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STATE OF CALIFORNIA—THE RESOURCES AGENCY

PETE WILSON, Governor

CALIFORNIA COASTAL COMMISSION

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Staff: CP-LB
Staff Report: 8/22/96
Hearing Date: Sept. 12, 1996
Commission Action:



STAFF REPORT: REGULAR CALENDAR

PERMIT
APPLICATION: 5-96-124

CONSISTENCY
CERTIFICATION: CC-98-96

APPLICANT: City of Long Beach

AGENTS: James C. Hankla, City Manager
Robert J. Paternoster, Director, Queensway Bay Project
Jack Humphrey, Advance Planning Officer

PROJECT LOCATION: 200 W. Shoreline Drive (Shoreline Park), 199 S. Golden Shore (Golden Shore boat launch), and public beach between 1st Place and 15th Place (beach replenishment), City of Long Beach, Los Angeles County.

OFFSHORE DISPOSAL SITE: Offshore Disposal Site LA-2, six miles southwest of Point Fermin, Los Angeles County.

PROJECT DESCRIPTION: Construct a downtown commercial harbor in Shoreline Park and Lagoon, reconstruct and improve Shoreline Park, demolish the Golden Shore public boat launch in order to create a 6.4 acre habitat mitigation area, transport approximately 109,000 cubic yards of excavated sand to 8th Place Beach area for beach replenishment, and dispose of approximately 325,000 cubic yards of dredged materials at the LA-2 offshore disposal site.

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval of the Coastal Development Permit with conditions regarding the regional bicycle route, public restrooms, parking meters, public access, public boat docks, future uses and improvements, leases to private operators, a chemical management plan, replacement of the public boat launch, public parking, the provision and monitoring of habitat mitigation, protection of marine resources, timing and suitability of materials for beach replenishment, conformance with the requirements of the resource agencies, foundation designs, assumption of risk, and the City's acceptance of the permit and conditions. (Continued on next page.)

SUMMARY OF STAFF RECOMMENDATION (cont.):

A City representative has reviewed and commented on the recommended conditions of approval. The only unresolved issue appears to be the City's wish to conduct beach replenishment activities up to May 15. Any beach replenishment activities occurring between March 15 and September 1 would be inconsistent with special condition sixteen which limits beach replenishment activities during the grunion breeding season and the California least tern nesting season. The California Department of Fish and Game and the U.S. Army Corps of Engineers routinely recommend that measures be taken to protect these species during their breeding and nesting seasons. Beach replenishment activities in the grunion and least tern's habitat areas during their breeding and nesting seasons could adversely impact these species. During the period between the date of this staff report and the Commission's September 12, 1996 meeting, the staff and the City are attempting to develop a plan which accomodates both the City's wishes and the necessary protection of the grunion and least terns.

Staff also recommends that the Commission concur with the consistency certification made by the City of Long Beach for the proposed project, finding that the project complies with and will be conducted in a manner consistent with the California Coastal Management Program. There do not appear to be any other unresolved issues between the City and Commission staff.

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. Concurrence with Consistency Certification

The Commission hereby concurs with the consistency certification made by the City of Long Beach for the proposed project, finding that the project complies with and will be conducted in a manner consistent with the California Coastal Management Program.

STAFF NOTE:

This staff report includes the findings to support the Commission's action on both Coastal Development Permit 5-96-124 and Consistency Certification CC-98-96. The findings for Consistency Certification CC-98-96 are in Section K of this report.

A Coastal Development Permit is required from the Commission for the proposed development because the sites of the proposed harbor, habitat mitigation project and beach replenishment are 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.

A Consistency Certification is required from the Commission for the proposed disposal of dredged materials at the LA-2 Offshore Disposal Site because it is a Federally permitted activity which includes transportation of material through the coastal zone and potential effects of disposal on natural resources within the coastal zone. The standard of review for Consistency Certifications is the policies of Chapter 3 of the Coastal Act.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. City of Long Beach LCP Amendment No. 1-95 (Queensway Bay Master Plan), See Appendix A of this report.
3. Environmental Impact Report for the Queensway Bay Master Plan (SCH 94081033).
4. Geotechnical Investigation Report for Queensway Bay Downtown Harbor by Advanced Earth Sciences, Inc., June 28, 1996.
5. Marine Biological Baseline Study for Queensway Bay & Long Beach Harbor, by MBC Applied Environmental Sciences, October 1994.
6. Coastal Engineering Studies for Queensway Bay Downtown Harbor and Wetland Mitigation, by Moffatt & Nichol Engineers, June 1996.
7. Planting Plan (for Queensway Bay Wetland Mitigation), by Wetlands Research Associates, Inc., August 1996.
8. Monitoring Plan (for Queensway Bay Wetland Mitigation), by Wetlands Research Associates, Inc., August 1996.
9. Dredged Material and Sand Testing Program (for Queensway Bay Downtown Harbor and Wetland Mitigation Site), by Kinnetic Laboratories, Inc. & ToxScan, Inc., June 19, 1996.
10. U.S. Army Corps of Engineers Permit Application No. 94-00933-FT.
11. Coastal Development Permit P-79-5252 (Pacific Terrace Harbor).
12. Coastal Development Permit P-79-5253 (Shoreline Park).
13. Coastal Development Permit 5-94-103 (Long Beach sand replenishment).
14. Coastal Development Permit 5-94-258 (Golden Shore/CAT Hovercraft).
15. Coastal Development Permit 5-95-052 & amendment (Shoreline RV Park).
16. Coastal Development Permit 5-95-055 & amendment (Long Beach Aquarium).
17. Coastal Development Permit 5-96-071 (Shoreline Dr./Vlg. Intersection).

III. 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.

IV. Special Conditions

1. Regional Bicycle Route

Pursuant to the July 11, 1996 letter signed by Robert Paternoster, Director of the Queensway Bay Project, and addressed to Charles Posner, Coastal Program Analyst, the Commission's Long Beach office:

- a) During the construction phase of the proposed project, the City shall provide and maintain a temporary bicycle route connecting the existing Los Angeles River bicycle path to the existing beach bicycle path. The temporary bicycle route shall maintain regional bicycle circulation through the Downtown Shoreline area by generally following the route described in the July 11, 1996 letter.

- b) Prior to the closing or demolition of any portion of the existing regional bicycle route, a replacement bicycle route shall be constructed and opened in order to maintain the connection between the Los Angeles River bicycle path and the beach bicycle path.
- c) Prior to the removal of the temporary bicycle route, the City shall construct, open and maintain the proposed permanent regional bicycle route which connects the Los Angeles River bicycle path to the beach bicycle path as shown on Exhibit #11 of this report.

2. Public Restrooms

The City shall provide public restroom facilities in Riverfront Park. Either temporary or permanent restroom facilities shall be available for public use when Riverfront Park officially opens, and thereafter. The City shall install permanent restroom facilities in Riverfront Park within one year of the official opening the park to the public, or within such additional time as may be granted by the Executive Director for good cause. The permanent restroom facilities will require a Coastal Development Permit or a permit amendment approved by the Commission.

3. Parking Meters

Any parking meters installed on public parking spaces in Riverfront Park shall allow ninety minutes of parking when the maximum amount of coins are deposited. In addition, the users of such public parking spaces shall be permitted to use the metered parking spaces for at least four hours (if the required amount of coins are added) before being required to vacate the parking space.

4. Public Access

The City shall provide and maintain unobstructed public access to and along the Pine Avenue Pier, the Queensway Bay Harbor esplanade, and the plaza areas in front of and adjacent to the aquarium structure free of charge for the life of the development approved herein. Public access to the Pine Avenue Pier may only be interrupted for special events with a duration of six 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.

5. Public Boat Docks

The City shall provide and maintain a minimum of 200 linear feet of docking area within the Queensway Bay Harbor which shall be reserved for short-term public docking which shall be available for free or at rates comparable to automobile parking. Short-term shall be defined as any term between one hour and six hours. This public docking area shall not be leased or reserved by any individual, business or organization. Additional short-term and/or long-term public docking areas over and

above this minimum requirement may be provided. All public docking areas shall be identified with signage which clearly communicates the availability and limitations of the public docking facilities.

6. Future Uses and Improvements

This approval is limited to the uses and development specifically described in the project description and related findings contained in Coastal Development Permit 5-96-124. Any additional development, including intensification of use such as the lease of docks areas, esplanade areas, park areas, or the commercial use of docks by party boats or cruise ships, will require an amendment to the permit or a new Coastal Development Permit.

7. Leases to Private Operators

The lease of any area subject to the terms and conditions of Coastal Development Permit 5-96-124 to private operators shall explicitly incorporate the terms and conditions of Coastal Development Permit 5-96-124. In addition, such leases shall incorporate provisions for use, public access and public recreation consistent with all terms and conditions contained herein.

8. Chemical Management Plan

Prior to the issuance of the Coastal Development Permit, the City shall submit a Chemical Management Plan for the review and approval of the Executive Director. The purpose of the Chemical Management Plan shall be to address how the City will construct and operate the Queensway Bay Harbor in a manner that protects water quality from pollutants, typically associated with commercial harbors, such as boat cleaning chemicals, pesticides, fuels and oil. The Chemical Management Plan shall identify the equipment and structures that will be installed at the harbor to assist users in preventing any discharge of pollutants into the harbor. The Chemical Management Plan shall be in compliance with the standards and regulations of the California Regional Water Quality Control Board, the United States Environmental Protection Agency (EPA), and all other applicable local, state and federal regulations. The Executive Director will approve the Chemical Management Plan if it contains the following minimum elements:

- a. Harbor users shall be prohibited from discharging pollutants, including pesticides, varnishes, paints, sewage, cleaners, fuel, etc. into the harbor.
- b. The City will install the equipment necessary to prevent or reduce any discharge of pollutants into the harbor, including the equipment for the proper disposal of pollutants in compliance with all local, state and federal regulations.

The approved Chemical Management Plan shall be prominently posted near all docks and shall be explicitly incorporated into all leases to private

operators within the harbor. The Queensway Bay Harbor shall be constructed and operated consistent with the plan approved by the Executive Director. Should the City need to revise the plan, the proposed revisions shall be submitted to the Executive Director in order to determine if the proposed changes shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

9. Public Boat Launch

Within two years of the demolition of the Golden Shore public boat launch, the City shall construct and open to the public a new boat launch of not less than two launching lanes and 60 parking spaces for autos with boat trailers within the Queensway Bay area.

10. Golden Shore Public Parking

The City shall retain a minimum of thirteen (13) existing public metered parking spaces in the existing public parking lot located near the entrance of the recreational vehicle park and the Golden Shore public boat launch (See Exhibit #15).

11. Habitat Mitigation Project

- a) The City shall construct, monitor and maintain the proposed habitat mitigation project consistent with the standards contained in the "Planting Plan, August 1996" and the "Monitoring Plan, August 1996" prepared for Moffatt & Nichol Engineers by Wetlands Research Associates, Inc.
- b) The implementation of the grading and planting plans (Exhibit #15) for the proposed habitat mitigation project shall commence prior to or simultaneous with the commencement of the proposed dredging of Shoreline Lagoon. Once the grading has commenced for the habitat mitigation project, the construction and planting of the habitat mitigation site shall proceed continuously until it is completed in conformance with the approved plan.
- c) The five-year monitoring period proposed by the "Monitoring Plan, August 1996," prepared for Moffatt & Nichol Engineers by Wetlands Research Associates, Inc., shall commence upon completion of the first planting of the project site. The City shall notify the Executive Director upon completion of the first planting of the project site.
- d) Upon completion of the first year of the monitoring period, and annually thereafter, the City shall submit to the Executive Director a report which documents the implementation of the planting and monitoring plans and which documents the status of the habitat mitigation project in relation to the performance standards contained in those plans.

- e) Any additional work or modifications to the habitat mitigation project which are necessary to meet the performance standards contained in the planting and monitoring plans shall be submitted to the Executive Director. Any change in the approved habitat mitigation project 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.
- f) The City shall be responsible for the ongoing maintenance of the habitat mitigation project and site. The required maintenance shall include regular cleaning and trash pick-up.

12. Siltation Control

Prior to the issuance of the Coastal Development Permit, the City shall submit, for the review and approval of the Executive Director, an erosion control and siltation prevention plan which controls erosion from the upland portions of the construction sites, and prevents silt from the upland portions of the construction sites from entering coastal waters during the construction of the proposed harbor and habitat mitigation 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 during construction of the proposed project.

13. Turbidity Control

The City shall minimize negative impacts on the marine environment by using silt curtains, sand bags, or other forms of barriers during construction of the proposed harbor and habitat mitigation project to confine turbid water to the immediate areas of all dredging, excavation and deposition.

14. Suitability of Materials for Beach Replenishment

Prior to the issuance of the Coastal Development Permit, the City shall submit a written agreement, subject to the review and approval of the Executive Director, to provide a qualified expert at the sand source site to inspect and monitor all material proposed to be deposited at the approved deposition site. The inspector shall determine the geotechnical suitability of all such material using the sediment compatibility criteria contained in the Dredged Material and Sand Testing Program - Queensway Bay Downtown Harbor Facilities, City of Long Beach, by Kinnetic Laboratories, Inc. & ToxScan, Inc., June 19, 1996. Only material deemed "compatible" by the qualified expert pursuant to the criteria contained in the above-stated document may be deposited at the approved deposition site. All contracts involving the subject project shall include the above stated condition of approval.

15. Beach and Recreational Facility Closures

During the proposed beach replenishment project, all beach areas and recreation facilities shall remain open and available for public use during the normal operating hours on weekends. On weekdays, beach area closures shall be minimized and limited to areas immediately involved in transportation and deposition. On all days, except for the portions of the beach where transportation and deposition is occurring, all beach areas and recreation facilities shall remain open and available for public use during the normal operating hours. On all days, the beach bicycle path shall remain open and available for public use during the normal operating hours.

16. Timing of Beach Replenishment Project

In order to reduce impacts on the grunion and the California least tern during the grunion breeding runs and the least terns' nesting and foraging season, no beach replenishment shall occur during the period commencing March 15 and ending September 1.

17. Conformance with the Requirements of the Resource Agencies

The City shall comply with all permit requirements and mitigation measures of the California Department of Fish and Game, Regional Water Quality Control Board, 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.

18. Foundation Design

Prior to the issuance of the Coastal Development Permit, the City shall submit for review and approval by the Executive Director, final plans for the proposed harbor and habitat mitigation site 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 Queensway Bay Downtown Harbor by Advanced Earth Sciences, Inc., June 28, 1996. Any changes in the design of the proposed project which was 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 harbor and habitat mitigation site shall be constructed in a manner consistent with the final approved plans.

19. Assumption of Risk

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

20. City Acceptance of Conditions

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 5-96-124. The City and its representatives shall abide by all terms and conditions of Coastal Development Permit 5-96-124.

V. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The City of Long Beach has submitted Coastal Development Permit application 5-96-124 in order to receive Commission approval to: 1) dredge Shoreline Lagoon and excavate part of Shoreline Park in order to construct the Queensway Bay Harbor; 2) construct a two thousand foot long seawall, a two-level public esplanade, a two hundred foot long public pier, ten floating docks, and install utility connections for the Queensway Bay Harbor; 3) demolish and excavate the Golden Shore public boat launch in order to create a 6.4 acre habitat mitigation area; 4) transport approximately 109,000 cubic yards of excavated sand from the Golden Shore public boat launch site to the 8th Place Beach area for beach replenishment; 5) plant the proposed 6.4 acre habitat mitigation area with wetland vegetation and monitor the project for five years; and 6) reconstruct and improve Shoreline Park with a 150 space public parking lot, pedestrian walkways, bicycle paths, a "fisherman's circle", a "beach garden", and associated landscaping (See Exhibits).

The City also proposes to export approximately 325,000 cubic yards of dredged and excavated materials from the site of the proposed harbor to the LA-2 offshore disposal site (Exhibit #18). This material has been tested and it has exceeded the EPA's "Green Book" testing standards for ocean disposal. It is too fine grained to use for beach nourishment. Because the LA-2 offshore disposal site is outside of the coastal zone, the proposed disposal cannot be approved by Coastal Development Permit 5-96-124. The proposed offshore disposal is before the Commission as Consistency Certification CC-98-96. This staff report includes the findings for both Coastal Development Permit 5-96-124 and Consistency Certification CC-98-96. The findings for Consistency Certification CC-98-96 are in Section K of this report.

According to the City, the proposed project is fully funded by an approved Section 108 loan from the U.S. Department of Housing and Urban Development (HUD). The period of construction is expected to commence in late 1996 and will be ongoing through 1998.

The development proposed by Coastal Development Permit application 5-96-124 implements part of the Queensway Bay Plan. 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 (See Appendix A). The central component of the plan is the Queensway Bay Harbor, with public piers encircled by a public esplanade, a world-class aquarium, a shopping and entertainment center with a maritime theme, and a public park (Exhibit #3). The Queensway Bay Plan will be constructed in phases. The first phase, already under construction, is the Long Beach Aquarium of the Pacific [See Coastal Development Permits 5-95-052 & 5-95-055 (City of Long Beach)]. The second phase, the Queensway Bay Harbor and reconstructed public park, is proposed in this application (Exhibit #9). Future phases, not included in this application, involve the provision and construction of privately financed commercial enterprises in and around the proposed harbor. This application does not include a harbor fueling station.

The development proposed by Coastal Development Permit application 5-96-124 involves three different sites. Two of the sites, Shoreline Park and Lagoon and the Golden Shore public boat launch, are located in the Downtown Shoreline area of Long Beach (Exhibit #3). The third site is the public beach located between 1st Place and 15th Place where the City proposes to place approximately 109,000 cubic yards of excavated sand on the beach in order to widen it (Exhibit #16).

All three sites are situated on state tidelands which are administered by the City of Long Beach under the Long Beach Tidelands Trust Agreement. Because the sites are 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 certified LCP is advisory in nature and may provide guidance.

Harbor and Park

The proposed Queensway Bay Harbor will be situated at the foot of Pine Avenue on the land and water area currently occupied by Shoreline Park and Shoreline Lagoon (Exhibits #6&7). The Long Beach Aquarium of the Pacific, currently under construction, is situated on the western edge of the proposed harbor. The existing Shoreline Village shopping center and Pacific Terrace Marina, situated on the eastern edge of the proposed harbor, will not be significantly altered during construction of the proposed harbor (Exhibit #7). When completed, the proposed Queensway Bay Harbor will be encircled by a 2,000 foot long seawall topped with a two-level public esplanade, a fisherman's circle, a beach garden, and a reconstructed Shoreline Park renamed as "Riverfront Park" (Exhibit #9). The new harbor will contain the proposed 200 foot long public

Pine Avenue Pier and ten floating docks available for public access and lease by commercial boat operators. The commercial uses within the proposed harbor will be permitted under Coastal Development Permit applications to be submitted at a future date.

In order to construct the proposed harbor, the City will have to close Shoreline Park during the period of construction. The regional bicycle route will be rerouted around the project prior to closure of the park. The period of construction is expected to commence in late 1996 and will continue at least until the end of 1998. The creation of the proposed harbor requires that the existing Shoreline Lagoon be deepened and reshaped, and that the existing 5.4 acres of intertidal mudflat habitat in Shoreline Lagoon be relocated to a habitat mitigation area.

The dredging of Shoreline Lagoon for the proposed harbor involves the removal of approximately 325,000 cubic yards of material from below the mean lower low water line (MLLW: 0'). The proposed dredging, done with backhoes or clamshell dredges, will result in a new bottom elevation of -16' to -22' MLLW. The deepest part of Shoreline Lagoon is currently at an elevation of about -10' MLLW, but is much shallower in most places. No dredging is proposed for the area currently occupied by the Pacific Terrace Marina adjacent to the Shoreline Village shopping center. The City proposes to transport the dredged materials from the site by barge and dispose of them at the LA-2 offshore disposal site because the dredged materials have been judged too fine to use for beach replenishment.

The proposed dredging will convert 5.4 acres of existing intertidal mudflat habitat in Shoreline Lagoon to subtidal and rocky intertidal habitat (Exhibit #7). The existing intertidal mudflat habitat in Shoreline Lagoon is situated between mean higher high water elevation (MHHW: 5.52') and MLLW. The 5.4 acres of intertidal mudflat habitat lost as a result of the proposed project will be replaced in the proposed habitat mitigation area located on the site of the Golden Shore public boat launch (Exhibit #15).

In addition to the proposed dredging, the proposed harbor construction also requires the excavation of approximately 109,000 cubic yards of material from parts of Shoreline Park which currently situated above MLLW. Most of the proposed excavation involves the removal of Palm Island (actually a peninsula) and its conversion to a deep water area (Exhibits #6&7). The removal of Palm Island will increase the size of the harbor entrance and will improve the water quality in the proposed harbor by allowing more natural flushing. The proposed park excavation and dredging of intertidal areas will result in an increase of approximately 5.5 acres of water area over the amount of water area currently existing in Shoreline Lagoon at MLLW elevation.

In order to improve the harbor construction logistics, the City proposes to connect the existing opening of Shoreline Lagoon (between Palm Island and Pine Avenue) with a temporary construction haul road constructed with fill excavated from the site. Three 100 foot long, 36" diameter culverts would be placed in the lagoon entrance beneath the temporary road. In order to maintain water circulation in the lagoon and to mute tide fluctuations during construction, flow control devices are proposed within the three culverts.

The City proposes to control water depths in the lagoon area at various times while constructing the proposed harbor. The proposed plan states that the water level would be limited to MLLW elevation (0') during the pouring of the concrete for the proposed 2,000 foot long seawall. This would occur several times during the construction period at brief intervals of about three to six hours, and never exceeding 48 hours at a time.

The construction of the proposed 2,000 foot long seawall involves the placement of a broad footing in the lagoon, densification of the footing material, and construction of the seawall on top of the footing (Exhibit #8). The City plans to use about 100,000 cubic yards of material excavated from Shoreline Park on the site as seawall overburden and backfill in order to reduce the amount of material transported off-site. A rock revetment will be placed in front of the new seawall, and on top of the seawall a two-level public esplanade will be constructed. Approximately 2,310 stone columns, placed sixty feet into the underlying sediments, will support the foundation for the seawall and esplanade. The top (outside) level of the public esplanade will be 35 feet wide in most places (Exhibit #10). The lower (inside) esplanade, four foot below the top esplanade at elevation +10' MLLW, will be 50 feet wide (Exhibit #10). A public plaza area will provide a transition from the public esplanade area to the entrance of the Long Beach Aquarium of the Pacific. Stairs and ramps will connect the two levels of the public esplanade. Railings will be erected along the inner edges of the two esplanades for safety purposes.

The actual water area within the proposed harbor will be occupied by ten floating docks, varying from 50 to 150 feet in length, and a 200 foot long public pier located at the end of Pine Avenue. Gangways will connect the lower public esplanade to the floating docks. The proposed public pier will be connected directly to the lower esplanade. The proposed pier and floating docks will be supported by piles driven into the bottom of the harbor.

Once the proposed dredging and excavation has been completed, and the seawall and esplanade are near completion, the City will commence the proposed reconstruction of Shoreline Park. The work proposed in the park involves recontouring the landscape, installation of all necessary utility extensions and irrigation devices, construction of park access roads and public parking areas, erection of signs, construction of pedestrian walkways and bicycle paths, and construction of public recreation facilities.

The existing northern entrance area to Shoreline Park, at the terminus of Pine Avenue, is proposed to be regraded and redesigned in order to improve public views to the harbor area (Exhibit #10). Public views of the harbor area from Shoreline Drive and Pine Avenue will be improved by lowering the existing elevation of the park entrance area by five feet down to +15 feet MLLW. A proposed passenger pick-up and drop-off area, in the shape of a cul-de-sac, will replace the existing northern park entrance road at the terminus of Pine Avenue. Both the proposed public pier and a harbor overlook are proposed to extend from the passenger pick-up and drop-off area to the water's edge.

Most of the existing northern park entrance road will be demolished and converted to usable park area. Vehicular access to the reconstructed park

will be provided by both the proposed aquarium road and the existing southern park entrance road (Exhibit #9). The existing southern park entrance road provides access to the south portion of the park underneath the Queensway Bridge.

The park area situated west of Pine Avenue, between the proposed harbor and Shoreline Drive, is proposed to be landscaped for active public use (Exhibit #9). This portion of Shoreline Park is currently occupied by the northern park entrance road, public parking areas, and usable park areas (Exhibit #6). For the time being, the City proposes to retain this area within the park. As part of the Queensway Bay Plan, however, the City proposes to use this area for the future expansion of privately financed commercial uses around the harbor. The possible future conversion of this park area to commercial uses will require the provision of equivalent replacement parkland and an approved Coastal Development Permit (See Appendix A).

A multi-modal transportation center is proposed for the area immediately east of Pine Avenue along the south side of shoreline Drive. Buses, taxis and private automobiles will be able to use this area for dropping off or picking up visitors to the Downtown Shoreline area. Water taxis are also proposed in order to provide additional transportation options in the area.

The largest portion of Shoreline Park which is preserved in the Queensway Bay Plan is the southern portion of the park situated between the proposed harbor and the Los Angeles River. The City proposes to reconstruct this portion of the park and rename it "Riverfront Park" (Exhibit #9). A new 150 space metered public parking lot is proposed by the City to replace an existing 89 space parking lot in the same location. The proposed 150 space parking lot will also provide replace 61 other public parking spaces which will be eliminated from the park as part of this project.

Riverfront Park and its proposed public parking lot will be accessible by automobile from the existing southern park entrance road located underneath the Queensway Bridge (Exhibit #9). The public esplanade around the proposed harbor will provide pedestrian connections between the promenade, Pine Avenue, the aquarium, fisherman's circle, and Riverfront Park.

The proposed reconstruction of the park also includes the provision of a "fisherman's circle" and a "beach garden" on the southern portion of the proposed harbor (Exhibit #9). The proposed "fisherman's circle", an area dedicated to persons who will fish in the park or from the harbor fishing vessels, is located between the Long Beach Aquarium of the Pacific and the proposed "beach garden".

The proposed "beach garden", which comprises the southern edge of the harbor, will provide a sandy play area for children and grown-ups. The proposed sandy "beach garden" is located between the harbor's rock revetment and the public esplanade leading to Promontory Point and the harbor entrance. Because the sand stops at the rock revetment, it is not an actual beach. No water contact recreation is proposed within the harbor area.

The Promontory Point, proposed to be located at the eastern end of the

peninsula near the harbor entrance, and the remainder of Riverfront Park, will be landscaped for public recreation. The existing fishing piers on the Los Angeles River will be preserved. As proposed by the City, a new public restroom will be constructed in Riverfront Park to replace the existing one which will be demolished. The proposed restroom will be permitted under a future Coastal Development Permit or amendment.

Habitat Mitigation

As previously stated, the dredging required for the proposed Queensway Bay Harbor will eliminate 5.4 acres of existing intertidal mudflat habitat in Shoreline Lagoon by converting it to subtidal and rocky intertidal habitat. The 5.4 acres of eliminated intertidal mudflat habitat is proposed to be replaced at the site of the Golden Shore public boat launch (Exhibit #15). The Golden Shore public boat launch is located in the Downtown Shoreline area of Long Beach near the mouth of the Los Angeles River (Exhibit #3). The City proposes to demolish and excavate the Golden Shore public boat launch in order to create a 6.4 acre habitat mitigation area to offset the loss of the 5.4 acres of existing intertidal mudflat habitat in Shoreline Lagoon. One acre of the proposed 6.4 acre habitat mitigation area is subtidal habitat which already exists at the mouth of the boat launch site.

In order to create the proposed 6.4 acre habitat mitigation area, the City proposes to demolish the existing public boat launch and excavate approximately 109,000 cubic yards of sand from the site in order to grade a 5.4 acre area to intertidal elevations between 0 and +5 MLLW. One acre at the mouth of the habitat area will remain below MLLW level. The City proposes to transport the excavated sand from the Golden Shore public boat launch site to the 8th Place Beach area for beach replenishment (Exhibit #16). The asphalt from the demolished boat launch parking lot will be disposed of outside of the coastal zone.

After the site is graded to the proper intertidal elevations, a 1,000 foot long cribwall and rock revetment will be constructed around the perimeter of the site. In order to establish the mitigation habitat, the City proposes to plant the 5.4 acres of intertidal habitat area with native wetland vegetation (Exhibit #15). The mitigation project will then be monitored for a five-year period in order to ensure its success. The natural tidal cycles will circulate water from the Los Angeles River and the ocean into and out of the site through the mouth of the proposed habitat mitigation area. A chain-link fence will be installed around the area in order to keep people and animals from disturbing the site.

The regional bicycle path, which runs down the east bank of the Los Angeles River, will be reconstructed along the top of the rock revetment situated on the north side of the habitat mitigation area (Exhibit #15). A pedestrian path will parallel the bicycle path on a fifteen foot wide right-of-way. The regional bicycle path will then continue in an easterly direction through the Downtown Shoreline area and eventually connect to the beach bicycle path.

Beach Replenishment

As previously stated, the City proposes to transport approximately 109,000 cubic yards of excavated sand from the Golden Shore public boat launch site to the 8th Place Beach area for beach replenishment (Exhibit #16). A grain size analysis at the source site shows that the materials to be excavated are 90-95% sand, a high content of coarse sand. The public beach area proposed to be replenished with the excavated sand actually extends from 1st Place to 15th Place, with the primary focus in the middle at 8th Place (Exhibit #16). A grain size analysis at the proposed replenishment sites show that the existing beach materials are 88.6-99.2% sand.

The excavated sand is proposed to be transported in trucks from the Golden Shore site, eastward on Shoreline Drive, to the 1st-15th Place public beaches. An estimated 4,000 truck trips will be necessary to transport the sand from the excavation area to the public beach.

B. Downtown Shoreline Area History

The sites of the proposed Queensway Bay Harbor and the habitat mitigation area are located in the Downtown Shoreline area of Long Beach. The Downtown Shoreline area of Long Beach is comprised of fill which has been deposited seaward of the former shoreline since the 1920's (Exhibit #5). The proposed Queensway Bay Harbor project is located in Shoreline Park and Lagoon, and the proposed habitat mitigation area is located one-half mile west on the site of the Golden Shore public boat launch (Exhibit #3). 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 #3). 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 #4).

Both the Golden Shore public boat launch site and Shoreline Park and Lagoon are located on state-owned public tidelands which are administered by the City. Because the sites are 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.

As stated above, the public tideland areas upon which the City proposes to construct the Queensway Bay Harbor project and the habitat mitigation area are 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 #5).

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, and the Golden Shore public boat launch are all located (Exhibit #3). The landfill area was used as an informal recreation area until the late 1970's when the City began to improve the area.

In 1975, the City began demolition of the original Long Beach Municipal Auditorium in order to begin construction of the Long Beach Convention and Entertainment Center, the Hyatt Regency Hotel, and Rainbow Lagoon and Park on the former site of the Rainbow Pier. In 1979, the Pike amusement park was officially closed and demolished.

The Commission has approved many Coastal Development Permits for the development of the area as it currently exists. In 1979, the Commission approved Coastal Development Permit P-79-5253 (City of Long Beach) for the improvement of Shoreline Park and Lagoon. The improvement of Shoreline Park was completed in 1983-84. Shoreline Park is currently a region serving waterfront recreation area which provides the public with many coastal related recreational activities.

In 1979, the Commission also approved Coastal Development Permits P-79-5249, 5250, 5251 and 5252 (City of Long Beach) for the construction of the 1,694 slip Downtown Long Beach Marina, Marina Green Park, Shoreline Village shopping center, and the 131 slip Downtown Harbor (a.k.a. Shoreline Village Marina or Pacific Terrace Harbor). These improvements were completed in the early 1980's. These facilities, along with Shoreline Park and Lagoon, continue to

provide southern California area residents and visitors with many coastal related recreational activities.

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. However, on June 25, 1973, the Commission approved Coastal Development Permit P-5-14-73-929 (City of Long Beach) for the construction of pedestrian stairways and installation of a four foot high chain link fence around the boat launch and its parking area.

The City of Long Beach operated the public boat launch facility, charging users a five dollar admission fee, until 1991 when the boat launch was closed due to safety considerations. Apparently, a sand bar has repeatedly formed in the river bed near the entrance to the boat launching area causing an unsafe condition for boats with deeper drafts.

On January 12, 1995, the Commission approved Coastal Development Permit 5-94-258 (C.A.T. Hovercraft) to reopen the boat launch for public use, primarily for personal watercraft, Jet Skis, hovercraft, and other vessels with shallow drafts. Coastal Development Permit 5-94-258 was issued and C.A.T. Hovercraft commenced the operation of the public boat launch as permitted. The City, however, terminated its lease of the site with C.A.T. Hovercraft in June of 1996, and the boat launch was permanently closed.

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 (See Appendix A). 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. On May 10, 1995, the Commission approved the City of Long Beach Local Coastal Program (LCP) amendment No. 1-95 incorporating the Queensway Bay Plan into the City's certified LCP (See Appendix A). The central components of the plan are the Long Beach Aquarium of the Pacific and the currently proposed Queensway Bay Harbor.

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 #15).

In regards to the City's future plans for the Downtown Shoreline area, the Queensway Bay Plan includes a proposal to convert portions of the public park area around the proposed harbor to privately financed commercial uses as part of an expansion of the Shoreline Village shopping center (See Appendix A). Additional parking facilities are also proposed by the plan. The Queensway Bay Plan, as well as the certified LCP, require that any conversion of public park area to commercial uses be accompanied by the provision of equivalent replacement parkland in the Queensway Bay area. In order to maintain the existing amount of public park area in the Queensway Bay area, the City plans to construct a new public park area on the South Shore area of Queensway Bay near the Queen Mary. Any expansion of commercial uses and provision of replacement parkland will be the subject of future Coastal Development Permit applications.

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 the issues of public access and recreation along the coast. 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 30224 of the Coastal Act states:

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

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, lower-cost recreational opportunities, and water-oriented recreational activities. The Commission, in its certification of the Queensway Bay Plan into the certified LCP, found that the proposed Queensway Bay Harbor, with its emphasis on recreational boating opportunities, is in conformance with the Chapter 3 policies of the Coastal

Act. This Coastal Development Permit, as conditioned, will ensure that the proposed project provides maximum public access, lower-cost recreational opportunities, and water-oriented recreational activities as called for in the Queensway Bay Plan and the certified LCP (See Appendix A).

Overall, the proposed project will improve the public's ability to access the sea by providing a new harbor which will increase the public's options for interfacing with the coastal environment and by providing improved public recreation areas in Shoreline Park and Riverfront Park. However, careful review and consideration must be given in order to ensure that the proposed project does not unnecessarily impact the existing public recreational uses within the Downtown Shoreline area during the construction of the project. Careful consideration must also be given to ensure that the completed project will provide equal or greater public recreational opportunities in the Downtown Shoreline area as proposed and as required by the Queensway Bay Plan and the certified LCP. The recommended special conditions of approval will ensure that the City provide and maintain the public recreational facilities which are required by the Queensway Bay Plan, the certified LCP, and the Chapter 3 policies of the Coastal Act.

Shoreline Park

The primary public access and recreation issue involved with the proposed project is the major redesign of Shoreline Park. Shoreline Park, a region serving waterfront park, currently provides the public with excellent coastal access and recreation opportunities on approximately 36 acres of oceanfront land (Exhibit #6). Although the western part of the park is now closed due to the ongoing construction of the Long Beach Aquarium of the Pacific, the rest of the park located on the north and south sides of Shoreline Lagoon currently provides the public with many low cost recreational activities such as sightseeing, picnicking, fishing, and bicycling. The park currently contains open lawn areas, two public parking lots, a public restroom, a children's play area, and two floating docks in Shoreline Lagoon.

The proposed project includes the demolition and reconstruction of Shoreline Park, and the conversion of Shoreline Lagoon into Queensway Bay Harbor. The work proposed in Shoreline Park involves recontouring the landscape, installation of all necessary utility extensions and irrigation devices, construction of park access roads and public parking areas, erection of signs, construction of pedestrian walkways and bicycle paths, and construction of public recreation facilities. In addition, a two-level public esplanade will be constructed around the proposed harbor (Exhibit #10). In order to construct the proposed project, the City will have to close all of Shoreline Park during the period of construction. The period of construction is expected to commence in late 1996 and will continue at least until the end of 1998.

The construction of the proposed harbor and esplanade will transform the existing character of much of Shoreline Park from landscaped lawn areas to a concrete esplanade and concrete plazas (Exhibit #10). Two major portions of the park, however, will be retained as landscaped lawn areas under the proposed plan: one five acre (approx.) area on the north side of the harbor,

and another large area within the proposed Riverfront Park (Exhibit #9).

The five acre (approx.) area situated west of Pine Avenue, between the proposed harbor and Shoreline Drive, is proposed to be landscaped for active public use. This portion of Shoreline Park is currently occupied by the northern park entrance road, public parking areas, and usable park areas. For the time being, the City proposes to retain this area within the park as landscaped usable park area. As part of the Queensway Bay Plan, however, the City proposes to use this area for the future expansion of privately financed commercial uses next to the harbor. The possible future conversion of this five acre (approx.) park area to commercial uses will require the provision of equivalent parkland to replace that which is displaced, and an approved Coastal Development Permit.

The largest portion of Shoreline Park which is retained by the proposed project is the southern portion of the park situated between the proposed harbor and the Los Angeles River. The City proposes to reconstruct this portion of the park and rename it "Riverfront Park" (Exhibit #9). Promontory Point, proposed to be located at the eastern end of the peninsula near the harbor entrance, and the majority of Riverfront Park, will be landscaped for public recreation.

The proposed construction of Riverfront Park also includes the provision of a "fisherman's circle" and a "beach garden" on the southern portion of the proposed harbor (Exhibit #9). The proposed "fisherman's circle", an area dedicated to persons who will fish in the park or from the harbor fishing vessels, is located between the Long Beach Aquarium of the Pacific and the proposed "beach garden" (Exhibit #9). The proposed "beach garden", which comprises the southern edge of the harbor, will provide a sandy play area for children and grown-ups. The proposed sandy "beach garden" is located between the harbor's rock revetment and the public esplanade leading to Promontory Point and the harbor entrance. Because the sand stops at the rock revetment, it is not an actual beach and there will be no water contact recreation.

Although the character of the park will change as a result of the proposed project, the park area around the proposed harbor will not be reduced below that which currently exists. 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 (See Appendix A). The proposed harbor esplanade and plaza areas are considered park areas which will not displace any existing park lands. The development proposed in this application will not displace any parkland. In fact, the City states that the proposed project actually will increase the amount of park area from 36.12 acres to 37.37 acres (Exhibit #7). The park acreage figures include the area of the aquarium, two public parking lots, the proposed public esplanades, park access roads, and landscaped areas. Any commercial uses located within these park areas permitted by future Commission actions will displace existing park uses.

Near the southern vehicular entrance to Riverfront Park, the City proposes to construct a new 150 space metered public parking lot (Exhibit #9). The proposed 150 space parking lot will replace an existing 89 space parking lot

in the same location, and 61 other public parking spaces which will be eliminated from the existing park area as part of this project. Riverfront Park and its proposed public parking lot will be accessible by automobile from the existing southern park entrance road which passes beneath the Queensway Bridge.

As proposed by the City, a new public restroom will be constructed in Riverfront Park to replace the existing one which will be demolished. The proposed restroom will be permitted under a future Coastal Development Permit or amendment. In order to ensure that the City provides the public restroom as proposed, the permit is conditioned to require the City to provide public restroom facilities in Riverfront Park. The required restrooms, whether temporary or permanent facilities, shall be available for public use when Riverfront Park officially opens, and thereafter. If temporary restroom facilities are provided prior to the provision of permanent facilities, the City shall provide permanent restroom facilities in Riverfront Park within one year of the official opening the park to the public, or within such additional time as may be granted by the Executive Director for good cause. The permanent restroom facilities will require a Coastal Development Permit or a permit amendment approved by the Commission.

The provision of adequate public restroom facilities is an important component of the coastal public access system. Without the provision of such facilities, the public's ability to access the coast would be diminished.

Queensway Bay Harbor

Sections 30220 and 30221 of the Coastal Act encourage the use of waterfront land for water-oriented recreational activities. Sections 30210, 30211, 30213, and 30223 of the Coastal Act encourage public access and lower cost recreational opportunities, especially recreational boating. Section 30223 specifically encourages increased recreational boating.

The proposed Queensway Bay Harbor is a water-oriented recreational facility which will increase recreational boating opportunities by allowing the development of a large harbor on the site of Shoreline Lagoon (Exhibit #7). The City asserts that the public's enjoyment of the recreational activities currently provided in Shoreline Park will be enhanced by the proposed project. In fact, it is likely that the proposed harbor, along with the Long Beach Aquarium of the Pacific, will draw many first-time visitors to the Downtown Shoreline area.

The proposed harbor is a major public waterfront facility. The proposed harbor will contain the proposed 200 foot long public Pine Avenue Pier and several floating docks (Exhibit #10). The floating docks will be made available for for lease by commercial boat operators, but not until specific commercial uses within the proposed harbor are permitted under Coastal Development Permits to be applied for by the City in the future. Such future commercial uses include dinner cruises, whale watching, dive boats, and fishing charters. Day-use transient boat docking facilities for the general public will also be provided as required by the certified LCP.

The public esplanade which will encircle the proposed harbor will provide pedestrian access and connections between the promenade, Pine Avenue, the aquarium, fisherman's circle, and Riverfront Park. Sections 30211 and 30212 of the Coastal Act specifically require that public access be provided to the coast and along the shoreline.

In order to ensure that public access is provided to the harbor and its facilities as proposed and as required by the Chapter 3 policies of the Coastal Act, the permit is conditioned to require the provision of public access to the Pine Avenue Pier, the Queensway Bay Harbor esplanade, and the plaza areas in front of and adjacent to the aquarium, all free of charge for the life of the development. The City has stated that fundraisers and/or invitation only special events may be held on the pier. In order to accommodate the proposed special events on the pier, free public access to the Pine Avenue Pier may be temporarily interrupted for special events with a duration of six hours or less, or by special events permitted by a subsequent Coastal Development Permit. The limitation of the duration of special events to six hours or less will also allow the public to access the pier for free. 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.

In addition, the City shall provide and maintain a minimum of 200 linear feet of docking area within the Queensway Bay Harbor which shall be reserved for short-term public docking which shall be available for free or at rates comparable to automobile parking. Short-term shall be defined as any term between one hour and six hours. This public docking area shall not be leased or reserved by any individual, business or organization. Additional short-term and/or long-term public docking areas over and above this minimum requirement may be provided. All public docking areas shall be identified with signage which clearly communicates the availability and limitations of the public docking facilities.

The proposed project includes public access to the harbor, but only as conditioned does the permit for the proposed project provide guaranteed public access to the harbor from both the land and sea. Therefore, as conditioned, the proposed project is consistent with Sections 30211, 30212, 30220 and 30221 of the Coastal Act.

Bicycle Access

As previously stated, 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 path system. The existing regional bicycle route through the Downtown Shoreline area currently provides the public with direct access to coast. It is part of the regional bicycle system which runs along the Los Angeles River and along the City's beach toward the Orange County beaches providing access to the City's beaches from Los Angeles and many other inland Citys.

The certified LCP requires the protection of the regional bicycle path system as well as bicycle circulation throughout Shoreline Park (See Appendix A). In

fact, the certified LCP contains a regional bicycle route as part of the Queensway Bay Plan (Exhibit #11). The certified LCP requires the construction of a replacement regional bicycle route as shown on the LCP's Downtown Shoreline Policy Plan (See Appendix A). The certified LCP also states:

"The regional bicycle path that traverses the Queensway Bay Project will have access and bicycle racks adjacent to each of its major attractions. Beginning at the western end of the project, a bicycle rest area and observation point will be provided at the wetlands mitigation area. Just east of the Queen's Way Bridge, bicycle access and racks will be provided on the plaza near the aquarium entrance. At the signalized crossings of Shoreline Drive at Aquarium Way and Pine Avenue, cyclists will have a protected crossing to the project area, and bicycle racks will be provided nearby the commercial uses on the esplanade. Finally, at the eastern end of the project, a bicycle rest area and bicycle racks will be provided in Shoreline Village in the vicinity of Parker's Lighthouse."

The City proposes to construct a new regional bicycle route consistent with the route required by the certified LCP. A rerouting of the portion of the regional bicycle path that currently passes through Shoreline Park is necessary because the bridge which currently provides access across Shoreline Lagoon will be eliminated as part of the proposed project. Also, a portion of the regional bicycle route next to the habitat mitigation site will be reconstructed (Exhibit #15). Internal bicycle circulation is also proposed throughout Shoreline Park and Riverfront Park as part of this application. Therefore, the City's proposed bicycle circulation system will provide equivalent coastal access opportunities.

However, in order to ensure that bicycle access to and along the coast is not disrupted by the construction of the proposed project, the approval of the permit is conditioned to require that during the construction phase of the proposed project, a temporary regional bicycle route connection shall be provided and maintained connecting the existing Los Angeles River bicycle path to the existing beach bicycle path. The temporary bicycle route shall maintain regional bicycle circulation through the Downtown Shoreline area by following the general route described in the July 11, 1996 letter signed by Robert Paternoster, Director of the Queensway Bay Project, and addressed to Charles Posner, Coastal Program Analyst, the Commission's Long Beach office. Prior to the closing or demolition of any portion of the existing regional bicycle route, a replacement bicycle route shall be constructed and opened in order to maintain the connection between the Los Angeles River bicycle path and the beach bicycle path.

The condition of approval also requires that the proposed permanent regional bicycle route connecting the Los Angeles River bicycle path to the beach bicycle path be constructed and opened as shown on Exhibit #11 of this report prior to the removal of the temporary bicycle route.

Compliance with this special condition will ensure that uninterrupted bicycle and pedestrian access is provided through 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

Public Boat Launch

As previously stated, Sections 30210, 30211, 30213, 30220, 30221 and 30223 of the Coastal Act encourage public access and lower cost recreational opportunities, especially recreational boating. The proposed Queensway Bay Harbor will provide the public with recreational boating opportunities in the Downtown Shoreline area.

However, the proposed project includes the demolition of an existing recreational boating facility in the Downtown Shoreline area. The Golden Shore public boat launch, which is proposed to be demolished, is located in the Golden Shore area about one-half mile west of Shoreline Park (Exhibit #15). The Golden Shore public boat launch is proposed to be demolished so the site can be converted to a wetland area to mitigate the loss of 5.4 acres of intertidal mudflat habitat which will result from the construction of the proposed harbor in Shoreline Lagoon.

Since 1991, because of safety considerations, the Golden Shore public boat launch has only been used by personal watercraft, Jet Skis, hovercraft, and other vessels with shallow drafts. A sand bar has repeatedly formed in the bed of the Los Angeles River in front of the entrance to the boat launching area. The sand bar has created an unsafe condition for boats with deeper drafts. Earlier this year, the City terminated the launch operator's lease of the site and permanently closed the Golden Shore public boat launch.

Because the existing Golden Shore public boat launch currently provides very limited recreational boating opportunities, demolition of the existing public boat launch will not significantly reduce the public's ability to access the coast if the launch is ultimately replaced.

The certified LCP states that:

"The Golden Shore public boat launch may be replaced. Prior to closure and demolition of the Golden Shore public boat launch, a plan must be approved by all applicable agencies and funding must be secured for a new boat launch of not less than two launching lanes and 60 parking spaces for autos with boat trailers within the Queensway Bay area."

The above-stated LCP policy is consistent with Section 30234 of the Coastal Act. Section 30234 of the Coastal Act states:

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

In its certification of the Queensway Bay Plan as part of the certified LCP, the Commission found that in order to protect the public's ability to access the sea through recreational boating facilities, a public boat launch facility should be maintained in the Queensway Bay area (See Appendix A). Therefore, the Commission determined that should the City wish to demolish the existing Golden Shore public boat launch, it would be permitted provided that the City also construct a replacement boat launch in the Queensway Bay area.

Although a replacement boat launch has not been proposed as part of this application, the City has planned to construct a new public boat launch as a replacement on the south shore of Queensway Bay within the jurisdiction of the Port of Long Beach (Exhibit #17). The City Planning Commission has approved a site plan for the proposed replacement boat launch and has applied for a grant to cover the cost of the proposed boat launch from the California Department of Boating and Waterways, but the grant has not been approved (Exhibit #17). In addition, the City has not yet obtained the required Coastal Development Permit from the Port of Long Beach which has permit jurisdiction over the site of the proposed boat launch.

Pursuant to the requirement of the certified LCP, the Golden Shore public boat launch should not be demolished until a commitment is made by the City to replace the boat launch. The boat launch must be replaced in order to ensure the provision of recreational boating opportunities to people who have boats but cannot afford slips in the downtown area.

Therefore, a condition of the permit requires that prior to the issuance of the Coastal Development Permit, the City Council shall agree to construct and open to the public a new boat launch within two years of the date of demolition of the Golden Shore public boat launch. The replacement boat launch shall provide at least two launching lanes and 60 parking spaces for autos with boat trailers within the Queensway Bay area. The City Council shall agree to the condition by adopting a resolution agreeing to abide by the terms and conditions of this permit. A special condition requires such a resolution in order to ensure that the City Council is informed of, and agrees to, the obligations accepted on its behalf by its representatives.

Therefore, the Commission finds that the Golden Shore public boat launch may be demolished if the City Council agrees by resolution to construct a replacement public boat launch in the Queensway Bay area within two years. Only as conditioned is the permit consistent with the public access and recreation policies of the Coastal Act.

Habitat Mitigation Site

The site of the proposed habitat mitigation project is currently a recreational area which contains a public boat launch and several hundred feet of frontage on the Los Angeles River. The regional bicycle route, which runs down the east bank of the Los Angeles River, passes on the north side of the boat launch parking lot, just south of the Golden Shore Recreational Vehicle Park (Exhibit #15). Many people have used the area for boating, fishing, bicycling, sightseeing and picnicking. An existing fifteen space public parking lot along S. Golden Shore provides public access parking for the area.

The proposed habitat mitigation project will convert most of the Golden Shore public boat launch site to a protected wetland area. The habitat mitigation site is proposed to be enclosed by a six foot high fence to keep predators and people out of the mudflat areas to be created. Therefore, the proposed use of the site as a habitat area will displace most, but not all, of the existing recreational uses on the site. The existing boat launch and its parking area will be displaced. However, the regional bicycle path will continue to pass on the northern edge of the habitat mitigation site and continue eastward to the beach bicycle path (Exhibit #15).

Beach Replenishment

The City proposes to transport approximately 109,000 cubic yards of excavated sand from the Golden Shore public boat launch site to the 8th Place Beach area for beach replenishment. The public beach area proposed to be replenished with the excavated sand actually extends from 1st Place to 15th Place, with the primary focus in the middle at 8th Place (Exhibit #16).

The excavated sand is proposed to be transported in trucks from the Golden Shore site, eastward on Shoreline Drive, to the 1st-15th Place public beaches. An estimated 4,000 truck trips will be necessary to transport the sand from the excavation area to the public beach.

The proposed project will improve public access and increase recreational opportunities by partially mitigating beach erosion and by providing for the continuing and increased recreational use of the west beach area by the public. The size of the beach in the deposition area will be substantially increased and will provide a much larger area for recreational use.

The proposed sand replenishment project will, however, temporarily impact the use of some portions of the beach during the transportation and deposition of the sand. It may be necessary to close some parts of the beach during the hours that heavy equipment is being used to transport and deposit sand.

Therefore, in order to reduce such impacts on public access and recreation the permit is conditioned as follows:

On all days: Except for the portions of the beach where sand excavation, transportation or deposition is occurring, all beach areas and recreation facilities shall remain open and available for public use during the normal operating hours.

The bicycle path shall remain open and available for public use during the normal operating hours.

On weekends: All beach areas and recreation facilities shall remain open and available for public use during the normal operating hours.

On weekdays: Beach area closures shall be minimized and limited to areas immediately involved in sand excavation, transportation or deposition.

The permit is also conditioned to prohibit development during the grunion spawning season and the nesting season for the endangered California least tern. In order to reduce the proposed development's impacts on spawning grunions and the least tern's feeding area during the birds' nesting season, the permit has been conditioned so that beach replenishment is not permitted during the period commencing March 15 and ending September 1. These times correspond with the peak summer recreation season. With no work occurring between March 15 and September 1, public access and recreation will not be impacted during the peak summer season.

The City, however, wishes to conduct beach replenishment activities up to May 15. Any beach replenishment activities occurring between March 15 and September 1 would be inconsistent with the special condition which limits beach replenishment activities during the grunion breeding season and the California least tern nesting season. The California Department of Fish and Game and the U.S. Army Corps of Engineers routinely recommend that measures be taken to protect these species during their breeding and nesting seasons. Beach replenishment activities in the grunion and least tern's habitat areas during their breeding and nesting seasons could adversely impact these species.

During the period between the date of this staff report and the Commission's September 12, 1996 meeting, the staff and the City are attempting to develop a plan which accommodates both the City's wishes and the necessary protection of the grunion and least terns. As of the date of this report, however, staff recommends that the Commission prohibit any activities in the grunion and least tern's habitat areas during their breeding and nesting seasons that could adversely impact these species.

In any case, in regards to public access and recreation, the long-term benefits of beach nourishment offset the temporary reduction in beach use by providing a larger, more stable beach for public recreation. Further, as conditioned, the impacts of the proposed development on access and recreation have been minimized. Therefore, the Commission finds that the proposed project, as conditioned, is consistent with Sections 30210, 30213 and 30221 of the Coastal Act.

D. Public Access/Parking

The provision of or lack of parking 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. The proposed project must provide adequate parking facilities in order to assure continued public access to the popular recreational area around Queensway Bay. The proposed project must conform to Section 30252 of the Coastal Act.

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 certified LCP also requires the provision of adequate parking supplies to meet the parking demands of the development in the Downtown Shoreline area. Because all of the Downtown Shoreline area is located on public tidelands, the certified LCP parking policies encourage the use of shared parking and joint use parking arrangements to meet the total parking demands of the public and private visitor-serving and recreational facilities in the area. In addition, the certified LCP includes a provision to encourage the shared use of the parking supply in downtown Long Beach north of the Downtown Shoreline area and outside the coastal zone. The LCP also states that the public transportation system, including the Blue Line light-rail, Long Beach Transit, and free trams, are expected to reduce the demand for parking in the Downtown Shoreline area.

The proposed project involves the construction of the Queensway Bay Harbor and the reconstruction of Shoreline Park. No commercial uses are proposed as part of this application. Therefore, any commercial uses which may be established within the proposed harbor in the future must satisfy their parking demands as they are addressed in future Coastal Development Permits. This Coastal Development Permit will ensure that the existing public parking spaces within Shoreline Park are replaced at a 1:1 ratio. In addition, this Coastal Development Permit will ensure that the existing public parking spaces near the proposed habitat mitigation site are retained for public use.

Shoreline/Riverfront Park

According to the City, Shoreline Park currently contains approximately 150 public parking spaces and is served by a free shuttle (runabout) and a free tram (promenade) service from the downtown area. Sixty-one of the currently existing public parking spaces are located along the park access road near the Pine Avenue entrance. Another 89 existing public parking spaces are located in the public parking lot at the southern park entrance by the Queensway Bay Bridge (Exhibit #6). All existing public parking is free parking. During special events and busy summer weekends the public parking supply within Shoreline Park is often filled to capacity.

All 150 of the existing public parking spaces in Shoreline Park will be demolished as part of the proposed project, and all 150 existing public parking spaces will be replaced as part of the proposed project. The 150 existing public parking spaces will be replaced by a new 150 space public parking lot located near the site of the existing 89 space parking lot near the southern park entrance (Exhibit #9). In this report, the proposed 150 space public parking lot will be called the Riverfront Park public parking lot.

Because all of the public parking in the Downtown Shoreline area is required to be shared for all uses, the visitors to the proposed harbor and Shoreline Park will also be able to utilize the 434 space aquarium public parking lot which is being constructed to partially satisfy the increased parking demands

in the Downtown Shoreline area generated by the Long Beach Aquarium of the Pacific (Exhibit #9). The Long Beach Aquarium of the Pacific and its 434 space public parking lot were permitted by Coastal Development Permit 5-95-055 and are currently under construction. The Queensway Bay Plan and the certified LCP call for a parking structure to be built on the site of the 434 space parking lot in the future (See Appendix A). Additional public parking for the aquarium and park is also available in the existing 908 space public parking lot located on the north side of Shoreline Drive (Exhibit #9).

A fee is currently charged to park in the existing 908 space parking lot on the north side of Shoreline Drive, and a fee will be charged to park in the new 434 space aquarium public parking lot. However, regardless of the cost, all of the parking spaces in the Downtown Shoreline area are available for use by the general public on a first-come, first-served basis because all of this parking is located on publicly owned tidelands. The protection of public access to Shoreline Park is dependent on the public's ability to access and use the public parking spaces. Therefore, it is important that no public parking spaces are reserved for the exclusive use of any group other than the general public.

The proposed project also includes the installation of parking meters in the proposed 150 space Riverfront Park public parking lot. The City has proposed to eliminate all free parking in Shoreline Park and the proposed Riverfront Park to prevent aquarium visitors from using free park parking in order to avoid paying parking fees in the aquarium public parking lot. However, the cost of parking at a metered parking space in the Riverfront Park public parking lot will probably still be less than the fees charged to use the aquarium's public parking lot.

Although all of the parking spaces in the Downtown Shoreline area are available for use by the general public, the aquarium's public parking lot will best serve the park users visiting the aquarium because they will not have or need access to their vehicles while they are inside the aquarium. On the other hand, the metered parking spaces in the Riverfront Park public parking lot should primarily serve park users such as picnickers and fishermen who need better access to their vehicles while using the park.

Because there may be a shortage of available parking spaces in the area during peak park use periods, public access to the coast may be reduced by the competition for parking spaces between the many uses in the area. Therefore, it is important that the proposed project's parking plans do not reduce the public's ability to access the coast in this area. Measures must be taken to assure that the proposed metered parking spaces in the Riverfront Park public parking lot are not monopolized by aquarium visitors at the expense of persons who wish to use the park for other uses. Aquarium visitors will use their parking spaces primarily for storage of their vehicles while they are inside the aquarium. Other park users need the parking spaces near the park's picnic tables and children's play areas in order to have easy access to their food and recreational equipment. There also should be a higher turnover of parking space users in the park in order to make direct access to the park available to the greatest number of people. Turnover of the parking spaces in the aquarium's public parking lot will not benefit the public in the same way, and is therefore not as important.

Therefore, in order to ensure that the proposed project does reduce the public's ability to access the proposed harbor and park areas, approval of the permit is conditioned to require that any parking meters installed in the Riverfront Park public parking lot shall allow ninety minutes of parking when the maximum amount of coins are deposited. In addition, the users of such parking spaces shall be permitted to use the metered parking spaces for at least four hours (if the required amount of coins are added) before being required to vacate the space. Four hours is considered adequate time to visit the park. Parking for longer than four hours will be permitted in the two parking lots north of the aquarium.

This above stated condition is the same condition that the Commission imposed on Coastal Development Permit 5-95-055 for parking meters proposed in Shoreline Park as part of the aquarium project. The condition gives priority for parking within Riverfront Park to the public who use the park for uses other than visiting the aquarium. They will be better able to deposit the required amount of coins in the parking meters every ninety minutes because they will have better access to their vehicles. The time limits on the parking meters will encourage the park users who visit the aquarium to use the aquarium's public parking lot which will not have a time limit. It will be difficult for a person visiting the aquarium to keep going outside to the park in order to deposit more coins in the parking meters every ninety minutes. The City states that the average visitor will spend two hours and ten minutes in the aquarium. This condition will improve public access to Riverfront Park and the coast while also providing adequate parking facilities for park users visiting the aquarium. Only as conditioned does the Commission find that the proposed project is consistent with the coastal access and recreation policies of the Coastal Act.

Golden Shore

The proposed project also involves the demolition of the Golden Shore public boat launch and the construction of a 6.4 acre habitat mitigation area in the Golden Shore section of the Downtown Shoreline area (Exhibit #15). This portion of the proposed project could adversely impact the public's ability to access the coast by limiting access to fifteen day use public metered parking spaces which are located along S. Golden Shore near the entrances to the boat launch site and the recreational vehicle park (Exhibit #15). The day use parking spaces provide public parking for people picnicking, bicycling, and walking along the Los Angeles River and Queensway Bay. They will also provide public parking for bird watchers and others who may visit the proposed mitigation site.

The plans for the proposed project show that thirteen of the fifteen existing day use public metered parking spaces are retained as they currently exist. Two parking spaces will be removed when the permanent bicycle path is constructed along the north edge of the proposed habitat area. In order to ensure that the proposed project does not eliminate the remaining thirteen public metered parking spaces located near the entrance of the Golden Shore public boat launch and the recreational vehicle park, approval of the permit is conditioned to require that those thirteen public parking spaces be retained as public metered parking spaces. Only as conditioned does the

Commission find that the proposed project is consistent with the coastal access and recreation policies of the Coastal Act.

Future Uses

As previously stated, although the proposed project includes the construction of the Queensway Bay Harbor, no commercial uses are proposed as part of this application. Therefore, any commercial uses which may be established within the proposed harbor in the future must satisfy their parking demands as they are addressed in future Coastal Development Permits.

The Queensway Bay Plan and the certified LCP both foresee future commercial uses within the harbor and on the north side of the harbor between Shoreline Drive and the water (Exhibit #10). Within the proposed harbor, the floating docks will be made available for for lease by commercial boat operators, but not until specific commercial uses within the proposed harbor are permitted under Coastal Development Permits to be applied for by the City in the future. Such future commercial uses include dinner cruises, whale watching, dive boats, and fishing charters. Adequate parking supplies must also be provided to meet the demands of any future commercial uses.

On the north side of the proposed harbor, the park area situated west of Pine Avenue, between the proposed harbor and Shoreline Drive, is currently proposed to be landscaped for active public use (Exhibit #10). However, as part of the Queensway Bay Plan, the City proposes to use this area for the future expansion of privately financed commercial uses around the harbor (See Appendix A). The possible future conversion of this park area to commercial uses will require the provision of equivalent replacement parkland and approved Coastal Development Permits. As previously stated, adequate parking supplies must also be provided to meet the demands of any future commercial uses.

In order to clarify that the proposed project does not include any commercial uses which could increase the demand for parking and reduce the public's ability to access the Downtown Shoreline area and the coast, approval of the permit is conditioned to state that this approval is limited to the uses and development specifically described in Coastal Development Permit 5-96-124 and associated findings, and that any additional structures or intensification in use (including, but not limited to, private leases of docks or other areas within the harbor, esplanade or park areas, or permanent docking of party boats or cruise ships), will require an amendment to the permit or a new Coastal Development Permit.

In addition, in order to inform any future private operators of the special conditions and limitations of this Commission action, the City is required to incorporate into the lease of any area subject to the terms and conditions of Coastal Development Permit 5-96-124, the terms and conditions of Coastal Development Permit 5-96-124. Such leases shall incorporate provisions for use, public access and public recreation consistent with all terms and conditions contained herein. Only as conditioned does the Commission find that the proposed project is consistent with the coastal access and recreation policies of the Coastal Act.

If and when any permit applications come in for commercial uses in or adjacent to the proposed harbor, the proposed uses will be subject to the parking requirements of the certified LCP. One of the requirements of the certified LCP, requires the formation of a traffic and parking management association to plan and monitor the joint use of public and private parking facilities prior to commencement of development of commercial uses in the park area located on the north side of the proposed harbor west of Pine Avenue (See Appendix A). This area is located entirely on public lands. The close proximity of the existing and proposed commercial uses and the area's existing and proposed recreational uses will likely result in competition for parking spaces. Because the commercial uses will be located on public lands, the LCP requires that the parking supplies shall be available for use by the general public on a first-come, first-served basis. No parking may be reserved for the exclusive use of any tenant or development. These parking policies enhance the public's ability to access the downtown shoreline area to use both the lower cost recreational facilities and the visitor-serving commercial uses.

Finally, the proposed project, as conditioned, will provide adequate parking to meet its demands and will not negatively affect the public's ability to access the Downtown Shoreline area and the coast. Only as conditioned is the proposed project consistent with Section 30252 of the Coastal Act.

E. Marine Resources

The proposed project affects areas in and adjacent the coastal waters of Shoreline Lagoon and Queensway Bay. 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.

Section 30233 of the Coastal Act states, in part:

- (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - (3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.
 - (4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
 - (7) Restoration purposes

Section 30234 of the Coastal Act states:

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Queensway Bay Harbor and Habitat Mitigation Project

The City proposes to dredge and reconfigure Shoreline Lagoon in order to construct the Queensway Bay Harbor (Exhibit #7). Shoreline Park and Lagoon

was constructed on fill which was placed on submerged lands in the 1960's. The lagoon is currently surrounded by concrete walkways and grassy knolls, with the banks comprised of gently sloping mudflats. Many species of birds can be seen foraging in the large mudflat areas. The waters in the lagoon are strongly influenced by the discharge of the Los Angeles River and storm drain inflow. The lagoon is a popular clamming area, but advisories are regularly issued warning people not to eat clams and mussels taken from the lagoon.

Multiple surveys of the birds, fish and infauna which inhabit the Shoreline Lagoon area were conducted in 1972 through 1978 by the Department of Fish and Game, and in 1983 and 1984 by MBC Applied Environmental Sciences. 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, Shoreline Lagoon 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 construction of Queensway Bay Harbor involves the dredging of Shoreline Lagoon to depths of -16' to -22' MLLW. The mean higher high water elevation (MHHW) is 5.52' above mean lower low water (MLLW) elevation, which is 0.0'. The water depths in the proposed harbor will vary between 28 feet and about 15 feet, depending on the tide and where the measurement is taken. Currently, the deepest part of Shoreline Lagoon is about -10' MLLW.

There will be approximately 5.5 more acres of water area in the proposed harbor than what currently exists in Shoreline Lagoon (Exhibit #7). The newly additional water area will result from the dredging of intertidal areas and the excavation of existing land areas. The dredging and filing for the proposed harbor will convert all 5.4 acres of existing intertidal mudflat habitat in Shoreline Lagoon to subtidal habitat, rocky intertidal habitat, or dry land. The existing intertidal mudflat habitat in Shoreline Lagoon is situated between MHHW and MLLW.

All of the existing habitats in Shoreline Lagoon will be severely altered by the construction of the proposed harbor. As previously stated, all 5.4 acres of the existing intertidal mudflat areas will be dredged or filled, and approximately six acres of new subtidal habitat area will be added to the harbor area for a total of approximately 21.7 acres of subtidal habitat area below the MLLW elevation.

The construction of the proposed harbor also involves the filing of approximately 1.4 acres of area which is currently submerged or subject to tidal action. The proposed filling of approximately 1.4 acres of area is offset by the conversion of approximately two acres of existing dry land to water area. Section 30233 of the Coastal Act allows filling of coastal waters only under very limited circumstances. Under this section, any approved filling of open coastal waters must be for an allowable use, mitigation measures must be provided to minimize adverse environmental effects, and it

must be found to be the least environmentally damaging alternative.

According to Section 30233 of the Coastal Act, dredging and filling of coastal waters for new or expanded port facilities, such as the Queensway Bay Harbor, is an allowable use. Therefore, the proposed harbor, including its pier and floating docks, is an allowable use pursuant to Section 30233(a)(1) of the Coastal Act.

In addition, Section 30234 of the Coastal Act encourages recreational boating industries. The proposed harbor, including its pier and floating docks, will also provide new public access and recreational opportunities to the public. Berthing facilities will be available for dinner cruises, whale watching, dive boats, and fishing charters. Day-use transient boat docking facilities are also proposed within the harbor.

In addition to limiting the filling of coastal waters to specific uses, Section 30233 of the Coastal Act also requires that mitigation measures be provided to minimize any adverse environmental effects. The Department of Fish and Game routinely provides the Commission with technical expertise for reviewing the environmental impacts of shoreline projects. Mitigation measures can be developed based on direction taken from the Department of Fish and Game.

In order to carry out the requirement of Section 30233 of the Coastal Act for adequate mitigation, the certified LCP contains a policy which requires the replacement of any intertidal or shallow subtidal habitat area which is lost as a result of the proposed harbor construction. The certified LCP specifically requires the loss of intertidal habitat area to be mitigated at a one-to-one ratio through the creation of a wetland preserve in the Golden Shore area. The LCP policy also requires that the mitigation plan be developed in consultation with the Department of Fish and Game, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service. The City's consultants, Moffatt & Nichol Engineers and Wetlands Research Associates, Inc., have worked with the resource agencies to develop a habitat mitigation plan.

The Commission generally requires the filling of coastal waters to be mitigated by replacing displaced habitats with in kind habitat at ratios ranging from one-to-one to four-to-one or greater. The ratio of replacement habitat area to displaced habitat area depends on the quality of the displaced habitat and on the quality of the replacement habitat. Generally, lower quality displaced habitat requires a lower habitat replacement ratio.

In this case, the Commission found, when it certified the inclusion of the Queensway Bay Plan into the LCP, that the proposed one-to-one habitat mitigation ratio is adequate to replace the displaced intertidal mudflat habitat in Shoreline Lagoon due to the fact that the existing habitat in the lagoon is not highly productive. The reason for the one-to-one ratio is that restoration of habitat areas is an uncertain business; the richer the habitat, the more difficult it is to restore biological productivity in a short time on an equal area. When existing habitat is poorly established, an equivalent area can more easily provide equivalent productivity.

The existing habitat area in Shoreline Lagoon is actually located on fill which was placed in the Downtown Shoreline area in the 1960's. There is no evidence that Shoreline Lagoon was originally created for any mitigation credit or requirement. The habitat area in the lagoon which will be displaced by the proposed harbor is not an undisturbed natural habitat area, or even a mitigation project, but it is a man-made lagoon which has never contained a high quality habitat area. An undisturbed natural habitat area would require a higher ratio of replacement habitat if displaced. Another reason for the lower quality of habitat in Shoreline Lagoon has to do with its location near the mouth of the Los Angeles River. Because of its proximity to the river, the lagoon habitat suffers from water quality problems. However, the proposed mitigation site at Golden Shore is also located on the Los Angeles River and suffers the same water quality problems.

In fact, an opponent of the mitigation project has based his opposition on evidence which shows that the site of the proposed mitigation site does not have adequate water quality to mitigate the loss of habitat resulting from the construction of the proposed harbor (Exhibit #19). The evidence shows that, because of the proximity to the Los Angeles River, both the Golden Shore mitigation site and Shoreline Lagoon, suffer from water quality problems, especially during the winter when the volume of water in the river is at its peak. The consultants and the Department of Fish and Game, however, state that the proposed mitigation site should be able to provide adequate habitat to mitigate the loss of habitat resulting from the construction of the proposed harbor.

The Department of Fish and Game has reviewed and commented on the proposed harbor enlargement and habitat mitigation plan proposed in the EIR for Queensway Bay Master Plan (Exhibit #13). In a review letter dated February 21, 1995, the Department of Fish and Game stated that mitigation would be required for any loss of intertidal habitat and that the proposed creation of wetland mitigation area in the Golden Shore area may provide sufficient habitat to offset the loss of habitat in Shoreline Lagoon. The Department of Fish and Game did, however, raise concerns about the quality of the proposed wetland mitigation area and stated that a habitat monitoring and maintenance program should be developed to ensure that equivalent habitat resources are provided by the proposed replacement habitat.

The City has developed and submitted a habitat monitoring and maintenance program for the proposed replacement habitat. The habitat monitoring and maintenance program is contained in the "Planting Plan, August 1996" and the "Monitoring Plan, August 1996" prepared for Moffatt & Nichol Engineers by Wetlands Research Associates, Inc. In the event that the proposed mitigation measures failed to offset the project impacts, the Department of Fish and Game would recommend that alternate mitigation measures be implemented.

The proposed habitat mitigation project would replace the 5.4 acres of intertidal mudflat habitat lost as a result of the proposed harbor project with 5.4 acres of new intertidal mudflat habitat on the site of the Golden Shore public boat launch (Exhibit #15). The proposed habitat mitigation project involves the demolition and excavation of the Golden Shore public boat launch and its parking lot to intertidal elevations between 0 and +5 MLLW in

order to create a 6.4 acre habitat mitigation area. The proposed 6.4 acre habitat mitigation project will create 5.4 acres of intertidal mudflat habitat, and includes one acre the subtidal habitat which already exists at the mouth of the boat launch site.

After the site is graded to the proper intertidal elevations, a 1,000 foot long cribwall and rock revetment will be constructed around the perimeter of the site. In order to establish the mitigation habitat, the City proposes to plant the 5.4 acres of intertidal habitat area with native wetland vegetation (Exhibit #15). The proposed planting plan is contained in the "Planting Plan, August 1996" prepared for Moffatt & Nichol Engineers by Wetlands Research Associates, Inc. The natural tidal cycles will circulate water from the Los Angeles River and the ocean into and out of the site through the mouth of the proposed habitat mitigation area. A chain-link fence will be installed around the area in order to keep people and animals from disturbing the site.

The City proposes to monitor the proposed habitat mitigation project for a five-year period in order to ensure its success. The success of the proposed habitat mitigation will be measured against the specific performance standards contained in the monitoring plan. The monitoring plan includes provisions for the monitoring and maintenance of topography, water quality, vegetation, and wildlife.

In order to ensure that the proposed performance standards are met and the planting and monitoring plans are implemented as proposed, the approval is conditioned to require that the City construct, monitor and maintain the proposed habitat mitigation project consistent with the standards contained in the "Planting Plan, August 1996" and the "Monitoring Plan, August 1996" prepared for Moffatt & Nichol Engineers by Wetlands Research Associates, Inc. The proposed five-year monitoring period shall commence upon completion of the first planting of the project site, and the City shall annually submit to the Executive Director a report which documents the implementation of the planting and monitoring plans and documents the status of the habitat mitigation project in relation to the performance standards contained in those plans. Any additional work or modifications to the habitat mitigation project which are necessary to meet the performance standards contained in the planting and monitoring plans shall be submitted to the Executive Director to determine if an amendment to the permit is required.

In addition, pursuant to the requirement of the certified LCP, the proposed habitat mitigation project shall be constructed prior to or concurrent with the dredging required for the proposed harbor. It is very important that the habitat mitigation be established as soon as possible in order to offset the loss of productivity that will result from the elimination of the mudflat areas in Shoreline Lagoon.

The special condition also states that the City shall be responsible for the ongoing maintenance of the habitat mitigation project and site. The required maintenance shall include regular cleaning and trash pick-up. Only as conditioned is the proposed project is consistent with the marine resource policies of the Coastal Act.

As previously stated, the Coastal Act requires that mitigation measures be provided to ensure that the proposed project is the least environmentally damaging alternative. Sections 30230 and 30231 of the Coastal Act require protection of, and encourage the restoration of, areas of special biological significance like Ballona Lagoon. Section 30230 requires that uses of the marine environment be carried out in a manner that will sustain the biological productivity of coastal waters and maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes. 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 harbor and habitat mitigation project.

In order to minimize impacts on the marine environment caused by the proposed dredging, deposition, grading, and excavation which will occur during the construction of the proposed harbor and habitat mitigation project, the permit is conditioned to require the City to develop and submit for approval of the Executive Director an erosion control and siltation prevention plan which controls erosion from the upland portions of the construction sites, and prevents silt from the upland portions of the construction sites from entering coastal waters during the construction of the proposed harbor and habitat mitigation 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 during construction of the proposed project.

The permit is also conditioned to require the City to to minimize negative impacts on the marine environment by using silt curtains, sand bags, or other forms of barriers during construction of the proposed harbor and habitat mitigation project to confine turbid water to the immediate areas of all dredging, excavation and deposition. Sand bags, silt curtains, desilting basins, and other forms of barriers should be used during construction of the proposed project in order to protect the quality of the coastal waters near Shoreline Lagoon and the Los Angeles River. 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 operation of the proposed harbor must also take into account the protection of the quality of the harbor's waters.

This application does not include a fuel station, but because the proposed harbor will be used by power boats, boat fuels and oils will be used within the proposed harbor. The use of fuel and oil is required for recreational boating involving power boats and is allowed.

Therefore, in order to ensure that the biological productivity and marine resources of the area are protected, and that the water remains suitable for and boating, a special condition of approval requires the City to develop and submit a Chemical Management Plan. The Chemical Management Plan shall address

how the City will construct and operate the Queensway Bay Harbor in a manner that protects water quality from pollutants, typically associated with commercial harbors, such as boat cleaning chemicals, pesticides, fuels and oil. The Chemical Management Plan shall also identify the equipment and structures that will be installed at the harbor to assist users in preventing any discharge of pollutants into the harbor, and shall be in compliance with the standards and regulations of the California Regional Water Quality Control Board, the United States Environmental Protection Agency (EPA), and all other applicable local, state and federal regulations. The Executive Director will approve the Chemical Management Plan if it contains the following minimum elements:

- a. Harbor users shall be prohibited from discharging pollutants, including pesticides, varnishes, paints, sewage, cleaners, fuel, etc. into the harbor.
- b. The City will install the equipment necessary to prevent or reduce any discharge of pollutants into the harbor, including the equipment for the proper disposal of pollutants in compliance with all local, state and federal regulations.

The approved Chemical Management Plan shall be prominently posted near all docks and shall be explicitly incorporated into all leases to private operators within the harbor. The Queensway Bay Harbor shall be constructed and operated consistent with the plan approved by the Executive Director. Should the City need to revise the plan, the proposed revisions shall be submitted to the Executive Director in order to determine if the proposed changes shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

Only as conditioned is the proposed project is consistent with Sections 30230 and 30231 of the Coastal Act.

Beach Replenishment

The City proposes to transport approximately 109,000 cubic yards of excavated sand from the Golden Shore public boat launch site to the 8th Place Beach area for beach replenishment. A grain size analysis at the source site shows that the materials to be excavated are 90-95% sand, a high content of coarse sand. The public beach area proposed to be replenished with the excavated sand actually extends from 1st Place to 15th Place, with the primary focus in the middle at 8th Place (Exhibit #16). A grain size analysis at the proposed replenishment sites show that the existing beach materials are 88.6-99.2% sand.

The excavated sand is proposed to be transported in trucks from the Golden Shore site, eastward on Shoreline Drive, to the 1st-15th Place public beaches. An estimated 4,000 truck trips will be necessary to transport the sand from the excavation area to the public beach.

Section 30233(b) of the Coastal Act states, in part:

- (b) Dredge spoils suitable for beach replenishment should be transported

for such purposes to appropriate beaches or into suitable long shore current systems.

The proposed use of excavated sand for beach nourishment will partially mitigate the ongoing erosion of the 8th Place beach and will help to protect existing structures along the beach. Section 30233(b) of the Coastal Act encourages beach replenishment.

Section 30230 of the Coastal Act requires that marine resources be protected and that the use of the marine environment be carried out in a manner that will sustain the biological productivity of coastal waters. The deposition of the excavated sand may impact the existing marine habitat. Mitigation measures are necessary because the deposition site is a grunion spawning area. The waters in the area are also used as a foraging area for the endangered California least tern.

In order to reduce the proposed development's impacts on spawning grunions and the least tern's feeding area during the birds' nesting season, the permit has been conditioned so that development is not permitted during the period commencing March 15 and ending September 1. The period between March 15 and September 1 is the primary grunion spawning season as well as the least tern's nesting season. The California Department of Fish and Game and the U.S. Army Corps of Engineers routinely prohibit beach replenishment activities in Long Beach during these times.

The City, however, wishes to conduct beach replenishment activities up to May 15. Any beach replenishment activities occurring between March 15 and September 1 would be inconsistent with the special condition which limits beach replenishment activities during the grunion breeding season and the California least tern nesting season. The California Department of Fish and Game and the U.S. Army Corps of Engineers routinely recommend that measures be taken to protect these species during their breeding and nesting seasons. Beach replenishment activities in the grunion and least tern's habitat areas during their breeding and nesting seasons could adversely impact these species.

During the period between the date of this staff report and the Commission's September 12, 1996 meeting, the staff and the City are attempting to develop a plan which accommodates both the City's wishes and the necessary protection of the grunion and least terns. As of the date of this report, however, staff recommends that the Commission prohibit any activities in the grunion and least tern's habitat areas during their breeding and nesting seasons that could adversely impact these species. Only as conditioned does the Commission find the proposed project to be consistent with Sections 30230 and 30233 of the Coastal Act.

The marine environment will also be protected by conditioning the permit to ensure that all excavated sand is compatible with the existing beach sand at the deposition site. An qualified expert is required to inspect the excavated material to determine if the materials are suitable for deposition at the approved beach. The expert is required to use the sediment compatibility criteria contained in the Dredged Material and Sand Testing Program - Queensway Bay Downtown Harbor Facilities, City of Long Beach, by Kinetic

Laboratories, Inc. & ToxScan, Inc., June 19, 1996. Only material deemed "compatible" by the qualified expert using the criteria contained in the above-stated document may be deposited at the approved deposition site. All contracts involving the subject project shall include the above stated condition of approval. Only as conditioned does the Commission find the proposed project to be consistent with Sections 30230 and 30233 of the Coastal Act.

Finally, the City shall, through the acceptance of this permit, agree to comply with all permit requirements and mitigation measures of the California Department of Fish and Game, Regional Water Quality Control Board, 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 changes shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

As previously stated, Section 30233 requires that the proposed project be the least environmentally damaging alternative. The EIR for the Queensway Bay Plan found the proposed project to be the environmentally superior alternative. The recommended special conditions of approval adequately address and mitigate any potential adverse impacts to the environment caused by the proposed project. As conditioned above, the Commission finds that the proposed harbor, habitat mitigation project and beach replenishment project, as conditioned, are consistent with the marine resource and water quality policies of the Coastal Act. Therefore, as conditioned, the proposed project is the least environmentally damaging alternative.

F. 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 views to and along the ocean. The proposed project will not adversely affect the public's view to or along the ocean and will even improve some public views.

Public views of the harbor area from Shoreline Drive and Pine Avenue will be improved by the proposed regrading of the existing northern entrance to Shoreline Park at the terminus of Pine Avenue. Public views of the harbor area from Shoreline Drive and Pine Avenue will be improved by lowering the existing elevation of the park entrance area by five feet down to +15 feet MLLW. A proposed passenger pick-up and drop-off area, in the shape of a

cul-de-sac, will replace the existing northern park entrance road at the terminus of Pine Avenue, and the proposed public pier and a harbor overlook will extend from the passenger pick-up and drop-off area to the water's edge.

The existing views to the ocean from Shoreline Park to the ocean will not be affected by the proposed project. Now, the prime area for viewing the ocean from Shoreline Park is located on the peninsula portion of Shoreline Park. The existing views from this area of the park toward the sea will not be affected by the proposed project.

The public esplanade proposed around the proposed harbor will also provide improved public views of the area. The public esplanade will also give a visual cue to the public that access to the proposed Promontory Point in Riverfront Park is available for viewing the ocean.

Therefore, because the proposed project maintains the existing views to and along the ocean, and includes improved public viewing areas, the proposed project will not adversely affect the visual quality of the area, and is consistent with Section 30251 of the Coastal Act.

G. State Lands

The proposed project is located on state tidelands which are administered by the City of Long Beach under the Long Beach Tidelands Trust Agreement. The use of state lands is generally restricted to public serving uses. The proposed project is a public serving use. The State Lands Commission has reviewed the proposed project as part of the Queensway Bay Master Plan and found that the City must ensure that the proposed project, including the lease, is consistent with the Long Beach Tidelands Trust Agreement.

The Commission has consistently required the City to document that projects in the Downtown Shoreline area are consistent with all tideland grant requirements imposed on the City with respect to this portion of the downtown shoreline area. In this case, the City has provided written documentation, including specific citation of the relevant sections of the applicable State Tidelands Grant, showing that the proposed project is consistent with the public trust and with the terms and conditions of the Legislature's grant of this portion of the Downtown Shoreline area to the City of Long Beach (Exhibit #12).

In order to inform any future private operators of the special conditions and limitations of this Commission action, the City is required to incorporate into the lease of any development approved by Coastal Development Permit 5-96-124 to private operators explicit provisions for use, public access and public recreation consistent with all conditions contained herein. Only as conditioned does the Commission find that the proposed project is consistent with the requirements of the Coastal Act.

H. 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 or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

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.

As documented in Sections B and G of this report, the proposed project is located on filled state tidelands. Filled tidelands have been identified as areas especially susceptible to liquefaction caused by earthquakes. In addition, because of the proposed harbor's and mitigation site's proximity to the open ocean the sites may also be subject to extraordinary hazard from storms, waves and erosion. Because the project sites may be especially susceptible to liquefaction caused by an earthquake, the proposed project is in a site of high geologic risk. Section 30253 of the Coastal Act requires that the City assure the stability and structural integrity of the proposed project.

The City has submitted a Geotechnical Investigation Report for Queensway Bay Downtown Harbor by Advanced Earth Sciences, Inc., dated June 28, 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 bulkheads proposed for the harbor and mitigation site projects. The key issues addressed by the investigation include subsurface conditions, seismic hazard analysis, liquefaction potential evaluation, liquefaction hazard mitigation, and recommendations for foundation design and earthwork.

The subsurface investigation field exploration program for the site of the proposed harbor consisted of ten on-shore cone penetration test (CPT) soundings, seven on-shore rotary-wash borings, and four off-shore rotary-wash borings advanced to depths ranging from 46 to 110 feet below ground surface (BGS). The report states that the site of the proposed harbor is underlain by hydraulic fill and native sand and clay deposits up to the maximum depth of exploration (120 feet BGS). The construction of a 2,000 foot long bulkhead for the proposed harbor involves the placement of a broad footing in Shoreline Lagoon, densification of the footing material, and construction of the bulkhead on top of the footing.

The subsurface investigation field exploration program for the site of the proposed habitat mitigation site consisted of two mud-rotary borings to depths of 41 and 52 feet below ground surface (BGS), and three CPT's to depths ranging from 51 to 61 feet below ground surface (BGS). The report states that the of the proposed habitat mitigation site is underlain by hydraulic fill on sea/river deposits and native sediments. The proposed habitat mitigation site project includes the construction of a 1,000 foot long cribwall and rock revetment around the perimeter of the site.

The report's seismic hazard analysis states that two active earthquake fault zones lie within four 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 susceptible to liquefaction during earthquakes. The consequences of liquefaction of the site include ground subsidence, slope instability, lateral spreading, and limited displacement towards low lying areas.

In order to mitigate the liquefaction potential of the site, the report recommends in situ ground improvement of the proposed harbor 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. A variation of the Vibro-replacement technique substitutes vibro-concrete columns in place of stone columns in order to provide a stronger and stiffer zone near unstabilized areas. The proposed harbor bulkhead will be constructed on top of the Vibro-replacement grid.

The report states that with the recommended stone column ground improvement, the bulkhead walls for the proposed harbor may be supported on shallow footings at approximate elevation 0 MLLW. The report also states that rockfill protection will be placed in front of the bulkhead wall on a 3:1 slope down to approximate elevation -16 feet MLLW, and the area behind the bulkhead wall will be backfilled. The public esplanade will be built on top of the bulkhead and backfill.

The proposed habitat mitigation site project includes the construction of a 1,000 foot long cribwall and rock revetment around the perimeter of the site (Exhibit #15). The report contains specific recommendations for the construction of the proposed cribwall. The report also contains specific recommendations for the installation of driven piles which will support the proposed Pine Avenue Pier inside of the proposed harbor. The recommendations of the geotechnical report shall 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 City to submit final plans for the proposed harbor, pier, and wetland mitigation site 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 Queensway Bay Downtown Harbor by Advanced Earth Sciences, Inc., dated June 28, 1996. Any changes in the aquarium 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. 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 Commission has previously placed "assumption of risk" conditions on Coastal Development Permits 5-91-695, 5-94-102 and 5-95-283 (City of Long Beach) when it approved a permits for projects in 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.

I. 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 of the proposed project site. The certified LCP includes the Queensway Bay Plan which includes the proposed harbor and habitat mitigation site (See Appendix A). The certified LCP also contains specific policies which address the implementation of the Queensway Bay Plan. The LCP requires the provision of pedestrian access from downtown and throughout Shoreline Park. A regional bicycle route is also required through the Downtown Shoreline area. The proposed project, as conditioned, protects existing pedestrian and bicycle access to and through Shoreline Park and the Downtown Shoreline area. Adequate parking is provided for the proposed development.

The LCP also requires that replacement intertidal habitat be provided at a 1:1 ratio. The proposed habitat mitigation project proposed as part of the harbor project is consistent with the certified LCP requirements. Protection of the fishing platforms along Queensway Bay is required by the certified LCP and included within the proposed project. Finally, the certified LCP requires that a new public boat launch be constructed in Queensway Bay if the Golden Shore boat launch is demolished. The permit is conditioned to require the

City to replace the public boat launch.

Therefore, the proposed project, as conditioned, is consistent with the specific development policies contained the certified LCP which address the implementation of the Queensway Bay Plan.

J. 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 the Environmental Impact Report for the Queensway Bay Master Plan (SCH 94081033) which includes all of the development included in 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.

K. Consistency Certification CC-98-96

The City of Long Beach proposes to dispose of approximately 325,000 cubic yards of dredged material at the LA-2 Offshore Disposal Site, located six miles southwest of Point Fermin (Exhibit #18). The dredged material has been tested and it meets EPA "Green Book" testing standards for disposal at the LA-2 site. The City of Long Beach has certified that the proposed activity complies with California's approved coastal management program and will be conducted in a manner consistent with such program.

The standard of review for this Consistency Certification is the policies of Chapter 3 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 30233 of the Coastal Act states, in part, that:

- (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
 - (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

Section 30224 of the Coastal Act states:

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234 of the Coastal Act states:

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

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 30255 of the Coastal Act states:

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

The LA-2 Offshore Disposal Site

In analyzing the City's consistency certification, the Commission will rely heavily on the findings it adopted in reviewing EPA's LA-2 site designation Consistency Determination CD-63-90, since those findings addressed the coastal resource protection issues raised by disposal at the LA-2 site. The following discussion summarizes those findings.

In reviewing Consistency Determination CD-63-90, the Commission noted that the designation of the LA-2 site was intended, for the most part, to support the dredging needs of the Ports of Los Angeles and Long Beach, its tenants (which include commercial and recreational fishing boats, ship building and repair, cargo transportation, and recreational boating), the U.S. Navy, the Corps of Engineers (Corps), and some of the recreational harbors in the area. As discussed in the above quoted Coastal Act Sections, the Coastal Act supports and encourages protection of many of those uses.

The LA-2 site had been previously designated an interim dredged material disposal site between 1977 and 1988. After that interim designation lapsed, all dredge disposal activities at the LA-2 site ceased. Disposal activities necessary to maintain coastal-dependent activities including commercial and sports fishing, recreational boating, and port-related activities resumed at the LA-2 site in 1990 after the Commission concurred with Consistency Determination CD-63-90.

The City proposes to dredge Shoreline Lagoon in order to construct the Queensway Bay Harbor. Queensway Bay Harbor will provide the facilities which are necessary to support sports fishing and recreational boating activities. Therefore, the proposed dredging is necessary to maintain coastal-dependent activities. The Commission has previously found that the LA-2 site designation supports these types of coastal-dependent activities and is consistent to the maximum extent practicable with Coastal Act Sections 30220, 30224, 30234, 30255 and 30260.

At the same time, the proposed dredged material disposal has the potential to adversely affect marine species, including those that are recreationally and commercially valuable. The Coastal Act provides for the protection of these resources, as discussed in the above quoted provisions of Sections 30230, 30253, 30234.

Thus, while supporting the need for dredging, the Commission was concerned about the impact of the proposed designation on recreational and commercial fishing resources of the coastal zone. Even though the LA-2 site is located

in an area that is valuable for commercial and recreational fishing, it was used for dredged material disposal for eleven years without apparently reducing fishing values. Despite the lack of historic conflict, the Commission was concerned about potential impacts to fishing resources. The Commission found:

In the case of LA-2, the best way to gather the needed information is to study disposal activities at the site. Since there is no clear historic conflict between disposal activities and fishing, the Commission believes that a temporary approval of the dredged material disposal site with a monitoring program will allow for further analysis of the impacts from dredged material disposal without significantly risking fishing resources.

The EPA has agreed... to modify its consistency determination so that it is only valid for five years. During that period, EPA will monitor dredged material disposal activities at the site ... and continue to evaluate both the deep water site and the shallow water site as alternative disposal sites. As part of the evaluation of the deep water alternative, EPA agreed to model oceanographic conditions at the deep water site. On an annual basis, the EPA will inform the Commission of any results and progress of its data gathering. After three years, the EPA will submit to the Commission for its review, during a public hearing, an analysis of the monitoring results, turbidity plume modeling using project specific current and grain size data, and alternative site evaluations. If that analysis produces evidence that the disposal activities are significantly affecting fishing values, EPA will begin the process for selecting a new site or, if possible, manage disposal activities at the site to minimize or avoid impacts to coastal zone resources. After five years, the EPA will submit a new consistency determination for the designation of LA-2. That consistency determination will contain results from five years of monitoring, plume modeling, and alternative site evaluations. In addition, the Commission will be able to regularly evaluate the results of EPA's data gathering through its consistency review of disposal activities at the site. Through its review authority, the Commission can work with the COE [Corps], EPA, and any permit applicants to develop necessary mitigation of impacts revealed through the monitoring process. In addition, the Commission notes that if the disposal activities have coastal zone impacts substantially different than anticipated, a new consistency determination could be required, pursuant to 15 CFR Section 930.44(b), prior to the end of the five year period.

The Commission also noted in reviewing the designation of the LA-2 site that if the ongoing monitoring program showed adverse environmental impacts, EPA would implement management directives to reduce the impacts. Options for such measures consist of: regulating the quantities and types of material and times, rates, and methods of disposing material and enforcing permit requirements; implementing changes in site use. Examples of this last measure (site use changes) include: limiting the amount of dredged material disposal at the site; reconfiguring site boundaries; restricting disposal to specific locations within the dump site; re-evaluating bioaccumulation testing and analytical procedures; restricting timing of disposal; and limiting

designation of site to a finite time and evaluating alternative disposal sites. The Commission further noted that EPA was working with the Corps to develop a permit condition that requires the use of precise navigation equipment to determine the center of the disposal site and reporting that information to the Corps, and that local fishermen would be used to spot and document errant dumping activities.

The Commission is anticipating in the near future the re-submittal of the designation of the LA-2 site by EPA, along with the necessary monitoring performed for the past five year period, to be considered for longer term disposal than the initial five years the Commission concurred with.

Regarding testing for water quality impacts, the Commission found:

Section 30231 of the Coastal Act emphasizes the protection of biological productivity and optimum populations of marine organisms. EPA's bioassay and bioaccumulation test requirements will be a part of the Commission's evaluation of the biological effects from the disposal activities when it evaluates specific disposal projects for consistency with the biological resource protection policies of the CCMP. In order to ensure consistency with the water quality policies of the CCMP, EPA agreed to modify the project by evaluating all proposed dredging projects received after January 9, 1991 using the procedures defined in the newest version of the Ocean Dumping Implementation Manual, which are the most comprehensive procedures for testing water quality impacts from disposal. Thus, the standards used by EPA will enable the agency to minimize the biological impacts from placement of contaminants at the disposal and will enable the Commission during case-by-case review of such projects to verify whether these standards will be met. Therefore, the Commission finds that its future review will enable it to assure that the water quality impacts associated with the transportation and disposal of dredge spoils at LA-2 will be consistent to the maximum extent practicable with the water quality protection policies of the CCMP.

Finally, because commercial or recreational fishing continued at the site during the historic disposal activities, and because the commitments and studies promised by EPA would enable more detailed evaluation of the activities, the Commission concluded that the temporary designation of LA-2 in order to gather information on potential coastal zone effect was consistent to the maximum practicable with the commercial and recreational fishery resource policies of the CCMP.

Test Results

Under Sections 30230 and 30231 of the Coastal Act, which require the protection of the quality of coastal waters, the Commission (as well as the Army Corps and EPA) analyzes the suitability of dredge material for open ocean disposal under the "Green Book" standards (Evaluation of Dredged Material Proposed for Ocean Disposal - Testing Manual).

The City has conducted the applicable suspended particulate, solid phase, and bioaccumulation tests on the site of the proposed dredging in accordance with

Green Book standards. The test results establish that sediments in the areas to be dredged qualify for ocean disposal. EPA has reviewed the City's test results and has confirmed that the City's proposed dredging project has passed all of the necessary tests for open ocean disposal.

Therefore, the Commission agrees with EPA, the Corps and the City that the material now proposed to be dredged is suitable for ocean disposal. Because the material complies with "Green Book" standards, the Commission finds that the ocean disposal of this material will not affect the biological productivity or water quality of coastal waters, and therefore, that the project is consistent with Sections 30230 and 30231 of the Coastal Act.

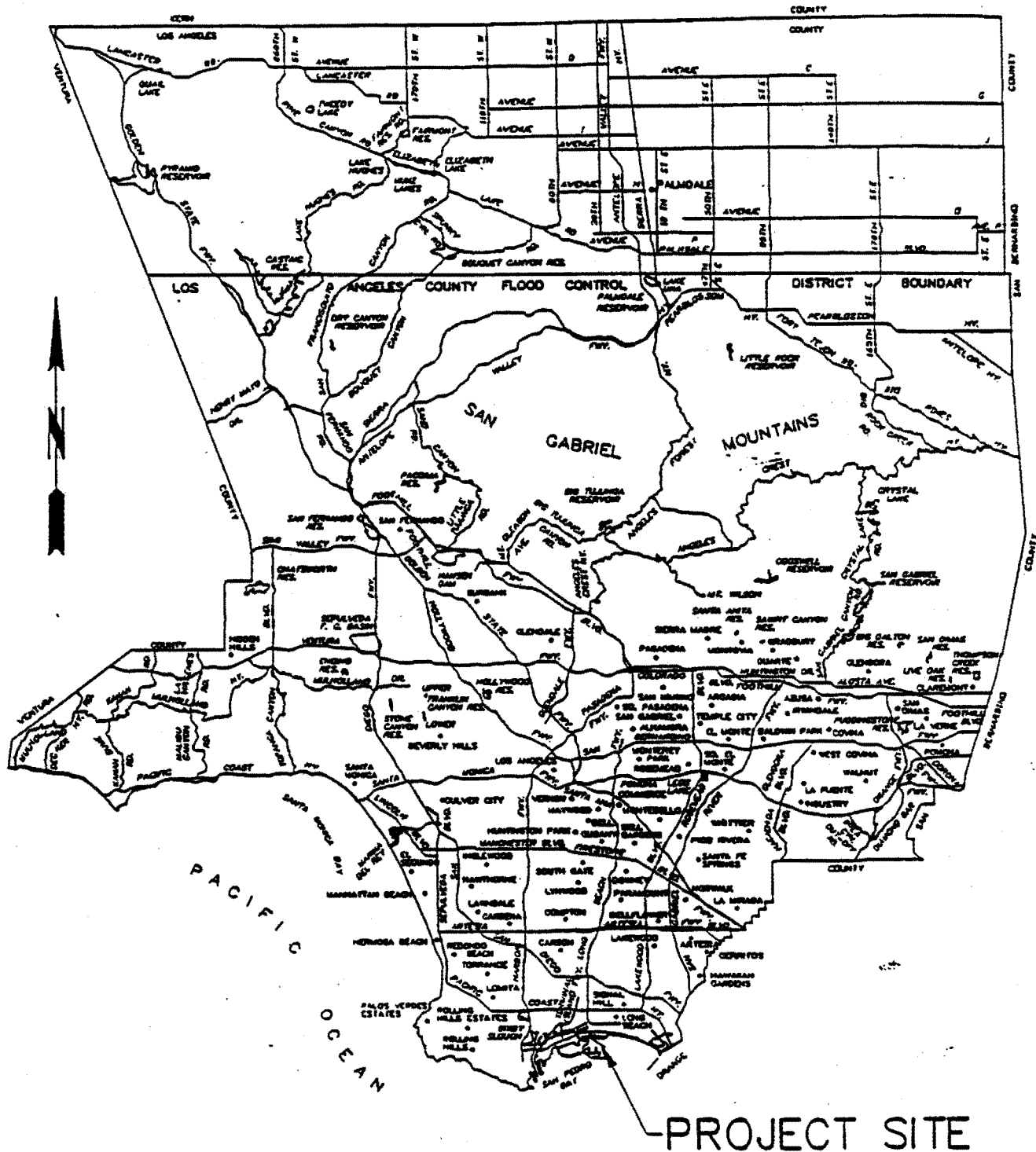
Conclusion

In concurring with the site designation for the LA-2 site, the Commission has inherently accepted, and found consistent with the Coastal Act, use of that site for dredge disposal material meeting applicable water quality testing requirements. While the initial five year period has expired, the Commission has, based on interim monitoring results indicating a lack of adverse effects from disposal at the LA-2 site, agreed to authorize several projects entailing further disposal at the site, with the understanding that a new consistency determination for further use of the site will be submitted shortly by EPA.

The dredged material proposed for disposal in this case has been tested in accordance with EPA requirements and the provisions established in the Commission's review of the designation of the LA-2 site. The Commission concludes that the proposed disposal is consistent with the applicable marine resource, water quality, and commercial and recreational fishing policies of the Coastal Act.

Exhibits

**for
Coastal Development Permit
application
5-96-124**



THOMAS BROS. PG 795, C-5
(1993 EDITION)

GRAPHIC SCALE: NOT TO SCALE

APPLICATION BY: CITY OF LONG BEACH
DATUM: MLLW

QUEENSWAY BAY DEVELOPMENT PROJECT

LOCATION MAP

COASTAL COMMISSION

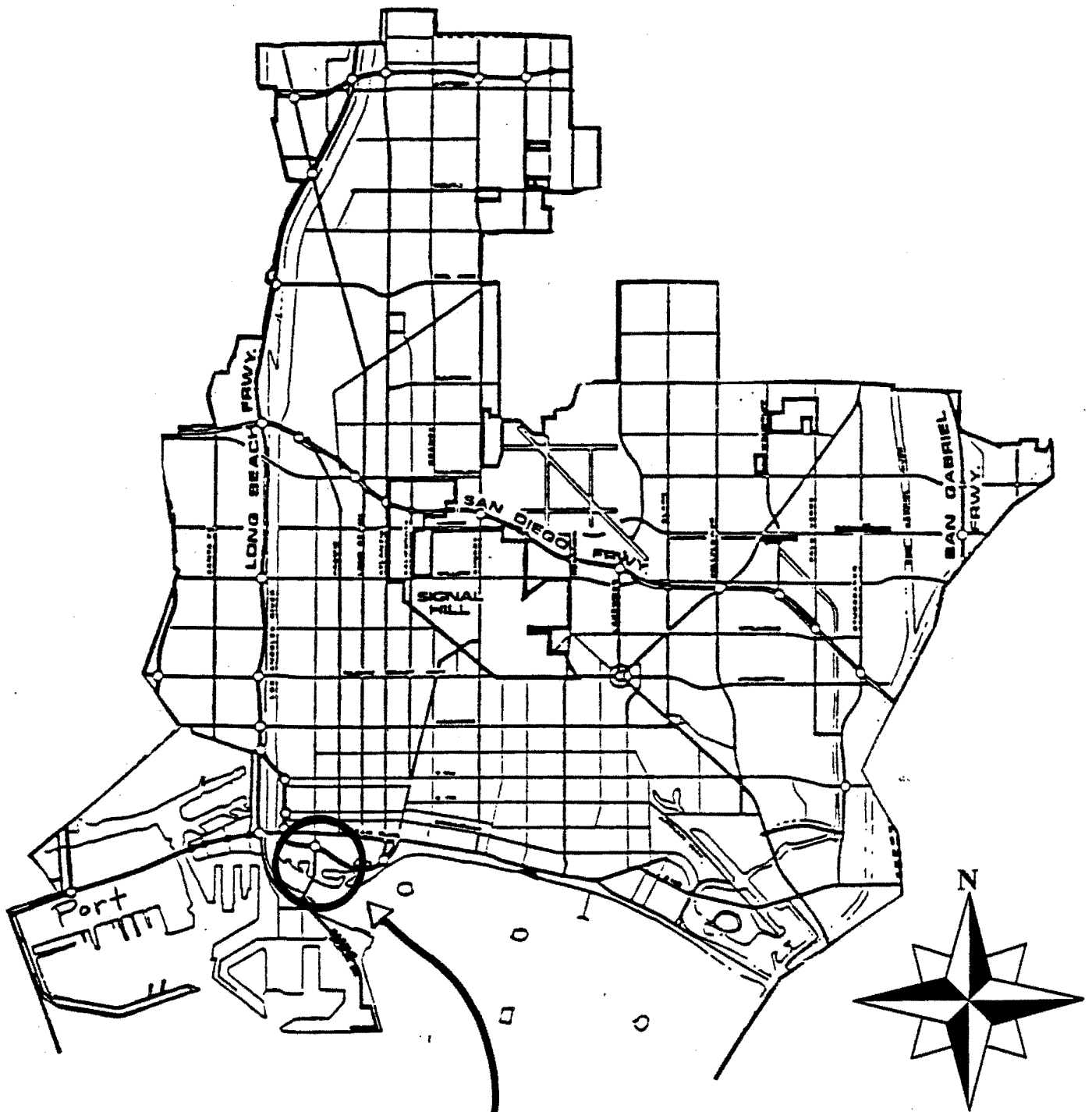
DATE: MAY 16, 1995

5-96-124

EXHIBIT # 1

PAGE 1 OF 1

City of Long Beach



COASTAL COMMISSION

EXHIBIT # 2
PAGE 1 OF 1

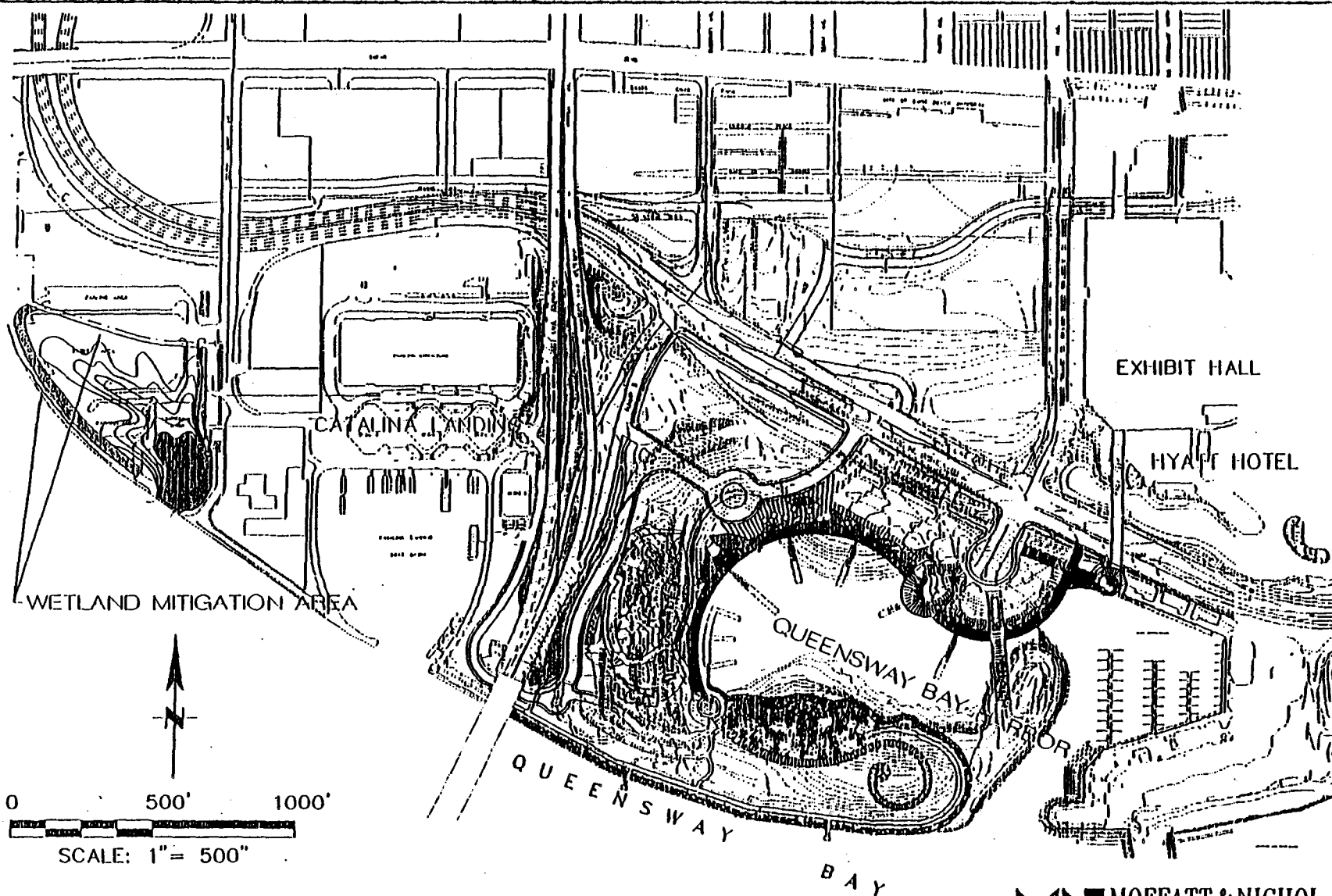


FIGURE 2: PROPOSED QUEENSWAY BAY PLAN,
DOWNTOWN HARBOR AND MITIGATION WETLAND

COASTAL COMMISSION

EXHIBIT # 4

PAGE 1 OF 1

Downtown Shoreline Area

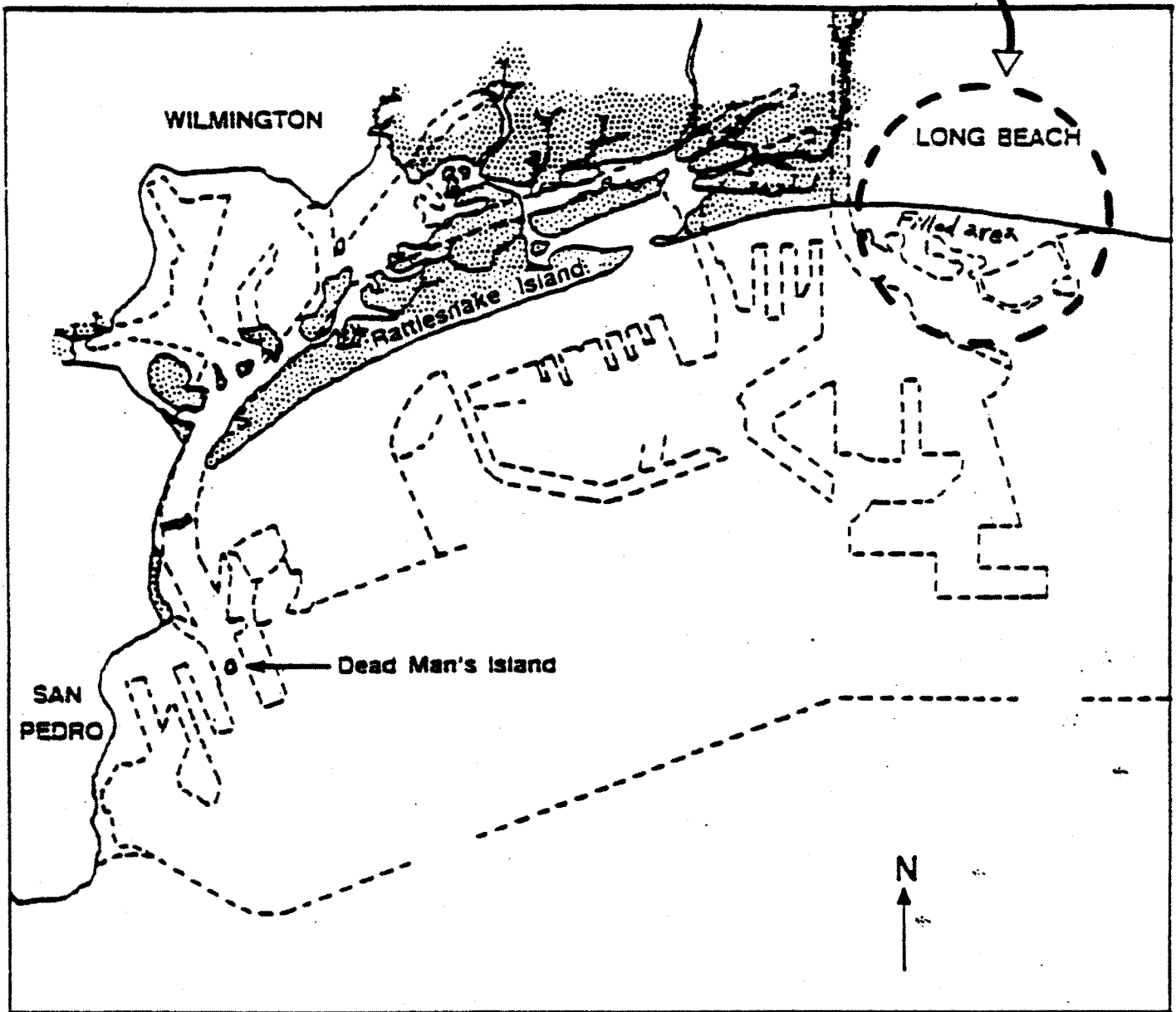
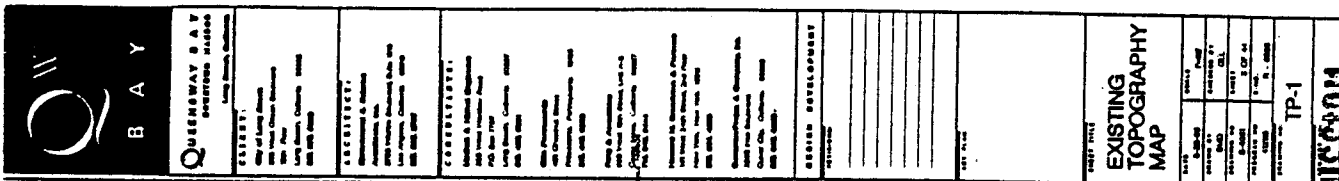


Figure 1-2. Los Angeles-Long Beach Harbor in the 1800s with present shoreline superimposed. Queensway Bay, 1994.

COASTAL COMMISSION

EXHIBIT # 5

PAGE 1 OF 1



COASTAL COMMISSION

Existing Conditions

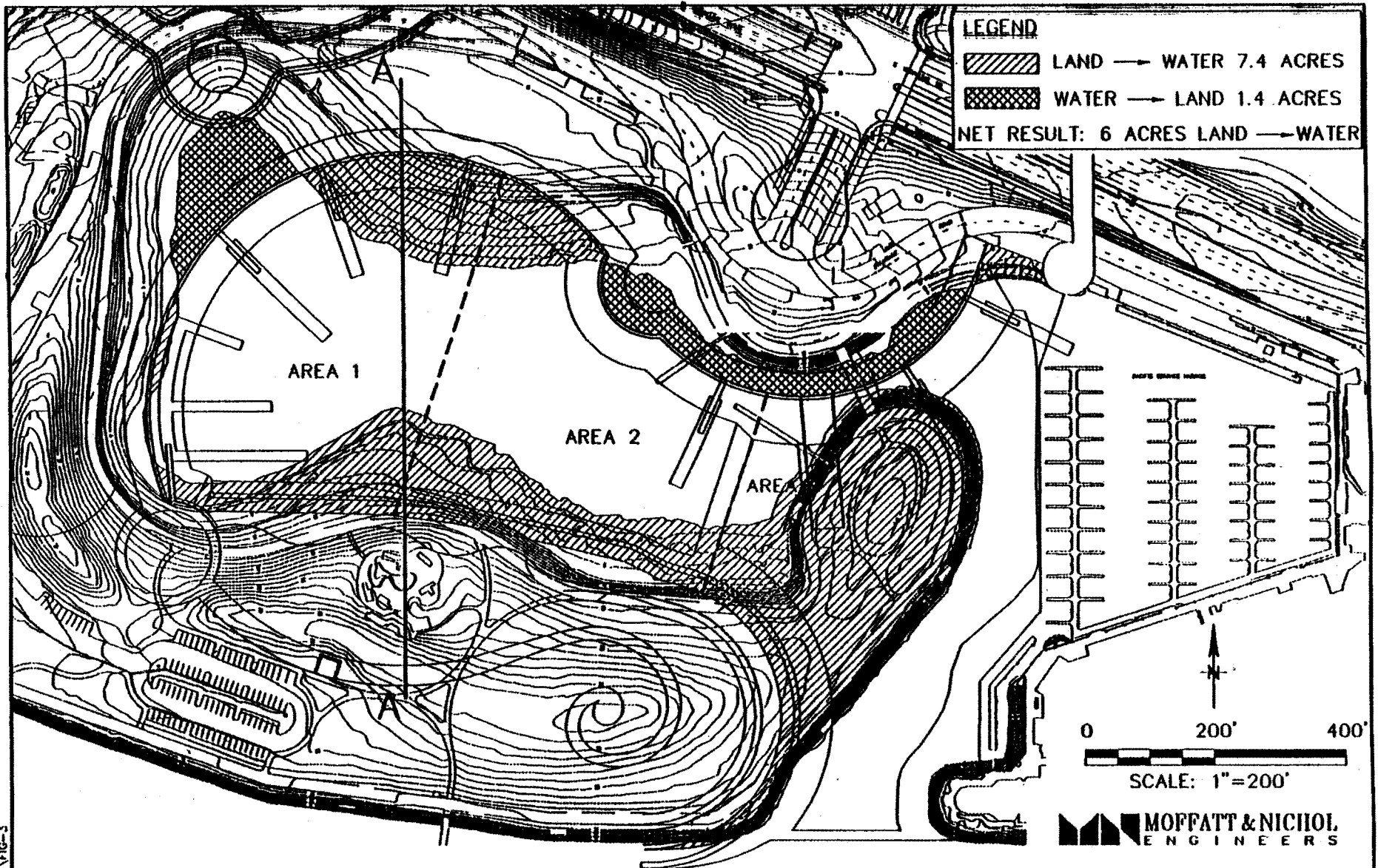
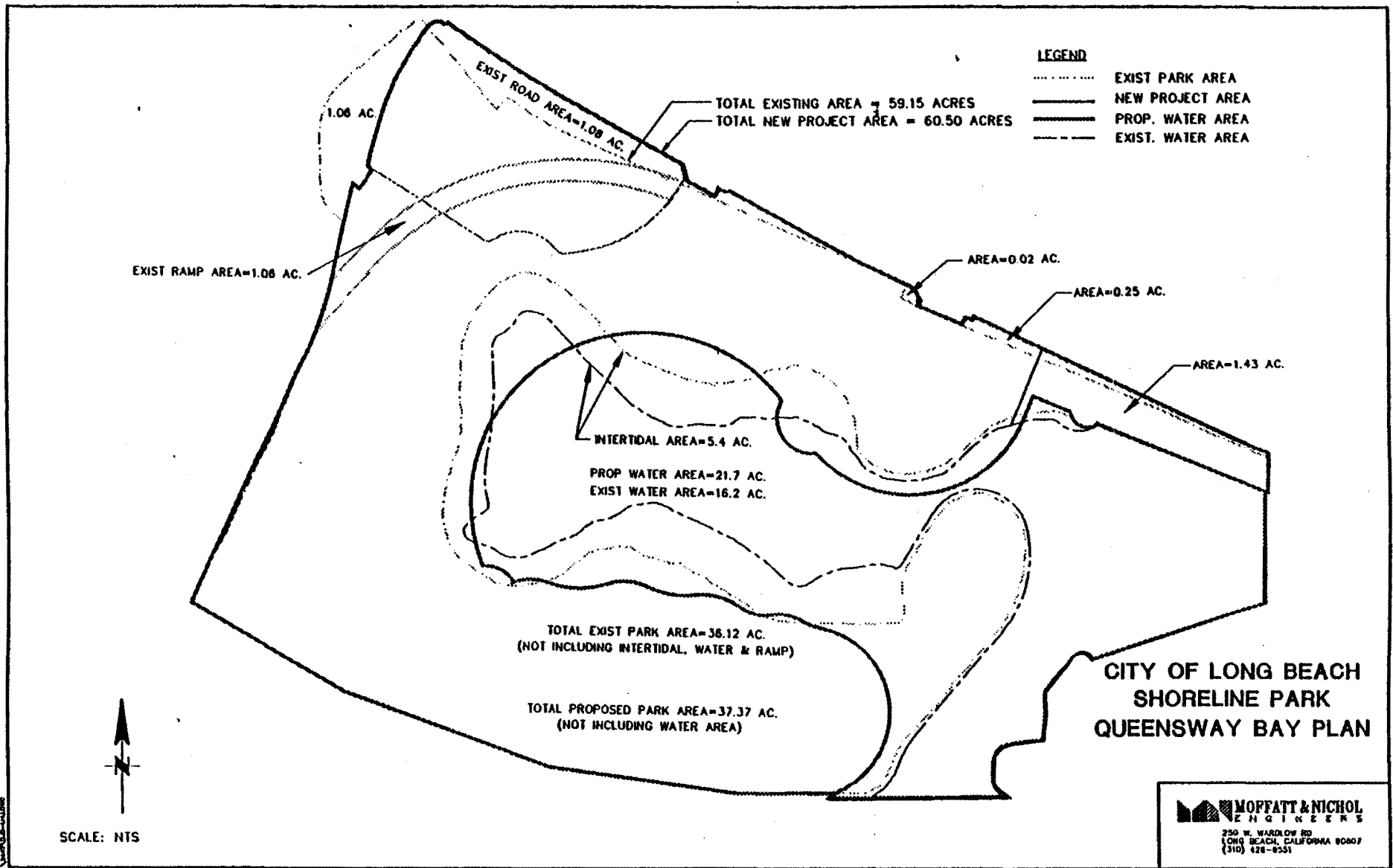


FIGURE 3: CHANGES IN TIDAL HABITAT AREA DUE TO
EARTHWORK ALTERATIONS AND IMPROVEMENTS

COASTAL COMMISSION

EXHIBIT # 7

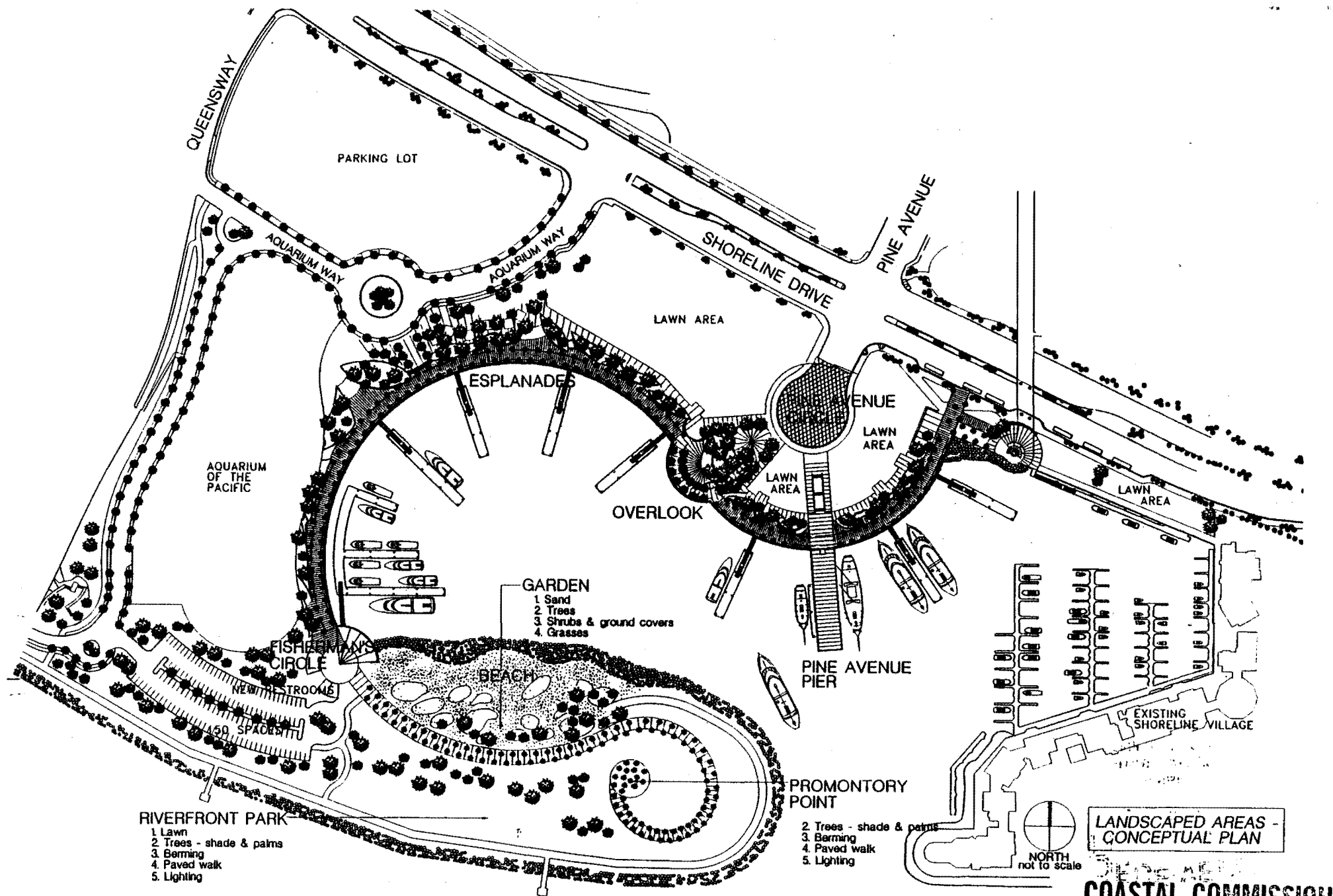
PAGE 1 OF 2



COASTAL COMMISSION

EXHIBIT # 7

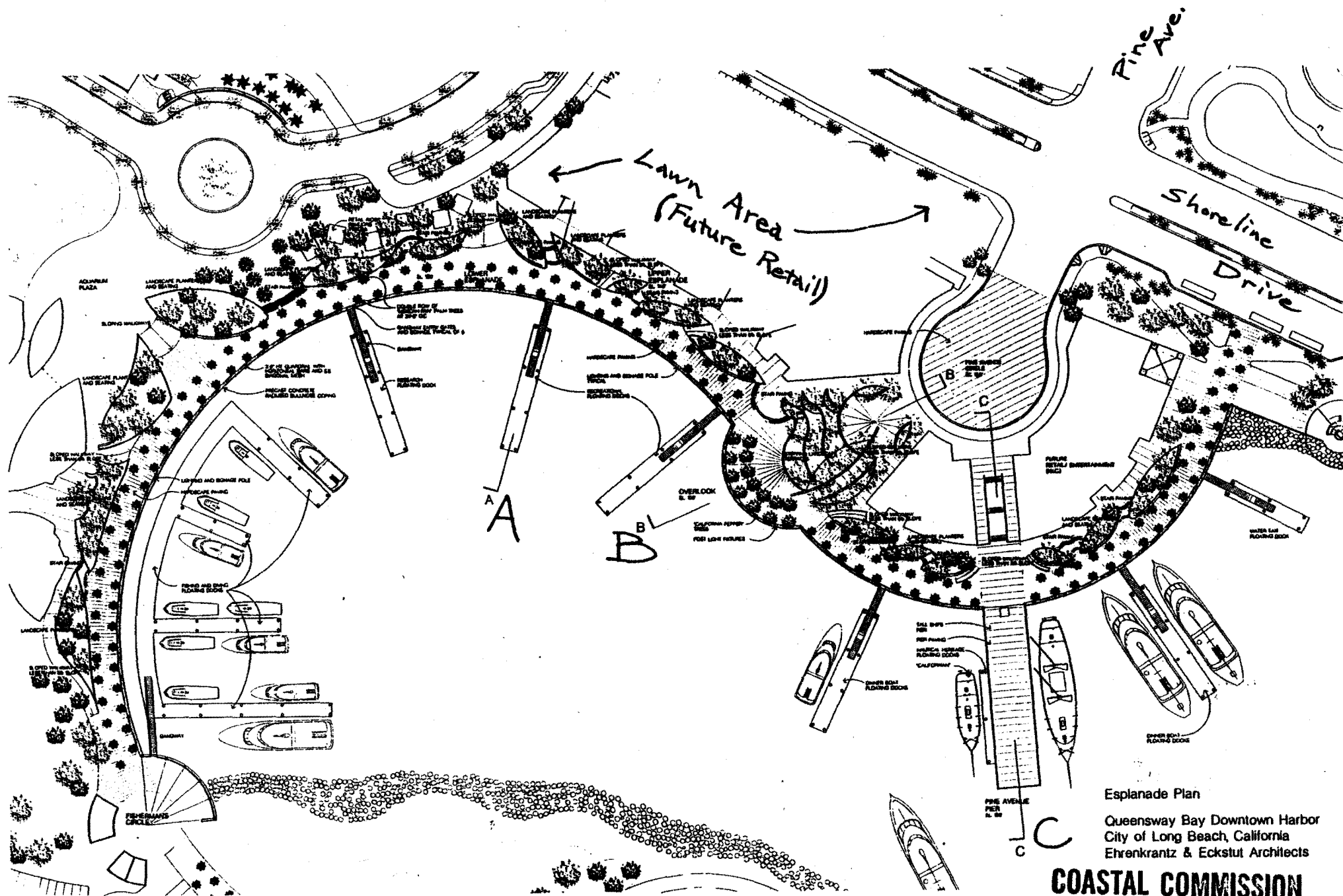
PAGE 2 OF 2



COASTAL COMMISSION

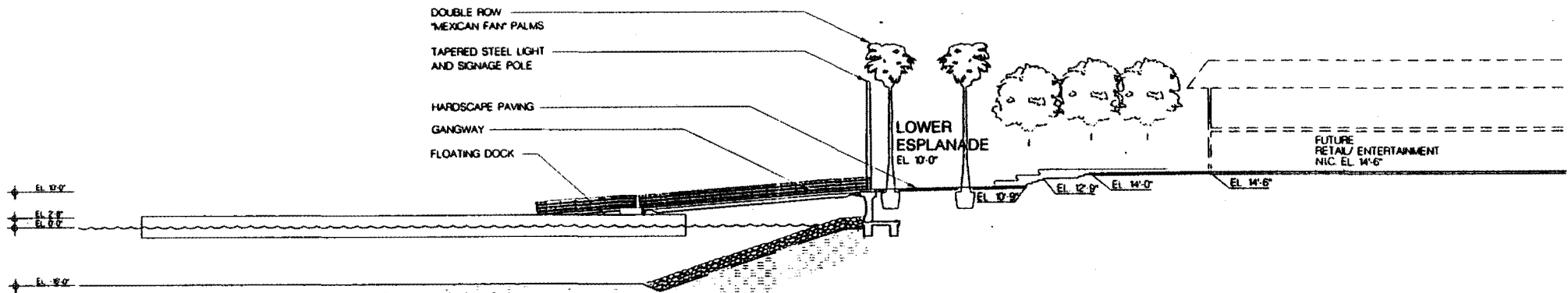
EXHIBIT # 9

PAGE 1 OF 1



Harbor w/ cross-sections A, B, C

EXHIBIT # 10
 PAGE 1 OF 4



A

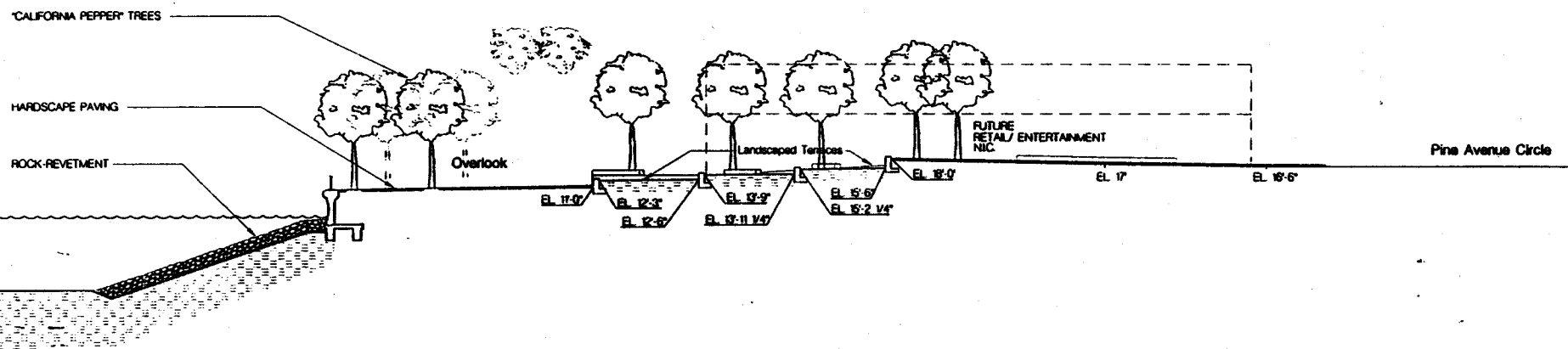
Typical Esplanade Section A

COASTAL COMMISSION

Queensway Bay Downtown Harbor
City of Long Beach, California
Shrenkrantz & Eckstut Architects
16 AUGUST 1996

EXHIBIT # 10

PAGE 2 OF 4



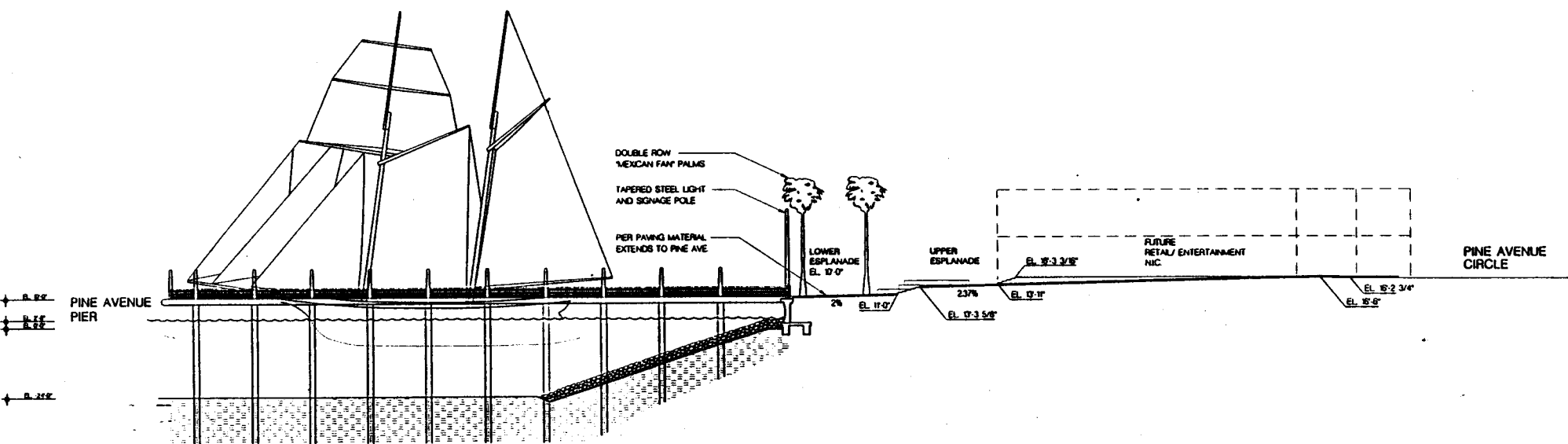
B

Overlook at Pine Avenue Circle
Section B

Queensway Bay Downtown Harbor
City of Long Beach, California
Ehrenkrantz & Eckstut Architects
8 AUGUST 1996

COASTAL COMMISSION

EXHIBIT # 10
PAGE 3 OF 4



C

Pine Avenue Pier
Section C

Queensway Bay Downtown Harbor
City of Long Beach, California
Ehrenkrantz & Eckstut Architects
18 AUGUST 1996

COASTAL COMMISSION

OFFICE OF THE
CITY ATTORNEY
OF
LONG BEACH

JOHN R. CALHOUN
CITY ATTORNEY

ROBERT E. SHANNON
ASSISTANT

July 11, 1996

City Hall
333 West Ocean Boulevard
Long Beach, California 90802-4664
(310) 570-2200

WORKERS' COMPENSATION SECTION
(310) 570-2245

Telecopier
(310) 438-1579

RECEIVED

JUL 11 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

California Coastal Commission
South Coast District Office
245 West Broadway
Long Beach, California 90802

Re: Application #5-96-124

Gentlemen:

I have examined relevant restrictions on the uses to which the City of Long Beach may put tidelands. I find that the Queensway Bay Harbor and Wetlands Project (see attached description) is a use that is consistent with, and not forbidden by, the various grants by the State to the City. These include Statutes of 1911, Chapter 675; Statutes of 1925, Chapter 102; Statutes of 1935, Chapter 158; and Statutes of 1959, Chapter 1560. There have been subsequent enlargements of the uses allowed in the mentioned statutes but no relevant diminutions and the mentioned statutes clearly allow the intended use.

I have consulted with Robert Hight, Executive Director of the State Lands Commission, on this matter and he concurs in my conclusion.

I trust that the forgoing is satisfactory to your needs.

Very truly yours,

JOHN R. CALHOUN, City Attorney

By


James N. McCabe, Deputy

JNM:pw
Encl.

COASTAL COMMISSION

EXHIBIT # 12
PAGE 1 OF 2

PROJECT DESCRIPTION - QUEENSWAY BAY HARBOR AND WETLANDS

The proposed development is to construct a new Downtown Harbor in Shoreline Park and to create a new wetland mitigation area at Golden Shore. Specifically the proposal entails:

- Demolition of existing infrastructure including the Golden Shore Launch Ramp and parking lot, and portions of roadway, sidewalk, utilities and parking lot in Shoreline Park. The restroom in Shoreline Park at the peninsular area will also be demolished at this time.
- Dredging, excavation and fill to create the new harbor. Construction of a 2,000 foot long concrete seawall, rock revetment, eight floating docks (to berth approximately 50 visitor-serving commercial boats and historic vessels), one 200 foot long public pier (at the foot of Pine Avenue), two concentric waterfront pedestrian esplanades, and a vehicular drop-off area at the foot of Pine Avenue;
- Regrade Shoreline Park and construct new portions of roadway, parking lot, sidewalks and bike path. Add new utilities, lighting and graphics, and relandscape the entire site.
- Construct a new 5.4 acre mitigation wetland on the former launch ramp site.

COASTAL COMMISSION

EXHIBIT # 12

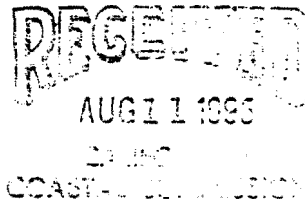
PAGE 2 OF 2

The Resources Agency

Pete Wilson
Governor



of California



Douglas P. Wheeler
Secretary

California Conservation Corps • Department of Boating & Waterways • Department of Conservation
Department of Fish & Game • Department of Forestry & Fire Protection • Department of Parks & Recreation • Department of Water Resources

August 7, 1995

Colonel Michal R. Robinson
U. S. Army Corps of Engineers
ATTN: CESPL-CO-R-94-00933-FT
P.O. Box 2711
Los Angeles, CA 90053-2325

Public Notice 94-00933 (City of Long Beach)
Develop commercial harbor, Queensway Bay, Long Beach Harbor, Los Angeles County

Dear Colonel Robinson:

The State has reviewed the subject public notice, coordinating its review with the agencies listed below.

The Department of Fish and Game has submitted the attached comments for your consideration.

Thank you for the opportunity to review this proposed project.

Sincerely,

for James T. Burroughs
Deputy Secretary and General Counsel

Attachment

cc: Department of Boating and Waterways
Department of Parks and Recreation
Department of Fish and Game
Los Angeles Regional Water Quality Control Board
California Coastal Commission
State Lands Commission
The Resources Building Sacramento, CA 95814 (916) 653-5656 FAX (916) 653-8102

California Coastal Commission • California Tahoe Conservancy • Colorado River Board of California
Energy Resources, Conservation & Development Commission • San Francisco Bay Conservation & Development Commission
State Coastal Conservancy • State Lands Commission • State Reclamation Board

COASTAL COMMISSION

Memorandum

To : Projects Coordinator
Resources Agency

Date : August 2, 1995

Attention Ms. Nadell Gayou

From : Department of Fish and Game

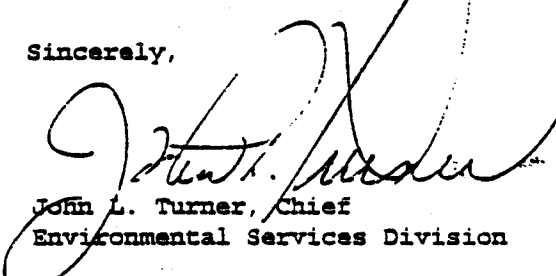
Subject: Queensway Bay Recreational/Commercial Harbor, U.S. Army Corps of Engineers
Public Notice 94-00933-FT

Department of Fish and Game personnel have reviewed Public Notice No.94-00933-FT for the development of a commercial harbor for a new recreational and commercial development and the creation of five acres of intertidal habitat to mitigate project related loss of this habitat type.

The Department has reviewed environmental documents for the proposed project and does not object to the issuance of a permit for the reshaping of the Shoreline Aquatic Park Lagoon and the creation of intertidal habitat as described in the Public Notice.

Should you have any questions, please contact Mr. Richard Nitsos, Environmental Specialist, Environmental Services Division, Department of Fish and Game, 330 Golden Shore, Suite 50, Long Beach, California 90802, telephone (310) 590-5174.

Sincerely,



John L. Turner, Chief
Environmental Services Division

cc: Mr. Richard Nitsos
Department of Fish and Game
Long Beach

Mr. James Slawson
National Marine Fisheries Service
Long Beach

U.S. Fish and Wildlife Service
Carlsbad

Rec'd
AUG 4 1995
ROR

COASTAL COMMISSION

EXHIBIT # 13
PAGE 2 OF 2



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, California 92008

RECEIVED

AUG 21 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

August 16, 1996

Mr. Chuck Damm
South Coast Supervisor
California Coastal Commission
245 W. Broadway
Long Beach, CA 90802

Re: Coastal Development Permit Application 5-96-124, Queensway Bay Harbor,
City of Long Beach

Dear Mr. Damm:

The Fish and Wildlife Service has been working with the City of Long Beach and their consultants to assure feasible and adequate mitigation of the impacts of the referenced activity. As a result of this early coordination, the Service had no objection to the issuance of the Corps of Engineers permit last year (enclosed). Since then, the applicant had produced final designs, revegetation, and monitoring plans. We believe these are consistent with our earlier agreement with the proponent. However, in addition to the biological monitoring described in their August 1996 plan, we do recommend that bird use of the intertidal mitigation area be assessed quarterly. We have no objection to your further consideration of their proposal. Feel free to contact Mr. Jack Fancher, as the need may arise, at (619) 431-9440.

Sincerely,

Gail Kobetich
Field Supervisor

enclosure

cc: City of Long Beach

COASTAL COMMISSION

EXHIBIT # 14
PAGE 1 OF 2



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Field Office
2730 Loker Avenue West
Carlsbad, California 92008

July 27, 1995

Colonel Michal Robinson
District Engineer
Los Angeles District, Corps of Engineers
P.O. Box 2711
Los Angeles, California 90053-2325

Attn: Regulatory Branch, Fari Tabatabai

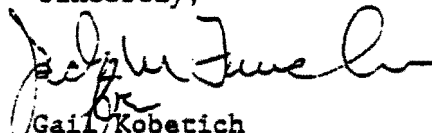
Re: Public Notice No. 94-933-FT, City of Long Beach

Dear Colonel Robinson:

The Fish and Wildlife Service (Service) has examined the referenced public notice dated July 15, 1995 regarding proposed Queensway Bay marina development, Los Angeles County, California. These comments have been prepared under the authority, and in accordance with the provisions, of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and other authorities mandating Department of Interior concern for environmental values.

We have been working with the applicant for some time. In our view, they have been able to resolve issues we identified for them. Consequently, the Service would have no objection to the issuance of a permit for the subject project provided the permit requires that the permittee implement the proposed mitigation in advance but not later than concurrently with the proposed marina development. They should also be required to conduct monitoring and maintenance of the mitigation area. The Service representative remains Mr. Jack Fancher who may be reached at (619) 431-9440.

Sincerely,


Gail Kobetich
Field Supervisor

cc: CDFG, Reg. 5, Long Beach, CA
EPA, San Francisco, CA
NMFS, Long Beach

COASTAL COMMISSION

EXHIBIT # 14
PAGE 2 OF 2

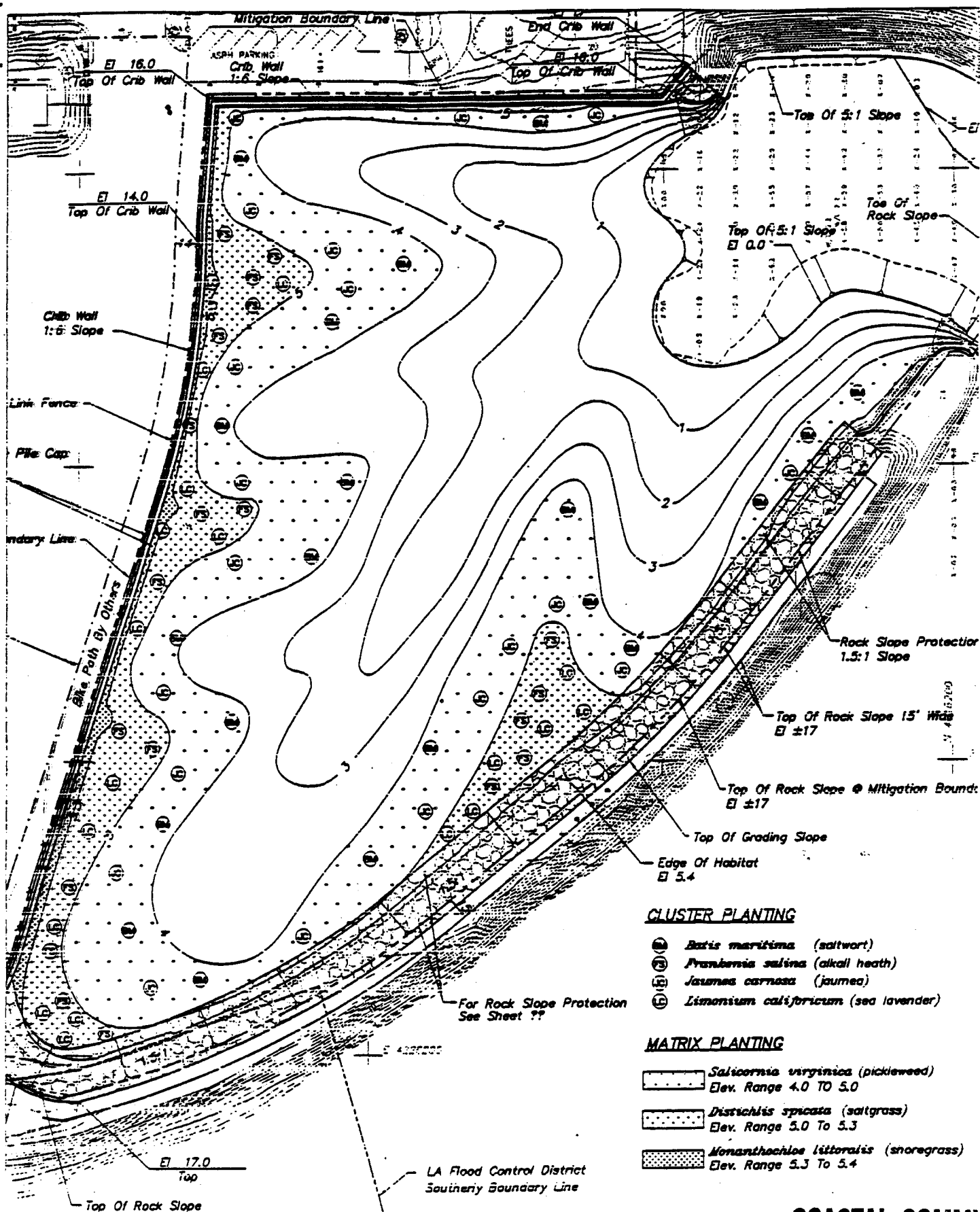
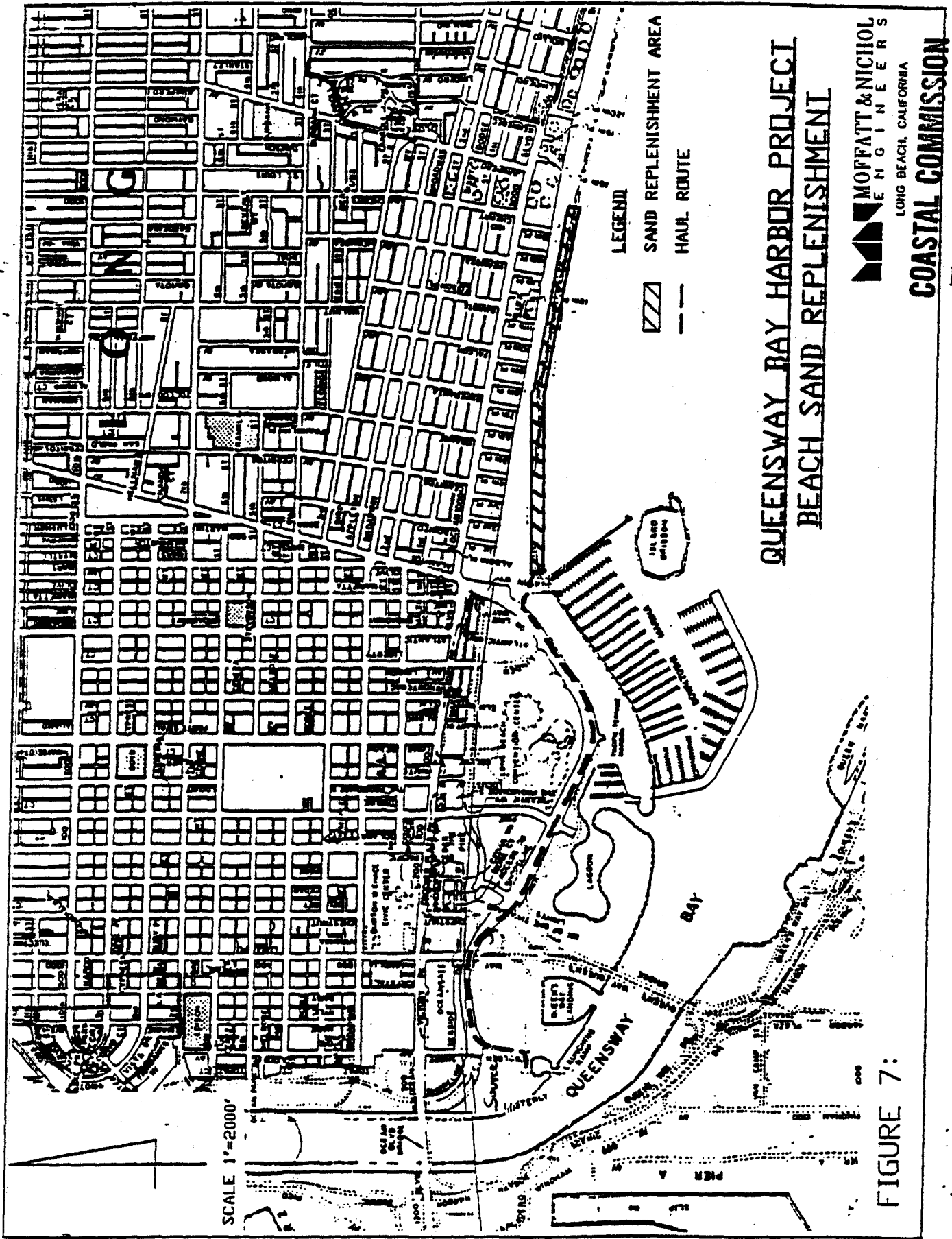


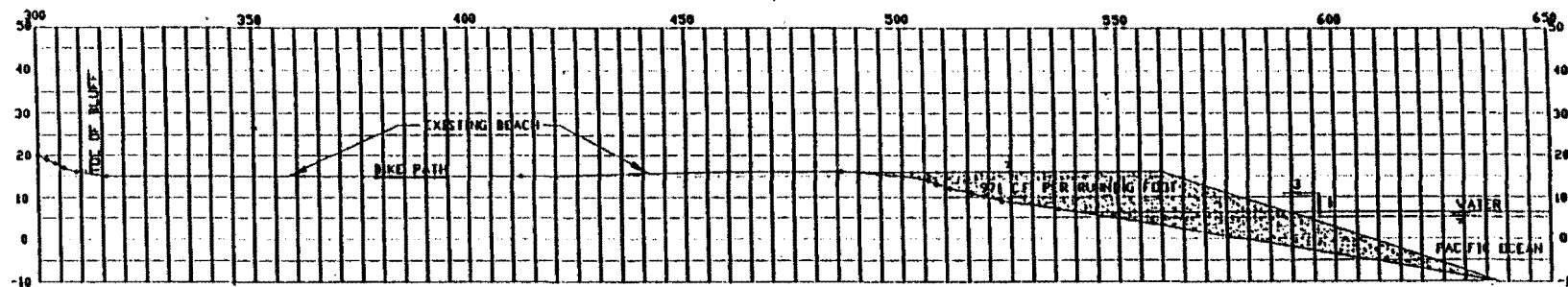
Figure 8: MITIGATION PLANTING PLAN

COASTAL COMMISSION



MOFFATT & NICHOL
ENGINEERS
LONG BEACH, CALIFORNIA
COASTAL COMMISSION

FIGURE 7:



109,000 C.Y. X 27 CF. = 2,943,000 CF.
2,943,000 CF. DIVIDED BY 971 CF. = 3031 LF.

TYPICAL FILL SECTION AT 8TH PLACE

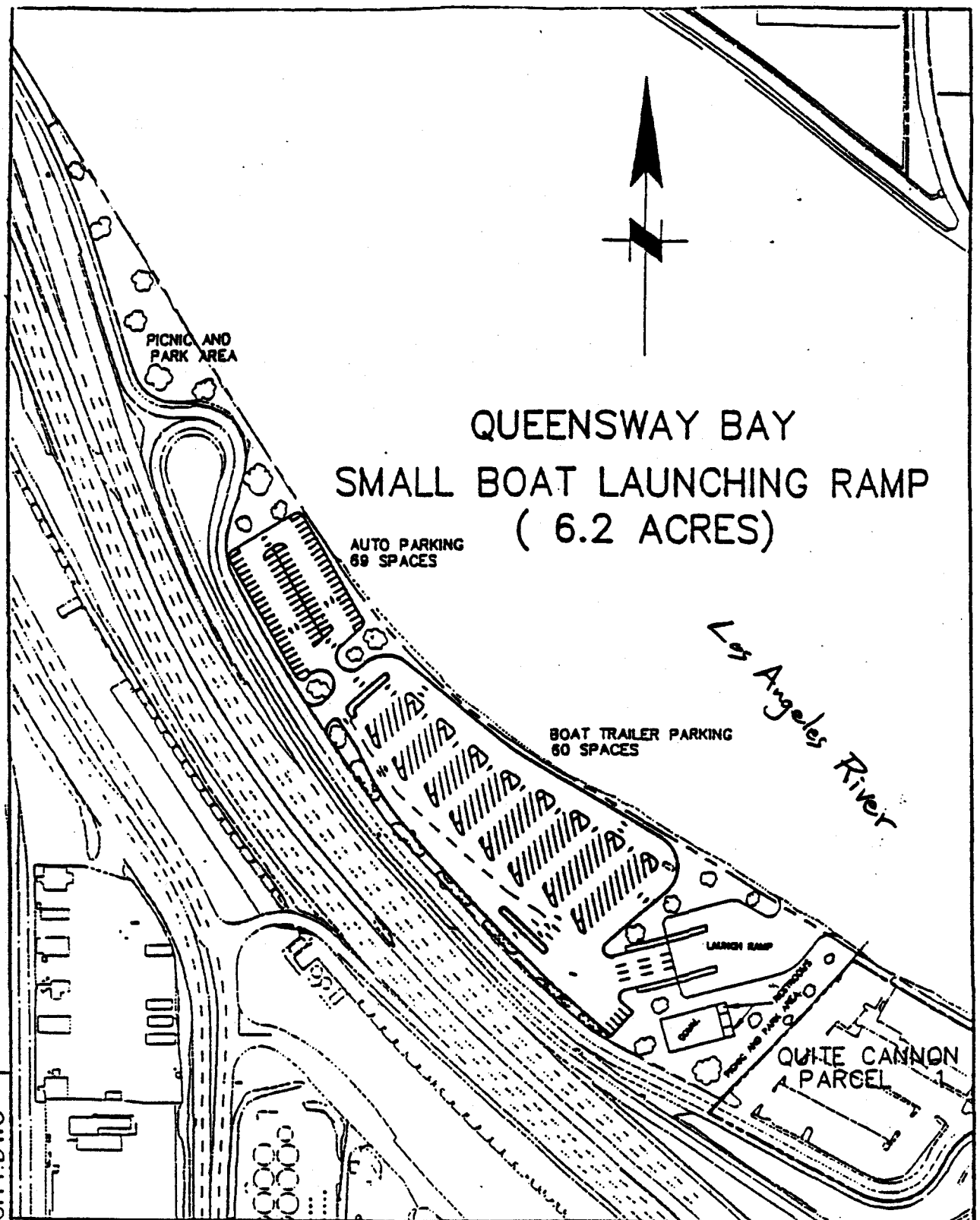
QUEENSWAY BAY HARBOR PROJECT
BEACH SAND REPLENISHMENT

MOFFATT & NICHOL
ENGINEERS
LONG BEACH, CALIFORNIA

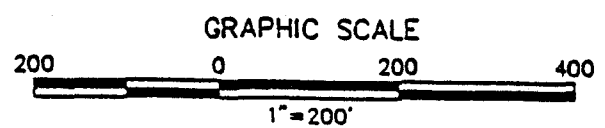
FIGURE 8:

COASTAL COMMISSION

J: 3364 \ LAUNCH4.DWG



PLAN
1" = 200'



MOFFATT & NICHOL
ENGINEERS

Replacement Boat Launch

COASTAL COMMISSION

EXHIBIT # 17

PAGE 1 OF 2

JUL-09-96 TUE 03:54 PM

P. 02

07-09-1996 02:45PM

FROM CBoating&Waterways

TO

913105703109

P. 02

STATE OF CALIFORNIA - THE RESOURCES AGENCY

PETE WILSON, Governor

DEPARTMENT OF BOATING AND WATERWAYS

1429 S STREET

SACRAMENTO, CA 95814-5294

(916) 445-4281

July 9, 1996



RECEIVED

JUL 11 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Mrs. Rosie Bonquin
Administrative Analyst
Department of Parks, Recreation & Marine
2760 Sundeaker Road
Long Beach, California 90815 - 1697

Subject: South Shores Boat Launching Facility - \$1,250,000 Grant

Dear Ms. Bonquin:

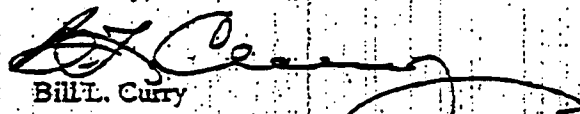
In response to your telephone call this morning, please be assured that the Department of Boating and Waterways has a continuing interest in making the subject grant to the City of Long Beach, and in seeing the project designed and constructed in the near future. The Boating and Waterways Commission appears supportive of the project as evidenced by their interest expressed during the special meeting they had with city staff during the field trip they took in Long Beach on May 21, 1996.

As indicated to you on the phone this morning, we do not as yet have a State Budget for Fiscal Year 1996-97, and, consequently, do not have funding for the first phase grant of \$125,000. However, it is expected that the budget will be passed and signed by Governor Wilson within the next few days. We anticipate that funding for your project will be included in the final budget. I will let you know as soon as we know.

Obviously I cannot speak for the Boating and Waterways Commission, and cannot preempt their authority to advise and consent to funding of projects. However, I know of no objections to the South Beach project, and believe the commission will act favorably. The project is now scheduled for presentation to the commission on November 13, 1996 - at their regularly scheduled meeting to be held in South San Francisco. The July commission meeting was canceled.

Should you need any additional information, or have questions or comments on the above matters, please call me at your convenience.

Sincerely,


Bill L. Curry
Supervisor of Local Assistance Program
916 • 445 • 9657

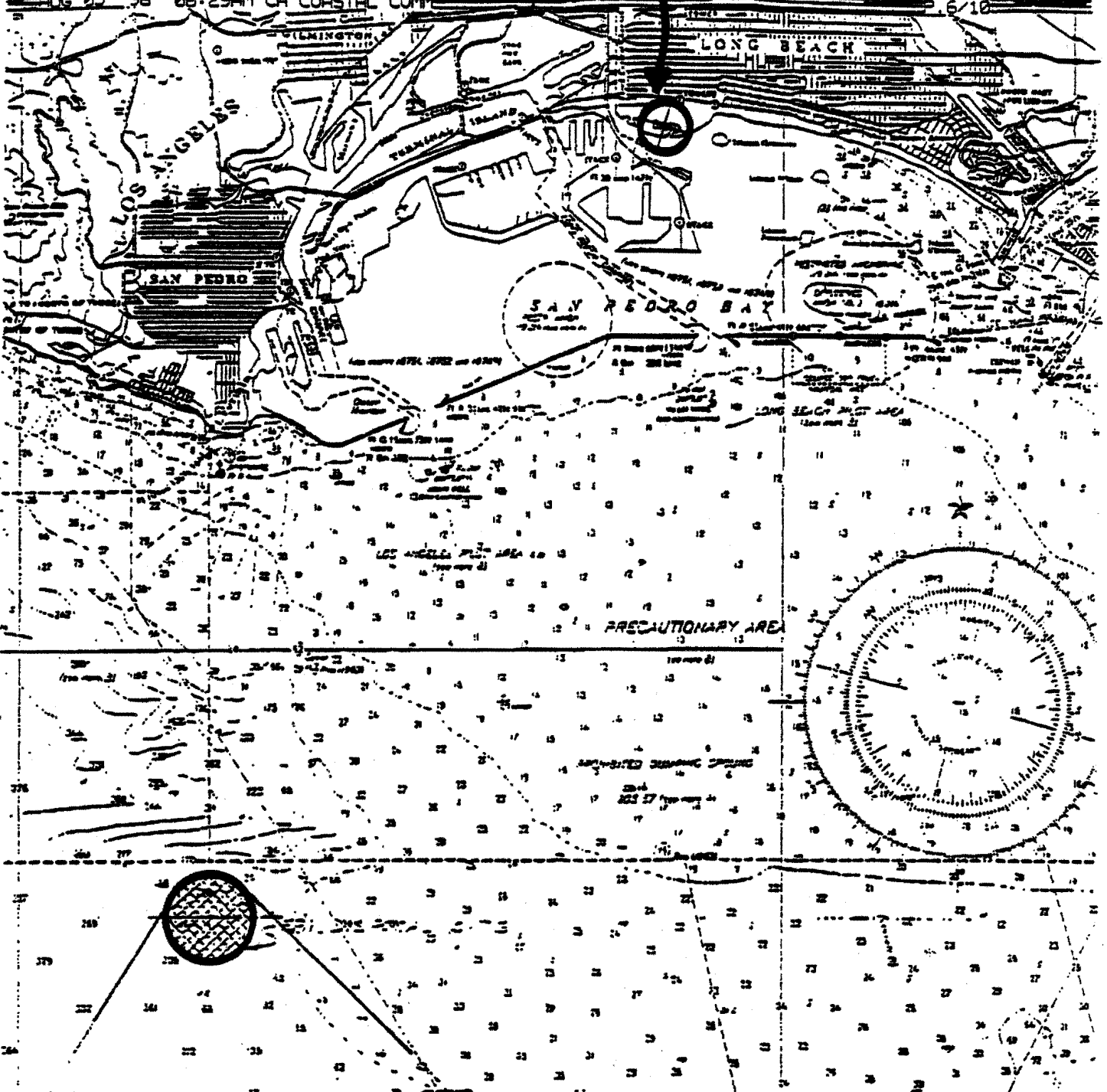
COASTAL COMMISSION

TOTAL P. 02

EXHIBIT # 17

PAGE 2 OF 2

Dredge Site



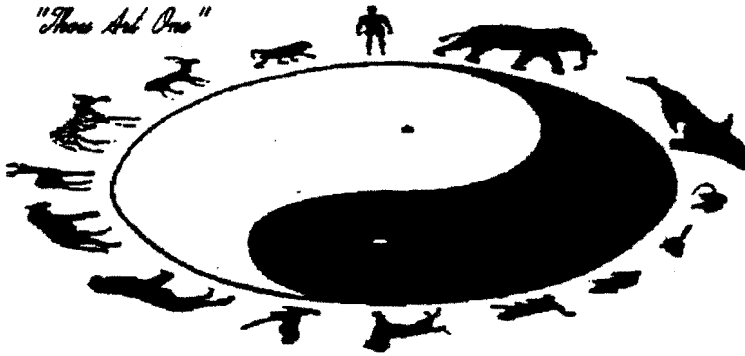
LA-2

BOUNDARY COORDINATES: 1,000 YARD RADIUS
 CENTER COORDINATES: 33°37'06"N, 110°17'24"W
 MATERIAL TYPE: DREDGED MATERIAL
 BOTTOM DEPTH: 380-1060'
 APPROX DISTANCE FM ANGELS GATE LIGHTHOUSE: 6.6 mi

COASTAL COMMISSION

LA-2
 Offshore
 Disposal
 Site

EXHIBIT # 18
 PAGE 1 OF 1



Teach Animal Objectivity

EXHIBIT # 19
PAGE 1 OF 12

DRAFT
COPY

FYI

1302 East Third Street #26; Long Beach, California 90802-3681

phone/fax: (310) 432-2028

To: City of Long Beach
c/o Gerhardt H. Felgemaker
Environmental Planning Officer
Community and Environmental Planning Division
Department of Planning and Building
333 W. Ocean Boulevard
Long Beach, Ca. 90802

RECEIVED

SEP 19 1995

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Re: Contesting of final Environmental Impact Statement (EIR) for the Queensway Bay Project
Request for supplement to EIR to answer unanswered/insufficiently answered questions
Request for copy of Environmental Impact Statement (EIS) when completed

Mr. Felgemaker,

9/15/95

Whereas Federal funding will soon be involved in the habitat relocation for the Queensway Bay Project (H.U.D. Title I Community Development Block Grant -#B-95-MC-06-0522), the City had opened itself to objection to project specifics on the grounds of possible violations of Federal environmental laws. This notification, while not citing every possible violation, intends to alert Federal officials that the City of Long Beach intends, in the face of direct evidence, to move an established shallow water marine habitat from a distressed (yet semi-protected) area to an unprotected area that their own data proves is in direct violation of Environmental Protection Agency (EPA) minimum marine water quality standards (chronic). This notification also intends to prove that the laboratory chosen by the City of Long Beach, Marine Biological Consultants (MBC) appears to have deliberately withheld key data necessary to evaluate the chosen replacement site by outside parties.

History

Approximately two years ago, this author protested the choice of placing the replacement habitat for the Shoreline Lagoon (a shallow water feature in a park fronting downtown Long Beach) to a site at the base of the Los Angeles River*1. The author suggested several alternate sites as acceptable ecologically according to preliminary studies (i.e. oil islands Grissom or White), however, due to financial constrictions (of \$3-4M) the City was determined to use the Golden Shore Boat Launch area because they owned it outright. The City paid \$160K to Marine Biological Consultants Applied Environmental Sciences (henceforth, MBC) to produce a biological survey to prove the viability of the aforesaid choice of locations.

(next page)

The resulting study was apparently convincing enough to fool the California Department of Fish and Game, the California Coastal Commission, National Marine Fisheries and the local office of U.S. Fish and Wildlife Service. Either they saw data that this author wasn't privy to, or they didn't even read the survey and notice its many unanswered questions and warning flags of data that required a closer examination. Herein hangs this author's objection . . .

Unanswered Questions

In Volume IV of the Queensway Bay Master Plan EIR, in a transcript of a Long Beach Planning Commission meeting on February 2, 1995, most of the author's objections to the MBC study were aired. They included; missing data on crucial parameters such as salinity and pH levels during yearly stormy seasons, a preliminary comparison of MBC statistics and data from Los Angeles County Public Works - Waste Management division (LACWM- charged with regularly testing L.A. River water quality), a species missing from MBC avifauna survey of the Shoreline Lagoon-Station 8-(specifically the Brown Pelican) [staff response 32], and the problem of single species indicators (as used by Moffatt & Nichol*2) in a determination of habitat viability[staff response 33].

The staff responded thus; Comment 32 responded by detailing the horrors of the outflow of the L.A. River, supplied charts of chemical parameters, organic and metals, that all but celebrated my point of poor habitat placement. They further detailed correction methods implemented by the Los Angeles Regional Water Quality Control Board since 1990 under the EPA's Sec.402(p) of the Clean Water Act in hopes of improving storm water runoff quality. In five years of active monitoring these measures have yet to furnish water clean enough to support a full intertidal marine habitat at its mouth. Staff offered mean (average) values of pH between storm and dryflow periods, yet failed to mention both salinity, Dissolved Oxygen (DO) fluctuations -covered later- as well as the peaks and valleys of the 7.11-8.37 pH mean and how quickly this parameter changed values. Comment 33 incorrectly quoted Moffatt & Nichol, "Moffatt & Nichol utilized the siting of mussels only to indicate the salinity levels. The levels of metals is shown in the MBC report." The actual Moffatt & Nichol quote reads, ". . . there currently are mussels located in the vicinity of the site wick not only indicates that aquatic animals can survive in this area, but also indicates that the level of salinity at the site is adequate to support marine fish (~~boldface-italics-mine~~)." The levels of metals were indeed in the MBC report, but the accompanying EIR chart on bioaccumulated metals in State Mussel Watch data demonstrated the invalidity of Moffatt & Nichol's single species indicators.

On February 16, 1995, this author offered to the Planning Commission a detailed report outlining the lack of cooperation of MBC in releasing what it called "proprietary information", namely survey information of 1990/1991 incorporated into their biological survey of the area, critical to the full evaluation of their conclusions. Further, this author compared MBC's seven total days of testing, (over a three year period, represented as a years' worth of values) with Los Angeles County Public Works Waste Management Division's average of once a month testing of parameters for accuracy. The comparisons found huge holes in MBC's conclusions (chart comparisons enclosed) primarily due to lack of consistant testing of an area that fluctuates wildly within a timeframe of as little as a month (depending upon stormflow mainly, and non-point source pollution to a lesser extent) [staff response 71].

(next page)

(page 3 of 12)

This Author did agree with the final paragraph in MBC's summary, to wit, "The area of the proposed Queensway Bay project is at the mouth of the Los Angeles river which is subject to periodic inundations of heavy inputs of freshwater, high in organics and contaminants. As a result, the project area directly downstream of the river mouth is a highly disturbed habitat high in undesirable organics, trace metals, and other chemical contaminants. The disturbance caused by the project may be of little consequence when compared with the massive natural (? -author) perturbations (stormwater) that occur with regularity." That having been said, the author reminded the City of its obligation to replace habitat with that of equal or greater biological productivity according to the California Coastal Act under Development Controls-Article I; General Provisions-sec.30607.1. The City was then warned that the project could be held up if proper mitigation was not performed. [staff response 72].

Staff response: On comment 71, Staff referred the reader to the previous comment on L.A. river water quality. There was not even an attempted response to the allegation of Biological Survey inadequacy either by Staff nor were there any questions raised by the Planning Commission. Why? Further, after hearing that the author shared the conclusions of MBC of the highly distressed environment, why wouldn't they lend credence to his speculation that an intertidal habitat should not be established at its mouth? Further, if MBC didn't like the area, why wouldn't they sample critical data like stormflow pH levels (table enclosed) to confirm their statements? Would the results be too obvious? On comment 72, Staff prepared a Memorandum of Understanding (MOU) that was signed off by U.S. Fish and Wildlife Service, California Department of Fish and Game, and National Marine Fisheries. Why? The MOU cited the MBC study as Exhibit A, and the Moffatt & Nichol design as Exhibit B. Were they not aware of MBC's lack of full support data on area viability? Were they not aware that MBC showed DO levels as low as 2.7mg/l for the area when EPA minimums stand at 5.0mg/l? Were they not aware of salinity fluctuations of a low of 24.3ppt to the normal 33ppt? Didn't the Moffatt & Nichol design warn of large amounts of sedimentation that may block (or partially block) the entrance (leading to restricted tidal cleansing action)? Indeed California Department of Fish and Game even specifically mentioned The Moffatt & Nichol report in their signoff letter so they must have known about the area that was going to be used. Why didn't CFG question this obviously poor siting choice?

Yet More Questions

Why did Michael D. Curtis, Senior Scientist for MBC, in a confirmation letter to Robert Paternoster (City liaison) on the suitability of the chosen habitat site (dated March 29, 1995), deliberately contradict his own study's findings when he wrote, "Based on the review of the infauna surveys, it appears that the population is more diverse just offshore of the mitigation site than it is offshore of Shoreline Lagoon." (copy on file) In the MBC study, in the chapter Subtidal Infauna, the diversity of Station 8/A-5 (see enclosed map for station location) lagoon indeed exceeded Station 1/A-3 river mouth (2.74 as opposed to 1.81 respectively.) -Table 6-12 MBC Survey pg.6-8; looking at Table 6-2 we also see that the lagoon collection netted 738 individuals of 50 species (Sta. 8) while the river mouth (Sta.1) netted 18,352 individuals of only 26 species.) Granted, these figures only represent the "summer '94" survey but nowhere else in the entire survey are the density (H') figures for Sta. 1/A-3 (mouth) and Sta. 8/A-5 (lagoon) compared side by side except in the Appendix (O-9/10 covering April-June '94 [Do you see a pattern?]) where land-associated species of avifauna were clearly added to the critical water-associated species to weight density in favor of the river's mouth.

(next page)

(pg. 4 of 12)

EXHIBIT # 19
PAGE 4 OF 12

On the above "pattern" question, why did all the detailed water quality parameters in the Appendix, save two sample solid testing days in 90/91, only cover samples collected in June of 1994 when water quality is at it's annual peak? Why wasn't a detailed stormflow breakdown (Nov.-Feb.) included? Since our storms are an annual occurrence doesn't their disruption matter? Finally why, in out of 20 pollution parameters cited (Table 3-2, pg.3-8 MBC survey, enclosed), did the lagoon only exceed the river mouth in 4 areas (not by much), and of the remaining areas didn't even show measurable levels?

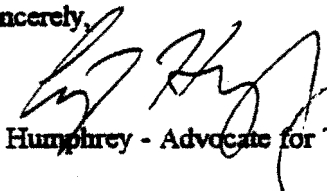
Yet saving the lagoon is a moot point, now that Long Beach has its heart set on another downtown development. Therefore, we should no longer compare the doomed lagoon with the chosen site, we should seek to place the State sanctioned habitat replacement in an area that can support it the best. It should not be a question of economics, but of the letter and intent of the California Coastal Act. This author believes the mouth of the L.A. River is not "an area of equal or greater biological productivity." The data of MBC lacks key information to prove the City's point that it is. Therefore, either a more detailed study should be required before area is moved, or another acceptable site should be chosen. It would be a mockery of State and Federal regulations to do otherwise.

Conclusions

This author hereby formally challenges the results of Long Beach's EIR pertaining to habitat replacement. He further requests a suppliment to said document, fully answering questions raised in the preceeding document. In addition, this author requests a copy (when available) of the Environmental Impact Study (EIS) for review.

He would ask Federal officials of Housing and Urban Development and the Environmental Protection Agency to take a closer look at this issue than the City of Long Beach, California Department of Fish and Game, National Marine Fisheries, U.S. Fish and Wildlife, and the California Coastal Commission apparently have before they signoff on this project. Federal remedy appears to be the last hope of resolute environmental/habitat protection.

Sincerely,


Craig Humphrey - Advocate for Teach
Animal
Objectivity

enc:

charts:

(all MBC testing dates are circled, all chart data courtesy of L.A. County Public Works)

total 4 pages

pH

TOC 10/93-11/94

Zinc

Copper

Table 3-1 Summary of Water quality parameters ; MBC survey pg.3-2

1 pg.

Station Map showing location of sampling sites Sta.1/A-3 (river mouth), Sta.8/A-5 (lagoon); pg. 2-3

1 pg.

Table 3-2 Summary of physical and chemical parameters; MBC pg.3-8

1 pg.

(next page)

Footnote:

*1 The Los Angeles River is a concrete lined storm drain approximately fifty miles long, that begins just above Universal City winds past Los Angeles and empties into the Long Beach Harbor. With all the storm drains in the area feeding it, you can forget the point source pollution and imagine the large volume of non-point source pollution that feeds it on a daily basis. As if that wasn't enough, the pollutants that never reach the sea have another chance when Southern California experiences its rainy season. These well documented several months each winter always include severe storms that send torrents of water sweeping trash and anything else (including some people) out to sea. All this pollution, both seen and unseen winds up in Long Beach Harbor.

Placing a delicate crustacean-based ecosystem at the egress of such a soupy pollution sluiceway and expecting it to survive is foolhearty at best and at worse makes a travesty of laws requiring one to one biologically productive habitat replacement on a State and Federal level.

References :

*2 Moffatt and Nichol , Mitigation Analysis For Queensway Bay Plan Long Beach California, February 1994

cc: Michael D. Curtis- Senior Scientist; MBC Applied Environmental Sciences

John L. Turner- Chief Environmental Services Division; CDFG Attn: Richard Nitsos- Env. Specialist

Charles Posner- South Coast District Representative; California Coastal Commission

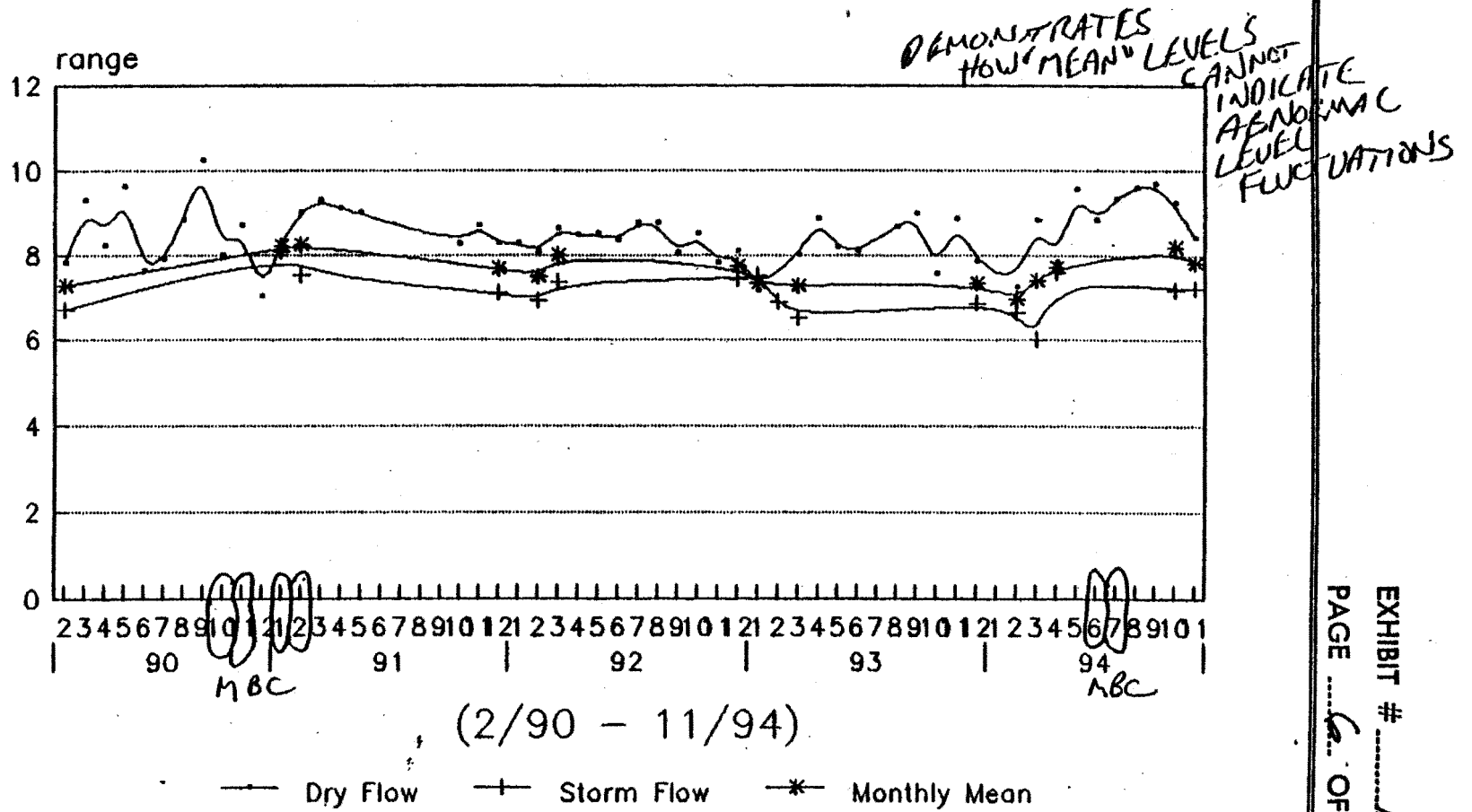
Gail Kobetich-Field Supervisor; USFW Attn: Jack Fancher

Charles Ming- L.A. area Coordinator; H.U.D. Attn: Karen Griego- Env. Protection Specialist

Felicia Marcus- Executive Director, District 9; E.P.A.

Art Agnos- Secretaries' Representative; H.U.D. Attn: Cathy Dynakoski- Env. Officer
file

pH levels in L.A. River



(courtesy of L.A. County Public Works)

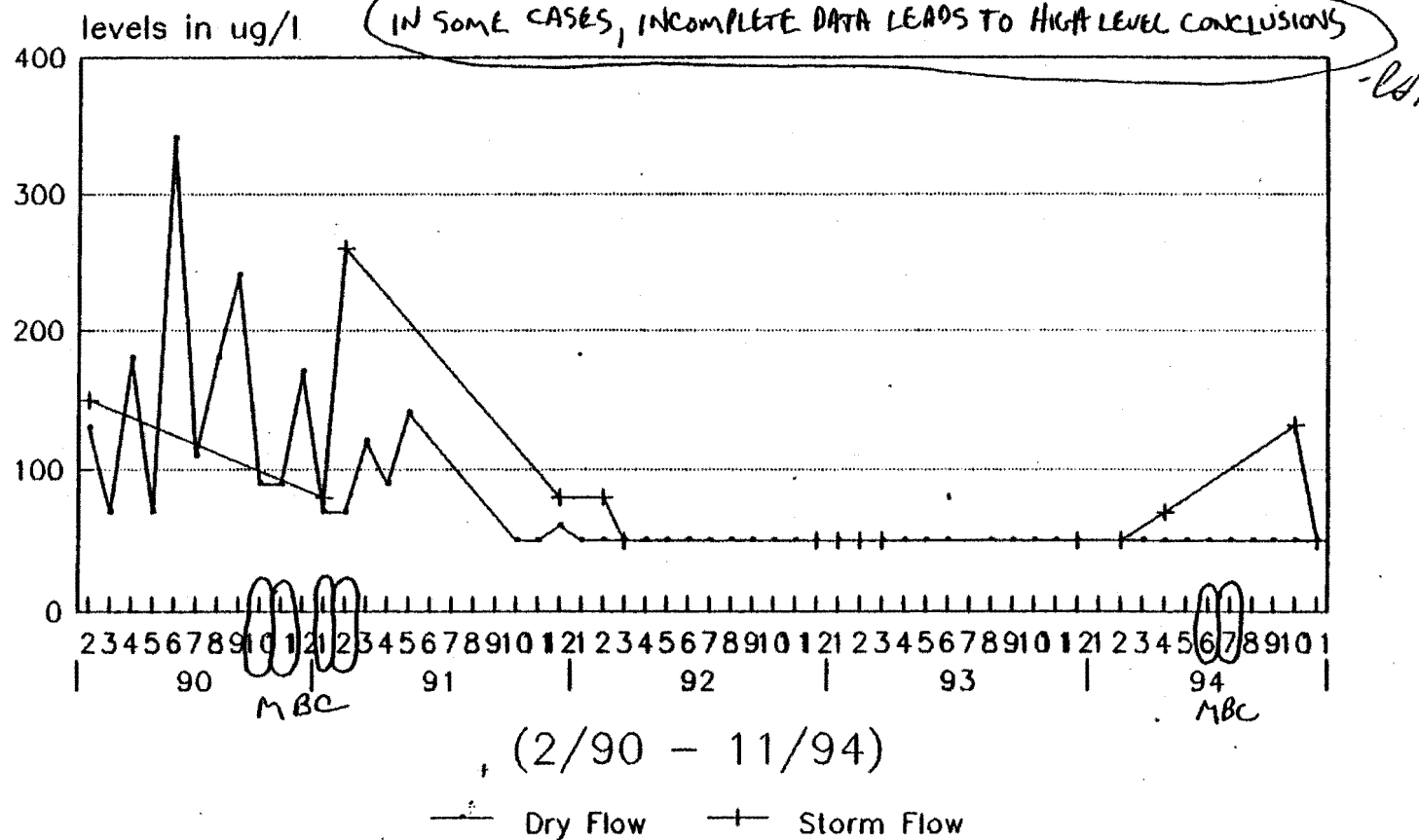
EXHIBIT # 19
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COASTAL COMMISSION

COASTAL COMMISSION

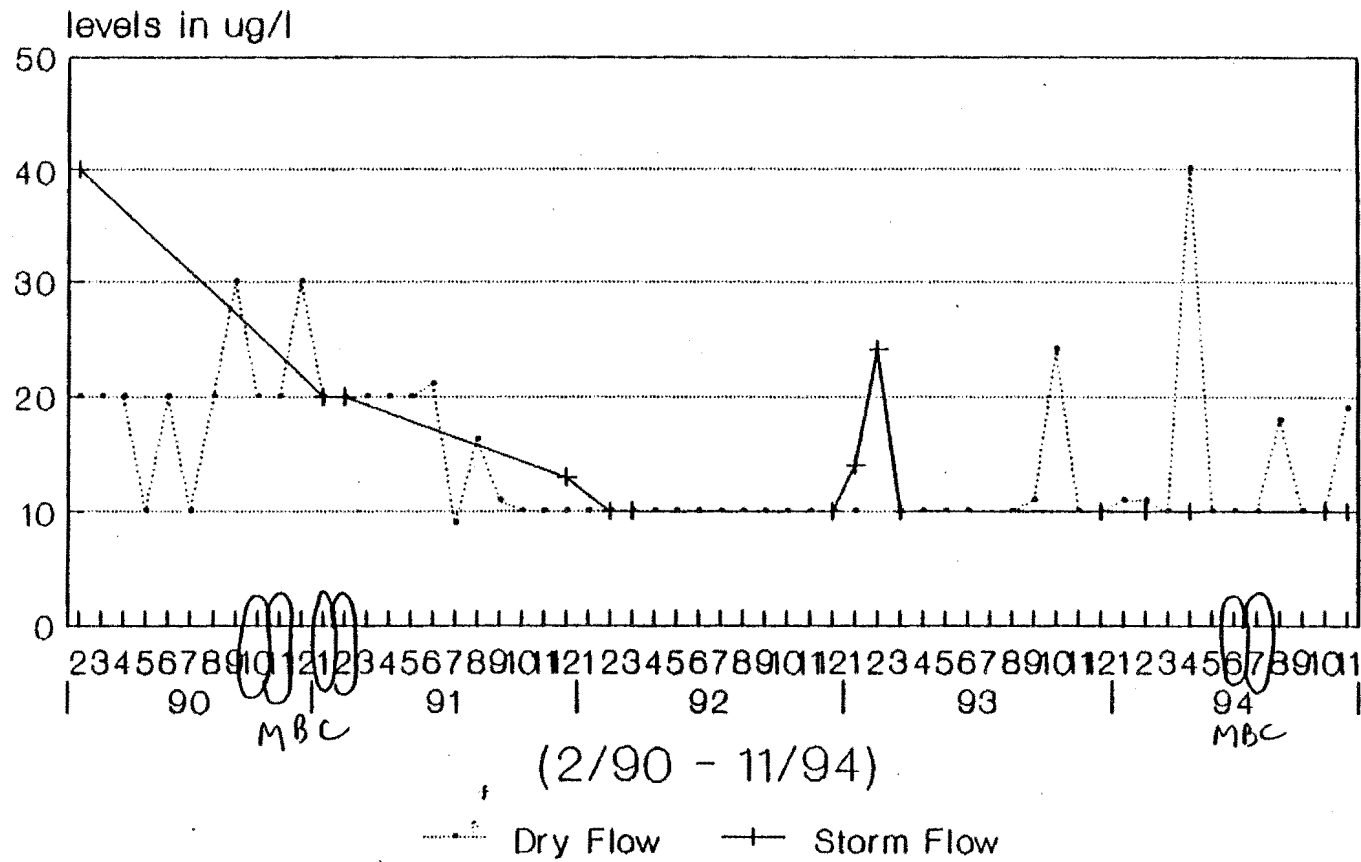


Zinc Levels in L.A. River



(courtesy of L.A. County Public Works)

Copper Levels in L.A. River



(courtesy of L.A. County Public Works)

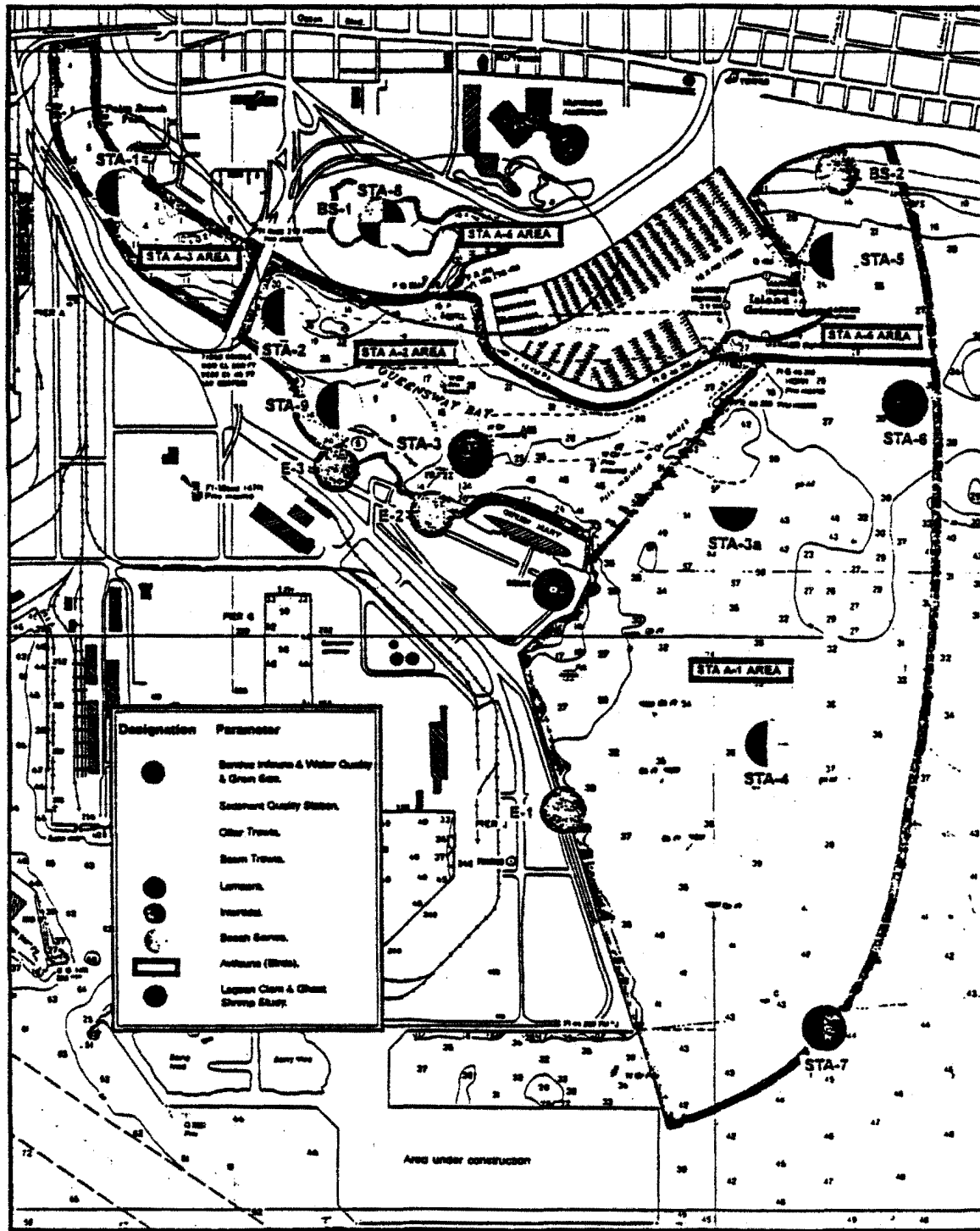


Figure 2-1. Study area and station locations. Queensway Bay, 1994.

NOTE: STA 1/A-3 MOUTH²⁻³
STA 8/A-5 LAGOON

Table 3-2. Summary of physical and chemical parameters. Queensway Bay, 1994.

Parameter		River stations		Queensway Bay			Outer Queensway Bay				Lagoon
		1	2	9	3	3A	5	6	4	7	8
Depth (m)	Nov	2.4	4.3	-	8.5	-	-	-	11.3	13.7	-
	Feb	2.2	7.9	-	14.5	-	-	-	11.3	13.3	-
	Jun	1.2	4.6	3.7	10.4	15.8	7.6	9.1	11.9	15.8	3.4
Grain size											
% sand	Nov	25	37	-	53	-	-	-	98	95	-
	Feb	93	18	-	12	-	-	-	2	18	-
	Jun	96	21	38	20	16	62	32	1	7	43
% fines	Nov	75	63	-	47	-	-	-	2	5	-
	Feb	7	82	-	88	-	-	-	98	82	-
	Jun	4	79	62	80	84	38	68	99	93	57
Metals (mg/kg)											
Cadmium		0.31	-	0.81	-	0.59	-	-	-	-	0.27
Chromium		5.1	-	12	-	14	-	-	-	-	11
Copper		12	-	27	-	22	-	-	-	-	14
Lead		32	-	34	-	30	-	-	-	-	18
Mercury		nd	-	nd	-	0.084	-	-	-	-	nd
Nickel		4.1	-	9.6	-	10	-	-	-	-	7.3
Zinc		46	-	110	-	77	-	-	-	-	45
Tributyltin ($\mu\text{g/kg}$)		5	-	16	-	115	-	-	-	-	6
Volatile solids (%)	Nov	19.0	5.8	-	5.3	-	-	-	4.4	1.9	-
	Feb	14.0	13.0	-	6.6	-	-	-	5.7	5.8	-
Total organic carbon (mg/kg)	Jun	6800	-	14000	-	8800	-	-	-	-	4000
Dissolved sulfide (mg/kg)		3.3	-	1.7	-	1.7	-	-	-	-	nd
Sulfide (mg/kg)		3.9	-	660	-	170	-	-	-	-	1.6
Phenolics (mg/kg)		8.9	-	2.8	-	5.4	-	-	-	-	nd
Semi-volatile organics ($\mu\text{g/kg}$)											
Bis(2-ethylhexyl)phthalate		nd	-	640	-	nd	-	-	-	-	nd
Phenol		1200	-	nd	-	nd	-	-	-	-	nd
Recoverable petroleum hydrocarbons (mg/kg)		290	-	220	-	200	-	-	-	-	74
Organochlorine pesticides ($\mu\text{g/kg}$)		nd	-	nd	-	nd	-	-	-	-	nd
PCBs ($\mu\text{g/kg}$)		nd	-	nd	-	nd	-	-	-	-	nd
PAHs ($\mu\text{g/kg}$)		nd	-	nd	-	nd	-	-	-	-	nd

Note: - indicates parameter not sampled; "nd" indicates parameter was not detected.

Sediments were finer in winter and summer than in fall at all stations except Station 1. The greatest changes were at stations near Pier J. Stations 4 and 7 went from 2 and 5% fines, respectively, in fall to 99 and 93% fines in summer. At Station 1, sediment composition went from 75% fines in fall to 7% in winter and 4% in summer.

Sediment Chemistry

Concentrations of selected chemical parameters of the sediments are reported in Appendix E and summarized in the following text.

4 YEARS IMPLEMENTATION
STRICT NON-POINT
POLLUTION
PROSECUTION
LAWS

ALMOST
12 X
HIGHER
TO LIVING
TISSUE

LARGE
HYPOCAEON
LEVEL
@ MOUTH

140 Linden #556
Long Beach CA. 90802-4921

310-436-2533

July 28, 1996

RECEIVED

JUL 30 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Charles Posner
California Coastal Commission
245 W. Broadway #380
Long Beach CA 90802

Re: Queensway Bay Plan

Dear Mr. Posner:

I have lived in Long Beach since 1981, chose to live here because for me it is as near to an English 'seaside' town as I could wish for--being an Englishwoman who loves the Queen Mary, so, let me send a few thoughts about the bridge which is over the bay leading to that liner.

I am the daughter of a structural engineer who influenced me on the way I look at bridges--he would become quite rhapsodic, even found some of the overpasses at the LA interchange beautiful and exciting. But I remember waiting on the Queensway Bridge for far too long to get to a jazz festival by the helicopter port because of the long, long line of cars. It was a mess, one couldn't turn back there was no way out. So we sat on the bridge in the hot sunshine and missed some of the concert.

I have been to meetings about the aquarium and all the other plans following the development of what is basically a terrific theme (am not sure about the aquarium though but that's not my point here). I have not heard one word or seen any plan that could indicate future expansion, strengthening, widening et al of that one bridge. Is it going to be one way so exit is via the Harbor Scenic Drive and back to Ocean Blvd.? You hope for lots of traffic to the proposed marina site and special events park to say nothing of increased visitors to the ship. I have concerns about that bridge and traffic which could become a nightmare.

I have thoughts too as to where all the water is coming from for the aquarium to say nothing of increased demand for public restroom facilities an item which is disgracefully lacking (today) in all areas of outdoor public attractions.

Yours sincerely,

Sheilah Nelson
Sheilah Nelson

COASTAL COMMISSION

EXHIBIT # 20

PAGE 1 OF 1

7/23/96

To Mr. Posner -

It is inconceivable that anyone would propose putting up anymore buildings in the Long Beach Harbor or constructing anymore roads when the city is in such a sad state of disrepair. For months I have been trying to get streets and sidewalks repaired in my district. As a last resort I took pictures of all the broken sidewalks and sent them to the Mayor with no results. Shoreline Village, Seaport Village and the Long Beach Plaza mall are like ghost towns. People who patronize the stores downtown don't have the money to shop in all the expensive shops and they certainly don't have the the money to take families to look at fish in an aquarium. They can travel 20 minutes to the Cabrillo Museum and see every living thing in the sea for free. The Blue Line brings in hordes of people from the Barrios and Ghettos on the week-ends who only enjoy our free transportation and trash our beaches, the Bluff and the parks. We certainly don't need anymore visitors until the City Officials start making repairs and cleaning up the city to make it presentable.

*Luella Montgomery
435 Coronado Ave. #203
Long Beach, Ca. 90814*

Tele. - 438-8795

RECEIVED

JUL 24 1996

COASTAL COMMISSION

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

EXHIBIT # 21
PAGE 1 OF 1

Reference the article in the Long Beach Press Telegram dated 7/23/96
" P r o j e c t "

I applaud Long Beach for its forward thinking. Being a Queen Mary lover and having been here during it's arrival and on through the DisneySea possibility I feel strongly that the present plans will provide for something in keeping with the environment of the area and would indeed be a great attraction.

The only major attraction in the early years after the ship's arrival was the Cousteau exhibit which was in every sense "unreal".

Disney overall has become too commercial over latter years.

The present plans should be a real asset to a revitalized downtown area along with the Blue Line's availability as a means to help get people here. I will hope for the success of this venture.

Sincerely,

Ishbel J. Sanderson

Ishbel J. Sanderson,
7106, Seawind Drive
Long Beach, California, 90803
(310) 596-4518

RECEIVED

JUL 25 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

COASTAL COMMISSION

EXHIBIT # 22

PAGE 1 OF 1

July 31, 1996

Bernette DerPaulian
751 Toledo Walk
Long Beach, CA 90813

RECEIVED

AUG 1 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Charles Posner
California Coastal Commission
245 W. Broadway, Suite 380
Long Beach, CA 90802

Dear Mr. Posner,

I'm responding to the Press-Telegram's invitation to send comments on the Queensway Bay plan. My suggestion is to have an ice skating rink in the entertainment/retail complex. I'm thinking of one like they have in the Palos Verde mall. It has a see through dome, and trendy restaurants surround it on three levels. They rent it out for birthday partys. We could have a contest to name it. Maybe it could overlook the water. It would be an excellent family attraction.

Sincerely,

Bernette DerPaulian

COASTAL COMMISSION

EXHIBIT # 23

PAGE 1 OF 1

4117 Shaw St.
Long Beach, Ca. 90803
July 28, 1996

California Coastal Commission
245 W. Broadway, Suite 380
Long Beach, Ca. 90802
Attn: Charles Posner

Dear Mr. Posner:

I would like to strongly suggest the inclusion of an IMAX Theater in the Queensway Bay development. Because it is an establishment which has gained enormous popularity and attracts visitors from around the globe, I believe it will prove to be a financial asset for the city of Long Beach.

The IMAX Theater will also compliment the Aquarium. Generally, people will visit both places on the same day, thus giving visitors more to do. Many people will travel a long distance and perhaps the opportunity to visit two venues in the same area would be even more inviting.

There is only one IMAX Theater in the surrounding area which is located in Los Angeles. Having an IMAX Theater in Long Beach will provide easier accessibility to those of us in south bay areas. The Aquarium will be the draw for those in the north as well in the south.

Sincerely,


Triphina Moore

RECEIVED

AUG 1 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

COASTAL COMMISSION

EXHIBIT # 24

PAGE 1 OF 1

Appendix A

City of Long Beach

Certified Land Use Plan

for the

Downtown Shoreline Area

Certified by the California Coastal Commission
Local Coastal Program Amendment No. 1-95
May 10, 1995

COMMUNITY PLANS

DOWNTOWN SHORELINE
EXISTING CONDITIONS

General Description

The coastal zone in downtown Long Beach lies south of Ocean Boulevard. It encompasses office and residential buildings, a newly expanded Convention and Entertainment Center, several public uses, and much vacant land.

Ocean Boulevard - South Side

Office uses predominate along the south side of Ocean Boulevard between the Long Beach Freeway and Chestnut Avenue. These were constructed under the aegis of the West Beach Redevelopment Program and are on the former site of a decadent residential area for transients, referred to locally as "The Jungle." The new life brought to the area by the redevelopment process has greatly enhanced the appearance of Ocean Boulevard and revitalized this segment of commerce in Long Beach. Another office structure is planned for the last remaining site in the West Beach.

Between Chestnut and Cedar Avenues are two historic landmark apartment hotels, the Sovereign and the Blackstone, and an automotive service station. The hotels are large structures which were built in 1922 and 1923.

Three large office buildings are located between Cedar and Locust Avenues, they are the General Telephone building, the Ocean Center building, and an office building at 180 East Ocean Boulevard. The Ocean Center building has been declared a local historic landmark by the City. The Jergins Trust site is presently vacant, as is the land located between the General Telephone building and the Ocean Center building.

Residential uses predominate between Locust and Alamitos Avenues. Apartments, cooperatives, and several very old, small hotels which catered to persons of lower income have relocated to the area immediately north of Ocean Boulevard and are now clustered between Atlantic and Alamitos Avenues in the northeast section of the Downtown. The Breakers is an historic landmark which now serves as a seniors building. Vacant land lies between both Hart and Elm Way, and between Elm Way and Linden Avenue. East of Linden Avenue is the new 22 story Harbor Place Tower condominium building, and, 600 Ocean - a residential midrise. Next to this, the 31-story International Towers at Alamitos Avenue is a mixed use building - offices and apartments.

The principal non-residential land use along this portion of Ocean Boulevard is the newly expanded Long Beach Convention and Entertainment Center. This large complex is located at the foot of Long Beach Boulevard and extends southward to Shoreline Drive. It consists of two-theatre/auditoriums, an arena, and an exhibit hall. A grand entry plaza with reflecting pool and fountains dominates the Ocean Boulevard frontage.

1 Ocean Boulevard itself has some of the characteristics of grand
2 boulevards in Europe. It is wide, has a planted median, and is
3 flanked by tall buildings of good design. There is a city-owned
4 park strip of varying widths along the south side. Known as
5 Victory Park, this is landscaped and generally maintained in an
6 attractive manner. The north side of the Boulevard is discussed
7 below under Downtown Revitalization.

8
9 Seaside Way South to Shoreline Drive

10
11 From Pine Avenue east to Alamitos Avenue, the Convention and
12 Entertainment Center and its attendant parking dominate this area.
13 West of Pine Avenue, the principal land use was the "Nu-Pike", an
14 amusement park. This park, in various forms, had been in this
15 location for decades. It was one of the landmarks of the Long
16 Beach shoreline. The Pike was finally closed down in the Fall of
17 1979. Remaining undeveloped former Pike site properties (and the
18 "Tidelands site" south of these properties) are currently being
19 used for open parking lots.

20
21 Public Trust Tidelands

22
23 All of the land south of Seaside Way was created in the 1960's from
24 fill material and is public trust land (Tidelands). A line which
25 approximates the alignment of Seaside Way demarks the boundary
26 between the tidelands and uplands and is called the "Chapter 138
27 Line" after the agreement which created it.

28
29 This area is utilized under the terms of the tidelands grant, and
30 is managed for the State by the City of Long Beach. Only those
31 uses permitted by the terms of the tidelands agreement are
32 permitted on this coastal property.

33
34 South of Shoreline Drive

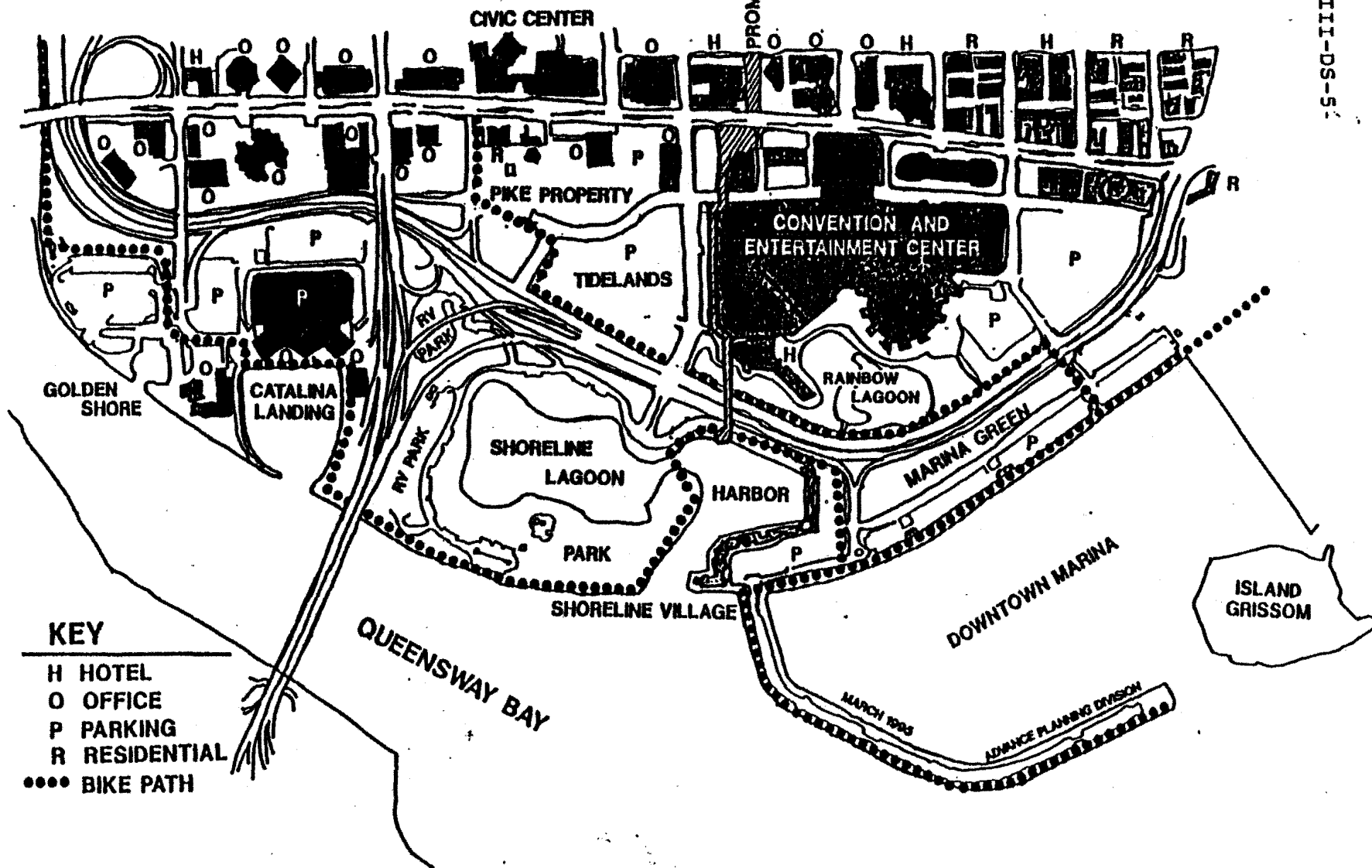
35
36 The area west of Magnolia Avenue is known as "Golden Shore". It
37 has two man-made boat basins. The smaller is for launching of
38 small boats into Queensway Bay and the Los Angeles River and is
39 known as the Golden Shore Boat Basin. The larger is used by the
40 Catalina-Long Beach Cruises Company. It was formerly used by the
41 Navy and is still called the "Navy, Landing" by some, but is
42 officially, known as Catalina Landing. Both basins experience
43 periodic siltation problems due to their location at the mouth of
44 the Los Angeles River Channel. Of the two, the Golden Shore
45 Landing is the most persistently silted in.

46
47 The headquarters building for the California State College and
48 University System is sited between the two basins. Along the
49 north edge of Catalina Landing, the structure which
50 housed the State Department of Fish and Game, and north of this,
51 the City's Recreation Department headquarters, have been torn down.
52 Improvements to Catalina Landing itself, however, include four new,
53 four-story office buildings which also house the Catalina Terminal
54 building and connect at a podium level with a large parking garage.

1 All uses in the Golden Shore area are supported by large parking
2 facilities.
3
4 East of Magnolia Avenue and south of Shoreline Drive, the eastern
5 portion provides the landside support for the Downtown Marina. The
6 western portion is the site of Shoreline Park. Between these two
7 areas is a small boat basin which has become a haven for small
8 craft and for limited commercial boating. In the future this area
9 may be redeveloped into a more urban waterfront (e.g. Downtown
10 Harbor). These proposals are discussed in the Policy Plan for the
11 Downtown Shoreline.
12

DOWNTOWN SHORELINE EXISTING CONDITIONS

Page III-DS-5



1 Downtown Revitalization

2
3 The issues relevant to the coastal zone in downtown Long Beach are
4 better understood when viewed in the context of the dynamics of the
5 Greater Downtown area. This district is bounded by Alamitos Avenue
6 on the east and the Los Angeles River on the west. Anaheim Street
7 is the northern boundary. The central business district is located
8 here, as well as very dense residential development. There are an
9 estimated 18,675 dwelling units in the Greater Downtown, housing an
10 estimated 38,954 people in a wide range of building types from
11 single family to high rise. The area is still a reservoir of low
12 and moderate income housing opportunities, but in recent years much
13 of the area has experienced substantial rehabilitation. The
14 seismic safety program which forced buildings to either become
15 retrofitted to earthquake safety standards, or be torn down, has
16 been a major force in the revitalization of downtown structures.
17 The City added a new, full time Historic Preservation Officer in
18 1986. Since then, over 33 buildings in the Greater Downtown have
19 received historic status.

20
21 In addition, redevelopment efforts in the Downtown Redevelopment
22 Project Area have had a dramatically positive influence on the
23 Central Business District and along Ocean Boulevard. A new World
24 Trade Center, new office highrise buildings, several new first
25 class hotels, new theaters (connected with the Convention and
26 Entertainment Center), and rehabilitated historic buildings, now
27 grace the Boulevard. The addition of champagne white street
28 lights, new pavement materials and new sidewalk trees and landscape
29 treatments have also had a positive affect.

30
31 A new shopping center, the Long Beach Plaza Mall, added additional
32 retail space and a large reservoir of parking to the Central
33 Business District. The new Pine Square movie theater complex, and
34 the recreation of Pine Avenue as an entertainment and restaurant
35 district, has been quite successful.

36
37 Major new high rise condominium buildings line the south side of
38 Ocean Boulevard and new midrise apartment buildings and
39 condominiums have replaced much of the worst dilapidated housing on
40 the west side of the downtown.

41
42 The 1990 Census of the six tracts that make up most of the downtown
43 area, (an area slightly smaller than that discussed above),
44 recorded a population of nearly 33,000 persons and 15,000 housing
45 units.

46
47 The area was nearly half Hispanic and nearly half of all households
48 contained only one person. The large percentage of one-person
49 households combined with young families with children reduces
50 household incomes, yielding a poverty rate of 30.3 % for the area.
51 This is nearly twice the Citywide poverty rate of 16.8%. Rental
52 vacancies were twice the Citywide rate and 84% of all units were
53 rental properties. Median income was about half of the Citywide
54 median, and unemployment was two times the Citywide rate.

55
56 However, looking only at the "medians" in census data tends to
57 downplay both the extremes: the homeless population and the upper
58 income households. Most of the higher-income households in the

downtown area reside in the newer high rise condominiums on the south side of Ocean Boulevard or in pockets within the East and West Villages of the Downtown.

While the Greater Downtown area experienced a gain of only 183 new units between 1980 and 1990, the population gain was reported at about 7,000 new persons, a 27.2% increase for the decade. The population profile also changed from about 56% Non-Hispanic White in 1980, to nearly half Hispanic in 1990. Population and housing projections show a continued increase in units and population with an estimated total of 46,000 persons and nearly 25,000 units by the year 2010.

It is expected that this growth will help to support efforts to continue the revitalization of the downtown, allowing many more people to visit the downtown shoreline on a regular basis. Also, with the addition of the Promenade, the Promenade tram, the First Street Transit Mall and the downtown shuttle buses (Run Aabouts), the connections from the downtown proper to the shoreline have been greatly strengthened. This plan ensures that these linkages will improve even more as shoreline development continues into the future.

North Side of Ocean Boulevard

Although the north side of Ocean Boulevard is outside of the State Coastal Zone, its redevelopment status is critical to the south side of the Boulevard, i.e., the Coastal Zone.

At the west end of the Boulevard, west of Golden Shore Avenue, is an undeveloped piece of land surrounded by the 710 Freeway ramps. There is some potential for office development here. East of Golden Shore Avenue to Magnolia Avenue is the six block superbblock containing the Greater Los Angeles World Trade Center, a new midrise federal office building and a new 15-story Hilton Hotel. Between Pacific and Magnolia Avenues, is the Civic Center. Built on a superbblock of six city blocks, this complex contains the Public Safety building, the County Courthouse, the main Public Library, Lincoln Park, and the 14-story, City Hall. It presents a landscaped facade along Ocean Boulevard which contributes positively to the streetscape.

East of Pacific Avenue, north of Ocean Boulevard, west of Pine Avenue, is a new 27-story office tower with ground floor retail, called Landmark Square. East of Pine to the Promenade North is the Renaissance Hotel and office complex. East of the Promenade North to Long Beach Boulevard are two office buildings, 211 and 249 Ocean Boulevard. The Coast Federal Savings building terraces back from the Promenade North and Ocean Boulevard, creating an inviting entry to the Promenade North. Next to this structure is the Home Savings building. East of Long Beach Boulevard is the Shoreline Square complex. It features a 21-story office tower and a 14-15 story Sheraton Hotel. Across Elm Avenue is the 15-story American Savings office tower at 401 East Ocean Boulevard. East from this building is a new infill residential development of four stories and a loft. Next to this is 455 Ocean Boulevard, the Cooper Arms apartment building, which was declared a local historic landmark in 1979.

1 Another attractive office complex, the Federal Fidelity Plaza, was
2 completed between Atlantic and Linden Avenue.
3

SHORELINE ACCESS

7 Today's conditions of access to the downtown shoreline differ
8 markedly from those which prevailed in past decades. Formerly, one
9 could walk south from Ocean Boulevard and in 50 paces or so be on
10 the beach. Another 50 paces would put you at the water's edge.
11 The intimacy of this superb access made the shoreline one of the
12 most popular in Southern California. Old-timers tell of the train
13 which used to run along Ocean Boulevard in the downtown area,
14 disgorging a thousand beach-bound vacationers each trip. Auto-
15 mobiles, Red Cars, and bicycles also contributed to the flow of
16 visitors.
17

18 Today, the physical conditions of the shore and the transportation
19 systems are radically different. There is no longer a sandy beach
20 or a surf; the interface between the land and the water is a rocky
21 dike rather than a sloping beach. The water's edge is now about
22 2,500 feet from Ocean Boulevard. Shoreline Drive (a four/six lane
23 divided highway) separates the shore from downtown, acting as a
24 barrier to easy access. Tourist facilities such as hotels, bath
25 houses, and plunges have been replaced by office and residential
26 buildings. Only a few sites remain along Ocean Boulevard for new
27 development and the majority of buildings that are expected to
28 remain have recently been substantially rehabilitated.
29

30 The Metro Blue Line reintroduced passenger trains to Long Beach in
31 the summer of 1990. Unlike the old Red Cars however, these trains
32 do not run directly along the coastline. Instead, the Blue Line
33 welcomes visitors to Long Beach in the Downtown Transit Mall which
34 is located on First Street (one block north of Ocean Boulevard)
35 between Pacific Avenue and Long Beach Boulevard. Visitors may
36 either walk, drive, take a bus or board a tram to access the coast.
37

38 In the late 1970's and early 1980's the City vacated Locust Avenue
39 from Ocean Boulevard north to Third Street and constructed an
40 elevated pedestrian walkway south of Ocean Boulevard to Shoreline
41 Park, known as the Promenade North and South. Except for a free
42 tram which runs the length of the Promenade, this Promenade is a
43 dedicated pedestrian boardwalk. If one chooses to walk rather than
44 wait for the tram, the walk to Shoreline Village from the Downtown
45 Transit Mall takes only about ten minutes.
46

47 Bus service to downtown Long Beach from all parts of the City is
48 excellent. With the new Transit Mall, just about every line in the
49 system passes through downtown at some point in its route. Routes
50 31, 32 and the free downtown Run About shuttle buses deliver
51 passengers to points within short walking distances of activities
52 on the shoreline. Because service is so widespread and frequent,
53 this system has great potential for improving access to this
54 portion of the coastal zone, as the area becomes more attractive to
55 visitors.
56

57 Streets provide equally good automobile access. Shoreline Drive is
58 an extension of the Long Beach Freeway, therefore regional visitors

1 to the Convention and Entertainment Center find this linkage most
2 convenient. Ocean Boulevard, a designated scenic route, is the
3 only major east-west street in this part of the coastal zone. It
4 carries large volumes of traffic, but most tends to be concentrated
5 at the morning and evening peaks. North of the coastal zone
6 boundary, Broadway, and Third Street are principal east-west
7 streets and are linked to the Long Beach Freeway. Further north,
8 Sixth and Seventh Streets are also a one-way couplet linked to the
9 Freeway. Seventh Street carries the largest volume of traffic in
10 the downtown. It connects the Long Beach Freeway on the west with
11 the San Diego Freeway (1-405) on the east.
12

13 The principal north-south streets (west to east) are Magnolia,
14 which continues across the Bay to the Queen Mary, Pacific, Pine,
15 Long Beach Boulevard, Atlantic and Alamitos Avenues. All are
16 relatively lightly traveled in the immediate downtown area,
17 probably owing to the proximity of the Long Beach Freeway.
18

19 In the past, only those events generated by the Convention and
20 Entertainment Center and the annual Grand Prix road race caused
21 coastally-related parking demands in the downtown shoreline.
22 However, recent years have seen a marked increase in the number of
23 organized events occurring here. Among these are the annual Long
24 Beach Marathon and 1/2 Marathon, the Beach Charities events, the
25 Lesbian and Gay Pride Festival and the In-the-Water Boat Show.
26

27 The Convention and Entertainment Center provides ample parking for
28 most events in lots and structures immediately adjacent to the
29 Center. Parking for the Grand Prix occupies virtually every lot in
30 downtown Long Beach (see section on the Grand Prix). Special
31 events also utilize downtown office garages, the Long Beach Plaza
32 Mall parking structure and surface streets.
33
34
35

RECREATION AND VISITOR SERVING FACILITIES

Convention and Entertainment Center

The major facility having recreation and visitor serving functions in the downtown shoreline is the Long Beach Convention and Entertainment Center. The Convention and Entertainment Center is designed to serve the ever growing need for continuing education in all professional fields. This modern, light filled facility offers views of the waterfront and downtown, and acts as an anchor for other visitor serving establishments, such as hotels, restaurants, retail shops and entertainment uses in the downtown area. The entertainment and convention activities together with supporting parking lots and structures occupy most of the land between Seaside Avenue and Shoreline Drive, and Pine and Alamitos Avenues.

The original Long Beach Auditorium was erected on this site - at the foot of Long Beach Boulevard (then American Avenue) - in the 1920's. It became one of the premier entertainment facilities of Southern California. During the 1950's and 1960's, it was threatened first by ocean storms, then by land subsidence. It was also becoming obsolescent and was unable to accommodate modern stagings successfully. In the mid-1970's, it was replaced with an ultra-modern two theater complex. The Terrace Theatre seats 3,141 for concerts and stage plays; the Center Theatre seats 862 for more intimate stage events. Meeting rooms and a restaurant occupy the level-below the theatres. Today the meeting room space constitutes 82,400 square feet and a new, 20,500 square foot ballroom has been added.

The Long Beach Arena is the second component of the Convention and Entertainment Center. It seats 14,000 for basketball, rodeo, rock concerts, etc. Expanded in 1994, the arena occupies 79,000 square feet of space.

The third component is the Exhibition Hall. This giant building was expanded in 1994 to accommodate 334,000 square feet of exhibit space.

There are nearly 5,000 parking spaces adjacent to or near the Convention and Entertainment Center. Access is via the Long Beach Freeway and Shoreline Drive, Ocean Boulevard, Long Beach Boulevard, and other downtown streets. Only large single events at the Center, such as performance by a major rock star or multiple events, cause serious traffic and parking problems. This condition happens rarely during the course of a year. When it does occur, visitors will park on the downtown streets or in parking lots and structures which, by nightfall, are usually devoid of business-related traffic and can absorb a considerable number of parked cars.

Grand Prix

Another major part of the downtown recreation and visitor serving component is not a facility but an event. This is the annual Grand

1 Prix of Long Beach, an approximately two mile per lap auto race on
2 the streets of Long Beach patterned after the Grand Prix of Monaco.

3
4 Held in April each year in Long Beach, the Grand Prix attracts
5 200,000 or more people on two practice days and one racing day.
6 Because several City streets are closed to regular traffic during
7 the three days (including Shoreline Drive and Seaside Way), traffic
8 and parking problems become critical. Visitors appear to accept
9 these inconveniences with equanimity, however, probably owing to
10 the excitement and gaiety generated by the race. Residents and
11 business persons are more inconvenienced, especially those who
12 normally drive on the closed streets as a part of their daily
13 trips. Residents living within the closed circuit and those on the
14 periphery, who wish to absent themselves from the inconvenience and
15 noise are accommodated at guest lodgings in the general area by the
16 Grand Prix Association.

17 Hotels - Motels

18
19
20 Facilities for accommodating overnight visitors to the downtown
21 portion of Long Beach are becoming more plentiful. In the late
22 1970's, the only first class hotel space was located across
23 Queensway Bay on the south shoreline across from the downtown.
24 Today, across this Bay, the Queen Mary Hotel continues to operate,
25 and the Queensway Hilton Hotel has become the Travelodge Resort.
26 Together they offer approximately 600 hotel rooms to the visiting
27 public.

28
29 On the downtown shoreline south of Ocean Boulevard, adjacent to the
30 Convention and Entertainment Center is the Hyatt Regency
31 (convention center) Hotel. Located on Ocean Boulevard are the new
32 Hilton, Sheraton and Renaissance hotels. Clustered between
33 Atlantic and Alamitos Avenues are the Marriot Courtyard, City
34 Center Motel, Econolodge, Friendship Inn, Travelodge Convention
35 Center Hotel and the Vagabond Inn. Altogether, these
36 accommodations represent approximately 2,700 hotel rooms available
37 to serve an increasingly popular destination area for tourist and
38 business visitors.

39
40 Also located in the Greater Downtown area are a new Howard
41 Johnson's Hotel, a new Best Western Hotel and the new Hyland Inn.
42 In addition, several older hotels and bed and breakfasts can be
43 found in the downtown.

44 Boating/Fishing

45
46
47 Recreational boating along the downtown shoreline is provided by
48 the 1,694 slip Downtown Marina and at the Golden Shore launch ramp,
49 located at the mouth of the Los Angeles River. The Downtown Harbor
50 provides 131 slips adjacent to Shoreline Village. Commercial
51 boating opportunities are available at Catalina Landing and at
52 Shoreline Village, offering dinner, sightseeing and theme cruises.
53 Express boat service to Santa Catalina Island is provided several
54 times daily from Catalina Landing.

55
56 There are currently no sport fishing boats which depart from the
57 downtown shoreline. Rock fishing, however, can be enjoyed all
58 along the Downtown Shoreline Marina mole and along Shoreline Park.
59 Five fishing platforms are provided in these areas.

COASTAL ZONE HOUSING

The overall policy intended to preserve affordable housing in the coastal zone of the City applies to the Downtown Shoreline just as it applies to coastal properties Citywide. Pages II-5 to II-14 delineate this policy.

Housing opportunities in the downtown coastal zone (south of Ocean Boulevard) occur in a variety of structures ranging from older, lower brick buildings, to modern, tall towers. Currently, in the coastal zone, south of Ocean Boulevard there are six multifamily buildings ranging in size from the historic, 93-unit, 11-story Sovereign apartment building, to the modern, 250-unit, 35-story Harbor Place Tower condominiums. The following table lists the residential units of all types. The more affordable units are, generally, located in the older buildings.

Downtown Dwelling Units in the Coastal Zone

<u>Name of Project</u>	<u>Year Built</u>	<u>No. Stories</u>	<u>No. Units</u>
Sovereign*	1922	11	93
Blackstone*	1923	6	125
Breakers***	1926	12	281
600 E. Ocean	1959	13	110
International Tower	1965	31	230
Harbor Place Tower	1991	35	250
Total units			1,089

* Recently renovated (1990's)

** Limited to seniors

Housing units in the shoreline diminished in numbers as older buildings were removed because of redevelopment action, for safety reasons, or for new developments. Replacement buildings, while actually increasing the number of units south of Ocean Boulevard, have generally been for higher income persons or for office development. The former residents of the older buildings, therefore, were probably not able to retain residency in the coastal zone but rather moved north of Ocean Boulevard, into Area A, or other parts of the City. The remaining residents tend to be primarily middle and higher income adults residing in high density, highrise buildings. Today, the only remaining opportunity for the development of housing resides on the undeveloped portion of the Pike site.

DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

The shoreline in the downtown consists of a broad, flat area of hydraulic fill which was placed behind rock dikes. No erosion or accretion takes place here, and damage to the dikes as a result of storms is a very remote possibility. Dredging of the mouth of the Los Angeles River is a periodic necessity when winter rains bring large amounts of sedimentary material down the channel and into Queensway Bay. Future improvements in this area are described in the Policy Plan.

HAZARD AREAS

There are two seismic response zones identified by the Seismic Safety Element of the City's General Plan in the downtown shoreline. The two zones have nearly identical characteristics. Generally, these are as follows: The area is predominantly natural or hydraulic fill, generally granular. The groundwater level is assumed to be 15 feet. Liquefaction potential is the greatest in the study area. Ground shaking responses are most severe for high rise structures (special design is recommended by the Element). There is also a potential for tsunamis and seiches (seismic sea waves, and water "slopping" out of the Bay, during a seismic event). The area north of Shoreline Drive is considered to be a secondary flooding influence area, whereas south of Shoreline Drive the flooding potential is minimal.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

The visual resources of the downtown shoreline are varied. Views of the bay and ocean, the Queen Mary and the Port may be enjoyed from within tall buildings lining Ocean Boulevard, as a pedestrian or motorist at the street level, or as a visitor to parts of the filled area below Ocean Boulevard. From the upper floors of some of the taller buildings one may also see the Palos Verdes Peninsula and beach cities of the South Bay, downtown Los Angeles framed by the San Gabriel Mountains, the coastline of Orange County, or Santa Catalina Island.

Newer developments along the south side of Ocean Boulevard have been constructed with generous setbacks and some with outdoor plazas to protect the view potential.

PUBLIC WORKS

Major public works improvements have taken place in connection with placing the fill and constructing the dikes, erecting the Convention and Entertainment Center, building the new office structures, and completing Shoreline Drive. Improvements to

Page III-DS-14

1 utility systems were a part of these programs. Construction of the
2 new Blue Line passenger rail system and the First Street Transit
3 Mall have greatly enhanced public transit access to the Downtown.
4 New public works will be necessary in connection with the proposed
5 continued improvements to the downtown shoreline (see Policy Plan).
6
7

DOWNTOWN SHORELINE POLICY PLAN SUMMARY

General Description

The components of the plan for the downtown shoreline are public in nature. Each serves a different sector of the public, and some several sectors at once. All are at the "front door" of downtown Long Beach to provide an exciting, enriching, and enjoyable experience for the millions of people who will visit the facilities in future years.

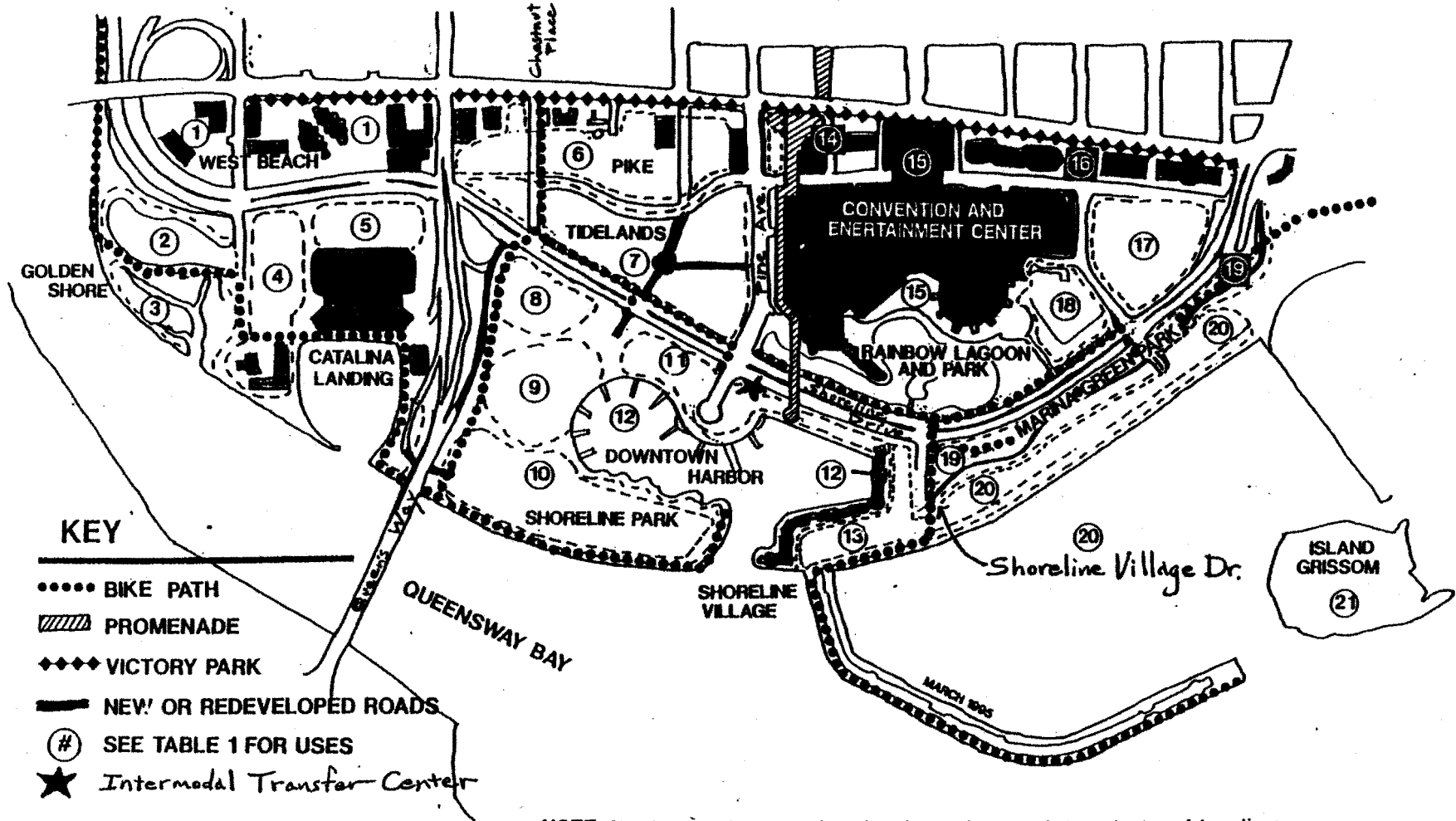
With the adoption of the Long Beach 2000: Strategic Plan, economic development is a goal that is now preeminent for all of Long Beach, including the Coastal Zone. Therefore, any new development in the Downtown Coastal Zone shall support the overall economic development of the City and promote efforts aimed at downtown revitalization.

The plan elements are listed here and shown on the accompanying map. They are described more fully in the text below.

<u>Element</u>	<u>Coastal Interests Served</u>
Convention and Entertainment Center	Entertainment; culture; recreation; education; trade; visitor serving.
Downtown Marina	Boating, recreation and visitor serving; shoreline access.
Marina Green Park	Recreation and visitor serving.
Shoreline Village	Shoreline access; Trade; Visitor serving.
Aquatic Park Downtown Harbor	Boating; recreation and visitor serving; shoreline access.
Long Beach Aquarium of the Pacific	Shoreline access; Marine education and conservation; recreation and visitor serving.
Shoreline Park	Shoreline access; Recreation and visitor serving.
Catalina Landing	Shoreline access; recreation and visitor serving; government.
Golden Shore	Shoreline access; Boating; Recreation and visitor serving.
South Side of Ocean Boulevard, Pike area and Tidelands parcel	Shoreline access; Housing; commerce; recreation and visitor serving.
Promenade South	Shoreline access; recreation and visitor serving.

	<u>Element</u>	<u>Coastal Interests Served</u>
1		
2		
3	Hyatt Convention Center Hotel	Visitor serving.
4		
5	Rainbow Lagoon and Park	Shoreline access; Recreation and
6		visitor serving.
7		
8		
9		

DOWNTOWN SHORELINE POLICY PLAN



NOTE: Significant public access through and around uses and strong land use interactions and pedestrian connections between the downtown and the shoreline are mandated by this plan.

EXHIBIT A "NEW PLAN"

COASTAL COMMISSION

LCF 4-96

EXHIBIT # A

PAGE 1 OF 1

TABLE 1

DOWNTOWN SHORELINE POLICY PLAN

Area	Permitted Uses
① West Beach	Existing Uses to Remain
② Golden Shore	Public Recreation; RV Park; Parking
③ Golden Shore	Public Recreation; Boat Launch; Parking; Nature Preserve; Wetlands; Park
④ Golden Shore	State University and College Offices; Parking
⑤ Catalina Landing	Catalina Cruise Terminal; Office Buildings; Parking; Tidelands Trust Uses; Water-oriented Recreational Facilities
⑥ Pike Area	Victory Park; Residential; Office; Retail; Hotel and ancillary and complimentary uses
⑦ Tidelands	Recreation; Retail; Restaurant; Entertainment and Educational Uses; Public access; Hotel; Coastally-related Offices; Parking
⑧ Shoreline	RV Park; Parking
⑨ Shoreline	RV Park; Park; Parking; Aquarium; Public esplanade is required around the water's edge
⑩ Shoreline	Aquarium; Park with children's play area; Picnic area; Public Comfort Stations; Fishing Piers; Surface Parking; Public esplanade is required around the water's edge
⑪ Shoreline	Park, Parking; Retail and Entertainment Visitor-serving Commercial uses; Public esplanade is required around the water's edge
⑫ Shoreline	Lagoon or Harbor; Piers; Gangways and Floating Docks; Public esplanade is required around the water's edge

TABLE 1 (continued)
DOWNTOWN SHORELINE POLICY PLAN

Area	Permitted Uses
⑬ Shoreline Village	Retail and Entertainment; Visitor-serving Commercial Uses; Parking
⑭ Breakers	Victory Park; Residential; Hotel; Mixed Use Office with Hotel or Residential; Strengthen entry to Promenade South on Ocean Boulevard at southeast corner of Pine Avenue
⑮ Convention Center	Sports Arena; Theaters; Ballrooms; Exhibit Halls; Meeting Rooms; Offices; Promenade South; Hotel; Parking; Rainbow Lagoon and Park
⑯ Ocean Boulevard	Victory Park; Residential Uses
⑰ Convention Center East	Parking; Visitor-serving Commercial; Hotel; Park; Museum
⑱ Convention Center East	Parking; Visitor-serving Commercial; Hotel; Park; Museum
⑲ Marina Green	Park
⑳ Downtown Marina	Marina with Boat Slips; Fuel Dock; Pump-out Stations; Comfort Stations; Parking; Observation and Fishing Platforms; Administration and Maintenance Building; Private Yacht Club; Overlook at end of mole
㉑ Island Grissom	Oil Production; Public Recreation and Park
For a complete list of uses permitted, prohibited and required, see the Downtown Shoreline Planned Development Ordinance (PD-6) which follows.	

SHORELINE ACCESS

Access to the downtown shoreline has been identified as a significant problem having its roots in physical, social, economic, and transportation events of past decades. Access to the shore and its renewed use by large numbers of people cannot be accomplished by attempting to reverse those events. Solutions which recognize the radically altered character of the shoreline are necessary if significant improvements are to be made in access to and use of this valuable resource.

Pedestrian Access

The principal element of the access component is the Promenade South. This structure makes it possible to circulate freely and safely from the downtown to the shore, and to the activities located on the shore. It is a continuation of the Promenade North pedestrian mall which emanates from the Long Beach Plaza shopping center and crosses the First Street transit transfer center (all described above). South of Ocean Boulevard it provides direct access to the Convention and Entertainment Center and the Hyatt Hotel, Rainbow Lagoon, Shoreline Village and the Downtown Harbor, and indirect access to Marina Green Park, the Downtown Marina, and Shoreline Park. All major downtown activity, centers, both north and south of Ocean Boulevard, are linked together with this pedestrian system. A tram runs the length of the Promenade, increasing accessibility of shoreline and downtown activities to all potential visitors.

The Promenade is level with the elevation of Ocean Boulevard and has no significant grade changes throughout its length. This enables users to cross above Seaside Way and Shoreline Drive and descend by stairs or elevator to ground level. Although it is an innovative solution to contemporary problems, the Promenade is also reminiscent of Long Beach's golden age when the famous Rainbow Pier was the focus of activity.

The other major elements of pedestrian access will be east-west pedestrian walkways which connect to the Promenade south of Ocean Boulevard; and an esplanade throughout the Downtown Harbor/Shoreline Park area which will link up with the Promenade staircase south of Shoreline Drive; a pedestrian connection through the Pike site to the Tidelands site; and, north/south sidewalks connecting downtown and Ocean Boulevard to the water. These pedestrian walks will provide amenities similar to those provided by the Promenade.

Streets

The primary street access to developments between Ocean Boulevard and Seaside Way will be from Seaside and the side streets. This will reduce traffic friction along Ocean Boulevard by limiting the number of curb cuts.

To facilitate the use of Seaside as an access route, the missing section between Pine and Chestnut will be constructed.

Shoreline Drive will serve as the principal access route for developments and activities south of the Drive. It will also continue to function as the primary road leading to and from the Convention and Entertainment Center. Because this thoroughfare is constructed to expressway standards (thereby encouraging traffic to move faster than it really should) the intersections will require special traffic control treatment to protect pedestrians and bicyclists.

The primary access points into the shoreline from Ocean Boulevard are: Golden Avenue - serving Catalina Landing and Golden Shore areas; Pine Avenue serving the Hyatt Convention Hotel and the recreation area west of Pine; Collins Way, and Hart Place - serving the Convention and Entertainment Center parking areas; and, Alamitos Avenue serving the Convention and Entertainment Center parking lots and providing the eastern linkage to Shoreline Drive.

Traffic control devices and lane markings to insure a rapid and safe flow of cars in and out of the major garages and parking lots have been or will be installed at appropriate intersections and entrances.

Parking

Office and residential buildings constructed south of Ocean Boulevard shall be designed to contain all required parking on the site in a structure.

Public uses in the shoreline shall contain enough parking space to introduce visitors to the activity or facility, but the total parking needs shall be satisfied through joint use of public and private parking facilities both within the coastal zone and adjacent to it. This includes Shoreline Park, Marina Green Park, the Convention and Entertainment Center, and the Downtown Harbor. Toward this end a traffic and parking management association for the downtown shoreline will be organized prior to commencement of the development of Subarea 5 or of the retail/entertainment complex in Subarea 6 west of Pine Avenue. This association will provide the guidance for future implementation of parking strategies.

The Marina, Golden and Catalina Landings, and the recreation vehicle park will have self-contained parking adequate to satisfy the needs of these uses.

The large parking structure attached to the Catalina Landing development shall continue to serve this use and may be expanded as ferry service to Santa Catalina Island increases. Any additional uses permitted in this area by this LCP shall have self-contained on-site parking.

Boats/Fishing

Access to the downtown shoreline has been greatly enhanced with the completion of the Marina and installation of the slips at the

1 Downtown Harbor. While most of the berths at the Marina will be
2 leased to the boating public, many of whom will be from areas
3 outside Long Beach (typically about 75%), there will be slips
4 available for transient use at the end of each gangway. This will
5 enable the occupants of visiting boats to enjoy the amenities of
6 the shoreline without resorting to the use of automobiles.

7
8 The Downtown Harbor may be expanded to contain floating gangways
9 and piers for up to 50 commercial boats (e.g., dinner cruises,
10 whale watch, dive boats and fishing charters), historic ships and
11 visiting tall ships. Day-use transient boat docking is also
12 planned. Any Downtown Harbor slips which are used for recreational
13 boating and are displaced by the harbor expansion shall be replaced
14 with slips which provide equivalent recreational boating
15 opportunities.

16
17 The Golden Shore public boat launch may be replaced. Prior to the
18 closure and demolition of the Golden Shore public boat launch, a
19 plan must be approved by all applicable agencies and funding must
20 be secured for a new boat launch of not less than two launching
21 lanes and 60 parking spaces for autos with boat trailers within the
22 Queensway Bay area (PD-6 or PD-21).

23
24 Affordable water transport (water taxis) between activity centers
25 on both shores of Queensway Bay will be encouraged, both as a means
26 of enhancing access and as an attraction itself. Such a system
27 should originate in the Downtown Harbor near the Shoreline Village
28 development.

29
30 Paddle boats are allowed in Rainbow Lagoon.

31
32 Five fishing platforms have been constructed along the ocean edges
33 of Shoreline Park and the Downtown Marina mole. These are to
34 remain and to be maintained.

35 Bicycle Paths

36
37
38 There shall be continuous bicycle paths through the activities of
39 the shoreline from Alamitos Avenue to the Los Angeles River. This
40 link will complete the regional system which consists of the San
41 Gabriel River, the Long Beach oceanfront, and the Los Angeles-Rio
42 Hondo Rivers. It will traverse Marina Green Park, Shoreline
43 Village, Shoreline Park, Catalina Landing, and Golden Shore.
44 Radiating from this will be loops around Shoreline Park, along the
45 Marina mole, into the Rainbow Lagoon/Convention and Entertainment
46 Center areas and across Pine Avenue to the Tidelands area,
47 eventually connecting to Magnolia Avenue. Special intersection
48 treatment will be necessary, especially on Shoreline Drive, to
49 ensure the bicyclists' safety. A link across the Queensway Bridge
50 is proposed by the Scenic Routes Element of the General Plan.

LOCATING AND PLANNING NEW DEVELOPMENT
Non-Residential Uses

The Downtown Marina

This is a small craft harbor for 1,694 vessels, sail and power. Slips are leased to boat owners in the Southern California region. It was financed in part by a low interest loan from the State of California Department of Boating and Waterways, therefore, development standards comply with that department's requirements. Those standards regulate slip design, clearances, channel widths, auto parking ratios, distance of slip from parking space, etc.

Parking is located along the southern edge of the landfill and on the new mole, together with an access road, bicycle and pedestrian paths, and landscaping.

Marina Green Park

A public park exists and may be further developed between Shoreline Drive and the Marina parking lot from the Marina's west entrance (approximately on a line with Long Beach Boulevard) to the jetty on its eastern boundary. It shall be developed as a park which provides a foreground for the marina and which helps to mitigate the negative visual effects of the marina parking lot.

Shoreline Village

This LCP encourages the continued operation and expansion of Shoreline Village, a visitor-serving commercial complex which is located on the eastern and southern edges of the Downtown Harbor.

Allowable uses are restricted to those activities which supplement and/or strengthen the nautical theme of the Harbor and Downtown Marina. These include restaurants, bait and tackle shops, and small commercial enterprises which satisfy the thematic requirement and are visitor serving in nature. The Village is connected to the downtown by the Promenade South and a public promenade which runs along the edge of the Harbor. Parking for the shops is currently located to the rear and accessed from Shoreline Drive and Pine Avenue. As needed, existing parking for the Village may be expanded.

(No. page 24)

1 Downtown Harbor

2
3 It is planned that the major concentration of visitor-serving
4 shoreline attractions would be in and around the Downtown Harbor at
5 the foot of Pine Avenue and the Promenade South. The existing
6 Shoreline Village Harbor may be expanded westward by dredging
7 Shoreline Lagoon and constructing a bulkhead. Should this occur,
8 dockage will be provided for up to 50 commercial boats and historic
9 ships, with day-use transient boat slips provided. To the extent
10 that this harbor will remove existing low intertidal habitat area,
11 this **habitat** area must be replaced in kind at a minimum one to one
12 **ratio** elsewhere within the Queensway Bay area prior to or
13 concurrent with construction of the harbor. To the extent that this
14 harbor will displace slips which are used for recreational boating,
15 these slips shall be replaced with slips which provide equivalent
16 **recreational boating opportunities.**

17
18 Shoreline Park

19
20 This large, regional park has been constructed around a lagoon on
21 vacant land south and east of Shoreline Drive and Queensway Bridge
22 (Magnolia Avenue). Together with Marina Green, this forms the
23 landscaped "front door" to downtown Long Beach. Both parks have a
24 unifying design theme and were built at the same time.

25
26 The following uses shall be permitted in the park (see plan for
27 location): passive recreation and picnic areas; children's play
28 area; public restrooms; parking spaces for 70 recreation vehicles;
29 an aquarium; bicycle and strolling paths; auto parking; and fishing
30 platforms.

31
32 Up to four acres of the existing Shoreline park along the north
33 side of the water basin may be converted to visitor-serving retail,
34 restaurant and entertainment facilities. A new parking structure
35 may be developed at the western end of the retail/entertainment
36 complex, in the vicinity of Queensway Bridge. Any parkland
37 displaced shall be replaced on an acre-for-acre basis within or
38 adjacent to the Coastal Zone. Such replacement parkland must
39 provide similar recreational opportunities and be accessible to the
40 same population through private or affordable public
41 transportation. Furthermore, it shall be developed prior to or
42 concurrent with the commencement of the development which displaces
43 it, and shall also be dedicated or designated in perpetuity.

44
45 An aquarium of up to 150,000 gross square feet may be constructed
46 in the park, and may displace the existing recreational vehicle
47 park, provided that a new recreational vehicle park of equal spaces
48 is constructed elsewhere in the Queensway Bay Area.

49
50 Shoreline Park shall not be reduced in size to less than 23 ~~15~~
51 acres, including landscaped open space, roadways, parking areas,

1 pedestrian walkways and plazas, and the aquarium.

2
3 Access to the park is as follows:

4
5 Pedestrian - from the Promenade South and walkways around the
6 lagoon. If the lagoon becomes an urban harbor, an esplanade
7 around this Harbor is required. Pedestrian access shall be
8 provided from Ocean Boulevard to the waterfront.

9
10 Bicycle - from the continuous bike path which enters the park
11 near the Promenade South terminus and exists under Queensway
12 Bridge, circulating throughout all parts of the park.

13
14 Automobile/Bus - a road has been constructed which links Pine
15 Avenue with much of the park. As needed, this road from Pine
16 Avenue may be deleted and a new road constructed west of this
17 roadway. Such a road will provide access from Shoreline Drive
18 to the park and aquarium and will connect to the Catalina
19 Landing area under the Queensway Bay bridge. Some surface
20 parking has been provided in the north, west, and southern
21 portions, but vehicular access to the peninsula has not been,
22 and shall not be, allowed east of the existing park access
23 road and parking lot. A limited amount of surface parking
24 will be provided in the park, and structured parking will be
25 provided adjacent to the park along the south side of
26 Shoreline Drive.

27
28 Roadways shall be of minimum width and parking lots shall be
29 screened from view by berms and landscaping, with public safety
30 concerns considered.

31
32 Fishing platforms shall continue to be provided at strategic loca-
33 tions along the rock dike facing Queensway Bay.

34
35 Rainbow Lagoon and Park

36
37 The existing Rainbow Lagoon has been reconstructed to insure better
38 water quality and management, and reconfigured to provide better
39 public use. Public walkways encircle the Lagoon and a bicycle path
40 penetrates the Lagoon area. Park-like landscaping has been
41 developed around the Lagoon. Only enhancements to the above
42 described attributes of Rainbow Lagoon and Park are permitted by
43 this plan. As previously mentioned, paddle boats may be provided.

44
45 Golden Shore - Queensway Landing

46
47 Existing uses in the area which are expected to remain are the
48 Catalina Landing buildings (including the ferry terminal and
49 parking garages) and the California State University Headquarters.
50 The small boat launch facility at Golden Shore may be converted to
51 an environmental mitigation park (wetlands), if it is replaced.
52 Prior to closure and demolition of the Golden Shore public boat

1 launch, a plan must be approved by all applicable agencies and
2 funding must be secured for a new boat launch of not less than two
3 launching lanes and 60 parking spaces for autos with boat trailers
4 within the Queensway Bay area (PD-6 or PD-21).

5
6 Other permitted uses are tour boats, marina-related activities,
7 water recreation activities, recreation vehicle park, and office
8 uses for marine oriented public agencies and activities.

9
10 The Promenade South

11
12 This structure is also discussed in Shoreline Access. It begins
13 at a point halfway between Pine and Locust Avenues, south of Ocean
14 Boulevard and terminates in stairs and an elevator just south of
15 Shoreline Drive. It is constructed at the same grade as Ocean
16 Boulevard so that it passes over Seaside Way and Shoreline Drive.
17 It is of concrete construction with wooden or textured concrete
18 deck and brick pavers. Lighting, benches, railings and landscaping
19 are to reflect a coordinated design theme.

20
21 The design of the entrance plaza at Ocean Boulevard is particularly
22 important as it needs to attract visitors onto the Promenade South.
23 The Promenade South is to be wider near Ocean Boulevard and
24 narrower near Shoreline Drive. Visitor serving commercial faci-
25 lities shall be allowed at strategically located points along the
26 Promenade South.

27
28
29 Residential Uses and Overnight Accommodations

30
31 Convention Center (Hyatt) Hotel

32
33 This development is located on a site west of the Convention and
34 Entertainment Center and north of Rainbow Lagoon. It consists of
35 an eighteen-story steel and glass tower over garaging facilities
36 and common areas - banquet rooms, kitchen, lobby, etc. It has
37 approximately 542 guest rooms. The principal function of this
38 hotel is to provide overnight accommodations for visitors to the
39 Convention and Entertainment Center.

40
41 The Pike Area

42
43 As described in the preceding section, the amusement park which
44 once occupied this site has been closed since 1979. New
45 development in the area shall be primarily residential in
46 character. A mix of residential and/or commercial uses may be
47 developed along the Ocean Boulevard frontage on top of a parking
48 structure. The top of this structure shall be at the same grade as
49 Ocean Boulevard, and shall be developed with park-like amenities.
50 An eighty foot wide public park strip shall be maintained along the
51 Ocean Boulevard frontage. (See also, Victory Park Design
52 Guidelines)

(No page 28-deleted)

1 High rise residential buildings shall be permitted in this area,
2 south and east of the Blackstone Hotel, and south and east of the
3 General Telephone Company building. High rise structures and all
4 low rise buildings shall gain their vehicular access from Seaside
5 Way. Parking for all the residential structures shall be contained
6 in the garage described above. The garage access shall be
7 primarily from Seaside Way.

8
9 Approximately 1,000 dwelling units shall be permitted in the Pike
10 area, with about 2,000 parking spaces.

11
12 Along the southerly, edge of the top of the parking structure, a
13 public east/west pedestrian walkway shall be developed which
14 parallels Ocean Boulevard and connects on its eastern end with the
15 Promenade South. The purpose of this promenade is to substitute
16 for and enhance the viewing amenities formerly associated with the
17 Boulevard. It shall be connected to the Ocean Boulevard sidewalk
18 by several corridors which shall be landscaped and maintained for
19 public access and enjoyment.

20
21 Tidelands Site

22
23 This key site between Shoreline Drive and Seaside Way from Pine
24 Avenue to Chestnut Avenue is now vacant, although it is used on
25 occasion by the Convention and Entertainment Center for overflow
26 surface parking. It is public Tidelands Trust property and uses
27 permitted therein are to be consistent with the Tidelands
28 agreement.

29
30 Development of the Tidelands site will be reflective and supportive
31 of the uses of the immediately adjacent sites: the waterfront
32 retail and entertainment uses of the Downtown Harbor to the south,
33 the Convention and Entertainment Center to the east, and the
34 downtown commercial core to the north. Permitted uses include
35 recreation, retail, restaurant, entertainment, display,
36 educational, hotel and coastally related or dependent offices.
37 Residential uses are not permitted.

38
39 The eastern portion of the site shall be small scale development
40 not to exceed three stories in height. Pedestrian scale and
41 interest shall be reinforced with human scale courtyards, walkways,
42 and lush landscaping. The western portion of the site may
43 accommodate larger scale buildings, including a 12-story hotel and
44 related parking structure.

45
46 South Side of Ocean Boulevard (excluding Pike Area)

47
48 The permitted uses between Seaside Way and Ocean Boulevard are
49 commercial and residential. It is believed these will keep the
50 area alive and active, and therefore safe during business and non-
51 business hours. Further, these uses will help to support the
52 downtown retail shopping uses.

1 Introduction of large numbers of dwelling units to this area will
2 make the amenities of the coastal zone available to more people.
3 Residential uses will predominate from Alamitos Avenue to Long
4 Beach Boulevard, and commercial-office uses from Long Beach
5 Boulevard to the Los Angeles River. Hotels will be considered a
6 suitable and compatible use in this strip.

7
8 Each development shall supply required parking within the building.
9 Access shall be from Seaside Way or side streets, rather than from
10 Ocean Boulevard.

11
12 Area Between Cedar and Magnolia, South of Ocean Boulevard

13
14 High rise office buildings shall be permitted in this area. Uses
15 shall be general office in nature. Any development south of the
16 Chapter 138 line must comply with use restrictions imposed by the
17 Tidelands settlement.

18
19 Office buildings shall have self-contained on-site parking, and
20 shall gain access either from Chestnut Avenue or Seaside Way. The
21 development of site amenities (landscaping, walks, benches, etc.)
22 shall be required.

23
24 Structures shall be towers or slabs. If slab design is chosen,
25 the longer dimension shall run north-south to maximize tenant views
26 and minimize upland view interrupted.

27
28 Traffic and Parking Management Association

29
30 A Traffic and Parking Management Association shall be created to
31 monitor traffic generation and parking demand in the downtown
32 shoreline area, and to implement specific parking management
33 strategies and transportation demand management programs as needed.
34 This Association will be organized prior to commencement of the
35 development of Subarea 5 or of the retail/entertainment complex in
36 Subarea 6 west of Pine Avenue.

37
38
39 RECREATION AND VISITOR SERVING FACILITIES
40
41

42 The Policy Plan for the downtown shoreline is comprised of an
43 integrated and varied group of developments, some existing, most
44 new. A description of the plan is understandable only if all
45 elements are included. For this reason, all were discussed in the
46 section entitled Locating and Planning New Development, although
47 many are primarily recreation oriented and visitor serving. In
48 this latter category are:

49
50
51 Element R & VS Public Served
52
53 Convention and Entertainment Center Concert and playgoers;
54 business and special
55 interest groups.
56

Element	R & VS Public Served
Downtown Marina	Boating public; general visitors.
Marina Green Park	General public.
Shoreline Village	General visitors
Downtown Harbor	Boating public; general visitors.
Shoreline Park	General public
Golden Shore	Boating public; general public; RV owners.
Rainbow Lagoon and Park	General public
Queensway or Catalina Landing	Boating public; vacationers.
Convention and Entertainment Center/ Pike and Tidelands Hotels	Travelers; vacationers.

DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

The principal effort of this nature was the construction of the Downtown Marina. This involved bottom dredging/filling, construction of two moles, and modifications to the existing rock dike. All procedures were carried out under the terms of the permits granted.

The shoreline configuration of Shoreline Park may change dramatically from that of a passive park and lagoon to that of an urban waterfront around a harbor. In order to do this, 7.4 acres of park would be converted back to water, and 1.4 acres of water would be converted into land, with the net gain of 6 acres of water area by removal of the previously dredged fill. A seawall and pedestrian esplanade would be constructed at the waterfront edge.

Also, seven acres of the Golden Shore boat launch ramp area may be converted into an environmental mitigation park if the boat launch facility is replaced within the Queensway Bay area. Such a conversion would involve removal of the launch ramp structure and replacement with natural materials and waterfront habitat. Prior to closure and demolition of the Golden Shore public boat launch, a plan must be approved by all applicable agencies and funding must be secured for a new boat launch of not less than two launching lanes and 60 parking spaces for autos with boat trailers within the Queensway Bay area (PD-6 or PD-21).

Periodic maintenance dredging of the mouth of the Los Angeles River will have to be continued. Expansion of this operation near and/or into the Marina entrance channel may be necessary.

HAZARD AREAS

No special requirements not already included in the Uniform Building Code are considered necessary in the Downtown Shoreline area.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

The visual resources enumerated in the Description section of this chapter will be protected and enhanced by the design criteria stated in Locating and Planning New Development and Implementation. Of particular importance is the required east/west walkway, paralleling Ocean Boulevard, which will be constructed on the garage roof. Also of particular importance is the preservation of view corridors from Ocean Boulevard and Victory Park to Shoreline Village, Shoreline Park and the Queen Mary.

PUBLIC WORKS

Public works required by this plan include the following:

<u>Element</u>	<u>Public Works</u>
Convention and Entertainment Center	Periodic parking improvements; lighting.
Downtown Marina	Dredging and filling; mole construction; beach; gang ways and docks; roads and parking; lighting; landscaping; miscellaneous buildings; utilities.
Marina Green Park	Grading; roads and parking; lighting; landscaping; miscellaneous support buildings and furniture; utilities.
Shoreline Village	Roads and parking; lighting; landscaping; utilities.
Downtown Harbor	Roads; lighting; parking; gangways and piers; dredging; miscellaneous support buildings; utilities.
Shoreline Park	Roads and parking; lighting; landscaping; grading; utilities; miscellaneous support buildings and furniture.

1	<u>Element</u>	<u>Public Works</u>
2		
3	Catalina Landing	Roads and parking; utilities; shoreline structures (breaching of rock dike); landscaping; grading.
4		
5		
6		
7		
8		
9	Golden Shore	Possible removal of launch ramp and parking lot area and construction of an environmental mitigation park, a recreation vehicle park and attendant parking including necessary lighting, landscaping, utilities and support buildings.
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21	South Side of Ocean Boulevard	Roads; utilities; lighting; landscaping; miscellaneous public and Pike Area park improvements.
22		
23		
24		
25		
26		
27	Promenade South	Promenade construction; lighting; utilities.
28		
29		
30	Convention Center (Hyatt) Hotel	Grading; roads; utilities.
31		
32		
33	Rainbow Lagoon and Park	Utilities; roads; lighting, landscaping; maintenance and repair of lagoon water system.
34		
35		
36		
37		
38	Entire Area	Bikeways; pedestrian paths; crosswalk reconstruction; traffic signal improvements.
39		
40		
41		
42		
43		
44		

ENVIRONMENTALLY SENSITIVE
HABITAT AREAS

45
46
47
48 As mitigation for construction of the Downtown Marina, a six acre
49 intertidal and shallow subtitle habitat was created adjacent east
50 of the easternmost rock jetty.
51
52

1 If the proposed Downtown Harbor results in a net loss of
2 intertidal or shallow subtitle habitat area this loss shall be
3 mitigated **in kind** at a minimum one-to-one ratio through
4 construction of a wetland preserve in the Golden Shore area in
5 consultation with the California Department of Fish and Game, the
6 U.S. Fish and Wildlife Service and the National Marine Fisheries
7 Service. **The displaced habitat area must be replaced prior to or**
8 **concurrent with construction in the Downtown Harbor.**

10
11 DOWNTOWN SHORELINE IMPLEMENTATION PLAN
12
13

14 General Plan Designation. The Land Use Element shows all
15 property in the Downtown Shoreline south of Ocean Boulevard to be
16 in Land Use District No. 7 (Mixed Uses). This is implemented by
17 the Downtown Shoreline Planned Development Plan and Ordinance.
18 See the ordinance below for detailed descriptions of land use
19 controls in each of the sub-areas.

20
21 Dedications. The following have been dedicated or designated in
22 perpetuity by City ordinance as public parks:
23

24 Victory Park and Santa Cruz Strip Park
25 Shoreline Park
26 Rainbow Lagoon and Park
27 Marina Green Park
28

29 No parkland which has been dedicated or designated within the
30 Coastal Zone shall be committed to another use unless the City
31 replaces such parkland on an acre-for-acre basis within or
32 adjacent to the Coastal Zone with the approval of the California
33 Coastal Commission. Such replacement parkland must provide
34 similar recreational opportunities and be accessible to the same
35 population through private or affordable public transportation.
36 Replacement parkland **shall be developed prior to or concurrent**
37 **with the commencement of the development which displaces it, and**
38 **shall also be dedicated or designated in perpetuity.**
39

40 Low/Moderate Cost Housing. See Housing Policy chapter.
41
42
43
44
45
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47

