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CALIFORNIA COASTAL COMMISSION

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Commission Action:



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STAFF REPORT: PERMIT AMENDMENT

APPLICATION NO.: 5-96-124-A2
APPLICANT: City of Long Beach
AGENTS: James C. Hankla, City Manager
Jack Humphrey, Advance Planning Officer
PROJECT LOCATION: 200 W. Shoreline Drive (Shoreline Park & Rainbow Harbor), City of Long Beach, Los Angeles County.

DESCRIPTION OF PROJECT ORIGINALLY APPROVED (5-96-124):

Construct a downtown commercial harbor (Rainbow Harbor) in Shoreline Park and Lagoon, reconstruct and improve Shoreline Park, demolish the Golden Shore public boat launch to create a 6.4 acre habitat mitigation area.

DESCRIPTION OF FIRST AMENDMENT REQUEST (5-96-124-A1):

Revised method for dewatering lagoon during construction of the bulkhead foundations and walls using pumps and hoses instead of culverts.

DESCRIPTION OF CURRENT AMENDMENT REQUEST (5-96-124-A2):

Amend previously approved Rainbow Harbor and Shoreline Park project to include minor revisions to the previously approved plans and construction of two public restrooms, concession building, three tensile structures, lighthouse, water feature, informational signs, and light standards.

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission determine that the proposed amendment is consistent with the Chapter 3 policies of the Coastal Act. The existing special conditions of Coastal Development Permit 5-96-124 adequately carry out the requirements of the Coastal Act and the certified Local Coastal Program.

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).
3. Environmental Impact Report for the Queensway Bay Master Plan (SCH 94081033).
4. Coastal Development Permit P-79-5253 (Shoreline Park).
5. Coastal Development Permit 5-95-055 & amendment (Long Beach Aquarium).
6. Coastal Development Permit 5-96-268 (Parking Structure).

PROCEDURAL NOTE: The Commission's regulations provide for referral of permit amendment requests to the Commission if:

- 1) The Executive Director determines that the proposed amendment is a material change,
- 2) Objection is made to the Executive Director's determination of immateriality, or
- 3) The proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

In this case, the Executive Director has determined that the proposed amendment is a material change to the project. If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. [14 California Code of Regulations 13166].

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval

The Commission hereby grants an amendment to the permit for the proposed development on the grounds that the development and the amendment will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, 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. Special Conditions

No new special conditions are added to the permit by this amendment. However, the original special conditions of Coastal Development Permit 5-96-124 remain in full force and effect (See Appendix A, page 19).

III. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description and Background

The City of Long Beach has requested to amend the previously approved Rainbow Harbor and Shoreline Park project to include specific details of the project which were not included in the Commission's original approval of Coastal Development Permit 5-96-124 on September 12, 1996. The specific details for which plans were not yet prepared at the time of the original approval, but are now proposed to be constructed as part of the Rainbow Harbor and Shoreline Park project, include: two public restrooms, a concession building, three tensile structures, a lighthouse, a water feature, informational signs, and light standards (Exhibits #5-14). In addition, the following components of the approved harbor and park plan have been slightly modified since the original approval: Pine Avenue Pier, Shoreline Wharf, and Fisherman's Circle (now called Pierpoint Landing) (Exhibit #5).

On September 12, 1996, the Commission approved Coastal Development Permit 5-96-124 permitting the City of Long Beach to undertake the construction of Rainbow Harbor (also referred to as Queensway Bay Harbor) in the Downtown Shoreline area of Long Beach (Exhibit #5). The work approved for the proposed harbor included: 1) dredging of Shoreline Lagoon and excavation of part of Shoreline Park; 2) construction of a two thousand foot long seawall, a two-level public esplanade, a two hundred foot long public pier, ten floating docks; and 3) installation of utility connections.

Coastal Development Permit 5-96-124 also permitted work associated with the construction of the proposed harbor including: 1) reconstruction of Shoreline Park with a 150 space public parking lot, pedestrian walkways, bicycle paths, a "Fisherman's Circle", a "beach garden", and associated landscaping; and 2) demolition and excavation of the Golden Shore public boat launch in order to create a 6.4 acre habitat mitigation area planted with wetland vegetation (Exhibit #3). The Golden Shore habitat mitigation project is not affected by this amendment.

When completed in the summer of 1998, the proposed harbor will be encircled by a 2,000 foot long seawall topped with a two-level public esplanade, a fishing center, a beach garden, and a reconstructed Shoreline Park. The new harbor will contain the 200 foot long public Pine Avenue Pier, Shoreline Wharf, and ten floating docks available for public access and lease by commercial boat operators (Exhibit #5). Day-use transient boat docking facilities for the

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general public will also be provided within the harbor. The primary purpose of the proposed harbor is to provide the public with boating related recreational opportunities including dinner and harbor cruises, fishing excursions, whale-watching cruises, diving tours, exposure to historic and scientific vessels, and general sightseeing. The future commercial uses planned within and around the proposed harbor will be subject to separate Coastal Development Permit applications to be submitted later.

Coastal Development Permit 5-96-124 was issued on November 13, 1996, and work commenced shortly thereafter. Construction of the approved harbor is currently underway. Shoreline Lagoon has been drained and the approved harbor seawall is being constructed. Shoreline Park is currently closed to public use and is scheduled to be reopened in the summer of 1998 after reconstruction.

On July 9, 1997, Coastal Development Permit 5-96-124 was amended approving minor revisions to the construction methods used in the approved project. Amendment 5-96-124-A1, a minor amendment, approved a revised method for dewatering the lagoon during construction of the bulkhead foundation and wall for Rainbow Harbor. Instead of using 36" culverts under the temporary dam at the harbor entrance to drain the lagoon, the contractor is using pumps and hoses to dewater the lagoon. The same method is being used to dewater the habitat mitigation project site. Amendment 5-96-124-A1 also approved a change in the use of 109,000 cubic yards of upland soil excavated from the Golden Shore habitat mitigation site. Instead of using the material for beach replenishment, it is being used as fill within the Queensway Bay construction and other projects because it was determined to be incompatible with the previously approved beach deposition site.

The currently proposed amendment (5-96-124-A2) proposes minor revisions and adds specific details to the previously approved plans for the harbor esplanade and the reconstruction of Shoreline Park. The specific details for which plans have been developed since the original approval include two public restrooms, a concession building, three tensile structures, a lighthouse, a water feature, informational signs, and light standards (Exhibits #5-14).

One of the revisions proposed by the amendment is a revised plan for the previously approved "Fisherman's Circle". The City now proposes the construction of Pierpoint Landing in place of the previously approved Fisherman's Circle. Pierpoint Landing is proposed as a recreational facility to serve people who depart from the proposed harbor on fishing excursions (Exhibit #6). Pierpoint Landing, which is proposed to be covered by one of the three proposed tensile structures, will contain one of the two proposed public restrooms, the proposed snack bar concession with a 1,577 square foot seating area, a ticket window and offices for sportfishing and whale watching excursions, and a refrigerator/freezer for the public to store the fish caught on their excursions (Exhibit #6, p.2).

Another revision included in the proposed amendment is an updated plan for the reconstruction of Shoreline Park. The updated plan for the park includes a fifteen foot high lighthouse on Lighthouse Point (formerly referred to as Promontory Point) and a public restroom (Exhibits #8-10). The plans for the proposed public restroom have been submitted for compliance with special

condition two of Coastal Development Permit 5-96-124 which states:

Public Restrooms

The City shall provide public restroom facilities in Riverfront Park (now called Shoreline Park). Either temporary or permanent restroom facilities shall be available for public use when Riverfront (Shoreline) Park officially opens, and thereafter. The City shall install permanent restroom facilities in Riverfront (Shoreline) 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 proposed amendment also includes the construction of two tensile structures in addition to the one proposed at Pierpoint Landing. One of the three proposed tensile structures is located at the end of the Pine Avenue Pier (Exhibit #11). The proposed 54 foot high structure, which resembles a ship's sail, will provide shade and is an important architectural element of the maritime theme in the new harbor. The third proposed tensile structure will replace the existing "birdcage" structure which currently covers the stairway located at the terminus of the Promenade near Shoreline Wharf (Exhibits #5&12).

The proposed amendment also includes some minor revisions to the previously approved plans for Pine Avenue Pier and Shoreline Wharf (Exhibit #5). The proposed revisions to the Pine Avenue Pier plan are minor and include a small reduction in the size of the pier and the addition of a floating dock and gangway on its west side for the berthing of the tall ship "Californian", the official ship of the State, in its new home-port Rainbow harbor (Exhibit #5). The afore-mentioned addition of a tensile structure at the end of Pine Avenue Pier is also a small change to the previously approved plan.

The proposed revision to the Shoreline Wharf plan involves the construction of a floating dock connection between the existing floating docks and the previously approved water taxi dock in the water near the terminus of the Promenade (Exhibit #5).

The proposed construction of a water feature on the harbor esplanade is also part of the proposed amendment. A water fountain comprised of a main central fountain and two secondary fountain arms is proposed to be built in the Aquarium Plaza area in front of the Long Beach Aquarium of the Pacific (Exhibit #7).

Finally, the amendment includes the placement of informational signs and light standards throughout the harbor area and Shoreline Park (Exhibits #13&14).

B. Queensway Bay Plan

The development approved by Coastal Development Permit 5-96-124 implements part of the Queensway Bay Plan. The Queensway Bay Plan is the City's plan to

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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. The central component of the plan is Rainbow Harbor (formerly referred to as 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 #5). The Queensway Bay Plan will be constructed in phases. The first phase, already nearing completion, 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, Rainbow Harbor and a newly reconstructed Shoreline Park, are the subject of this amendment application. Future phases, not yet applied for and not included in this application, involve the provision and construction of privately financed commercial enterprises in and around the approved harbor.

The development approved by Coastal Development Permit 5-96-124 involved three different sites, however, only the Shoreline Park area (including Rainbow Harbor) is affected by the proposed amendment. Neither the Golden Shore public boat launch site or the public beach are affected by amendment request 5-96-124-A2.

Shoreline Park and Rainbow Harbor are 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.

Rainbow Harbor is situated at the foot of Pine Avenue on the land and water area formerly occupied by Shoreline Park and Shoreline Lagoon (Exhibit #3). 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. When completed, the proposed harbor will be encircled by a 2,000 foot long seawall topped with a two-level public esplanade, a fishing center (Pierpoint Landing), and a reconstructed Shoreline Park (Exhibit #5). A public plaza area will provide a transition between the harbor esplanade and the entrance of the Long Beach Aquarium of the Pacific. Stairs and ramps will connect the two levels of the harbor esplanade.

The actual water area within the proposed harbor will be occupied by ten floating docks, varying from 50 to 150 feet in length, and the 200 foot long public Pine Avenue Pier located at the end of Pine Avenue. Gangways will connect the lower harbor esplanade to the floating docks. The 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 (See special condition six).

During construction of the proposed harbor, the City has closed Shoreline Park to public use. The regional bicycle route has been rerouted around the project until the park is reopened. Construction is expected to continue at least until the summer of 1998.

Once the approved dredging and excavation for the harbor has been completed, and the harbor seawall and esplanade are near completion, the City will commence reconstruction of Shoreline Park. The work approved 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.

Vehicular access to the reconstructed park will be provided by Aquarium Road and the southern park entrance road (Exhibit #3). The existing southern park entrance road provides access to the south portion of the park underneath the Queensway Bridge. A new 150 space metered public parking lot will provide parking for park visitors.

The proposed reconstruction of the park also includes a "beach garden" on the southern edge of the proposed harbor (Exhibit #5). The proposed beach garden, a sandy play area for children and grown-ups, is located between the harbor's rock revetment and the public esplanade leading to Lighthouse Point (formerly referred to as Promontory Point) and the harbor entrance. Because the sandy play area ends at the rock revetment it is not an actual beach. No water contact recreation is proposed within the harbor area.

Lighthouse Point, proposed to be located at the eastern end of the peninsula near the harbor entrance, and the remainder of Shoreline Park will be landscaped for public recreation (Exhibit #5). The existing fishing piers on the Los Angeles River will be preserved.

Near the northeastern edge of the harbor, a multi-modal transportation center will be constructed in 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 will dock next to the transportation center at Shoreline Wharf for on-water transportation options (Exhibit #5).

C. Downtown Shoreline Area History

Rainbow Harbor and Shoreline Park are located in the Downtown Shoreline area of Long Beach (Exhibit #2). 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 #4). 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 (closed for reconstruction), Rainbow Harbor (under construction), the Long Beach Aquarium of the Pacific (nearing completion), Catalina Landing, and the Golden Shore Habitat Mitigation Park (under construction) (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 #3).

Both Rainbow Harbor and Shoreline Park are located on state-owned public tidelands which are administered by the City. Because they 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 proposed project is located on 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 #4).

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 habitat mitigation site 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

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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 a region serving waterfront recreation area which, when reopened after reconstruction, will provide 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.

More recently, the City has developed a plan for the redevelopment of the Downtown Shoreline area of Long Beach which emphasizes tourism and coastal related recreation. The Queensway Bay Plan is the City's plan to create a major waterfront attraction in the downtown shoreline area of Long Beach to provide affordable recreation and entertainment for local residents and area visitors. 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. The central components of the plan are the Long Beach Aquarium of the Pacific and Rainbow 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 #5). 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 #3).

Coastal Development Permit 5-96-268 (City of Long Beach), approved by the Commission on February 6, 1997, permits the construction of a 1,471 space parking structure on the state tidelands located directly north of the Long Beach Aquarium of the Pacific (Exhibit #5).

In regards to the City's future plans for the Downtown Shoreline area, the Queensway Bay Plan includes a proposal to develop privately financed

commercial uses around Rainbow Harbor as part of an expansion of the Shoreline Village shopping center. Some existing park areas are proposed to be converted to commercial uses. 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.

D. 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 harbor, with its emphasis on recreational boating opportunities, is in conformance with the Chapter 3 policies of the Coastal Act.

The development and revisions proposed by this amendment will have no negative effects on the public access and recreation opportunities that will be provided by the approved harbor and Shoreline Park project. The proposed development and revisions are consistent with the Coastal Act, the certified LCP, and the Commission's original approval of Coastal Development Permit

5-96-124 and its special conditions. The special conditions of Coastal Development Permit 5-96-124, which apply to the development previously approved as well as all development approved by this amendment, 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.

The new development proposed by the amendment and the proposed revisions to the previously approved project will improve the public's ability to access the sea by providing additional amenities within Rainbow Harbor and Shoreline Park including restrooms, a snack bar, facilities to support recreational fishing, and signs informing the public of the various recreational opportunities. The proposed project, as amended, will increase the public's options for interfacing with the coastal environment and by providing improved public recreation areas in Shoreline Park and Rainbow Harbor.

The primary public access and recreation issue involved with the proposed project is the reconstruction of Shoreline Park, including the construction of the new harbor. Shoreline Park, a region serving waterfront park, has provided the public with excellent coastal access and recreation opportunities since 1983. The previously approved permit (5-96-124) allows the demolition and reconstruction of Shoreline Park, and the conversion of Shoreline Lagoon into Rainbow Harbor. The work already approved 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. The additional work and revisions proposed by this amendment request include an updated plan for the reconstruction of Shoreline Park including a lighthouse on Lighthouse Point (formerly referred to as Promontory Point) and a public restroom (Exhibits #8-10).

The proposed new public restroom in Shoreline Park will replace the one which was demolished as part of the park reconstruction project approved by Coastal Development Permit 5-96-124. Special condition two of Coastal Development Permit 5-96-124 requires that the City provide permanent restroom facilities in Shoreline Park. 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.

The proposed amendment also adds specific construction details to the previously approved plans for the Rainbow Harbor esplanade. Coastal Development Permit 5-96-124 approves the construction of both the harbor and the two-level public esplanade around the proposed harbor. The proposed amendment includes new detailed plans for the improvement of the esplanade with landscaping, lighting and signage. The public esplanade which encircles the proposed harbor will provide pedestrian access and connections between the promenade, Pine Avenue, the aquarium, fisherman's area, and Shoreline Park. Sections 30211 and 30212 of the Coastal Act specifically require that public access be provided to the coast and along the shoreline.

The proposed amendment also contains a revised plan for the previously approved "Fisherman's Circle" area of the esplanade. The new plan proposes the construction of Pierpoint Landing in place of the previously approved Fisherman's Circle (Exhibit #6). The recreational uses proposed at Pierpoint Landing are the same uses that were previously approved at Fisherman's Circle. As proposed in the amendment, Pierpoint Landing is a recreational facility serving the persons who fish in the park or from the harbor fishing vessels which will take people from the proposed harbor on fishing excursions. The proposed Pierpoint Landing element of the project is consistent with the Commission's previous approval of a fishing facility at the harbor and is consistent with the public access and recreation policies of the Coastal Act.

Pierpoint Landing, which is covered by one of the three proposed tensile structures, contains one of the two public restrooms proposed by the amendment. Pierpoint Landing also contains a proposed snack bar concession with a 1,577 square foot seating area, a ticket window and offices for sportfishing and whale watching excursions, and a refrigerator/freezer for the public to store the fish caught on their excursions (Exhibit #6, p.2). Pierpoint Landing is located between the Long Beach Aquarium of the Pacific and the proposed "beach garden" in Shoreline Park (Exhibit #5).

As approved by Coastal Development Permit 5-96-124, the "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 Lighthouse Point and the harbor entrance (Exhibit #5). Because the sand stops at the rock revetment, it is not an actual beach and there will be no water contact recreation. Safety concerns dictate that water contact activities in the harbor, such as swimming or wading, are not consistent with the recreational boating activities planned in Rainbow Harbor.

Finally, the Commission finds that the proposed development and revisions described in this amendment are consistent with the public access and recreational policies of the Coastal Act.

E. 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.

Coastal Development Permit 5-96-124 approved the construction of Rainbow Harbor and the reconstruction of Shoreline Park. No commercial uses were approved in that permit. The parking for Shoreline Park is provided by the 150 space parking lot included in the previously approved plan (Exhibit #5).

The only development proposed by the amendment which could generate any additional demand for parking is the proposed snack bar concession which is part of the proposed Pierpoint Landing component. No other commercial uses are proposed or permitted by this amendment. Special condition six of Coastal Development Permit 5-96-124 clearly states that any other 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. A large parking reservoir for the future uses will be provided within the 1,471 space parking structure approved by Coastal Development Permit 5-96-268.

The 1,471 space parking structure permitted by Coastal Development Permit 5-96-268 is currently under construction. This parking reservoir will provide adequate parking for any additional demand generated by the snack bar concession proposed by this amendment. However, any additional demand for parking generated by the proposed snack bar concession will be negligible because its customer base will be customers who are already at the harbor or in Shoreline Park for other recreational or commercial uses. Very few people are likely to drive down to the harbor just to go to the proposed snack bar.

In any case, up to this date the only obligation of the 1,471 space parking structure permitted by Coastal Development Permit 5-96-268 is to provide at least 625 parking spaces to meet the estimated parking demand of the Long Beach Aquarium of the Pacific. Therefore, there will be more than enough parking supplied within the parking structure to ensure that the approval of the proposed snack bar does not negatively impact the public's ability to access the coast. As proposed, the amendment is consistent with Section 30252 of the Coastal Act.

F. Future Uses

As previously stated, the only commercial use proposed as part of this application is the snack bar concession. 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, including all fishing excursion operators. The fishing excursion operators may use the Pierpoint Landing facilities to sell tickets and operate their businesses only if they apply for and receive a Coastal Development Permit or amendment from the Commission. This requirement applies to all commercial boat operators and concessions that plan to operate in and around Rainbow Harbor. This requirement is clearly stated in special condition six of Coastal Development Permit 5-96-124:

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.

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. 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.

G. Marine Resources

The proposed project is located 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.

Coastal Development Permit 5-96-124 permitted extensive development in and adjacent to coastal waters, including dredging and filling activities. Numerous mitigation measures were required in order to ensure that the permitted project was the least environmentally damaging alternative as required by the Coastal Act. The proposed amendment, which proposed only minor revisions to the originally approved development, does not involve any additional development in coastal waters although it does include modifications to previously approved docking facilities at Shoreline Wharf and Pine Avenue Pier. The proposed modifications will not negatively impact marine resources. Therefore, the proposed amendment is consistent with the marine resource policies of the Coastal Act.

H. 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 development approved by Coastal Development Permit 5-96-124 was found to be consistent with Section 30251 of the Coastal Act because it will not adversely affect the public's view to or along the ocean and will provide improved public viewing areas.

The development proposed by this amendment, including a proposed lighthouse

and three tensile structures, will also not negatively impact public views or scenic resources. The proposed lighthouse is located on Lighthouse Point (formerly referred to as Promontory Point), a small rise within Shoreline Park (Exhibit #5). The public park area on Lighthouse Point will provide excellent opportunities for the public to view the surrounding coastal area, including the Queen Mary which sits directly across Queensway Bay from Shoreline Park.

Two of the three proposed tensile structures are located where structures already exist (end of promenade) or where a structure has already been approved (fisherman's circle). The third tensile structure is proposed at the end of Pine Avenue Pier. The tensile structures, with their large sail-like designs, will contribute to the maritime theme of the area and will have no negative impact on scenic resources.

In addition, the approved public esplanade proposed around Rainbow Harbor will provide improved public views of the area. The public esplanade will also give a visual cue to the public that access to the proposed Lighthouse Point in Shoreline Park is available for viewing the ocean and coastal areas. The development proposed by the amendment will not negatively affect the public viewing areas and views.

Therefore, because the development proposed by the amendment maintains the existing views to and along the ocean, and protects the previously approved public viewing areas, the proposed amendment will not adversely affect visual quality of the area and is consistent with Section 30251 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 Queensway Bay Plan, which includes Rainbow Harbor and Shoreline Park, is part of the certified LCP. The certified LCP also contains specific policies which address the implementation of the Queensway Bay Plan. The proposed amendment is consistent with all 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 amendment has been found to be consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been mitigated by the special conditions of Coastal Development Permit 5-96-124. 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.

9168F:CP

Appendix A

Special conditions of Coastal Development Permit 5-96-124.

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 the 8/22/96 staff report.

2. Public Restrooms

The City shall provide public restroom facilities in Shoreline Park (formerly referred to as Riverfront Park). Either temporary or permanent restroom facilities shall be available for public use when Shoreline Park officially opens, and thereafter. The City shall install permanent restroom facilities in Shoreline 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 Shoreline Park (formerly referred to as 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 Rainbow (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 Rainbow (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 Rainbow (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. Rainbow (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. However, ...

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

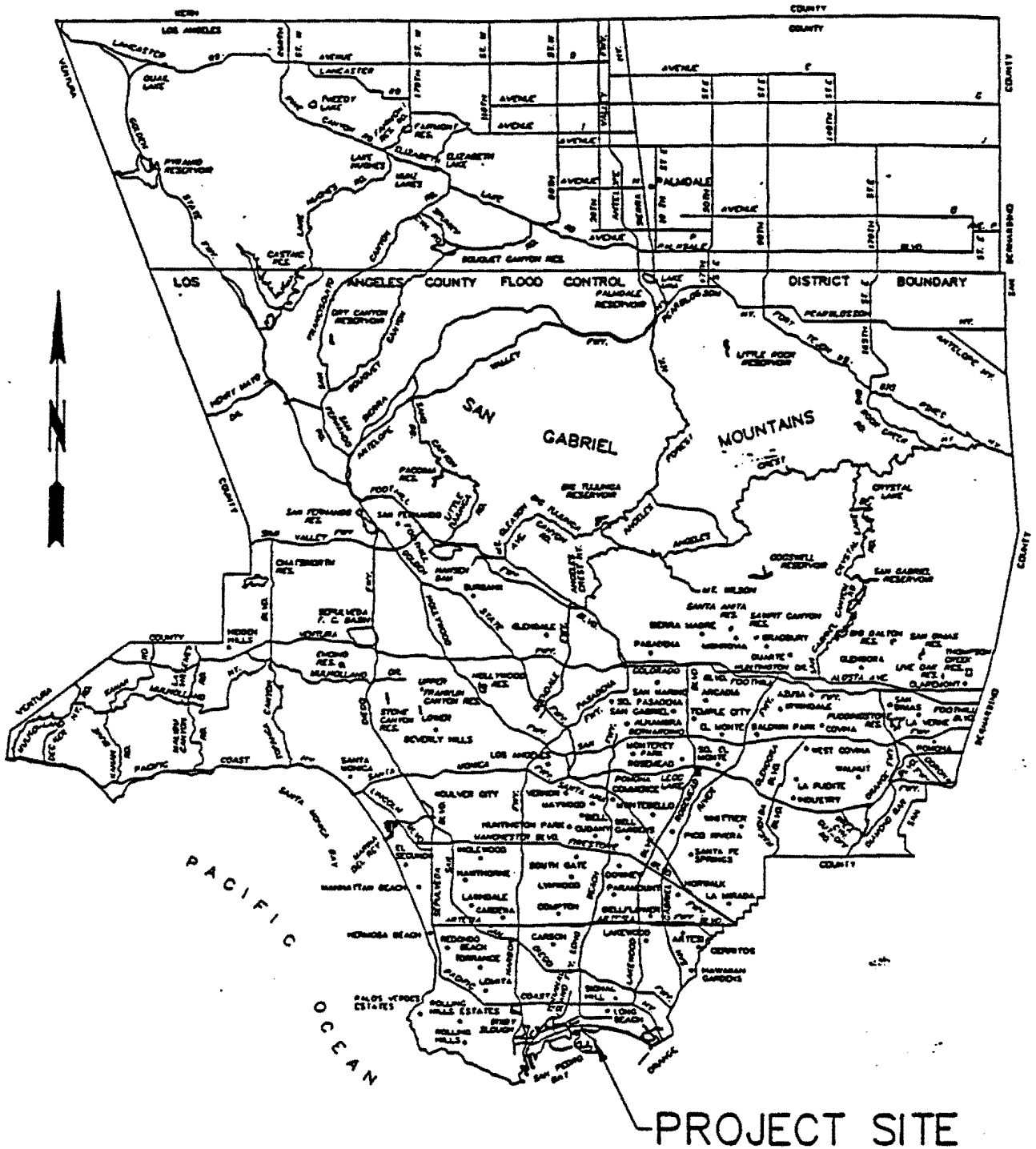
Prior to the issuance of the Coastal Development Permit, the City shall submit for review and approval by the Executive Director, final plans for the proposed harbor and habitat mitigation site which have been reviewed and approved for structural soundness and safety by a qualified engineer. The submitted 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.



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-A2

EXHIBIT # 1

PAGE 1 OF 1

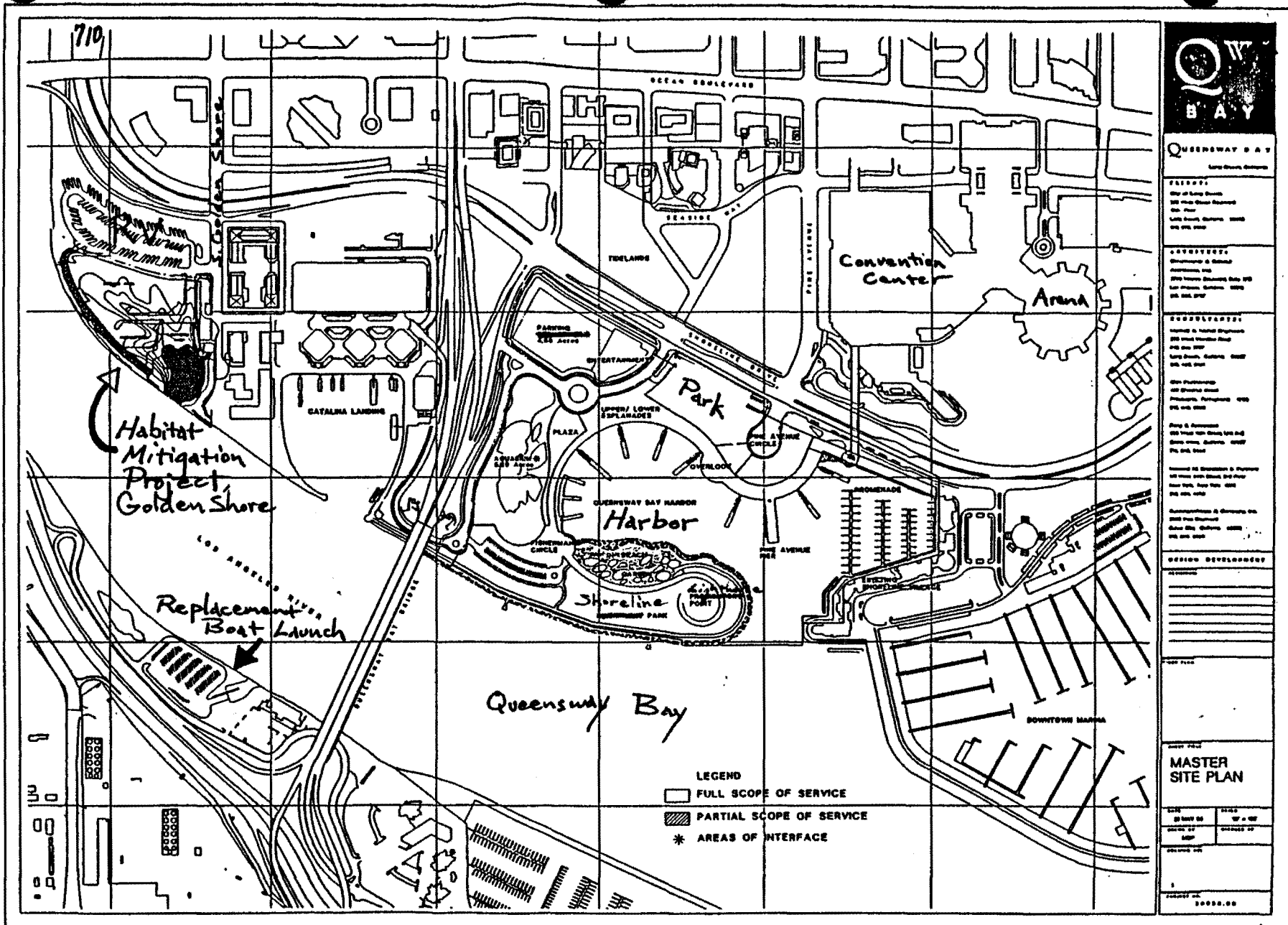
City of Long Beach



Project
Site

COASTAL COMMISSION
5-96-124-A2

EXHIBIT # 2
PAGE 1 OF 1



QUEENSWAY BAY

Local Board, District

PLANNING
 City of Long Beach
 100 West Ocean Boulevard
 9th Floor
 Long Beach, California 90802
 562-595-1000

ARCHITECTURE
 Skidmore, Merrill & Smith
 100 West Ocean Boulevard
 10th Floor
 Long Beach, California 90802
 562-595-1000

ENGINEERING
 Hubert & Hubert Engineers
 100 West Ocean Boulevard
 10th Floor
 Long Beach, California 90802
 562-595-1000

LANDSCAPE ARCHITECTURE
 Hillier Associates
 100 West Ocean Boulevard
 10th Floor
 Long Beach, California 90802
 562-595-1000

PLANNING & ANALYSIS
 Hillier Associates
 100 West Ocean Boulevard
 10th Floor
 Long Beach, California 90802
 562-595-1000

DESIGN & CONSTRUCTION
 Hillier Associates
 100 West Ocean Boulevard
 10th Floor
 Long Beach, California 90802
 562-595-1000

CONSTRUCTION & MAINTENANCE
 Hillier Associates
 100 West Ocean Boulevard
 10th Floor
 Long Beach, California 90802
 562-595-1000

DESIGN DEVELOPMENT

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Downtown Shoreline Area
 &
 Queensway Bay

COASTAL COMMISSION

5-96-124-A2

EXHIBIT # 3

PAGE 6 OF 1

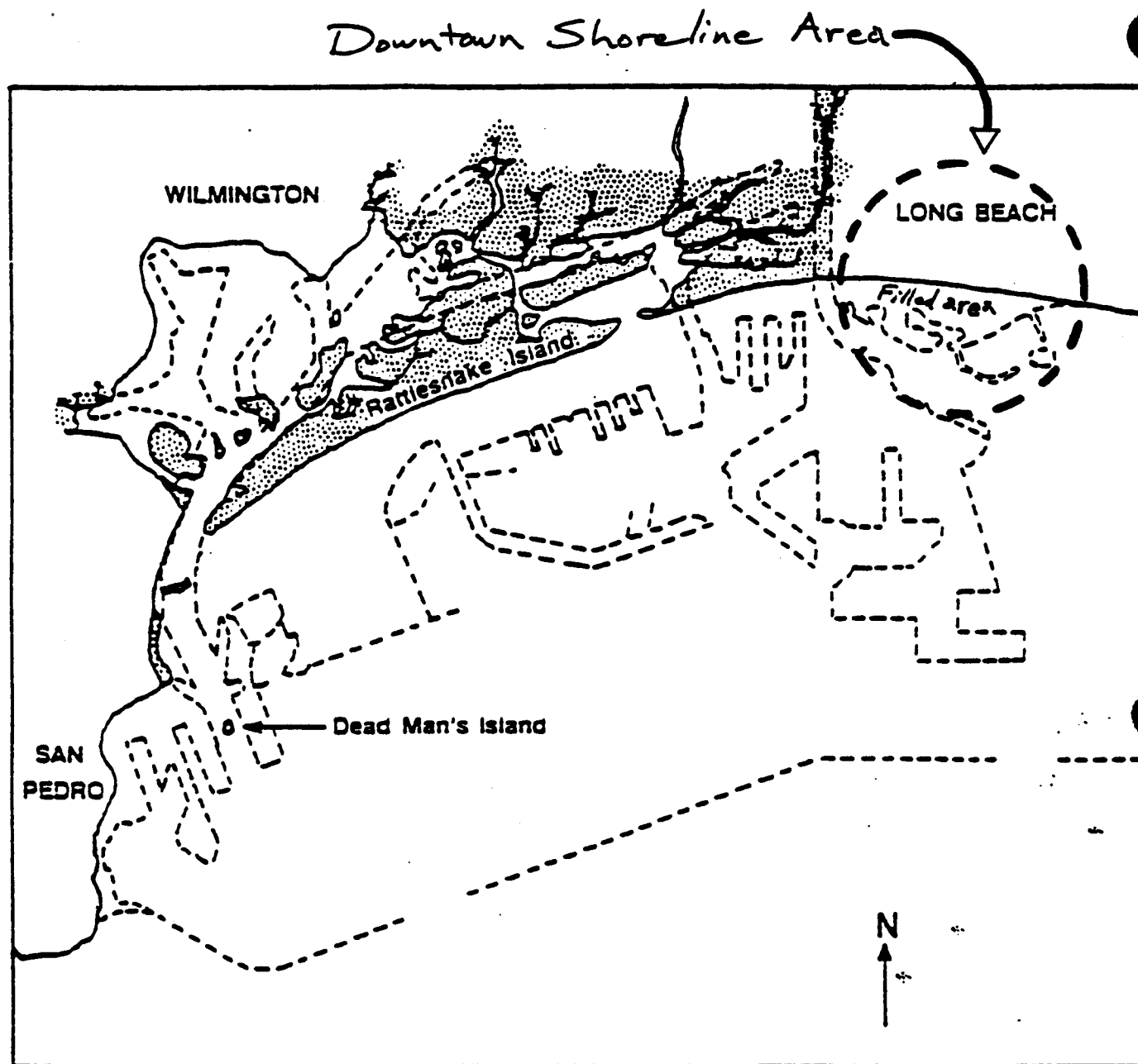


Figure 1-2. Los Angeles-Long Beach Harbor in the 1800s with present shoreline superimposed. Queensway Bay, 1994.

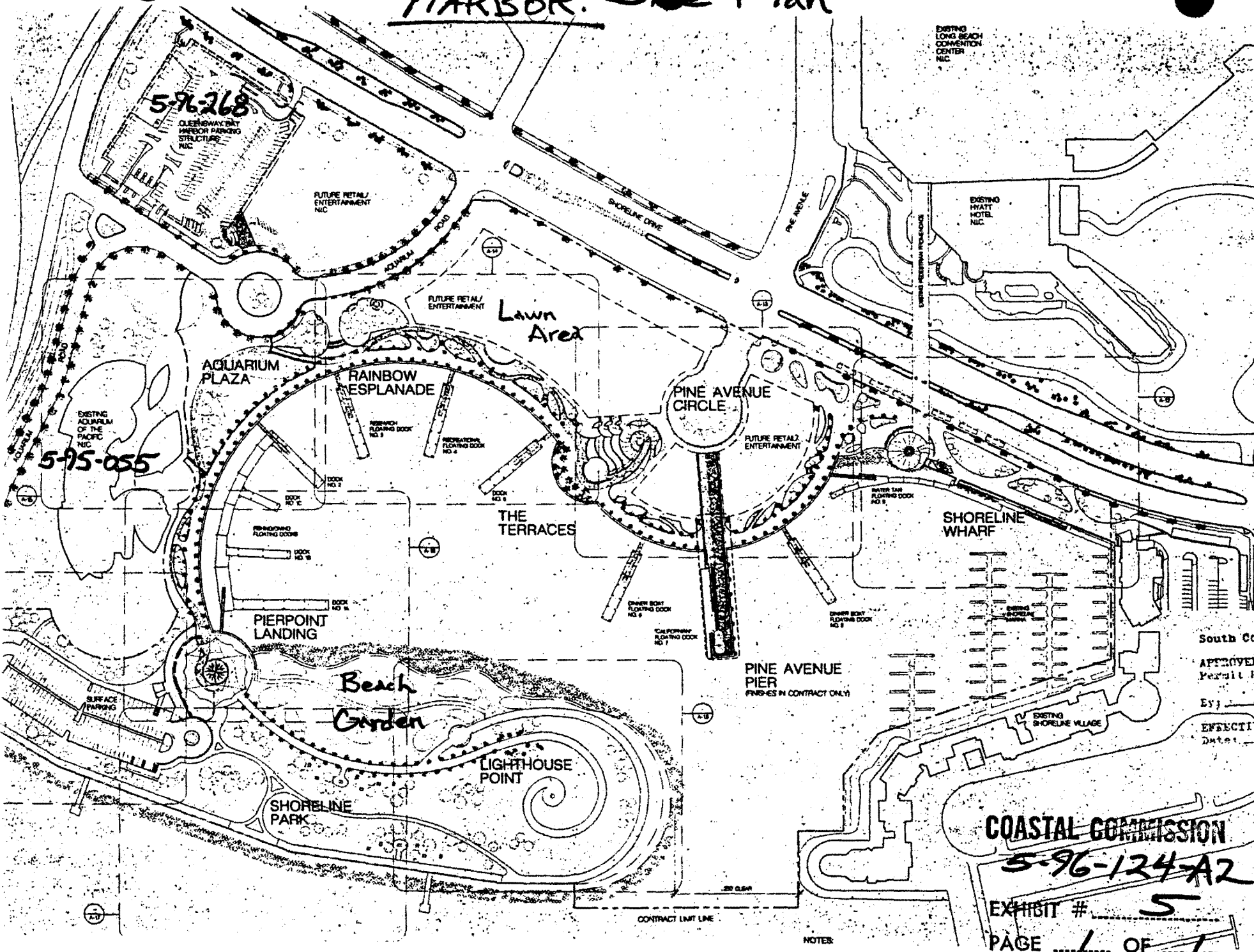
COASTAL COMMISSION

5-96-124-A2

EXHIBIT # 4

PAGE 1 OF 1

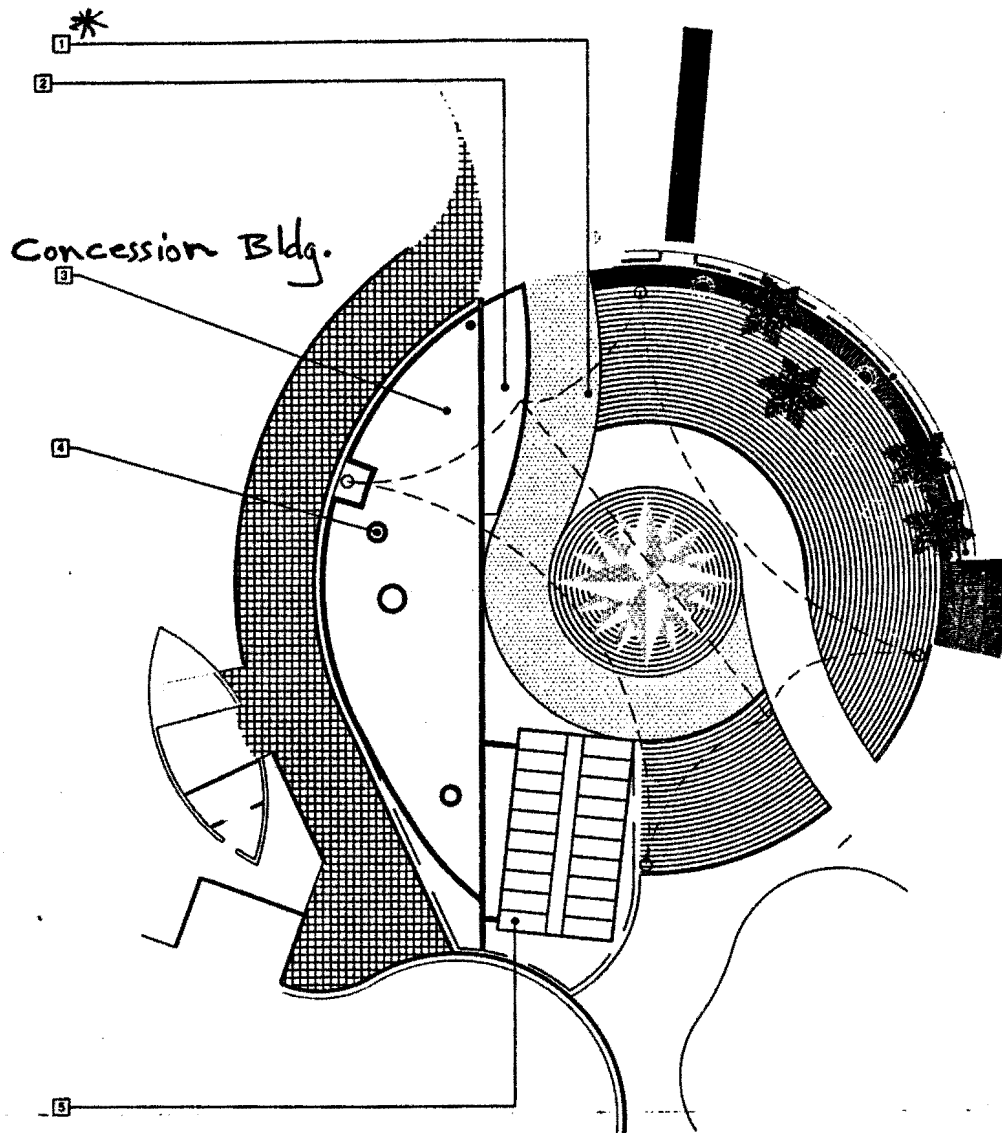
HARBOR: SITE Plan



B	
QUEEN	
CLIENT: City of Long Beach 200 West Coast 10th Floor Long Beach, Ca 562-570-5925	
ARCHITECT: Brennan & Associates, Inc. 3780 Wilshire Blvd. Los Angeles, Ca 213-545-2787	
CONSULTANT: Moffatt & Nott 250 West Main Long Beach, Ca 562-438-6881	
City Planner: 421 Chestnut St. Pasadena, Ca 915-440-0030	
Engineer & Architect: 200 West 10th Costa Mesa, Ca 714-845-8444	
Lighting Design: 1234 East Sun Long Beach, Ca 562-688-5843	
Sanitation/Proc: 6000 Warner Dr. Claremont, Ca 915-888-3888	
CONTRACTOR: South Coast Construction	
APPROVED: Permit No. 5-96	DATE:
BY:	EFFECTIVE DATE:
COASTAL COMMISSION 5-96-124-A2 EXHIBIT # 5 PAGE 1 OF 1	

LEGEND OF KEY NOTES

- 1 TENSILE STRUCTURE BY OTHERS *
- 2 PATIO WITH LOW WALL
- 3 OFFICES, STORAGE, CONCESSIONS, PUBLIC RESTROOMS
- 4 ROOF MOUNTED MECHANICAL EQUIPMENT
- 5 BAIT, TACKLE AND TICKETING



PLOT PLAN, ROOF PLAN SC: 1/16" = 1'-0"

RECEIVED
JUN 20 1997

CALIFORNIA
COASTAL COMMISSION

LONG BEACH ANGLERS

PIERPOINT
LANDING

QUEENSWAY BAY
CITY OF LONG BEACH

MICHAEL
PATRICK
PORTER
ARCHITECT

2817 LAFAYETTE AVENUE
NEWPORT BEACH, CALIFORNIA
92663

PH 714-875-8215
FAX 714-875-5710
E-MAIL: mpparch@aol.com

DATE 6/12/97
SCALE 1/8" = 1'-0"
DRAWN JR
JOB 97105

PAGE NO.

A.1

COASTAL COMMISSION

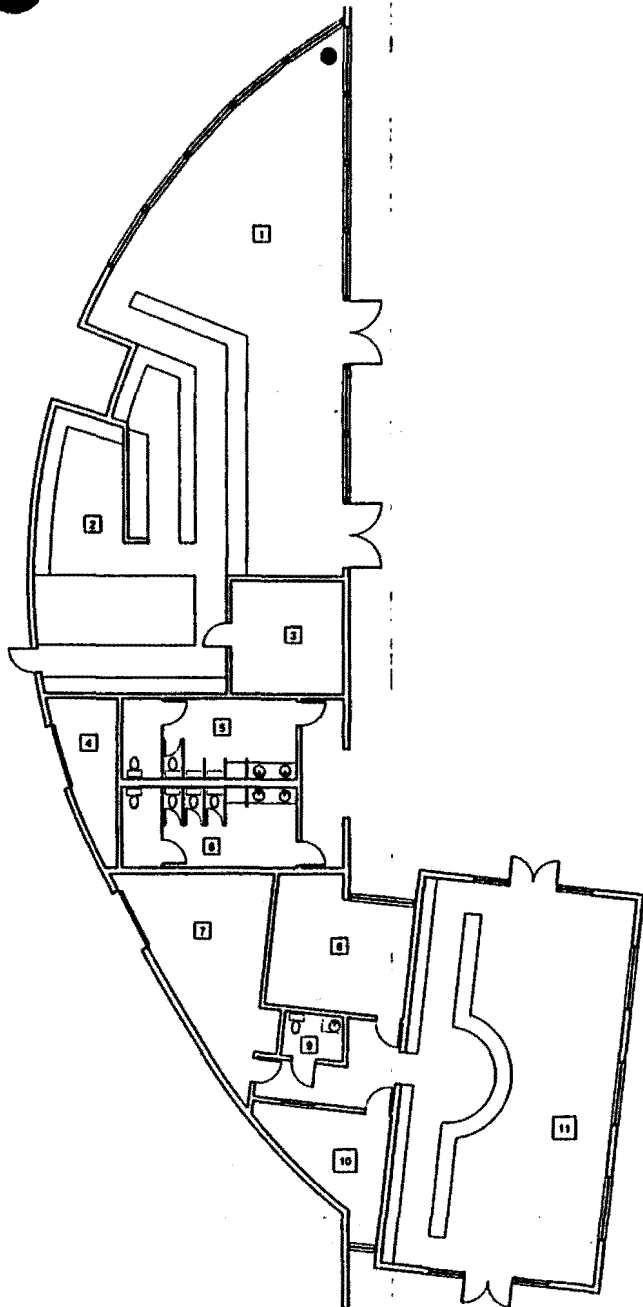
5-96-124-A2

EXHIBIT # 6

PAGE 1 OF 6

Pierpoint Landing
Exhibit # 6

FLOOR PLAN



LEGEND OF KEY NOTES

- 1 DINING
- 2 KITCHEN
- 3 FREEZER
- 4 STORAGE
- 5 MENS ROOM
- 6 WOMENS ROOM
- 7 STORAGE
- 8 OFFICE
- 9 BATHROOM
- 10 OFFICE
- 11 BAIT/TACKLE/TICKETING

Concession Building

PROJECT DESCRIPTION:

The Long Beach Anglers propose a sportfishing, whale watching and harbor cruise center, contained within a structure of 5,187 square feet. The uses within the building include:

a.	Bait, tackle and ticketing:	1,284 sf
b.	Offices and storage for Long Beach Anglers:	970 sf
c.	Public restrooms:	586 sf
d.	Food concession: (with a net public area of 1,057 sf)	2,347 sf
e.	Outdoor eating area (for the consumption of on-site beer and wine):	520 sf

The structure is single story with heights varying from a minimum of 12' - 6" above the building pad to a maximum of 28' - 0" above the building pad.

COASTAL COMMISSION

EXHIBIT # 6
PAGE 2 OF 6

LONG BEACH ANGLERS

PIERPPOINT
LANDING

QUEENSWAY BAY
CITY OF LONG BEACH

MICHAEL
PATRICK
PORTER
ARCHITECT

2817 LAFAYETTE AVENUE
NEWPORT BEACH, CALIFORNIA
92663

PH 714-875-5215
FAX 714-875-5710
E-MAIL: mpparch@aol.com

DATE 9/12/97

SCALE 1/8" = 1' - 0"

DRAWN JR

JOB 97105

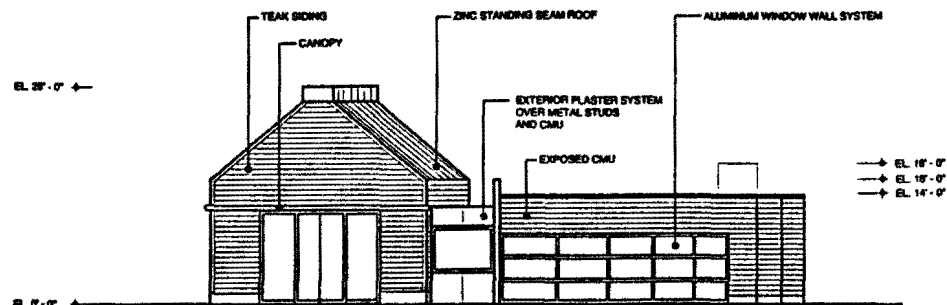
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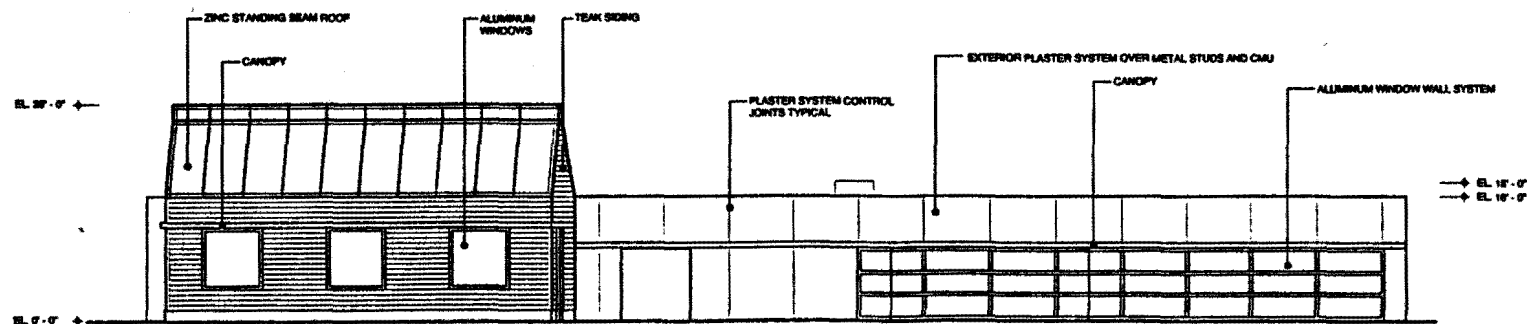
LONG BEACH ANGLERS

PIERPOINT LANDING

QUEENSWAY BAY
CITY OF LONG BEACH



NORTH ELEVATION SC. 1/8" = 1'-0"



EAST ELEVATION SC. 1/8" = 1'-0"

MICHAEL
PATRICK
PORTER
ARCHITECT

2817 LAFAYETTE AVENUE
NEWPORT BEACH, CALIFORNIA
92663

PH 714-675-5215
FAX 714-675-5710
E-MAIL: mporter@aol.com

DATE 8/12/97

SCALE 1/8" = 1'-0"

DRAWN JR

JOB 87165

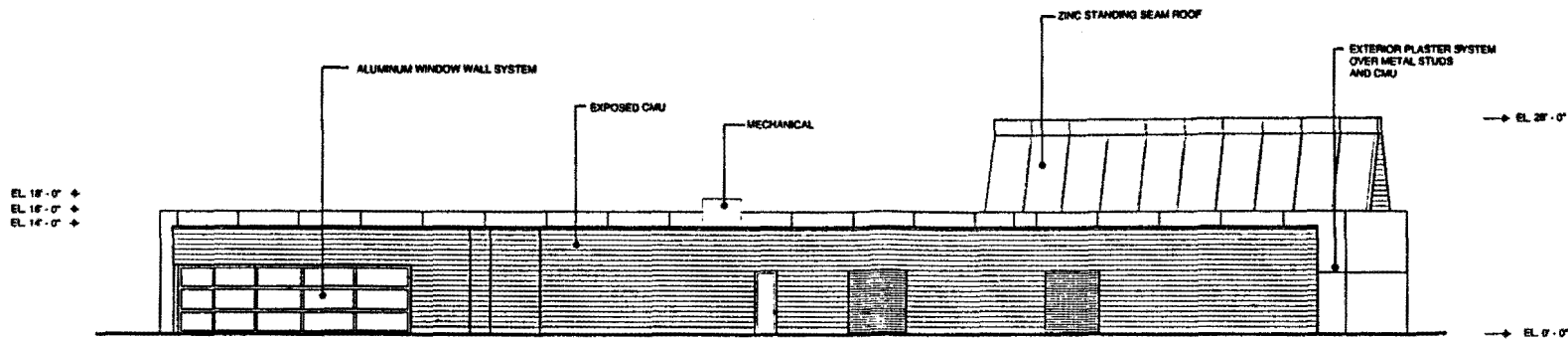
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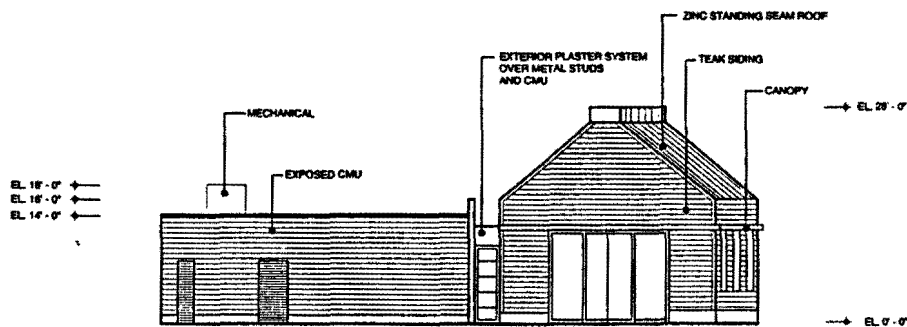
COASTAL COMMISSION

EXHIBIT # 6

PAGE 3 OF 6



SOUTH ELEVATION SC: 1/8" = 1'-0"



WEST ELEVATION SC: 1/8" = 1'-0"

LONG BEACH ANGLERS

PIERPOINT LANDING

QUEENSWAY BAY
CITY OF LONG BEACH

MICHAEL
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2817 LAFAYETTE AVENUE
NEWPORT BEACH, CALIFORNIA
92663

PH: 714-675-5215
FAX: 714-675-5710
E-MAIL: mpparch@aol.com

DATE 6/12/97

SCALE 1/8" = 1'-0"

DRAWN JR

JOB 97105

SHEET

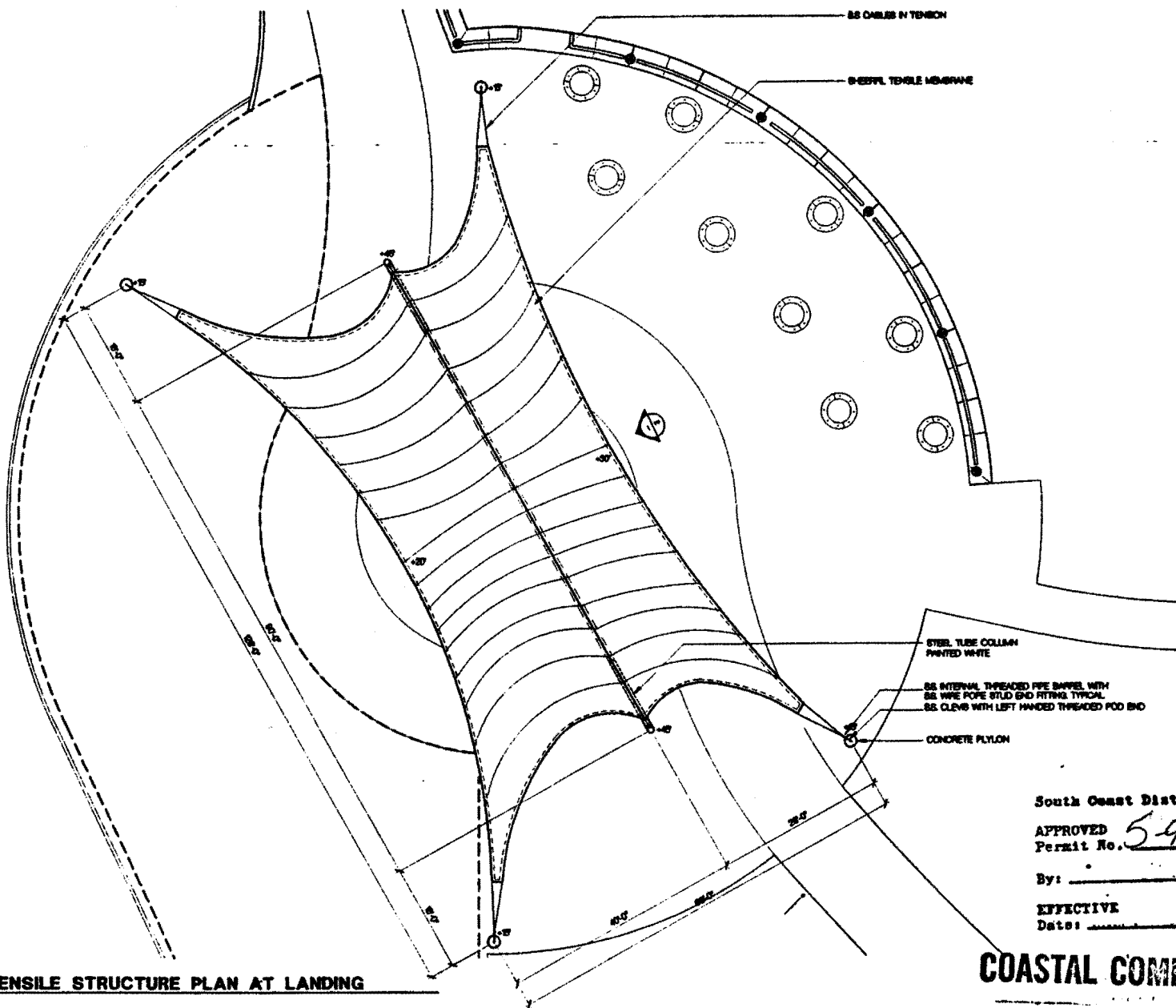
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COASTAL COMMISSION

EXHIBIT # 6

PAGE 4 OF 6

Tensile Structure - Pierpoint Landing



① TENSILE STRUCTURE PLAN AT LANDING

South Coast District Utility

APPROVED
Permit No. 5-96-124A

By: _____

EFFECTIVE
Date: _____

COASTAL COMMISSION

ARCHITECT:
Shorelands & Seaside
Architects, Inc.
2700 Wilshire Boulevard, Suite 120
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213. 555. 2707

CONSULTANTS:
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280 West Warden Road
Long Beach, California 90807
562. 435. 9901

City Partnership
421 Chestnut Street
Philadelphia, Pennsylvania 19106
215. 442. 8880

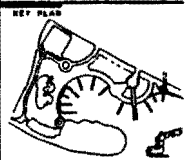
Peng & Associates
200 West 18th Street, LRB A-2
Cape Mass, California 94027
714. 942. 9444

Lighting Design Alliance
1204 East Sunset Street
Long Beach, California 90805
562. 595. 8040

Business/Protein & Company, Inc.
2500 Warner Drive
Culver City, California 90230
310. 555. 8888

CONSTRUCTION DOCUMENT

REVISIONS:



SHEET TITLE

**TENSILE
STRUCTURE
AT LANDING**

DATE 18 JAN 1987	SCALE 1/8" = 1'-0"
DRAWN BY CBL	CHECKED BY OLK
DRAWING NO. S-4082	SHEET 1
PRODUCTION NO. 41903	S-NO. S-4082

A-5.1

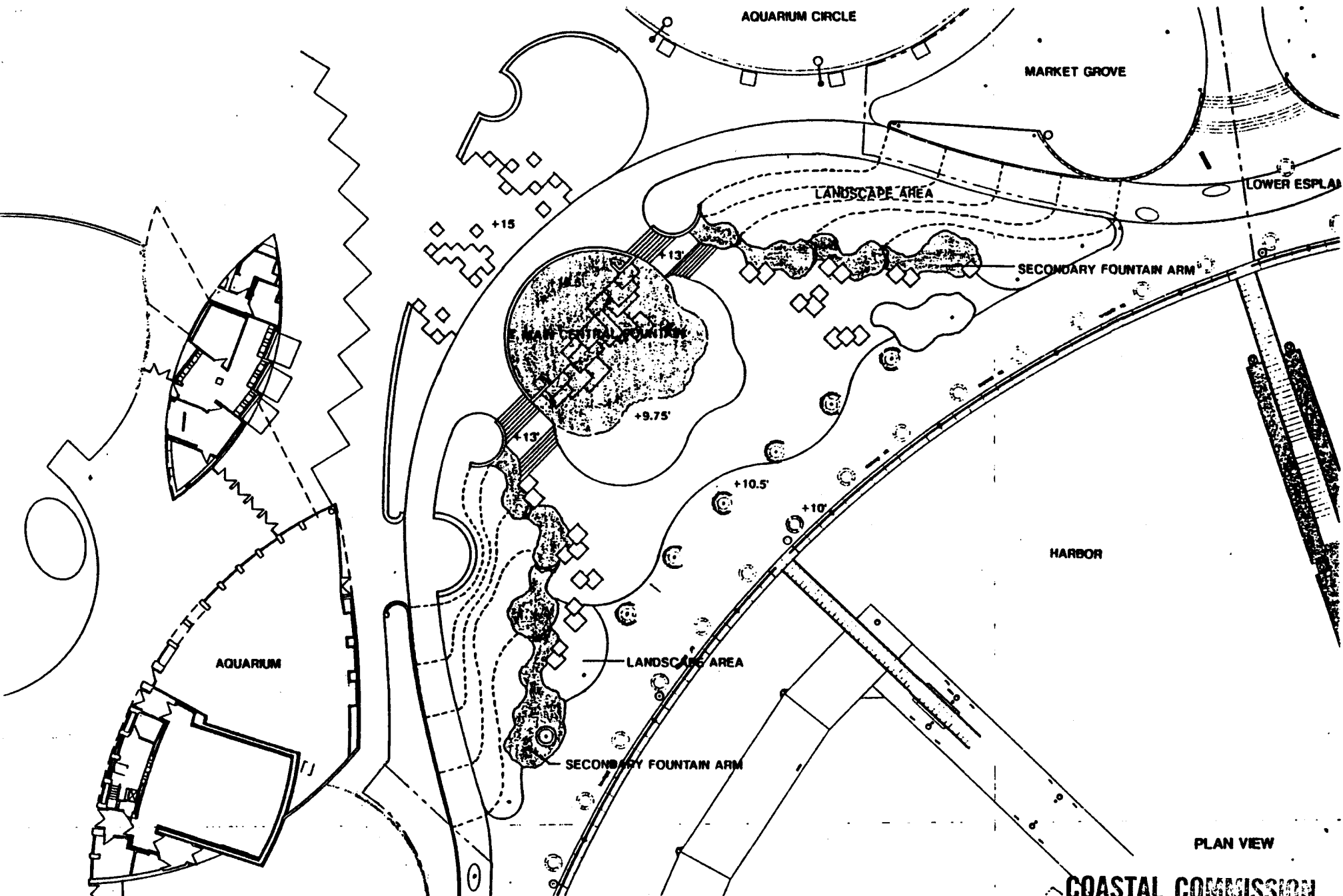
PROJECT NO.
20528.00

EXHIBIT # 6

PAGE 5 OF 6



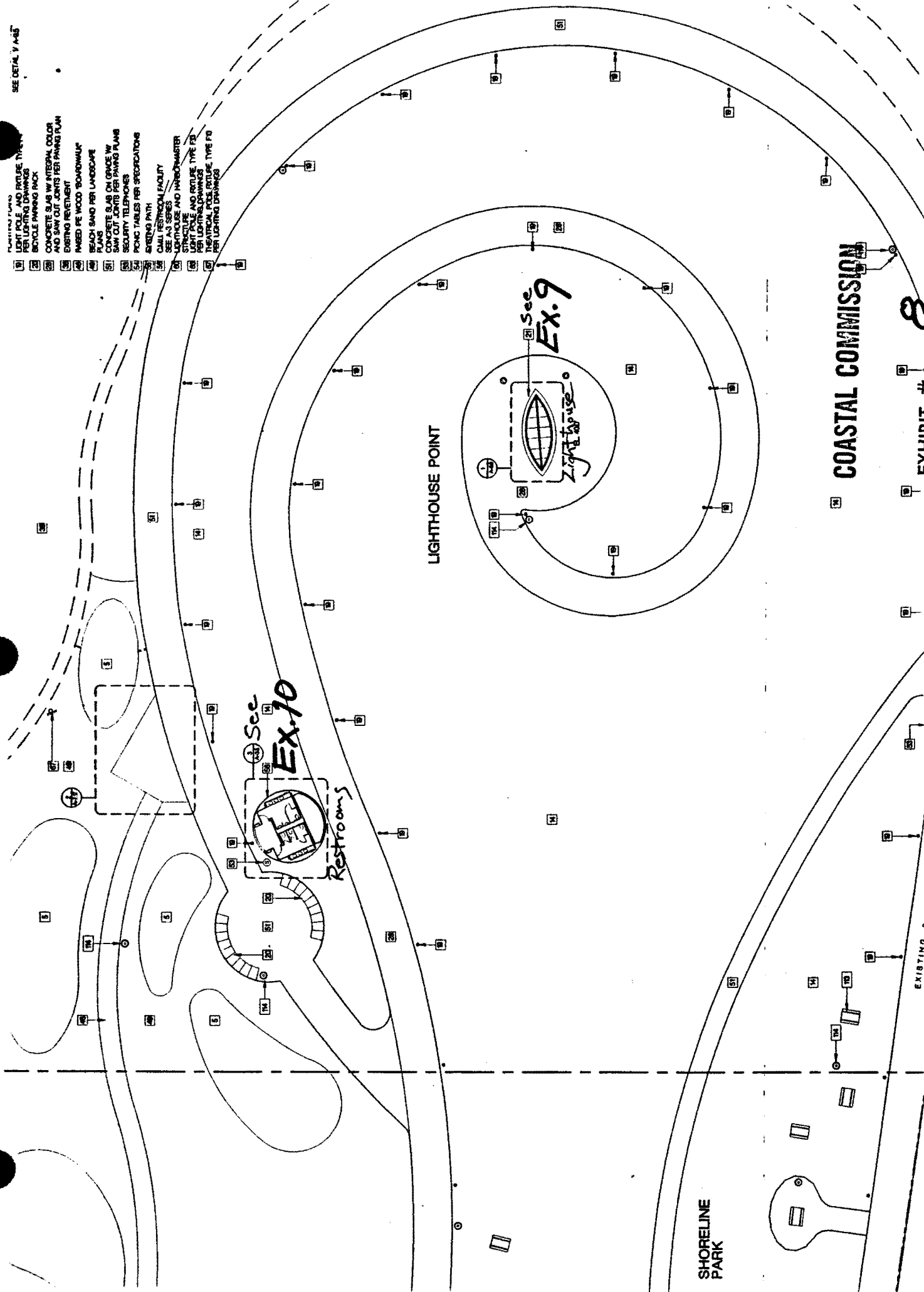
PAGE 6 OF



Aquarium Plaza

COASTAL COMMISSION
5-96-124-A2

EXHIBIT # 3
PAGE 1 OF 1

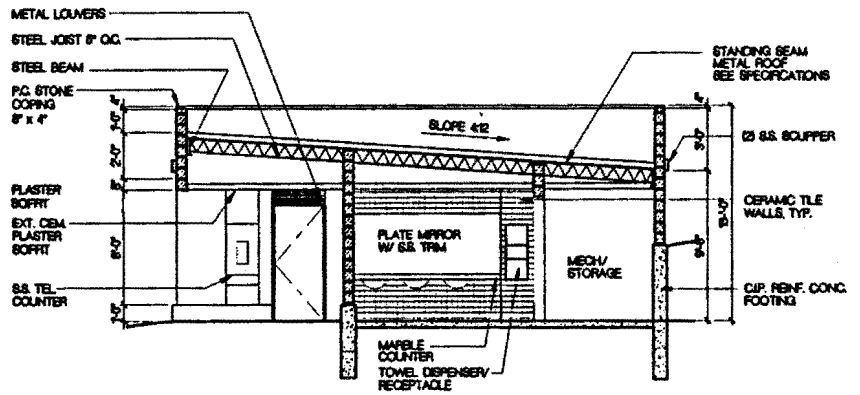
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COASTAL COMMISSION

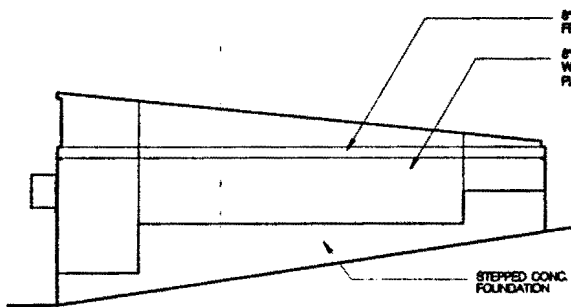
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PAGE

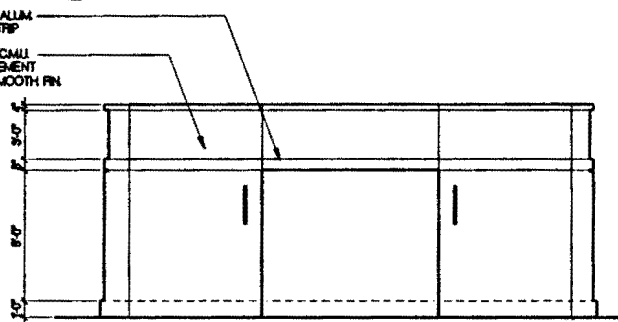
PAGE 1 OF 1



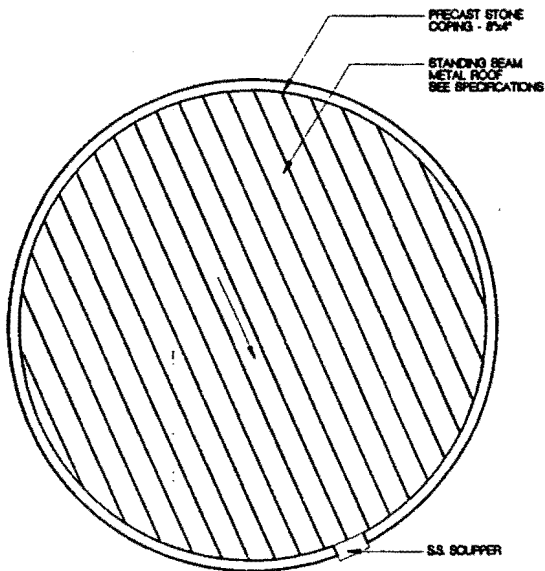
5 SECTION OF RESTROOM ENCLOSURE



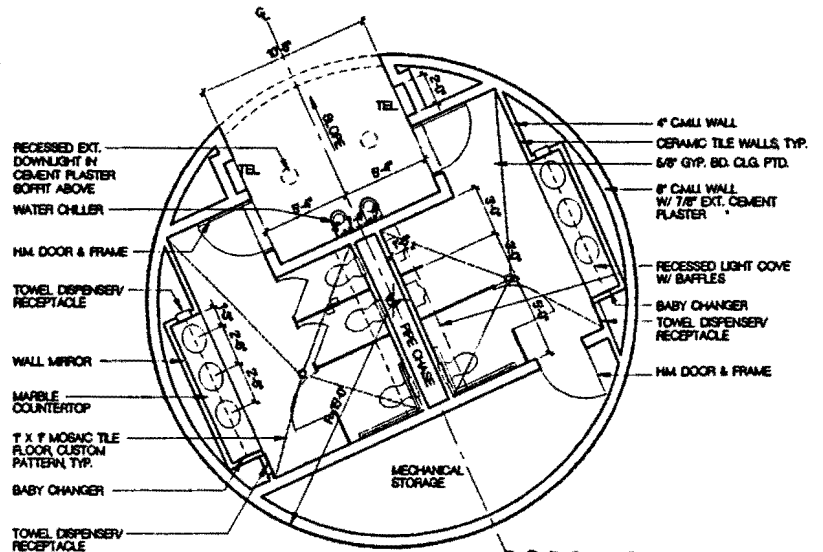
7 SIDE ELEVATION



4 FRONT ELEVATION



6 RESTROOM ENCLOSURE ROOF PLAN



3 RESTROOM ENCLOSURE PLAN

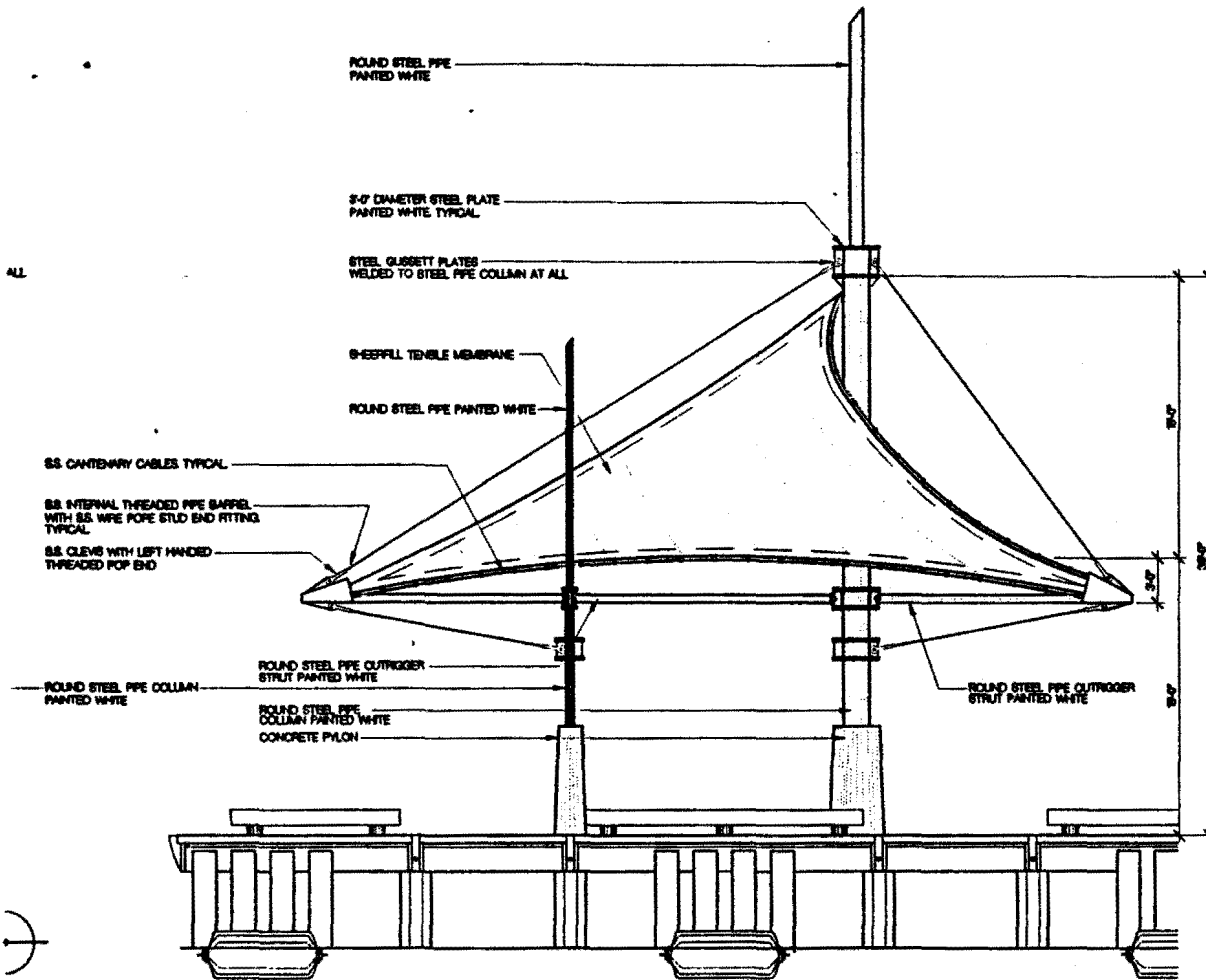
COASTAL COMMISSION

5-96-124-A2

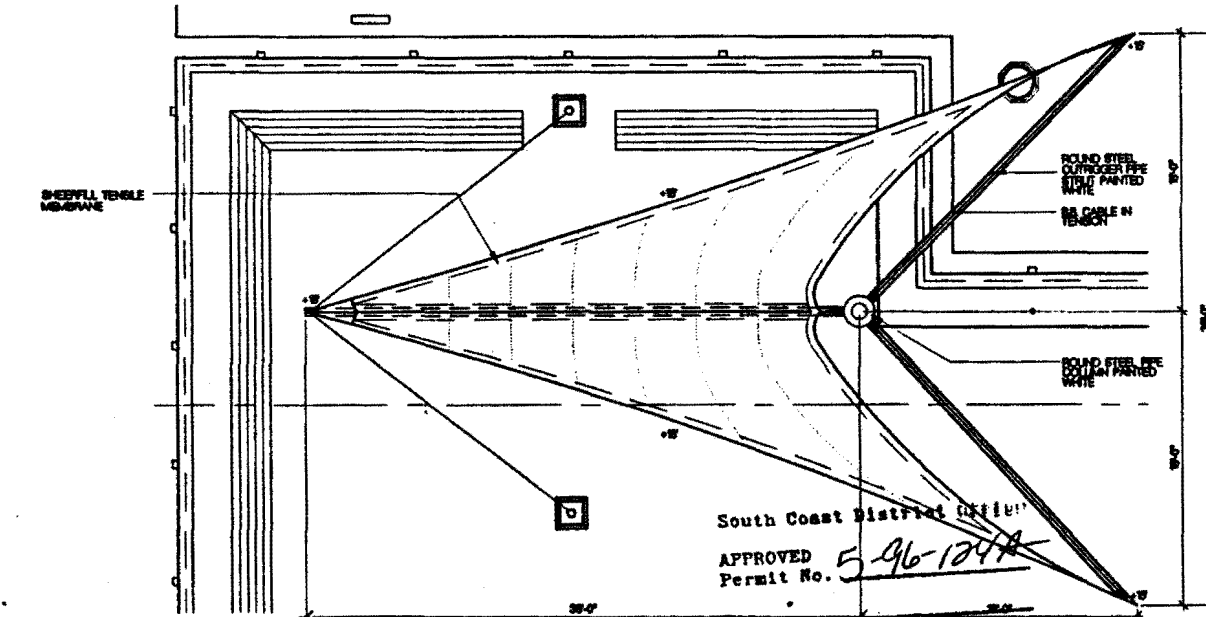
EXHIBIT # 10

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ALL



2 EAST ELEVATION AT PIER TENSILE STRUCTURE



1 ROOF PLAN AT PIER TENSILE STRUCTURE

South Coast District Office
APPROVED
Permit No. 5-96-124A

EFFECTIVE
Date:



QUEENSWAY BAY
RAINBOW HARBOR
Long Beach, California

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333 West Ocean Boulevard
18th Floor
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421 Chestnut Street
Philadelphia, Pennsylvania 19106
TEL: 484.5880

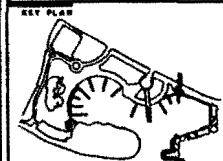
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880 West 18th Street, Unit A-2
Costa Mesa, California 92627
TEL: 949.544.5444

Lighting Design Alliance
1004 East Sunset Street
Long Beach, California 90805
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Swenson/Probit & Company, Inc.
8880 Warner Drive
Culver City, California 90230
TEL: 310.555.8888

CONSTRUCTION DOCUMENTS

REVISION:



SHEET TITLE
TENSILE
STRUCTURE
AT PIER

DATE	SCALE
10 JAN 1997	1/4"=1'-0"
DRAWN BY	CHECKED BY
CLK	CLK
DRAWING NO.	SHEET
B-4000	ONE
PROGRAM NO.	D.D.
41000	B-4007
DRAWING NO.	
A-52	
PROJECT NO.	
00000.00	

Pine Avenue Pier

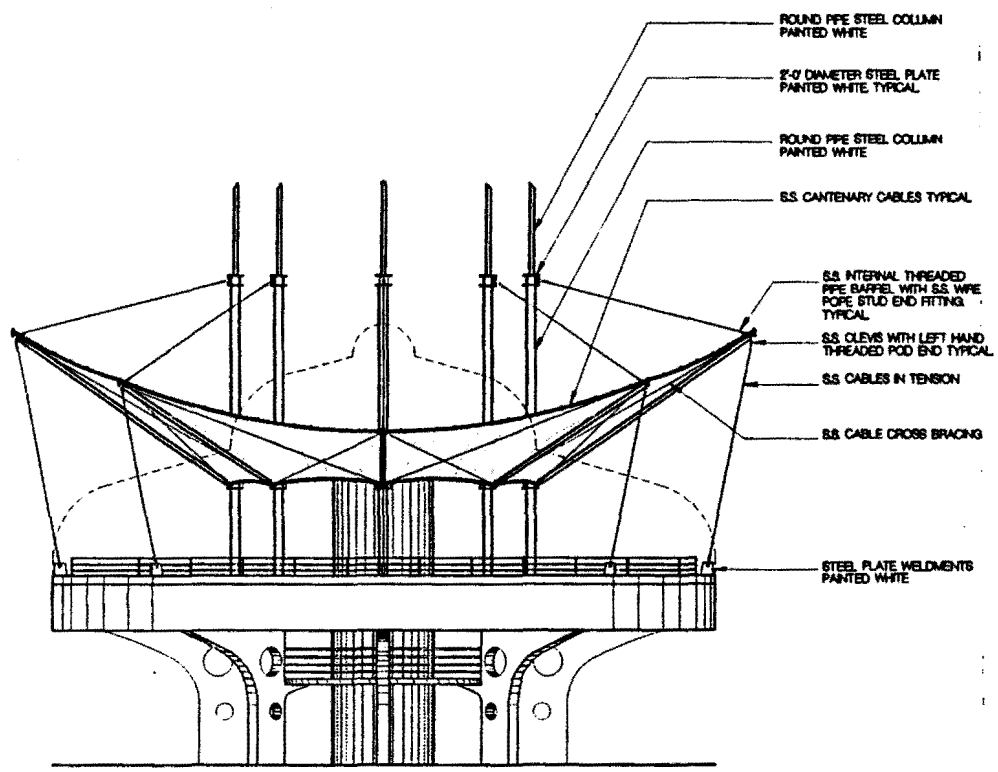
COASTAL COMMISSION

5-96-124-A2

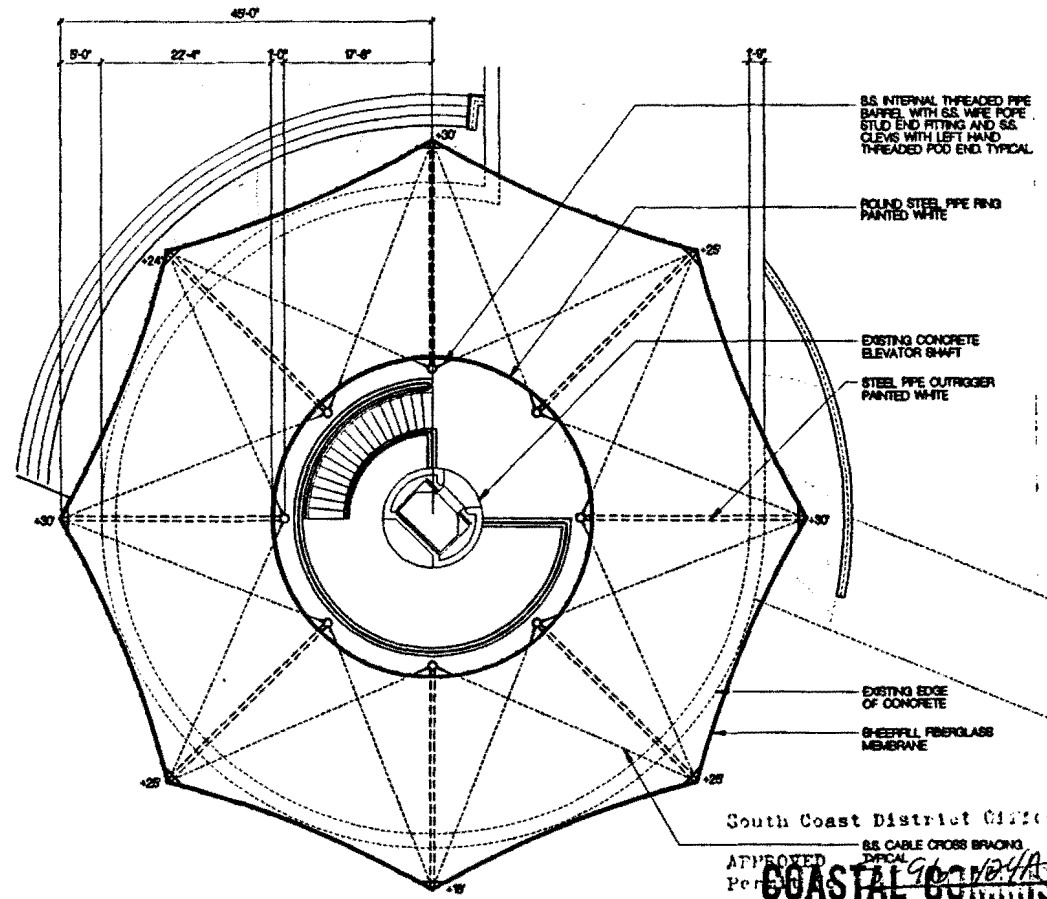
EXHIBIT # 11

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EL. +5.00
 EL. +30.07
 EL. +24.07
 EL. +18.07
 EL. +12.07
 00



2 ELEVATION AT PROMENADE TENSILE STRUCTURE



1 PLAN AT PROMENADE TENSILE STRUCTURE

COASTAL COMMUNITIES

By: *[Signature]*
 EFFECTIVE
 Date: *[Signature]*

QUEENSWAY BAY
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CONSULTANTS:
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Old Partnership
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Lighting Design Alliance
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 562.595.3643

Bussman/Freese & Company, Inc.
 5520 Warner Drive
 Olathe City, California 90232
 915.555.9999

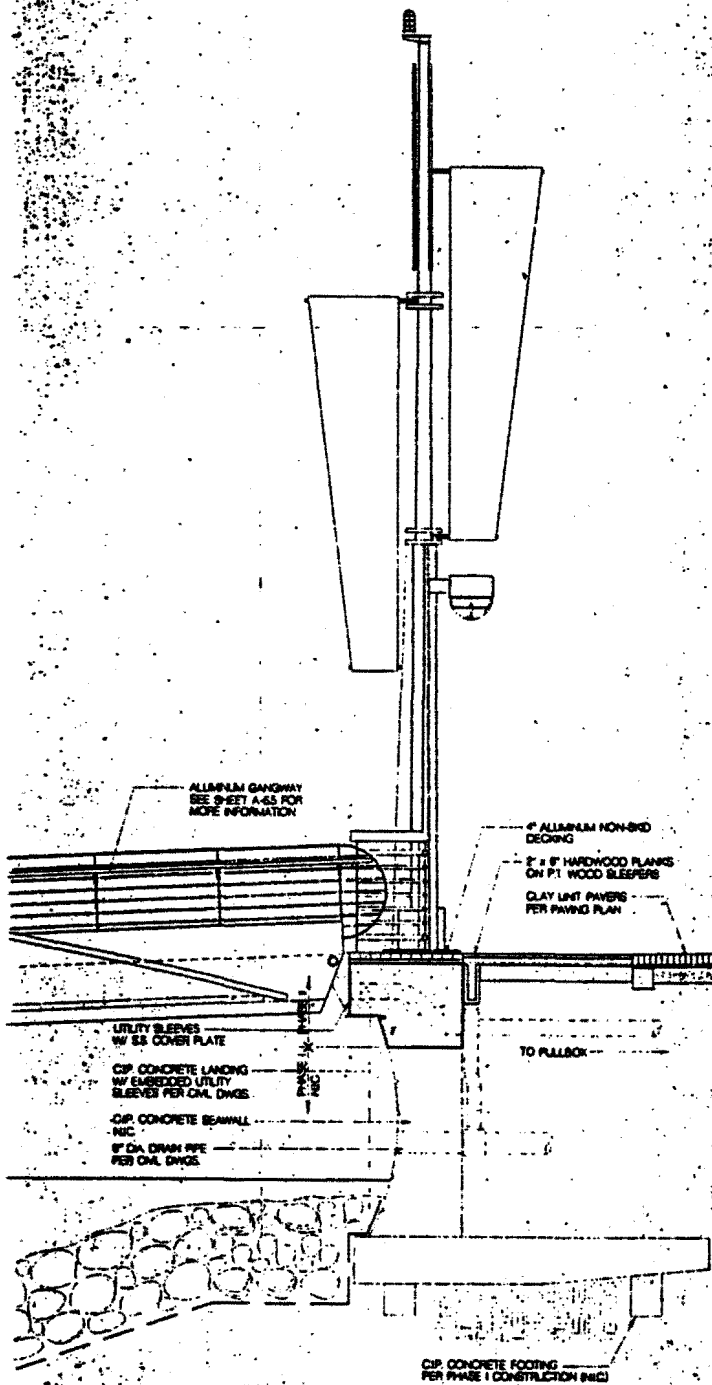
CONSTRUCTION DOCUMENTS

REVISIONS:

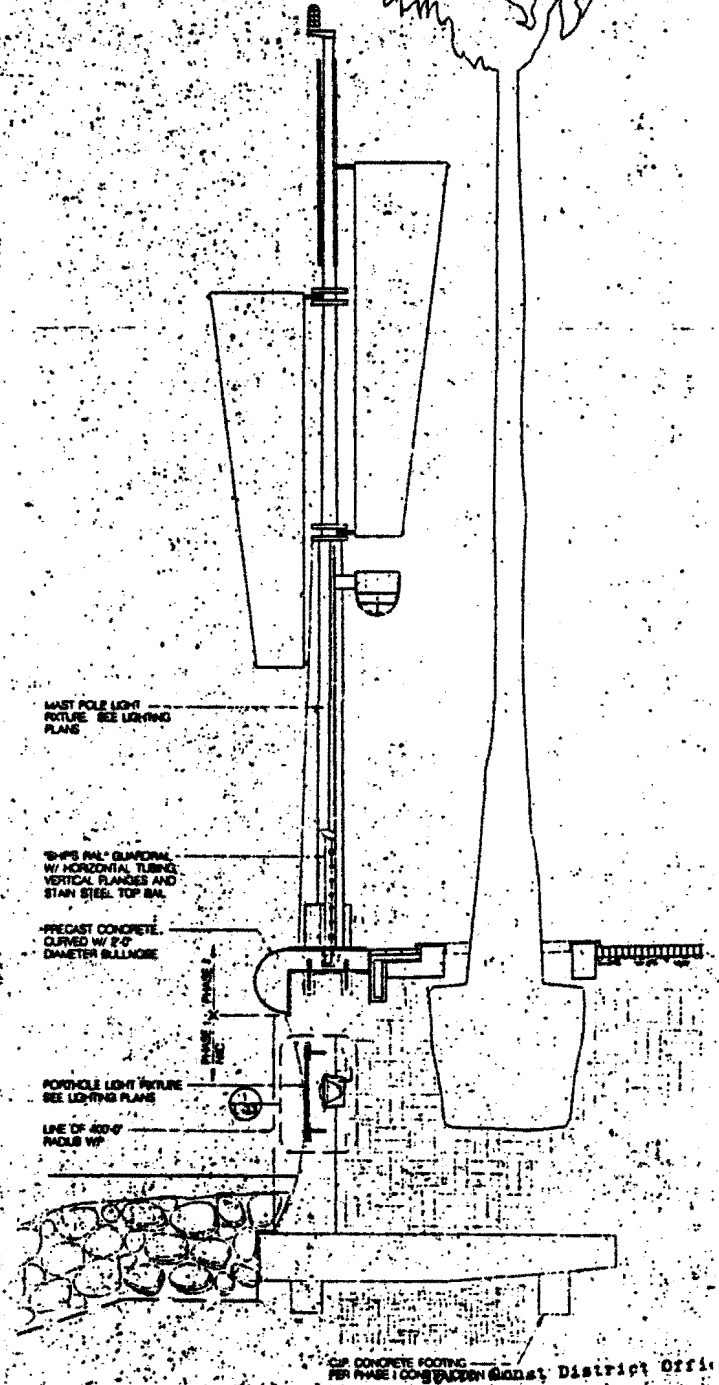
REV PLAN

SHEET TITLE
TENSILE STRUCTURE AT WHARF

DATE 15 JUN 1997	SCALE AS NOTED
DRAWN BY COL	CHECKED BY DLK
DRAWING NO. B-4082	SHEET
PROJECT NO. 43223	R.N.O. R-6357
DRAWING NO. A-53	
PROJECT NO. 89538.00	



② SECTION AT GANGWAY



① SECTION AT PORTHOLE FIXTURE

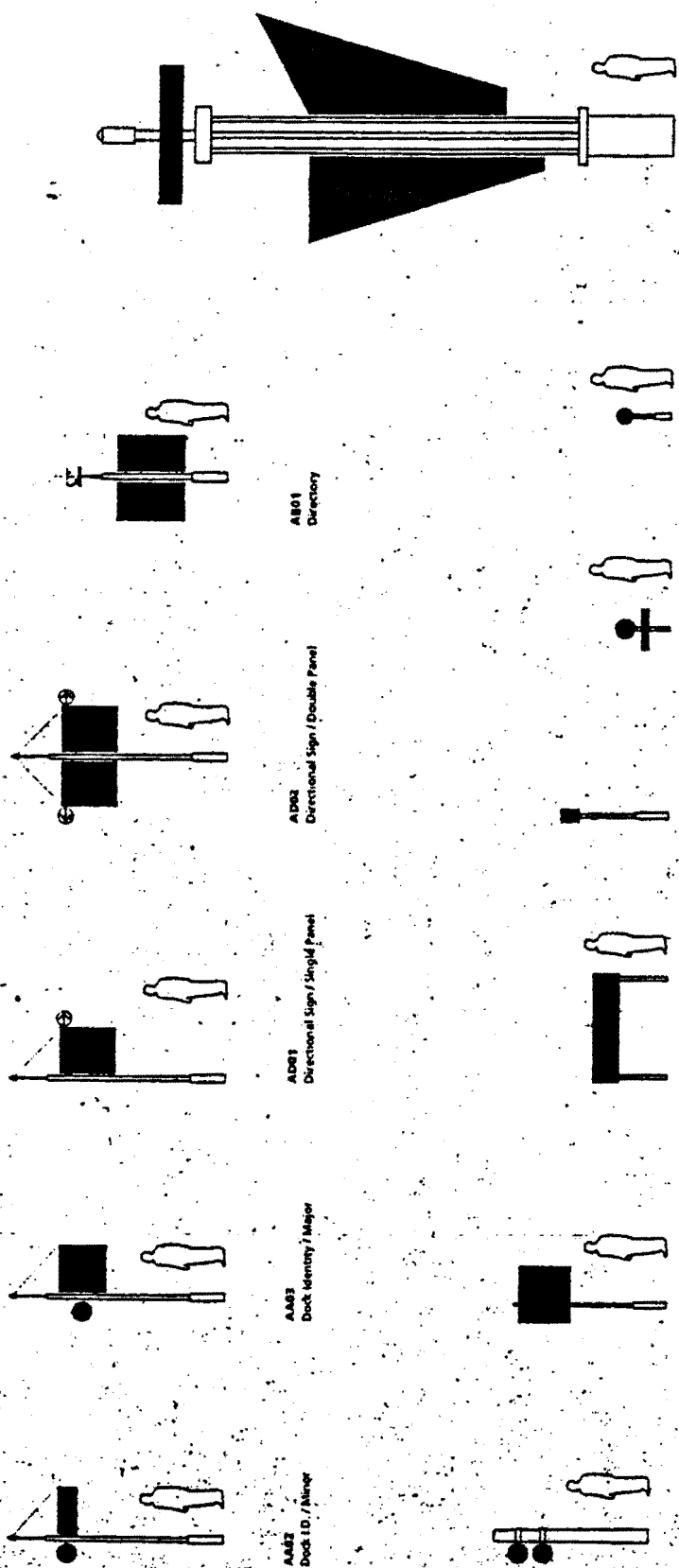
COASTAL COMMISSION

5-96-124-A2

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Light Standards



AA02 Dock ID / Minor
 AA03 Dock ID / Major
 AD01 Directional Sign / Single Panel
 AD02 Directional Sign / Double Panel
 AA01 Major ID Sign
 AC03 Regulatory Sign
 AC04 & AC05 Dock ID and Regulations
 CC01 Accessible Parking
 AC02 Blaze Parking

Schematic Sign Menu

Signs

1944-1945