

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA
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Staff Report: 1/16/97
Hearing Date: February 6, 1997
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION: 5-96-268

APPLICANT: City of Long Beach

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

PROJECT LOCATION: 201 W. Shoreline Drive, Downtown Shoreline, City of Long Beach, Los Angeles County.

PROJECT DESCRIPTION: Construction of a five-level parking structure with 1,471 parking spaces to serve the Downtown Shoreline area. A 45 foot high "Queensway Bay" identification sign is also proposed.

Lot Area	134,076 sq. ft. (3.07 acres)
Building Coverage	95,202 sq. ft.
Pavement Coverage	3,000 sq. ft.
Landscape Coverage	35,576 sq. ft.
Parking Spaces	1,471 spaces
Zoning	PD-6
Plan Designation	Planned Development District Six
Ht abv fin grade	55 to 91 feet (architectural tower)

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval with conditions regarding operation of the parking structure, participation in a traffic and parking management association, siltation control, employee parking, protection of water quality and marine resources, consistency with the State Tidelands Grant, foundation design, assumption of risk, and leases to private operators. The conditions are necessary to protect the public's ability to use public parking to access the waterfront, and to protect the water quality and marine resources within Queensway Bay. There do not appear to be any significant unresolved issues between the City and Commission staff.

STAFF NOTE:

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

LOCAL APPROVALS:

1. City of Long Beach Site Plan Review Case No. 9610-10, 11/21/96.
2. City of Long Beach Sign Variance Case No. 9611-16, 12/7/96.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
 2. EIR for the Queensway Bay Master Plan (SCH 94081033).
 3. Traffic Impact Analysis and Parking Study Report by Linscott, Law & Greenspan (EIR p. 52, v.III).
 4. Geotechnical Investigation Report for Long Beach Aquarium of the Pacific by EARTH TECH.
 5. Coastal Development Permit 5-95-055 (Long Beach Aquarium).
 6. Coastal Development Permit 5-96-124 (Long Beach Downtown Harbor).
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STAFF RECOMMENDATION

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions

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

II. Standard Conditions

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

III. Special Conditions

1. Public Parking

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

2. Parking Fees

Any increase in the approved parking fees will require an amendment to the Coastal Development Permit.

3. Parking & Traffic Association

Prior to issuance of the Coastal Development Permit, the applicant shall submit evidence, subject to the review and approval of the Executive Director, that the City of Long Beach and all designated operators and managers of the approved parking structure will join the Downtown Shoreline area traffic and parking management association when it is formed by the City of Long Beach to meet the requirements of the LCP. The applicant shall also agree to submit a Coastal Development Permit amendment request for Commission review and approval in order to implement any specific parking lot management strategies developed by the traffic and parking management association which may affect the parking fees and management practices of the approved parking structure.

4. Employee Parking

Prior to issuance of the Coastal Development Permit, the applicant shall submit an employee parking program, subject to the review and approval of the Executive Director, which allows all employees of the aquarium and other commercial establishments located in and around Queensway Harbor to park their vehicles in the approved parking structure for free while they are working. The program shall include measures to insure that all such employees are given adequate notice of the free employee parking program. The employees shall also be notified that they should not park in the Marine Green free public parking lots or at Riverfront Park while they are working. The employee parking program shall be implemented as approved by the Executive Director. The applicant may submit a Coastal Development Permit amendment request for Commission review to request an alternate employee parking program as long as it does not involve the use of free or low cost public parking supplies required for public access and coastal recreation.

5. Lease to Private Operators

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

6. Siltation Control

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

7. Drainage Plan

Prior to commencement of development, the applicant submit for the review and approval of the Executive Director, a drainage plan which incorporates best management practices that will reduce the volume of

runoff and amount of pollutants which leave the site and enter the storm drain system. The drainage plan shall incorporate the following: catch basins to collect trash, trash racks or bars to filter runoff, grease and oil separators, and provisions for periodic cleaning of the paved parking lot surfaces and catch basins. The drainage plan may include other measures as well. The applicant shall implement the approved drainage plan on an ongoing and permanent basis.

8. Consistency with State Tidelands Grant

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

9. Foundation Design

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

10. Assumption of Risk

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

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The City of Long Beach proposes to construct a five-level parking structure on a 3.07 acre site situated on the southeast corner of the intersection of Queens Way and Shoreline Drive in the Downtown Shoreline area of Long Beach (Exhibit #3). The proposed structure will provide a 1,471 space parking reservoir to serve the parking needs of the Queensway Bay Harbor, Riverfront Park, the Long Beach Aquarium of the Pacific, and other Downtown Shoreline

area attractions (Exhibit #2). The site of the proposed parking structure is located immediately north of the Long Beach Aquarium of the Pacific, separated only by Aquarium Way (Exhibit #3).

The roof (fifth) level of the proposed structure measures 46 feet above the ground level (Exhibit #5). The architecturally varied parapet walls on the roof will extend up to 60 feet above ground level. The southeast corner of the proposed structure contains a 60 foot high stair and elevator tower. An architectural feature on top of the stair and elevator tower extends up to 91 feet above ground level, with a flag pole extending another 16 feet above that (Exhibit #5, p.2).

The proposed project contains features designed to lessen the visual impact of the parking structure. A facade with a sea life theme is proposed for the southern elevation which faces the aquarium (Exhibit #5, p.1). Landscaping (eucalyptus, cajeput and New Zealand Christmas trees) will partially screen the north and west sides of the proposed structure (Exhibit #4). The east side of the proposed structure is planned to be developed with a commercial use in the future (not a part of this application).

A 45 foot high "Queensway Bay" identification sign is also proposed in this application (Exhibit #6). The proposed sign will be located near the northwest corner of the parking structure (Exhibit #3). No commercial development or uses other than the parking structure are proposed by this amendment.

The entire site is situated on state tidelands which are administered by the City of Long Beach under the Long Beach Tidelands Trust Agreement. Because the site is located on state tidelands, it is within the Commission's area of original jurisdiction pursuant to Section 30519 of the Coastal Act. Any development located within the Commission's area of original jurisdiction requires a Coastal Development Permit from the Commission. No Local Coastal Development Permit is required from the City. The Commission's standard of review for the proposed project is the Chapter 3 policies of the Coastal Act. The certified LCP is advisory in nature and may provide guidance.

B. Downtown Shoreline Area History

As previously stated, the proposed project is located north of the aquarium in the Downtown Shoreline area of Long Beach (Exhibit #2). The site is located on state-owned public tidelands which are administered by the City of Long Beach under the Long Beach 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 #2). The entire area of Long Beach's Downtown Shoreline south of the Seaside Way was once part of the natural ocean and beach.

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 (now called Riverfront Park and Queensway Bay Harbor), the Long Beach Aquarium of the Pacific, Catalina Landing, and the site of the former Golden Shore public boat launch (Exhibit #2). Until its demolition in 1979, the famous Pike amusement park was situated on the now land-locked beach in the Downtown Shoreline area.

All of the current Downtown Shoreline attractions are relatively new developments which have replaced much older uses which can now only be seen in historical photographs of Long Beach. The tidelands area upon which the Downtown Shoreline area is situated is comprised of fill which the City began depositing in the shoreline area in the 1920's.

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 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 approved several Coastal Development Permits in 1979 for the development of the Downtown Shoreline area created by the Tidelands Filling Project. The Tidelands Filling Project created the existing landfill upon which the modern Long Beach Convention and Entertainment Center, Shoreline Park and Lagoon (now called Riverfront Park and Queensway Bay Harbor), Shoreline Village, Hyatt Regency Hotel, and Rainbow Lagoon and Park are all located (Exhibit #2).

Coastal Development Permit P-79-5253 (City of Long Beach) was approved by the Commission for the City's improvement of Shoreline Park and Lagoon. 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 and all of them, except for Shoreline Park and Lagoon, continue to provide southern California area residents and visitors with many coastal related recreational activities.

Shoreline Park and Lagoon was a region serving waterfront recreation area which provided the public with many coastal related recreational activities. The park and adjacent waterfront areas are currently closed, however, as they are being redeveloped as part of the City's Queensway Bay Plan (Exhibit #2). The currently proposed project is located in Shoreline Park and is 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. 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. Two of the central components of the plan are the Long Beach Aquarium of the Pacific and Queensway Bay Harbor. The currently proposed parking structure will provide a parking reservoir to meet a large part of the parking needs generated by the developments proposed and approved under the Queensway Bay Plan.

On May 10, 1995, the Commission approved 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 #2). 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. Under Coastal Development Permit 5-95-055, the site of the currently proposed parking structure was approved as a public parking lot.

Coastal Development Permit 5-95-052 (City of Long Beach) permitted the construction of a recreational vehicle park in the Golden Shore area in the westernmost reaches of the Downtown Shoreline area (Exhibit #2). The Golden Shore Recreational Vehicle Park has been constructed and is currently operating on the state tidelands parcel located directly north of the now closed Golden Shore public boat launch.

Coastal Development Permit 5-96-124 (City of Long Beach), approved by the Commission on September 12, 1996, permits the construction of the Queensway Bay Harbor and Riverfront Park on site of the former Shoreline Park and Lagoon. Also approved by Coastal Development Permit 5-96-124 was the creation of a wetland habitat mitigation area on the site of the Golden Shore public boat launch (Exhibit #2). Construction has recently commenced on the approved harbor.

In regards to the City's future plans for the Downtown Shoreline area, the Queensway Bay Plan includes a proposal to convert the public park area located between the proposed parking structure and Shoreline Village to privately financed commercial uses (Exhibit #2). Additional parking facilities are also proposed along Shoreline Drive and in the Shoreline Village parking lot. 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/Parking

The provision or lack of adequate parking can also have an impact on the public's ability to access the coast. Adequate parking facilities are necessary in order to assure continued public access to the popular recreational area around the proposed project. 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 should maintain and enhance public access to the coast by providing adequate parking facilities.

Section 30252 of the Coastal Act states, in part:

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

The proposed project will not generate a parking demand of its own. It is being built to provide an adequate parking supply to meet the demands of the adjacent Downtown Shoreline area developments such as the Long Beach Aquarium of the Pacific with its parking requirement of 625 public parking spaces and the future commercial uses located within and around the Queensway Bay Harbor. The proposed parking structure will provide a parking reservoir for the employees and general public who will come to the area to visit the harbor, aquarium, Shoreline Village, Riverfront Park, marinas, party boats, fishing docks and all other possible attractions. Other public parking lots in the area are currently, or will be, available for public use. These public parking areas are located at Shoreline Village, Riverfront Park, along Shoreline Drive, and in the Convention Center lots.

The City will use the proposed 1,471 parking spaces in the parking structure to meet its own and the Commission's parking standards which will be applied through the permitting process to the future commercial developments proposed by the Queensway Bay Plan.

Under the Commission's approval of Coastal Development Permit 5-95-055 (City of Long Beach) for the aquarium, the site of the proposed project is permitted as a public parking lot to partially meet the parking demands generated by the estimated amount of employees and visitors of the aquarium. Special condition one of Coastal Development Permit 5-95-055 states (the underlined section refers to the subject site):

Parking

Prior to issuance of the Coastal Development Permit, the applicant shall agree in writing to provide and maintain a minimum of 625 public parking

spaces to meet the increased parking demand generated by the proposed project. The 625 public parking spaces shall be provided in the proposed parking lot located immediately north of the aquarium and in the existing parking lot located on the north side of Shoreline Drive adjacent the aquarium. All parking shall be available for use prior to the opening of the aquarium. The required 625 parking spaces are public parking spaces and shall be reserved for the exclusive use of the general public. All parking shall be available for use on a first-come, first-served basis by aquarium visitors and the general public.

The requirement that all the parking spaces are public spaces, reserved for the use of the general public, and available for use on a first-come, first-served basis is based upon the requirements of the Queensway Bay Plan and the certified LCP. The LCP requires that the parking supplies in the Downtown Shoreline, all of which are located on public tidelands, 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 certified LCP 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.

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.

In order to carry out the public access policies of the Coastal Act, as well as the above stated certified LCP policies, the permit is conditioned to require that all parking within the proposed structure shall be reserved for the use of the general public on a first-come, first-served basis. There shall be no exclusive use of parking spaces or reserved parking spaces within the approved structure by any person or group other than the general public (handicapped spaces excluded). Only as conditioned is the proposed amendment consistent with the public access and recreation policies of the Coastal Act.

In order to manage the public's use of the proposed parking structure, the City plans to use a parking fee and validations system. The parking fees will also help to recoup some of the costs of the project. The City proposes to charge people who park in the structure at the rate of one dollar for each thirty minutes up to a maximum of six dollars. Validations will be issued by customers of fishing boats, dinner cruise boats and participating merchants which will reduce the maximum parking rate to three dollars. There is no free parking proposed.

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 30213 of the Coastal Act requires the protection of lower cost visitor and recreational facilities. To be a lower cost recreational opportunity, the parking for access to the opportunity must also be lower cost. In order to protect public access to the coast, the parking supplies in the area must be available and affordable to the general public. The parking rates proposed by the City amount to four dollars for two hours. Two hours will probably be the approximate length of the average person's visit to the area. Four dollars may be too expensive to many of the areas economically disadvantaged citizens, but are within the range of prices commonly charged at other Los Angeles County and Orange County waterfront areas. Lower cost parking is available in downtown Long Beach about one-half mile north of the Downtown Shoreline area.

Any increase above the proposed rates could have a negative affect on coastal access. Therefore, in order to allow the Commission to review any such impacts on coastal access in the future, the permit is conditioned to require that any increase in the approved parking fees will require an amendment to the Coastal Development Permit. Only as conditioned is the proposed amendment consistent with the public access and recreation policies of the Coastal Act.

Another impact on the area's public parking supplies that could negatively affect the public's ability to access the area's lower cost recreational opportunities is employee parking. If employees of the aquarium and commercial uses park in the free spaces in the Marina Green public parking lots or the metered parking spaces in Riverfront Park, the amount of free and lower cost public parking spaces will be reduced for persons who come to the waterfront for coastal recreation.

Because there are no provisions for aquarium and Queensway Bay employee parking, it is very likely that the employees will park for free in the Marina Green or Riverfront Park parking spaces which must be protected for public access and coastal recreation. Long-term use of the free public parking spaces in the public parks will reduce the number of spaces available for persons coming to the waterfront for coastal recreation. Therefore, employees of the aquarium and Queensway Bay commercial uses should be encouraged to use the parking supply designated those uses which is the proposed parking structure.

In order to encourage the employees of the aquarium and Queensway Bay commercial uses to use the parking supply designated for them, the permit is conditioned to require the applicant to submit an employee parking program, subject to the review and approval of the Executive Director, which allows all employees of the aquarium and other commercial establishments located in and around Queensway Harbor to park their vehicles in the approved parking structure for free while they are working. The program shall include measures to insure that all such employees are given adequate notice of the free employee parking program. The employees shall also be notified that they should not park in the Marine Green free public parking lots or in Riverfront

Park while they are working. The employee parking program shall be implemented as approved by the Executive Director. 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 the applicant develops an alternate parking program that does not involve free parking, but does protect the public's recreational parking facilities, the applicant may submit it for Commission review as long as it does not involve the use of public parking supplies required for public coastal access and recreation. One alternative may involve an employee shuttle system to transport employees between their jobs and their vehicles parked in parking facilities located away from the waterfront.

The issue of parking rates for visitors is also an important issue to address for their effect on public access to the coast. Past experience in the Downtown Shoreline area (see Coastal Development Permit 5-94-010 and amendments) has shown that discrepancies between parking rates in adjacent parking facilities can lead to competition for parking spaces between the visitors to the various attractions in the area. People will often drive around looking for the best parking deal when such discrepancies are known to exist. In the Downtown Shoreline area one can find a wide range of parking rates, from free to six dollars a day. In addition to the proposed project, public parking lots in the area are currently, or will soon be, available for public use at Shoreline Village, Riverfront Park, along Shoreline Drive, and at the Convention Center. Competition for the free and lower cost parking spaces can result in the reduction of public access opportunities whenever the parking supply for one area or facility is filled-up, especially if it is filled-up with people visiting an entirely different facility of area. Therefore, in order to protect and improve the public's ability to access this popular waterfront, it is important to have a coordinated parking management program for the Downtown Shoreline area.

The City's Queensway Bay Plan anticipates the problems which could arise as a result of uncoordinated management of the Downtown Shoreline area's many parking facilities, all of which are located on public tidelands. The Queensway Bay Plan requires the formation of a traffic and parking management association to plan and monitor the joint use of public and private parking facilities in the Downtown Shoreline area. The traffic and parking management association will be charged with the implementation of specific parking management strategies and transportation demand management programs. The goal of the traffic and parking management program, according to the plan, will be to provide adequate parking in a cost-effective manner while protecting public access to the coast. All development in the area will be required by the City to join the traffic and parking management association when it is formed. It will be formed prior to commencement of development of commercial uses in LCP Subarea 5 and Subarea 6 west of Pine Avenue (the park area located on the north side of the proposed harbor west of Pine Avenue) (Exhibit #2).

The Queensway Bay Plan, including the above stated requirement for the formation of a traffic and parking management association, has been incorporated into the certified City of Long Beach LCP. The Commission certified the Queensway Bay Plan when it approved LCP Amendment No. 1-95 on May 10, 1995.

An opportunity to address the uncoordinated management of the Downtown Shoreline area's many parking facilities will be created with the formation of the traffic and parking management association called for in the LCP and the Queensway Bay Plan. The participants of the traffic and parking management association can determine the most appropriate parking rates for the area and standardize them in order to eliminate any large discrepancies. In addition, the City may use this forum to address the largest discrepancy in parking rates by considering a proposal to install parking meters on all parking spaces in the area which are currently free. The elimination of free parking does raise the issue of consistency with such a proposal and the public access and lower cost recreation policies of the Coastal Act. In any case, the parking meter rates should not be permitted to be so high as to discourage the general public from accessing the waterfront area.

The City and the operators of the proposed parking structure must be included in the traffic and parking management association when it is formed so that its concerns can be expressed and addressed in cooperation with the other developments in the Downtown Shoreline area. In order to ensure that the City of Long Beach and all designated operators and managers of the parking structure participate in the traffic and parking management association when it is formed, they are required to join it as a condition of approval.

The condition of approval requires that the City of Long Beach and all designated operators and managers of the approved parking structure join the Downtown Shoreline area traffic and parking management association when it is formed to meet the requirements of the LCP. The applicant shall also agree to submit a Coastal Development Permit amendment request for Commission review and approval in order to implement any specific parking lot management strategies developed by the traffic and parking management association which may affect the parking fees and management practices of the approved parking structure. Only as conditioned to join the traffic and parking management association is the proposed project consistent with Section 30252 of the Coastal Act.

All future developments in the Downtown Shoreline area shall also be required to join and participate in the traffic and parking management association when it is formed. The City estimates that the total cost of participants in the association should not exceed \$5,000 annually (Exhibit #7).

In order to inform any future private operators of the parking structure 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 5-96-268, the terms and conditions of Coastal Development Permit 5-96-268. Such leases shall incorporate provisions for public use, public access, employee parking, parking fees and management practices 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.

Finally, the proposed project will increase the amount of public parking in the Downtown Shoreline area and in doing so will increase opportunities for public access to the coast. Therefore, the Commission finds that the proposed project, as conditioned, will not negatively affect the public's ability to

access the Downtown Shoreline area and the coast, and is consistent with the public access and recreation policies of the Coastal Act.

D. Scenic Resources

Section 30251 of the Coastal Act states in part that:

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

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

The proposed project involves the construction of five-level parking structure located next to the waters of Queensway Harbor and the coastal access routes of Queens Way and Shoreline Drive (Exhibit #2). The proposed project contains features designed to lessen the visual impact of the parking structure. A facade with a sea life theme is proposed for the southern elevation which faces the aquarium (Exhibit #5, p.1). Landscaping (eucalyptus, cajeput and New Zealand Christmas trees) will partially screen the north and west sides of the proposed structure (Exhibit #4). The east side of the proposed structure is planned to be developed with a commercial use in the future (not a part of this application).

Building heights must also be addressed whenever visual resources are discussed. Excessively high structures can negatively impact the character of an area as well as public views. Tall buildings may be appropriate in high density urban areas, such as the core of downtown Long Beach, but they are not appropriate in most other areas where scenic resources are considered important.

The bulk of the proposed structure is at or below 55 feet above ground level. An architectural extension, however, extends to 91 feet above ground level with a flag pole extending another 16 feet above that (Exhibit #5). The proposed parking structure is compatible with the existing and permitted structures in the immediate area. The Long Beach Aquarium of the Pacific, which is currently under construction on the site next to the proposed parking structure, is permitted to be 62 feet high. The Golden Shore Office Towers located on the waterfront to the west at Catalina Landing are 99.5 feet high, and the California State University Headquarters building was recently permitted with a height of 99.5 feet. The bulk of the proposed parking structure is also much shorter than almost all of the structures located north of the project site along Ocean Boulevard. Therefore, the proposed parking structure is consistent with the height of adjacent development.

Public views to and along the coast are very important visual resources which

are protected by policies of the certified LCP and the Coastal Act. The certified LCP states that the preservation of view corridors from Ocean Boulevard and Victory Park to Shoreline Village, Shoreline Park and the Queen Mary is important. The public views of the coast from Ocean Boulevard and Victory Park will not be negatively impacted by the proposed project because it will not block a significantly larger portion of the public view than the aquarium when viewed from the north on Ocean Boulevard. The views to the coast from Ocean Boulevard and Victory Park are already partially blocked by the aquarium structure. The proposed parking structure is located between the protected viewing areas and the aquarium.

Prior Commission actions have reflected the fact that high-rise buildings are an acceptable use in the downtown Long Beach area. The proposed parking structure's height will not be precedent setting in the City's coastal zone. In 1992, the Commission approved LCP Amendment No. 1-92 and Coastal Development Permit 5-91-845 for a 425 foot tall mixed use structure on the corner of Ocean Boulevard and Pine Avenue. In 1989, the Commission certified LCP Amendment No. 1-89 allowing buildings up to 600 feet tall on the Pike property in LCP Subarea 4 west of Chestnut Place. Subarea 4 also allows buildings up to 420 feet above Ocean Boulevard east of Chestnut Place. On October 10, 1996, the Commission certified LCP Amendment No. 6-96 allowing a 100 foot tall California State University Headquarters building in LCP Subarea Two. Many existing buildings along Ocean Boulevard are two to three hundred feet tall or taller.

Large buildings can also affect coastal access by overburdening an area with dense development without providing adequate parking facilities. In this case, however, the proposed project will provide parking, and will not create parking demands. Therefore, parking demands of the area will not be increased by the proposed project.

Therefore, the Commission finds that the proposed project is consistent with the character of the area, will not adversely affect the visual quality of the area, and is consistent with Section 30251 of the Coastal Act.

E. Marine Resources

Because of its location, the proposed project could affect sensitive habitat areas and water quality in the adjacent coastal waters of Queensway Bay (Exhibit #2). The Coastal Act contains policies which address development in or near coastal waters by requiring the protection of biological productivity, public recreation and marine resources. The proposed project must conform to the following Chapter 3 policies of the Coastal Act.

Section 30230 of the Coastal Act states:

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

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

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

The proposed project involves the construction a five-level parking structure. Although the proposed project is located near the waterfront, no work is proposed in the water. Special measures must be taken, however, in order to ensure that the construction of the proposed project, as well as the project itself, do not negatively impact marine resources. The impacts to marine resources include the introduction of polluted drainage and siltation into Queensway Bay.

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

In order to minimize impacts on the marine environment caused by the proposed grading and construction, the permit is conditioned to require the applicant to develop and submit for approval of the Executive Director an erosion control and siltation prevention plan which controls erosion from the project site, and prevents silt from the site from entering coastal waters during construction of the proposed project. The plan shall conform to the standards of the California Regional Water Quality Control Board and the U.S. Army Corps of Engineers and shall be implemented from the commencement of construction

until the entire project is completed. Only as conditioned is the proposed project is consistent with the marine resource policies of the Coastal Act.

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

In this case, runoff from the site will be directed to the City's storm drains. The City's storm drains drain directly into the Los Angeles River and Queensway Bay. The runoff from the storm drains is not treated and contributes to lower water quality in Queensway Bay. In order to filter out some of the pollutants which accumulate on the site, catch basins and drains designed to improve the quality of runoff which leaves the site should be installed in the proposed parking structure. The use of best management practices in constructing and maintaining the project and its drains will reduce the amount of pollutants which leave the site and enter coastal waters.

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

F. 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. State lands are generally restricted to public serving uses. The proposed project is a public serving use. However, no evidence has been submitted that indicates whether the State Lands Commission has reviewed or approved the proposed parking structure for consistency with the City's tidelands grant.

In order for the Commission to find that the proposed use of state lands is consistent with the City's tidelands grant, the Commission requires that the City document that the proposed project is consistent with all tideland grant requirements imposed on the City with respect to this portion of the Downtown Shoreline area.

Therefore, as a condition of approval, the City is required to provide written documentation, including specific citation of the relevant sections of the applicable State Tidelands Grant, showing that the proposed use 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. In addition, the lease of any development approved by Coastal Development Permit 5-96-268 to private operators shall explicitly incorporate 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.

G. Hazards

The Coastal Act states that new development must minimize risks to life and property and not create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area 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 Section B of this report, the proposed project is located on filled tidelands. Filled tidelands have been identified as areas especially susceptible to liquefaction caused by earthquakes. Therefore, because the project site 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 not submitted a geotechnical investigation report for the proposed project. Such a report would document the site's subsurface conditions, provide geotechnical parameters, and make recommendations for the design and construction of the proposed project. The key issues addressed by an investigation should include subsurface conditions, seismic hazard analysis, liquefaction potential evaluation, liquefaction hazard mitigation, and recommendations for foundation design and earthwork.

A subsurface investigation was conducted for the aquarium on the adjacent site and was presented to the Commission in the Geotechnical Investigation Report for the Long Beach Aquarium of the Pacific prepared by EARTH TECH. That

subsurface investigation field exploration program consisted of five rotary wash borings to depths ranging from 96 to 101 feet below ground surface (BGS), and nine cone penetration test (CPT) soundings to a maximum depth of 79 feet BGS. The report stated that the site is underlain by hydraulic fill and native sand and clay deposits up to the maximum depth of exploration (101 feet BGS).

The report's seismic hazard analysis stated 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 concluded that the site is susceptible to liquefaction during earthquakes. The consequences of liquefaction of the site include ground subsidence of five to eighteen inches and lateral spreading and deformation of the site towards the low lying areas of Shoreline Lagoon, the Los Angeles River and Queensway Bay.

In order to mitigate the liquefaction potential of the site, the report recommended improvement of the building site with a reliable and proven technique known as Vibro-replacement. The recommended Vibro-replacement technique involves the installation of a grid of stiff permeable stone columns to varied depths to stabilize the site. On the eastern side of the building site, adjacent Shoreline Lagoon, the report recommended substituting vibro-concrete columns in place of stone columns in order to provide a stronger and stiffer zone to compensate for a narrow buffer between the aquarium structure and the unstabilized lagoon area. The aquarium building foundation is being constructed on top of the Vibro-replacement grid.

Section 30253 of the Coastal Act requires projects to be designed in a structurally safe and sound manner. The plans submitted in the application do not include a foundation system design and have not been reviewed and approved by a qualified engineer. There is no assurance that the proposed parking structure project has been designed in structurally safe and sound manner.

Therefore, the permit is conditioned to require the applicant to submit final plans 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 foundation design recommendations by a qualified engineer. Any changes in the project design approved by the Commission which may be required by the engineer shall be submitted to the Executive Director to determine 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, for projects in areas which may be subject to extraordinary hazard from seismic events, storms, waves, erosion or floods, the Commission places "assumption of risk" conditions on Coastal Development Permit approvals. The Commission has previously placed "assumption of risk" conditions on Coastal Development Permits 5-91-695, 5-94-102, 5-95-283 and 5-96-124 (City of Long Beach) when it approved a permits for projects in potentially hazardous areas such as the Downtown Shoreline filled tidelands. Therefore, because the site may be subject to extraordinary hazard from seismic events, storms, waves, erosion and floods, the Commission requires the City to waive any future claims of liability against the Commission or its successors in interest for

damage from such hazards. As conditioned, the proposed project is consistent with Section 30253 of the Coastal Act.

H. Local Coastal Program

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

In any case, the certified LCP provides guidance for development in the Downtown Shoreline area and specifically for the proposed project site. The site is identified in the certified LCP as the site of a parking structure to serve the public parking needs of the area. The proposed parking structure is a permitted use on the site (LCP Subarea 6).

The certified LCP also limits the height of the proposed project. As approved in LCP Amendment 7-96, the proposed parking structure may be up to 55 feet tall (except for its architectural or sculptural features) and may contain up to 1,500 parking spaces. The height of the proposed structure, except for its architectural features, is below the 55 foot height limit (Exhibit #5). The 1,471 proposed parking spaces is below the maximum limit of 1,500. Therefore, the proposed project, as conditioned, is consistent with the specific development policies contained the certified LCP.

The certified LCP also contains general policies which protect public access to the Downtown Shoreline area. The public access policies of the certified LCP, as discussed in the previous section, require 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. 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. The conditions of approval carry out these provisions of the certified LCP.

I. California Environmental Quality Act (CEQA)

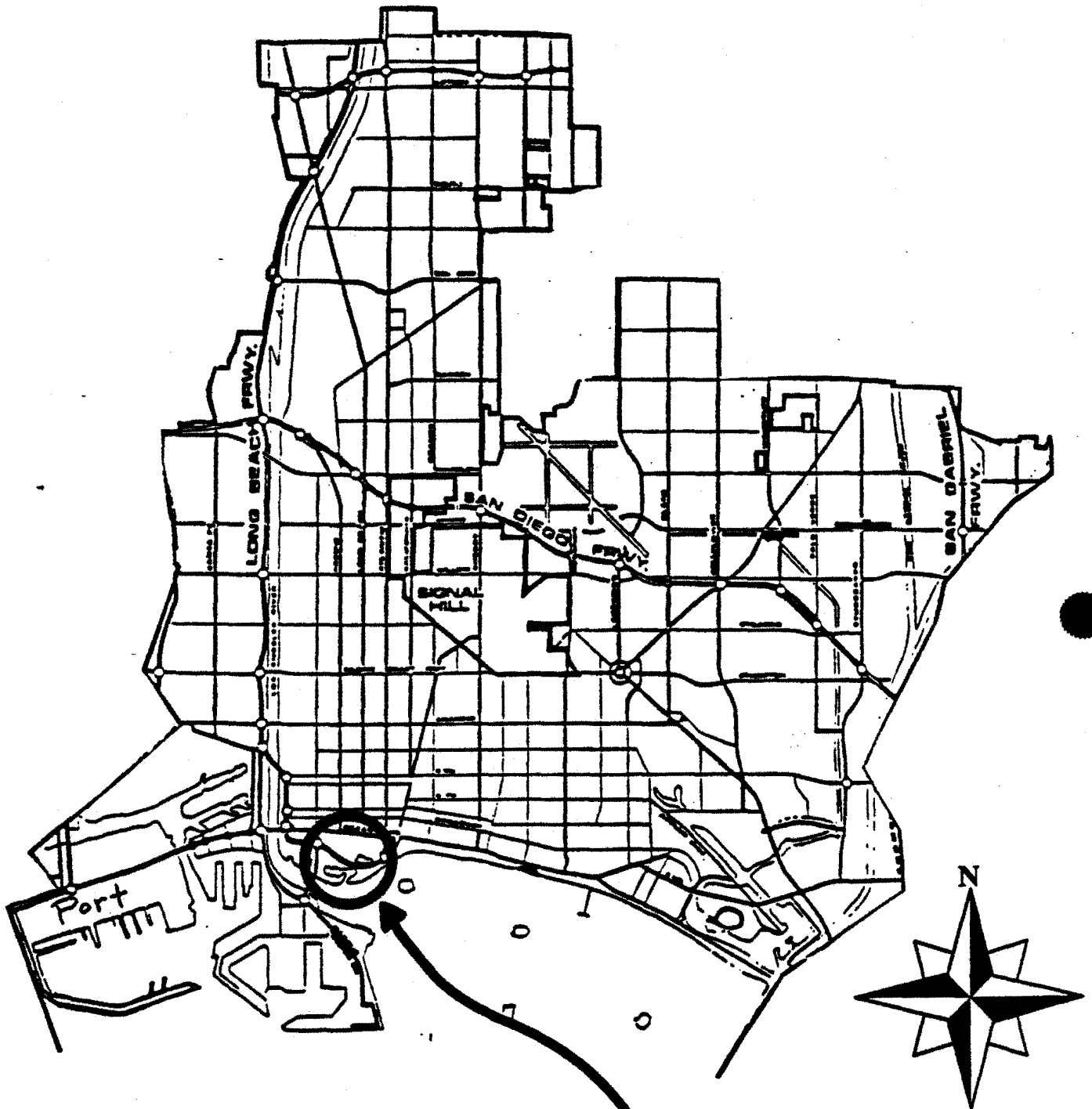
Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being

approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

The proposed project, as conditioned, has been found to be consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been mitigated by conditions of approval and there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. The City of Long Beach certified the Environmental Impact Report for the Queensway Bay Master Plan (SCH 94081033) which includes the development proposed in this application. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

8309F:CP

City of Long Beach

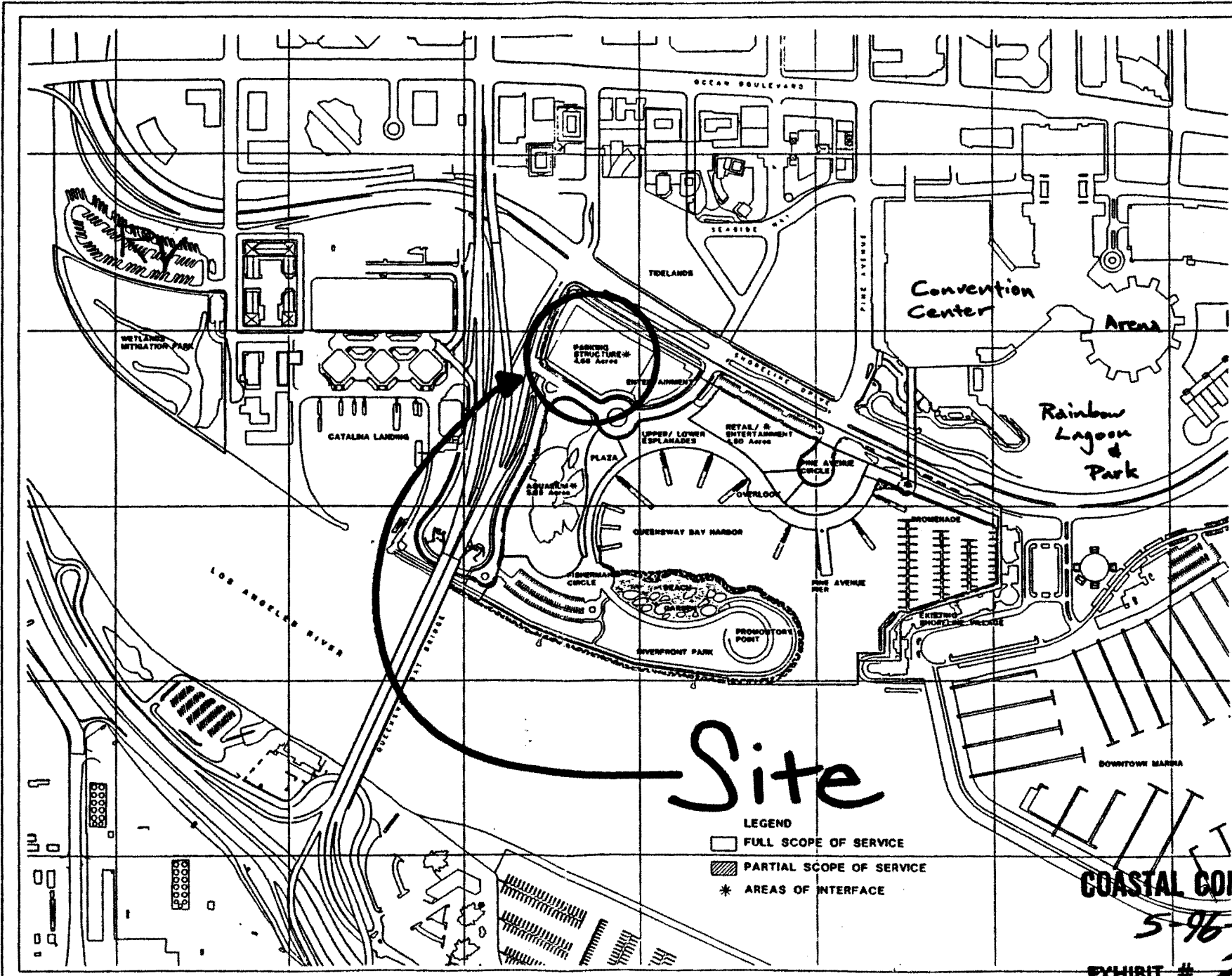


Site

COASTAL COMMISSION

5-96-268

EXHIBIT # 1
PAGE 1 OF 1



QW BAY
QUEENSWAY BAY
 Long Beach, California

CLIENT:
 City of Long Beach
 250 West Ocean Boulevard
 9th Floor
 Long Beach, California 90802
 Tel: 562 595 4000

ARCHITECT:
 Skidmore & Partners
 Architects, Inc.
 200 Wilshire Boulevard Suite 500
 Los Angeles, California 90057
 Tel: 213 357 1977

ENGINEERS:
 Arthur & Ronald Engstrom
 200 West Ocean Boulevard
 20th Floor
 Long Beach, California 90802
 Tel: 562 595 4000

ENVIRONMENTAL:
 Hillier & Associates
 200 West Ocean Boulevard
 20th Floor
 Long Beach, California 90802
 Tel: 562 595 4000

PLANNING & DESIGN:
 Hillier & Associates
 200 West Ocean Boulevard, 20th Floor
 Long Beach, California 90802
 Tel: 562 595 4000

LANDSCAPE ARCHITECTURE:
 Hillier & Associates
 200 West Ocean Boulevard, 20th Floor
 Long Beach, California 90802
 Tel: 562 595 4000

DESIGN DEVELOPMENT
 REQUIRED:

DATE: _____ **SCALE:** _____

MASTER SITE PLAN

COASTAL COMMISSION
 5-96-268
 EXHIBIT # 2

Site

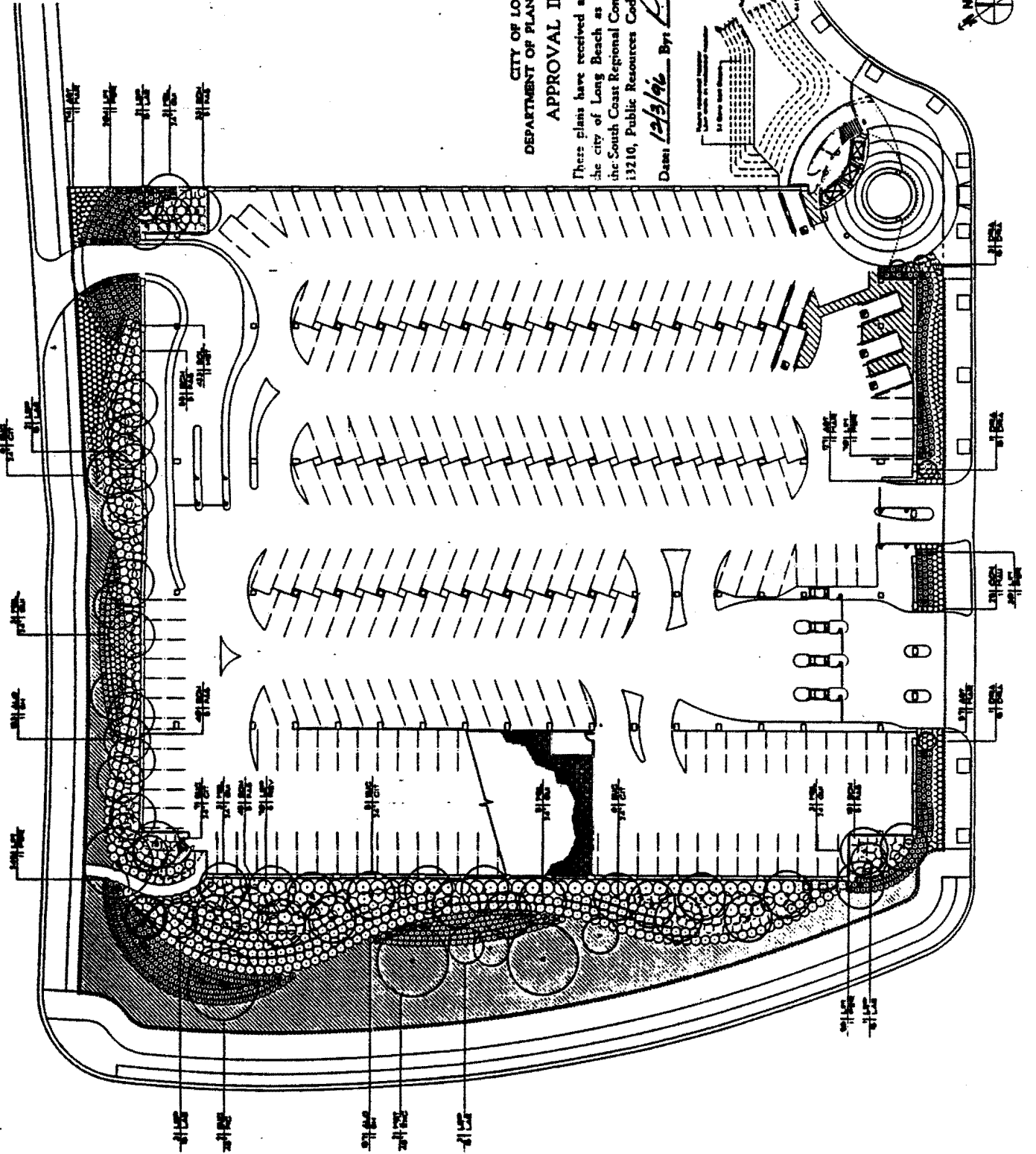
- LEGEND**
- FULL SCOPE OF SERVICE
 - ▨ PARTIAL SCOPE OF SERVICE
 - * AREAS OF INTERFACE

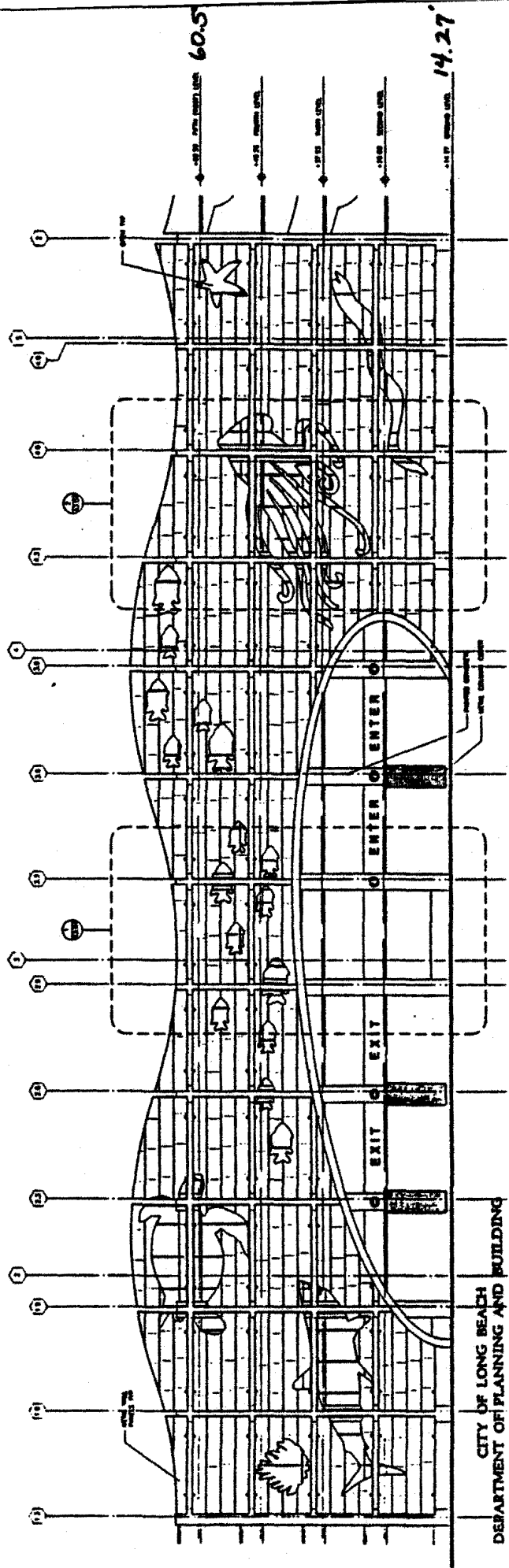
COASTAL COMMISSION
 5-96-268
 EXHIBIT # 2
 PAGE 1 of 1

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

These plans have received approval in concept
the city of Long Beach as required for applic
the South Coast Regional Commission, pursuant to
13210, Public Resources Code.

Date: 12/3/96 By: *Planner*





PARTIAL SOUTH ELEVATION

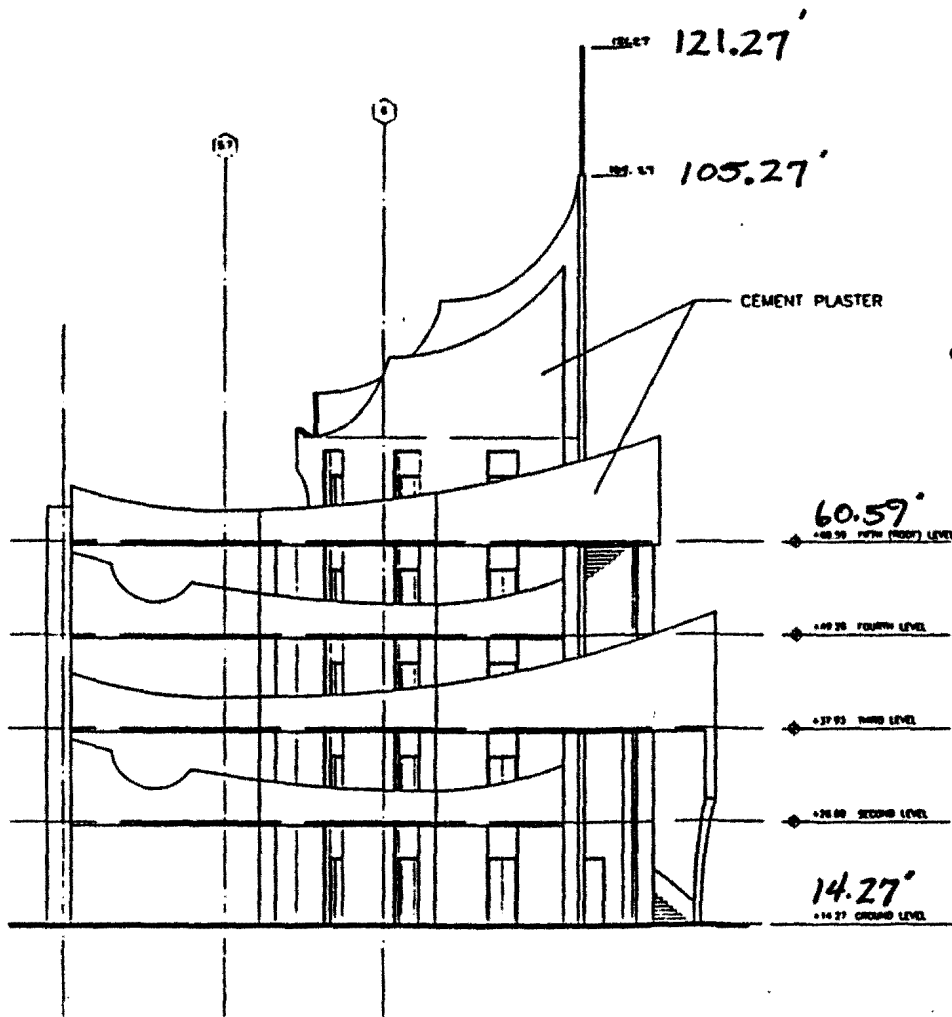
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DEPARTMENT OF PLANNING AND BUILDING
APPROVAL IN CONCEPT

COASTAL COMMISSION

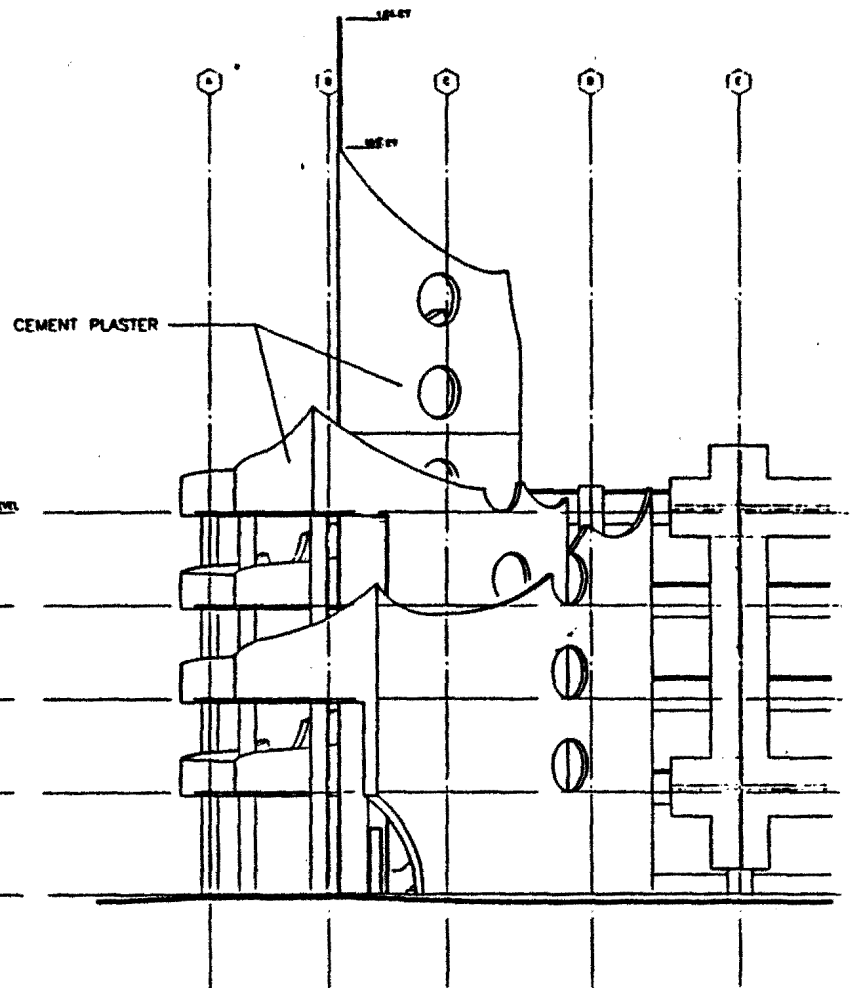
5-96-268

EXHIBIT # 5

PAGE 1 OF 2



PARTIAL SOUTH ELEVATION ③
SCALE 1/8" = 1'-0"



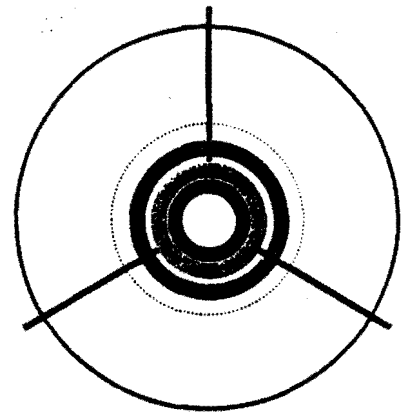
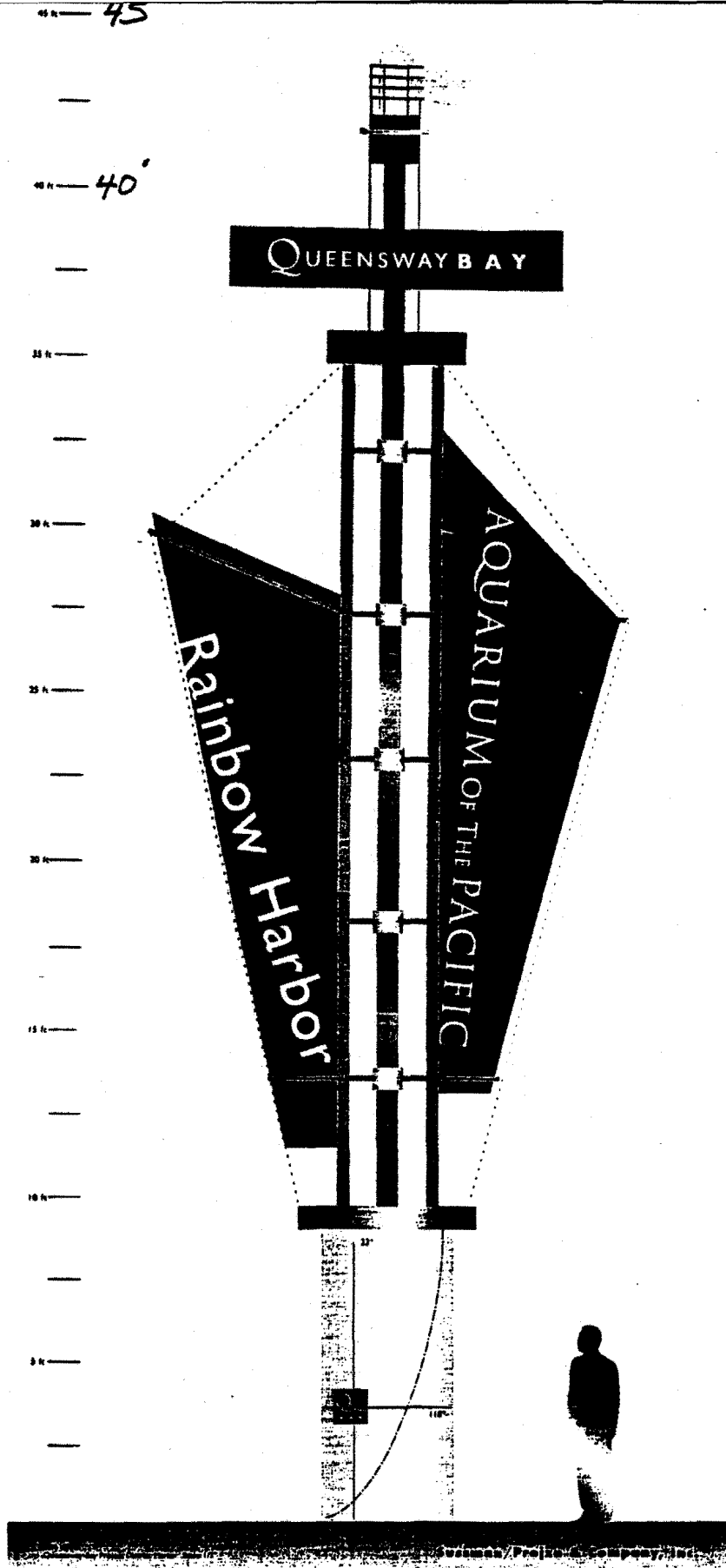
PARTIAL EAST ELEVATION ④
SCALE 1/8" = 1'-0"

COASTAL COMMISSION

5-96-268

EXHIBIT # 5

PAGE 2 OF 2



IN
PROGRESS
For review
only
11/1/96

COASTAL COMMISSION
5-96-268

EXHIBIT # 6
PAGE 1 OF 1



CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

333 WEST OCEAN BOULEVARD

LONG BEACH, CALIFORNIA 90802

(310) 570-6711
FAX (310) 570-6583
TDD (310) 570-7706

JAMES C. HANKLA
CITY MANAGER

December 31, 1996

RECEIVED

DEC 31 1997

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

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

Dear Mr. Posner:

This is in response to your request for additional information regarding the City of Long Beach application for a Coastal Development Permit for the Queensway Bay Parking Structure.

Pat Garrow is forwarding to you the revised notification list to include the Long Beach Aquarium of the Pacific.

The attached drawing locates the area identification sign at the southeast corner of the intersection of Shoreline Drive and the Queensway Bay ramp (at the northwest corner of the parking structure). A similar sign is to be located on Shoreline Drive at Shoreline Village Drive as indicated by Shoreline Village (in place of the identification sign which they submitted).

The parking structure will be open to the general public on a first-come first-serve basis. No parking spaces will be reserved for specific users. Although parking rates have not yet been established, the rates assumed in our revenue and expense projections are \$1.00 for each 30 minutes, with a daily maximum of \$6.00. We expect to have a validation program for fishing boats, dinner cruise boats and participating merchants, with a daily maximum rate of \$3.00 with validation. You should be aware that we plan to have metered parking on Shoreline Drive for short-term parking (probably a 90-minute limit). The metered parking rates will not exceed those for the parking structure, and may even be less.

Our recent agreement with the Trustees of the California State University for their new headquarters building contains the following provision:

University will participate in a traffic and parking management association for Queensway Bay when and if such an association is formed by the City. Costs associated with University's participation in such an association shall not exceed \$5,000 annually.

COASTAL COMMISSION

5-96-268

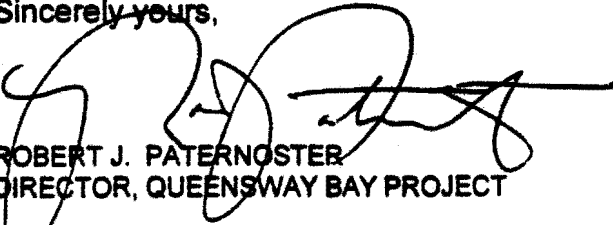
EXHIBIT # 7

PAGE 1 OF 2

Charles Posner
December 31, 1996
Page 2

Please call if you need additional information. We look forward to this application being acted upon by the California Coastal Commission at its February meeting in San Diego.

Sincerely yours,



ROBERT J. PATERNOSTER
DIRECTOR, QUEENSWAY BAY PROJECT

RJP:dm
attachment

cc: Pat Garrow, Long Range Planning

Letters\:\a:permit.pkg

COASTAL COMMISSION

EXHIBIT # 7
PAGE 2 OF 2