

CALIFORNIA COASTAL COMMISSION

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**W 19d**

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Staff Report: 4/20/06
Hearing Date: 5/10-12/06
Commission Action:

STAFF REPORT: PERMIT AMENDMENT**AMENDMENT****APPLICATION No.: 5-03-355-A1****APPLICANT:**

**Boeing Realty Corporation
Panattoni Development Corporation (PDC)**

AGENT:

John Mehigan, (PDC)

PROJECT LOCATION: The 4.47 acres located at the southeast quadrant of the intersection of Seal Beach Blvd. and Westminster Ave., Seal Beach, Orange County.

DESCRIPTION OF PROJECT PREVIOUSLY APPROVED: Subdivision of a single, approximately 107 acre lot into 23 lots, including 20 numbered lots and 3 lettered lots; demolition of twelve existing buildings; grading including 30,000 cubic yards of cut and 150,000 cubic yards of fill; construction of public and private infrastructure associated with development including sewer, water, storm drain, water quality, street improvements, landscaping, and traffic signals; a wetland enhancement plan increasing the existing 0.06 acre of on-site wetlands to approximately 1.34 acre of wetland habitat; a water quality treatment system; and, construction of 12 new light industrial buildings, totaling 913,000 square feet of floor area on twelve of the proposed lots.

DESCRIPTION OF AMENDMENT: Construction of four new buildings and ancillary development on previously approved Lots 17, 18, 19 and 20 of Tract No. 16375 and reconfiguration of those four lots. The four buildings include a 65,484 square foot, 110 room, 47 feet high (with a maximum height of 55 feet), four story hotel, a 10,725 square foot, 21 feet high (maximum point of 25 feet), single story food/retail building, a 5,400 square foot, 21 feet high (maximum height 25 feet), single story, retail building, and a 3,400 square foot, 21 feet high (maximum height 28 feet), single story drive through restaurant.

LOCAL APPROVALS RECEIVED: City of Seal Beach Approval in Concept dated 12/19/05.

SUBSTANTIVE FILE DOCUMENTS: Coastal Development Permit 5-03-355 (Boeing Realty Corporation); Boeing Space & Communications Group Specific Plan; Environmental Impact Report 02-1 Boeing Specific Plan Project, Mitigated Negative Declaration 05-4.

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending approval of the proposed coastal development permit amendment with 5 special conditions which require 1) previously imposed conditions remain in effect; 2) submittal and conformance with a revised water

quality management plan; 3) conformance with the archaeological plan approved as a special condition of the underlying coastal development permit; 4) submittal of a reciprocal parking agreement; and 5) conformance to the geotechnical recommendations.

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.

If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. 14 Cal. Admin. Code 13166.

Although the uses proposed under this amendment were contemplated in the underlying project, the actual development was not proposed at the time and so had not been reviewed and approved by the Commission. The proposed amendment includes significant additional development, therefore, pursuant to Section 13166 of the Commission's regulations, the Executive Director is referring this application to the Commission.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. APPROVAL WITH CONDITIONS

The Commission hereby **APPROVES** the amendment to coastal development permit 5-03-355, subject to the conditions below, for the proposed development on the grounds that the development 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, and will not have any significant adverse effects 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. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. 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.
5. 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. Conditions Imposed Under Original

All conditions of the previously approved permit remain in effect except as modified herein.

2. Water Quality

A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT

AMENDMENT, THE APPLICANT SHALL SUBMIT FOR THE REVIEW AND APPROVAL OF THE Executive Director, two (2) copies of a revised Water Quality Management Plan (WQMP) for the post-construction project site, prepared by a licensed water quality professional, and shall include plans, descriptions, and supporting calculations. The WQMP shall incorporate structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of stormwater and dry weather flows leaving the site. In addition to the specifications above, the plan shall be in substantial conformance with the following requirements:

1. Best Management Practice Specifications

- a) The BMPs shall be selected to address the pollutants of concern for this development, including, but not limited to, trash, debris, oil and grease, solvents, phosphates, metals, bacteria/virus, suspended solids, organic compounds (including petroleum hydrocarbons), and (due to landscaping) nutrients, pesticides, sediments and oxygen demanding substances
- b) Where feasible, source control BMPs shall be given preference over treatment control BMPs
- c) Impervious surfaces, especially directly connected impervious areas, shall be minimized, and alternative types of pervious pavement and natural vegetation shall be used where feasible;

- d) Dry-weather nuisance flows and the use of fertilizers and other landscaping chemicals shall be minimized through the implementation of a low-maintenance landscaping plan and/or the use of Integrated Pest Management practices for landscape maintenance, and the use of an efficient irrigation system;
- e) Runoff from all roofs, driveways and parking areas shall be collected and directed through a system of structural BMPs including vegetated areas and/or gravel filter strips and other vegetated or media filter devices. The system of BMPs shall be designed to 1) trap sediment, particulates and other solids and 2) remove or mitigate contaminants through infiltration, filtration and/or biological uptake.
- f) Post-construction structural BMPs (or suites of BMPs) shall be designed to treat or filter the volume of water resulting from 3/4 of an inch of rainfall in a 24-hour period over the entire tributary drainage area. (The Los Angeles Regional Water Quality Control Board has determined that in the Los Angeles area this is equivalent to the amount of storm water runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor [i.e., 2 or greater], for flow-based BMPs.)
- g) The structural BMPs shall be constructed prior to or concurrent with the construction of the development proposed under this amendment.
- h) Debris and other water pollutants removed from structural BMP(s) during clean-out shall be contained and disposed of in a proper manner;
- i) It is the applicant's responsibility to maintain the drainage system and the associated structures and BMPs according to the manufacturer's specifications.
- j) All structural and non-structural BMPs shall be maintained in a functional condition throughout the life of the approved development to ensure the water quality special conditions are achieved. Maintenance activity shall be performed according to the specifications in the WQMP. At a minimum, maintenance shall include the following:
 - i) All structural BMPs shall be inspected, cleaned and repaired, as needed and prior to the onset of the storm season, no later than October 1st of each year; after every major storm event; and at least once during the dry season;
 - ii) Debris and other water pollutants removed from structural BMP(s) during clean-out shall be contained and disposed of in a proper manner.
 - iii) It is the applicant's responsibility to maintain the drainage system and the associated structures and BMPs according to manufacturer's specification and to ensure maximum pollutant removal efficiencies.

2. Restaurants

- a) Wash down areas for restaurant equipment and accessories and food preparation areas shall be designed to meet the following:
 - i. The area shall be self-contained, equipped with a grease interceptor, and properly connected to a sanitary sewer. The grease interceptor shall have the capacity to capture grease to the maximum extent practicable.
 - ii. If a wash area is to be located outdoors, it shall be covered, paved, have primary containment, and be connected to the sanitary sewer.
 - iii. The grease interceptor shall be regularly maintained according to manufacturer's specifications to ensure maximum removal efficiencies.
- b) The applicant shall be responsible for ensuring that restaurant owners, managers, and staff are educated about the use and maintenance of grease interceptors, as well as BMPs designed to limit, to the maximum extent practicable, the contribution of pollutants from restaurants, wash areas, loading areas, trash and recycling storage areas.
- c) The applicant shall not use or distribute any polystyrene or foamed polystyrene product (including, but not limited to, foamed polystyrene cups, plates, and "to go" food boxes).
- d) Informational signs around the establishments for employees and customers about water quality and the BMPs used on-site shall be provided.

3. Trash and recycling containers and storage areas

The applicant shall construct trash and recycling containers and storage areas that, if they are to be located outside or apart from the principal structures, are fully enclosed and water-tight in order to prevent stormwater contact with waste matter which can be a potential source of bacteria, grease, and particulates and suspended solids in runoff, and in order to prevent dispersal by wind and water. Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s), and must be screened or walled to prevent off-site transport of trash.

4. Sweeping

The applicant shall, on a weekly basis, sweep the parking areas to remove sediment, debris, and vehicular residues. Washing-down of impervious surfaces is prohibited, unless these nuisance flows do not contribute any additional pollutants to the runoff.

5. Pools, Spas, and Fountains

Pool, spa, and fountain water shall not be discharged into the storm drain system, the Pacific Ocean, or any other receiving water. For maintenance and repair of the pool, spa, and fountain structures, BMPs shall be utilized to ensure no pollutants are discharged to receiving waters. If drainage is necessary, pool

and fountain water shall only be drained into a pipe connected to the sanitary sewer system.

6. Education and Training

- a) Annual verbal and written training of employees, tenants, landscapers, BMP maintenance crews, property managers and other parties responsible for proper functioning of BMPs shall be required.
- b) Outdoor drains shall be labeled/stenciled to indicate whether they flow to an on-site treatment device, a storm drain, or the sanitary sewer, as appropriate.
- c) Storm drain stenciling ("No Dumping, Drains to Ocean" or equivalent phrase) shall occur at all storm drain inlets in the development.
- d) Informational signs about urban runoff impacts to water quality and the BMPs used on-site shall be provided.
- e) The applicant or responsible party shall be responsible for educating all landscapers or gardeners on the project site about the BMPs applicable to water quality management of landscaping and gardens. Education shall include distribution of written materials, illustrations and verbal instruction.

- B.** The permittee shall undertake development and shall operate the site in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

3. Archaeological Monitoring

- A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit for the review and approval of the Executive Director a written agreement to abide by the Addendum to: Subsurface Investigation and Evaluation at Boeing Property Archaeological and Native American Monitoring Plan, Pacific Gateway Business Park, Seal Beach, California prepared by EDAW, Inc. and dated September 2004, Revised February 2005, approved as a special condition of coastal development permit 5-03-355.
- B.** The permittee shall undertake development and shall operate the site in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

4. Reciprocal Parking Agreement

- A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, for the review and approval of the Executive Director, a

Reciprocal Parking Agreement for the subject site, indicating that all on-site parking shall be equally available to all uses on site and shall not be reserved for the exclusive use of any one use at the site. Said agreement shall state that the agreement is in effect for the entire life of the proposed development, with provisions for modification thereto subject to the review and approval of the California Coastal Commission.

- B. The permittee shall undertake development in accordance with the approved final plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

5. Conformance of Design and Construction Plans to Geotechnical Information

- A. All final design and construction plans, including grading, foundations, site plans, elevation plans, and drainage plans, shall be consistent with all recommendations contained in the Geotechnical Investigation Report, prepared by Sladden Engineering, dated August 2005.
- B. **PRIOR TO THE ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT**, the applicant shall submit, for the Executive Director's review and approval, evidence that the geotechnical consultant has reviewed and approved all final design and construction plans and certified that each of those final plans is consistent with all of the recommendations specified in the above-referenced geologic evaluation approved by the California Coastal Commission for the project site.
- C. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

6. General Construction Responsibilities

The permittee shall comply with the following construction-related requirements:

- a) Any and all debris resulting from construction activities shall be removed from the site within 10 days of completion of construction.
- b) Reasonable and prudent measures shall be taken to prevent all discharge of fuel or oily waste from heavy machinery or construction equipment or power tools into areas subject to runoff into the storm drains. The applicant and applicant's contractors shall have adequate equipment available to contain any such spill immediately.
- c) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain, and shall not be stored in contact with the soil.

- d) All debris and trash shall be disposed of in the proper trash and recycling receptacles at the end of each construction day.
- e) All storm drain inlets and catch basin shall be protected by sand bags and/or straw waddles during construction.
- f) If the borrow site for the 1,500 cubic yards of fill to be imported is located within the coastal zone, an amendment to this permit or a new permit may be required unless the Executive Director determines that none is legally required.

7. Deed Restriction

PRIOR TO ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT AMENDMENT (5-03-355-A1), the applicant shall submit to the Executive Director for review and approval documentation demonstrating that the applicant has executed and recorded against the parcel(s) governed by this permit amendment a deed restriction, in a form and content acceptable to the Executive Director: (1) indicating that, pursuant to this permit amendment, the California Coastal Commission has authorized development on the subject property, subject to terms and conditions that restrict the use and enjoyment of that property; and (2) imposing the Special Conditions of this permit amendment, as covenants, conditions and restrictions on the use and enjoyment of the Property. The deed restriction shall include a legal description of the entire parcel or parcels governed by this permit amendment. The deed restriction shall also indicate that, in the event of an extinguishment or termination of the deed restriction for any reason, the terms and conditions of this permit amendment, shall continue to restrict the use and enjoyment of the subject property so long as either this permit or the development it authorizes, or any part, modification, or amendment thereof, remains in existence on or with respect to the subject property.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. AMENDMENT PROJECT DESCRIPTION

The applicant proposes to construct a 65,484 square foot, 110-room hotel building; a 10,725 square foot food/retail (interior food court and retail building) building; a 3,400 square foot fast food restaurant building; and a 5,400 square foot retail building. The hotel is proposed to be 4 stories, and a maximum of 55 feet at its highest point. The majority of the proposed hotel structure would be 46 feet, 5 inches high with architectural projections at the center and on each side of the structure to 50 feet high, and one architectural feature at the highest point is proposed to be 54 feet, 7 inches high. The overall square footage figure for the hotel includes lobby area, breakfast area, meeting area, and service area. Although not a part of the proposal, the hotel is anticipated to be a Hampton Inn & Suites. The price range for the hotel rooms has not been specified at this time. The fast food and retail buildings will range in height from 21 to 28 feet to the highest points of architectural features. Each of the restaurant and retail structures are proposed to be single story structures. The site is currently developed as a parking lot.

The proposed development includes reconfiguration of the four lots that comprise the 4.47 acre subject site. The underlying coastal development permit included approval of the creation of the four lots, which are a portion of the total 23 lots created from the 107-acre parcel that was the subject of the underlying permit. The proposed amendment would reconfigure the outline of the four lots within the subject 4.47-acre area. No new lots will be created. The lot reconfiguration is proposed in order to better coincide with the proposed structures. It will also allow access to all proposed uses on site from both Seal Beach Boulevard and Westminster Avenue.

Site grading is proposed for the purpose of recompacting the soil. The grading will consist of 2,250 cubic yards of cut and 3,300 cubic yards of fill. The location of the borrow site is not known at this time. If the borrow site is located within the coastal zone, an amendment to this permit or a new permit may be required unless the Executive Director determines that none is necessary.

The 4.47 acre subject site has frontage on both Westminster Boulevard and on Seal Beach Boulevard. However, it is not directly adjacent to the actual intersection of the two streets. There is existing development, not a part of this amendment nor of the underlying permit, at the corner of the intersection. See exhibit B. Vehicular access to the site is proposed from the existing 40 foot wide entries from Westminster Avenue and Seal Beach Boulevard. In addition, a new 30 foot wide entry is proposed on the southeast side of the property. The total number of parking spaces proposed for the entire project is 229 spaces. The proposed parking is proposed on a "shared-use" basis. Non-invasive, low water use landscaping is also proposed, consistent with the approved, underlying coastal development permit. The subject site is Planning Area 4 of the City's Boeing Space and Communications Group Specific Plan. Planning Area 4 is the only portion of the Specific Plan area identified for commercial development. The remainder of the Specific Plan area is designated as an industrial business park. The industrial park uses were approved by the Commission via the underlying Coastal Development Permit, 5-03-355 (Boeing Realty Corporation).

Because the City of Seal Beach has no certified Land Use Plan or Implementation Plan, the Specific Plan was not subject to review by the Commission. However, the Commission did review the overall 107-acre Specific Plan area via the underlying Coastal Development Permit 5-03-355 (Boeing realty Corporation). At that time the Commission approved subdivision of the 107 acre single lot into 23 lots, including 20 numbered lots and 3 lettered lots; demolition of twelve existing buildings; grading including 30,000 cubic yards of cut and 150,000 cubic yards of fill; construction of public and private infrastructure associated with development including sewer, water, storm drain, water quality, street improvements, landscaping, and traffic signals. The original project also included a wetland enhancement plan which increased the existing 0.06 acre of on-site wetlands to approximately 1.34 acre of wetland habitat; a water quality treatment system. The subject site is approximately 2,300 feet away from the wetlands area and is separated from it by existing Boeing development. Except for the subdivision, which affected the entire 107-acre site and included the division of this part of the site into 4 lots, none of the other development approved by Coastal Development Permit 5-03-355 was to occur on this site. The original project also included construction of 12 new light industrial buildings, totaling 913,000

square feet of floor area on twelve of the proposed lots. However, in Planning Area 4, the only development proposed or approved was grading to remove the existing parking lot. Other than the parking lot, no development existed at the site of the currently proposed project (Planning Area 4). Although the subject site was anticipated under the City approved Specific Plan to be developed with hotel, retail, and restaurant uses, these uses and structures were not proposed under the previously approved coastal development permit.

The underlying permit was approved subject to 9 special conditions which required: 1) the proposed habitat creation to be carried out as proposed with the addition of an appropriate monitoring system; 2) confining the limits of grading to that proposed in order to assure no impacts to wetlands; 3) general construction responsibilities; 4) night lighting to be directed away from sensitive habitat; 5) that the landscape plan be carried out as proposed; 6) archaeological monitoring; 7) evidence of a reciprocal parking agreement; 8) that the water quality management plan be carried out as proposed; and, 9) conformance of the plans to the geotechnical recommendations. The special conditions were met, the permit was issued, and development has commenced. The proposed amendment will not alter any of the previously approved special conditions.

B. Water Quality

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 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.

Post Construction

The proposed development will introduce pollutants that, if untreated, would flow into the City's storm drain system and, ultimately into the ocean. Specific types of pollutants would be expected from the proposed development, particularly from the parking lot and restaurant. These possible pollutants include trash, debris, oil, grease, solvents,

phosphates, suspended solids, bacteria/virus, heavy metals, organic compounds (including petroleum hydrocarbons), and (due to landscaping) nutrients, pesticides, sediments and oxygen demanding substances.

Sections 30230 and 30231 of the Coastal Act require that the quality of coastal waters and marine resources be protected, and where feasible, enhanced. Allowing harmful pollutants originating from the proposed project development to be carried via site drainage from the site into the river and ocean is inconsistent with the water quality policies of the Coastal Act. Thus, measures must be incorporated into the project to assure that site drainage does not result in adverse impacts on coastal water quality or on marine resources.

The subject site is currently a parking lot and is virtually entirely paved. The existing asphalt parking lot is proposed to be removed and the proposed parking areas are to be re-paved. The proposed project would result in 38,111 square feet of building footprint, 113,200 square feet of paved area, and 42,862 square feet of landscaped area. Landscaping of the site is proposed to cover 15% of the area. Buildings and asphalt concrete-paved parking lots will cover the remaining 3.78 acres. There is no existing development at the site (other than a parking lot that is to be entirely removed), and so the proposed project represents an excellent opportunity to incorporate design features that would reduce storm water runoff from the site, and thus increase water quality protection.

Runoff from the site currently drains into storm drains located in both Seal Beach Boulevard and Westminster Avenue. These storm drains ultimately feed into the Los Alamitos Retarding Basin (LARB) and Pumping Station, then into the San Gabriel River, and then into the Pacific Ocean. Proposed site drainage will continue to drain into the existing storm drain system.

The applicant has proposed a Water Quality Management Plan (WQMP) for the site. The proposed WQMP includes a number of measures designed to reduce adverse impacts on water quality. Water quality measures proposed as part of the project include source control (structural and non-structural), site design, and treatment control best management practices (BMPs). More specifically, some of the structural source control BMPs proposed include education of property owners, tenants and occupants; preparation of a spill contingency plan, implementation of trash management and litter control procedures; and street sweeping of the parking lot. Proposed structural BMPs proposed include storm drain stenciling and signage, design trash storage areas to reduce pollution introduction; efficient use of irrigations systems and landscape design, specification for loading dock and equipment wash areas, and wash water controls for food preparation areas. Site design BMPs proposed include minimizing impervious areas, and minimizing the amount of discharge area (by increasing landscaped areas). In addition, treatment control BMPs proposed include porous landscape detention and installation of media filter device (CDS unit or similar).

The proposed WQMP includes a WQMP/BMP Plan site plan. Also included in the application file are a conceptual grading plan and a landscape plan. However, none of these plans indicate the on-site surface drainage flow direction. It does not appear that any of the surface drainage will be directed to the landscaped areas on site. In addition,

the conceptual grading plan (Sheet C-1, at Circle 13) includes a note stating, “construct trench drain”, but no trench drain location is shown on the plans. The proposed WQMP states that an infiltration trench is not feasible for this site, but no explanation is given as to why.

The proposed plan calls for landscaped areas abutting most parking areas and buildings. Thus incorporation of simple design modifications such as curb breaks to allow the runoff to flow into concave landscaped areas or swales appears entirely feasible. However, this does not appear to be part of the proposed project. In fact the WQMP, in a chart on page 10, indicates that vegetated strips or swales, detention basins, infiltration basins or trenches are not feasible for the site. But no explanation is given as to why these measures are not feasible. In fact, it appears that some type of retention within the proposed landscape areas would indeed be feasible, and significantly beneficial. Although CDS type storm drain filter units are proposed, where feasible biofilters (directing runoff to vegetated areas) are preferred for several reasons including that they not only treat runoff but also help to maintain more natural hydrologic processes by allowing for some on site infiltrations, and also, since they are visible, maintenance needs can more readily be assessed as compared to mechanical (CDS type) devices. In addition, biofiltration is typically applicable to a wide range of sites, and can be used on most soils. They are especially good on sites that are relatively flat such as the subject site. So it is puzzling that they have been deemed infeasible at this site. Furthermore, constraints associated with the use of biofilters typically would also apply to landscaping. Biofilters are essentially an engineered type of landscape feature. Because landscaping is proposed it seems the proposed landscaped areas (or at least some of them) could be designed to accept site runoff. In addition, the WQMP should identify whether all or only a portion of the hardscape areas are directed to landscaped areas. It should also document how the amount of runoff to be directed to vegetated areas was determined. The proposed CDS type units would also provide benefits, and should be considered for use in addition to a biofilter(s).

A WQMP was approved for the underlying permit. That WQMP addressed development proposed at that time. The location of the development previously approved was on the northern portion of the 107 acre overall site. The location of the currently proposed development was not included within that WQMP, because no development, other than the subdivision was proposed in that area at that time. It should be noted, however, that the WQMP approved for that site included a series of water quality detention basins as well as a separate wetland enhancement component. Given that the location of the proposed development is in close proximity to, and within the overall 107 acre site of the underlying development, it appears that, because retention on site was feasible for the northern portion of the site, it is reasonable to expect that on-site retention would be feasible at the subject site as well.

Although the proposed WQMP indicates that porous landscape detention will be implemented as a treatment control BMP, it appears that what is actually proposed is merely landscaped areas which are in fact not designed to accept runoff from hardscape areas. Thus it appears that calling the landscaping a treatment BMP in the WQMP is a misnomer.

In addition to the WQMP, the applicant has also submitted a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP (on page 500-16, item SD-11) includes Roof Runoff Controls as a BMP to be implemented post-construction. But no description of how this will be implemented is included in the SWPPP. Furthermore, there is no mention of this BMP in the proposed WQMP. Thus, it is unclear whether Roof Runoff Controls are actually proposed, and if they are proposed, because they are not described, there is no way to assess whether the most effective roof runoff controls for the site will be implemented. The roof runoff controls are especially important given the expansive rooftop areas proposed. Roof Runoff Control BMPs possible at the site include, for example, rooftop cisterns, rooftop garden, and downspouts directed to landscaped areas. Rooftop catchment systems pool stormwater which then evaporates following the storm. This effectively eliminates rooftop runoff from the storm drain system. Another function of these systems is to slow down the runoff to reduce peaks. Such systems tend to work best in large commercial sites in climatic zones where rainfall is intermittent, and temperatures are above freezing, as is the case at the subject site. Downspouts to landscaped areas function as biofilters and allow on site infiltration, more closely mimicking natural hydrologic conditions. BMPs addressing roof runoff must be included in the project's WQMP.

The proposed development includes food service uses including a drive through restaurant and an indoor food court. Restaurant uses tend to generate certain anticipated pollutants. Among these are oil and grease, solvents, phosphates, metals, and suspended solids. Adverse water quality impacts arising from restaurant use typically arise from wash down areas (for equipment and accessories) and trash storage. Thus, the WQMP for the site must specifically address these aspects of development. The project's WQMP would need to include specific BMPs such as a self-contained wash down area equipped with a grease trap and properly connected to the sanitary sewer, and, if the trash storage area is to be located outside or apart from the principal structure, the area should be fully enclosed in order to prevent stormwater contact with waste matter which can be a potential source of bacteria/grease in runoff.

The project WQMP must also include inspection and maintenance measures for all proposed BMPs. Unless properly maintained, the BMPs would cease to be effective means of protecting water quality. Thus, the procedure for inspecting and maintaining BMPs must be specifically described and implemented.

Section 30230 of the Coastal Act requires that marine resources be maintained, enhanced, and where feasible restored. In addition, Section 30231 of the Coastal Act requires that the biological productivity and quality of coastal waters and of wetlands be maintained and, where feasible, restored. The proposed development will drain into the LARB, which drains into the San Gabriel River before discharging into the Pacific Ocean. Because runoff from the subject site ultimately drains into the ocean, the quality of the runoff is required by Sections 30230 and 30231 of the Coastal Act to be enhanced. As described above, the applicant is proposing a WQMP that would not achieve this Coastal Act water quality goal. Thus, a revised WQMP must be submitted. Therefore, as a condition of approval, the applicant shall submit, for the review and approval of the Executive Director,

a revised WQMP, that includes, at a minimum the requirements outlined above. Only as conditioned is the proposed project consistent with Sections 30230 and 30231 of the Coastal Act.

Construction Best Management Practices

During construction, the proposed development has a potential for a discharge of polluted runoff that ultimately enters coastal waters. A condition is imposed to incorporate best management practices during construction to minimize the effect of construction activities on the water quality. These measures include, but are not limited to, the appropriate management of equipment and construction materials to minimize the project's adverse impact on coastal waters. Therefore, the Commission finds that the proposed development, as conditioned, conforms with Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality during construction to promote the biological productivity of coastal waters and to protect human health.

C. Archaeology

Section 30244 of the Coastal Act states:

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

In November 2003, the Commission approved Coastal Development Permit 5-03-279 (Boeing). The permit allowed implementation of an archaeological investigation at the 107 acre site that was the subject of Coastal Development Permit 5-03-355. The 4.47 acre site that is subject to this amendment is a portion of the overall 107-acre site. The investigation was pursued because an earlier surficial survey of the site had identified seven potential prehistoric archeological sites based primarily on the presence of sparse to dense shell scatters. Since some or all of the 107-acre site is overlain by some fill material, it was unknown whether the shell scatters were present because they were re-deposited on the site or they were generated by on-site activity. The initial goal of the testing program was to determine whether the cultural materials have been substantially redeposited from elsewhere. If testing found that the cultural materials were not re-deposited, then an assessment was to be made as to whether the sites have any scientific value. If the sites were discovered to be intact and to retain integrity, the horizontal and vertical extent of the archeological sites were to be described and the materials analyzed. A report documenting the results of the investigation was generated (Subsurface Investigation and Evaluation, prepared by EDAW, December 2003) and found:

"The conclusion of this testing clearly illustrated that the shell material identified by the surface survey in September 2000 (Underwood 2000) is the result of imported fill material, and no intact cultural deposits were identified anywhere on the project area. Due to this lack of integrity, none of the sampled shell deposits meets the significance criteria of the California Register of Historic Resources and the National Register of Historic Places. Since no intact cultural deposits were encountered, no

further evaluation by the State Office of Historic Preservation (OHP) or the Native American Heritage Commission is necessary under the CDP.)”

The report goes on to conclude that future grading activities associated with the proposed development shall be monitored by qualified archaeological and Native American monitors.

During grading approved by the underlying permit of the northern portion of the overall 107-acre site, several prehistoric artifacts, including two manos, two steatite bowl fragments, and a piece of shaped serpentine, were discovered. A shell lens was also revealed. This area is identified below as “Boeing-S-1”. Grading stopped and a Significance Testing Plan was implemented consistent with the special conditions of Coastal Development Permit 5-03-355. The Significance Testing Plan determined that the prehistoric artifacts had been included in fill material that was derived from sites elsewhere in the vicinity and emplaced on the site. With regard to the shell lens, the project archaeologist found:

The investigations at Boeing-S-1 reveal that the site consists of two small, thin, and discontinuous lenses of dark soil and marine shell lying underneath about 2 m of imported fill emplaced during construction of the Boeing facility. Although portions of the site were removed during the excavation of Lot 1, it appears that those portions were limited in extent. The structure and content of the site as revealed by the testing indicates short-term use of this location for processing shellfish gathered from nearby Alamitos Bay, possible by prehistoric groups inhabiting the larger sites along the top of Land Hill (York et al. 1997, 2004). Assuming the use of this location by prehistoric groups, based on the small size and limited assemblage of these loci, it is likely that they represent very few episodes of use.”

The project archaeologist concluded:

“Based on the findings of the testing program, it is concluded that Boeing-S-1 does not meet the criteria for significance as specified in Special Condition 6C of the Coastal Development Permit and are not significant under the California Environmental Quality Act. Combined, the two identified loci measure only about 7 m square, of which a large sample (about 15 percent) has been collected. The sampling revealed a limited assemblage composed mainly of marine shell. Although the results are of some interest with respect to the overall patterns of prehistoric land use as discussed in the Significance Testing Plan, the site can contribute few additional data beyond what have already been collected and its research potential has been largely exhausted.”

The Significance Testing Plan was prepared in consultation with the Native American monitors working at this site. The archaeological field investigations were monitored by a Native American monitor. The Native American monitor reviewed and approved the conclusions of the Significance Testing Plan, as did the Executive director (pursuant to the requirements of the special condition).

Although no intact cultural deposits were found pursuant to the subsurface archaeological investigations recently completed, it is nevertheless possible that significant resources may yet exist at the site. Section 30244 of the Coastal Act requires that should such resources exist at the site, reasonable mitigation measures are required. The proposed site grading offers the optimum opportunity to review the site for artifacts. Monitoring the site during grading activities would allow identification of any heretofore undetected cultural resources. If such resources are found, then appropriate mitigation measures, as required by Section 30244, need to be implemented.

In compliance with the special conditions of Coastal Development Permit 5-03-355, the applicant submitted an Addendum to Subsurface Investigation and Evaluation at the Boeing Property Archaeological and Native American Monitoring Plan, Pacific Gateway Business Park, Seal Beach, California, dated September 2004, revised February 2005 (Archaeo Monitoring Plan). Implementation of this Archaeo Plan was found to adequately meet the requirements of Section 30244 of the Coastal Act.

Included in the application submittal is a letter from the project archaeologist to Mr. John T. Mehigan of Panattoni Development Company indicating that the approved archaeological program will be carried out at the subject site (see exhibit F). It is the intent of the project applicant to comply with the approved Archaeo Monitoring Plan.

In order to assure that development proposed under the current amendment request is undertaken consistent with Section 30244 of the Coastal Act, the Commission finds that the approved Archaeo Monitoring Plan must be implemented with the development proposed by this amendment. Therefore, the Commission imposes a special condition requiring implementation of the Archaeo Monitoring Plan as approved. Should resources be discovered during grading/monitoring, the procedures outlined in Special Condition 6 (Archaeological Monitoring) of the underlying permit would apply. Special Condition 1 of this amendment carries forward these requirements of the underlying permit to the work proposed under this amendment. As conditioned, the Commission finds the proposed amendment is consistent with Section 30244 of the Coastal Act.

D. Visitor Serving Use

The subject site is located adjacent to the inland boundary of the coastal zone, approximately 1 ½ miles inland of the beach. Nevertheless, Seal Beach Boulevard and Westminster Avenue are both arterials that lead to the coast and visitor-serving coastal amenities. The proposed development includes a new 110 room hotel and restaurants, both of which support visitors to the coast.

Section 30222 of the Coastal Act places a higher priority on the provision of visitor-serving commercial uses designed to enhance public opportunities for coastal recreation than on residential, industrial, or general commercial uses. The proposed development is comprised of visitor serving uses. Thus, such uses at the subject site are consistent with the preference identified in Section 30222 of the Coastal Act.

The proposed hotel is to be a traditional hotel; no timeshare/fractional ownership is proposed. Timeshare/fractional ownership raises issues with regard to visitor serving uses. Section 30222 of the Coastal Act places a higher priority on visitor serving uses. Timeshare/fractional ownership of hotels limits the number of visitors who have access to the use. As such, timeshare/fractional ownership hotels are not considered to be a higher priority use under the Coastal Act. Therefore, a change in the type of ownership of the hotel to timeshare/fractional ownership for all or part of the hotel would require an amendment to this permit or a new Coastal Development Permit.

E. Public Access/Parking

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 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 ...

The proposed project includes 229 parking spaces. Using the Commission's typically imposed parking standards 380 parking spaces would be required. (1 space/unit – hotels = 110; 1 space/50 square feet for restaurant = 135; 1 space/225 square feet for retail = 35). The applicant is proposing significantly fewer spaces (151 less than the Commission's typically imposed requirement). The reduction is based on the expected shared use and different peak periods for the proposed uses. The City's parking requirement for the project would be 1 space for each hotel unit = 110 spaces; one space for every 100 square feet of restaurant space = 114 spaces; and one space for every 300 square feet of retail space = 26 spaces. The City approved a 10% parking reduction based on the shared use concept. Thus, the City's total parking requirement for the project is 250 spaces – 10% (25) = 225. Based on these figures, the parking provided exceeds the City's requirement by four spaces.

The basic concept of shared use parking has been quantified in a widely disseminated and recognized report by the Urban Land Institute (ULI) publication titled Shared Parking. The concept of shared use parking is based on the fact that, in a mixed use development, some users will visit more than one use in a single visit and also that different uses may generate different peak period parking demands. The proposed hotel and restaurant/retail uses are expected to work well under this concept. Peak parking use for hotels tends to occur after 6 p.m., whereas expected peak use for the retail and restaurant (fast food type), tend to peak between noon and 1 p.m. According to the applicant's shared use parking consultant in a report titled "Shared Use Parking – Boeing Hotel/Retail Site Plan, prepared by Austin-Foust Associates, dated September 2, 2005: *"The hourly fluctuations*

throughout the day in parking demand between the hotel and retail/restaurant is over 60 to 70 percent with neither peaking at the same time. Therefore, the application of a 10 percent reduction in parking based on shared use is quite conservative in that in reality it is much higher, more like 40 to 50%."

The proposed shared use parking concept appears reasonable. It is likely that the peak fast food use will occur around lunchtime. It is also likely that many of the users of the fast food facilities will come from nearby developments such as the existing Boeing Integrated Defense facility and the future Industrial Park, making it likely that many patrons would walk to the facility. In addition, much of the fast food business could be take out, which would further limit the need for parking spaces in that the time spent at the facility would be less than an entire mealtime. Moreover, the different peak periods for the restaurant/retail and hotel uses further decrease the total parking demand.

In addition, the project location is nearly 2 miles inland of the beach, and nearby streets in the vicinity of this site would not be expected to provide parking for beach visitors. There are other coastal recreational areas nearer than the beach, such as Gum Grove Park at Hellman Ranch, located approximately 1 mile seaward of this site. However, again, street parking in the vicinity of this site wouldn't generally support parking for access to Gum Grove Park (which has it's own parking lots). Thus, in the unlikely event that the proposed parking isn't adequate (leading to patrons use of street parking or other off-site parking areas), such usage would not displace beach or other visitor support parking.

For these reasons, in this particular case, given the conclusions of the shared use analysis and considering the City's parking standard (though less stringent than those generally used by the Commission), the Commission finds that the proposed number of parking spaces will be adequate to serve the proposed development, consistent with the requirements of Sections 30210 and 30252 of the Coastal Act.

The information provided in the Shared Use Parking study adequately supports the assertion that the proposed development will provide sufficient parking to serve the proposed uses. However, not all parking throughout the subject site will be located on the same lot as the use/structure it currently serves. There must be an assurance that each proposed use/structure will continue to be served by a sufficient number of parking spaces. Depending on future ownership of each of the proposed lots, parking necessary to serve a use/structure on a different lot may not remain available to that use/structure in the future. This could result in parking shortages, inconsistent with the requirements of Sections 30210 and 30252. In order to avoid this scenario, and to assure that adequate parking is provided with new development, a special condition is imposed which requires the applicant to submit evidence of a reciprocal parking agreement assuring that shared use of the entire parking area will continue for the life of the development. Only as conditioned, is the proposed project consistent with Sections 30210 and 30252 of the Coastal Act regarding the provision of maximum public access.

F. Geology/Hazards

Section 30253 of the Coastal Act states:

New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

Grading of approximately 5,550 cubic yards is proposed, including 2,250 cubic yards of cut and 3,300 cubic yards of fill. Thus, 1,050 cubic yards of fill material is expected to be imported from off site. The grading is proposed for the purpose of recompacting the soil prior to construction. Earth movement of this magnitude includes a measure of risk, including potential geologic instability.

A Geotechnical Investigation Report (Report) was prepared by Sladden Engineering, dated August 2005. Regarding the proposed project, the Report states:

“Based upon the results of our investigation, the proposed structure is considered geotechnically feasible provided the recommendations presented herein are incorporated into the design and construction. If changes in the design of the structure are made or variations or changed conditions are encountered during construction, Sladden should be contacted to evaluate their effects on these recommendations. The following geotechnical engineering recommendations for the proposed structure are based on observations from the field investigation program and the physical test results and our experience with site of similar condition.”

The geologic consultant has found that the subject site is suitable for the proposed development provided the recommendations contained in the Geotechnical Investigation Report are implemented in the design and construction of the project. In order to assure that risks are minimized, the geologic consultant's recommendations should be incorporated into the design of the project. As a condition of approval, the applicant shall submit plans, including grading and foundation plans, indicating that the recommendations contained in the Geotechnical Investigation Report prepared by Sladden Engineering, dated August 2005, have been incorporated into the design of the proposed project. Only as conditioned does the Commission find the proposed development consistent with Section 30253 of the Coastal Act which requires that geologic risks be minimized.

G. Visual Resources

Section 30252 of the Coastal Act requires that scenic and visual qualities of coastal areas be considered and protected as a resource of public importance. The subject site is currently developed as a parking lot and is located between the existing Boeing Integrated Defense System complex and a strip mall. West of the site is the Los Alamitos Retarding Basin. The site is bounded to the north and east by two major thoroughfares, Westminster Avenue and Seal Beach Boulevard. To the north, across Westminster Avenue, is the gated retirement community of Leisure World. Industrial development and City facilities exist to the further south of the site, beyond the existing Boeing complex. To the east, across Seal Beach Boulevard, is the U.S. Naval Weapons Station. In addition, the site is approximately one and a half miles inland of the ocean, at the inland boundary of the coastal zone. No public views to the ocean or other scenic coastal areas currently exist at the subject site. The buildings approved by the underlying Coastal Development permit range up to 44 feet in height, which is similar to the existing Boeing development. On the other side of the subject site, at the corner of Seal Beach Blvd. and Westminster Blvd., is a strip mall with development similar to that currently proposed. Thus, the proposed development will be consistent with scale and character of the surrounding development. Therefore, the proposed project raises no issues with regard to consistency with Section 30252 of the Coastal Act regarding protection of scenic views.

E. Deed Restriction

To ensure that any prospective future owners and lessees of the property and/or structures that is the subject of this permit are made aware of the applicability of the conditions of this permit, the Commission imposes one additional condition requiring that the property owner record a deed restriction against the property, referencing all of the above Special Conditions of this permit and imposing them as covenants, conditions and restrictions on the use and enjoyment of the property. Thus, as conditioned, any prospective future owner and/or lessee of the property and/or structures will receive actual notice of the restrictions and/or obligations imposed on the use and enjoyment of the land including the responsibilities outlined in the Water Quality Management Plan, to which the site is subject, and the Commission's immunity from liability.

H. Local Coastal Program

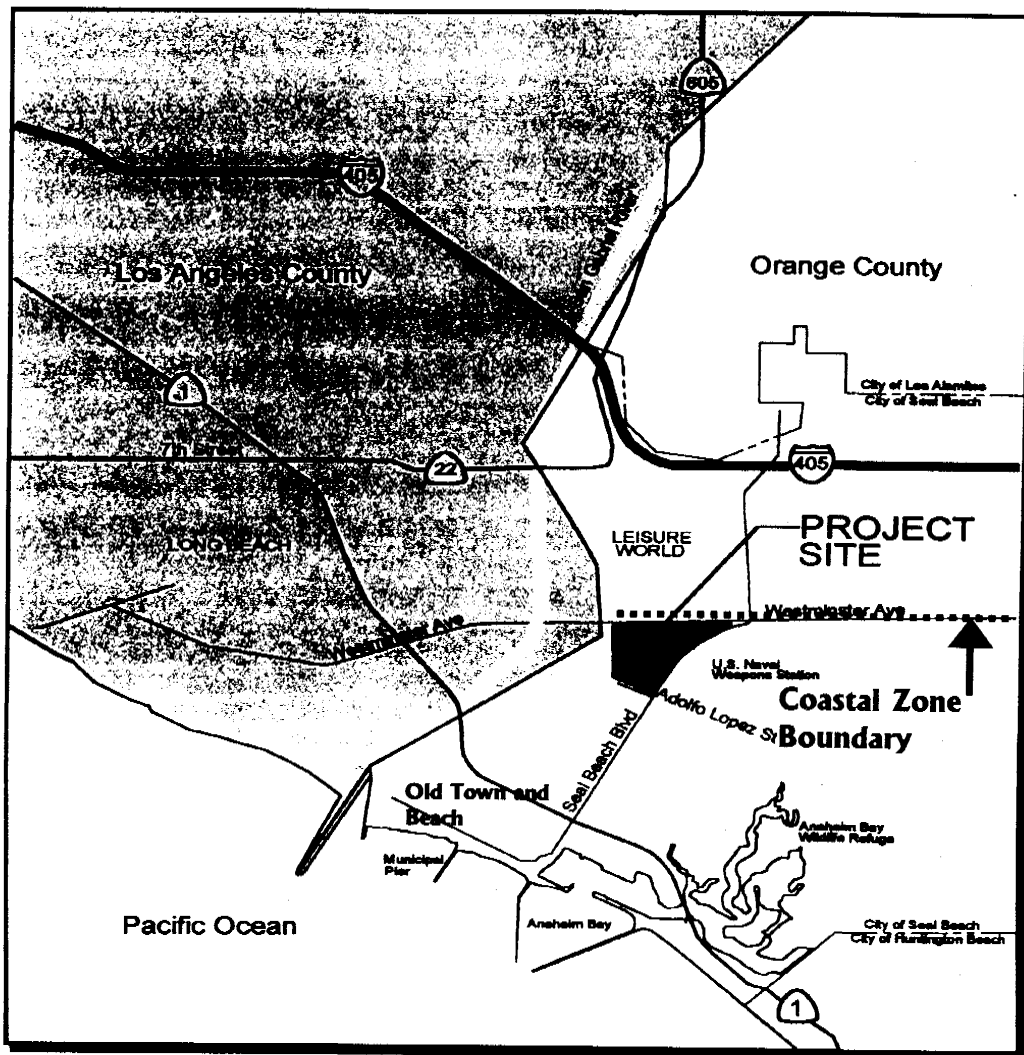
Coastal Act section 30604(a) states that, prior to certification of a local coastal program ("LCP"), a coastal development permit can only be issued upon a finding that the proposed development is in conformity with Chapter 3 of the Act and that the permitted development will not prejudice the ability of the local government to prepare an LCP that is in conformity with Chapter 3. The City of Seal Beach has neither a certified LCP nor a certified Land Use Plan. The proposed development is consistent with Chapter 3 of the Coastal Act. Approval of the project will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 of the Coastal Act.

I. California Environmental Quality Act

Section 13096 of the Commission's regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, 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 consistent with the water quality, archaeological, public access, and hazard policies of the Coastal Act. As conditioned, 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. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

ls



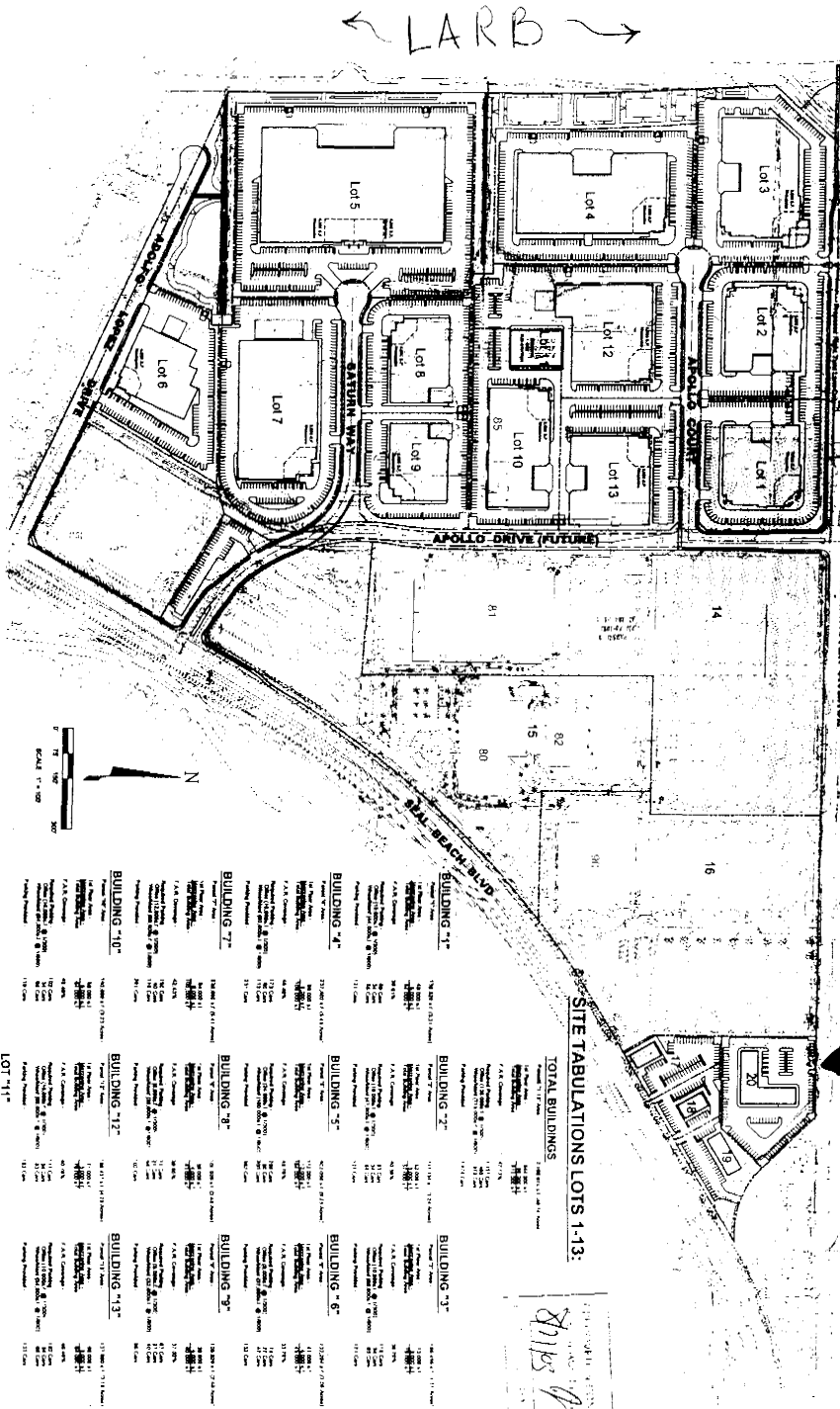
VICINITY MAP

COASTAL COMMISSION
5-03-355-A1

EXHIBIT # A

PAGE 1 OF 1

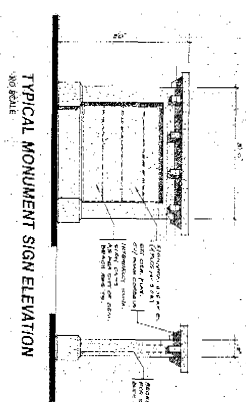
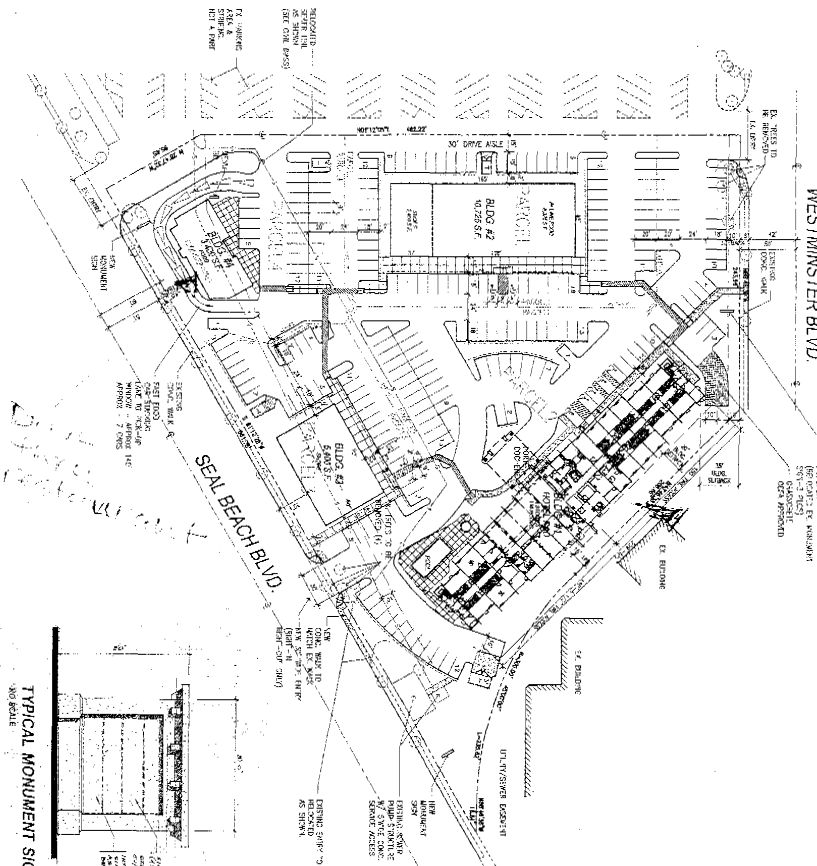
Boeing & Panattoni



SITE PLAN of
your name by approval of [Signature]

5-03-355 A1
EXHIBIT B

SEAL BEACH BLVD. RETAIL CENTER



SITE PLAN

1" = 40'-0"



ARCHITECTS ORANGE
ORANGE, CA 92668



SUMMARY:

TOTAL LAND (GROSS)	10.00 AC.
TOTAL LAND (NET)	9.80 AC.
RETAIL (GROSS)	100,000 SF
RETAIL (NET)	98,000 SF
RESTAURANT (GROSS)	10,000 SF
RESTAURANT (NET)	9,800 SF
OFFICE (GROSS)	10,000 SF
OFFICE (NET)	9,800 SF
TOTAL (GROSS)	120,000 SF
TOTAL (NET)	117,600 SF
PARKING (GROSS)	10,000 SF
PARKING (NET)	9,800 SF
TOTAL (GROSS)	130,000 SF
TOTAL (NET)	127,400 SF

PARKING REQUIRED:

RETAIL (GROSS)	100,000 SF	100 STALLS
RETAIL (NET)	98,000 SF	98 STALLS
RESTAURANT (GROSS)	10,000 SF	10 STALLS
RESTAURANT (NET)	9,800 SF	9 STALLS
OFFICE (GROSS)	10,000 SF	10 STALLS
OFFICE (NET)	9,800 SF	9 STALLS
TOTAL (GROSS)	130,000 SF	139 STALLS
TOTAL (NET)	127,400 SF	137 STALLS

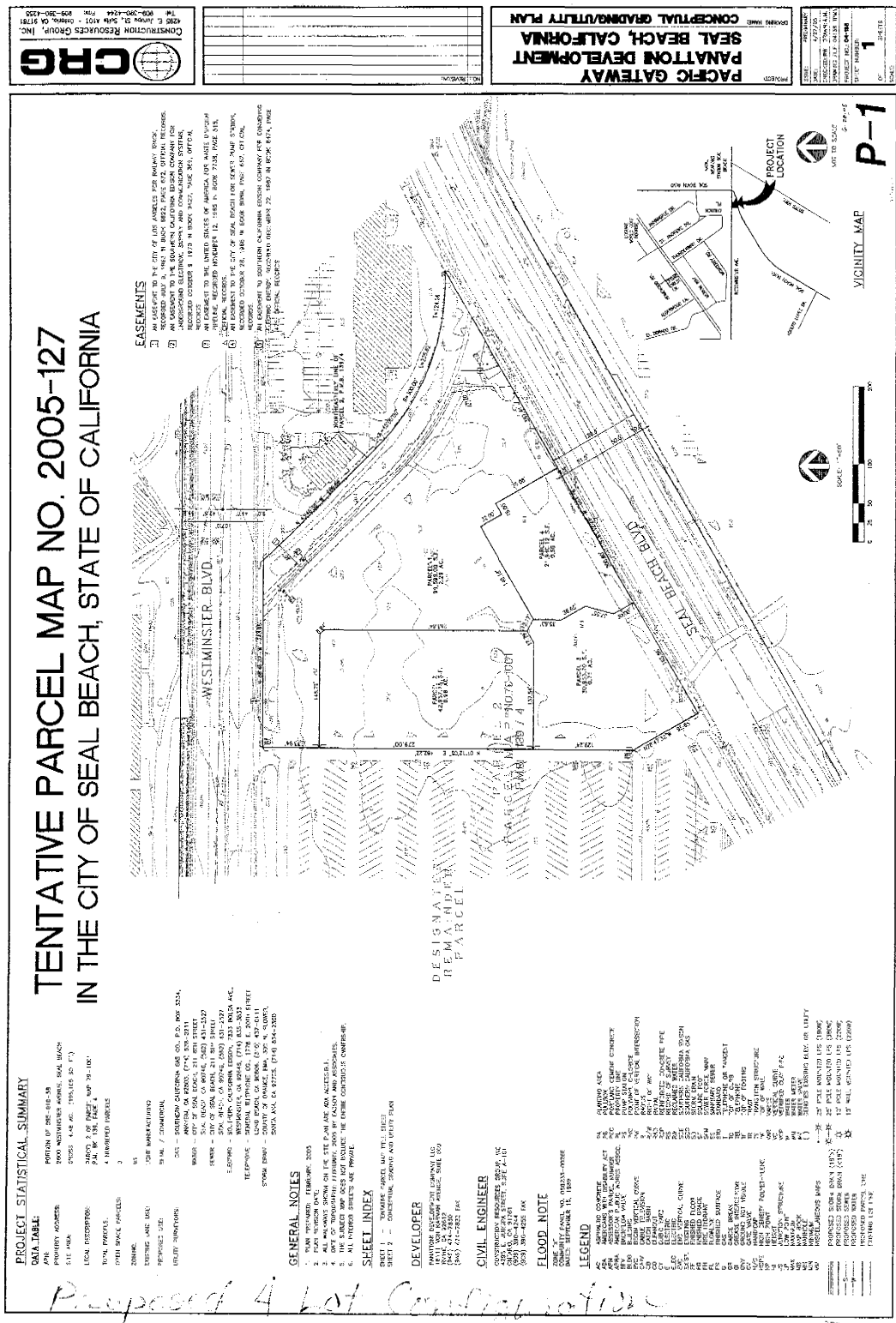
Sheet Index

SM No.	Sheet Description
A-1	Architectural Site Plan
A-2	Site Plan - Building #2
A-3	Site Plan - Building #3
A-4	Site Plan - Building #4
A-5	Hotel Elevations
A-6	Hotel 2nd & 3rd Floor Plans
A-7	Hotel 4th Floor Plan
A-8	Presidential Landscape Plan
A-9	Presidential Floor Map
A-10	Concept Gating Plan

A1

Amendment Site Plan

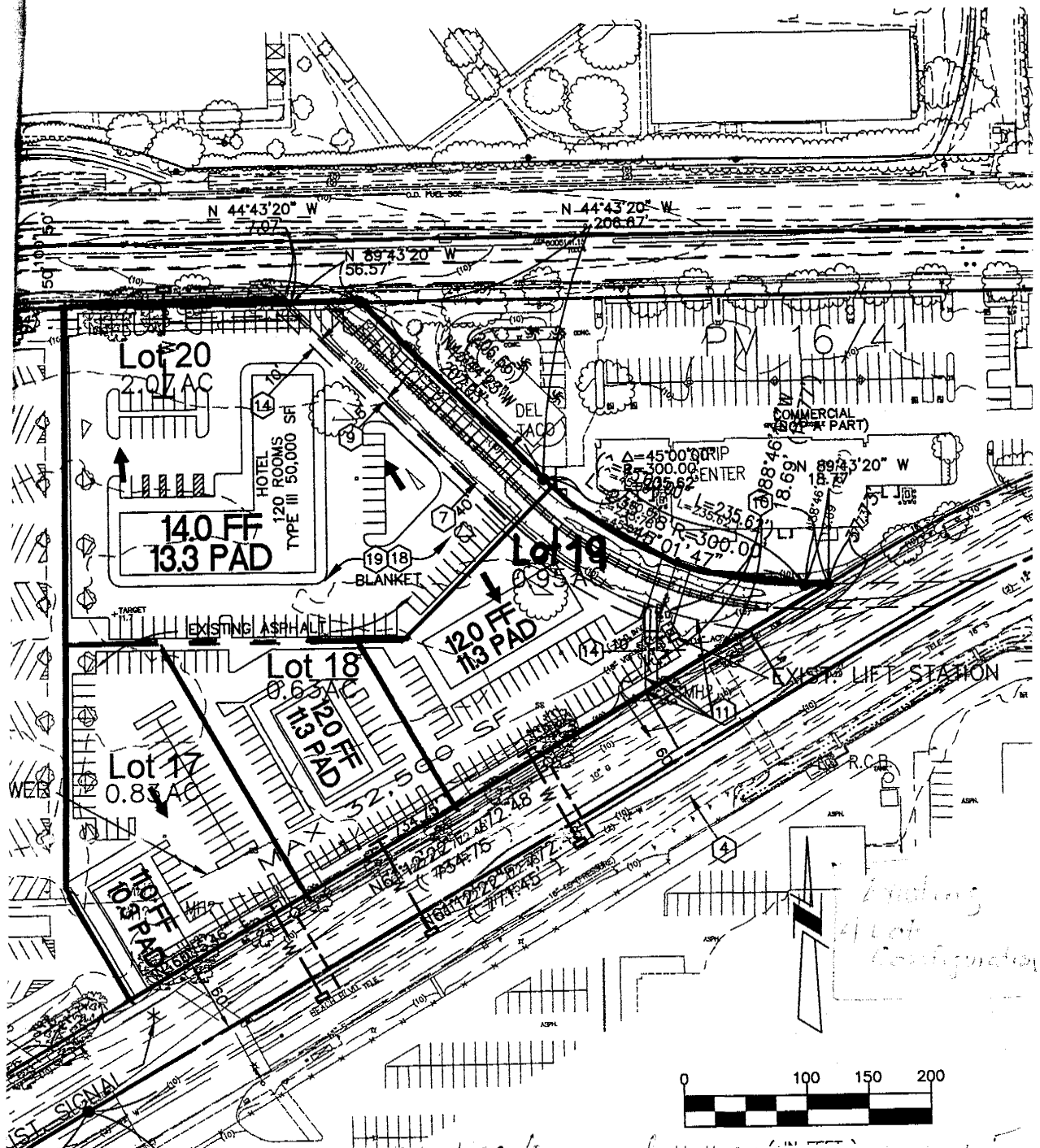
COASTAL COMMISSION
5-03-355 A1
EXHIBIT #
PAGE 1 OF 1



Proposed 4 Lot Configuration
5-03-355A1

Page 26

TRACT NO. 4337
M.M. 150/3-7



EDAW

EDAW IN

1420 KETTNER BLVD

SUITE 620

SAN DIEGO CALIFORNIA

92101

TEL 619 233 1454

A 619 233 0952

www.edaw.com

January 24, 2006

Mr. John T. Mehigan
Panattoni Development Company, LLC
18111 Von Karman Avenue, Suite 500
Irvine, California 92612

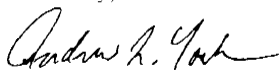
Subject: Archaeological and Native American Monitoring Plan

Dear Mr. Mehigan:

This letter briefly describes a program of cultural resource monitoring to be conducted on a parcel near the intersection of Seal Beach Boulevard and Westminster Boulevard in Seal Beach, California. The approximately 4-acre parcel, to be developed by Panattoni Development Company, was formerly in the northeast corner of the Boeing facility now under development for the Pacific Gateway Business Park. Because this vicinity is of known sensitivity for buried archaeological resources, and because the project area was covered by fill during construction of the Boeing facility, a monitoring program is necessary to identify buried cultural sites that could be affected by the development.

As the City-selected archaeological consultant, EDAW, Inc. will conduct the monitoring program. The monitoring will be conducted in accordance with the procedures specified in the "Archaeological and Native American Monitoring Plan, Pacific Gateway Business Park - Seal Beach, California," which was prepared by EDAW and was approved by the California Coastal Commission and City of Seal Beach. Now being implemented as part of the Pacific Gateway development, this plan describes in detail the procedures for monitoring and for establishing mitigation measures should significant cultural deposits be encountered.

Sincerely,



Andrew L. York
Senior Archaeologist

05080201 Panattoni, LLC

UNITED STATES

EUROPE

AUSTRALIA

ASIA

DESIGN, PLANNING AND ENVIRONMENTS WORLDWIDE

COASTAL COMMISSION

EXHIBIT # 5-03-355 A1

PAGE 1 OF 1

COASTAL COMMISSION
5-CB-355A1
EXHIBIT # 61
PAGE 1 OF 7

DATE: 02-24-06
BY: JCM/JP
PROJECT: 5-03-355 A1
SHEET: 29 OF 30
SCALE: 1/8" = 1'-0"

FLOOR PLANS
Scale: 1/8" = 1'-0"

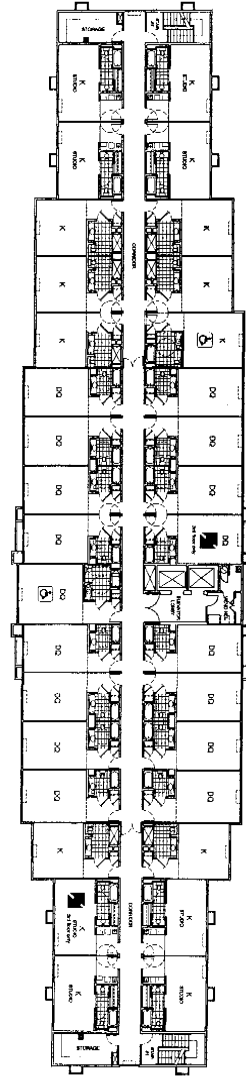


SEAL BEACH, CALIFORNIA

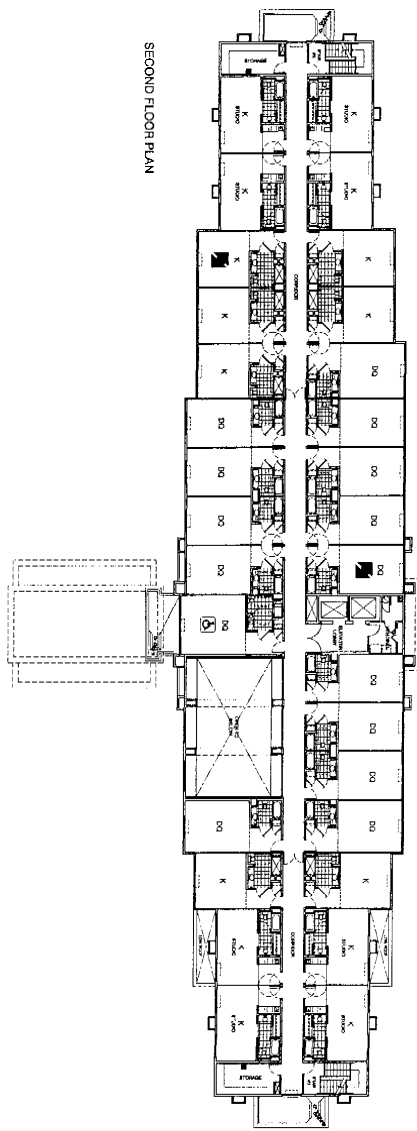
1051 East Ocean Blvd, Suite 100
Fountain Valley, California 92708
Tel: 714.944.1100
Fax: 714.944.1101



TYPICAL FLOOR PLANS - 3RD AND 4TH FLOOR



SECOND FLOOR PLAN



Hotel 240 + 3RD Floor
Floor Plans

G12



Pacific Gateway Plaza
Seal Beach, California

PANATTONI

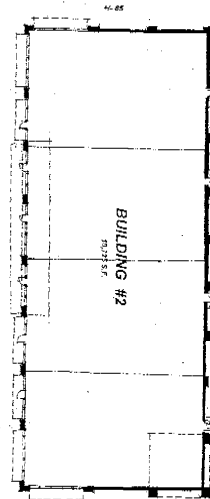
ELEVATIONS BUILDING #2

ARCHITECTS ORANGE
PACIFIC GATEWAY PLAZA
ORANGE, CA
CONSULTING

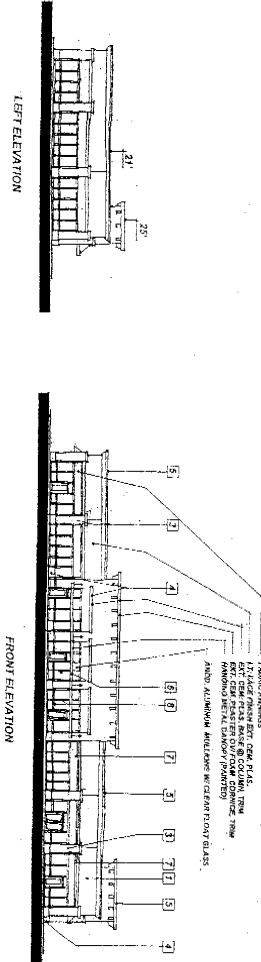
1/8" = 1'-0"



A-2



BUILDING #2 FLOOR PLAN
SCALE: 1/8" = 1'-0"



LEFT ELEVATION

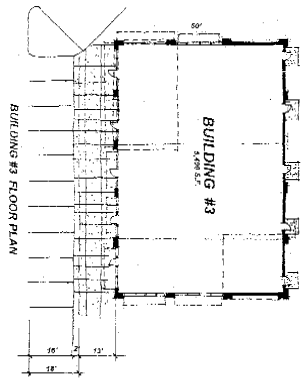
FRONT ELEVATION

REAR ELEVATION

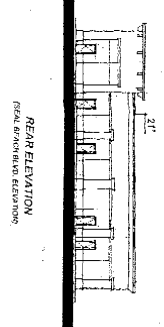
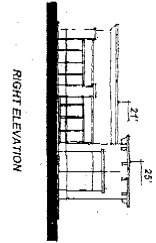
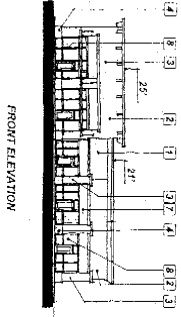
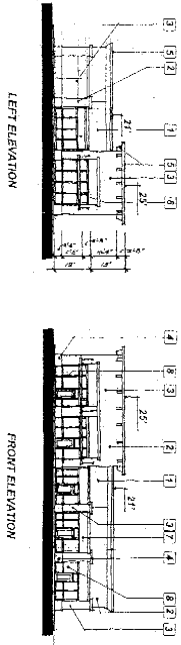
RIGHT ELEVATION

- Gateway Plaza Seal Beach, CA**
COLORS & MATERIALS
- 1. BRICK COURSE #1
 - 2. BRICK COURSE #2
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 - 98. BRICK COURSE #98
 - 99. BRICK COURSE #99
 - 100. BRICK COURSE #100

*Building #2
Seal Beach, CA
Architects Orange
Orange, CA
G-4*



*Building #3
Floor Plan
5,000 S.F.
G3*



Colors & Materials

1. FLOOR COLORED
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PANATTONI

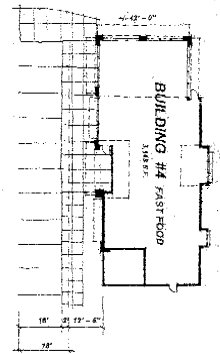
Pacific Gateway Plaza
Seal Beach, California

ELEVATIONS BUILDING #3

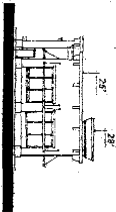
ARCHITECTS ORANGE

A-3

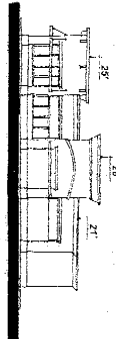




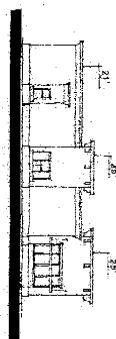
BUILDING #4 FLOOR PLAN



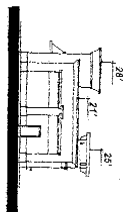
LEFT ELEVATION



FRONT ELEVATION



REAR ELEVATION
(SEE REAR SIDE ELEVATION)



RIGHT ELEVATION

Gateway Plaza Seal Beach, CA 377-0000 (Seal Beach) 377-0000
COLORS & MATERIALS

DESCRIPTION	MATERIALS & FINISHES
1. FLOOR COLOR #1	COLOR TO MATCH PAINT
2. FLOOR COLOR #2	COLOR TO MATCH PAINT
3. FLOOR COLOR #3	COLOR TO MATCH PAINT
4. FLOOR COLOR #4	COLOR TO MATCH PAINT
5. FLOOR COLOR #5	COLOR TO MATCH PAINT
6. FLOOR COLOR #6	COLOR TO MATCH PAINT
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*Building #4
Seal Beach Xerox Store
Architects Orange
Architects*

Gate

Pacific Gateway Plaza
Seal Beach, California

PANATTONI

ELEVATIONS BUILDING #4

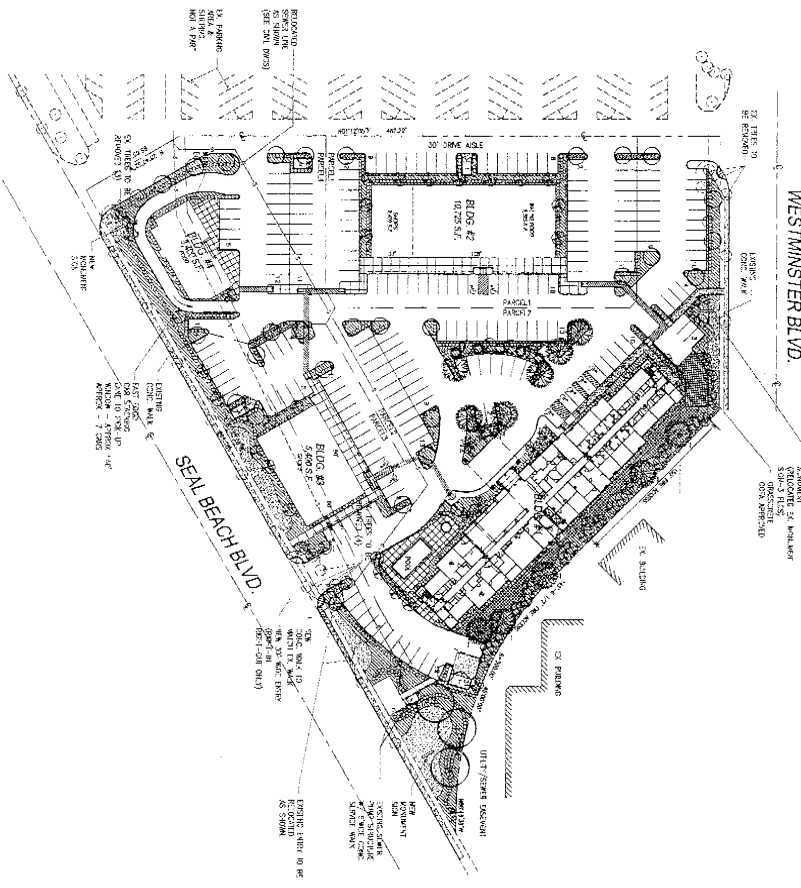
1/16" = 1'-0"

ARCHITECTS ORANGE

1001 N. TOWN CENTER
ORANGE, CA 92667
714/951-1000



Pacific Gateway Plaza Panattoni Development Seal Beach, California



PLANT LIST

NO.	SYMBOL	PLANT NAME	QUANTITY	REMARKS
1	(Symbol)	PLANT NAME	100	PLANT NAME
2	(Symbol)	PLANT NAME	50	PLANT NAME
3	(Symbol)	PLANT NAME	25	PLANT NAME
4	(Symbol)	PLANT NAME	15	PLANT NAME
5	(Symbol)	PLANT NAME	10	PLANT NAME
6	(Symbol)	PLANT NAME	5	PLANT NAME
7	(Symbol)	PLANT NAME	3	PLANT NAME
8	(Symbol)	PLANT NAME	2	PLANT NAME
9	(Symbol)	PLANT NAME	1	PLANT NAME
10	(Symbol)	PLANT NAME	1	PLANT NAME

NOTES:

1. ALL PLANTS TO BE PLANTED BY THE CONTRACTOR.
2. ALL PLANTS TO BE PLANTED BY THE CONTRACTOR.
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landscape plan

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