight patterns and lights that change the diurnal cycle and disturb predators. In regards to the possibility that the proposed project could disturb bird flight patterns, the proposed plans have been reviewed by the Department of Fish and Game and the U.S. Fish and Wildlife Service for possible impacts on the future Golden Shore wetlands. The Department of Fish and Game and the U.S. Fish and Wildlife Service concurred that the proposed project would not have a major impact on bird flight patterns around the future wetlands because there are no other buildings located or planned near the perimeter of the future wetlands area. The proposed CSU project will be the only large building located within several hundred feet of the Golden Shore wetlands (Exhibit #4). Therefore, there is plenty of room around the future wetlands site for bird flight patterns.

In regards to the impacts of project lighting on the nearby marine habitat areas, the Negative Declaration for the proposed project contains a mitigation measure intended to reduce the impact of light reflections from the sides of the proposed structure. The mitigation measure prohibits the use of glass with a reflectivity greater than 25 percent on the western facade, the side of the proposed structure which faces the Golden Shore wetlands site.

The impacts of project lighting on marine habitat areas must also be addressed for non-daylight hours when ambient light from human development could disturb wildlife by and disrupt the diurnal cycle. In many actions the Commission has examined the role of lights in disturbing nocturnal predators and the diurnal cycle. Conditions are routinely applied to developments to mitigate the impacts of project lighting on sensitive habitat areas.

In this case, in order protect the Golden Shore wetlands from the negative impacts of project lighting, a special condition of approval requires the University to submit, for the review and approval of the Executive Director, a lighting plan for the proposed project. The lighting plan shall provide an estimate of ambient light which reaches the wetlands mitigation project site located west of the CSU site, and an assessment of any increase in light reaching the Golden Shore wetlands mitigation project site caused by the development approved in this permit. If the projected ambient light levels on the wetlands mitigation project site will increase as a result of project lighting, the University shall revise its lighting plans so that the project lighting does not result in any measurable increase in ambient light reaching the wetlands mitigation project site located west of the CSU site. The University shall implement the approved lighting plan on an ongoing and permanent basis.

The recommended special conditions of approval adequately address and mitigate any potential adverse impacts to the environment caused by the proposed project. The Department of Fish and Game and the U.S. Fish and Wildlife Service have reviewed the proposed project for possible impacts on marine resources and have not objected to the project. As conditioned above, the Commission finds that the proposed project, as conditioned, is consistent with the marine resource and water quality policies of the Coastal Act.

G. Hazards

The Coastal Act states that new development must minimize risks to life and property and not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.

Section 30253 of the Coastal Act states, in part:

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The proposed project is located on filled state tidelands (Exhibit #9). Filled tidelands have been identified as areas especially susceptible to liquefaction caused by earthquakes. In fact, the University's concern for safety during an earthquake is the primary reason for the construction of the proposed Office of the Chancellor replacement building. The existing Chancellor's office building, which will be demolished as part of this project, is situated on filled tidelands which are especially susceptible to liquefaction caused by earthquakes. Engineers have determined that the existing CSU buildings could sustain major damage during a major earthquake. Therefore, it is very important that the proposed project be designed and constructed in a manner that will assure its stability and structural integrity. Section 30253 of the Coastal Act requires that the State assure the stability and structural integrity of the proposed project.

The University has submitted a Geotechnical Investigation Report for the Office of the Chancellor Replacement Building prepared by Woodward-Clyde Consultants, dated August 5, 1996. The report documents a geotechnical investigation of the site's subsurface conditions, provides geotechnical parameters, and makes recommendations for the design and construction of the proposed project. The key issues addressed by the investigation include subsurface conditions, seismic hazard analysis, liquefaction potential evaluation, liquefaction hazard mitigation, and recommendations for foundation design.

Previous subsurface exploration programs for the site of the proposed project consisted of a series of soil borings conducted in 1974 and 1993, and six cone penetration test (CPT) soundings also conducted in 1993. The 1993 soil borings were drilled to depths ranging between 45 and 102 feet below ground surface (BGS) and the CPT soundings were advanced to depths of about 60 to 108 feet BGS. In addition, in 1993 a stand pipe was inserted into one of the 1993 soil bores to convert it into a groundwater monitoring well.

A more recent subsurface exploration program for the site was conducted in March 1996 by Woodward-Clyde Consultants. The 1996 exploration program

consisted of four soil borings (67 to 83 feet BGS) and 26 cone penetration test (CPT) soundings. The depth of the 26 CPT soundings ranged between 54 to 110 feet BGS. Seismic cone penetration tests (SCPT's) were performed in four CPT soundings to measure the shear wave velocity profiles. In addition, pore water pressure dissipation tests were performed at 19 CPT locations to evaluate in-situ pore water conditions and the approximate depth to groundwater level.

The results of the subsurface exploration programs show that the site is underlain by 30 to 55 feet of sandy and silty fill materials. The fill was placed on the site in the late 1950's for land reclamation. Native sands, silts and clays were found below the fill materials up to the maximum depth of exploration (110 feet BGS). The contact between the fill and the underlying natural sediment is not clear. The groundwater level on the site ranges between -3 and +3 MLLW, corresponding to normal tidal fluctuations.

The report's seismic hazard analysis states that two active earthquake fault zones lie within five miles of the site: the Newport-Inglewood fault zone and the Palos Verde fault zone. Both of these faults are capable of generating large earthquakes. The report concludes that the site is likely to experience strong ground shaking from future earthquakes. During such earthquakes, the report concludes that the site will be susceptible to liquefaction, ground settlement and lateral spread. The consequences of liquefaction of the site include ground subsidence, slope instability, lateral spreading, and limited displacement towards adjacent low lying areas.

In order to mitigate the liquefaction potential of the site, the report recommends in situ ground improvement of the building site with a reliable and proven technique known as Vibro-replacement. The recommended Vibro-replacement technique involves the installation of a grid of stiff permeable stone columns to varied depths to stabilize the site. Mat foundations for the proposed buildings are proposed to overlay the top of the Vibro-replacement grid. These recommendations will be incorporated into the design of the proposed project.

Section 30253 of the Coastal Act requires projects to be designed in a structurally safe and sound manner. The plans submitted in the application include project designs, but there is no evidence that the plans have been reviewed and approved by a qualified engineer.

Therefore, the Commission requires the submittal of plans that have been reviewed and approved by a qualified engineer in order to assure that the proposed project has been designed in structurally safe and sound manner. The permit is conditioned to require the University to submit final plans for the proposed project which have been reviewed and approved for structural soundness and safety by a qualified engineer. The submitted plans must be in substantial conformance with the plans approved by the Commission and must contain the design recommendations contained in the Geotechnical Investigation Report for the Office of the Chancellor Replacement Building prepared by Woodward-Clyde Consultants, dated August 5, 1996. Any changes in the project design approved by the Commission which may be required by the engineer shall be submitted to the Executive Director 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. As conditioned, the Commission finds that the proposed project is consistent with Section 30253 of the Coastal Act.

Finally, the Commission has routinely placed "assumption of risk" conditions on Coastal Development Permits for projects in areas of waves, storms, erosion and/or flood hazards. The project site is located near the mouth of the Los Angeles River and on the shore of the Pacific Ocean. This area may be flooded or affected by wave and tidal action. The Commission has previously placed assumption of risk conditions on Coastal Development Permits 5-91-695, 5-94-102, 5-95-283 and 5-96-124 (City of Long Beach) for projects in adjacent potentially hazardous areas.

Therefore, because the site may be subject to extraordinary hazard from storms, waves and erosion, the Commission requires the applicant to waive any future claims of liability against the Commission or its successors in interest for damage from such hazards. As conditioned, the proposed project is consistent with Section 30253 of the Coastal Act.

H. Local Coastal Program

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

In any case, the certified LCP provides guidance for development in the Downtown Shoreline area and specifically for the proposed project site. The site is identified in the certified LCP as the State University office site. The proposed reconstruction of the California State University Headquarters is a permitted use in the Golden Shore area (LCP Subarea 2: Exhibit #7).

The certified LCP also requires the provision of pedestrian access between Golden Shore (Avenue) and the water's edge and the continuation of the regional bicycle route. Adequate parking must also be provided on the site. The proposed project, as conditioned, provides the required pedestrian and bicycle access facilities, and adequate parking facilities.

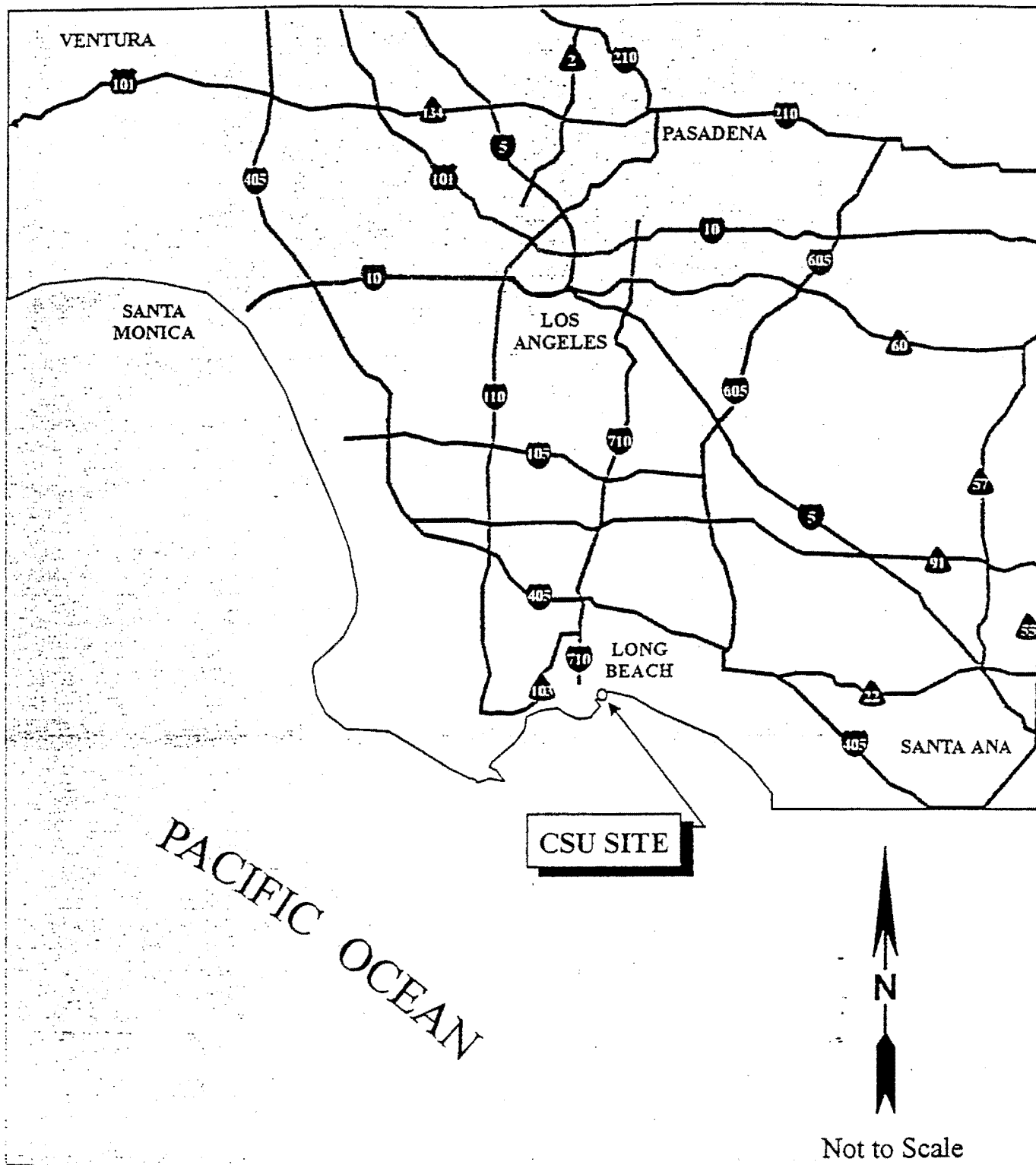
The certified LCP also limits the height of the proposed project. As approved in LCP Amendment 6-96, the proposed CSU office building may be up to 100 feet tall. As proposed at 99.5 feet, the proposed project is in conformance with the height limit contained in the certified LCP. Therefore, the proposed project, as conditioned, is consistent with the specific development policies contained the certified LCP.

I. California Environmental Quality Act (CEQA)

Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

The proposed project, as conditioned, has been found to be consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been mitigated by conditions of approval and there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. The City of Long Beach certified Mitigated Negative Declaration ND-32-96 and addendum on August 1, 1996 for the proposed project. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

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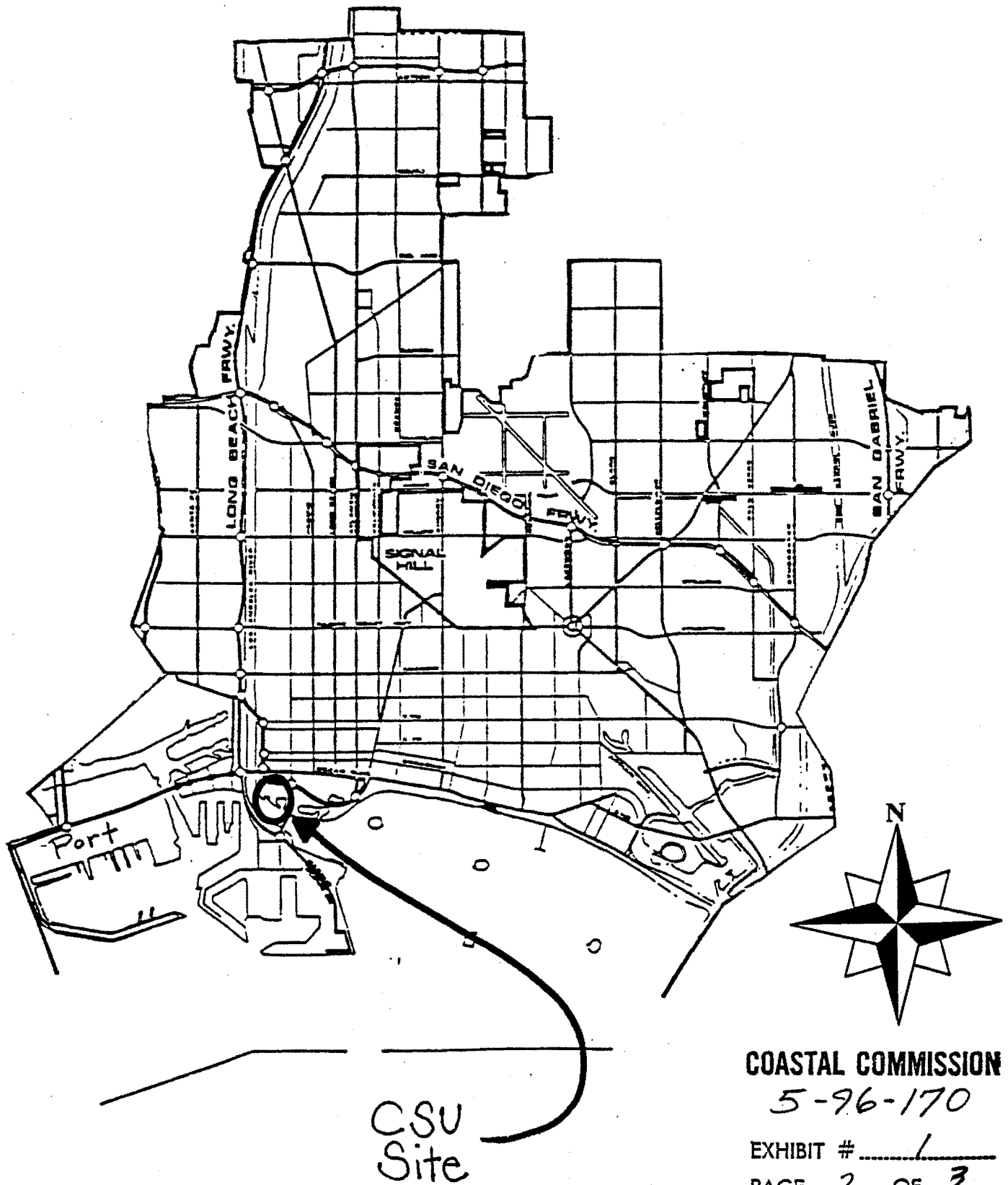
COASTAL COMMISSION

5-96-170

EXHIBIT # 1

PAGE 1 OF 3

City of Long Beach

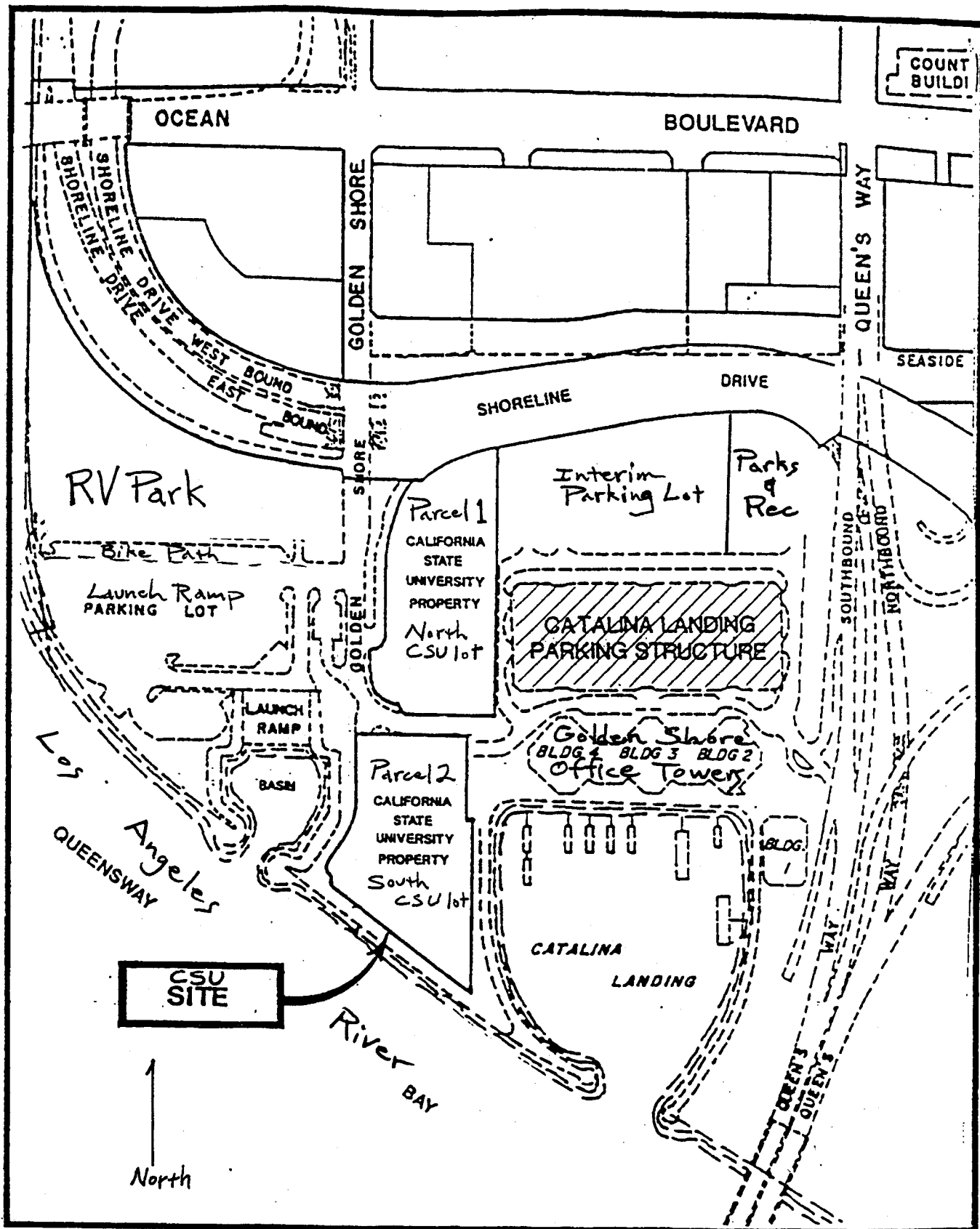


COASTAL COMMISSION

5-96-170

EXHIBIT # 1

PAGE 2 OF 3

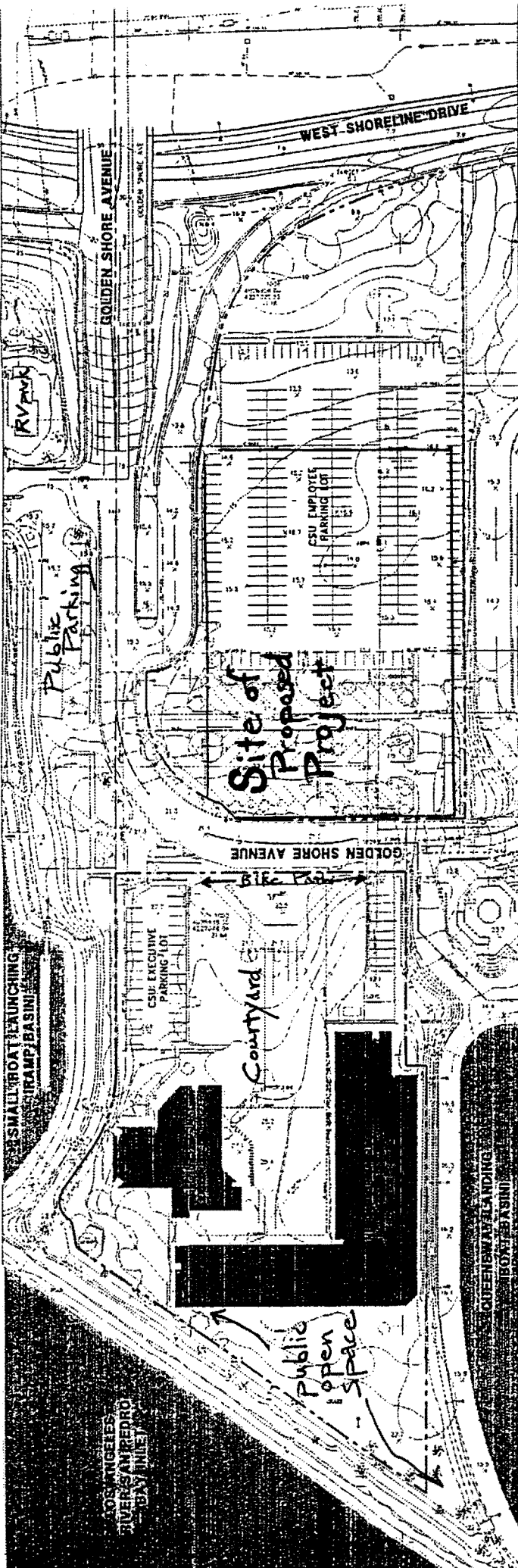


COASTAL COMMISSION

5-96-170

EXHIBIT # 2

PAGE 1 OF 1



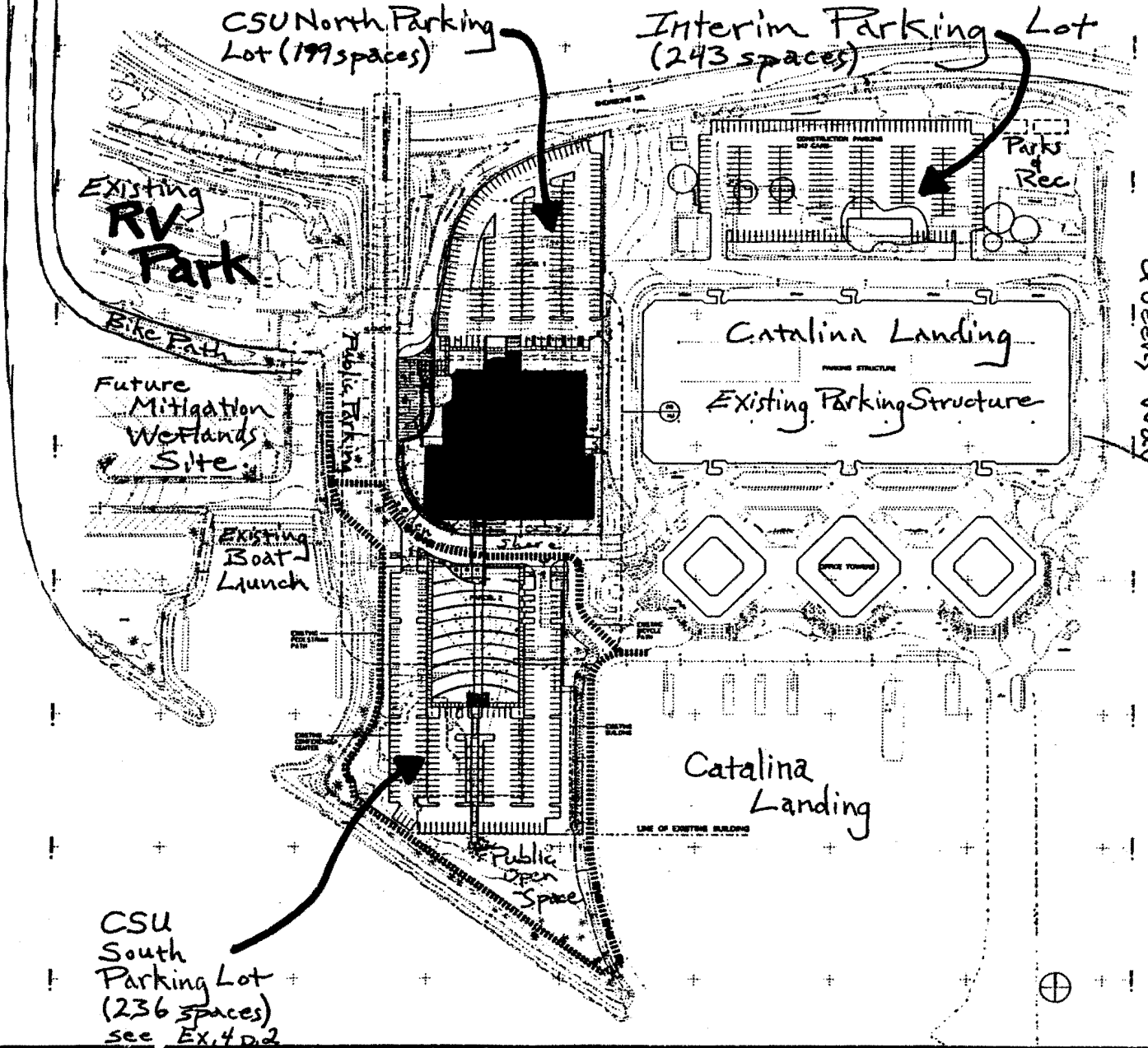
Woodward-Clyde Consultants		Date: June
Existing Improvements		Proj. No.: 964G005
		CSU Headquarters Replacement
		Long Beach, California
		Figure: XBL

BUILDING LEGEND
 EXISTING BUILDING

CSU Site Plan - Existing

NOT TO BE REPRODUCED OR
 COPIED WITHOUT THE WRITTEN
 PERMISSION OF THE
 UNITED STATES GOVERNMENT

Los Angeles River



RECEIVED

SEP 12 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

PARCEL 1	16,804 SF.
PARCEL 2	14,256 SF.
TOTAL	31,060 SF.

COVERAGE 12.2 %

BUILDING AREA

FLOOR 1	26,350 SF.
FLOOR 2	26,370 SF.
FLOOR 3	26,370 SF.
FLOOR 4	26,370 SF.
FLOOR 5	26,370 SF.
FLOOR 6	26,370 SF.
TOTAL	158,800 SF.

AREA / LOT RATIO 57.4%

NET BUILDING AREA 158,800 SF.

PARKING REQUIRED 428 (DRESS SF.)

PARKING PROVIDED

NORTH LOT	199
SOUTH LOT	236
TOTAL	435

SITE PLAN 08

KEYNOTES

04

California State University
Office of the Chancellor
Replacement Building
Long Beach, California

LPA

SITE PLAN
COASTAL COMMISSION

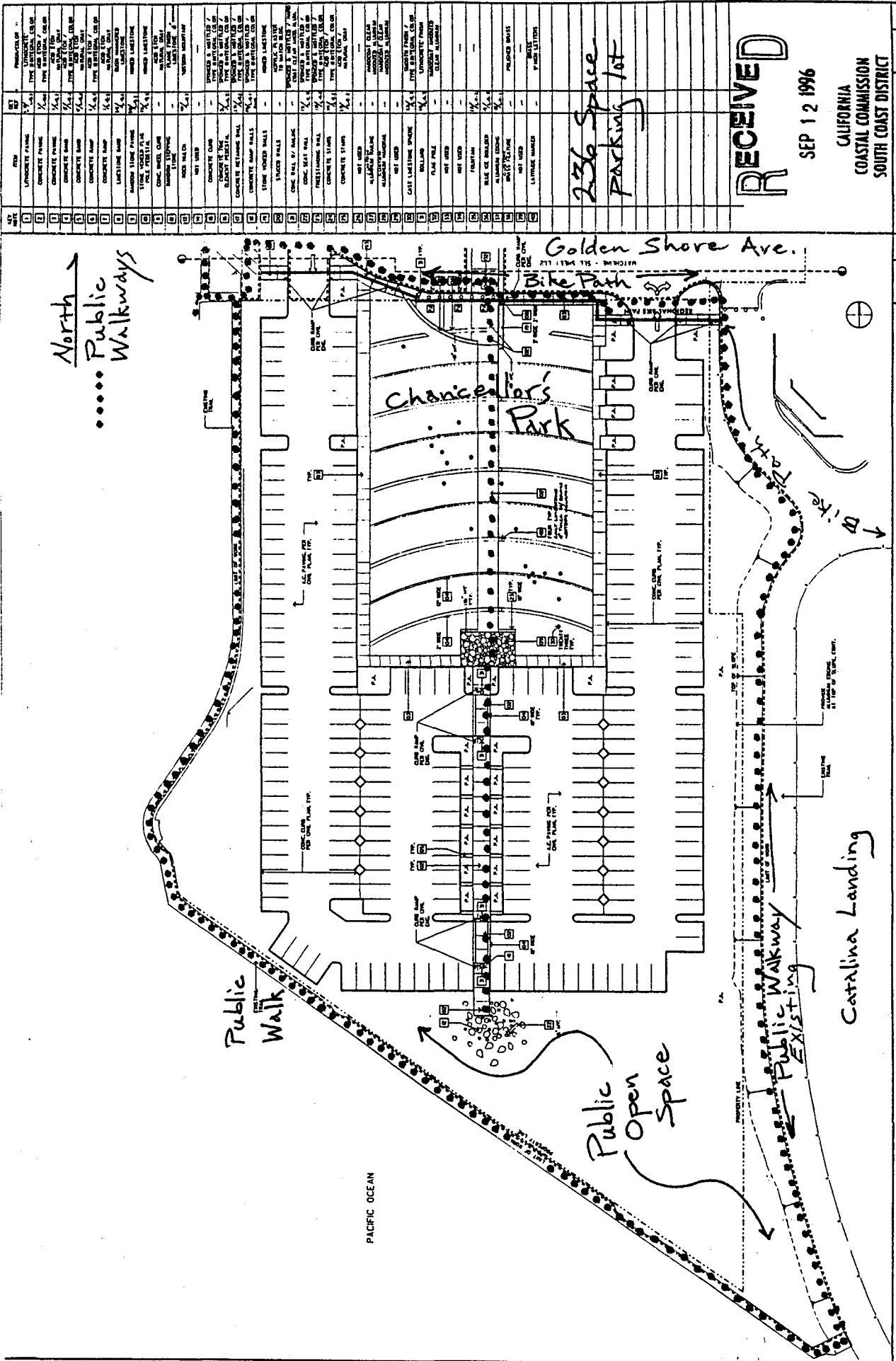
CSU Site Plan - Proposed

- Public Walkway (Existing & Proposed)
- Proposed C/SU Building

5-96-170

EXHIBIT # 4

PAGE 1 OF 2



North
.....
Public Walkways

Public Walk

PACIFIC OCEAN

Public Open Space

Public Walkway Existing

Catalina Landing

Golden Shore Ave.

Chancellor's Park

236 Space
Parking lot

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CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

ITEM	QTY	UNIT	DESCRIPTION
1	1	sq. ft.	CONCRETE PAVING
2	1	sq. ft.	CONCRETE PAVING
3	1	sq. ft.	CONCRETE PAVING
4	1	sq. ft.	CONCRETE PAVING
5	1	sq. ft.	CONCRETE PAVING
6	1	sq. ft.	CONCRETE PAVING
7	1	sq. ft.	CONCRETE PAVING
8	1	sq. ft.	CONCRETE PAVING
9	1	sq. ft.	CONCRETE PAVING
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96	1	sq. ft.	CONCRETE PAVING
97	1	sq. ft.	CONCRETE PAVING
98	1	sq. ft.	CONCRETE PAVING
99	1	sq. ft.	CONCRETE PAVING
100	1	sq. ft.	CONCRETE PAVING

California State University
Office of the Chancellor
Replacement Building
Long Beach, California

LPA

CONSTRUCTION PLAN

COASTAL COMMISSION

SEP 12 1996

KEY NOTES

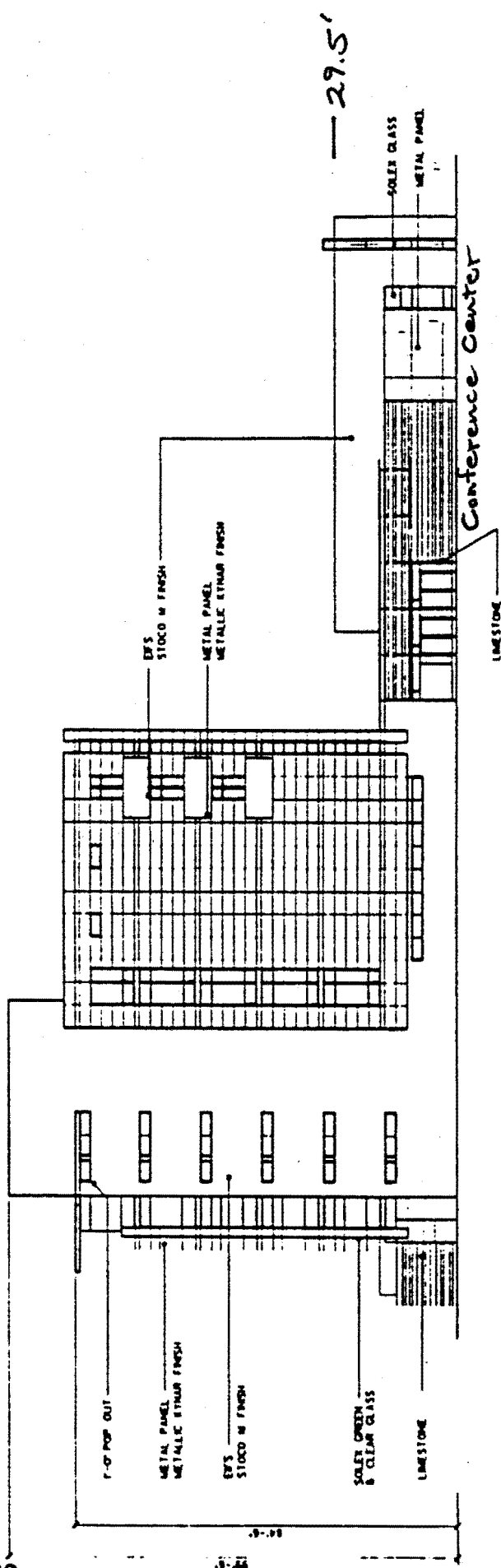
Proposed South Parking Lot
Public Open Space

5-96-170

EXHIBIT # 4

PAGE 2 OF 2

99.5'



WEST ELEVATION

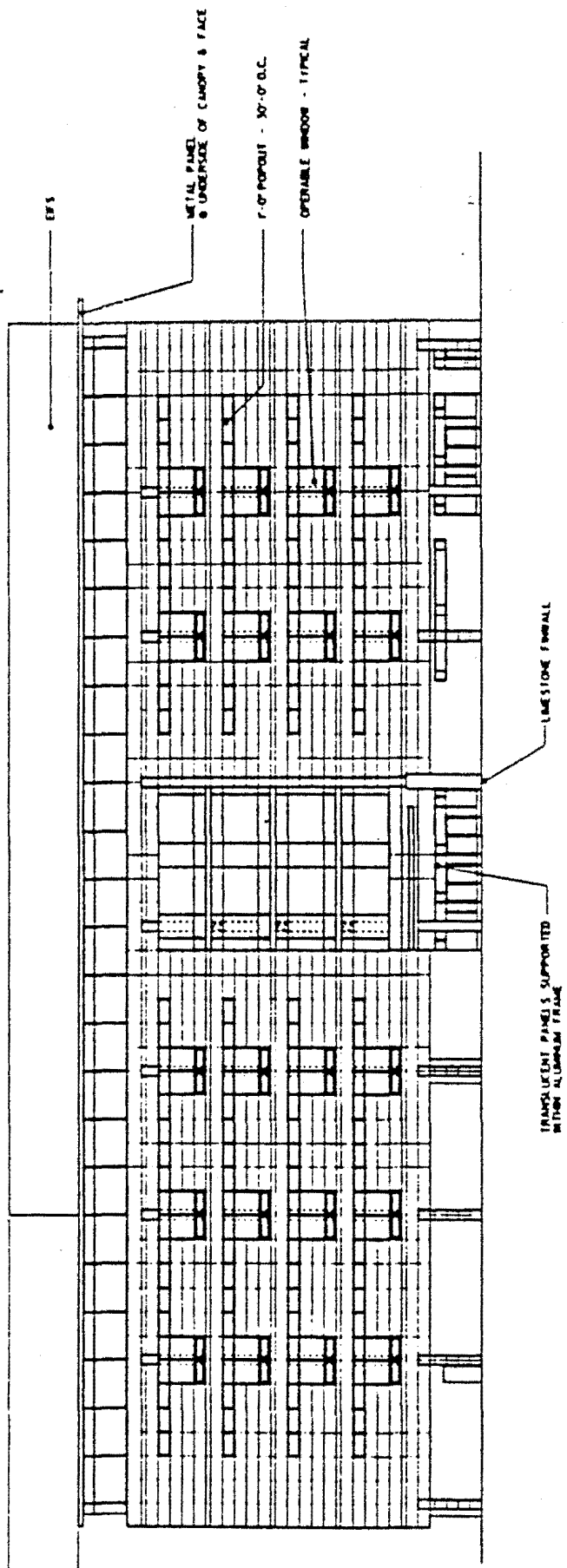
COASTAL COMMISSION

5-96-170

EXHIBIT # 5

PAGE 1 OF 2

99.5'



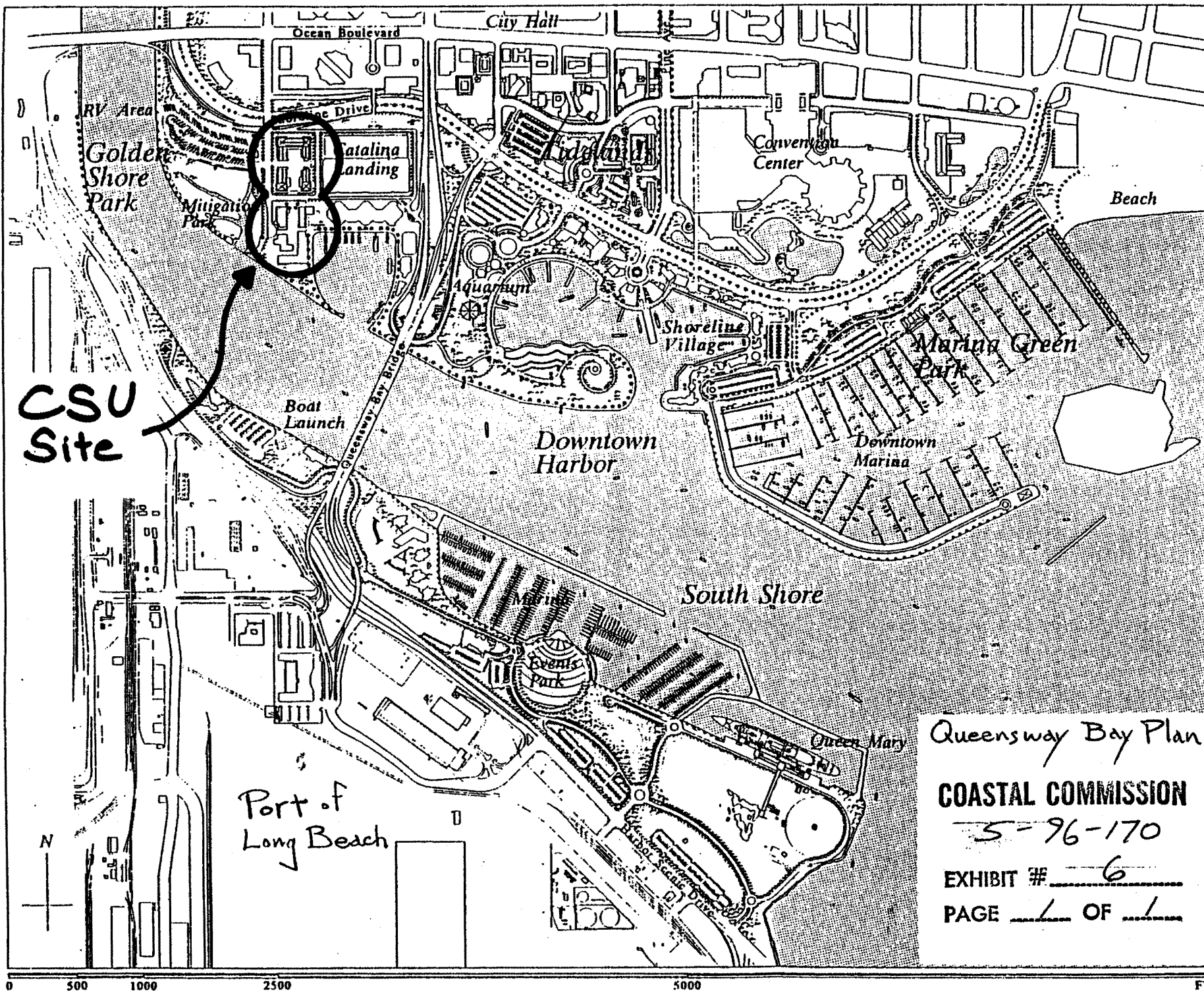
SOUTH ELEVATION

COASTAL COMMISSION

5-96-170

EXHIBIT # 5

PAGE 2 OF 2



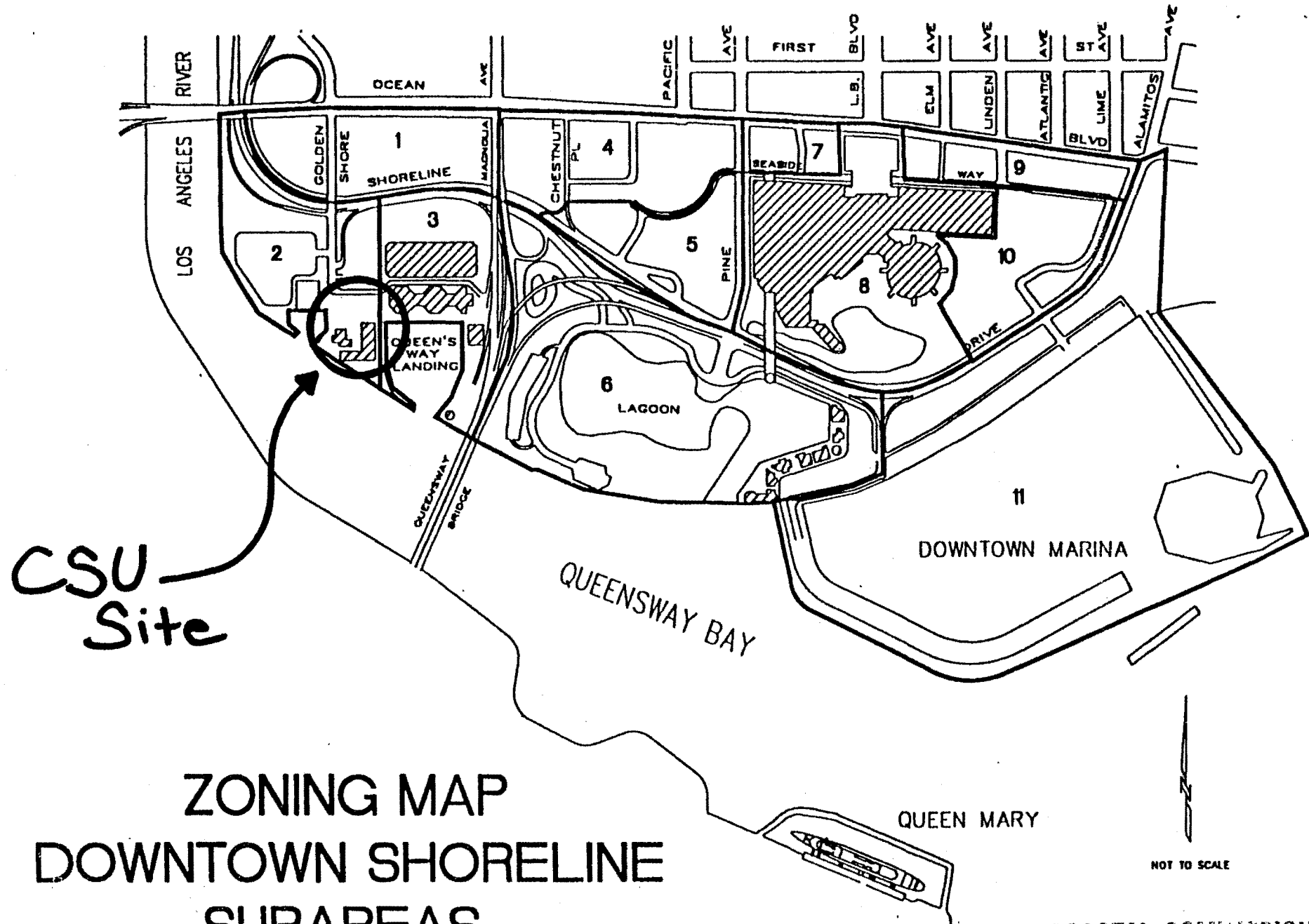
Queensway Bay Plan

COASTAL COMMISSION

5-96-170

EXHIBIT # 6

PAGE 1 OF 1



NOT TO SCALE

ZONING MAP DOWNTOWN SHORELINE SUBAREAS

Planned Development Ordinance: PD-6
Certified LCP

COASTAL COMMISSION

5-96-170

EXHIBIT # 7

PAGE 1 OF 1

Downtown Shoreline Area

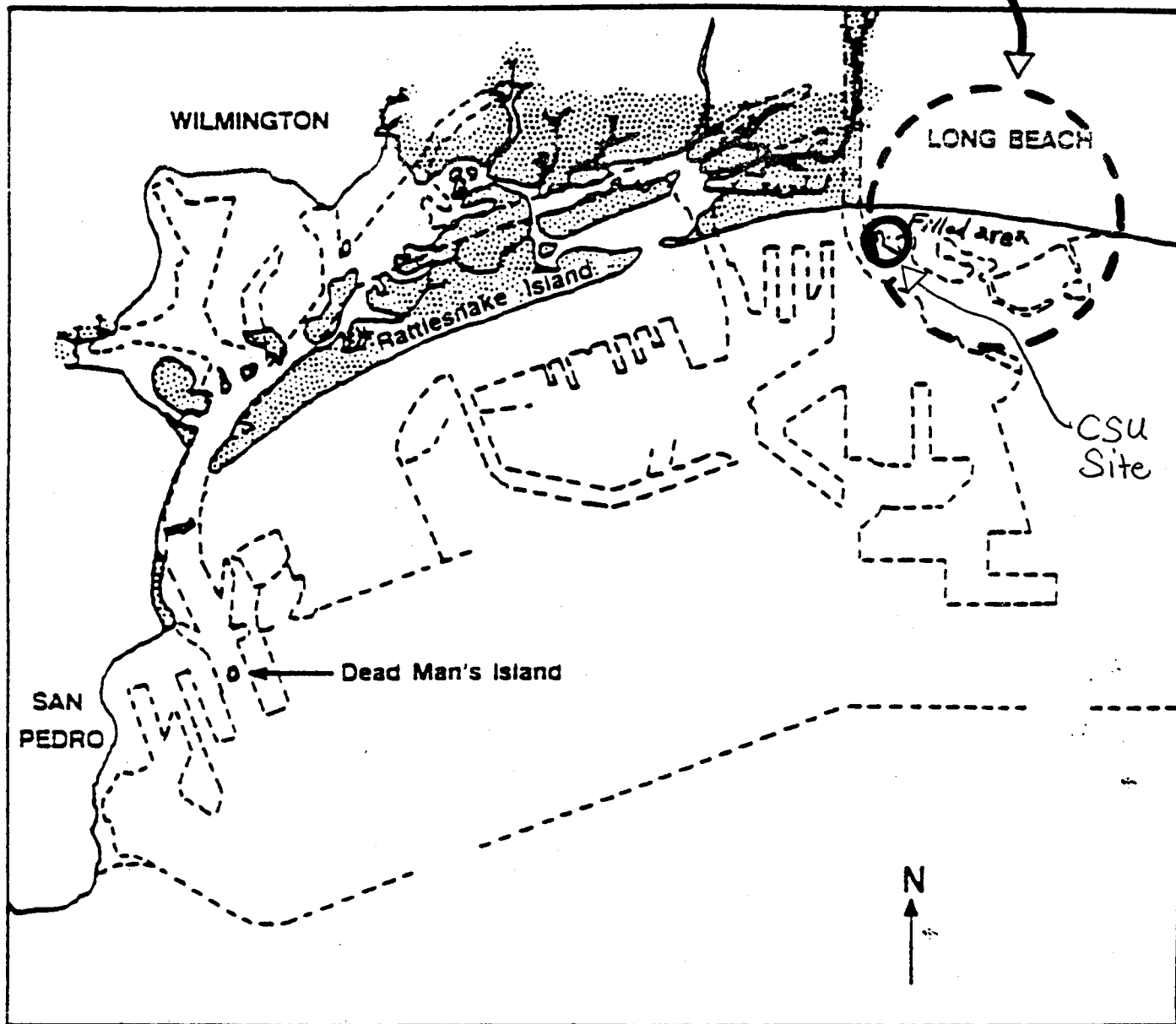


Figure 1-2. Los Angeles-Long Beach Harbor in the 1800s with present shoreline superimposed. Queensway Bay, 1994.

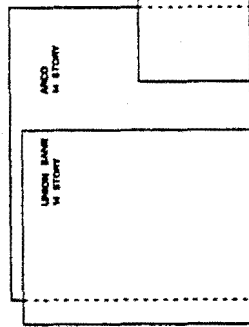
COASTAL COMMISSION

5-96-170

EXHIBIT # 9

PAGE 1 OF 1

WORLD
TRADE
CENTER



West Beach Redevelopment Project

CONCEPTUAL SECTION

0 5 10 20

River →

COASTAL COMMISSION

5-96-170

EXHIBIT # 11

PAGE 1 OF 1

View from the West
Looking East

CALIFORNIA STATE UNIVERSITY
Office of the Chancellor

VIEW DIAGRAM - EXISTING

Harbor Bank Building

LPA

- | | | |
|---|------------------------|------|
| A | Existing CSU Building | +60' |
| B | Catalina Landing Tower | +95' |
| C | Harbor Bank Building | +85' |

COASTAL COMMISSION

5-96-170

EXHIBIT # 12

PAGE 1 OF 8

CALIFORNIA STATE UNIVERSITY
Office of the Chancellor

VIEW DIAGRAM - PROPOSED

Harbor Bank Building

LPA

A	Proposed CSU Building	+117'
B	Catalina Landing Tower	+95'
C	Harbor Bank Building	+85'

COASTAL COMMISSION

5-96-170

EXHIBIT # 12

PAGE 2 OF 8

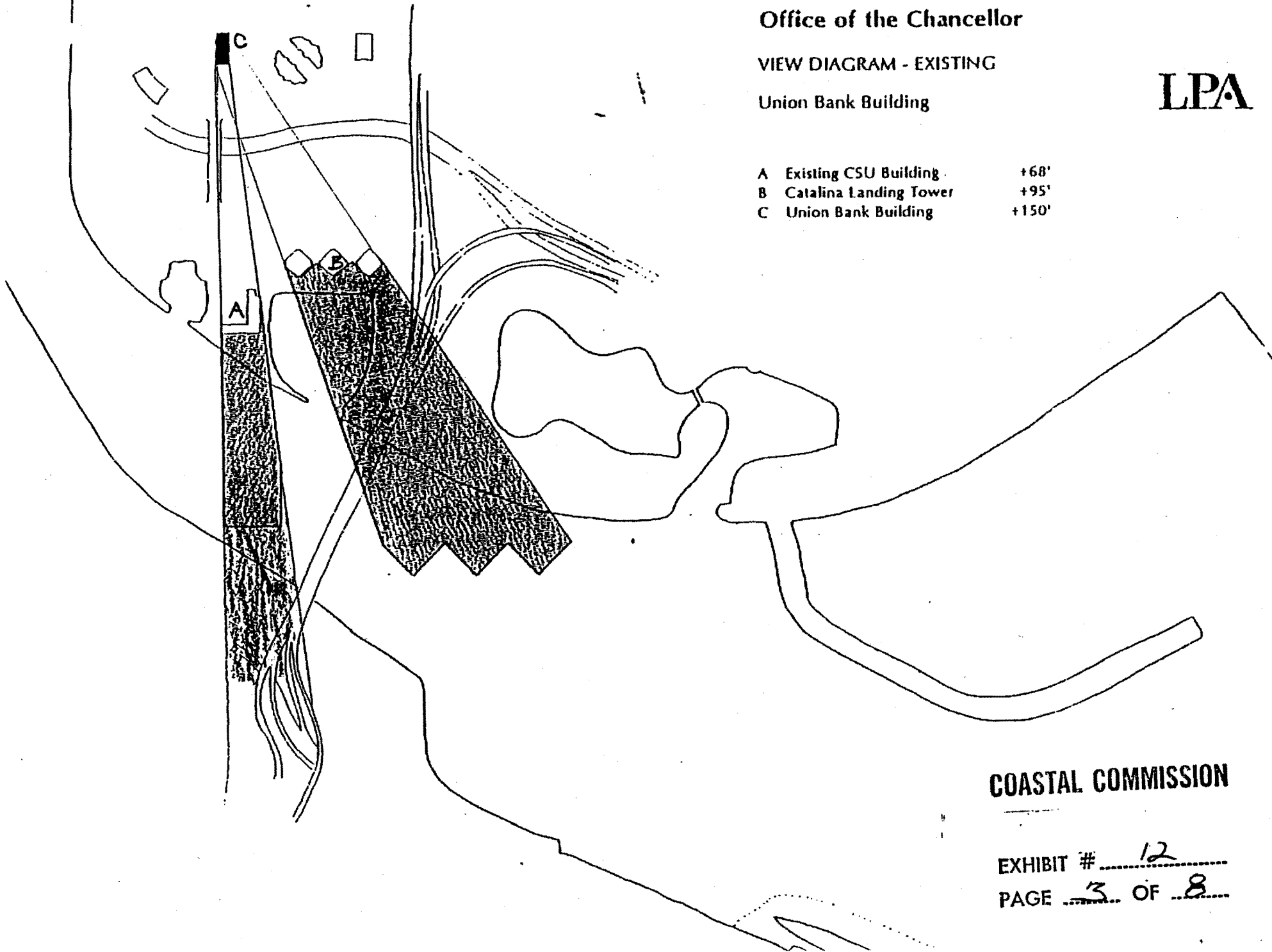
CALIFORNIA STATE UNIVERSITY
Office of the Chancellor

VIEW DIAGRAM - EXISTING

Union Bank Building

LPA

A	Existing CSU Building	+68'
B	Catalina Landing Tower	+95'
C	Union Bank Building	+150'



COASTAL COMMISSION

EXHIBIT # 12
PAGE 3 OF 8

CALIFORNIA STATE UNIVERSITY
Office of the Chancellor

VIEW DIAGRAM - PROPOSED

Union Bank Building

LPA

- | | | |
|---|------------------------|-------|
| A | Proposed CSU Building | +117' |
| B | Catalina Landing Tower | +95' |
| C | Union Bank Building | +150' |

A

B

C

COASTAL COMMISSION

EXHIBIT # 12

PAGE 4 OF 8

100 TUC-02 JUN 24 '98 13:17

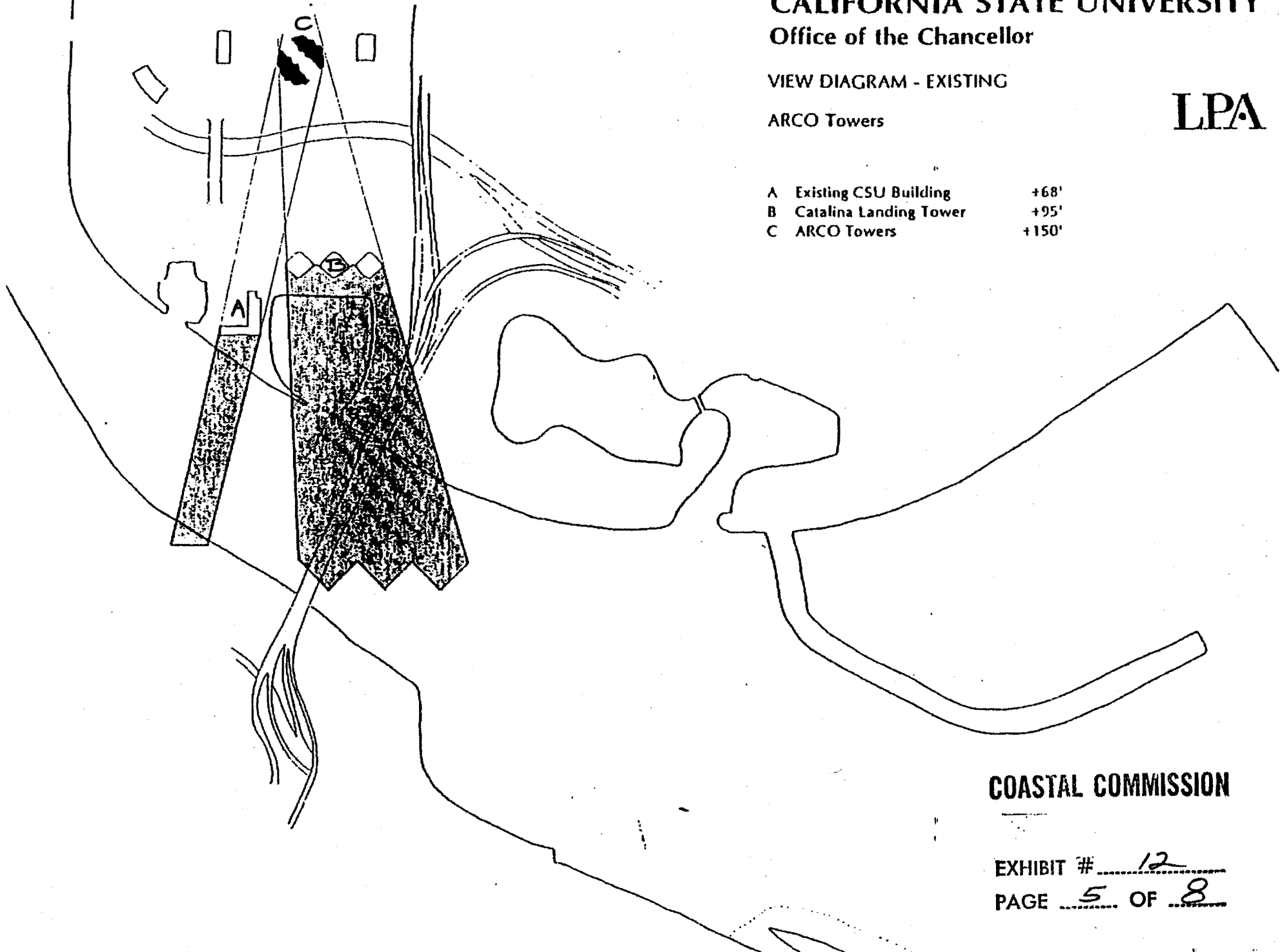
CALIFORNIA STATE UNIVERSITY
Office of the Chancellor

VIEW DIAGRAM - EXISTING

ARCO Towers

LPA

A	Existing CSU Building	+68'
B	Catalina Landing Tower	+95'
C	ARCO Towers	+150'



COASTAL COMMISSION

EXHIBIT # 12
PAGE 5 OF 8

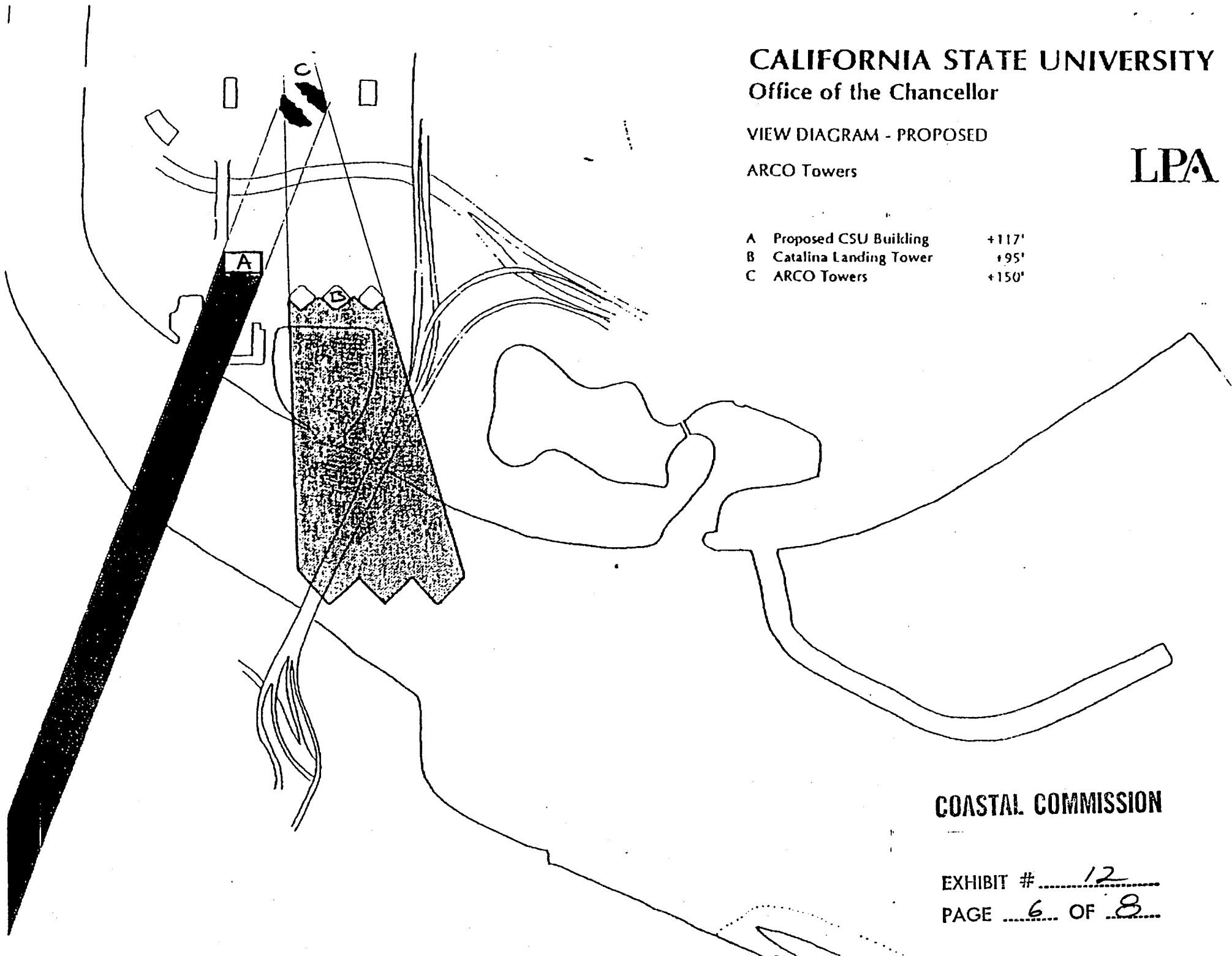
CALIFORNIA STATE UNIVERSITY
Office of the Chancellor

VIEW DIAGRAM - PROPOSED

ARCO Towers

LPA

A	Proposed CSU Building	+117'
B	Catalina Landing Tower	+95'
C	ARCO Towers	+150'



COASTAL COMMISSION

EXHIBIT # 12
PAGE 6 OF 8

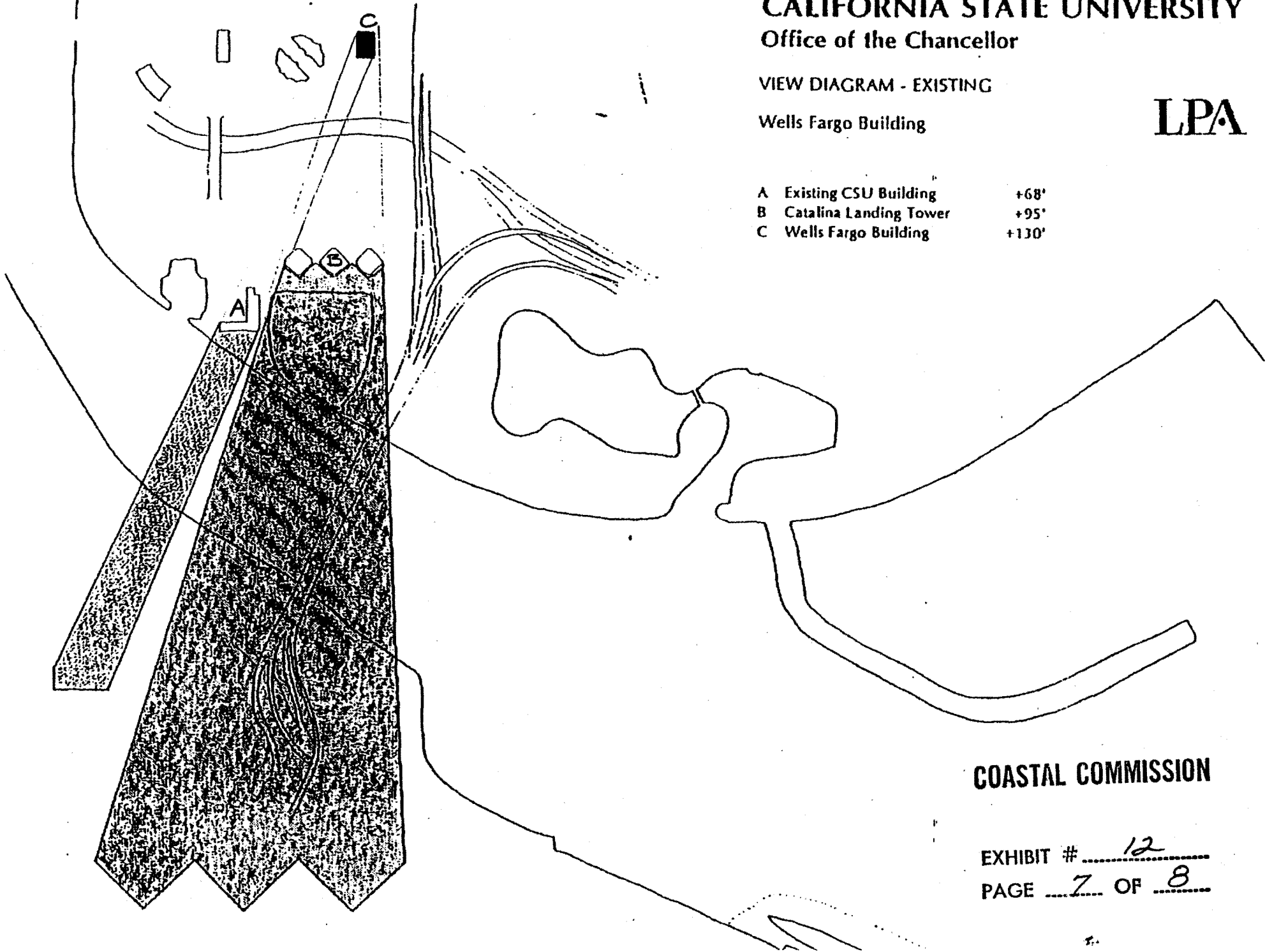
CALIFORNIA STATE UNIVERSITY
Office of the Chancellor

VIEW DIAGRAM - EXISTING

Wells Fargo Building

LPA

A	Existing CSU Building	+68'
B	Catalina Landing Tower	+95'
C	Wells Fargo Building	+110'



COASTAL COMMISSION

EXHIBIT # 12
PAGE 7 OF 8

CALIFORNIA STATE UNIVERSITY
Office of the Chancellor

VIEW DIAGRAM - PROPOSED
Wells Fargo Building

LPA

A Proposed CSU Building +117'
B Catalina Landing Tower +95'
C Wells Fargo Building +130'

COASTAL COMMISSION

EXHIBIT # 12
PAGE 8 OF 8

Wells Fargo Building

LPA

A	Proposed CSU Building	+117'
B	Catalina Landing Tower	+95'
C	Wells Fargo Building	+130'

COASTAL COMMISSION

EXHIBIT # 12
PAGE 8 OF 8

