

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
 200 Oceangate, 10th Floor
 Long Beach, CA 90802-4302
 (562) 590-5071

Filed: 4/17/98
 49th Day: 6/5/98
 180th Day: 10/14/98
 Staff: CP-LB
 Staff Report: 5/20/98
 Hearing Date: June 8-11, 1998
 Commission Action:



W9K

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-98-154

APPLICANT: City of Long Beach

AGENTS: Robert J. Paternoster, Director, Queensway Bay Project
 Jack Humphrey, Advance Planning Officer

PROJECT LOCATION: Aquarium Way at Catalina Landing, Downtown Shoreline,
 City of Long Beach, Los Angeles County.

PROJECT DESCRIPTION: Paving, fencing and landscaping for the establishment of
 a 95-space surface parking lot with controlled entry on
 the waterfront at Catalina Landing.

Lot Area	38,360 sq. ft.
Building Coverage	0 sq. ft.
Pavement Coverage	33,860 sq. ft.
Landscape Coverage	4,500 sq. ft.
Parking Spaces	95
Zoning	PD-6
Plan Designation	Planned Development District 6
Ht abv fin grade	6 feet (fence)

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval of the Coastal Development Permit with conditions which: a) protect public access along the Catalina Landing Esplanade, and b) require a four foot wide landscaped strip between the parking lot and the water for the protection of water quality and enhancement of the area's scenic resources. The City is in agreement with the recommendation.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Long Beach Certified Local Coastal Program, 7/22/80.
2. Coastal Development Permit 5-81-379 (Catalina Landing Assoc.).
3. Coastal Development Permit 5-95-055 (Long Beach Aquarium).
4. Coastal Development Permit 5-96-124 (Rainbow Harbor/Shoreline Park).
5. Coastal Development Permit 5-96-268 (Parking Structure).
6. Coastal Development Permit 5-98-161 (On-the-water Concessions).

STAFF NOTE

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

STAFF RECOMMENDATION

The staff recommends that the Commission adopt the following resolutions:

I. Approval with Conditions

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

II. Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

1. Revised Plans

Prior to issuance of the Coastal Development Permit, the applicant shall submit revised plans for the review and approval of the Executive Director. The parking lot shall be constructed and maintained in a manner consistent with the revised plans approved by the Executive Director. The revised plans for the proposed project shall conform to the following requirements:

- A. Public Access on Catalina Landing Esplanade. All pavement and fencing for the proposed parking lot shall be set back a minimum of twenty feet (20') from the top of the Catalina Landing seawall. The existing twenty foot (20') wide Catalina Landing Esplanade shall be maintained and improved within the required twenty foot (20') setback area as follows:
 1. A four foot (4') wide landscaped strip shall be provided on the inland edge of the esplanade along the western and southern boundaries of the proposed parking lot site. A landscape plan shall identify the types and locations of trees and shrubs to be planted in the required four foot (4') wide landscaped strip located on the esplanade next the proposed parking lot.
 2. A sixteen foot (16') wide public accessway shall be maintained on the esplanade between the four foot (4') wide landscaped strip and the top of the Catalina Landing seawall. The sixteen foot (16') wide public accessway shall be striped and signed to identify the existing Regional Bicycle Route and pedestrian walkway on the esplanade.
- B. Signage Plan. A signage plan shall be incorporated into the project to direct pedestrians off of Aquarium Way and onto the Catalina Landing Esplanade. At a minimum, directional signs shall be placed along Aquarium Way at the northern and southern ends of the proposed parking lot site directing pedestrians to

the esplanade. Directional signs shall also be placed along the esplanade which direct pedestrians and cyclists toward Shoreline Park. Identification signs shall be placed along the esplanade to identify the Regional Bicycle Route.

- C. Aquarium Way Landscaping. A five foot (5') wide landscaped strip shall be provided between the proposed parking lot and Aquarium Way as shown on the proposed plans submitted with Coastal Development Permit application 5-98-154 on April 17, 1998 (Exhibit #4).
- D. Fence Heights. The height of the fence which separates the proposed parking lot from the twenty foot (20') wide Catalina Landing Esplanade shall not extend more than 3.5 feet (42") above the level of the existing esplanade. The height of the fence which separates the proposed parking lot from Aquarium Way shall not extend more than six feet (6') above the level of Aquarium Way. No barbed wire, razor wire or other attachment shall be added to any fence without prior review and approval by the Coastal Commission in the form of a permit amendment.
- E. Parking Lot Drainage. A drainage plan shall be developed which incorporates best management practices (BMP's) for parking lots 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: landscaped buffers, 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 permittee shall implement the approved drainage plan on an ongoing and permanent basis.
- F. Parking Lot Design. The revised plans shall include the final design and dimensions of parking lot spaces, access, circulation, exits, and the total number of parking spaces. Any change in the design or operation of the parking lot shall be submitted to the Executive Director to determine if an amendment to the permit is required.

2. Public Access

The City shall provide and maintain unobstructed public access to and along the Catalina Landing Esplanade. The proposed project shall not interfere with the public's use of the regional bicycle path and pedestrian path which run along the Catalina Landing Esplanade. The bicycle path and pedestrian accessway shall remain open and unobstructed both during construction and subsequent to completion of the permitted development (except that a detour shall be provided when the new paint is applied to the bike path to provide the stripes required by special condition one above).

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The City of Long Beach proposes to develop a 95-space surface parking lot with controlled entry on the waterfront at Catalina Landing in the Downtown Shoreline area of Long Beach (Exhibit #2). The proposed project involves the paving of the 0.9 acre dirt parcel, fencing of the site with three foot and six foot high fences, and landscaping (Exhibit #4). Most recently, the site has been used as a parking area for the construction crews working on the Long Beach Aquarium of the Pacific and Rainbow Harbor.

The proposed parking lot is located on vacant land situated between Aquarium Way and the Catalina Landing Esplanade (Exhibit #3). Catalina Landing Esplanade is a coastal walkway that runs along the entire waterfront frontage of Catalina Landing. Shoreline Park and its 150 space public parking lot are located on the waterfront about three hundred feet east of the proposed parking lot (Exhibit #2). Aquarium Way, the access road to the proposed parking lot, also provides access to Shoreline Park and the Long Beach Aquarium of the Pacific.

Catalina Landing is a small protected harbor surrounded by a public esplanade and four five-story office buildings. The Catalina Landing office building occupants include the California Department of Fish and Game, the terminal for Catalina Cruises, and the administrative offices of the Long Beach Aquarium of the Pacific. Catalina Landing was constructed in 1982 under Coastal Development Permit 5-81-379 (Catalina Landing Assoc.).

The proposed parking lot would provide twenty reserved parking spaces for employees of the Long Beach Aquarium of the Pacific, and 75 reserved parking spaces for customers and employees of Pierpoint Landing in Rainbow Harbor (Exhibit #2). Pierpoint Landing is the location of the fishing and diving concession approved by Coastal Development Permit 5-98-161 (City of Long Beach). The proposed parking lot will not be accessible to the general public. Tokens or pass cards will be issued by the fishing and diving concessions for customer access into and out of the proposed parking lot. The Aquarium of the Pacific has proposed to pay the construction costs of the proposed project.

The project site is situated entirely 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. Public Access and Recreation

One of the basic goals of the Coastal Act is to maximize public access and recreation 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 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 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 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.

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 proposed project is located on a waterfront parcel at Catalina Landing (Exhibit #2). The site is separated from the water only by the existing twenty foot wide Catalina Landing Esplanade. The Catalina Landing Esplanade is a public walkway and bike path on the water's edge.

The proposed parking lot will support educational and recreational boating uses provided at Rainbow Harbor. Rainbow Harbor is a tourist harbor located about four hundred feet east of the site (Exhibit #2). Aquarium employees and customers of fishing and diving expeditions will have access to the proposed parking lot for long-term (all day) parking. By using the proposed parking lot, the employees and concession customers will not occupy public parking spaces within the 150 space Shoreline Park public parking lot or the 1,471 space Rainbow Harbor parking structure.

The Commission, in its certification of the Queensway Bay Plan into the certified LCP, found that Rainbow Harbor and the aquarium, with their emphasis on marine education and recreational boating opportunities, carry out the Chapter 3 policies of the Coastal Act. The Commission has recognized in past actions that parking reservoirs must be provided to support the recreational and educational activities provided at Rainbow Harbor. The proposed project will provide additional parking spaces to support these activities.

This Coastal Development Permit, however, must be conditioned to protect existing public access and recreation opportunities that exist near the project site. The recommended special conditions of approval will ensure that the City will protect and maintain the public recreational facilities that are already in the area consistent with the certified LCP and the Chapter 3 policies of the Coastal Act.

In order to protect the public access and recreation uses provided at Catalina Landing from unnecessary impacts that could result from the proposed project, the permit is conditioned to protect the lower-cost public access and recreation opportunities provided by the Catalina Landing Esplanade. The esplanade runs between the proposed parking lot and the water and provides waterfront access for pedestrians and bicyclists. The Los Angeles County Regional Bike Route, which connects the Los Angeles River Bike Path to the beach bike path, currently runs along the Catalina landing Esplanade (Exhibit #3). Both bicyclists and pedestrians use the twenty foot wide esplanade to walk along the water's edge. The esplanade is part of the waterfront public accessway that connects the western side of the Downtown Shoreline area (Los Angeles River) to the eastern side of the Downtown Shoreline area where the public beach is located.

A condition of this permit approval requires that the City shall provide and maintain unobstructed public access to and along the existing Catalina Landing Esplanade. The existing bicycle and pedestrian paths shall remain open and unobstructed both during construction and subsequent to completion of the permitted development (except that a detour shall be provided when new paint is applied to the bike path). In addition, a signage plan shall be incorporated into the project to direct pedestrians onto the Catalina Landing Esplanade and off of Aquarium Way which does not have a sidewalk in the project area (Exhibit 4). At a minimum, directional signs shall be placed along Aquarium Way at the northern and southern ends of the proposed parking lot site to direct pedestrians onto the esplanade public accessway. Directional signs shall also be placed along the esplanade which direct pedestrians and cyclists toward Shoreline Park. Identification signs shall be placed along the esplanade which identify the Regional Bicycle Route. Only as conditioned is the proposed project consistent with the public access and recreation policies of the Coastal Act.

C. 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). Queensway Bay is the estuary where the Los Angeles River meets the Pacific Ocean. 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, documented the biology of Shoreline Lagoon and adjacent areas. According to the baseline study, Queensway Bay 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 surface parking lot. Although the proposed project is located within twenty feet of the water, no work is proposed in the water. Special measures must be taken, however, in order to ensure that the proposed project does not negatively impact marine resources. The negative impacts to marine resources include the introduction of polluted drainage 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 from negative impacts caused by runoff from paved parking lots into the storm drains which drain into the waters of Queensway Bay.

In order to minimize impacts on the marine environment caused by the proposed project, the permit is conditioned to require the applicant to develop and submit for approval of the Executive Director a drainage plan which incorporates best management practices (BMP's) for parking lots that will reduce the volume of runoff and amount of pollutants which leave the site and enter the storm drain system.

One BMP recommended for the design and construction of surface parking lots near water bodies is the provision of landscaped buffer areas between the paved surfaces and the water. The landscaped buffers serve as natural filters of runoff and reduce the amount of runoff and pollutants that enter the adjacent water body.

The proposed project does not provide a landscaped buffer area between the proposed parking lot and the waters of Catalina Landing. Therefore, as a condition of approval, staff recommends that the applicant submit revised plans that provide a four foot (4') wide landscaped buffer strip between the proposed pavement and the water. The City states that there is no space within the proposed parking lot site to provide any more planting area than currently proposed. The site is already very narrow for a parking lot. Therefore, the four foot wide landscaped buffer strip shall be placed in the twenty foot wide esplanade area.

As recommended, the area of the proposed parking lot would not be reduced because the landscaped buffer strip would be placed within the existing twenty foot wide esplanade. The width of the existing public accessway would be reduced from twenty feet to sixteen feet with the provision of a four foot wide landscaped buffer. The remaining sixteen foot wide public accessway would still be wide enough to provide a two-way bike path and a pedestrian walkway. A landscape plan shall be submitted which identifies the types and locations of trees and shrubs to be planted in the required four foot (4') wide landscaped strip located on the esplanade next the proposed parking lot.

In addition, the proposed development must 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 lot. The use of BMP's 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.

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. The proposed project involves the placement of pavement and fencing next to the the Catalina Landing Esplanade, a popular coastal accessway. The proposed development may adversely affect the scenic resources of this waterfront area.

The City has proposed to maintain the existing five foot wide landscaped area along Aquarium Way next to the proposed parking lot (Exhibit #4). Several palm trees are already growing in the landscaped area along the west side of Aquarium Way. A six foot high iron picket fence is proposed in the landscaped area along Aquarium Way. There is no sidewalk on this portion of Aquarium Way where it passes the project site.

Along the esplanade (west) side of the proposed parking lot, however, the City plans to erect a three foot high chain link fence without any landscaped buffer provided between the parking lot and the esplanade. As proposed by the City, the chain link fence would have climbing plant cover growing out of 1.5

square foot planters placed at twenty foot intervals along the esplanade (Exhibit #4, p.3).

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, "All open areas shall be landscaped in a park-like setting or designed as sophisticated urban courtyards and plazas".

In order to enhance the scenic resources of the Catalina Landing waterfront, staff recommends that the City provide a four foot wide landscaped buffer between the proposed parking lot and the public accessway that runs along the esplanade. A landscaped buffer would soften the visual impact of the proposed pavement and fencing.

The City states that there is no space within the proposed parking lot site to provide any more planting area than currently proposed. The site is already very narrow for a parking lot. Staff's recommendation would not reduce the area of the proposed parking lot, but would place new landscaping within the existing twenty foot wide esplanade. The width of the existing public accessway would be reduced from twenty feet to sixteen feet with the provision of a four foot wide landscaped buffer. The remaining sixteen foot wide public accessway would still be wide enough to provide a two-way bike path and a pedestrian walkway.

In order to protect and enhance the scenic resources of the Catalina Landing Esplanade, this permit approval is conditioned to require the City to submit revised plans for the review and approval of the Executive Director. The revised plans for the proposed project shall provide a landscaped buffer around the parking lot while at the same time protecting the public accessway that runs along the waterfront. Fence heights shall also be limited. Only as conditioned will the proposed project not adversely affect the visual quality of the area. Therefore, the Commission finds that, as conditioned, the proposed project is consistent with Section 30251 of the Coastal Act.

E. 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.

The certified LCP does not identify the project site for any specific or priority use, but the LCP does limit the permitted uses that can occupy the Catalina Landing area of the LCP. The permitted uses for the Catalina Landing area are: Catalina Cruise terminal, office buildings, parking, Tidelands Trust uses, and water-oriented recreational facilities. The proposed project is a permitted use.

In regards to public access, the certified LCP identifies the Catalina Landing Esplanade as part of the coastal pedestrian walkway and the Regional Bike Path

which connect the western side of the Downtown Shoreline area (Los Angeles River) to the eastern side of the Downtown Shoreline area where the public beach is located. The certified LCP protects the bike path and the coastal walkway on the esplanade from encroachments and other obstructions.

Regarding parking, the certified LCP states that:

"Whenever feasible, joint and shared use of parking facilities is encouraged".

All parking designed and/or constructed for a specific use shall be made available to the general public and to other uses on a shared basis whenever parking spaces are not used by the specific use".

Regarding landscaping, the certified LCP states that:

"All open areas shall be landscaped in a park-like setting or designed as sophisticated urban courtyards and plazas".

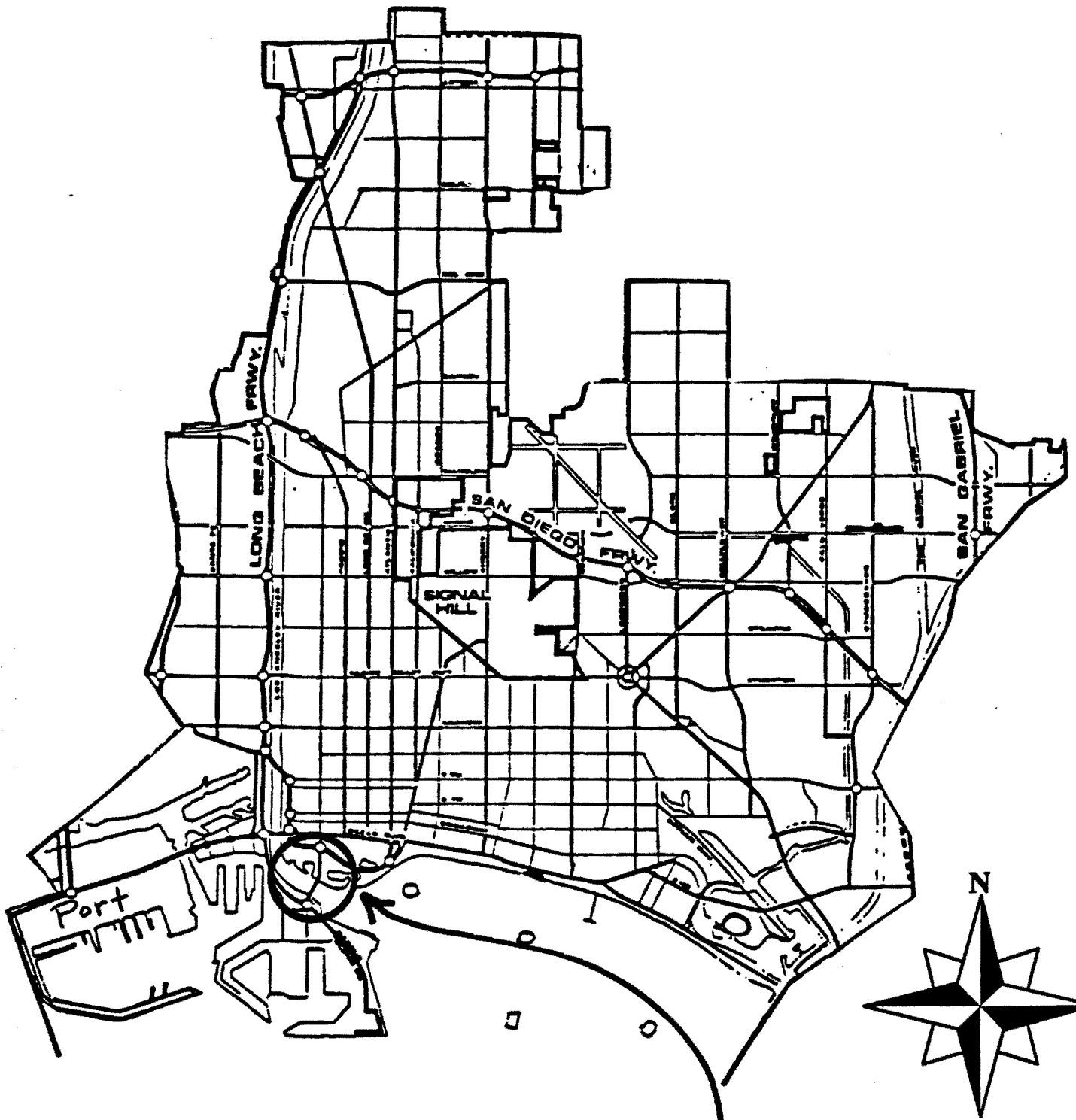
The recommended conditions of approval bring the proposed project into compliance with the certified LCP. Therefore, the proposed project, as conditioned, is consistent with the certified LCP.

F. 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)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project, as conditioned, has been found to be consistent with the Chapter 3 policies of the Coastal Act. Special conditions protect public access to the recreational activities which exist at the City of Long Beach waterfront. There are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned, can be found consistent with the requirements of the Coastal Act to conform to CEQA.

City of Long Beach



Site

COASTAL COMMISSION

5-98-154

EXHIBIT # 1

PAGE 1 OF 1



QUEENSWAY BAY

City of Long Beach
200 Water Street
Long Beach, California 90802

Architects:
Brennan & Brown
200 Water Street, Suite 400
Long Beach, California 90802

Engineers:
Harold & Carol Engineers
200 Water Street, Suite 400
Long Beach, California 90802

Plan Preparation:
200 Water Street, Suite 400
Long Beach, California 90802

Plan & Assessment:
200 Water Street, Suite 400
Long Beach, California 90802

Specialty Services:
200 Water Street, Suite 400
Long Beach, California 90802

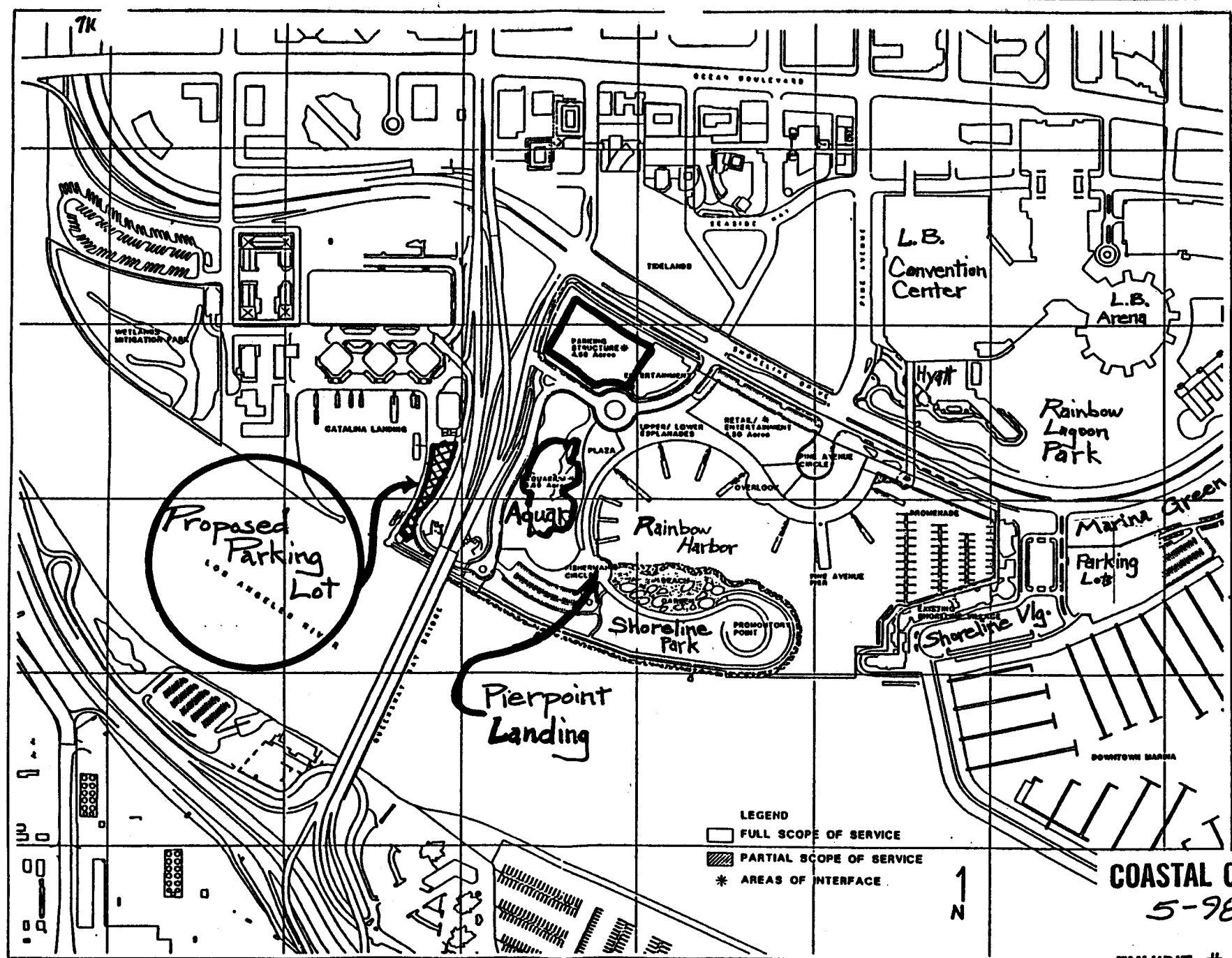
DESIGN DEVELOPMENT

Table with 2 columns: Item, Description

DATE

PROJECT NO.

MASTER SITE PLAN

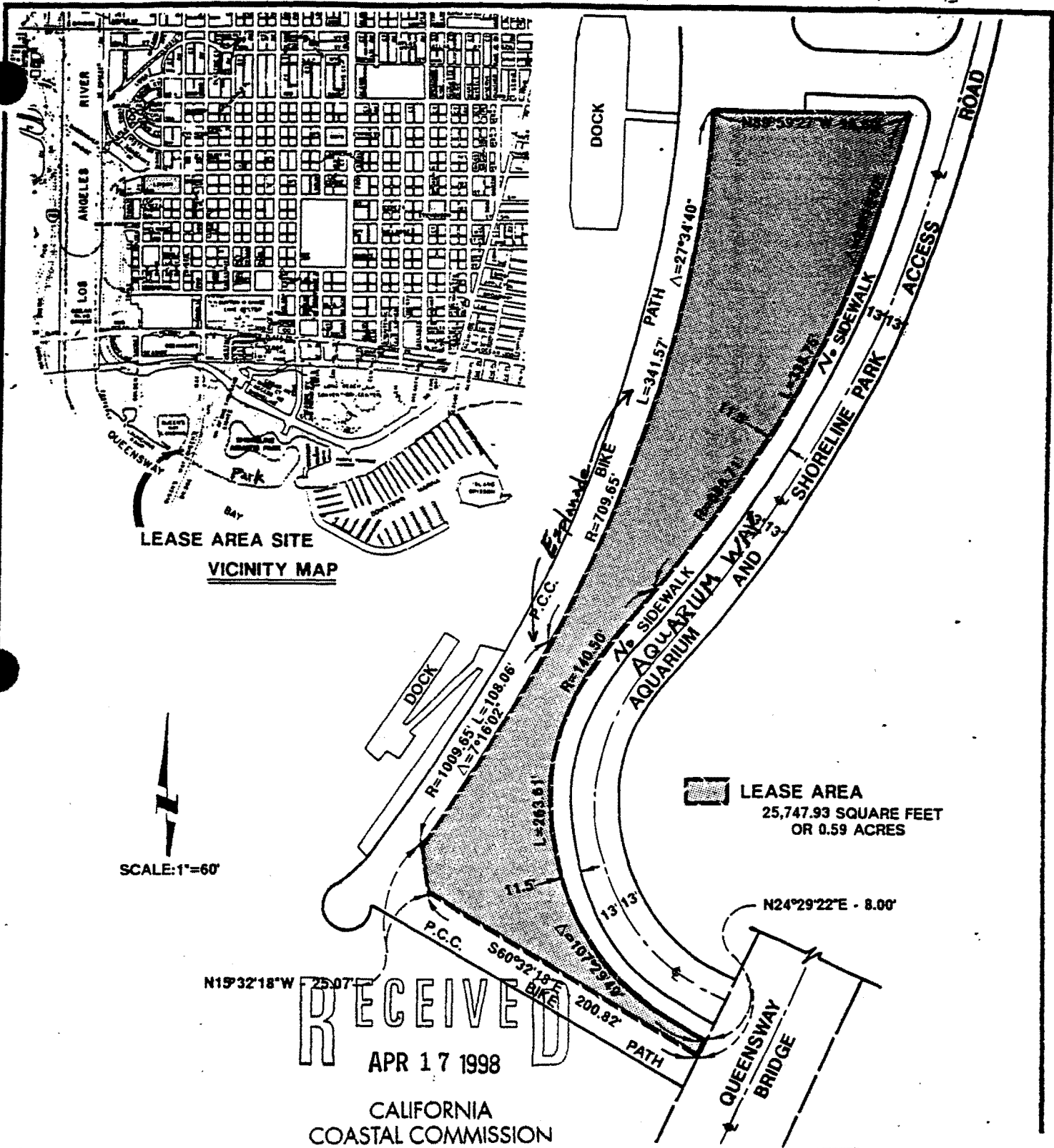


COASTAL COMMISSION

5-98-154

EXHIBIT # 2

PAGE 1 OF 1



AQUARIUM CONSTRUCTION PARKING

@ EAST BANK OF QUEENSWAY LANDING

COASTAL COMMISSION

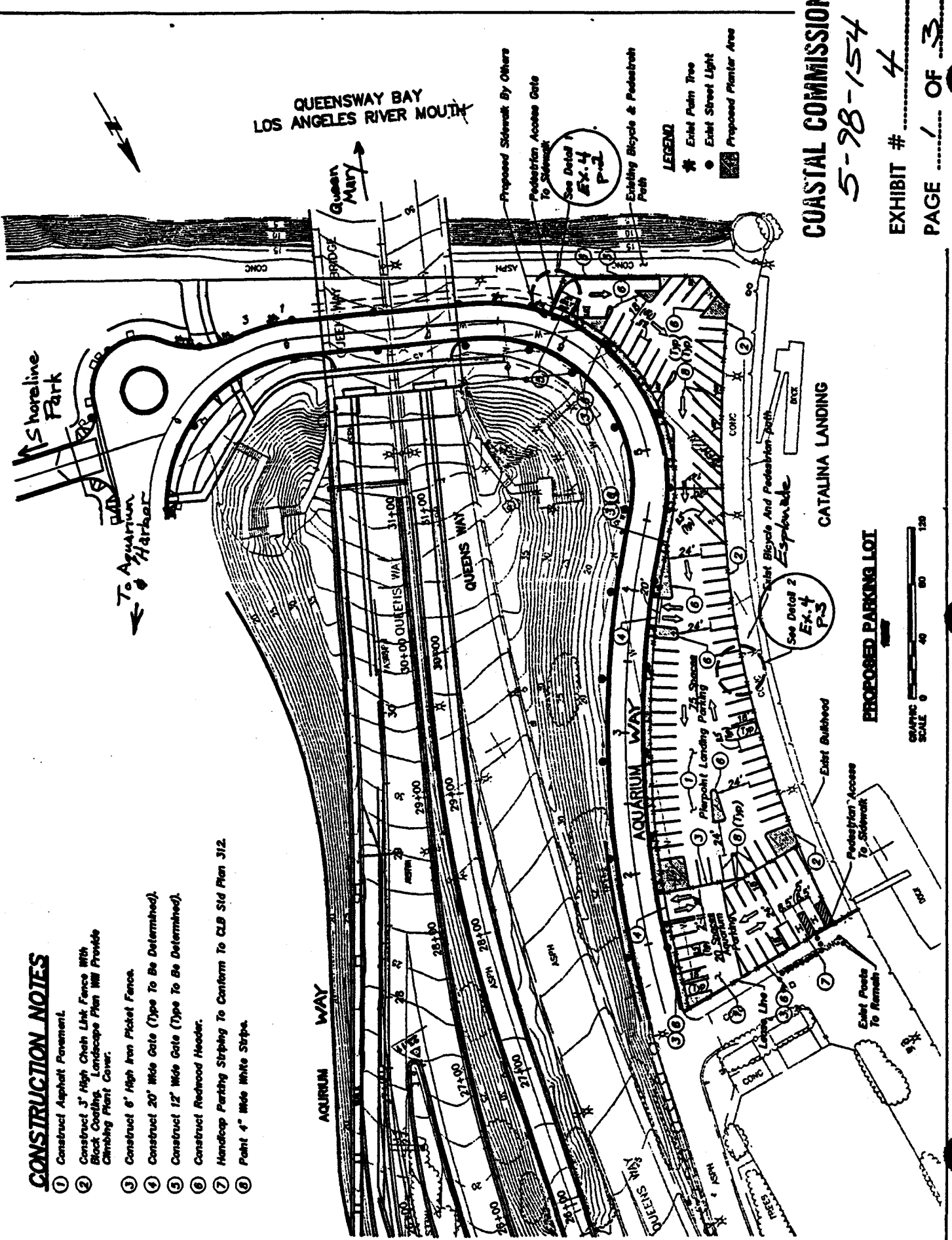
5-98-154

EXHIBIT # 3

PAGE 1 OF 1

CONSTRUCTION NOTES

- 1 Construct Asphalt Pavement.
- 2 Construct 3' High Chain Link Fence With Black Coating. Landscape Plan Will Provide Climbing Plant Cover.
- 3 Construct 6' High Iron Picket Fence.
- 4 Construct 20' Wide Gate (Type To Be Determined).
- 5 Construct 12' Wide Gate (Type To Be Determined).
- 6 Construct Redwood Header.
- 7 Handicap Parking Striping To Conform To CLB Std Plan 312.
- 8 Paint 4" Wide White Strips.



Shoreline Park

To Aquarium Harbor

QUEENSWAY BAY
LOS ANGELES RIVER MOUTH

Queen Mary

Proposed Stairwell By Others

Pedestrian Access Gate To Stairwell

See Detail Ex. 4 P. 2

Existing Bicycle & Pedestrian Path

LEGEND

- ✱ Exist Palm Tree
- Exist Street Light
- Proposed Planter Area

COASTAL COMMISSION

5-98-154

EXHIBIT # 4

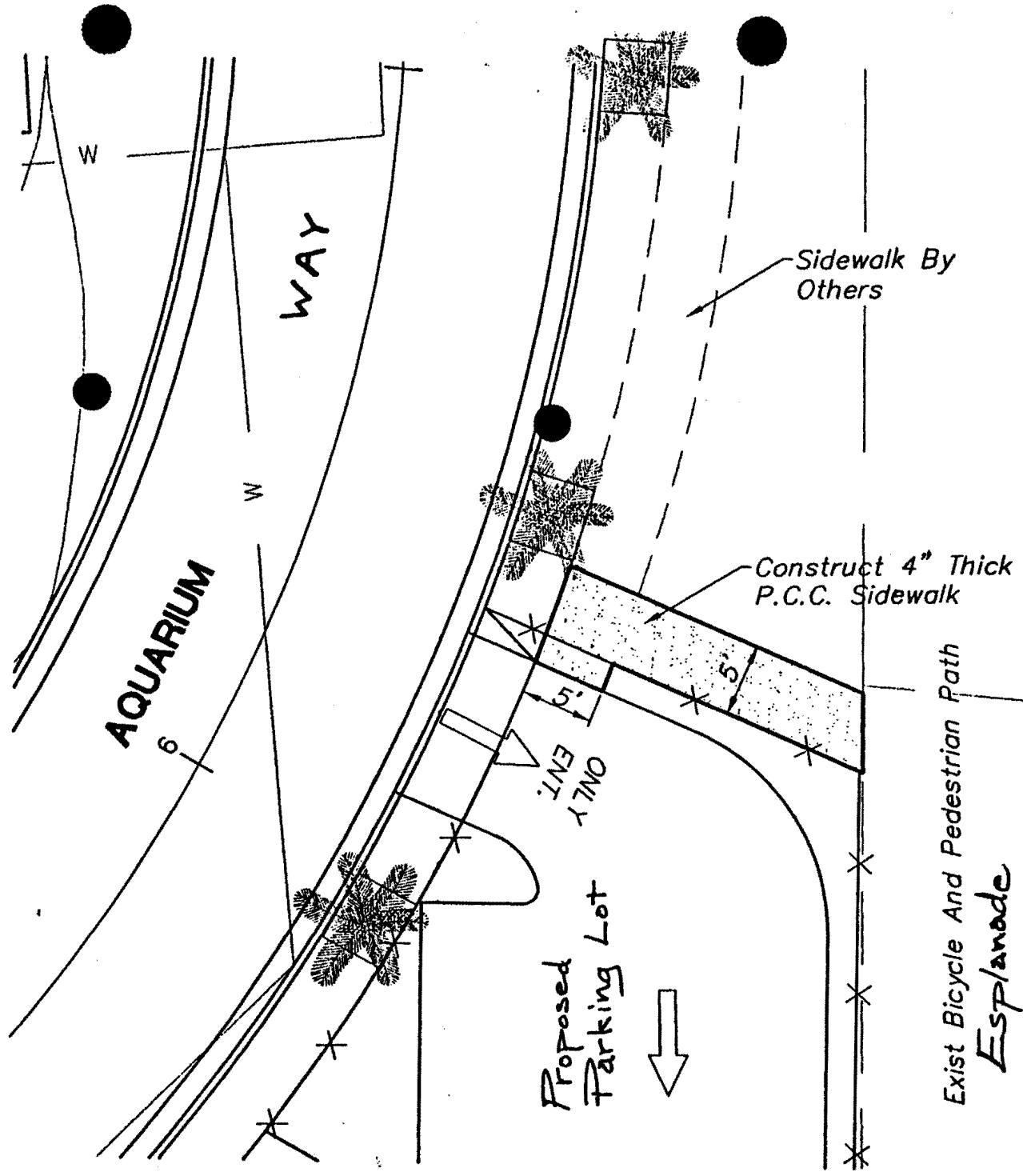
PAGE 1 OF 3

CATALINA LANDING

PROPOSED PARKING LOT

GRAPHIC SCALE 0 40 80 120

N:\DETAILS\DWG\KEVIN\DCPARK4.DWG



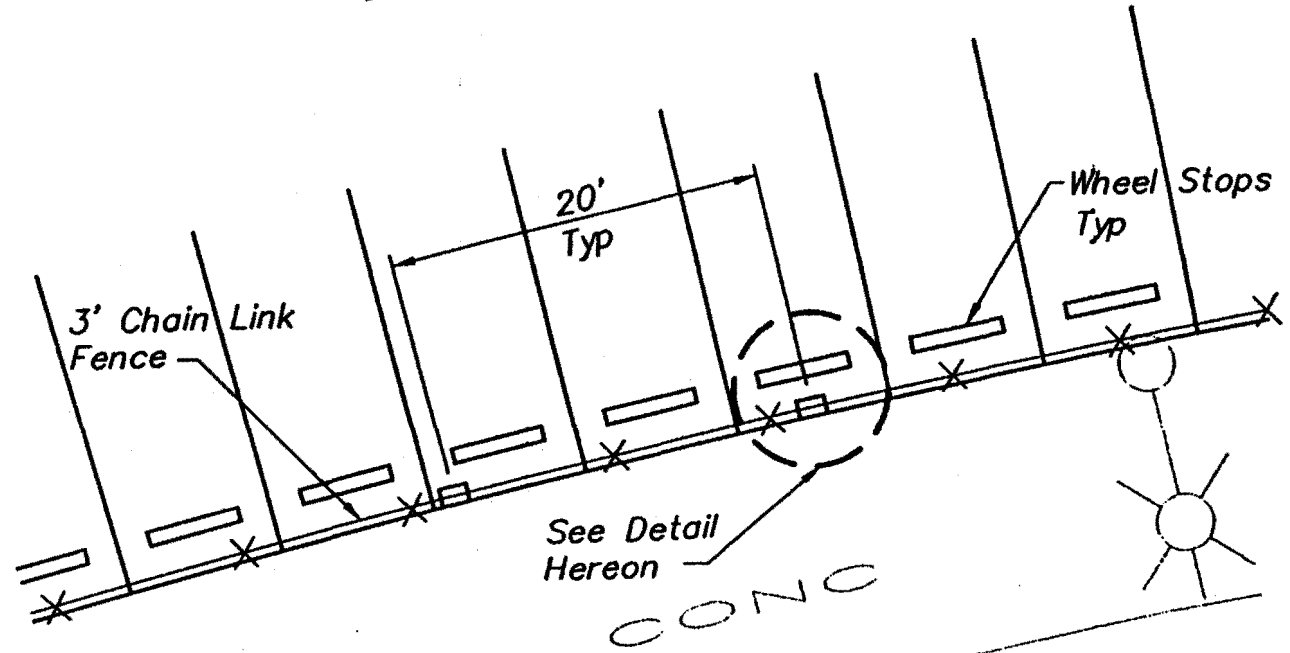
SCALE: 1"=10'

DETAIL 1
SIDEWALK ADDITION
PROPOSED PARKING LOT

COASTAL COMMISSION
 5-98-154
 EXHIBIT # 4
 PAGE 2 OF 3

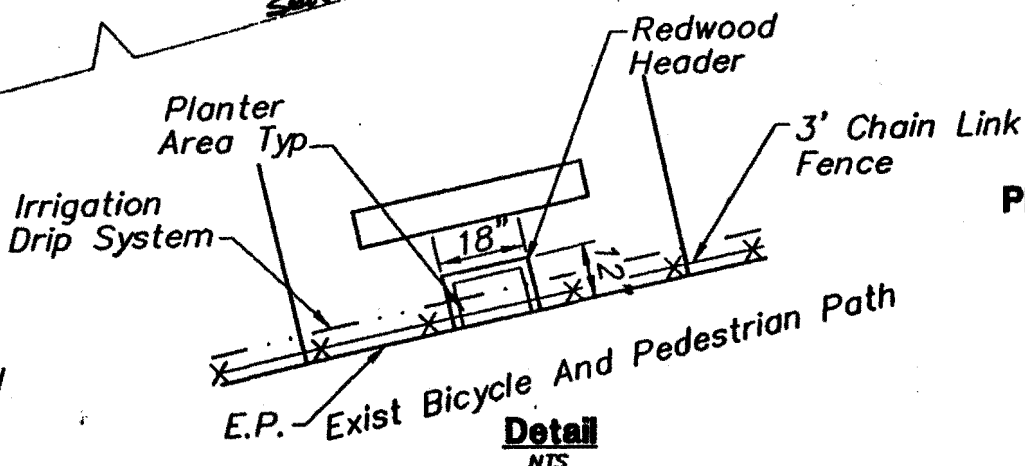


SCALE: 1"=10'



← Bike Path →

Esplanade



NOTE:
Construction Drawing Will
Provide Type Of Fence
Climbing Plant Cover.

Detail
NTS

DETAIL 2
PLANTER BOX
PROPOSED PARKING LOT

COASTAL COMMISSION
5-98-154

EXHIBIT # 4
PAGE 3 OF 3

N:\DETAILS\DWG\KEVIN\DG PARK 4.DWG