

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
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Filed: 2/1/2008
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180th Day: 7/30/2008
Staff: Charles Posner - LB
Staff Report: 4/24/2008
Hearing Date: May 7, 2008
Commission Action:



W13a

STAFF REPORT: REGULAR CALENDAR

APPLICATION NUMBER: 5-07-120

APPLICANT: Dorothy Murdoch

AGENT: Peter Swift, Swift Slip Dock & Pier Builders

PROJECT LOCATION: 5609 Sorrento Drive, Naples Island/Alamitos Bay, City of Long Beach, Los Angeles County.

PROJECT DESCRIPTION: Remove and replace a thirty-foot long private residential pier and gangway in same location using the four existing concrete piles. No new piles are permitted.

LOCAL APPROVALS: Long Beach City Planning Dept. Approval in Concept, 4/2/2007.
Long Beach City Marine Bureau Approval in Concept, 3/23/2007.

SUMMARY OF STAFF RECOMMENDATION

The proposed project raises a significant public access issue. The project site includes a segment of an LCP-designated public shoreline accessway (Alamitos Bay Shoreline Trail), but a fence and the applicant's lawn furniture have been preventing the public from using this City right-of-way. The public must bypass the obstructed segment of public trail by walking (at low tide only) on the intertidal mudflat that exists on the seaward side of the obstructed trail. Instead of removing the obstacles to public access from the right-of-way, the applicant has proposed to construct a new stairway (on State Tidelands) that would allow the public to detour around the obstructed segment of trail by climbing onto and over the proposed pier from the intertidal mudflat (See Exhibits #4-6).

Staff is recommending that the Commission **APPROVE** a coastal development permit for the proposed pier replacement with a special condition that requires the project plans to be revised to ensure that the proposed project will not interfere with public pedestrian access along the Alamitos Bay Shoreline Trail (City right-of-way) where it abuts the applicant's seaward property line. The recommended special conditions require revised plans that show that the proposed stairway on State Tidelands is deleted, and that the fence, furniture and other obstacles are to be removed from the public right-of-way. As conditioned, the applicant is required to provide and maintain a clear unobstructed public access corridor through the City right-of-way where it abuts the applicant's private property. The recommended special conditions also protect marine resources, water quality, and public access along the shoreline trail. The applicant does not agree with the staff recommendation. **See Page Two for the Motion to carry out the staff recommendation.**

SUBSTANTIVE FILE DOCUMENTS:

1. City of Long Beach certified Local Coastal Program (LCP), July 22, 1980.
2. Plans & Specifications No. R-4858 (Revised) for the Construction of Waterfront Structures in the Long Beach Marina Area in the City of Long Beach, California, Office of the City Engineer, Long Beach, California, October 1994.
3. Coastal Development Permit 5-02-048 (Kober - 5615 Sorrento Dr.).
4. Coastal Development Permit 5-03-320 (Boiteux – 5469 Sorrento Dr.).
5. Coastal Development Permit 5-03-584 (Diamond – 5635 Sorrento Dr.).
6. Coastal Development Permit 5-04-033 (Jones – 5507 Sorrento Dr.).
7. Coastal Development Permit 5-05-052 (Baker – 5641 Sorrento Dr.).
8. Coastal Development Permit 5-06-411 (Reback – 5649 Sorrento Dr.).
9. Coastal Development Permit 5-07-131 (Dugan – 5639 Sorrento Dr.).
10. Coastal Development Permit 5-07-250 (Burdge – 5601 Sorrento Dr.).

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution to **APPROVE** the coastal development permit application with special conditions:

MOTION: *"I move that the Commission approve with special conditions Coastal Development Permit 5-07-120 per the staff recommendation."*

The staff recommends a **YES** vote. Passage of the motion will result in **APPROVAL** of the coastal development permit application with special conditions, and adoption of the following resolution and findings, as set forth in this staff report or as modified by staff prior to the Commission's vote. The motion passes only by an affirmative vote of a majority of Commissioners present.

I. Resolution: Approval with Conditions

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

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. Revised Project Plans

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit revised project plans to the Executive Director for review and approval. The revised plans shall conform to, and clearly demonstrate compliance with, the following requirements:

- A. Delete from the project plans the stairway (proposed to be attached to the new pier) situated on the seaward side of the retaining wall and public right-of-way. The existing stairway situated on the seaward side of the retaining wall and public right-of-way shall be removed as proposed. [See Exhibits 5&6.]
- B. Notate the project plans to state that the existing fill, wooden retaining wall and other development (e.g., fence, furniture, boats, etc.) that currently exists on the public right-of-way (where it abuts the applicant's private property) are unpermitted.
- C. Notate the project plans to state that the fence, furniture and other obstacles are to be removed from the public right-of-way in order to provide and maintain a clear unobstructed public access corridor through the City right-of-way where it abuts the applicant's private property.
- D. Notate the project plans to state that this Commission action does not permit any modifications or improvements to be made to the fill and wooden retaining wall that exists seaward of the applicant's property line. Any repair or replacement of the retaining wall shall be subject to a new coastal development permit or an amendment to this coastal development permit.
- E. The pier deck shall be designed and constructed with an elevation that minimizes interference with public access along the shoreline so that the public shall be able to pass under the pier at low tide (i.e., at least five feet of head clearance

shall be provided between the lowest part of the pier approach deck and the intertidal mudflat located seaward of the public right-of-way).

- F. The dimensions of the pier deck shall conform with the project plans submitted with the coastal development permit application: a thirty-foot long, six-foot wide L-shaped pier, as shown on **Exhibit #6 of the 4/24/08 staff report**.
- G. Only the existing four pier piles, in their current location, shall be used to support the new pier structure. No new piles are permitted.

The permittee shall undertake the development in accordance with the final plans approved by the Executive Director pursuant to this condition. Any proposed changes to the approved plans shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations. No changes to the approved plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. Approved Use of Pier and Dock

The permitted use of the approved development is for boating related uses only. No boat baths or other type of permanent development is permitted to occupy the boat docking area. All development must occur in strict compliance with the final project plans approved by the Executive Director. No changes to the approved plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

3. Construction Responsibilities and Debris Removal

- A. No construction materials, equipment, debris, or waste will be placed or stored where it may be subject to wave, wind, or rain erosion and dispersion.
- B. Any and all construction material shall be removed from the site within ten days of completion of construction and disposed of at an appropriate location.
- C. Machinery or construction materials not essential for project improvements are prohibited at all times in the subtidal or intertidal zones.
- D. If turbid conditions are generated during construction, a silt curtain will be utilized to control turbidity.
- E. Floating booms will be used to contain debris discharged into coastal waters and any debris discharged will be removed as soon as possible but no later than the end of each day.
- F. Divers will recover non-buoyant debris discharged into coastal waters as soon as possible after loss.
- G. Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into Alamitos Bay and a pre-construction meeting to review procedural and BMP guidelines.
- H. The applicant shall dispose of all demolition and construction debris resulting from the proposed project at an appropriate location. If the disposal site is located within

the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.

4. Best Management Practices (BMP) Program

By acceptance of this permit, the applicant agrees that the long-term water-borne berthing of boat(s) in the approved dock and/or boat slip will be managed in a manner that protects water quality pursuant to the implementation of the following BMPs.

A. Boat Cleaning and Maintenance Measures:

1. In-water top-side and bottom-side boat cleaning shall minimize the discharge of soaps, paints and debris.
2. In-the-water hull scraping or any process that occurs under water that results in the removal of paint from boat hulls is prohibited. Only detergents and cleaning components that are designated by the manufacturer as phosphate-free and biodegradable shall be used, and only minimal amounts shall be used.
3. The applicant shall minimize the use of detergents and boat cleaning and maintenance products containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye.

B. Solid and Liquid Waste Management Measures: All trash, recyclables, and hazardous wastes or potential water contaminants, including old gasoline or gasoline with water, absorbent materials, oily rags, lead acid batteries, anti-freeze, waste diesel, kerosene and mineral spirits shall be disposed of in a proper manner and shall not at any time be disposed of in the water or gutter.

C. Petroleum Control Management Measures: Oil absorbent materials should be examined at least once a year and replaced as necessary. The applicant shall recycle the materials, if possible, or dispose of them in accordance with hazardous waste disposal regulations. The boaters shall regularly inspect and maintain engines, seals, gaskets, lines and hoses in order to prevent oil and fuel spills. Boaters shall use preventive engine maintenance, oil absorbents, bilge pump-out services, or steam cleaning services as much as possible to clean oily bilge areas. Bilges shall be cleaned and maintained. The use of detergents or soaps that can be discharged by bilge pumps is prohibited.

5. Public Access To and Along the Waterway

All obstructions to public access (e.g., fences, furniture, boats, etc.) shall be removed from the City right-of-way where it abuts the applicant's private property. The Executive Director shall be notified of such removal prior to commencement of construction of the new pier. Except for the temporary disruptions that will occur during the completion of the permitted development, the applicant shall not interfere with public access along the right-of-way and shoreline area located seaward of the applicant's private property.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The proposed project involves the replacement of an existing private pier on Naples Island in southeast Long Beach (See Exhibits). The proposed project is in Alamitos Bay, situated between an existing single-family residence and the City Pierhead Line (Exhibit #6). The existing thirty-foot long pier and associated gangway are proposed to be removed and replaced in the same location using the four existing concrete piles. No new piles are proposed. The old pier is four-feet wide, and the proposed pier is six feet wide. The existing floating dock will remain in its current location unaltered.

An old wooden stairway, situated on State Tidelands at the base of the pier, is proposed to be removed (Exhibit #5). A new stairway, also situated on State Tidelands, is proposed to be attached to the side of the proposed pier (Exhibit #6). The applicant asserts that the proposed stairway will provide public pedestrian access between the pier and the intertidal mudflat for people using the fifteen-foot wide public accessway that runs along the shoreline (Exhibit #3).

B. Public Access and Recreation

The public access and recreation policies of the Coastal Act require that maximum access and recreational opportunities shall be provided and that development shall not interfere with such access. Therefore, the proposed development must be designed to protect maximum public access along the shoreline and to nearby recreational facilities.

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 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.

Public access along the shoreline is the primary Coastal Act issue raised by the proposed development. The project site includes a portion of the Alamitos Bay Shoreline Trail (City right-of-way), a public pedestrian accessway that runs along the shoreline between the applicant's house and the applicant's pier (Exhibit #3). The certified City of Long Beach LCP designates this fifteen-foot wide City right-of-way as a shoreline public accessway.

The applicant's house and front yard area are situated immediately inland of the fifteen-foot wide City right-of-way that the certified City of Long Beach LCP designates as the Alamitos Bay Shoreline Trail (Exhibit #4). The landside footing of the existing pier, along with a failing wooden retaining wall and other fill material landward of the wall, currently occupy part of the City right-of-way.¹ A fence and the applicant's deck furniture and boats placed on the right-of-way obstruct the accessway and have been preventing the public from using this segment of the Alamitos Bay Shoreline Trail. The area situated on the seaward side of the failing retaining wall ("the beach") is actually an intertidal mudflat as the bay waters reach the retaining wall during high tides. One wooden stairway, attached to the side of the existing pier, is situated on State Tidelands seaward of the City right-of-way (Exhibit #4). This stairway provides the applicant access to the intertidal mudflat. The applicant proposes to replace the old stairway with a new stairway, but the applicant is not proposing to remove the failing wooden retaining wall or any of the fill material that currently exists within the right-of-way seaward of the private property (Exhibit #6).

The applicant has provided, as part of the coastal development permit application, a public access plan that would route the public around the obstructed portion of the public right-of-way via the intertidal mudflat that exists on the seaward side of the right-of-way and failing retaining wall. The applicant's proposed public access detour includes a new stairway (on State Tidelands) which would allow the public to bypass the blocked accessway by walking on the mudflat (Exhibit #6). The old wooden stairway, situated on State Tidelands at the base of the pier, is proposed to be removed (Exhibit #5). The applicant asserts that a new wooden stairway attached to the pier would allow a continuation of lateral shoreline public access by providing a convenient stairway access between the intertidal mudflat and the higher part of the bank where the Alamitos Bay Shoreline Trail is open for public use along the seaward edge of the yards of the adjacent bay-fronting homes.

So instead of removing the obstacles to public access from the public right-of-way, the applicant has proposed to construct on State Tidelands a new stairway (attached to the proposed pier) for public use. At low tides, the applicant asserts that the public will be able to pass under the pier and walk along the muddy shoreline, as is now possible but difficult because of the mud and low-hanging pier decks. Therefore, the proposed project has not been designed to improve the public's ability to use the Alamitos Bay Shoreline Trail.

The Commission finds that the applicant's proposed public access plan that would route the public around the obstructed portion of the public right-of-way is not consistent with the public access and recreation policies of the Coastal Act because it does not maximize public access (it obstructs and minimizes public's use of the official shoreline trail) and it interferes with the

¹ Commission staff has attempted to determine when the retaining wall and fill were placed within the City right-of-way, but the study of aerial photos has been inconclusive. While there is no evidence at this time this development occurred after the effective date of the Coastal Act, there is also not any evidence that it was placed subject to a lease or other approval from local government. Therefore, it must be clear that by this action the Commission is not approving this retaining wall and fill on public property.

public's right of access to the sea where acquired through use or legislative authorization (i.e., the public right-of-way).

Therefore, **Special Condition One** requires the applicant to submit revised plans for the proposed development that delete the proposed stairway and to show the right-of-way (that segment that abuts the applicant's property) being clear of all obstructions to public access. The proposed stairway on State Tidelands is not approved, and the existing stairway on State Tidelands shall be removed as proposed. In addition, the revised plans shall also indicate that the existing fill, wooden retaining wall and other development (e.g., fence, furniture, boats, etc.) that currently exists on the public right-of-way where it abuts the applicant's private property are unpermitted. The proposed pier shall be designed with at least five feet of head clearance between the lowest part of the pier approach deck and the intertidal mudflats located seaward of the public right-of-way in order to minimize interference with public access along the shoreline so that the public shall be able to pass under the pier at low tide. This Commission action does not permit any modifications or improvements to be made to the fill and wooden retaining wall that exists seaward of the applicant's property line. Any repair or replacement of the retaining wall shall be subject to a new coastal development permit or an amendment to this coastal development permit. Only as conditioned does the proposed development conform with the public access and recreation policies of the Coastal Act.

C. Recreation and Marine Resources

Section 30224 of the Coastal Act states:

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

Section 30233(a) of the Coastal Act states:

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects...(3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

Section 30240 of the Coastal Act states:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

The proposed pier is an allowable and encouraged marine related use. The proposed project, as conditioned to be used for boating related uses only, will provide recreational boating opportunities for the applicant.

The Commission is not permitting any diking, filling or dredging. The proposed project does not include any new piles, or the removal or relocation of the four existing piles, and no disturbance of the intertidal or subtidal area is proposed, except for the construction of the proposed stairway on State Tidelands. **Special Condition One** requires the applicant to delete the proposed stairway from the State Tidelands, so no disturbance of the intertidal or subtidal area is permitted by this action (except for the minimal disturbance associated with the proposed removal of the old wooden stairway).

In addition, Special Condition One prevents potential adverse impacts by clearly stating that this Commission action does not permit any modifications or improvements to be made to the fill and wooden retaining wall that exists seaward of the applicant's property line. Any repair or replacement of the existing retaining wall shall be subject to a new coastal development permit or an amendment to this coastal development permit in order to analyze what effects, if any, such development would cause to marine resources and other coastal resources.

Section 30240 of the Coastal Act requires that the proposed project, which is located in Alamitos Bay, shall be sited and designed to prevent impacts which would significantly degrade environmentally sensitive habitat areas. The intertidal and subtidal areas of Alamitos Bay contain environmentally sensitive habitat areas, which shall be protected from the adverse impacts of shoreline structures like piers. Since the proposed project does not include any new piles, the applicant has not surveyed the project site to determine whether any eelgrass (*Zostera marina*) or noxious algae (*Caulerpa taxifolia*) exists. The applicant asserts that no eelgrass beds would be disturbed, if they do exist; and no noxious algae would be dispersed.

Therefore, as conditioned, the project is to be used solely for recreational boating purposes, will not significantly adversely impact eelgrass beds, and will not contribute to the dispersal of the invasive aquatic algae, *Caulerpa taxifolia*. Therefore, the proposed project, as conditioned, conforms with Sections 30224, 30233 and 30240 of the Coastal Act.

D. 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 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 will be occurring on or within coastal waters. The storage or placement of construction material, debris, or waste in a location where it could be discharged into coastal waters would result in an adverse effect on the marine environment. To reduce the potential for construction related impacts on water quality, the Commission imposes special conditions requiring, but not limited to, the appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters and for the use of on-going best management practices (BMPs) following construction. As conditioned, the Commission finds that the development conforms with Sections 30230 and 30231 of the Coastal Act.

E. Unpermitted Development

Prior to applying for this coastal development permit, some of the development on the site occurred without the required coastal development permit. The unpermitted development includes a retaining wall, wooden stairway, fill, a fence, furniture and boats placed on the right-of-way that abuts the applicant's property. Some of this unpermitted development has been preventing the public from using this segment of the Alamitos Bay Shoreline Trail.

Although development has taken place prior to Commission action on this permit application, consideration of the application by the Commission is based solely upon Chapter 3 policies of the Coastal Act. Commission action on this permit application does not constitute a waiver of any legal action with regard to the alleged violation nor does it constitute an admission as to the legality of any development undertaken on the subject site without a coastal development permit or permit amendment.

F. Local Coastal Program

A coastal development permit is required from the Commission for the proposed development because it is located on tidelands within the Commission's area of original jurisdiction pursuant to Section 30519 of the Coastal Act. The Commission's standard of review 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. The Commission certified the City of Long Beach LCP on July 22, 1980. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and does not conflict with the certified LCP for the area.

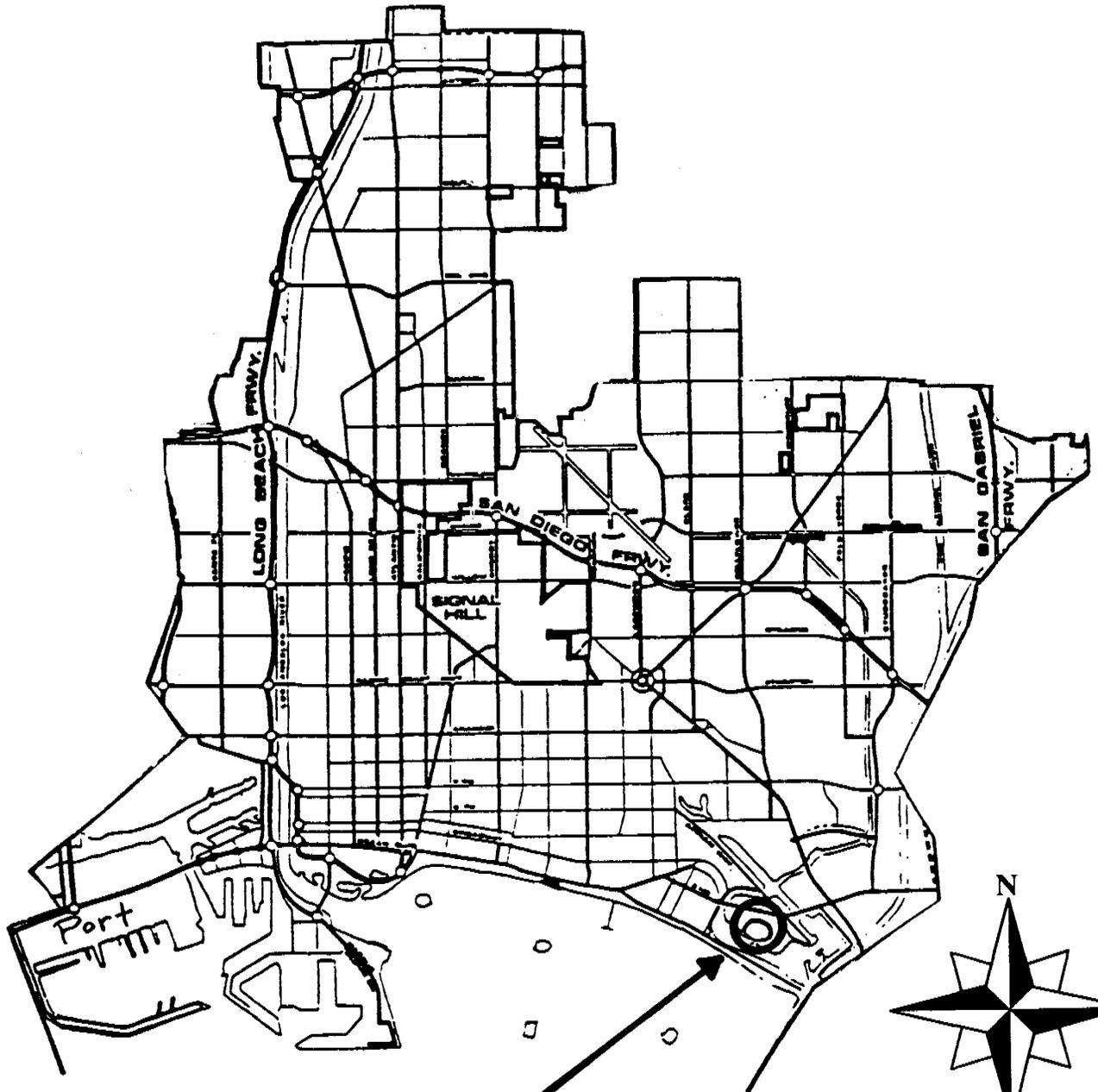
G. California Environmental Quality Act (CEQA)

Section 13096 of the California Code of Regulations requires Commission approval of coastal development permit application 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.

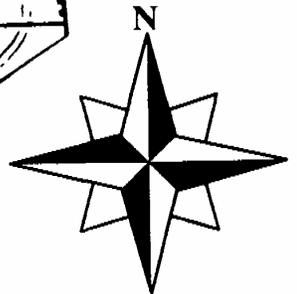
The project, as proposed by the applicant, is not the least environmentally damaging feasible alternative and cannot be found consistent with the requirements of the Coastal Act to conform to CEQA. However, the proposed project has been conditioned to require the removal of the stairway from State Tidelands that the applicant has proposed as a part of a proposed public access detour, and the redesign of the proposed pier to provide maximum public access along the shoreline.

As conditioned, 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 to mitigate the identified impacts, is the least environmentally damaging feasible alternative and complies with the applicable requirements of the Coastal Act to conform to CEQA.

City of Long Beach

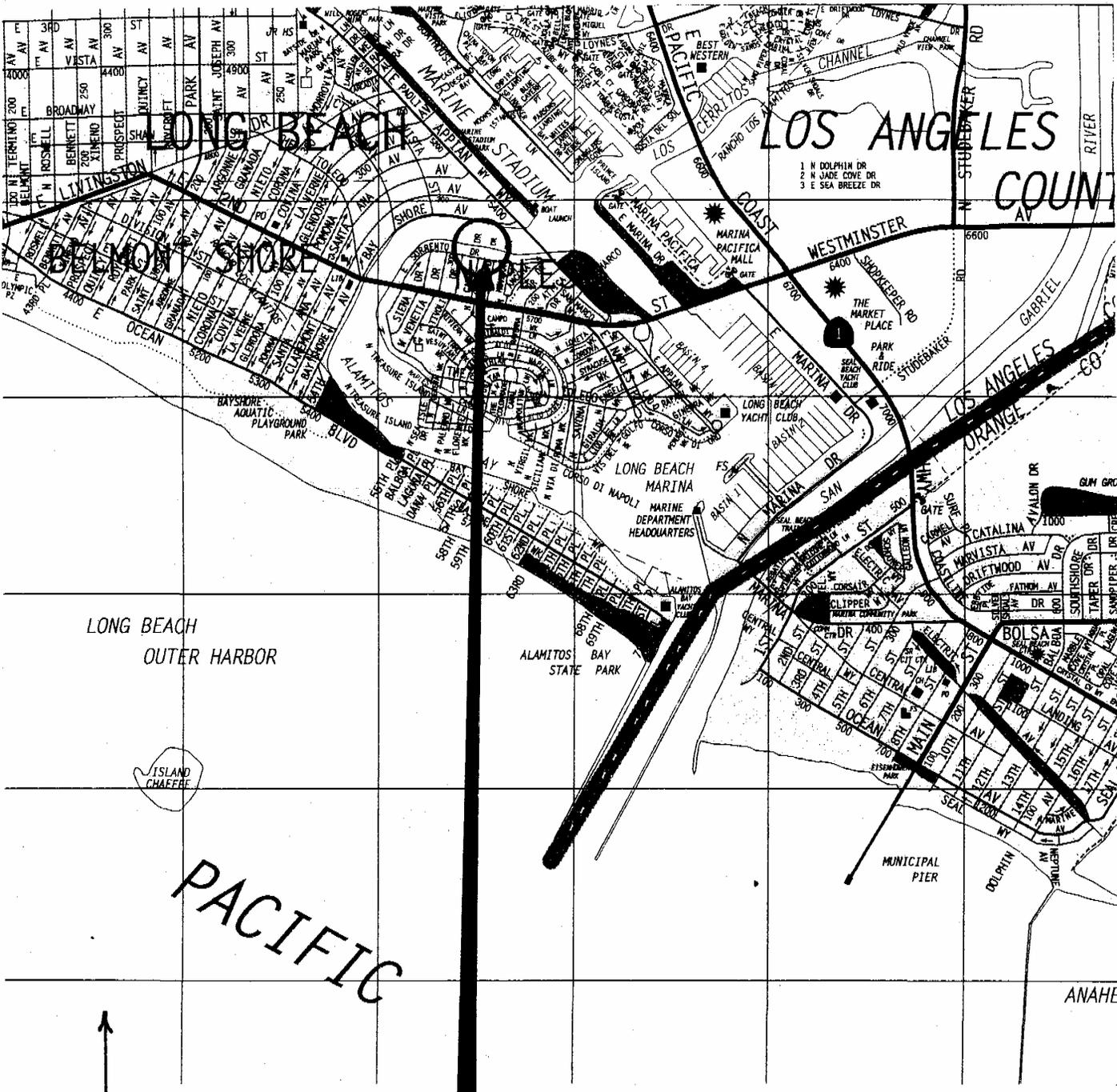


Naples Island



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5-07-120

EXHIBIT # 1
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LONG BEACH
OUTER HARBOR



PACIFIC



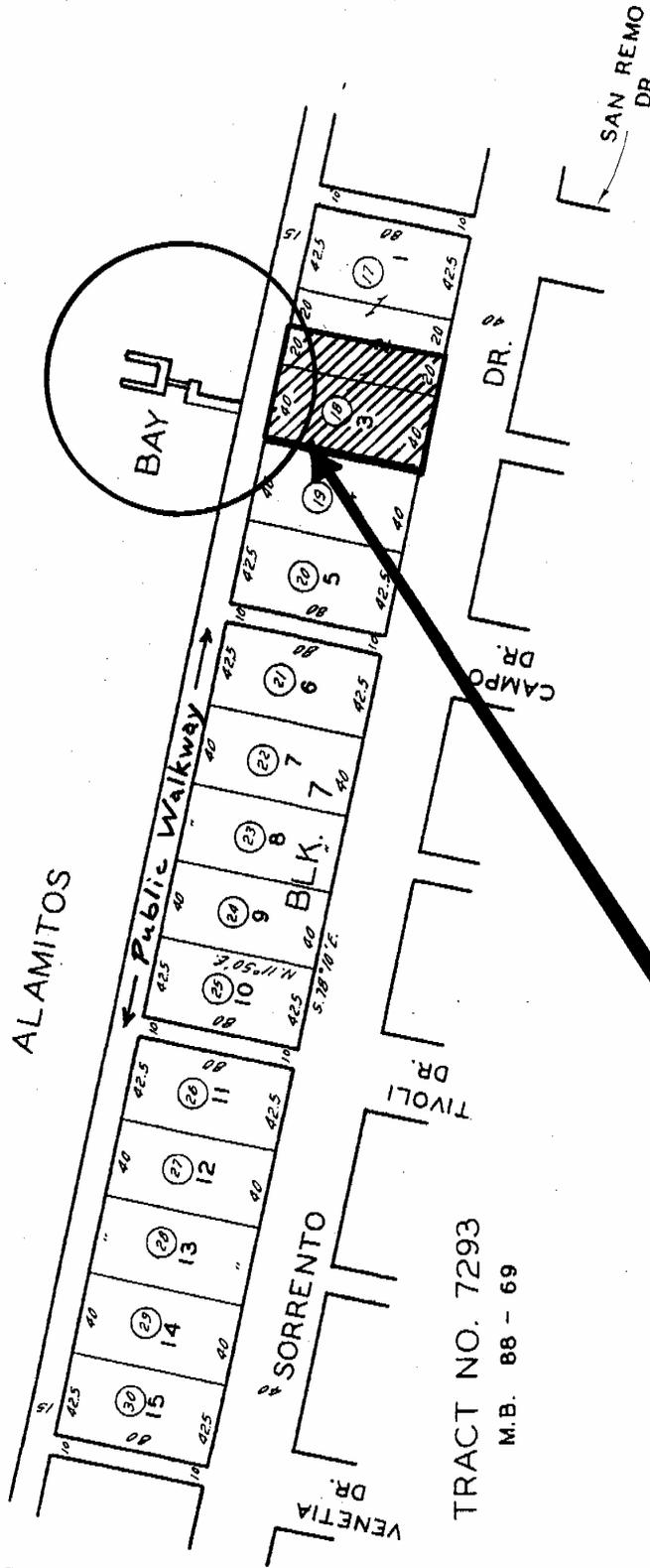
Site: 5609 Sorrento Drive

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5-07-120

EXHIBIT # 2

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7244	7
SCALE 1" = 60'	



Site 5609 Sorrento Drive

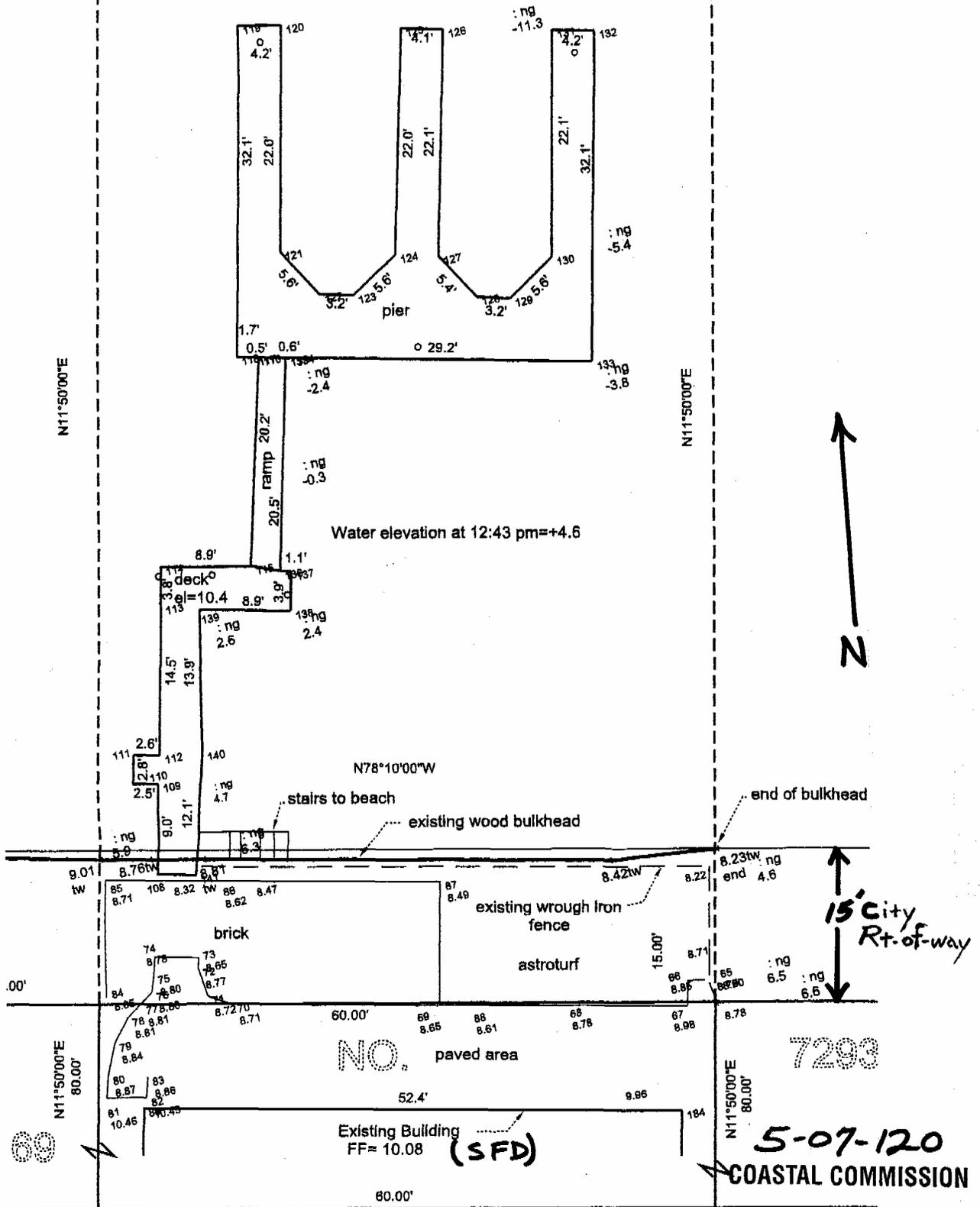
COASTAL COMMISSION
5-07-120

EXHIBIT # 3

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ALAMITOS

BAY



5609 SORRENTO DRIVE

N78°10'00"W 205.00'

Site Survey

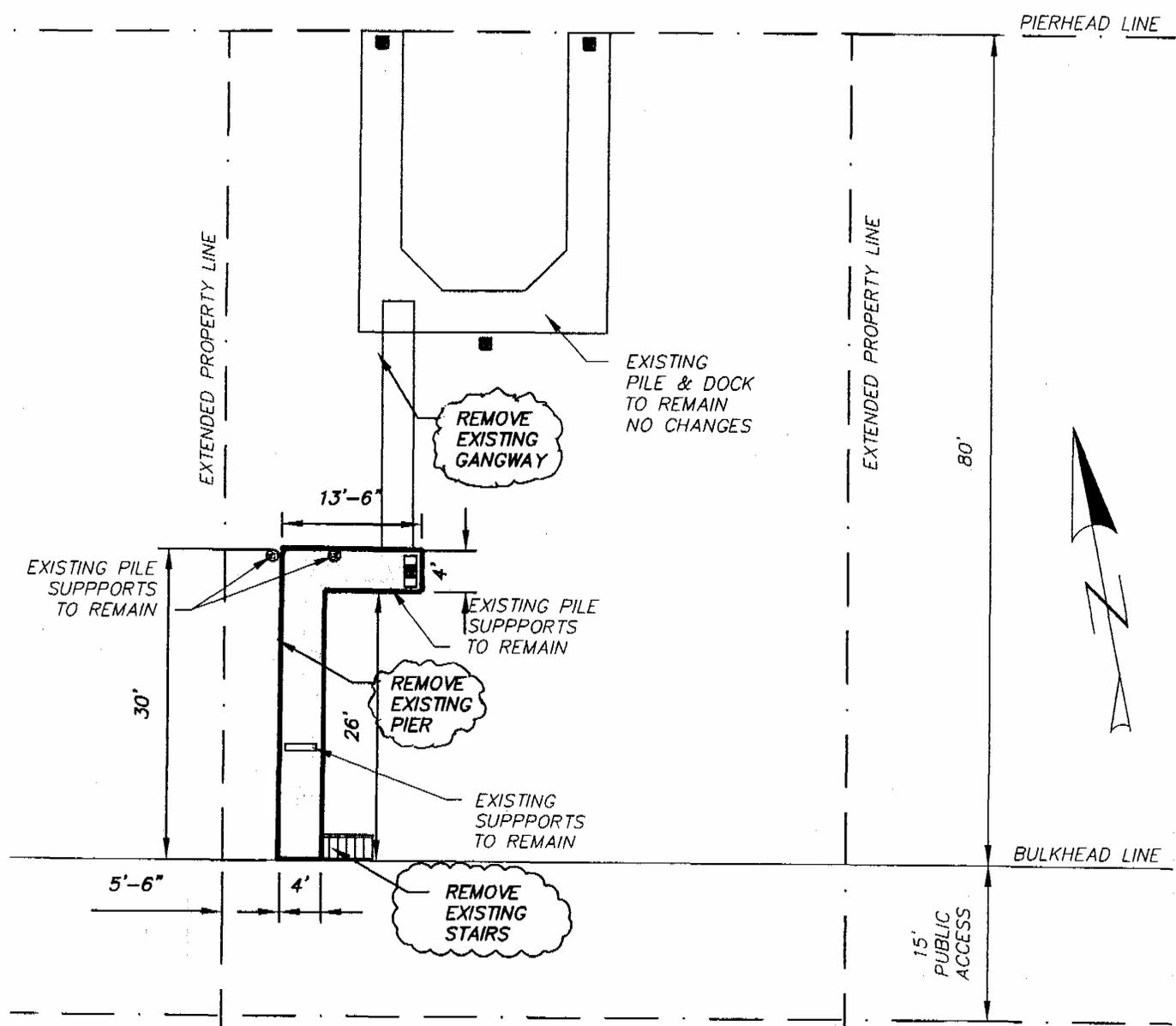
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EXHIBIT # 4

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COASTAL COMMISSION



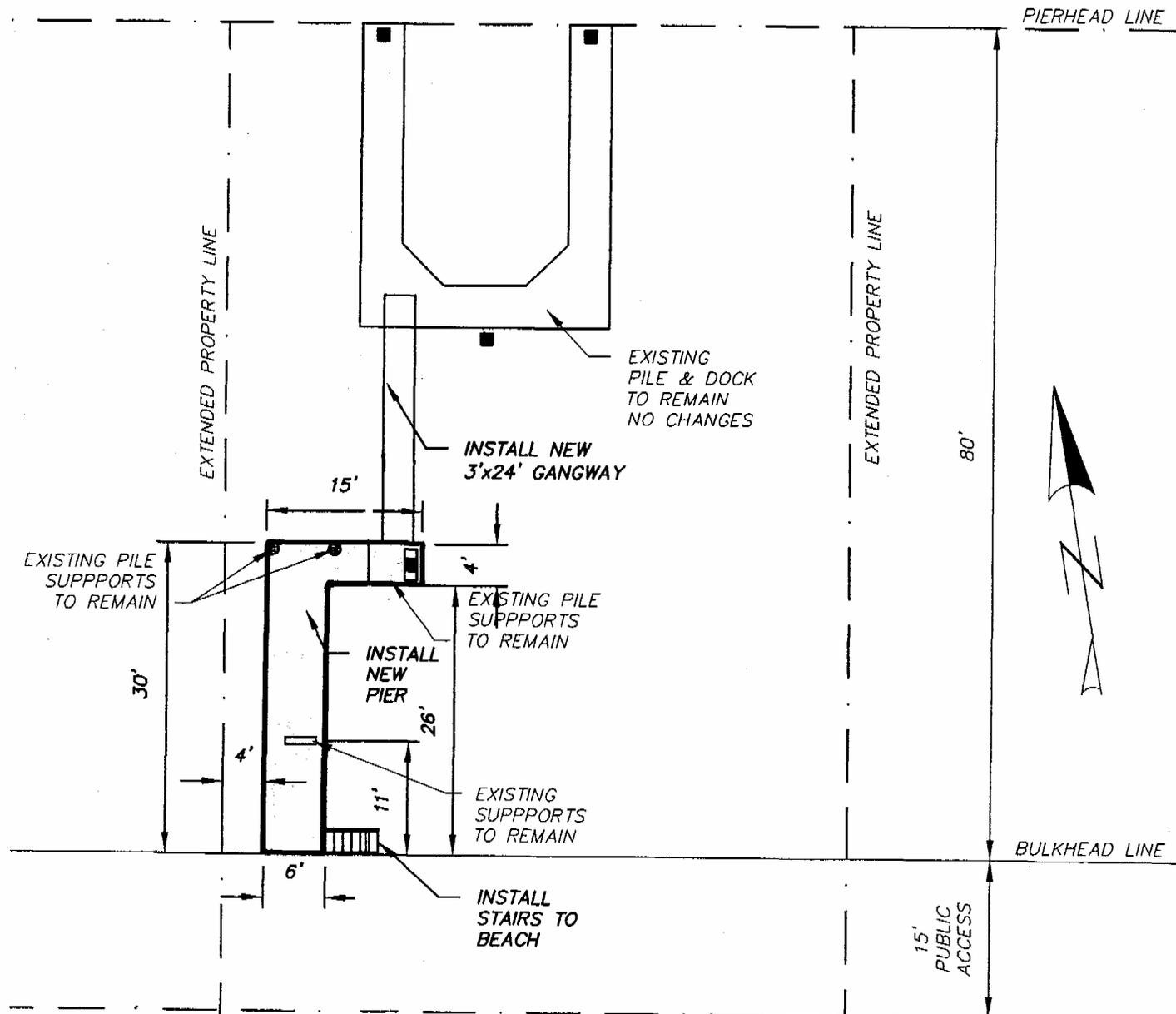
Demolition Plan

5609 SORRENTO
 LONG BEACH CA 90803
 SFD

COASTAL COMMISSION
 5-07-120
 EXHIBIT # 5
 PAGE 1 OF 1

80'

80'



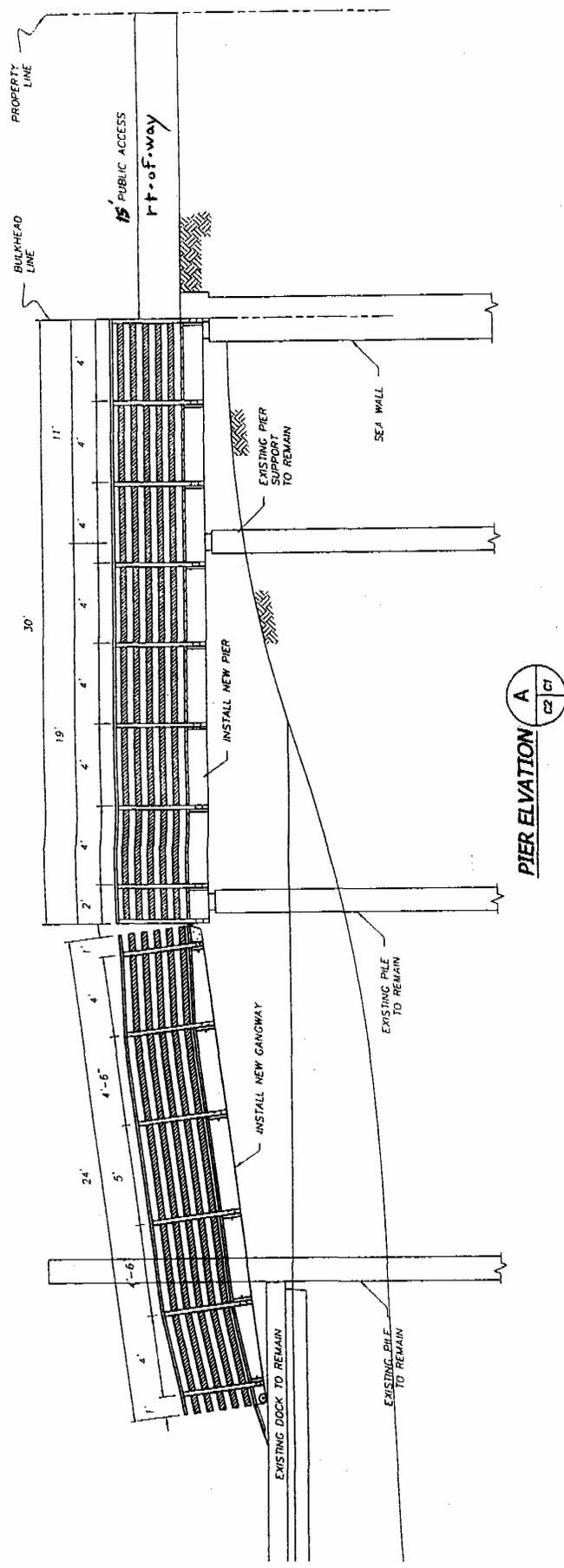
Proposed Plan

5609 SORRENTO
 LONG BEACH CA 90803
 SFD

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 5-07-120
 EXHIBIT # 6
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80'

80'



PIER ELEVATION A
C2 C1

Proposed Pier Elevation