

**CALIFORNIA COASTAL COMMISSION**

South Coast Area Office  
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**Th18a**

June 3, 2011

**TO:** Commissioners and Interested Persons

**FROM:** John Ainsworth, Deputy Director  
Gary Timm, Coastal Program Manager  
Charles Posner, Coastal Program Analyst

**SUBJECT:** Major Amendment Request No. LOB-MAJ-1-10 (1-10) to the City of Long Beach Certified Local Coastal Program. For public hearing and Commission action at the Commission's June 16, 2011 meeting in Marina del Rey.

**SUMMARY OF LCP AMENDMENT REQUEST NO. 1-10**

The Coastal Commission certified the City of Long Beach Local Coastal Program (LCP) on July 22, 1980. Amendment Request No. 1-10 amends the Downtown Shoreline Planned Development District (PD-6) in order to divide Subarea 1 of PD-6 into Subareas 1 and 1a; establish a list of allowable land uses for Subarea 1a (office, residential, retail and hotel uses); and adopt development standards for Subarea 1a, including a 500-foot height limit (Exhibit #3). The LCP amendment also incorporates the Golden Shore Master Plan into the certified LCP (Exhibit #8). Since the PD-6 ordinance contains both the certified land use policies and the implementing ordinances for this part of the City, the LCP amendment affects both the Implementing Ordinances (LIP) and Land Use Plan (LUP) portions of the certified LCP.

The City of Long Beach Planning Commission held a public hearing for the LCP amendment on March 18, 2010. The City Council held public hearings for the LCP amendment on April 20 and May 4, 2010. The LCP amendment, contained in City Council Ordinance No. ORD-10-0013, was submitted for Coastal Commission certification with City Council Resolution No. RES-10-0035. Amendment Request No. 1-10 was deemed officially submitted for Commission certification on August 9, 2010. On September 15, 2010, the Commission extended for one year the time limit for its review of the LCP amendment request. The City's submittal is consistent with the requirements of the Coastal Act and the regulations which govern such proposals (Sections 30501, 30510, 30514 and 30605 of the Coastal Act, and Sections 13551, 13552 and 13553 of Title 14 of the California Code of Regulations).

**SUMMARY OF STAFF RECOMMENDATION**

Modifications to the LUP/LIP amendment are necessary to ensure that pedestrian access, lower cost coastal recreation opportunities, and birds are protected in conformity with the requirements of the Chapter 3 policies of the Coastal Act. **See Page Five for the suggested modifications.** Staff is recommending that the Commission, after public hearing:

1. **Deny the LUP amendment request as submitted; and,**
2. **Certify, only if modified, the LUP amendment request; and,**
3. **Reject the LIP amendment request as submitted; and,**
4. **Certify, only if modified, the LIP amendment request.**

The motions to accomplish this recommendation begin on Page Three.

## **STANDARD OF REVIEW**

The standard of review for the proposed amendment to the Land Use Plan (LUP), pursuant to Section 30512 and 30514 of the Coastal Act, is that the proposed LUP amendment meets the requirements of, and is in conformance with the Chapter 3 policies of the Coastal Act.

The standard of review for the proposed amendment to the LCP Implementing Ordinances (LIP), pursuant to Sections 30513 and 30514 of the Coastal Act, is that the proposed LIP amendment conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan (LUP).

## **SUBSTANTIVE FILE DOCUMENTS**

1. City of Long Beach certified Local Coastal Program (LCP), 7/22/1980.
2. Environmental Impact Report for the Golden Shore Master Plan, City of Long Beach, CA (SCH No. 2008111094).
3. Golden Shore Property - Evaluation of Biological Resources, by URS Corp., August 6, 2010.
4. Coastal Development Permit P-79-5502 (Redevelopment Agency of the City of Long Beach – West of Golden Shore, between Shoreline Drive & Ocean Boulevard).
5. Coastal Development Permit 5-96-124 (City of Long Beach – Rainbow Harbor & Golden Shore Marine Preserve).
6. Coastal Development Permit 5-96-170 (Calif. State University, 400 Golden Shore).

## **FOR ADDITIONAL INFORMATION**

The LCP Amendment file is available for review at the South Coast District office located in the ARCO Center Towers, 200 Oceangate, Suite 1000, Long Beach, 90802. The staff report can be viewed on the Commission's website: [www.ca.coastal.ca.gov](http://www.ca.coastal.ca.gov) For additional information, contact *Charles Posner* or *Gary Timm* in the South Coast District office at (562) 590-5071.

**I. STAFF RECOMMENDATION**

Staff recommends adoption of the following motions and resolutions:

**A. Deny the LUP Amendment Request as Submitted**

**MOTION I:** *"I move that the Commission certify Land Use Plan Amendment No. 1-10 as submitted by the City of Long Beach."*

Staff recommends a **NO** vote. Failure of this motion will result in denial of the LUP Amendment as submitted and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

**Resolution to Deny Certification of the LUP Amendment as Submitted**

The Commission hereby denies certification of Land Use Plan Amendment No. 1-10 as submitted by the City of Long Beach and adopts the findings set forth below on grounds that the amendment does not conform with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan Amendment would not comply the California Environmental Quality Act because there are feasible alternatives or mitigation measures which could substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

**B. Certify the LUP Amendment Request if Modified as Suggested**

**MOTION II:** *"I move that the Commission certify Land Use Plan Amendment No. 1-10 for the City of Long Beach if it is modified as suggested in this staff report."*

Staff recommends a **YES** vote. Passage of this motion will result in the certification of the LUP Amendment with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of a majority of the appointed Commissioners.

**Resolution to Certify the LUP Amendment with Suggested Modifications**

The Commission hereby certifies Land Use Plan Amendment No. 1-10 for the City of Long Beach if modified as suggested and adopts the findings set forth below on grounds that the Land Use Plan Amendment with the suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan Amendment if modified as suggested 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 plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts which the Land Use Plan Amendment may have on the environment.

**C. Reject the LIP Amendment Request as Submitted**

**MOTION III: *"I move that the Commission reject Amendment No. 1-10 to the City of Long Beach Implementing Ordinances as submitted by the City."***

Staff recommends a **YES** vote. Passage of this motion will result in rejection of the amendment to the LCP Implementing Ordinances as submitted and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

**Resolution to Reject the LIP Amendment as Submitted**

The Commission hereby denies Amendment Request No. 1-10 to the LCP Implementing Ordinances for the City of Long Beach as submitted and adopts the findings set forth below on grounds that the Implementing Ordinances do not conform with, and are not adequate to carry out, the provisions of the certified Land Use Plan. Certification of the Implementing Ordinances would not meet the requirements of the California Environmental Quality Act because there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Program as submitted.

**D. Certify the LIP Amendment Request if Modified as Suggested**

**MOTION IV: *"I move that the Commission certify Amendment No. 1-10 to the City of Long Beach Implementing Ordinances if it is modified as suggested in this staff report."***

Staff recommends a **YES** vote. Passage of this motion will result in certification of the amendment to the LCP Implementing Ordinances with suggested modifications and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

**Resolution to Certify the LIP Amendment with Suggested Modifications**

The Commission hereby certifies Amendment Request No. 1-10 to the LCP Implementing Ordinances for the City of Long Beach if modified as suggested and adopts the findings set forth below on grounds that the Implementing Ordinances with the suggested modifications conform with, and are adequate to carry out, the provisions of the certified Land Use Plan. Certification of the Implementing Ordinances if modified as suggested 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 Implementation Program on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment.

## II. SUGGESTED MODIFICATIONS TO THE LUP/LIP AMENDMENT

Certification of the LUP/LIP amendment is subject to the following modifications. Text proposed to be added by the City is identified by underlined text. Text added by the suggested modification is identified by **underlined bold text**, and text suggested to be deleted by the Commission is crossed-out underlined text (~~deleted text~~). Only those specific subsections of the LCP for which modifications are being suggested are shown below.

### A. PD-6 Downtown Shoreline District General Development and Use Standards

Certification of the LUP/LIP amendment is subject to the following modifications to the PD-6 General Development and Use Standards:

(b) Access. 5. A continuous east/west pedestrian walk at Ocean Boulevard level, from Cedar Avenue to Alamitos Avenue, **and from Queensway Drive to Golden Shore Avenue**, not less than twenty feet 20') in width, accessible across each subarea from Ocean Boulevard, shall be provided by all new construction and all condominium conversions of sites located between Ocean Boulevard and Seaside Way, unless modified by specific subarea criteria. This walk, **in Subarea 7**, shall connect to the north/south promenade. This walk shall be located at the southern edge of all development unless the need for appropriate connections to other sides, or opportunities for more active pedestrian areas, indicate an alternate location is a better design solution. Viewing promontory bays shall articulate the terminus of the north/south access(es) from Ocean Boulevard. The pedestrian framework shall be integrated and linked to **Seaside Way, and** all public open spaces and facilities.

(b) Access. 7. **Bicycle**. The regional bikepath connecting the Los Angeles River bikepath to the beach bikepath shall be provided through the Planned Development Area. Bicycle racks shall be provided by all development adjacent to this regional bikepath. **Clearly signed and striped east and west bicycle lanes shall be provided on Seaside Way, between Linden Avenue and Golden Shore Avenue.**

(b) Access. **8. Transportation Demand Management. A traffic demand management program, consistent with the following policies, shall be prepared and submitted to the reviewing agency for approval prior to the issuance of a coastal development permit for new commercial, residential, office or mixed-use development:**

- **Development shall be designed to maximize the use of public transit systems, public walkways and bicycle paths. Building entries and exits shall be designed to be convenient to pedestrians and transit riders.**
- **Bicycle lanes and wide pedestrian paths or walkways shall be integrated into the roadways and sidewalks to link downtown and shoreline recreation areas.**
- **Developers, building managers, and employers shall provide incentives for transit ridership (e.g., subsidies for transit use, shuttles to transit stations), ridesharing and vanpools (including preferential parking**

privileges), and other transportation demand measures designed to reduce vehicle miles traveled.

- Shared use programs shall be implemented for bicycles and vehicles (e.g., on-site provision of bicycles and zipcars for tenant and employee use).
- Secure bicycle parking, lockers, and showers for use by employees and tenants who commute by bicycle shall be provided. In addition, bicycle parking and outdoor public facilities (tables, benches, etc.) shall be provided.
- Commercial property owners shall be encouraged to participate in the South Coast Air Quality Management District's Commute Reduction Program.

(b) Access. 9. Signage Program. The City shall develop and implement a signage program throughout the Downtown Shoreline area in order to assist pedestrians and bicyclists using the public accessways that lead to the area's major shoreline attractions (e.g., beach, pier, harbor, aquarium and park).

(c) Building Design. 5. Bird-Safe Buildings.

A. Bird-Safe Buildings Policies:

- All new buildings, and major renovations of existing buildings, shall be required to provide bird-safe building facade treatments in order to reduce potential for bird strikes.
- Landscaped areas next to buildings, including patios and interior courtyards, shall be designed and sited to avoid or minimize bird-strike hazards caused by reflective building surfaces.
- Buildings shall be designed to use minimal external lighting (limited to pedestrian safety needs) and to minimize direct upward light, spill light, glare and artificial night sky glow. Buildings shall also be designed to minimize light pollution from interior lighting to the maximum feasible extent.

B. Bird-Safe Buildings Standards. All new buildings, and major renovations of existing buildings, shall be required to provide bird-safe building treatments for the facade, landscaping, and lighting consistent with the guidelines provided below:

Glazing treatments:

- Fritting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, or UV patterns visible to birds shall be used to reduce the amount of untreated glass or glazing to less than thirty-five percent (35%) of the building façade.

- Where applicable vertical elements within the treatment pattern should be at least one-quarter inch (1/4") wide at a maximum of spacing of four inches (4") and horizontal elements should be at least one-eighth inch (1/8") wide at a maximum spacing of two inches (2").
- No glazing shall have a "Reflectivity Out" coefficient exceeding thirty percent (30%). That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed thirty percent (30%).
- Equivalent treatments recommended by a qualified biologist may be used if approved by the City and/or the Coastal Commission.

#### Lighting Design:

- Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.
- Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent.
- Building lighting shall be shielded and directed downward. Up-lighting is prohibited. Use of "event" searchlights or spotlights shall be prohibited.
- Landscape lighting shall be limited to low-intensity and low-wattage lights.
- Red lights shall be limited to only that necessary for security and safety warning purposes.

#### Landscaping:

- Trees and other vegetation shall be sited so that the plants are not reflected on building surfaces.
- In order to obscure reflections, trees and other vegetation planted adjacent to a reflective wall or window shall be planted close to (no further than three feet from) the reflective surface.
- For exterior courtyards and recessed areas, building edges shall be clearly defined by using opaque materials or non-reflective glass.
- Walkways constructed of clear glass shall be avoided.

#### Building Interiors

- Light pollution from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.

#### Lights Out for Birds

- The City shall encourage building owners and operators to participate in "Lights Out for Birds" programs or similar initiatives by turning off lighting at night, particularly during bird migration periods.

**B. PD-6 Visitor-Serving Uses – Lower Cost Overnight Accommodations**

Certification of the LUP/LIP amendment is subject to the inclusion of the following section in the PD-6 General Development and Use Standards:

**(j) Affordable Overnight Visitor Accommodations**

It shall be the goal of the City to develop a program/policy for the Downtown Shoreline area that protects and encourages lower cost overnight visitor accommodations. The purpose of the program/policy shall be to provide lower cost overnight visitor accommodations within or in close proximity to the coastal zone, including but not limited to hostel accommodations, campground accommodations, or low cost hotel or motel accommodations.

**C. PD-6 Zoning Map – Attachment B**

The Zoning Map (Attachment B of PD-6) shall be corrected to restore the former certified boundaries of Subareas 6, 8, 10 and 11, as shown on Exhibit #2 of the staff report dated June 3, 2011.

**D. PD-6 Subarea 1a Development and Use Standards**

Certification of the LUP/LIP amendment is subject to the following modifications to the PD-6 Subarea 1a Specific Development and Use Standards:

SUBAREA 1a

The Golden Shore subarea consists of a 4.31-acre site west of Golden Shore and a 1.56 acre site east of Golden Shore. The site previously was developed in accordance with binding development agreement(s) and a judgment which was entered on or about March 21, 1974, in the case of Redevelopment Agency of the City of Long Beach, etc., et al. vs. The California Coastal Zone Conservation Commission, etc., et al., LASC Case No. SOC 32763. All future development of Subarea 1a shall be carried out in accordance with the Golden Shore Master Plan adopted by the Planning Commission and City Council, as follows:

(a) Uses. 1.D. Hotel use up to a maximum 400 guest rooms is allowed.

- i. A new hotel, with at least one hundred rooms, shall be provided as part of the first or second phase of the implementation of the Golden Shore Master Plan, or a mitigation charge of \$1.5 million (adjusted annually for inflation beginning in 2016 based on the consumer price index) shall be paid by the applicant into an interest-bearing account, to be established and managed by the City of Long Beach, as described in Section iv below. The purpose of this account shall be to provide funding grants to public agencies or non-profit organizations for the provision of lower cost overnight visitor accommodations within or in close proximity to the coastal zone, including but not limited to hostel accommodations,



campground accommodations, or low cost hotel or motel accommodations. The in-lieu charge shall be deposited into the account prior to the commencement of construction of the second phase of the implementation of the Golden Shore Master Plan, unless a new hotel with at least one hundred rooms is provided in the second phase. In accordance with Section iv below, the City shall submit to the Executive Director of the Coastal Commission a detailed plan for managing the lower-cost visitor accommodation mitigation account along with an annual report that provides an accounting of the disbursement of funds in this account.

- ii. If a new hotel with at least one hundred rooms is included in the first or second phase, then the \$1.5 million mitigation charge described in Section i above will not be required. However, if the new hotel does not provide for lower cost overnight visitor accommodations, the following Affordable Overnight Accommodations Mitigation Policy in Section iii shall apply:

iii. Affordable Overnight Visitor Accommodations – Mitigation Policy

For new hotels that do not provide lower cost overnight visitor accommodations: A \$30,000 mitigation charge per room shall apply to 25% of the total number of approved hotel rooms (0.25 x number of hotel rooms) as a special condition for a coastal development permit. The per room mitigation charge shall be adjusted for inflation annually beginning in 2016 based on the consumer price index.

As an alternative to the payment of the mitigation charge, and as an alternative to providing lower cost overnight visitor accommodations within Sub-area 1a of PD-6 (Golden Shore Master Plan Site), the applicant may, subject to review and approval by the City Planning Commission and/or City Council, provide for the completion of a specific project (e.g., a youth hostel) that provides lower cost overnight visitor accommodations at a minimum ratio of one (1) bed for each new hotel room constructed on the Golden Shore Master Plan site that does not qualify as a “lower cost” visitor room. The applicant’s specific project shall provide a minimum of one hundred (100) beds - up to a maximum of two hundred (200) beds. The alternative project shall be located within the City of Long Beach coastal area, defined as the area within one-half mile of the inland boundary of the City’s coastal zone.

Prior to the commencement of construction of the approved hotel development, the total required in-lieu charge shall be deposited into an interest-bearing account, to be established and managed by the City of Long Beach (unless the applicant has completed and opened a specific project that provides lower cost overnight visitor accommodations at a minimum ratio of one (1) bed for each new hotel room that is not “lower cost” subject to the above-stated minimum and maximum number of beds).

**iv. Lower-cost visitor accommodation mitigation account:**

**The purpose of this lower-cost visitor accommodation mitigation account shall be to specifically provide funding grants to public agencies or non-profit organizations for the provision of lower cost overnight visitor accommodations within or in close proximity to the coastal zone, including but not limited to hostel accommodations, campground accommodations, or low cost hotel or motel accommodations. Prior to permitting any development in Subarea 1a, the City of Long Beach shall submit a management plan for the lower-cost visitor accommodation mitigation account to the Executive Director of the Commission for review and approval. The management plan shall include, at a minimum, details of processing of the deposits into the account, investment strategies for the account to ensure a reasonable rate of return, and the guidelines that describe the manner in which the City will manage the grants given to grant recipients for lower-cost visitor accommodation projects (i.e., application materials for grant applicants, process for selecting grant recipients, process for ensuring that grant recipients develop lower-cost visitor accommodations). Subsequent to the Executive Director's approval of the management plan, and upon the receipt of the first deposit of a lower-cost visitor mitigation charge from an applicant into this account, the City of Long Beach shall submit annual reports to the Executive Director that provide annual accounting details and a summary of the City's compliance with its management plan. The City of Long Beach shall submit any proposed revisions or amendments of the management plan to the Executive Director for approval prior to implementing the amendments.**

**v. Definition of lower cost overnight visitor accommodations:**

**Lower cost overnight visitor accommodations are those charging 75% (or less) of the statewide average daily peak season (summer) room rate. Only rooms which meet an acceptable level of quality, including safety and cleanliness (e.g., only Auto Club rated properties) shall be surveyed to determine the statewide average daily peak season room rate.**

**(a) Uses. 3. The Victory Park/Santa Cruz Park strip in this subarea shall be constructed and maintained as a dedicated City park, as required by General Development and Use Standards Section (c)(4) of this ordinance. The placement of above-ground electrical cabinets or transformers in the park shall be prohibited.**

**(b) Access.**

**1.C. Racks for bicycle parking shall be provided in major open spaces and parking areas. Clearly signed and striped north and south bicycle lanes shall be provided on Golden Shore Avenue between Ocean Boulevard and the regional bicycle route at Golden Shore Marine Preserve. Clearly signed**

**and striped east and west bicycle lanes shall be provided on Seaside Way, east of the intersection with Golden Shore Avenue.**

**2. Pedestrian access. Walkways for pedestrians, at least ten feet (10') wide, shall be provided along each side of Golden Shore Avenue between Ocean Boulevard and the bridge over Shoreline Drive. The sidewalks on the bridge over Shoreline Drive shall be widened to the extent feasible. A walkway for pedestrians, at least ten feet (10') wide, shall be provided along the north side of Seaside Way, east of the intersection with Golden Shore Avenue. An east-west public walkway, at least twenty feet (20') in width, shall be provided to connect the plaza level of the buildings in Subarea 1 to the Golden Shore Avenue sidewalk. This east-west public walkway shall be located south of the main tower and shall be uncovered and designed to maximize public views to the shoreline areas situated to the east, south and west of the subarea. Public stairways and elevators shall be provided to connect the east-west public walkway to Seaside Way. Pedestrian access shall be provided in accordance with the adopted Golden Shore Master Plan and the approved Master Site Plan.**

**3. Transportation Demand Management. New development in Subarea 1a shall be required to comply with the Transportation Demand Management policies set forth in the PD-6 General Development and Use Standards.**

**(c) Building Height Design.**

**1. Building Height. High-rise buildings are allowed up to 500 feet above Ocean Boulevard grade, provided that the high-rise buildings are consistent with the Master Site Plan. Rooftop features: No portion of any structure shall exceed a height of five hundred feet (500'), measured from Ocean Boulevard grade.**

**2. Seaside Way. Seaside Way shall be preserved for automobile, bicycle and pedestrian circulation. Any building permitted to encroach over Seaside Way shall provide a minimum of forty feet (40') overhead clearance above street level, and shall be designed to remain open to air and light. Where buildings are permitted over Seaside Way, the southern side at the lower level adjacent to Seaside Way shall remain open to air and light (i.e., structural development at the Seaside Way level shall be limited to the minimum necessary to provide building support). To the extent feasible to allow for automobile, bicycle, and pedestrian circulation, Seaside Way shall be improved with landscaping, planters, or other features designed to enhance the visual appearance along the street.**

**3. Subterranean development under rights-of-way. Subterranean development can be permitted under Seaside Way and Golden Shore Avenue. Subterranean development can be permitted under Santa Cruz Park only to increase the amount of public parking in the subarea.**

**4. Horizontal distances between buildings over seventy-five feet (75') tall shall be at least eighty feet (80') to allow for adequate light and views.**

**E. Suggested Modifications to the Golden Shore Master Plan**

Certification of the Golden Shore Master Plan is subject to the following modifications.

1. The following policy shall be added to the Golden Shore Master Plan, Pedestrian Circulation (Page 18), and the Site Layout Options (Figure 4 on Pages 13-16) shall be revised accordingly:

**Walkways for pedestrians, at least ten feet (10') wide, shall be provided along each side of Golden Shore Avenue between Ocean Boulevard and the bridge over Shoreline Drive. The sidewalks on the bridge over Shoreline Drive shall be widened to the extent feasible. A walkway for pedestrians, at least ten feet (10') wide, shall be provided along the north side of Seaside Way, east of the intersection with Golden Shore Avenue. An east-west public walkway, at least twenty feet (20') in width, shall be provided to connect the plaza level of the buildings in Subarea 1 to the Golden Shore Avenue sidewalk. This east-west public walkway shall located south of the main tower and shall be uncovered and designed to maximize public views to the shoreline areas situated to the east, south and west of the subarea. Public stairways and elevators shall be provided to connect the east-west public walkway to Seaside Way.**

2. The following policy shall be added to the Golden Shore Master Plan, Building Design (Page 22), and the Site Layout Options (Figure 4 on Pages 13-16) shall be revised accordingly:

**Seaside Way. Seaside Way shall be preserved for automobile, bicycle and pedestrian circulation. Any building permitted to encroach over Seaside Way shall provide a minimum of forty feet (40') overhead clearance above street level, and shall be designed to remain open to air and light. Where buildings are permitted over Seaside Way, the southern side at the lower level adjacent to Seaside Way shall remain open to air and light (i.e., structural development at the Seaside Way level shall be limited to the minimum necessary to provide building support). To the extent feasible to allow for automobile, bicycle, and pedestrian circulation, Seaside Way shall be improved with landscaping, planters, or other features designed to enhance the visual appearance along the street.**

3. The following policy on Page 25 shall be revised as follows:

**Parking Entries: Parking entries should ~~should~~ shall be integrated into building design with care given to maintaining adequate line of site for pedestrian safety and shall not cause long queue lines on public streets nor interfere with bicycle travel. Parking entries shall clearly be clearly signed and designated for public, private, residential or retail uses.**

4. The following text shall be added to the Golden Shore Master Plan, Processing and Administration (Page 35):

**The developer shall be responsible for obtaining a local coastal development permit from the Department of Development Services prior to the commencement of any demolition and/or construction.**

### **III. FINDINGS**

The Commission hereby finds and declares as follows:

#### **A. Description of the Golden Shore Subarea (PD-6 Subarea 1a)**

The Golden Shore development area (proposed Subarea 1a) is a 5.87-acre site on a former coastal bluff situated on the western end of Downtown Long Beach (the “Western Gateway”) near the east bank of the Los Angeles River channel. Subarea 1a is the land south of Ocean Boulevard and east/north (inland) of Shoreline Drive (Exhibit #2).<sup>1</sup> The “Golden Shore” area was once prime oceanfront land with an abundance of sand and surf. The development of the Port of Long Beach and the filling of the shoreline area by the Tidelands Filling Project in the late 1950s and 1960s drastically altered the landscape. The Tidelands Filling Project created the Downtown Shoreline landfill (all the land south of Seaside Way) upon which Shoreline Park, Shoreline Village shopping center, the Aquarium of the Pacific, and Catalina Landing are all situated (Exhibit #2). Now, the waterfront (Catalina Landing and the Golden Shore Marine Preserve) is located one block south of the Golden Shore subarea, and the Los Angeles River Estuary is located about two hundred feet west of the subarea.

The Golden Shore development area (proposed Subarea 1a) is developed with three office buildings that were constructed under density and height limits that were determined to be appropriate in the 1970s. Subarea 1a is bisected by Golden Shore Avenue<sup>2</sup>, a north-south street that provides direct vehicular, bicycle and pedestrian access to the City’s waterfront via a bridge over Shoreline Drive. The east side of Subarea 1a (east of Golden Shore Avenue) is currently developed with a fifteen-story office building (Union Bank: approx. 171,000 sq. ft.) and a two-level parking structure. The west side (west of Golden Shore Avenue) is currently developed with two office buildings (the six-story City National Bank and two-story Molina Healthcare: approx. 140,000 sq. ft. total) and associated parking [Coastal Development Permit P-79-5502 (Redevelopment Agency of the City of Long Beach)].

Eventually, the existing buildings would be demolished and replaced (in phases) by the development proposed in the Golden Shore Master Plan (Exhibit #8). The City will be responsible for issuing the necessary coastal development permits for development that is ultimately found to be consistent with the PD-6 ordinance (i.e., the certified LCP), as amended. See the attached exhibits for the specific development plans that would be approved pursuant to the proposed Golden Shore Master Plan (Exhibit #8).

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<sup>1</sup> Subarea 1a is inland of the first public road (Shoreline Drive); however, pursuant to Section 30603(a) of the Coastal Act, any portion of the site that is situated within three hundred feet (300’) of the mean high tide line or the top of the seaward face of the coastal bluff is within the appealable area of the Coastal Zone.

<sup>2</sup> South of Ocean Boulevard, Golden Shore Avenue (the street) is typically referred to simply as Golden Shore. In this report, the street is called Golden Shore Avenue in order to distinguish the street from the whole “Golden Shore” area.

**B. Description of the LCP Amendment Request**

City Council Resolution No. RES-10-0035 and Ordinance No. ORD-10-0013 comprise Amendment No. 1-10 to the City of Long Beach certified Local Coastal Program (LCP). Ordinance No. ORD-10-0013 (Exhibit #3) amends the Downtown Shoreline Planned Development District (the PD-6 ordinance) in order to: 1) divide Subarea 1 of PD-6 into Subarea 1 and Subarea 1a; 2) establish a list of allowable land uses for Subarea 1a (office, residential, retail and hotel uses); 3) adopt new development standards for Subarea 1a; and 4) incorporate the Golden Shore Master Plan into the certified LCP (Exhibit #8). The proposed LCP amendment and the implementation of the Golden Shore Master Plan would dramatically alter the character of the subarea by allowing significantly taller and denser structures than currently exist, increasing the amount of public open space, and by allowing up to 1,370 residential units where now only commercial offices exist. A relatively small amount (28,000 square feet) of retail and restaurant use would be allowed, along with a maximum of 340,000 gross square feet of office space. The three existing buildings in Subarea 1a currently contain about 311,000 square feet of office space. A new hotel with up to four hundred rooms would also be allowed, but not required, under the proposed LCP amendment.

The two biggest changes included in this LCP amendment are the addition of up to 1,370 residential units where none currently exist, and the increase in the height limit to five hundred feet. The current height limit for Subarea 1 is 250 feet. The certified LCP allows buildings up to six hundred feet tall in Subarea 4 of the Downtown Shoreline Planned Development District (PD-6), although the tallest building in the City is just under four hundred feet tall (the thirty-story World Trade Center, on Ocean Boulevard inland of Subarea 1). Subarea 4 abuts the eastern side of Subarea 1 (Exhibit #2).

The Downtown Shoreline Planned Development District (PD-6), comprised of Subareas 1 through 11, was established in 1980 (Exhibit #2). Subarea 1 of PD-6 was formerly known as the West Beach Redevelopment Area. The entire subarea is developed with office towers that were constructed in the late 1970s and early 1980s subsequent to the 1974 judgment in the case of Redevelopment Agency of the City of Long Beach, et al. v. The California Coastal Zone Conservation Commission, LASC Case No. SOC 32763 (Exhibit #4). In lieu of listing specific permitted uses and development standards for Subarea 1, the PD-6 ordinance simply references the judgment in this court case and binding development agreements (and the general development and use standards that apply to all eleven subareas of PD-6). The 1974 judgment sets forth building limits for some of the parcels within the West Beach Redevelopment area, including a 200,000 square foot building size limit and a 250-foot building height limit (Exhibit #4, p.7). This was a project-driven judgment. Since the property subject to the judgment was developed consistent with the judgment, the judgment doesn't extend to any further re-development of the site. This judgment never applied to the 4.31-acre site west of Golden Shore. Thus, the development standards that are certified by this LCP amendment will be the standards for the proposed re-development of Subarea 1a.

The PD-6 ordinance serves as both a land use plan (it establishes policies and permitted land uses for each subarea) and an LCP implementing ordinance (with specific development standards) for the Downtown Shoreline Planned Development District. Therefore, this LCP amendment request affects both the Implementing Ordinances (LIP) and Land Use Plan (LUP) portions of the certified LCP.

The Golden Shore Master Plan, which will be incorporated in the certified LCP as an implementing ordinance, is attached to this report as an exhibit (Exhibit #8). The City's proposed changes to the PD-6 Specific Development and Use Standards for Subarea 1 (Exhibit #3, ps. 10-14) are as follows:

[**Note:** City's new text is identified by underlined text and deleted text is crossed-out]

## SPECIFIC DEVELOPMENT AND USE STANDARDS

### SUBAREA 1

This is the West Beach Redevelopment Subarea. All land within this subarea has either been developed or planned under binding agreements and the ~~decision judgment in the case of the~~ Redevelopment Agency of the City of Long Beach, et al. v. The California Coastal Zone Conservation Commission, LASC Case No. SOC 32763. The undeveloped sites in this area shall be improved according to those specific agreements and permits. The undeveloped sites in this area shall also be developed in accordance with the general development and use standards of this district. The triangular area that was formerly part of Santa Cruz Park shall be designed and improved to encourage public use as open space. Santa Cruz/Victory Park is a public park and shall be designed and maintained in accordance with the Victory Park Design Guidelines. This subarea previously included the Golden Shore project site, and was subsequently divided in 2010 to place Golden Shore in Subarea 1a.

### SUBAREA 1A

The Golden Shore subarea consists of a 4.31-acre site west of Golden Shore and a 1.56-acre site east of Golden Shore. The site previously was developed in accordance with binding development agreement(s) and a judgment which was entered on or about March 21, 1974, in the case of Redevelopment Agency of the City of Long Beach, etc., et al. vs. The California Coastal Zone Conservation Commission, etc., et al., LASC Case No. SOC 32763. All future development shall be carried out in accordance with the Golden Shore Master Plan adopted by the Planning Commission and City Council, as follows:

(a) Uses.

1. This area shall be a mixed-use development of residential, office, retail, hotel and ancillary, supportive and complimentary uses.
  - A. High-density residential is allowed, up to a maximum of 1,370 residential units.
  - B. A maximum of 28,000 square feet of gross floor area of retail, personal service, taverns and restaurants is allowed.
  - C. A maximum of 340,000 square feet of gross floor area of office uses is allowed.
  - D. Hotel use up to a maximum 400 guest rooms is allowed.
2. A Master Site Plan for the entire subarea, containing detailed architectural and site plans, shall be submitted to and approved by the Planning Commission prior to, or concurrent with approval of, entitlements for the first

new building in the subarea after adoption of the amendment to this ordinance. The Master Site Plan shall identify the location of all pedestrian ways and open spaces, and the placement, use and height of buildings and the project boundaries. The Master Site Plan shall be consistent with *the adopted Golden Shore Master Plan*. Subsection (c) below describes the required design details to be incorporated into the Master Site Plan for new construction. The Planning Commission may deny applications for entitlements for individual buildings if the mixed-use nature of the subarea is not maintained, although the maximums specified in Subsection (a)(1) are not intended to prescribe a specific mix of uses.

3. The Victory Park/Santa Cruz Park strip in this subarea shall be constructed and maintained as a dedicated City park, as required by General Development and Use Standards Section (c)(4) of this ordinance.

(b) Access.

1. Vehicular.

A. Primary vehicular access shall be provided from Golden Shore, Shoreline Drive and Seaside Way. No vehicular access shall be permitted from Ocean Boulevard. All curb cuts and vehicular access to Ocean Boulevard shall be abandoned when the structure served by said curb cuts or vehicular access is removed; the curbs shall be restored to full height, and the park strip constructed, if required, across the former access way.

B. A traffic demand management program for the entire project shall be submitted prior to building permit approval for the first new building, following adoption of this amendment to this ordinance. This program shall be implemented for each phase of construction, monitored and revised with approval of each subsequent site plan review entitlement.

C. Racks for bicycle parking shall be provided in major open spaces.

2. Pedestrian Access. Pedestrian access shall be provided in accordance with *the adopted Golden Shore Master Plan* and the approved Master Site Plan.

- (c) Building Height. High-rise buildings are allowed up to 500 feet above Ocean Boulevard grade, provided that the high-rise buildings are consistent with the Master Site Plan.

- (d) Parking. It is the policy of this Plan to reduce the use of individual automobiles to access this subarea in order to reach Air Quality Management District goals and to mitigate traffic congestion resulting from this development. However, this Plan also recognizes that inadequate parking can frustrate visitor access and recreational use of coastal resources. Thus, this Plan requires the provision of the demand-based standards contained in the General Development and Use Standards, but will allow the Planning Commission to approve reduced standards in the second and later phases of development if the Commission finds such reductions, based upon demonstrated transportation demand management or public transportation ridership, will meet the full needs of the project as configured at the time of approval of each entitlement, and will not adversely affect visitor access or public recreational use of coastal resources.

- (e) Project Design. Project design shall be in compliance with the approved Golden Shore Master Plan. The purpose of the Master Plan and Design Guidelines is to



establish long-term development standards for the Golden Shore development area that will create a high-quality environment for living and working in downtown Long Beach. The Master Plan and Design Guidelines establish a large-scale planning vision, provide a point of reference for the developers and architects who undertake projects in this Subarea, and maximize public access to review projects in this Subarea.

The Golden Shore Master Plan, adopted by the City Council and submitted as part of this LCP amendment, lays out the specific conceptual site plans and building design guidelines for the proposed development of Subarea 1a (Exhibit #8). The Golden Shore Master Plan sets forth several options (Options A, B1, B2 and C) for the development of the subarea with high-rise office and condominium towers (Exhibits #5-7). The plan is organized around pedestrian-oriented open spaces (e.g., walks and courts), with subterranean parking garages below, and four high-rise buildings extended vertically to allow greater separation between towers.

The centerpiece of the plan is a nineteen-story office tower on the southwest corner of Ocean Boulevard and Golden Shore Avenue. Three taller buildings are proposed to be built around the nineteen-story office tower on the western, southern and eastern edges of Subarea 1a (Exhibit #5). With the new height limit, each tower could be built up to five hundred feet tall; although it is unlikely that all of the towers would be built to the height limit because of the density limits set forth in the plan. Lower-scale two-story townhouses and private residential amenity areas (e.g., swimming pools and gyms) occupy the areas between the four high-rises that are not designated as public plazas, walkways or streets. Vehicular entrances to the development (and the exits) are limited to the Golden Shore Avenue, Seaside Way, and Shoreline Drive frontages. Curb cuts on Ocean Boulevard are prohibited.

The buildings' designs and heights vary in Options A, B1, B2 and C, as do the densities and specific mix of uses that would be provided within each structure. The plan provides 3,430 parking stalls within the four-level underground garages, except for Option A which does not include a hotel. Option A would provide 3,355 parking stalls. The four existing traffic lanes on Golden Shore Avenue would be reduced to two traffic lanes, plus turning lanes and pull-outs for passenger drop-off areas. The southern corners of intersection of Ocean Boulevard and Golden Shore Avenue would be enhanced as public open spaces, thus highlighting the western extent of Santa Cruz Park, a linear park that runs through downtown along the south side of Ocean Boulevard.

**C. Deny the LUP Amendment Request as Submitted**

The LCP amendment request affects the Land Use Plan (LUP) portion of the certified LCP because it would create a new subarea (Subarea 1a) in Downtown Shoreline Planned Development District (PD-6) and expand the list of land uses allowed in the new subarea. Residential and hotel uses would be allowed where the current plan allows only office buildings. The PD-6 ordinance also contains policies for the protection of coastal resources. The standard of review for the proposed amendment to the LUP, pursuant to Section 30512 and 30514 of the Coastal Act, is that the proposed LUP amendment meets the requirements of, and is in conformance with the Chapter 3 policies of the Coastal Act.

**1. Public Access, Recreation, and Energy Consumption**

One of the basic goals of the Coastal Act is to maximize public access and recreational opportunities along the coast. Subarea 1 of PD-6 (including the new Subarea 1a) is located inland of Shoreline Drive, the first public road inland of the sea, and does not currently provide any significant public recreational opportunities. The one existing park in the subarea, Santa Cruz Park, provides an area about eighty feet wide for passive public recreation along the south side of Ocean Boulevard, on the inland side of the office buildings. The subarea, however, contains a vital public access route as the north/south street Golden Shore Avenue provides direct vehicular, bicycle and pedestrian access to the City's waterfront (e.g., Golden Shore Marine Preserve, the regional bike route, Catalina Landing, Rainbow Harbor, Shoreline Park, etc.) via a bridge over Shoreline Drive. Policies in the certified LCP repeatedly cite the need to make connections between the downtown area and the shoreline. Therefore, the LUP and the master plan for the Golden Shore area must ensure that the vehicular, bicycle and pedestrian access connections to the shoreline are protected and maximized as required by the Chapter 3 policies of the Coastal Act.

The following Chapter 3 policies protect public access and recreation:

**Section 30210 of the Coastal Act.** 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.** Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

**Section 30213 of the Coastal Act.** Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

**Section 30220 of the Coastal Act.** Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

**Section 30221 of the Coastal Act.** Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

**Section 30222 of the Coastal Act.** The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

**Section 30223 of the Coastal Act.** Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

**Section 30253(d) of the Coastal Act.** New development shall do all of the following:... (d) minimize energy consumption and vehicle miles traveled.

As currently certified, the LCP protects public access and recreation in the Downtown Shoreline area with the following access policies that are set forth in the general development and use standards for PD-6:

(b)2. Pedestrian access to the shoreline from Ocean Boulevard shall be provided by a variety of pedestrian walkways in a reasonably direct path. Access ways from Ocean Boulevard to the shoreline areas shall be accentuated by attractive landscape treatment.

(b)3. All subareas should contain public walkways, seating in landscape areas, and, whenever feasible, shoreline viewing areas as specified in the Subarea Standards.

(b)4. A continuous east/west pedestrian walk at Ocean Boulevard level, from Cedar to Alamitos Avenue, not less than twenty feet in width, accessible across each subarea from Ocean Boulevard, shall be provided by all new construction....

The LCP as currently certified also protects public recreation by requiring all development on the south side of Ocean Boulevard to be set back at least eighty feet to for the continuation of the linear Victory/Santa Cruz Park. The general development and use standards for PD-6 set forth in the certified LCP state:

(c)4. All new development between Ocean Boulevard and Seaside Way, above the Ocean Boulevard curb level, shall be set back a minimum of eighty feet (80') from the Ocean Boulevard curblineline, as existing on July 1, 1989, or set back the width of the City park strip, whichever is greater.

Section 30210 of the Coastal Act states that maximum access shall be provided, and Section 30211 of the Coastal Act states that development shall not interfere with the public's right of

access to the sea. As submitted, the proposed LUP amendment does not require that the development of the new subarea provide adequate pedestrian and bicycle circulation through the development to the shoreline. For example, there is no requirement to provide for improved pedestrian and bicycle access on Golden Shore Avenue, which is the only street in the area that connects to the downtown area to the shoreline. Also, the proposed LUP amendment lacks any requirement to provide east/west connectivity between the existing development in Subarea 1 (Arco Towers) and Golden Shore Avenue to the west. In addition, the proposed LUP amendment does not include policies to protect the public recreational opportunities provided in Santa Cruz Park, as required by Section 30223 of the Coastal Act. Also omitted from the proposed LUP amendment are the specific transportation demand management policies that are necessary to minimize energy consumption and vehicle miles traveled. Therefore, the LUP amendment is denied as submitted.

## **2. Hotel Use - Affordable Overnight Visitor Accommodations**

The proposed LUP amendment also raises the issue of priority land uses. Section 30213 of the Coastal Act provides for the protection and provision of lower cost visitor and recreational facilities. Section 30222 of the Coastal Act states that the use of private lands suitable for visitor-serving commercial recreational facilities shall have priority over private residential or general commercial development. Visitor-serving commercial development is considered a priority use under the Coastal Act. The public access policies of the Coastal Act require that a range of affordable facilities, including overnight accommodations, be provided in new development along the coast.

The proposed LCP amendment establishes a list of allowable land uses for the new subarea: office, residential, retail, and hotel uses where only commercial office uses are currently allowed. All of the listed uses would be allowed, but not required. The project contemplated by the master plan is on a site near the coast that might otherwise be used to provide affordable accommodations available to a wider range of the public. The first phase of development contemplated by the Golden Shore Master Plan is anticipated to be an office building. The site, being in close proximity to the coast and main transportation routes (I-710 and Ocean Boulevard), would be ideal for public recreation. A hotel may be built in the future, but no portion of the subarea is set aside for overnight accommodations. The proposed LUP amendment does not mandate that any visitor-serving recreational uses be provided on the site, other than the requirement to protect the existing parkland (Santa Cruz Park). In addition, should a developer propose to build a hotel on the site, there is no requirement in the proposed LUP that mandates that the hotel provide affordable accommodations that would be available to a wider range of the public, and there is no requirement to mitigate for the loss of the opportunity to provide lower cost overnight accommodations on the site. Even if a hotel is eventually built, it may or may not be affordable to persons with average income. Since the proposed LUP amendment provides no policy direction on this issue, it cannot be found to be consistent with Sections 30213 and 30222 of the Coastal Act, and it is therefore denied as submitted.

## **3. Biological Resources**

The Golden Shore development area (PD-6 Subarea 1a) is currently developed with three commercial office buildings and associated parking facilities. A biological study was conducted

for Subarea 1a of PD-6 which found that there are no sensitive biological resources on the site [Golden Shore Property - Evaluation of Biological Resources, by URS Corp., August 6, 2010]. However, the site is adjacent to environmentally sensitive habitat areas and parks and recreation areas as it is located about two hundred feet east of the Los Angeles River Estuary and about four hundred feet north of the Golden Shore Marine Preserve.

The following Chapter 3 policies protect sensitive habitat areas and biological resources:

**Section 30230 of the Coastal Act.** 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 30240 of the Coastal Act.** (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those 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 those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The high-rise development (up to five hundred feet in height) contemplated by the proposed LCP amendment would be located about two hundred feet east of the Los Angeles River Estuary and about four hundred feet north of the Golden Shore Marine Preserve. The estuary and marine preserve (which is a restored wetland that is part of the estuary) are areas used by a variety of birds, such as egrets, herons, pelicans, cormorants, ducks gulls, terns, and swallows (Golden Shore Property - Evaluation of Biological Resources, by URS Corp., August 6, 2010). Development adjacent to the estuary must be designed to prevent impacts which would significantly degrade the area so it is compatible with the continuance of the habitat, as required by Section 30240 of the Coastal Act. The proposed LUP amendment does not include policies that ensure that adverse impacts to birds, specifically bird strikes on buildings, are minimized. Therefore, the LUP amendment as submitted is denied.

#### **4. Scenic and Visual Qualities**

The following Chapter 3 policy protects scenic resources:

**Section 30251 of the Coastal Act.** The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Development of the Golden Shore area with several high-rise structures up to five hundred feet tall could adversely affect the scenic and visual qualities of this coastal area unless specific policies are implemented to protect these qualities. The proposed LUP amendment does not adequately protect the scenic and visual qualities of the area as required by Section 30251 of the Coastal Act. Additional policies are necessary in order to ensure that the development is sited and designed to protect views to and along the ocean and scenic coastal areas. Therefore, the LUP amendment as submitted is denied.

## **5. Conclusion**

The purpose of the certified LUP, and in this case the PD-6 ordinance, is to set forth clear and concise policies for the ongoing use, maintenance and enhancement of the coastal resources in the Downtown Shoreline area. The certified LUP policies must meet the requirements of, and be in conformity with, the Chapter 3 policies of the Coastal Act. The new PD-6 text for Subarea 1a contained in the proposed LCP amendment lacks policy language necessary to protect coastal resources as required by the Chapter 3 policies of the Coastal Act. Therefore, the LUP amendment request as submitted does not meet the requirements of, and is not in conformity with, the policies of Chapter 3 of the Coastal Act.

There is one other reason why the LCP amendment cannot be certified as submitted: the PD-6 Zoning Map (Attachment B) attached to Ordinance No. ORD-10-0013, which is supposed to delineate the boundaries between the PD subareas, places some of the boundaries in the wrong place. The map should show that the Shoreline Village shopping center is in Subarea 6. The incorrect map that was submitted attached to Ordinance No. ORD-10-0013 would inadvertently make Shoreline Village part of Subarea 11. The boundary between Subareas 8 and 10 is also drawn in an incorrect location.

The next section of this report describes the modifications necessary to bring the LCP amendment into conformance with the Coastal Act requirements.

**D. Certify the LUP Amendment Request with Suggested Modifications**

In order to be certified by the Commission, the LUP amendment must meet the requirements of, and be in conformance with the Chapter 3 policies of the Coastal Act. The Coastal Act contains policies that protect public access, recreation, scenic qualities, and biological resources in coastal areas and visitor destinations like the Downtown Shoreline area of Long Beach. Pursuant to Section 30512 and 30514 of the Coastal Act, the proposed LUP amendment must have clear and concise policy language that meets the requirements of the relevant Chapter 3 policies of the Coastal Act. The LCP amendment can be certified only if it is modified to include policies that will protect public access, lower cost public recreation, sensitive habitat, and visual resources as required by Chapter 3 of the Coastal Act.

**1. Public Access, Recreation, and Energy Consumption**

One of the basic goals of the Coastal Act is to maximize public access and recreational opportunities along the coast, especially lower coast recreation. The Chapter 3 policies that protect public access and recreation are listed on Page Eighteen. Subarea 1a of PD-6 is located just inland of Shoreline Drive, the first public road inland of the sea, and it contains a vital public access route: Golden Shore Avenue. Golden Shore Avenue is a north/south street that provides direct vehicular, bicycle and pedestrian access to the City's waterfront (e.g., Golden Shore Marine Preserve, the regional bike route, Catalina Landing, Rainbow Harbor, Shoreline Park, etc.) via a bridge over Shoreline Drive.

The coastal access route through Subarea 1a, Golden Shore Avenue, will remain a public street that will provide direct physical access to the shoreline. The proposed LUP amendment, however, does not clearly articulate the importance of this street as a pedestrian and bicycle access route. The street and its sidewalks are a vital link between Ocean Boulevard and the regional bike route and trail that runs along the east bank of the Los Angeles and the entire shoreline of Long Beach. Policies in the certified LCP repeatedly cite the need to make connections between the downtown area and the shoreline. Therefore, the LUP and the master plan for the Golden Shore area must ensure that the vehicular, bicycle and pedestrian access connections to the shoreline are protected and maximized as required by the Chapter 3 policies of the Coastal Act.

Suggested modifications listed in Section II of this staff report set forth the following LUP policies to protect and maximize public access to the shoreline via Golden Shore Avenue:

Clearly signed and striped north and south bicycle lanes shall be provided on Golden Shore Avenue between Ocean Boulevard and the regional bicycle route at Golden Shore Marine Preserve.

Walkways for pedestrians, at least ten feet (10') wide, shall be provided along each side of Golden Shore Avenue between Ocean Boulevard and the bridge over Shoreline Drive.

Seaside Way, an east-west street situated at the toe of the coastal bluff, is the other public street in Subarea 1a. Seaside Way runs the entire length of the Downtown Shoreline Planned Development District (PD-6), connecting Golden Shore Avenue to Subareas 1, 4, 5, 7, 8, 9 and 10 of the district (Exhibit #2). Even though Seaside Way does not lead directly to the shoreline

(it stops short on the eastern and western ends), the street is a vital link in the Downtown Shoreline circulation system, especially for pedestrians and bicyclists. Shoreline Drive, which is not part of Subarea 1a, is the primary east-west street used by motorized vehicles to access the waterfront (or to just pass through the Downtown Shoreline area).

The Golden Shore Master Plan includes a proposal to build residential buildings in the air space that exists above Seaside Way, thus converting the street into a covered tunnel-like passage near its intersection with Golden Shore Avenue. Constructing buildings above the street, as is being proposed, would drastically alter the character of this important street and could dissuade pedestrians using it. Therefore, a set of suggested modifications set forth in Section II of this staff report would protect and enhance the street for automobile, bicycle and pedestrian circulation, as follows:

Seaside Way shall be preserved for automobile, bicycle and pedestrian circulation.

Any building permitted to encroach over Seaside Way shall provide a minimum of forty feet (40') overhead clearance above street level, and shall be designed to remain open to air and light.

Where buildings are permitted over Seaside Way, the southern side at the lower level adjacent to Seaside Way shall remain open to air and light (i.e., structural development at the Seaside Way level shall be limited to the minimum necessary to provide building support).

To the extent feasible to allow for automobile, bicycle, and pedestrian circulation, Seaside Way shall be improved with landscaping, planters, or other features designed to enhance the visual appearance along the street.

A walkway for pedestrians, at least ten feet (10') wide, shall be provided along the north side of Seaside Way, east of the intersection with Golden Shore Avenue.

Clearly signed and striped east and west bicycle lanes shall be provided on Seaside Way, east of the intersection with Golden Shore Avenue.

Another important component of the public access system is the pedestrian links between the different subareas of the Downtown Shoreline Planned Development District (PD-6). Subarea 1a will be linked directly to southern Subareas 2 and 3 via the Golden Shore Avenue bridge over Shoreline Drive. However, the only public pedestrian route proposed by the Golden Shore Master Plan to link the development in Subarea 1a with the existing public accessways in Subarea 1 (east of the project site) is the sidewalk on Ocean Boulevard, which is on the most inland part of the Downtown Shoreline area.

One of the reasons the proposed LUP amendment does not meet the requirements of the public access policies of the Coastal Act is because it does not include a pedestrian link to connect the public plaza and accessways in Subarea 1 (which exists on the southern seaward and sunny side of the office towers in order to provide public views of the shoreline) to Golden Shore Avenue. This east-west pedestrian link is necessary in order to provide a continuous public walkway between Golden Shore Avenue and Queensway Drive on the east side of Subarea 1. The public walkway already extends west from Queensway Drive to the boundary between Subarea 1 and Subarea 1a. Therefore, a suggested modification (in Section II of this



staff report) would require the provision of this necessary pedestrian connection between the subareas, as follows:

A continuous east/west pedestrian walk at Ocean Boulevard level, from Cedar Avenue to Alamitos Avenue, and from Queensway Drive to Golden Shore Avenue, not less than twenty feet (20') in width, accessible across each subarea from Ocean Boulevard, shall be provided by all new construction and all condominium conversions of sites located between Ocean Boulevard and Seaside Way, unless modified by specific subarea criteria. *[Note: The existing certified LUP policy text is not underlined. Only the suggested test is underlined.]*

An east-west public walkway, at least twenty feet (20') in width, shall be provided to connect the plaza level of the buildings in Subarea 1 to the Golden Shore Avenue sidewalk. This east-west public walkway shall located south of the main tower and shall be uncovered and designed to maximize public views to the shoreline areas situated to the east, south and west of the subarea. Public stairways and elevators shall be provided to connect the east-west public walkway to Seaside Way.

Also, in order to enhance public access and improve circulation throughout the Downtown Shoreline area, the following policy is added as a suggested modification:

Signage Program. The City shall develop and implement a signage program throughout the Downtown Shoreline area in order to assist pedestrians and bicyclists using the public accessways that lead to the area's major shoreline attractions (e.g., beach, pier, harbor, aquarium and park).

Only if modified as suggested will the LUP amendment meet the requirements of, and be in conformance with the public access 3 policies of the Coastal Act.

Section 30213 of the Coastal Act requires that lower cost visitor and recreational facilities, such as parks, be protected and encouraged. The one existing park in Subarea 1a is Santa Cruz Park, a linear landscaped area about eighty feet wide on the south side of Ocean Boulevard, east of Golden Shore Avenue. It's a small lawn area, situated between the busy boulevard and the existing Union Bank Tower, which can be used only for passive recreation. The proposed LUP amendment sets forth the following policy for preserving the park:

The Victory Park/Santa Cruz Park strip in this subarea shall be constructed and maintained as a dedicated City park, as required by General Development and Use Standards Section (c)(4) of this ordinance.

Section (c)(4) states:

(c)4. All new development between Ocean Boulevard and Seaside Way, above the Ocean Boulevard curb level, shall be set back a minimum of eighty feet (80') from the Ocean Boulevard curblin, as existing on July 1, 1989, or set back the width of the City park strip, which ever is greater.

Some segments of the linear Santa Cruz/Victory Parklands in other subareas have been encroached upon by electrical cabinets and transformers which discourage public recreation. Use of the space beneath the parklands for expanded parking garages has been a novel way to increase public parking opportunities and public access in the downtown area. Therefore, in order to better protect the public parkland for public recreation, Section II of this staff report (suggested modifications) sets forth the following policies regarding the use of the parkland in Subarea 1a:

The placement of above-ground electrical cabinets or transformers in the park shall be prohibited.

Subterranean development is permitted under Victory Park only to increase the amount of public parking in the subarea.

Only if modified as suggested will the LUP amendment meet the requirements of, and be in conformance with the public access 3 policies of the Coastal Act.

## **2. Traffic Impacts and Parking**

An important way to protect public access to the Downtown Shoreline area is to ensure that alternative modes of transportation are available so that excessive automobile traffic does not obstruct public access the shoreline or discourage people from trying. All of the suggested policies that require the provision of bicycle lanes and public walkways are part of the solution for reducing the traffic and parking impacts that would result from the higher density allowed by the proposed LCP amendment.

On March 18, 2010, the City of Long Beach Planning Commission certified the Environmental Impact Report for the Golden Shore Master Plan (SCH No. 2008111094) for the project that is directly related to this LCP amendment. The certified EIR for the Golden Shore Master Plan anticipates significant traffic impacts if all of the anticipated development occurs in Subarea 1a (340,000 square feet of offices, 1,370 residential units, 28,000 square feet of retail/restaurant, and 400 hotel rooms). Significant project-related traffic impacts have been identified at five intersections, where acceptable level of service thresholds would be exceeded. The following intersections would have adverse levels of service (LOS E or F) during the A.M. and/or P.M. peak hours in 2020, with the project:

Alamitos Avenue at 7<sup>th</sup> Street  
Alamitos Avenue at 4<sup>th</sup> Street  
Alamitos Avenue at 7<sup>th</sup> Broadway  
Magnolia Avenue at Ocean Boulevard.  
Pine Avenue at Ocean Boulevard.

The adverse traffic impacts are expected to occur primarily during weekday A.M. and/or P.M. peak hours (i.e., rush hour), and not on weekends when the background traffic and the project's office use will be less. Therefore, vehicular access the shoreline will not be significantly impacted on a typical weekend or holidays when most people go the shoreline area for water-related recreational activities. People do visit the Long Beach Shoreline on weekdays, however, to access the Aquarium, Shoreline Village, and Catalina Landing.

The implementation of traffic improvements recommended by the EIR would partially offset the traffic impacts of the project. Intersection improvements at Ocean Boulevard and Golden Shore and at some of the impacted intersections are being proposed in order to mitigate some the traffic impacts of the development. The Golden Shore Master Plan and the proposed LUP amendment also require that a traffic demand management program be submitted for approval. Even without the impacts of the proposed development, however, the levels of service at the impacted intersections is expected to decline as background traffic increases.

The proposed LUP, however, does not include specific policy guidance for the development of the required traffic demand management program. Therefore, Section II of this staff report (suggested modifications) sets forth the following policies regarding the traffic demand management for the Downtown Shoreline Planned Development District:

Transportation Demand Management. A traffic demand management program, consistent with the following policies, shall be prepared and submitted to the reviewing agency for approval prior to the issuance of a coastal development permit for new commercial, residential, office or mixed-use development:

- Development shall be designed to maximize the use of public transit systems, public walkways and bicycle paths. Building entries and exits shall be designed to be convenient to pedestrians and transit riders.
- Bicycle lanes and wide pedestrian paths or walkways shall be integrated into the roadways and sidewalks to link downtown and shoreline recreation areas.
- Developers, building managers, and employers shall provide incentives for transit ridership (e.g., subsidies for transit use, shuttles to transit stations), ridesharing and vanpools (including preferential parking privileges), and other transportation demand measures designed to reduce vehicle miles traveled.
- Shared use programs shall be implemented for bicycles and vehicles (e.g., on-site provision of bicycles and zipcars for tenant and employee use).
- Secure bicycle parking, lockers, and showers for use by employees and tenants who commute by bicycle shall be provided. In addition, bicycle parking and outdoor public facilities (tables, benches, etc.) shall be provided.
- Commercial property owners shall be encouraged to participate in the South Coast Air Quality Management District's Commute Reduction Program.

The suggested modifications will minimize energy consumption and vehicle miles traveled, and will protect public access and recreational opportunities on the western end of downtown Long Beach as required by Chapter 3 of the Coastal Act. If modified as suggested, the LUP amendment meets the requirements of, and is in conformity with, the policies of Chapter 3 of the Coastal Act.

In regards to the parking supply for the Subarea 1a, the Golden Shore Master Plan would provide at least 3,355 parking stalls in it's four-level subterranean parking garages. These parking stalls, most of which would be shared by the users on the property, would serve the demands of the office, retail, restaurant, hotel and residential uses. Since the development would occur in phases, the LUP requires the first phase to provide the number of parking

spaces required by the parking standards table set forth in the PD-6 General Development and Use Standards.

These PD-6 parking standards, which the Commission has previously found to adequately protect public access, are as follows:

Residential (No bedroom)	1 space per unit
Residential (1 or more bedroom)	2 spaces per unit
Hotel/Motel	0.75 space per room
Retail	4 spaces per 1,000 square feet
Office	3 spaces per 1,000 square feet

The subsequent phases would be permitted to provide less than the typically required number of parking stalls if the City finds that sufficient parking will be provided and the development will not adversely affect visitor access or public recreational use of coastal resources. The implementation of the required traffic demand management program is anticipated to reduce the use of automobiles as people increasingly utilize public transportation and bicycles for getting around.

The City of Long Beach is well-served by public buses and light rail, and has also been aggressively implementing road improvement projects and transportation management policies in order to increase the use of bicycles in the City. The push for improved bicycle transportation opportunities includes mapped bicycle routes throughout the entire City and the provision of dedicated bicycle lanes on two of the primary east-west thoroughfares through downtown (Broadway and Third Street). The suggested modifications that require the provision of bicycle lanes and public walkways that connect to the western parts of the Downtown Shoreline area will also reduce the adverse impacts to coastal access caused by traffic and parking impacts. Therefore, if the LUP is modified as suggested to include the specific transportation demand management policies and other public access improvements (public walkways and bike lanes), the LUP amendment will meet the requirements of, and be in conformity with, the public access and recreation policies of Chapter 3 of the Coastal Act.

### **3. Hotel Use - Affordable Overnight Visitor Accommodations**

The proposed LUP amendment also raises the issue of priority land uses. Section 30213 of the Coastal Act provides for the protection and provision of lower cost visitor and recreational facilities. Section 30222 of the Coastal Act states that the use of private lands suitable for visitor-serving commercial recreational facilities shall have priority over private residential or general commercial development. Visitor-serving commercial development is considered a priority use under the Coastal Act. The public access policies of the Coastal Act require that a range of affordable facilities, including overnight accommodations, be provided in new development along the coast.

The proposed LUP amendment establishes a list of allowable land uses for the new subarea: office, residential, retail, and hotel uses where only commercial office uses are currently allowed. All of the listed uses would be allowed, but not required. The Golden Shore Master Plan anticipates a mixed-use development with offices, residences, and a small amount of retail and restaurant. As proposed, the project could include overnight accommodations; but only if the developer decides to include a hotel in one of the phases.

The project contemplated by the Golden Shore Master Plan is on a site near the coast that might otherwise be used to provide affordable accommodations available to a wider range of the public. The first phase of development contemplated by the Golden Shore Master Plan is anticipated to be an office building. The site, being in close proximity to the coast and main transportation routes (I-710 and Ocean Boulevard), would be ideal for public recreation. A hotel may be built in the future, but no portion of the subarea is set aside specifically for overnight accommodations. The proposed LUP amendment does not mandate that any visitor-serving recreational uses be provided on the site, other than the requirement to protect the existing small park (Santa Cruz Park). In addition, should a developer propose to build a hotel on the site, there is no requirement in the proposed LUP that mandates that the hotel provide affordable accommodations that would be available to a wider range of the public. The proposed LUP includes no requirement to mitigate for the loss of the opportunity to provide lower cost overnight accommodations on the site.

Section 30222 of the Coastal Act states that private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation (e.g., hotels, hostels, campgrounds) shall have priority over other uses such as residential and general commercial. Section 30213 of the Coastal Act requires that lower cost facilities shall be protected, encouraged, and provided where feasible. It is feasible, as shown in the Golden Shore Master Plan, to provide overnight accommodations in Subarea 1a, but the proposed LUP prioritizes general commercial uses and residential over visitor-serving commercial recreational facilities.

Therefore, staff is recommending that the LUP include a requirement that a hotel, as a priority coastal land use, be included in development of the subarea. The hotel should have at least one hundred rooms in order to enhance public opportunities for coastal recreation. The Golden Shore Master Plan developer has proposed that, as an alternative to providing a hotel in the development of the subarea, a \$1.5 million in lieu charge that would be used to mitigate the lost opportunity if a hotel is not part of the first or second phase of the anticipated development in Subarea 1a. The in lieu charge would be paid by the developer into a City-administered fund that would be used to provide lower-cost overnight accommodations, like a youth hostel, elsewhere in the City's coastal area. The \$1.5 million mitigation charge is equivalent to the cost of a new 82-bed hostel (at \$18,300 a bed) on leased land (see findings below for cost figures).

Therefore, a suggested modification would require that a hotel (with at least one hundred rooms) shall be provided in the first or second phase of the project, or the loss of the opportunity to provide lower-cost overnight accommodations on the site must be mitigated by payment of an in lieu charge into a fund that will be used to provide lower-cost overnight accommodations elsewhere in the City's coastal area, as follows:

A new hotel, with at least one hundred rooms, shall be provided as part of the first or second phase of the implementation of the Golden Shore Master Plan, or a mitigation charge of \$1.5 million shall be paid by the applicant into an interest-bearing account, to be established and managed by the City of Long Beach.

The purpose of this account shall be to provide funding grants to public agencies or non-profit organizations for the provision of lower cost overnight visitor accommodations within or in close proximity to the coastal zone, including but not limited to hostel accommodations, campground accommodations, or low cost hotel or motel accommodations. The in-lieu charge shall be deposited into the account prior to the commencement of construction of the second phase of the implementation of the Golden Shore Master Plan, unless a new hotel with at least one hundred rooms is provided in the second phase.

The developer's opening of a hotel in the subarea in the first or second phase of the Golden Shore Master Plan will eliminate the trigger for the payment of the proposed \$1.5 million mitigation charge, but the requirement of Section 30213 will not be met unless the project provides lower-cost overnight accommodations.

In the standards for Subarea 1a of PD-6, a suggested modification states:

If a new hotel with at least one hundred rooms is included in the first or second phase, then the \$1.5 million mitigation charge described in Section i above will not be required. However, if the new hotel does not provide for lower cost overnight visitor accommodations, the Affordable Overnight Visitor Accommodations Mitigation Policy in Section iii shall apply:

iii. Affordable Overnight Visitor Accommodations – Mitigation Policy

For new hotels that do not provide lower cost overnight visitor accommodations: A \$30,000 mitigation charge per room shall apply to 25% of the total number of approved hotel rooms (0.25 x number of hotel rooms) as a special condition for a coastal development permit. The per room mitigation charge shall be adjusted for inflation annually beginning in 2016 based on the consumer price index.

As an alternative to the payment of the mitigation charge, and as an alternative to providing lower cost overnight visitor accommodations within Sub-area 1a of PD-6 (Golden Shore Master Plan Site), the applicant may, subject to review and approval by the City Planning Commission and/or City Council, provide for the completion of a specific project (e.g., a youth hostel) that provides lower cost overnight visitor accommodations at a minimum ratio of one (1) bed for each new hotel room constructed on the Golden Shore Master Plan site that does not qualify as a "lower cost" visitor room. The applicant's specific project shall provide a minimum of one hundred (100) beds - up to a maximum of two hundred (200) beds. The alternative project shall be located within the City of Long Beach coastal area, defined as the area within one-half mile of the inland boundary of the City's coastal zone.

Prior to the commencement of construction of the approved hotel development, the total required in-lieu charge shall be deposited into an interest-bearing account, to be established and managed by the City of Long Beach (unless the applicant has completed and opened a specific project that provides lower cost overnight visitor accommodations at a minimum ratio of one (1) bed for each new hotel room that is not "lower cost" subject to the above-stated minimum and maximum number of beds).

iv. Lower-cost visitor accommodation mitigation account:

The purpose of this lower-cost visitor accommodation mitigation account shall be to specifically provide funding grants to public agencies or non-profit organizations for the provision of lower cost overnight visitor accommodations within or in close proximity to the coastal zone, including but not limited to hostel accommodations, campground accommodations, or low cost hotel or motel accommodations. Prior to permitting any development in Subarea 1a, the City of Long Beach shall submit a management plan for the lower-cost visitor accommodation mitigation account to the Executive Director of the Commission for review and approval. The management plan shall include, at a minimum, details of processing of the deposits into the account, investment strategies for the account to ensure a reasonable rate of return, and the guidelines that describe the manner in which the City will manage the grants given to grant recipients for lower-cost visitor accommodation projects (i.e., application materials for grant applicants, process for selecting grant recipients, process for ensuring that grant recipients develop lower-cost visitor accommodations). Subsequent to the Executive Director's approval of the management plan, and upon the receipt of the first deposit of a lower-cost visitor mitigation charge from an applicant into this account, the City of Long Beach shall submit annual reports to the Executive Director that provide annual accounting details and a summary of the City's compliance with its management plan. The City of Long Beach shall submit any proposed revisions or amendments of the management plan to the Executive Director for approval prior to implementing the amendments.

v. Definition of lower cost overnight visitor accommodations:

Lower cost overnight visitor accommodations are those charging 75% (or less) of the statewide average daily peak season (summer) room rate. Only rooms which meet an acceptable level of quality, including safety and cleanliness (e.g., only Auto Club rated properties) shall be surveyed to determine the statewide average daily peak season room rate.

Additional mitigation charges, such as the one required by the policy above, have been triggered when a new hotel was approved by the Commission in the Downtown Shoreline Planned Development District because it did not provide any lower-cost overnight accommodations [Coastal Development Permit Amendment 5-98-156-A17 (Pike Hotel)]. The City (and the developer) is agreeable to an LUP policy that pertains to the Subarea 1a (Golden Shore Master Plan), but is not prepared to accept the policy (at this time) that would apply to the entire planned development district. City staff has indicated that there are no current or future known plans to construct a new hotel in the Downtown Shoreline area (PD-6) and that the City will likely initiate an LCP amendment to revise the development policies in PD-6 in the near future. Therefore, the Commission finds it necessary to suggest a modification to the PD-6 component of the LCP stating that it will be a goal to develop a policy or program to protect and provide affordable overnight accommodation, such as a youth hostel, in the City.

Therefore, the following Affordable Overnight Visitor Accommodations goal is a suggested modification that would apply to the entire Downtown Shoreline Planned Development District

(PD-6) in order to ensure that lower cost overnight accommodations will be provided at the coast, as required by Section 30213 of the Coastal Act:

It shall be the goal of the City to develop a program/policy for the Downtown Shoreline area that protects and encourages lower cost overnight visitor accommodations. The purpose of the program/policy shall be to provide lower cost overnight visitor accommodations within or in close proximity to the coastal zone, including but not limited to hostel accommodations, campground accommodations, or low cost hotel or motel accommodations.

Historically, the Commission has approved new hotel developments along the coastline because they are visitor-serving facilities. These hotels, however, are often exclusive because of their high room rates, particularly in recent years. Typically, the Commission has secured public amenities when approving these hotels (e.g., public accessways, public parking, and open space dedications) to address the Coastal Act priorities for public access and visitor support facilities. The Commission has also required mitigation for the use of land that would have been available for lower cost and visitor serving facilities (e.g. NPB-MAJ-1-06A). The expectation of the Commission, based upon several recent decisions, is that developers of sites suitable for overnight accommodations will provide facilities which serve the public with a range of incomes [HNB-MAJ-2-06-(Huntington Beach-Timeshares); San Diego Unified Port District Port District A-6-PSD-8-04/101 (Lane Field); A-5-RPV-2-324 (Long Point); RDB-MAJ-2-08 (Redondo Beach); SBV-MAJ-2-08 (Ventura); 5-98-156-A17 (Long Beach Pike)]. If the development cannot provide for a range of affordability on-site, the Commission has required off-site mitigation, such as payment of an in-lieu mitigation charge, to fund construction of lower cost overnight accommodations such as youth hostels and campgrounds.

The loss of affordable overnight accommodations within the coastal zone is also an important issue for the Commission. Generally, the few remaining low to moderately priced hotel and motel accommodations in the coastal zone tend to be older structures that become less economically viable as time passes. As more recycling occurs, the stock of low cost overnight accommodations tends to be reduced, since it is generally not economically feasible to replace these structures with accommodations that will maintain the same low rates. As a result, the Commission sees more proposals for higher-cost accommodations, including limited-use overnight accommodations. If this development trend continues, the stock of affordable overnight accommodations will eventually be depleted.

In light of these trends in the market place and along the coast, the Commission is faced with the responsibility to protect and to provide lower-cost overnight accommodations as required by Section 30213 of the Coastal Act. Research conducted as part of the Commission's 2006 workshop on hotel-condominiums showed that only 7.9% of the overnight accommodations in nine popular coastal counties were considered lower-cost [Coastal Commission Hotel-Condominium Workshop, August 9, 2006]. Although statewide demand for lower-cost accommodations in the coastal zone is difficult to quantify, there is no question that camping and hostel opportunities are in high demand in coastal areas, and that there is an on-going need to provide more lower-cost opportunities along California's coast. For example, the Santa Monica hostel occupancy rate was 96% in 2005, with the hostel being full more than half of the year, and the California Department of State Parks estimates that demand for camping increased 13% between 2000 and 2005 with nine of the ten most popular State Park campgrounds being on the coast.



Lodging opportunities for more budget-conscious visitors to the coast are increasingly limited. As the trend to demolish or convert low-cost hotels/motels continues, and only new first class luxury hotels are being built, persons of low and moderate incomes will make up fewer of the guests staying overnight in the coastal zone. Without low-cost lodging facilities, a large segment of the population will be excluded from overnight stays at the coast. By forcing this economic group to lodge elsewhere (or to stay at home), there will be an adverse impact on the public's ability to access the beach and coastal recreational areas. Therefore, by protecting and providing low-cost lodging for the price-sensitive visitor, a larger segment of the population will have the opportunity to visit the coast. Access to coastal recreational facilities, such as the beaches, harbor, piers, and other coastal points of interest, is enhanced when affordable overnight lodging facilities exist to serve a broad segment of the population.

In order to protect and provide for lower-cost visitor-serving facilities, the Commission has imposed in-lieu mitigation charges on development projects that propose only high cost overnight accommodations. By doing so, a method is provided to assure that some lower-cost overnight accommodations will be protected and/or provided.

#### Defining Lower Cost

In a constantly changing market, it can be difficult to define what price point constitutes low cost and high cost accommodations for a given area. In its previous actions, the Commission has addressed what are appropriate terms for defining low cost and high cost hotels [Coastal Development Permit Nos. 5-04-291, 5-88-062, 5-84-866, 5-81-554, 5-94-172, 5-06-328, 5 A-253-80, and A-69-76, A-6-IMB-07-131, 3-07-002, 3-07-003]. More recent Commission actions have utilized a formula that can be used to determine low and high cost overnight accommodations for a specific part of the coast [SBV-MAJ-2-08 & 5-98-156-A17]. The formula is based on California hotel and motel accommodations (single room, up to double occupancy), and does not incorporate hostels, RV parks, campgrounds or other alternative accommodations into the equation, as these facilities do not provide the same level of accommodation as hotels and motels. Hostels, RV parks and campgrounds are inherently lower cost, and are the type of facilities that a mitigation charge for the loss of affordable overnight accommodations would support.

The formula compares the average daily rate of lower cost hotels in a specific coastal zone area (e.g., city or bay) with the average daily rates of hotels and motels across the entire State of California. Under this formula, low-cost is defined as the average room rate for all hotels within a specific area that have a room rate less than the statewide average room rate.

To determine the statewide average daily room rate, Commission staff surveyed average daily room rates for all hotels in California. Statewide average daily room rates are collected monthly by Smith Travel Research, and are available on the California Travel and Tourism Commission's website: <http://www.visitcalifornia.com>, under the heading "California Lodging Reports." Smith Travel Research data is widely used by public and private organizations. To be most meaningful, peak season (summer) rates were utilized for the formula. To ensure that the lower cost hotels and motels surveyed meet an acceptable level of quality, including safety and cleanliness, only AAA Auto Club rated properties were included in the survey. According to the AAA website, "to apply for (AAA) evaluation, properties must first meet 27 essential

requirements based on member expectations – cleanliness, comfort, security and safety.” AAA assigns hotels ratings of one through five diamonds.

The statewide average daily room rate in California in 2008 for the months of July and August was \$133.00.

Using the formula, a recent study for the City of Ventura defined low cost accommodations as those charging less than \$104.50 per night, or approximately 25% below the statewide average daily room rate of \$133.00 [SBV-MAJ-2-08]. In Ventura, high cost accommodations are defined as those hotels with daily room rates 25% higher than the statewide average which equates to \$166.00. Rates then between \$104.50 and \$166.00 would be considered moderately priced for the City of Ventura.

A similar comprehensive study of all the hotels in Long Beach has not been conducted, although a sampling (2009) of the hotels in or near the Downtown Shoreline area has been done. Higher-cost hotels in the downtown area are the Avia (\$155), Hilton (\$141), Hyatt (\$144), newly renovated Maya (\$155), Renaissance (\$155), and Westin (\$147). The Avia Hotel and the Hyatt are the only hotels located on filled public tidelands in the Downtown Shoreline area. Although Long Beach (downtown and inland) has a substantial supply of lower-cost motels, there are no overnight accommodations in the Downtown Shoreline area that would be considered affordable or lower-cost. In addition, these lower cost motels are located outside of the coastal zone and could be replaced by higher cost hotels or motels or other uses in the future.

The hotel room rates in Long Beach are similar to Ventura’s rates. Therefore, the definition of low cost accommodations in Long Beach will be defined (for the suggested modification pertaining to Subarea 1a) as those charging less than seventy-five percent (75%), or twenty-five percent (25%) below, the statewide average daily room rate during peak season.

As previously stated, the project contemplated by the Golden Shore Master plan is on a site near the coast that might otherwise be used to provide affordable accommodations available to a wider ranger of the public. That is why the suggested modifications require the provision of lower cost overnight accommodations or the payment of an in lieu charge to mitigate the loss of the opportunity to provide lower-cost overnight accommodations on the site by paying an in lieu charge to provide for lower-cost overnight accommodations elsewhere.

#### Mitigation Requirement

The Commission has found in past actions that the loss of existing, low cost hotel units should, under most circumstances, be mitigated at a 1:1 ratio lost to new units provided. However, even when there has been no loss of existing low cost units in association with proposed new overnight accommodation developments, if no low cost units are proposed, the Commission has typically required mitigation to ensure a range of accommodations are made available to visitors. When high cost overnight visitor accommodations are located on the coast, they occupy area that would otherwise be available for lower cost visitor and recreational facilities. Thus, the expectation of the Commission is that developers of sites suitable for overnight accommodations will provide facilities which serve people with a range of incomes. If the development cannot provide for a range of affordability on-site, then off-site mitigation has been required in past commission actions [HNB-MAJ-2-06 (Huntington Beach-Timeshares),

San Diego Unified Port District Port District A-6-PSD-8-04/101(Lane Field), A-5-RPV-2-324 (Long Point), RDB-MAJ-2-08 (Redondo Beach), SBV-MAJ-2-08 (Ventura) & 5-98-156-A17 (Long Beach Pike)].

Commission staff has met with the prospective developer of Subarea 1a and advised them that the Commission has given the direction that mitigation charges or other mitigation options are necessary to protect and provide low cost visitor serving overnight accommodations. Commission staff informed the prospective developers that a specific mitigating project, such as a new youth hostel, could be an acceptable way to mitigate the loss of the project site for low cost overnight accommodations. The prospective developer indicated a willingness to consider the idea of providing a youth hostel in downtown Long Beach, but such a proposal would take some time to plan and finance.

Although there currently is no plan to provide any low cost visitor serving overnight accommodations in the Long Beach coastal area, the Affordable Overnight Accommodations Mitigation Policy suggested for Subarea 1a of the Downtown Shoreline Planned Development District (PD-6) includes an alternative approach that would allow a specific mitigating project, such as a new youth hostel, to negate the requirement of the in lieu charge by the developer of Subarea 1a. As an alternative to the payment of the mitigation charge, and as an alternative to providing lower cost overnight visitor accommodations within Sub-area 1a of PD-6 (Golden Shore Master Plan Site), the developer can be permitted to provide specific project (e.g., a youth hostel) that provides lower cost overnight visitor accommodations at a minimum ratio of one (1) bed for each new hotel room constructed on the Golden Shore Master Plan Site. A minimum of one hundred beds up to a maximum of two hundred beds shall be provided.<sup>3</sup> The alternative project shall be located within the City of Long Beach coastal area, defined as the area within one-half mile of the inland boundary of the City's coastal zone.

#### Amount of Mitigation Charge Requirement

Although the actual provision of lower-cost accommodations in conjunction with a specific project is preferable, in past action, the Commission has also found that when this approach is not feasible, then the requirement of in-lieu charges to provide new lower-cost opportunities constitutes adequate mitigation for the loss or reduction of affordable overnight accommodations. Recent Commission decisions for individual development projects (6-92-203-A4/KSL, A-6-ENC-07-51, Oceanside LCPA 1-07 & Redondo Beach LCPA 2-08) have required the payment of an in-lieu charge of \$30,000 paid for each required replacement room as a part of the mitigation package. For high cost overnight visitor accommodations where low cost alternatives are not included onsite, a mitigation charge of \$30,000 per room is being required for twenty-five percent (25%) of the high cost rooms constructed (Permit Amendment 5-98-156-A17).

The \$30,000 per room in-lieu charge amount was established based on figures provided by Hostelling International in a letter dated October 26, 2007. The figures provided are based on two models for a one hundred bed, 15,000 square foot hostel facility in the coastal zone, and utilize experience from the existing 153-bed Hostelling International San Diego Downtown Hostel. Both models include construction costs for the rehabilitation of an existing structure and factor in both "hard" and "soft" construction and start up costs, but do not include costs

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<sup>3</sup> Hostelling International (John Estrada) estimated that the demand for hostel beds in Long Beach is at least 100 beds, but not more than 200 beds.

associated with ongoing operations. “Hard” costs include, among other things, the costs of purchasing the building and land and construction costs. “Soft” costs include closing costs, architectural and engineering contracts, construction management, permitting fees, legal fees, furniture and other equipment costs.

Based on these figures, the total cost per bed ranged from \$18,300 for a leased facility to \$44,989 for a facility on purchased land. This model is not based on an actual project, and therefore the actual cost of the land/building could vary significantly, and therefore the higher cost scenario could represent an inflated estimate. In order to take this into account, the Commission finds that a cost per bed located between the two model results is most supportable and conservative. More recent conversations with a representative from the Hostelling International have also supported the idea that this cost estimate is applicable to the Los Angeles region as well.

Therefore, consistent with recent past commission actions, an in-lieu charge of \$30,000 per room shall apply to twenty-five percent (25%) of the total number of hotel rooms for hotel projects in Subarea 1a of PD-6 that do not provide affordable overnight accommodations. For a one hundred room hotel, as is being required as part of the Golden Shore Master Plan, an in-lieu charge of \$750,000 ( $\$30,000 \times 25 = \$750,000$ ) would be required. For a two hundred room hotel, the mitigation charge would be \$1.5 million ( $\$30,000 \times 50 = \$1,500,000$ ), and the mitigation charge for the maximum-sized four hundred room hotel in Subarea 1a would be \$3 million ( $\$30,000 \times 100 = \$3,000,000$ ). The in-lieu mitigation account, to be managed by the City of Long Beach, shall be used to provide funding grants to public agencies or non-profit organizations for the provision of lower cost overnight visitor accommodations within or in close proximity to the coastal zone, including but not limited to hostel accommodations, campground accommodations, or low cost hotel or motel accommodations. The suggested modification includes a provision that requires the City to submit a management plan for the lower cost visitor accommodation mitigation account to the Executive Director of the Commission for approval, prior to permitting any development in Subarea 1a.

These recommended in lieu charges are necessary to mitigate adverse impacts to public recreation caused by the loss of opportunities to provide for lower-cost overnight accommodations on public tidelands in the Downtown Shoreline area. If modified as suggested, the proposed LUP amendment will meet the requirements of the public access and recreation policies of Chapter 3 of the Coastal Act.

#### **4. Biological Resources**

The Golden Shore development area (PD-6 Subarea 1a) is currently developed with three commercial office buildings and associated parking facilities. A biological study was conducted for Subarea 1a of PD-6 which found that there are no sensitive biological resources on the site [Golden Shore Property - Evaluation of Biological Resources, by URS Corp., August 6, 2010]. However, the site is adjacent to environmentally sensitive habitat areas and parks and recreation areas as it is located about two hundred feet east of the Los Angeles River Estuary and about four hundred feet north of the Golden Shore Marine Preserve.

The high-rise development (up to five hundred feet in height) contemplated by the proposed LCP amendment would be located about two hundred feet east of the Los Angeles River

Estuary and about four hundred feet north of the Golden Shore Marine Preserve. The estuary and marine preserve (which is a restored wetland that is part of the estuary) are areas used by a variety of birds, such as egrets, herons, pelicans, cormorants, ducks gulls, terns, and swallows (Golden Shore Property - Evaluation of Biological Resources, by URS Corp., August 6, 2010). Development adjacent to the estuary must be designed to prevent impacts which would significantly degrade the area, so it is compatible with the continuance of the habitat, as required by Section 30240 of the Coastal Act.

Urban sprawl and intensified urbanization have eliminated and/or degraded bird habitat around the globe; most development is concentrated along rivers, woodlands, coasts, and wetlands that birds depend on for food and shelter. Loss of habitat squeezes birds into urbanized areas where they encounter novel man-made structures. Modern urban buildings that have clear glass or reflect light during the day and are lit up at night, as well as suburban and rural buildings with windows and reflective surfaces, can present serious hazards for birds. Bird populations, which have declined from loss of habitat, are seriously threatened by the growing presence of man-made structures within their transit and migratory flight space.

Over three decades of research has documented that buildings and windows are the top killer of birds in North America<sup>4,5,6,7</sup>. In the United States, an estimated 100 million to one billion birds perish each year from encounters with buildings<sup>8,9</sup>. This level of bird mortality is believed to be significant enough to impact the viability of bird populations, leading to local, regional, and national declines. Bird injury or death is primarily due to two factors: 1) the apparent inability of birds to detect and avoid glass and reflective surfaces, during the day or night, and 2) the potential for artificial night lighting to attract and/or entrap foraging or migrating bird species.

Collisions resulting in injury or death occur anywhere that birds and windows and reflective surfaces coexist because birds do not perceive glass as an obstacle during flight or are attracted to reflections they perceive as sky or natural habitat. Daytime building collisions occur on windows and reflective surfaces of all sizes on all building types, from single-story buildings to sky scrapers; during all seasons and weather conditions; and in every type of environment, from rural and suburban settings to dense city centers. A building's threat to birds increases substantially when its windows or glass reflects nearby trees, bushes, or other potential bird habitat. Window and reflective surfaces in buildings are indiscriminate killers of birds regardless of species, size, age, sex, or migration characteristics and patterns. The amount of windows and reflective surfaces in a building is the strongest predictor of how dangerous it is to birds and most collisions end in the death of the bird, either immediately or soon after from brain injuries or predation.

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<sup>4</sup> Banks, R. 1979. Human Related Mortality of Birds in The United States. USFWS. Special Scientific Report--Wildlife No. 215.

<sup>5</sup> Ogden, L. September, 1996. Collision Course: The Hazards of Lighted Structures and Windows to Migrating Birds. A Special Report for the World Wildlife Fund Canada and the Fatal Light Awareness Program.

<sup>6</sup> Hager, S.B., H. Trudell, K.J. McKay, S.M. Crandall & L. Mayer. 2008. Bird Density and Mortality at Windows. The Wilson Journal of Ornithology. Vol. 120 (3):550-564.

<sup>7</sup> Gelb, Y. & N. Delacretaz. 2009. Windows and Vegetation: Primary Factors in Manhattan Bird Collisions. Northeastern Naturalist. Vol. 16(3):455-470.

<sup>8</sup> USFWS. January 2002. Migratory Bird Mortality: Many Human-Caused Threats Afflict Our Bird Populations.

<sup>9</sup> Klem, D. February, 2009. Avian Mortality At Windows: The Second Largest Human Source of Bird Mortality on Earth. Proceedings of the Fourth International Partners in Flight Conference: Tundra to Tropics. 244-251.

Two characteristics of reflective or glazed surfaces and glass contribute to birds' inability to see them: reflection and transparency. Reflections of the sky and vegetation look no different to a bird than the real thing and lure in birds resulting in collisions. The reflective property of a surface material is referred to as reflectivity. Reflectivity is a measurement of how reflective a material is; it is a measure of the intrinsic reflectance of the surface of a material. A material's reflectivity can be reduced several ways including application of anti-reflective (AR) coatings or permanent stencils and fritting or frosting. Transparent glass is invisible to birds which collide with the glass as they attempt to fly through it toward potential perches, prey items, and other attractions inside and beyond the glass. Transparency is exacerbated in buildings with significant amounts of clear glass that have plant decorated lobbies, interior atriums, windows installed opposite each other, glass balconies, and glass corners because birds perceive such conditions as unobstructed flyways.

Illuminated buildings, especially during bad weather, can create conditions that are hazardous to birds, particularly night foraging or migrating birds. The illuminated space around buildings can act as a beacon to birds who may become disoriented and unwilling or unable to leave the lighted area and who then may succumb to exhaustion, predation, or collision. Seabirds have been observed to continually circle lights, falling prey to "light entrapment," whereby they remain trapped within the zone of illumination and are unable or unwilling to return to the darkness until overcome with exhaustion. Seabirds have also been observed to become disoriented in the presence of bright lighting at night, suffering injury or death after colliding with lights or nearby structures or stranding on lighted platforms where they can become vulnerable to injury, oiling or other feather contamination, exhaustion, and depredation by avian predators<sup>10</sup>. Depending on the species, migrating birds fly at heights ranging from one hundred to over five hundred feet. Nocturnal migrants rely heavily on visual cues to orient themselves and often descend to lower heights during inclement weather, where they may encounter artificial light from buildings. Clouds, fog and other moisture in the air during storms or inclement weather increases the illuminated area around buildings compounding the problem.

Regarding light entrapment, recent studies have shown that steady red lights are the worst in terms of attracting and disorienting birds, followed by broad spectrum white lights. Research carried out in the North Sea on several natural gas production facilities and by scientists at the Max Planck Institute and Philips Lighting has suggested that green or blue lights are significantly less effective at attracting and entrapping birds.

A number of factors contribute to a building being a hazard for birds. The factors that should be considered when determining whether to require bird safe building practices include: 1) location of the building in relation to recognized migration corridors or flyways; 2) proximity of the building to open terrestrial and aquatic foraging areas – parks, forests, rivers, streams, wetlands and ocean; 3) proximity of the building to documented stopover or roosting locations; and 4) regions prone to haze, fog, mist, or low-lying clouds. Researchers have found that a combination of building characteristics, coined, "bird-hazards," present the greatest threat to birds. These characteristics include buildings located within or immediately adjacent to open spaces with lush landscaping and with a façade of more than thirty-five percent (35%) glazing; buildings located adjacent to or near wetlands or open water and with a facade of more than

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<sup>10</sup> Rich, C. & T. Longcore. 2006. *Ecological Consequences of Artificial Night Lighting*. Island Press, Washington, D.C. 458 pgs.

thirty-five percent (35%) glazing; and buildings with 'bird traps' such as glass courtyards, transparent building corners, and glass balconies.

This LCP Amendment amends the Downtown Shoreline Planned Development District (the PD-6 ordinance) portion of the City's LCP, which applies to an area in the City of Long Beach that is an urban in character with many tall buildings. This area of downtown Long Beach is characterized by several of the factors that contribute to buildings being collision hazards for birds. The Downtown Shoreline area is adjacent to the ocean and the Los Angeles River Estuary, a wetland that supports numerous bird species. The area is prone to fog during summers and is also located within the Pacific Flyway, a primary migratory route for birds. The Golden Shore development area (PD-6 Subarea 1a) is located just a few hundred feet north of the Golden Shore Marine Preserve, a restored coastal marsh that provides habitat for several species of birds, including gulls, ducks, terns, herons, egrets, grebes, cormorants, kingfishers and osprey.<sup>11</sup>

Section 30240 (b) of the Coastal Act states:

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 those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30240 (b) of the Coastal Act applies to development in the Downtown Shoreline Planned Development District of Long Beach because of the proximity of environmentally sensitive habitat areas (ocean and wetlands) and the recognized flyway, the Pacific Flyway. Millions of birds, more than 350 species, follow the Pacific Flyway<sup>12</sup>. The oceanic route of the Pacific Flyway passes right along the Pacific Coast of North America and includes all of Long Beach. Spring migration occurs between February through May, and fall migration begins in August and lasts through November. During this time, collisions with buildings can increase notably.

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 30230 applies to development in the Downtown Shoreline Planned Development District of Long Beach because of the threat of day and night collisions with buildings for both non-migrating and migrating birds, including seabirds, shorebirds, wading birds, and raptors.

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<sup>11</sup> Evaluation of Biological Resources - Golden Shore Property, by URS Corp., August 6, 2010.

<sup>12</sup> City of San Francisco. October 2010. Standards for Bird-Safe Buildings. City of San Francisco Planning Department

It is possible to design buildings so they are less hazardous to birds by implementing bird safe building practices. Several major cities including Toronto<sup>13</sup>, San Francisco<sup>14</sup>, Chicago<sup>15</sup>, and New York<sup>16</sup>, have developed bird safe building guidelines, and a number of buildings in these cities have employed bird safe building practices. Bird safe building practices include specific treatments and design considerations for windows and glazed surfaces, lighting, and landscaping. Employment of these practices is proving effective; for instance, Swarthmore College renovated their Unified Science Center building using glass with a ceramic frit matrix and has measured a significant reduction in bird strikes<sup>17</sup>. The suggested modifications for reducing bird collisions with buildings in the sub-area of Long Beach, developed in large part on the measures that have been successful in the cities listed above, are listed in Section II (Page Five) of this staff report.

The primary bird safe building policies, listed below, will be carried out by the more specific requirement set forth in the suggested modifications. In order to adequately carry out the habitat protection policies of the Coastal Act, the Downtown Shoreline Planned Development District (PD-6) shall be modified to include the following policy language:

Bird-Safe Buildings Policies:

- All new buildings, and major renovations of existing buildings, shall be required to provide bird-safe building facade treatments in order to reduce potential for bird strikes.
- Landscaped areas next to buildings, including patios and interior courtyards, shall be designed and sited to avoid or minimize bird-strike hazards caused by reflective building surfaces.
- Buildings shall be designed to use minimal external lighting (limited to pedestrian safety needs) and to minimize direct upward light, spill light, glare and artificial night sky glow. Buildings shall also be designed to minimize light pollution from interior lighting to the maximum feasible extent.

Bird-Safe Buildings Standards:

All new buildings, and major renovations of existing buildings, shall be required to provide bird-safe building treatments for the facade, landscaping, and lighting consistent with the guidelines provided below:

Glazing treatments:

- Fritting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, or UV patterns visible to birds shall be used to reduce the amount of

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<sup>13</sup> City of Toronto. March 2007. Bird Friendly Development Guidelines. <sup>13</sup> City of Toronto Green Development Standard ([www.toronto.ca/lightsout/](http://www.toronto.ca/lightsout/))

<sup>14</sup> Ibid. October 2010. City of San Francisco.

<sup>15</sup> City of Chicago. Design Guide for Bird-Safe Buildings: New Construction and Renovation.

<sup>16</sup> Brown, H., S. Caputo, E.J. McAdams, M. Fowle, G. Phillips, C. Dewitt, & Y. Gelb. May 2007. Bird Safe Building Guidelines. New York City Audubon ([www.nycaudubon.org](http://www.nycaudubon.org)).

<sup>17</sup> Grasso-Knight, G. & M. Waddington. Spring 2000 Report on Bird Collisions with Windows at Swarthmore College.



untreated glass or glazing to less than thirty-five percent (35%) of the building façade.

- Where applicable vertical elements within the treatment pattern should be at least one-quarter inch (1/4") wide at a maximum of spacing of four inches (4") and horizontal elements should be at least one-eighth inch (1/8") wide at a maximum spacing of two inches (2").
- No glazing shall have a "Reflectivity Out" coefficient exceeding thirty percent (30%). That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed thirty percent (30%).
- Equivalent treatments recommended by a qualified biologist may be used if approved by the City and/or the Coastal Commission.

#### Lighting Design:

- Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.
- Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent.
- Building lighting shall be shielded and directed downward. Up-lighting is prohibited. Use of "event" searchlights or spotlights shall be prohibited.
- Landscape lighting shall be limited to low-intensity and low-wattage lights.
- Red lights shall be limited to only that necessary for security and safety warning purposes.

#### Landscaping:

- Trees and other vegetation shall be sited so that the plants are not reflected on building surfaces.
- In order to obscure reflections, trees and other vegetation planted adjacent to a reflective wall or window shall be planted close to (no further than three feet from) the reflective surface.
- For exterior courtyards and recessed areas, building edges shall be clearly defined by using opaque materials or non-reflective glass.
- Walkways constructed of clear glass shall be avoided.

#### Building Interiors

- Light pollution from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.

#### Lights Out for Birds

- The City shall encourage building owners and operators to participate in "Lights Out for Birds" programs or similar initiatives by turning off lighting at night, particularly during bird migration periods.

If modified as suggested, the proposed LUP amendment can be found to meet the requirements of Sections 30230 and 30240 of the Coastal Act.

## 5. Scenic and Visual Qualities

Development of the Golden Shore area with several high-rise structures up to five hundred feet tall could adversely affect the scenic and visual qualities of this coastal area unless specific policies are implemented to protect these qualities as required by Section 30251 of the Coastal Act.

**Section 30251 of the Coastal Act.** The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

One of the biggest changes included in this LCP amendment is the increase in the height limit to five hundred feet. The current height limit for Subarea 1 is 250 feet. This change (the higher height limit), however, is not inconsistent with Section 30251 since the height of the high-rises proposed in the Golden Shore Master Plan will not adversely affect the scenic and visual qualities of this coastal area any more than the existing multi-story office buildings on the site.

Downtown Long Beach (along Ocean Boulevard) is one part of the coastal zone that is currently planned to accommodate the tallest buildings with the highest density of uses. Therefore, the character of the downtown area will not be significantly changed by new high-rises, since the area already has many tall buildings. The tallest building in the City, just under four hundred feet tall, is the thirty-story World Trade Center located on Ocean Boulevard just across the street from Subarea 1. A five hundred foot height limit would not be as high as the current six hundred foot height limit in Subarea 4 of the Downtown Shoreline Planned Development District (Exhibit #2).

The important issue is the design of the public areas in the master plan. The proposed LUP amendment does not adequately protect the scenic and visual qualities of the area as required by Section 30251 of the Coastal Act because it does not provide areas for public viewing areas on the seaward side of the proposed structures. The LCP recognizes that the development of the south side of Ocean Boulevard with large buildings will obstruct coastal views, but it calls for public access on the south side of buildings in order to provide for public views of the shoreline. The following access policies are set forth in the general development and use standards for PD-6:

(b)2. Pedestrian access to the shoreline from Ocean Boulevard shall be provided by a variety of pedestrian walkways in a reasonably direct path. Access ways from Ocean Boulevard to the shoreline areas shall be accentuated by attractive landscape treatment.

(b)3. All subareas should contain public walkways, seating in landscape areas, and, whenever feasible, shoreline viewing areas as specified in the Subarea Standards.

(b)4. A continuous east/west pedestrian walk at Ocean Boulevard level, from Cedar to Alamitos Avenue, not less than twenty feet in width, accessible across each subarea from Ocean Boulevard, shall be provided by all new construction....

Therefore, additional policies are necessary in order to ensure that the development is designed to protect views to and along the ocean and scenic coastal areas, and in the park. In order to ensure that the development is sited and designed to protect views to and along the ocean and scenic coastal areas as required by Section 30251 of the Coastal Act, the PD-6 ordinance for Subarea 1a shall be modified to include the following policies:

An east-west public walkway, at least twenty feet (20') in width, shall be provided to connect the plaza level of the buildings in Subarea 1 to the Golden Shore Avenue sidewalk. This east-west public walkway shall be located south of the main tower and shall be uncovered and designed to maximize public views to the shoreline areas situated to the east, south and west of the subarea. .

Any building permitted to encroach over Seaside Way shall provide a minimum of forty feet (40') overhead clearance above street level, and shall be designed to remain open to air and light. Where buildings are permitted over Seaside Way, the southern side at the lower level adjacent to Seaside Way shall remain open to air and light (i.e., structural development at the Seaside Way level shall be limited to the minimum necessary to provide building support). To the extent feasible to allow for automobile, bicycle, and pedestrian circulation, Seaside Way shall be improved with landscaping, planters, or other features designed to enhance the visual appearance along the street

Horizontal distances between high-rise buildings (buildings over ninety feet tall) shall be at least eighty feet to allow for adequate light and views.

Rooftop features: No portion of any structure shall exceed a height of five hundred feet (500'), measured from Ocean Boulevard grade

The placement of above-ground electrical cabinets or transformers in the park shall be prohibited.

If modified as suggested, the LUP amendment meets the requirements of, and will be in conformance with the Chapter 3 policies of the Coastal Act.

## **6. PD-6 Subarea Map**

The LUP amendment cannot be certified as submitted because the PD-6 Zoning Map (Attachment B) attached to Ordinance No. ORD-10-0013 places some of the subarea boundaries in the wrong place. The incorrect map that was submitted attached to Ordinance No. ORD-10-0013 would inadvertently make Shoreline Village part of Subarea 11. The boundary between Subareas 8 and 10 is also drawn in an incorrect location. The map must be modified to correctly show the boundaries between the subareas, or the map will not correspond with the certified LUP policies that apply separately for each individual subarea. Therefore, the Zoning Map (Attachment B of PD-6) shall be corrected to restore the former certified boundaries of Subareas 6, 8, 10 and 11, as shown on Exhibit #2 of the staff report (Exhibit #2). The LUP amendment will meet the requirements of the Chapter 3 policies of the Coastal Act only if it is modified as suggested in Section II of this report.

## **7. Conclusion**

The purpose of the certified LUP, and in this case the PD-6 ordinance, is to set forth clear and concise policies for the ongoing use, maintenance and enhancement of the coastal resources in the Downtown Shoreline area. The certified LUP policies must meet the requirements of, and be in conformity with, the Chapter 3 policies of the Coastal Act. If modified as suggested, the new PD-6 text for Subarea 1a will provide policy language necessary to protect coastal resources as required by the Chapter 3 policies of the Coastal Act. Therefore, the LUP amendment request, if modified as suggested, meets the requirements of, and is in conformity with, the policies of Chapter 3 of the Coastal Act.

### **E. Deny the LIP Amendment Request as Submitted**

The PD-6 ordinance is partly an LCP implementing ordinance. Therefore, the LCP amendment affects the LIP portion of the certified LCP. The Golden Shore Master Plan will be incorporated in the certified LCP as an implementing ordinance. The standard of review for the proposed amendment to the LCP Implementing Ordinances (LIP), pursuant to Sections 30513 and 30514 of the Coastal Act, is that the proposed LIP amendment conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan (LUP). Several modifications to the LIP portion of this LCP amendment will be necessary in order to meet this standard. The Golden Shore Master Plan, part of the proposed LCP implementing ordinance, is not adequate to carry out, the provisions of the certified LUP since it does not contain all of the requirements necessary to adequately implement the proposed and suggested LUP policies.

### **F. Certify the LIP Amendment Request with the Suggested Modifications**

In order to conform with, and be adequate to carry out, the provisions of the certified LUP (as modified herein), the LIP must include the modifications suggested in Section II of this staff report. Section 30604(b) of the Coastal Act provides that after certification of an LCP, the coastal development permits shall be issued if the issuing agency or the Commission on appeal finds that the proposed development is in conformity with the certified LCP.

In order to ensure the public and permit applicants are fully aware of applicable policies for development projects subject to local permit jurisdiction, the Commission recommends the following modifications:

#### **SUBAREA 1a**

The Golden Shore subarea consists of a 4.31-acre site west of Golden Shore and a 1.56 acre site east of Golden Shore. The site previously was developed in accordance with binding development agreement(s) and a judgment which was entered on or about March 21, 1974, in the case of Redevelopment Agency of the City of Long Beach, etc., et al. vs. The California Coastal Zone Conservation Commission, etc., et al., LASC Case No. SOC 32763. All future development of Subarea 1a shall be carried out in accordance with the Golden Shore Master Plan adopted by the Planning Commission and City Council, as follows: [See Exhibit #3, p.11].

Certification of the Golden Shore Master Plan is subject to the following modifications:

The following policy shall be added to the Golden Shore Master Plan, Pedestrian Circulation (Page 18), and the Site Layout Options (Figure 4 on Pages 13-16) shall be revised accordingly:

Walkways for pedestrians, at least ten feet (10') wide, shall be provided along each side of Golden Shore Avenue between Ocean Boulevard and the bridge over Shoreline Drive. The sidewalks on the bridge over Shoreline Drive shall be widened to the extent feasible. A walkway for pedestrians, at least ten feet (10') wide, shall be provided along the north side of Seaside Way, east of the intersection with Golden Shore Avenue. An east-west public walkway, at least twenty feet (20') in width, shall be provided to connect the plaza level of the buildings in Subarea 1 to the Golden Shore Avenue sidewalk. This east-west public walkway shall located south of the main tower and shall be uncovered and designed to maximize public views to the shoreline areas situated to the east, south and west of the subarea. Public stairways and elevators shall be provided to connect the east-west public walkway to Seaside Way.

The following policy shall be added to the Golden Shore Master Plan, Building Design (Page 22), and the Site Layout Options (Figure 4 on Pages 13-16) shall be revised accordingly:

Seaside Way. Seaside Way shall be preserved for automobile, bicycle and pedestrian circulation. Any building permitted to encroach over Seaside Way shall provide a minimum of forty feet (40') overhead clearance above street level, and shall be designed to remain open to air and light. Where buildings are permitted over Seaside Way, the southern side at the lower level adjacent to Seaside Way shall remain open to air and light (i.e., structural development at the Seaside Way level shall be limited to the minimum necessary to provide building support). To the extent feasible to allow for automobile, bicycle, and pedestrian circulation, Seaside Way shall be improved with landscaping, planters, or other features designed to enhance the visual appearance along the street.

The following policy on Page 25 shall be revised as follows:

Parking Entries: Parking entries ~~should~~ shall be integrated into building design with care given to maintaining adequate line of sight for pedestrian safety and shall not cause long queue lines on public streets nor interfere with bicycle travel. Parking entries shall clearly be clearly signed and designated for public, private, residential or retail uses.

The following text shall be added to the Golden Shore Master Plan, Processing and Administration (Page 35):

The developer shall be responsible for obtaining a local coastal development permit from the Department of Development Services prior to the commencement of any demolition and/or construction.

In addition, the specific Bird-Safe Buildings Practices, which are necessary to implement the Bird-Safe Buildings Policies set forth in the suggested modifications section of this staff report, are being added as suggested implementing ordinances.

The LIP amendment can be certified only if it is modified as suggested in Section II of this staff report. Because the amendment request constitutes both an LUP and LIP amendment, the suggested modifications are the same for both the LUP and LIP amendment. If modified as suggested, the LIP amendment will conform with, and be adequate to carry out, the provisions of the certified LUP, as modified.

**G. California Environmental Quality Act (CEQA)**

The City of Long Beach is the lead agency for the purposes of California Environmental Quality Act review of the Golden Shore master Plan and the associated LCP amendment. On March 18, 2010, the City of Long Beach Planning Commission certified the Environmental Impact Report for the Golden Shore Master Plan (SCH No. 2008111094) for the project that is directly related to this LCP amendment. The EIR was certified with a Statement of Overriding Considerations for significant and unavoidable air quality impacts caused by short-term construction activities and traffic impacts. The EIR sets forth numerous mitigation measures to lessen the identified environmental impacts.

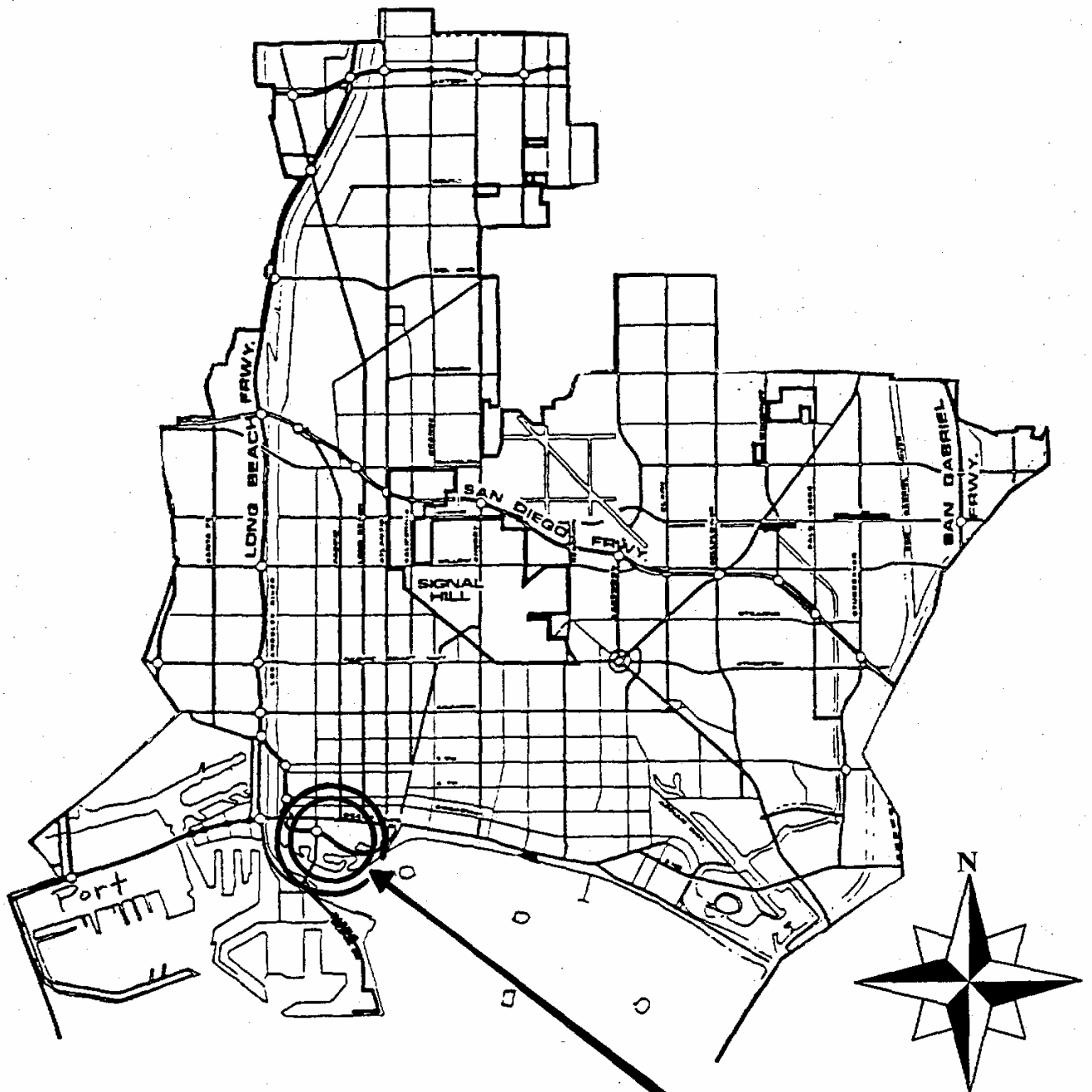
Pursuant to the California Environmental Quality Act (CEQA) and the California Code of Regulations [Title 14, Sections 13540(f), 13542(a), 13555(b)] the Commission's certification of this LCP amendment must be based in part on a finding that it is consistent with CEQA Section 21080.5(d)(2)(A). That section of the Public Resources Code requires that the Commission's regulatory program require that a proposal not be approved or adopted:

...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 Commission finds that, for the reasons discussed in this report, the proposed LCP amendment, with adoption of the suggested modifications listed in Section II of this report, will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. The suggested modifications to the LCP amendment are necessary to ensure that pedestrian access, lower cost coastal recreation opportunities, and birds are protected in conformity with the requirements of the Chapter 3 policies of the Coastal Act.

Certification of the LCP if modified as suggested complies with the California Environmental Quality Act because: 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, and 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts which the LCP Amendment may have on the environment. The Commission finds that the proposed LCP amendment if modified as suggested will be consistent with Section 21080.5(d)(2)(A) of the Public Resources Code.

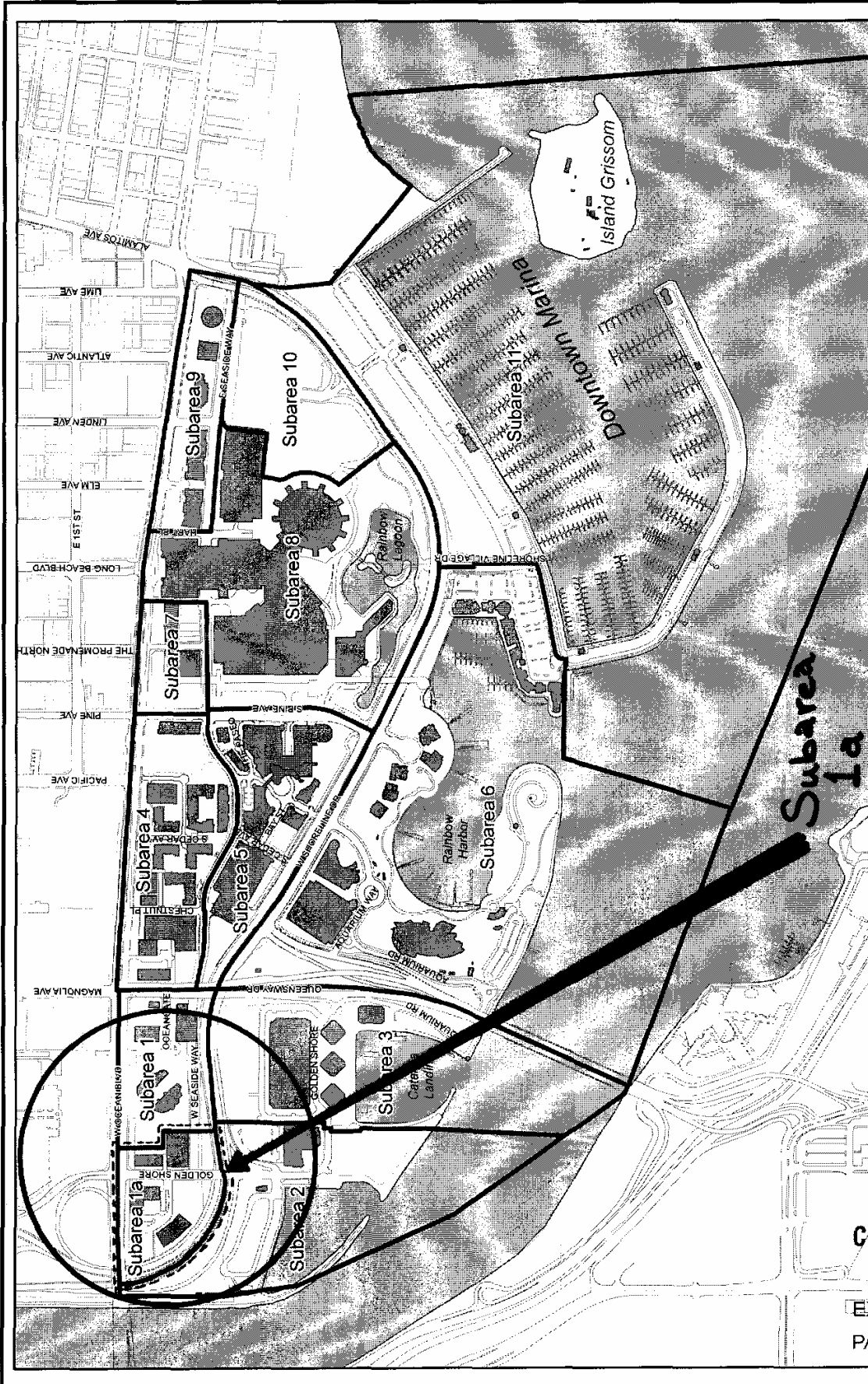
# City of Long Beach



PD-6

COASTAL COMMISSION  
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EXHIBIT # 1  
PAGE 1 OF 1



**Downtown Shoreline  
Planned Development District  
(PD-6)**

Updated March 2011

**COASTAL COMMISSION**  
**LCP 1-10**

EXHIBIT # 2  
PAGE 1 OF 1



333 West Ocean Boulevard, 11th Floor  
Long Beach, CA 90802-4664

ORDINANCE NO. ORD-10-0013

AN ORDINANCE OF THE CITY COUNCIL OF THE  
CITY OF LONG BEACH AMENDING AND RESTATING THE  
DOWNTOWN SHORELINE PLANNED DEVELOPMENT  
DISTRICT (PD-6)

WHEREAS, the Long Beach City Council amended and restated the  
Downtown Shoreline Planned Development District (PD-6) on March 23, 1999, by  
adopting Ordinance No. C-7598; on July 27, 1999, by adopting Ordinance No. C-7637;  
on October 22, 2002, by adopting Ordinance No. C-7828; on September 20, 2005, by  
adopting Ordinance No. ORD-05-0033; on August 8, 2006, by adopting Ordinance No.  
ORD-06-0024; and on July 21, 2009, by adopting Ordinance No. ORD-09-0023; and

WHEREAS, the Planning Commission, at a duly noticed public hearing on  
March 18, 2010, reviewed the proposed amendment to Subarea 1 and the addition of  
Subarea 1a to the Downtown Planned Development District (PD-6) in connection with the  
400 Oceangate, Ltd. & Molina Healthcare, Inc. project (also known as the Golden Shore  
project) and recommended the City Council adopt same; and

WHEREAS, the City Council hereby finding that the proposed amendments  
to the Downtown Shoreline Planned Development District (PD-6) will not adversely affect  
the character, livability or appropriate development of the surrounding properties and that  
the proposed amendments are consistent with the goals, objectives and provisions of the  
General Plan, the City Council hereby amends and restates the Downtown Shoreline  
Planned Development District (PD-6).

NOW, THEREFORE, the City Council of the City of Long Beach ordains as  
follows:

Section 1. The View Corridors Diagram (Attachment "A") and the Zoning  
Map (Attachment "B") for the Downtown Shoreline Subareas for Planned Development

1 Ordinance (PD-6), are hereby readopted and attached hereto and by this reference made  
2 a part of this ordinance.

3 Section 2. The Downtown Shoreline Planned Development District (PD-  
4 6) development and use standards are hereby amended and restated in its entirety, to  
5 read as follows:

6 DOWNTOWN SHORELINE PLANNED DEVELOPMENT DISTRICT (PD-6)

7  
8 The intent of this Planned Development Plan (Plan) is to provide a framework to  
9 guide and control the development of the Downtown Shoreline. The area within the Plan  
10 boundary contains both public and private property, with some existing major land uses,  
11 but with significant undeveloped and underdeveloped property. This Plan is intended to  
12 coordinate future public and private improvements in a mixed land-use concept. Further,  
13 because of the high degree of public interest in this area (due to its historic role as the  
14 focus of the City, due to the existence of much of the area as public trust lands, and due  
15 to the potential public benefits that can be derived from its uses), the Planning  
16 Development Site Plan Review Process is intended to give the maximum public access  
17 to the review and approval of each future project.

18 In reviewing and approving site plans and tract maps for the development of the  
19 area, the City Planning Commission shall be guided by the goals and policies of the  
20 General Plan and the General Development and Use Standards (Standards) specified  
21 herein. The Commission shall not permit variance from those Standards unless it finds  
22 that such variance meets the intent of the Standards of this Plan.

23 Finally, it is intended that the Planned Development Plan Site Plan Review  
24 Process will lead to the creation of an area exhibiting the following characteristics, except  
25 as modified or specified by the Subarea Standards:

- 26 1. A mixture of public and private uses of a variety of land use types;  
27 2. Significant public access through and around uses, whether public or  
28 private, and to coastal resources;

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3. An emphasis on uses of a recreational or recreational access nature;
4. Strong land use interactions and access connections with the downtown;
5. An urban park-like setting with a variety of strolling, bicycling, and active and passive recreational areas, interesting water features and abundant landscaping; and
6. The highest quality of development.

#### GENERAL DEVELOPMENT AND USE STANDARDS

The entire downtown shoreline area shall be designed and improved in the spirit of the characteristics listed above and the following area-wide general use and development standards shall apply to all subareas unless modified by the standards of the Subarea.

- (a) Use. A mixture of uses shall be permitted. Specified uses or use ranges will be designated by subarea.
- (b) Access.
  1. Primary vehicle access to all uses shall be limited to Seaside Way, Golden Avenue, Chestnut Place, Queen's Way (Magnolia Avenue), Pine Avenue, Locust Avenue, Elm Avenue, Linden Avenue and Shoreline Drive, as appropriate.
  2. Pedestrian access to the shoreline from Ocean Boulevard shall be provided by a variety of pedestrian walkways in a reasonably direct path. Access ways from Ocean Boulevard to the shoreline areas shall be accentuated by attractive landscape treatment.
  3. All subareas should contain public walkways, seating in landscape areas, and, whenever feasible, shoreline viewing areas as specified in the Subarea Standards. Such areas shall be guaranteed public access through easements or deed restriction, or lease agreement provisions, whenever required as public walkways in this Plan.
  4. Pedestrian access shall be provided along the edge of all water

1 features. Where necessary to control access for security or  
2 management of a use, portions of a water's edge may be developed  
3 for controlled public access.

4 5. A continuous east/west pedestrian walk at Ocean Boulevard level,  
5 from Cedar Avenue to Alamitos Avenue, not less than twenty feet  
6 (20') in width, accessible across each subarea from Ocean  
7 Boulevard, shall be provided by all new construction and all  
8 condominium conversions of sites located between Ocean Boulevard  
9 and Seaside Way unless modified by specific subarea criteria. This  
10 walk shall connect to the north/south Promenade. This walk shall be  
11 located at the southern edge of all development unless the need for  
12 appropriate connections to other sides, or opportunities for more  
13 active pedestrian areas, indicate an alternate location is a better  
14 design solution. Viewing promontory bays shall articulate the  
15 terminus of the north/south access(es) from Ocean Boulevard. The  
16 pedestrian framework shall be integrated and linked to all public  
17 open spaces and facilities.

18 6. A Traffic and Parking Management Association shall be created to  
19 monitor traffic generation and parking demand in the Planned  
20 Development Area, and to implement specific parking management  
21 strategies and transportation demand management programs as  
22 needed. The goal of the parking management program shall be to  
23 provide adequate parking to support the development in a cost-  
24 effective manner, and to provide public access to the coast while  
25 providing some discouragement for use of private automobiles over  
26 transit alternatives. The goal of the transportation demand  
27 management program shall be to minimize the negative impacts of  
28 project-related trips on local streets and intersections and upon the

1 regional freeway network; it shall consider measures such as  
2 providing no free on-site parking for employees and providing  
3 employees with free transit passes. All development within the  
4 project area shall be required to participate in the Association when it  
5 is formed. The Association shall be formed prior to commencement  
6 of development of Subarea 5 or of the retail/entertainment complex  
7 in Subarea 6 west of Pine Avenue.

- 8 7. The regional bikepath connecting the Los Angeles River bikepath to  
9 the beach bikepath shall be provided through the Planned  
10 Development Area. Bicycle racks shall be provided by all  
11 development adjacent to this regional bikepath.

12 (c) Building Design.

- 13 1. All buildings shall be arranged on their sites so as to provide views  
14 between the buildings, so as to avoid the impression of a wall of  
15 buildings, so as to minimize blocking shoreline views of other  
16 buildings, and so as to entice pedestrians into the shoreline area.  
17 2. The scale, heights, mass, location and materials of all buildings shall  
18 contribute to the perception of the site and the shoreline area as a  
19 comprehensible, cohesive, and integrated entity. To assure such  
20 integrated development, no project shall be reviewed or approved  
21 without a Master Site Plan, except Subareas 7 and 9.  
22 3. Roofs of low-rise buildings shall be attractively treated for views from  
23 higher buildings. Rooftops usable for dining, viewing terraces,  
24 sun decks, and/or atria are encouraged.  
25 4. All new development between Ocean Boulevard and Seaside Way,  
26 above the Ocean Boulevard curb level, shall be set back a minimum  
27 of eighty feet (80') from the Ocean Boulevard curblin e, as existing on  
28 July 1, 1989, or set back the width of the City park strip, whichever is

- 1 greater.
- 2 (d) Parking.
- 3 1. Number of spaces.
- 4 A. Residential uses.
- 5 i. Bedroom/Unit Spaces/Unit
- 6 0 1.00
- 7 1 or more 2.00
- 8 ii For elderly housing one space/unit
- 9 iii Plus one guest space for each six units
- 10 B. Hotel/Motel Uses. 0.75 spaces/room (retail, restaurant and/or
- 11 conference and banquet facilities calculated separately
- 12 pursuant to Chapter 21.41 of the Long Beach Municipal
- 13 Code).
- 14 C. Retail Use. Four (4) parking spaces/one thousand (1,000)
- 15 square feet of usable floor area.
- 16 D. Office Use. Three (3) parking spaces/one thousand (1,000)
- 17 square feet of usable floor area.
- 18 E. Whenever feasible, joint and shared use of parking facilities is
- 19 encouraged. Office building parking shall be available for
- 20 public use on weekends and evenings in order to meet peak
- 21 parking demand for shoreline uses. Joint use parking shall
- 22 follow the Urban Land Institute findings in their 1983
- 23 publication of "Shared Parking". Any joint or shared use
- 24 parking shall be supported by a shared use parking plan.
- 25 2. All parking structure roofs shall be attractively screened from the
- 26 view of taller buildings and all parking structure roofs north of
- 27 Seaside Way at or below Ocean Boulevard level shall be designed to
- 28 carry landscaping up to mature trees and heavy pedestrian use. The

1 visible edges of all parking structures shall be visually attractive  
2 through choice of material, landscaping, terracing and/or facing  
3 these edges with other uses. The edges shall recapture the original  
4 bluff edge with cascading, lush planting. Parking structures are  
5 encouraged to contain light wells, entry courtyards, and landscape  
6 wells in order to make their interior spaces attractive and to define  
7 and articulate auto arrival and pedestrian entrance to the buildings,  
8 as well as to provide a visual and physical connection to the lower  
9 levels. For all new development between Ocean Boulevard and  
10 Seaside Way, all parking structures shall not exceed the height of  
11 the Ocean Boulevard sidewalk grade adjacent to the site (parking  
12 structures may exceed Ocean Boulevard sidewalk grade if screened  
13 from Ocean Boulevard by a building or as otherwise specified by  
14 subarea). Landscape planters on top of parking structures may  
15 exceed Ocean Boulevard sidewalk grade by three feet (3'), provided  
16 such planters are not located in view corridors or in the public park  
17 strip.

18 3. Open parking. No open parking shall be permitted at Ocean  
19 Boulevard grade. This does not prohibit vehicle drop off or  
20 automobile court areas where these areas are specifically permitted.

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

24 The Traffic and Parking Management Association shall coordinate  
25 availability and use of such spaces.

26 (e) Landscaping. All open areas shall be landscaped in a park-like setting or  
27 designed as sophisticated urban courtyards and plazas. All courtyard and  
28 plaza areas shall be treated with upgraded materials, ample color and rich

Long Beach, CA 90802-4004

1 detailing.

- 2 (f) Developer improvement and maintenance responsibility. All pedestrian and  
3 bicycle access ways shall be improved and maintained by the developer.  
4 All utilities, roadway improvements and traffic circulation improvements  
5 shall be provided to the satisfaction of the responsible City agencies. All  
6 new developments between Ocean Boulevard and Seaside Way shall  
7 landscape the Ocean Boulevard park strip adjoining the site and the  
8 setback between the property line and the building in a landscape theme,  
9 and with landscape materials designated in the City landscape plan for this  
10 park. The basis for this plan shall be the landscape policies for the area  
11 adopted in the Local Coastal Plan.

12 Approval of any development project shall be expressly conditioned  
13 upon payment, prior to building permit issuance or Certificate of  
14 Occupancy, as applicable to the individual fee, of all applicable impact fees,  
15 capacity charges, connection fees and other similar fees based upon  
16 additional facilities needed to accommodate new development at  
17 established City service level standards, including, but not limited to, sewer  
18 capacity charges, park fees and transportation impact fees.

- 19 (g) Temporary uses and structures. Notwithstanding any other provisions of  
20 this Planned Development Ordinance, certain temporary uses shall be  
21 permitted during the development cycle of the Downtown Shoreline Portion  
22 of the Long Beach Coastal Zone. The purposes of permitting temporary  
23 uses are to facilitate rapid construction and to maximize the utility of the  
24 limited surface areas while development is taking place.

25 1. Intent. This section is established to differentiate temporary land  
26 uses and structures from permanent ones and to set up specific  
27 regulations for temporary uses and structures.

28 2. Regulations. The following uses shall be permitted for the periods



specified.

A. In any subarea, a trailer used as a construction office, watchman's quarters, or other temporary building when necessary and incidental to the construction of a building or structure, including Public Works projects, in the same or adjacent premises and only during the period of construction, except that no such structure shall be sited in public park areas;

B. In any subarea, for a period not to exceed seven days, a concession, advertising feature, entertainment facility or outdoor display incidental to a commercial or residential opening, preview, fiesta or celebration on the same of adjacent premises, subject to any special licenses or permits otherwise required by the City;

C. In any subarea, surface parking, public or private, provided that:

1. It shall not be on the same grade as Ocean Boulevard nor have access to or from Ocean Boulevard.
2. It shall be surfaced with asphalt, striped, and landscaped per applicable City codes;
3. It shall not be continued in use more than five years after commencing operation. An extension of time up to an additional five years may be granted by the Planning Commission upon completion of at least one public hearing on each such application for time extension.

(h) Interim uses. Interim uses (more than several days but not to exceed five years) are allowed in phased developments provided that any such use

1 shall require approval by the Planning Commission through Site Plan  
2 review and shall be treated as development for Local Coastal Development  
3 Permit purposes. Only such interim uses consistent with the intent of the  
4 Plan shall be permitted. An extension of time up to an additional five years  
5 may be granted by the Planning Commission upon completion of at least  
6 one public hearing on each such application for time extension.

- 7 (i) Park dedication policy. Existing parkland shall not be displaced until an  
8 equal amount of parkland (excluding roadways, parking and recreational  
9 vehicle parking) is under construction or developed elsewhere in the  
10 Queensway Bay Project (PD-6 and PD-21) in accordance with the Park  
11 Dedication Policy set forth in Chapter II of the City of Long Beach Local  
12 Coastal Program. Affordable ground transportation and/or water taxis shall  
13 be provided from downtown and Shoreline Park to new parkland  
14 constructed in PD-21 (South Shore).

## 15 SPECIFIC DEVELOPMENT AND USE STANDARDS

### 16 SUBAREA 1

17 This is the West Beach Redevelopment Subarea. All land within this subarea has  
18 either been developed or planned under binding development agreements and the  
19 judgment in the case of Redevelopment Agency of the City of Long Beach, et al. v. The  
20 California Coastal Zone Conservation Commission, LASC Case No. SOC 32763. The  
21 undeveloped sites in this area shall be improved according to those specific agreements  
22 and permits. The undeveloped sites in this area shall also be developed in accordance  
23 with the general development and use standards of this district. The triangular area that  
24 was formerly part of Santa Cruz Park shall be designed and improved to encourage  
25 public use as open space. Santa Cruz/Victory Park is a public park and shall be  
26 designed and maintained in accordance with the Victory Park Design Guidelines. This  
27 subarea previously included the Golden Shore project site, and was subsequently divided  
28

1 triangular area that was formerly part of Santa Cruz Park shall be designed and improved  
2 to encourage public use as open space. Santa Cruz/Victory Park is a public park and  
3 shall be designed and maintained in accordance with the Victory Park Design Guidelines.  
4 This subarea previously included the Golden Shore project site, and was subsequently  
5 divided in 2010 to place Golden Shore in Subarea 1a.

6 SUBAREA 1a

7 The Golden Shore subarea consists of a 4.31-acre site west of Golden Shore and  
8 a 1.56-acre site east of Golden Shore. The site previously was developed in accordance  
9 with binding development agreement(s) and a judgment which was entered on or about  
10 March 21, 1974, in the case of Redevelopment Agency of the City of Long Beach, etc., et  
11 al., vs. The California Coastal Zone Conservation Commission, etc., et al., LASC Case  
12 No. SOC 32763. All future development shall be carried out in accordance with the  
13 Golden Shore Master Plan adopted by the Planning Commission and City Council, as  
14 follows:

15 (a) Uses.

- 16 1. This subarea shall be a mixed-use development of residential, office,  
17 retail, hotel and ancillary, supportive and complimentary uses.  
18 A. High-density residential is allowed, up to a maximum of 1,370  
19 residential units.  
20 B. A maximum of 28,000 square feet of gross floor area of retail,  
21 personal service, taverns and restaurants is allowed.  
22 C. A maximum of 340,000 square feet of gross floor area of  
23 office uses is allowed.  
24 D. Hotel use up to a maximum of 400 guest rooms is allowed.  
25 2. A Master Site Plan for the entire subarea, containing detailed  
26 architectural and site plans, shall be submitted to and approved by  
27 the Planning Commission prior to, or concurrent with approval of,  
28 entitlements for the first new building in the subarea after adoption of

1 the amendment to this ordinance. The Master Site Plan shall identify  
2 the location of all pedestrian ways and open spaces, and the  
3 placement, use and height of buildings and the project boundaries.  
4 The Master Site Plan shall be consistent with the adopted Golden  
5 Shore Master Plan. Subsection (c) below describes the required  
6 design details to be incorporated into the Master Site Plan for new  
7 construction. The Planning Commission may deny applications for  
8 entitlements for individual buildings if the mixed-use nature of the  
9 subarea is not maintained, although the maximums specified in  
10 Subsection (a)(1) are not intended to prescribe a specific mix of  
11 uses.

12 3. The Victory Park/Santa Cruz Park strip in this subarea shall be  
13 constructed and maintained as a dedicated City park, as required by  
14 General Development and Use Standards section (c)(4) of this  
15 ordinance.

16 (b) Access.

17 1. Vehicular.

18 A. Primary vehicular access shall be provided from Golden  
19 Shore, Shoreline Drive and Seaside Way. No vehicular  
20 access shall be permitted from Ocean Boulevard. All curb cuts  
21 and vehicular access to Ocean Boulevard shall be abandoned  
22 when the structure served by said curb cuts or vehicular  
23 access is removed; the curbs shall be restored to full height,  
24 and the park strip constructed, if required, across the former  
25 access way.

26 B. A traffic demand management program for the entire project  
27 shall be submitted prior to building permit approval for the first  
28 new building, following adoption of this amendment to this

ordinance. This program shall be implemented for each phase of construction, monitored and revised with approval of each subsequent site plan review entitlement.

C. Racks for bicycle parking shall be provided in major open spaces.

2. Pedestrian access. Pedestrian access shall be provided in accordance with the adopted Golden Shore Master Plan and the approved Master Site Plan.

(c) Building Height. High-rise buildings are allowed up to 500 feet above Ocean Boulevard grade, provided that the high-rise buildings are consistent with the Master Site Plan.

(d) Parking. It is the policy of this Plan to reduce the use of individual automobiles to access this subarea in order to reach Air Quality Management District goals and to mitigate traffic congestion resulting from this development. However, this Plan also recognizes that inadequate parking can frustrate visitor access and recreational use of coastal resources. Thus, this Plan requires the provision of the demand-based standards contained in the General Use and Development Standards, but will allow the Planning Commission to approve reduced standards in the second and later phases of development if the Commission finds such reductions, based upon demonstrated transportation demand management or public transportation ridership, will meet the full needs of the project as configured at the time of approval of each entitlement, and will not adversely affect visitor access or public recreational use of coastal resources.

(e) Project Design. Project design shall be in compliance with the approved Golden Shore Master Plan. The purpose of the Master Plan and Design Guidelines is to establish long-term development standards for the Golden

Shore development area that will create a high-quality environment for living and working in downtown Long Beach. The Master Plan and Design Guidelines establish a large-scale planning vision, provide a point of reference for the developers and architects who undertake projects in this Subarea, and maximize public access to review projects in this Subarea.

## SUBAREA 2

This is the Golden Shore Subarea. This subarea contains a trailered boat launching ramp, the State University and Colleges system headquarters and parking for both.

- (a) Use. The boat launching ramp may be replaced by a nature preserve, wetland, park or public recreation area, provided that a plan and funding has been approved by the Planning Commission for a new boat launching ramp of not less than two (2) launching lanes and sixty (60) parking spaces for autos with boat trailers within the Queensway Bay Area (PD-6 or PD-21). The State University and College headquarters complex may be expanded and/or reconstructed. New recreation uses may be added to the area including a recreation vehicle (RV) park for a minimum of seventy (70) RV's with associated office, convenience services and convenience retail and entertainment facilities for Park users.

(b) Access.

1. Vehicular. Primary vehicular access shall be from Golden Shore Avenue.
2. Pedestrian access by a public walkway shall be provided along Golden Shore from Ocean Boulevard to Queensway. A public walkway perpendicular to Golden Shore Avenue shall be developed from Golden Shore Avenue to the edge of the Los Angeles River.

Finally, a bicycle path shall be provided throughout.

Subarea 1-P06

State of California, Edmund G. Brown Jr., Governor

California Coastal Commission  
631 Howard Street, 4th floor  
San Francisco, California 94105  
(415) 543-8555

July 26, 1979

Richard A. Alesso  
Deputy City Attorney  
City of Long Beach  
333 W. Ocean Blvd.  
Long Beach, CA. 90802

Re: Pedvelopment Agency of the City  
of Long Beach, et. al. v. California  
Coastal Zone Commission,  
L.A. County Superior Court, March 21,  
1974

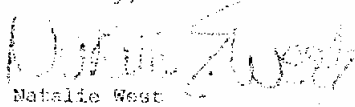
Dear Mr. Alesso,

This letter confirms our telephone conversation of July 26, 1979, in which I stated my concurrence with your letter of June 27, 1979, regarding the meaning of Paragraph 3 (A) (b) of the judgment in the above matter.

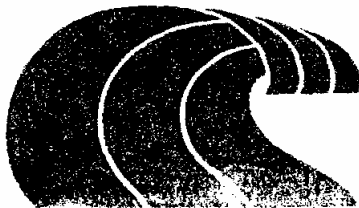
Specifically, the statement that "no building shall exceed 200,000 gross square feet in gross leasable floor area" should be interpreted as synonymous with "gross leasable floor area." That is, the 200,000 square feet area may be calculated by excluding the area attributable to all common or public areas such as parking facilities, stairways, elevator shafts, restrooms, corridors, lobby areas and mechanical areas.

I hope this information is of assistance.

Sincerely,

  
Natalie West  
Legal Counsel

NW/rp



COASTAL COMMISSION  
LCP 1-10  
EXHIBIT # 4  
PAGE 1 OF 13

RECEIVED  
JUN 29 1979

CALIFORNIA  
COASTAL COMMISSION

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(213) 435-5631

Attorneys for Plaintiffs-Petitioners  
UNION BANK and GILBERT  
FINANCIAL CORPORATION

SUPERIOR COURT OF THE STATE OF CALIFORNIA

FOR THE COUNTY OF LOS ANGELES

REDEVELOPMENT AGENCY OF THE CITY OF )  
LONG BEACH, a public entity corporate )  
and politic; UNION BANK, a California )  
Banking Corporation; and GILBERT )  
FINANCIAL CORPORATION, a California )  
Corporation, )

NO. SOC 32763

PEREMPTORY WRIT OF  
MANDAMUS

Plaintiffs-Petitioners )

vs. )

THE CALIFORNIA COASTAL ZONE CONSERVA- )  
TION COMMISSION, an agency of the )  
State of California; and DOES I )  
through XXX, inclusive, )

Defendants-Respondent. )

ENVIRONMENTAL COALITION OF ORANGE )  
COUNTY, INC. a corporation, )

Real Party in Interest )

To the California Coastal Zone Conservation Commission,  
an agency of the State of California (hereinafter "the Commission"),  
Respondent:

Judgment having been entered in this proceeding ordering  
that a peremptory writ of mandamus issue under the seal of this  
Court,

YOU ARE HEREBY ORDERED AND COMMANDED immediately upon

EXHIBIT 'B'

EXHIBIT # 4

PAGE 2 OF 13



1 receipt of this writ to perform the following acts:

2 1. To set aside and vacate all of your decisions  
3 relative to Application for Exemption No. E-5-11-73-86 and Appeal  
4 No. 85-73 (except as to Parcels A and D), including the decision  
5 purportedly denying said Application for Exemption; and

6 2. To enter a new decision in the form and with the  
7 content of the document attached hereto, labelled "Exhibit 1" and  
8 incorporated herein by this reference; and

9 3. To issue a written Exemption to plaintiffs' and  
10 petitioners' in the form and with the content of the document  
11 attached hereto, labelled "Exhibit 2" and incorporated herein by  
12 this reference.

13 Dated this MAR 21 1974 day of \_\_\_\_\_, 1974.

14  
15 CLARENCE E. CABELL, County Clerk,  
16 and Clerk of the Superior Court  
17 of the State of California in  
18 and for the County of Los  
19 Angeles.

20 By CAROLYN HINZO, Deputy

21 LET THE FOREGOING WRIT ISSUE

22 ROY J. BROWN

23 Judge of the Superior Court  
24  
25  
26  
27  
28  
29  
30  
31  
32

COASTAL COMMISSION

EXHIBIT # 4  
PAGE 3 OF 13

DECISION RE:

APPLICATION FOR EXEMPTION NO. E-5-11-73-86 (Appeal No. 85-73)

1. Application for Exemption No. E-5-11-73-86 is denied as to Parcel 2 of the West Beach Redevelopment Project, as specifically set forth in Paragraph 2 of the Judgment entered in the case of Redevelopment Agency of the City of Long Beach, etc., et al v. California Coastal Zone Conservation Commission (Los Angeles Superior Court No. SOC 32763).
2. Application for Exemption No. E-5-11-73-86 is granted as to Parcel 1 and the Garage Parcel of the West Beach Redevelopment Project, as specifically set forth in Paragraphs 3 and 4 of the Judgment entered in said case No. SOC 32763.
3. A true and correct copy of said Judgment is attached hereto and incorporated herein by this reference.

COASTAL COMMISSION

EXHIBIT "1"

EXHIBIT # 4  
PAGE 4 OF 13

LAW OFFICES OF EUGENE B. JACOBS  
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UNION BANK and GILBERT  
FINANCIAL CORPORATION

ORIGINAL FILED  
MAR 21 1974

CLARENCE E. CASELL, County Clerk

SUPERIOR COURT OF THE STATE OF CALIFORNIA

FOR THE COUNTY OF LOS ANGELES

REDEVELOPMENT AGENCY OF THE CITY OF  
LONG BEACH, a public entity corporate  
and politic, etc., et al.,

Plaintiffs-Petitioners,

vs.

THE CALIFORNIA COASTAL ZONE CONSERVA-  
TION COMMISSION, an agency of the  
State of California, etc., et al.,

Defendants-Respondents.

ENVIRONMENTAL COALITION OF ORANGE  
COUNTY, INC. a corporation,

Real Party in Interest

NO. SOC 32763

JUDGMENT

COASTAL COMMISSION

EXHIBIT #

4

PAGE

5

OF

13

Findings of Fact and Conclusions of Law and Judgment

Granting Peremptory Writ of Mandamus were heretofore signed by  
this Court on January 21, 1974. By executing a "Stipulation to  
Set Aside Judgment and to Enter a New Judgment," executed on  
March 21, 1974, the parties have stipulated, with the  
approval of this Court, that said Findings and Conclusions and  
said Judgment, and the Peremptory Writ of Mandamus issued pursuant  
thereto on January 21, 1974, each be set aside, that a new  
Judgment be executed by this Court pursuant to said Stipulation,

1 and that a new Peremptory Writ of Mandamus issue.

2 The parties have waived findings of fact and conclusions  
3 of law herein.

4 IT IS ORDERED, ADJUDGED AND DECREED as follows:

5 1. That the Findings of Fact and Conclusion of Law  
6 (signed on January 21, 1974); the Judgment Granting Peremptory  
7 Writ of Mandamus and Declaring the Rights and Duties of the  
8 Parties (signed and entered on January 21, 1974); and the  
9 Peremptory Writ of Mandamus (issued pursuant to that Judgment on  
10 January 21, 1974) are each set aside pursuant to the stipulation  
11 of the parties hereto.

12 2. Any person performing any development upon that  
13 portion of the West Beach Redevelopment Project known and desig-  
14 nated as "Parcel 2" on the Site Map attached hereto as "Attachment  
15 No. 1" and incorporated herein by this reference, (hereinafter  
16 referred to as "Site Map") is subject to the permit requirements  
17 of §27400 of the Coastal Zone Conservation Act of 1972, (as it now  
18 reads or as it may be amended, which Act is hereinafter referred to  
19 as the "Coastal Act"). The word "development", as used in this  
20 Judgment, shall have the same meaning as the word "development" in  
21 Section 27103 of the Public Resources Code.

22 3. As to the remainder of the Redevelopment Project area,  
23 the Redevelopment Agency of the City of Long Beach, California,  
24 and all present and future grantees, lessees, developers, redevel-  
25 opers, contractors or other public or private assignees, trans-  
26 ferees and/or successors in interest of the Redevelopment Agency  
27 or of such present and future grantees, lessees, developers,  
28 redevelopers, contractors or other public or private assignees,  
29 transferees and/or successors in interest are exempt from the  
30 permit requirements of §27400 of the Coastal Act with respect to  
31 the following developments, and may each perform such developments  
32 without having to obtain a permit or permits therefor under the.

1 Coastal Act:

2 A. Any development upon that portion of the West  
3 Beach Redevelopment Project known and designated as "Parcel 1" on  
4 the Site Map consistent with (1) the provisions of the REDEVELOPMENT  
5 PLAN and the SCOPE OF DEVELOPMENT (found at pages 15 to 26,  
6 inclusive and pages 144 to 147, inclusive, respectively, of the  
7 Administrative Record herein) and with (2) the following standards,  
8 criteria and restrictions in addition to the Redevelopment Plan  
9 and Scope of Development;

10 (a) Land Use:

11 No more than three office buildings  
12 and ancillary parking and commercial  
13 uses.

14 (b) Floor Area:

15 No building shall exceed 200,000 gross  
16 square feet in gross leasable floor  
17 area.  
18

19 (c) Height Limit:

20 No building shall be higher than 250  
21 feet above the existing grade of Ocean  
22 Boulevard.  
23

24 (d) Parking:

25 No less than two (2) parking spaces for  
26 each 1,000 square feet of rentable area  
27 of office buildings shall be provided on  
28 site.

29 EXHIBIT # 4  
PAGE 7 OF 13

30  
31 B. Any development upon the cross-hatched portion  
32 of the Site Map, commonly known as the Garage Parcel, consistent

1 with (1) the provisions of the REDEVELOPMENT PLAN and the SCOPE  
2 OF DEVELOPMENT (found at pages 15 to 26, inclusive, and pages 347  
3 to 349, inclusive, respectively, of the Administrative Record),  
4 and with (2) the following standards, criteria and restrictions in  
5 addition to the Redevelopment Plan and the Scope of Development:

6 (a) Land Use:

7 A multi-level automobile parking garage  
8 and commercial space for restaurants,  
9 clubs, retail and other purposes inciden-  
10 tal thereto.

11  
12 (b) Floor Area:

13 The parking garage shall contain no more  
14 than 350 parking spaces. The commercial  
15 space shall contain no more than 25,000  
16 gross square feet of gross leasable floor  
17 area.

18  
19 (c) Height Limit:

20 No building shall be higher than 4 stories,  
21 measuring from the floor of the Wells Fargo  
22 Branch Bank, as specifically set forth in  
23 Paragraph 3 (c) of said Scope of Development.

24  
25 4. Union Bank and Gilbert Financial Corporation and  
26 their present and future grantees, lessees, developers, redevelop-  
27 ers, contractors or other public or private assignees, transferees  
28 and/or successors in interest are exempt from the permit require-  
29 ments of §27400 of the Coastal Act under paragraph 3 of this  
30 Judgment with respect to the following developments, and may each  
31 perform the developments described in Paragraph 3.A of this  
32 Judgment, at page 3, lines 2 to 29 inclusive, hereof, without

1 having to obtain a permit or permits therefor under the Coastal Act.

2 5. It is competent for the State Commission to provide,  
3 by rules enacted under the authority of the Act, for a process of  
4 appellate review of decisions of Regional Commissions either granting  
5 or denying applications for exemption from the permit requirements of  
6 the Act.

7 6. That plaintiffs and petitioners are entitled to a  
8 Peremptory Writ of Mandamus and such Writ shall issue from the Court,  
9 commanding respondent California Coastal Zone Conservation Commission  
10 to do the following:

11 A. To set aside and vacate all of its  
12 decisions relative to Application for  
13 Exemption No. E-5-11-73-86 and Appeal  
14 No. 85-73, (except as to Parcels A and  
15 D) including the decision purportedly  
16 denying said Application for Exemption;  
17 and

18 B. To enter a new decision consistent in  
19 all respects with the provisions of this  
20 Judgment; and

21 C. To issue a written Exemption to plaintiffs'  
22 and petitioners' consistent in all respects  
23 with the provisions of this Judgment.

24  
25 DATED this 21<sup>st</sup> day of March, 1974.

26  
27  
28 ROY J. BROWN.  
29 Judge of the Superior Court

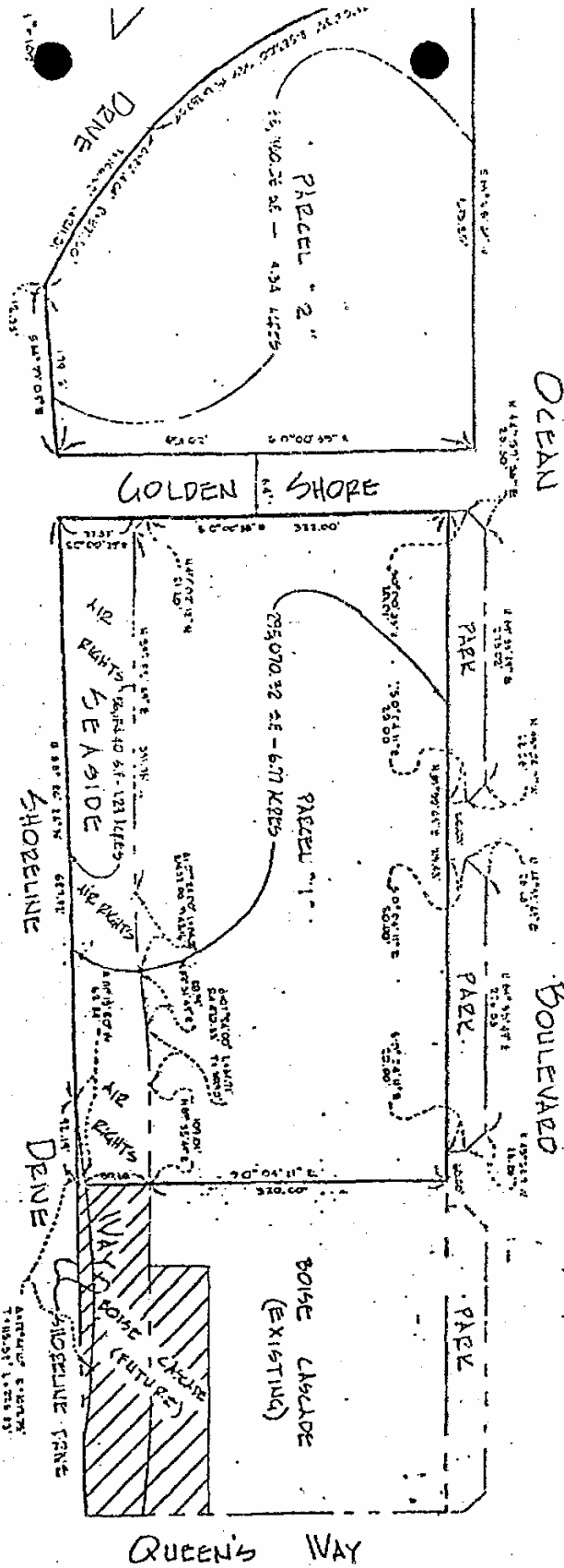
30 COASTAL COMMISSION

31 EXHIBIT # 4  
32 PAGE 9 OF 13

West Beach Project  
and Beach, California

# SITE MAP

Attachment No. 1



COASTAL COMMISSION

EXHIBIT # 4  
PAGE 10 OF 13

ADMINISTRATIVE  
RECORD, p.132

ATTACHMENT  
No. 1



ORIGINAL FILED  
MAY 1 1974

CLARENCE E. GABELL, County Clerk

LAW OFFICES OF EUGENE B. JACOBS  
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MURRAY O. KANE  
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CORPORATION

SUPERIOR COURT OF THE STATE OF CALIFORNIA

FOR THE COUNTY OF LOS ANGELES

REDEVELOPMENT AGENCY OF THE CITY OF  
LONG BEACH, a public entity corporate  
and politic, etc., et al.,

Plaintiffs-Petitioners,

vs.

THE CALIFORNIA COASTAL ZONE CONSERVATION  
COMMISSION, an agency of the State of  
California, etc., et al.,

Defendants-Respondents.

ENVIRONMENTAL COALITION OF ORANGE COUNTY,  
INC. a corporation,

Real Party in Interest

NO. SOC 32763

STIPULATION TO SET  
ASIDE JUDGMENT AND  
TO ENTER A NEW  
JUDGMENT

74 APR 22 10

COMMUNITY  
DEVELOPMENT

IT IS HEREBY STIPULATED by and between the Plaintiffs  
and Petitioners, The Redevelopment Agency of the City of Long  
Beach, by its counsel, the Law Offices of Eugene B. Jacobs, and  
Union Bank and Gilbert Financial Corporation, by their counsel,  
Ball, Hunt, Hart, Brown & Baerwitz; and Defendant and Respondent  
the California Coastal Zone Conservation Commission, by its  
counsel, Evelle J. Younger, Attorney General of the State of  
California; and Real Party in Interest Environmental Coalition  
of Orange County, Inc., by its counsel, Verlyn N. Jensen; as :

EXHIBIT #

PAGE 11 OF 13

1 follows:

2 1. That the Findings of Fact and Conclusions of Law  
3 herein executed by the Court on January 21, 1974 be set aside.

4 2. That the parties hereto waive any right to request  
5 Findings of Fact and Conclusions of Law herein.

6 3. That the Judgment Granting Peremptory Writ of  
7 Mandamus and Declaring the Rights and Duties of the Parties herein  
8 executed by the Court on January 21, 1974 be set aside.

9 4. That the Peremptory Writ of Mandamus herein issued  
10 by the Court on January 21, 1974 be withdrawn and set aside.

11 5. That a new Judgment be executed by the Court and  
12 entered, which new Judgment shall conform in form and content to  
13 the document attached hereto, labelled Exhibit "A" and incorpora-  
14 ted herein by this reference. Plaintiffs and petitioners, however,  
15 do not stipulate to the correctness of the language in §5 thereof.

16 6. Each and every party hereto hereby waives any right  
17 of appeal, whether direct, indirect or by collateral attack,  
18 which may arise from this action, including the right to appeal  
19 the judgment and any of the orders of this Court made in this  
20 action.

21 7. That a new Peremptory Writ of Mandamus in the form  
22 of the document attached hereto, labelled Exhibit "B" and  
23 incorporated herein by this reference, shall issue.

24 8. This Stipulation shall only take effect upon its  
25 execution by all of parties hereto and upon its approval and  
26 execution by the Court.

27 LAW OFFICES OF EUGENE B. JACOBS  
28 Counsel for the Redevelopment  
29 Agency of the City of Long Beach,  
30 California

31 DATED: 3/21/74

32 By /s/ Murray O. Kane

EXHIBIT #

4

PAGE 12 OF 13

1 BALL, HUNT, HART, BROWN & BAERWITZ  
2 Counsel for Union Bank and  
3 Gilbert Financial Corporation

4 DATED: 3/21/74

/s/  
By Charles Greenberg

6 EVELLE J. YOUNGER, Attorney  
7 General, Counsel for the  
8 California Coastal Zone  
9 Conservation Commission

10 DATED: 3/21/74

/s/  
By Jeffrey Freedman

12 ENVIRONMENTAL COALITION OF  
13 ORANGE COUNTY, INC.

14 DATED: 3/21/74

By: /s/ Verlyn Jensen  
Verlyn Jensen, Counsel for the  
Environmental Coalition of  
Orange County, Inc.

17 This Stipulation is hereby approved.

18  
19 DATED: MAR 21 1974

21 ROY J. BROWN

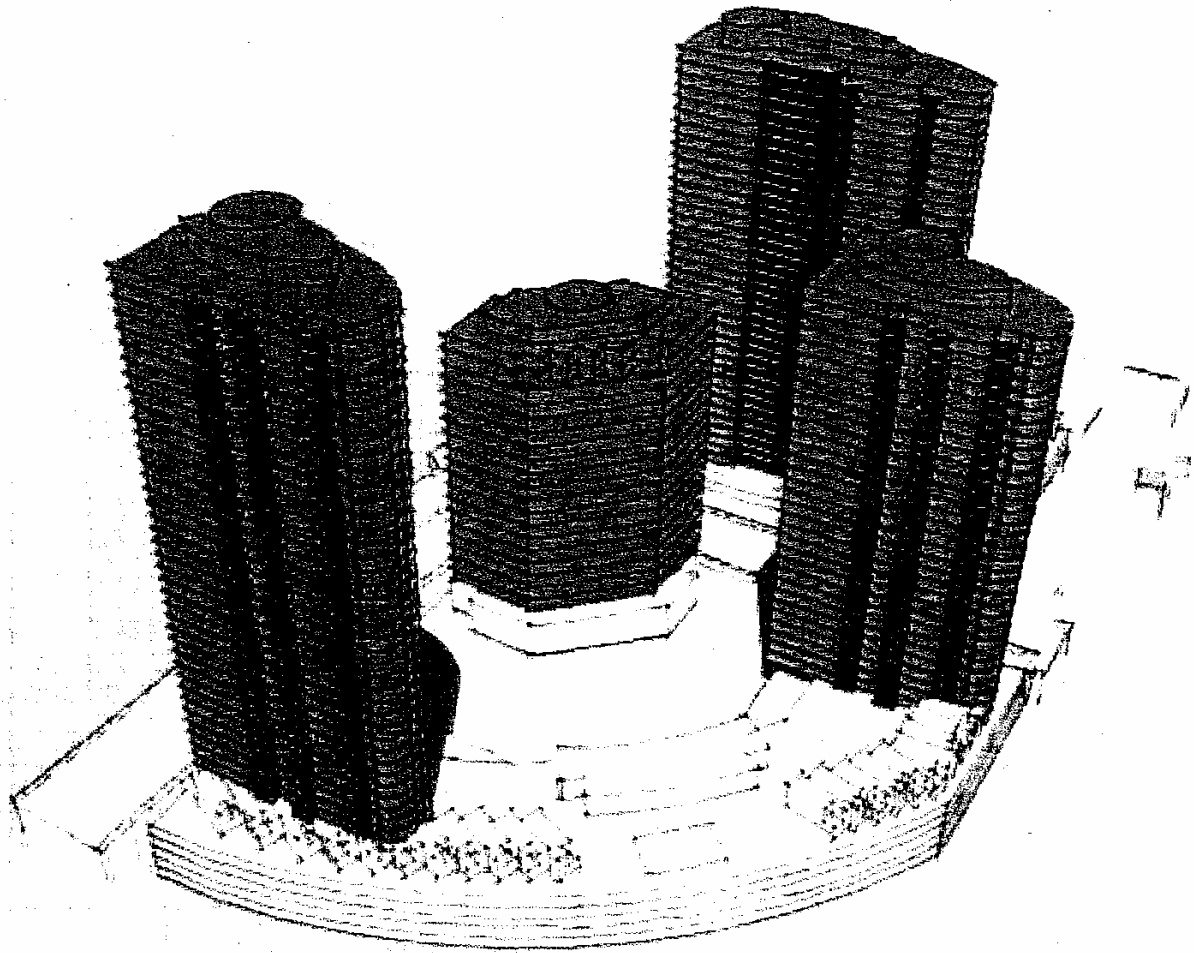
22 Judge of the Superior Court

30 COASTAL COMMISSION

LCP 1-10

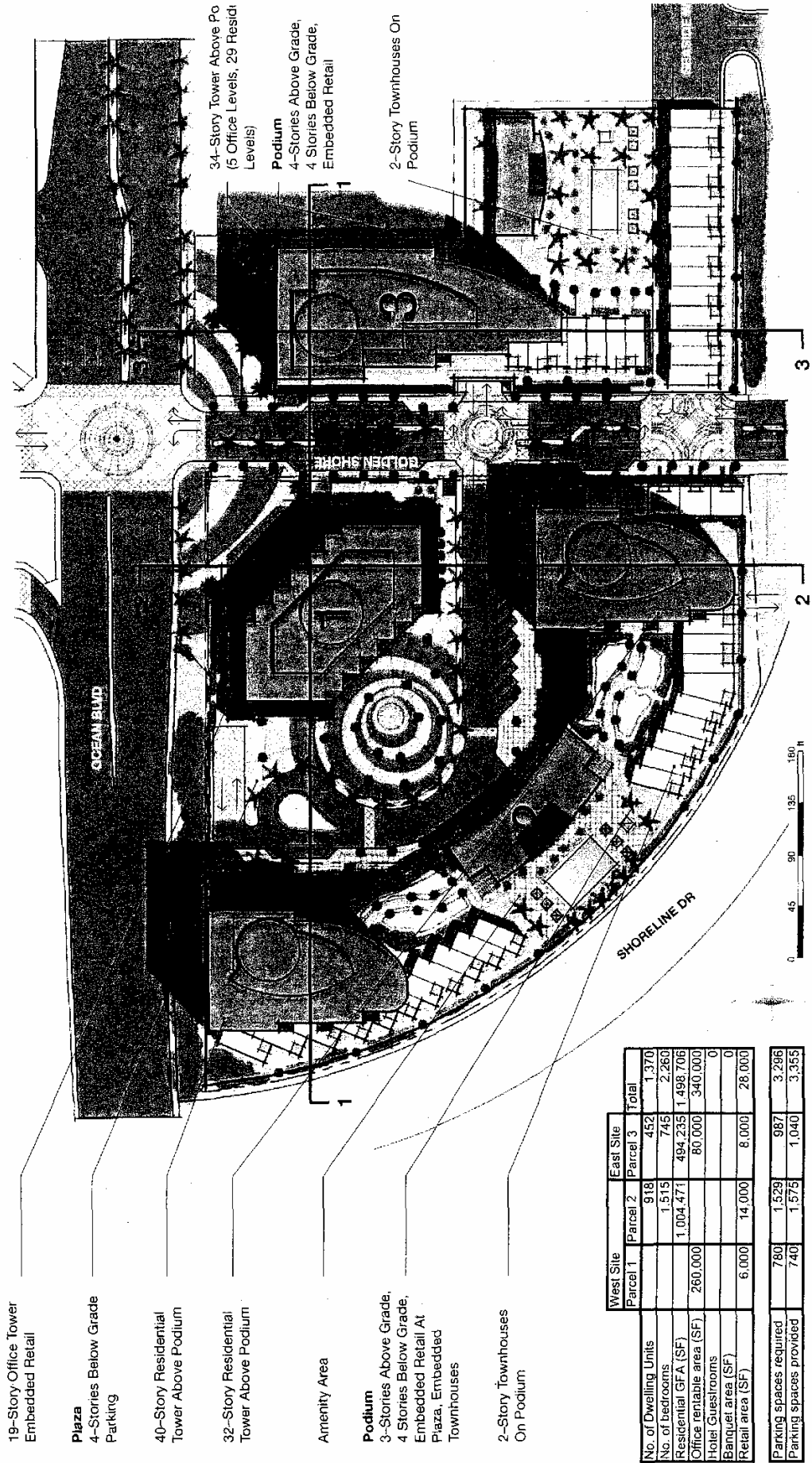
31 EXHIBIT # 4

32 PAGE 13 OF 13



# Option A Development COASTAL COMMISSION

EXHIBIT # 5  
PAGE 1 OF 4



	West Site		East Site	
	Parcel 1	Parcel 2	Parcel 3	Total
No. of Dwelling Units		918	452	1,370
No. of bedrooms		1,515	745	2,260
Residential GFA (SF)		1,004,471	494,235	1,498,706
Office rentable area (SF)	260,000		80,000	340,000
Hotel Guestrooms				0
Banquet area (SF)				0
Retail area (SF)	6,000	14,000	8,000	28,000
Parking spaces required	780	1,529	987	3,296
Parking spaces provided	740	1,575	1,040	3,355

Plan Option A

GOLDEN SHORE Long Beach - CA



# Option A Development Summary

## West Site

	1-BR	1-BR+D	2-BR	2-BR+D	3-BR
Net (sf)	650	750	1050	1150	1350
Floor					
L3-L35	230	137	413	92	46
Parking per unit	1	1	2	2	3
Parking total (provided)	230	137	826	184	138
Total net area	0	149,500	102,750	433,650	105,800
% of mix	25.1%	14.9%	45.0%	10.0%	5.0%
	40.0%		55.0%		

typ. floor 13,574

total floors 74

100.0%

	1-BR	1-BR+D	2-BR	2-BR+D	3-BR
Net (sf)	650	750	1050	1150	1350
Floor					
L3-L35	230	137	413	92	46
Parking per unit	1	1	2	2	3
Parking total (provided)	230	137	826	184	138
Total net area	0	149,500	102,750	433,650	105,800
% of mix	25.1%	14.9%	45.0%	10.0%	5.0%
	40.0%		55.0%		

Residential Parking Target (1 per bedroom)	1515
Residential Parking Required (1.6/D.U.)	1489

Office rentable area	280,000
Retail area	20,000

Office Parking Req'd (3/1,000 SF)	280,000
Retail Parking Req'd (3/1,000 SF)	20,000
Total parking required	2355

Area (SF)

Stalls

19-story office tower, 3-story podium, 1 residential tower @ 40-stories above podium, 1 residential tower @ 32-stories above podium, 2 story townhouses on podium

## East Site

	1-BR	1-BR+D	2-BR	2-BR+D	3-BR
Net (sf)	650	750	1050	1150	1350
Floor					
L3-L35	113	68	204	45	22
Parking per unit	1	1	2	2	3
Parking total	113	68	408	90	66
Total net area	0	73,450	51,000	214,200	51,750
% of mix	25.0%	15.0%	45.1%	10.0%	4.9%
	40.0%		55.1%		

typ. floor 15,943

100.0%

Residential Parking Target (1 per bedroom)	745
Residential Parking Required (1.6/D.U.)	723

Office rentable area	80,000
Retail area	8,000

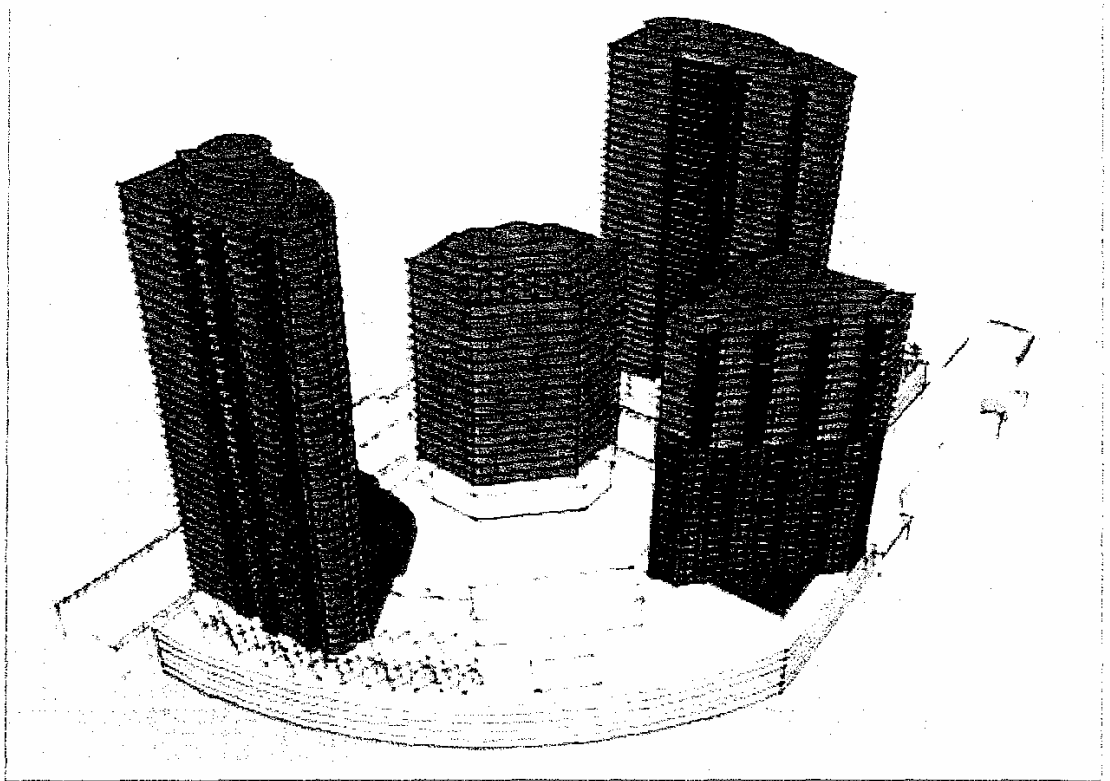
Office Parking Req'd (3/1,000 SF)	80,000
Retail Parking Req'd (3/1,000 SF)	8,000
Total parking required	1009

Area (SF)	Stalls
Office Parking Req'd (3/1,000 SF)	240
Retail Parking Req'd (3/1,000 SF)	24
Total parking required	1009

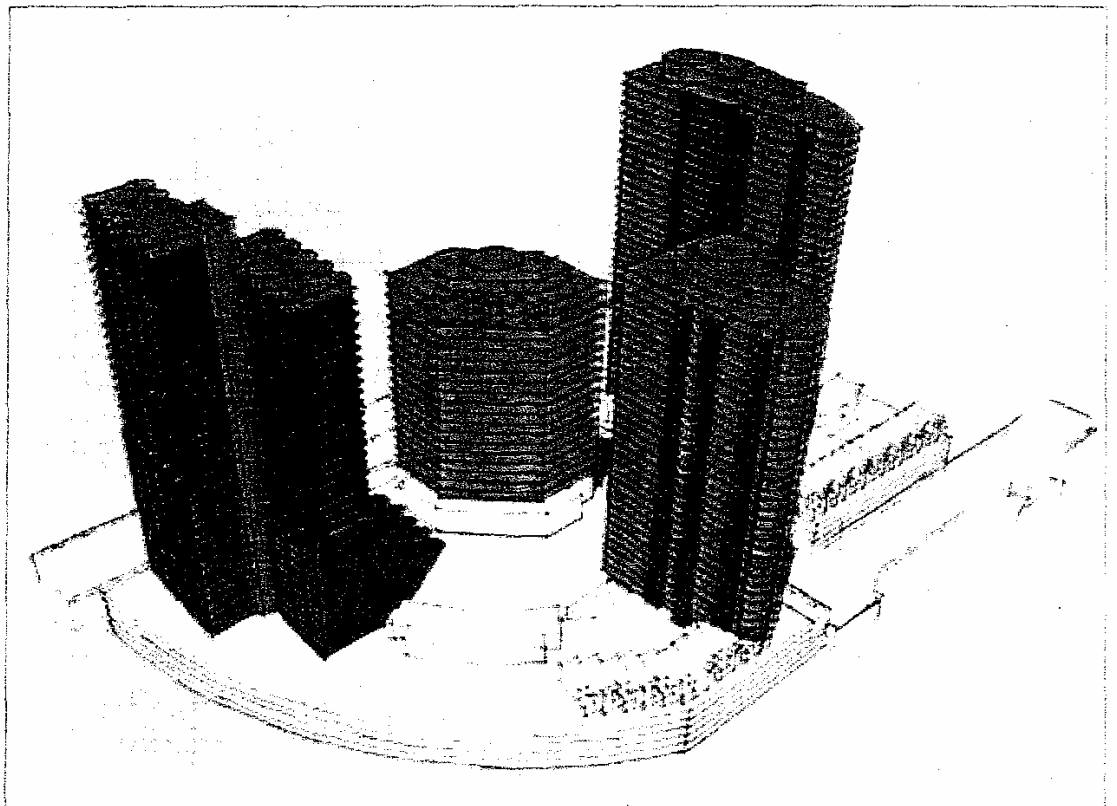
Parking Provided SW Parcel	Parking Provided NE Parcel
Level	Level
GFA	GFA
Stalls	Stalls
P4	P4
P3	P3
P2	P2
P1	P1
L1	L1
L2	L2
L3	L3
Total	Total

Parking Provided	Parking Provided
Level	Level
GFA	GFA
Stalls	Stalls
P4	P4
P3	P3
P2	P2
P1	P1
L1	L1
L2	L2
L3	L3
L4	L4
Total	Total

4-story podium, 34-story tower above podium ( 5 office floors and 29 residential), 2 story townhouses on podium



Option B1



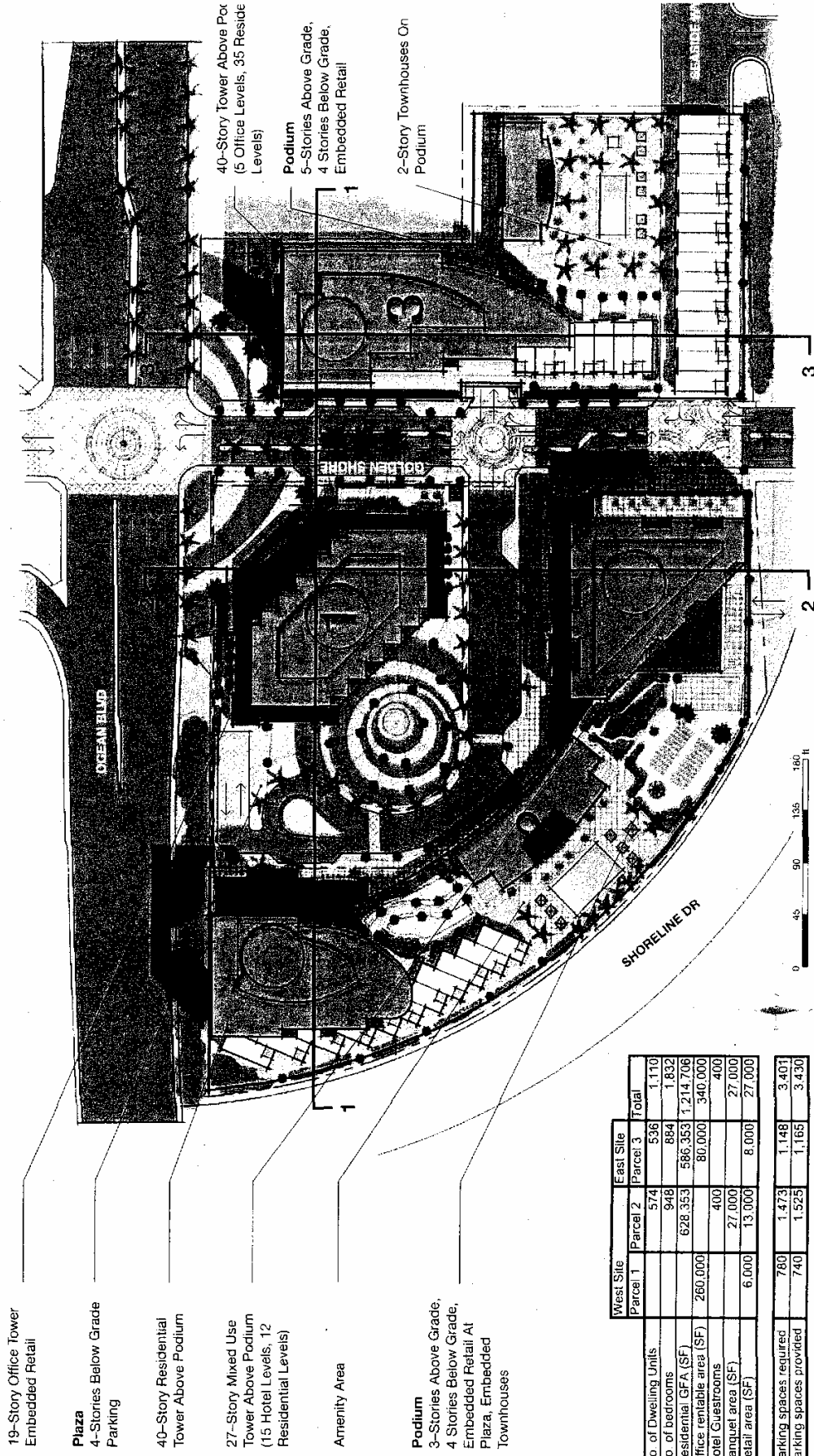
Option B2

## Option B Development

COASTAL COMMISSION  
LCP 1-10

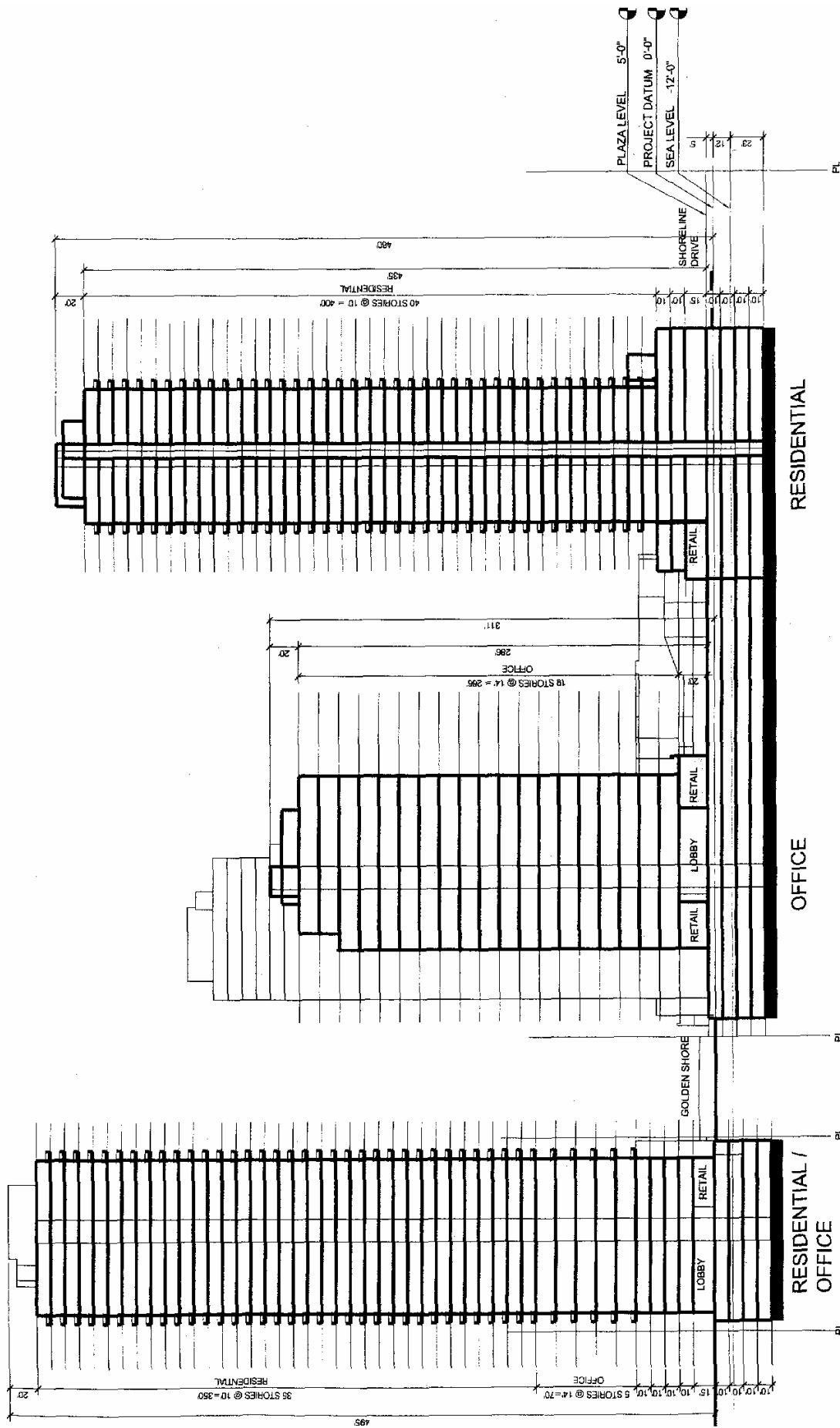
EXHIBIT # 6  
PAGE 1 OF 6





	West Site			East Site		
	Parcel 1	Parcel 2	Parcel 3	Total		
No. of Dwelling Units		574	536	1,110		
No. of bedrooms		948	884	1,832		
Residential GFA (SF)		628,353	586,353	1,214,706		
Office rentable area (SF)	260,000		80,000	340,000		
Hotel Guestrooms		400		400		
Banquet area (SF)		27,000		27,000		
Retail area (SF)	6,000	13,000	8,000	27,000		

Parking spaces required	780	1,473	1,148	3,401
Parking spaces provided	740	1,525	1,165	3,430

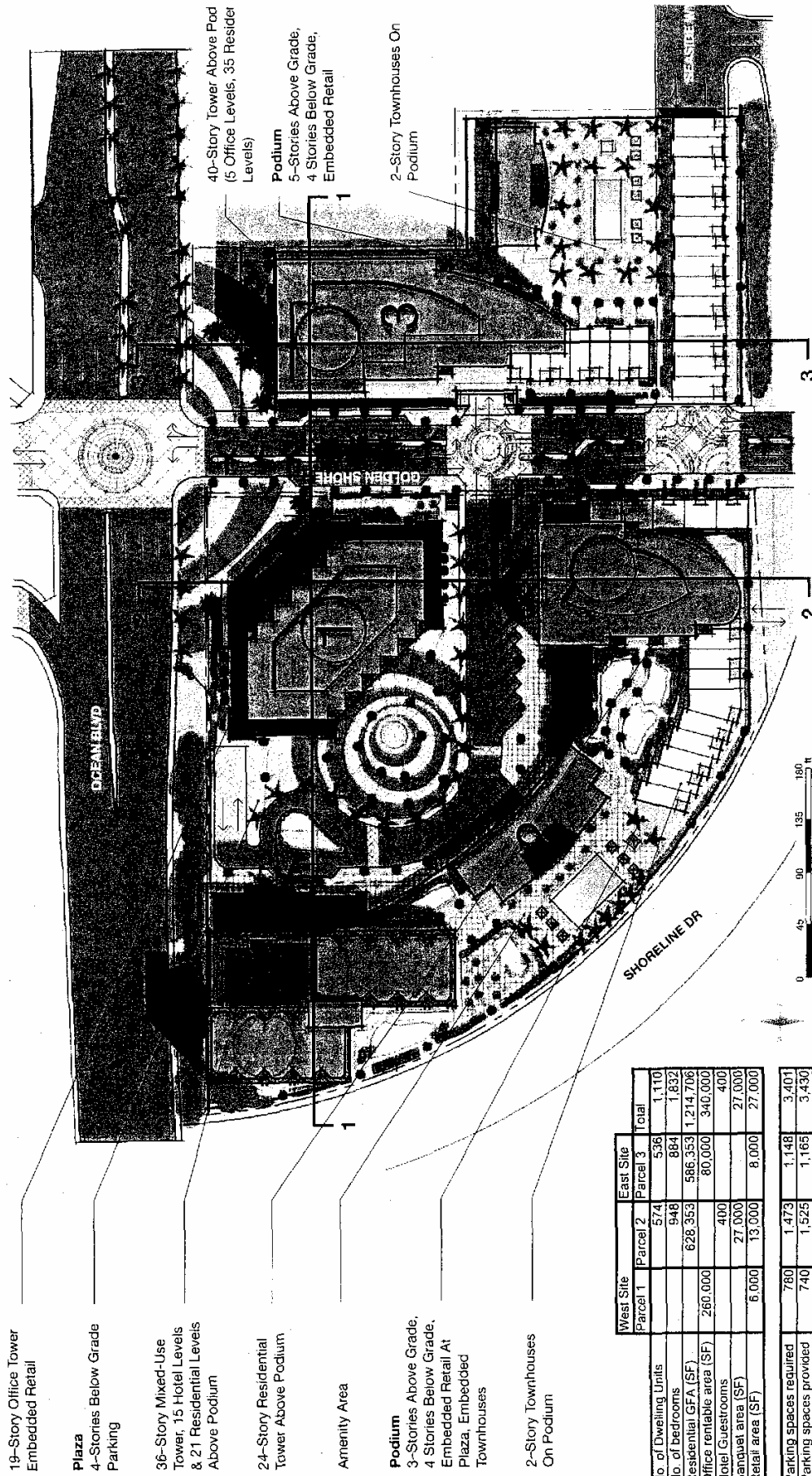


## Option B1 – Sect

**GOLDEN SHORE** Long Beach - CA

# M1 Section 1

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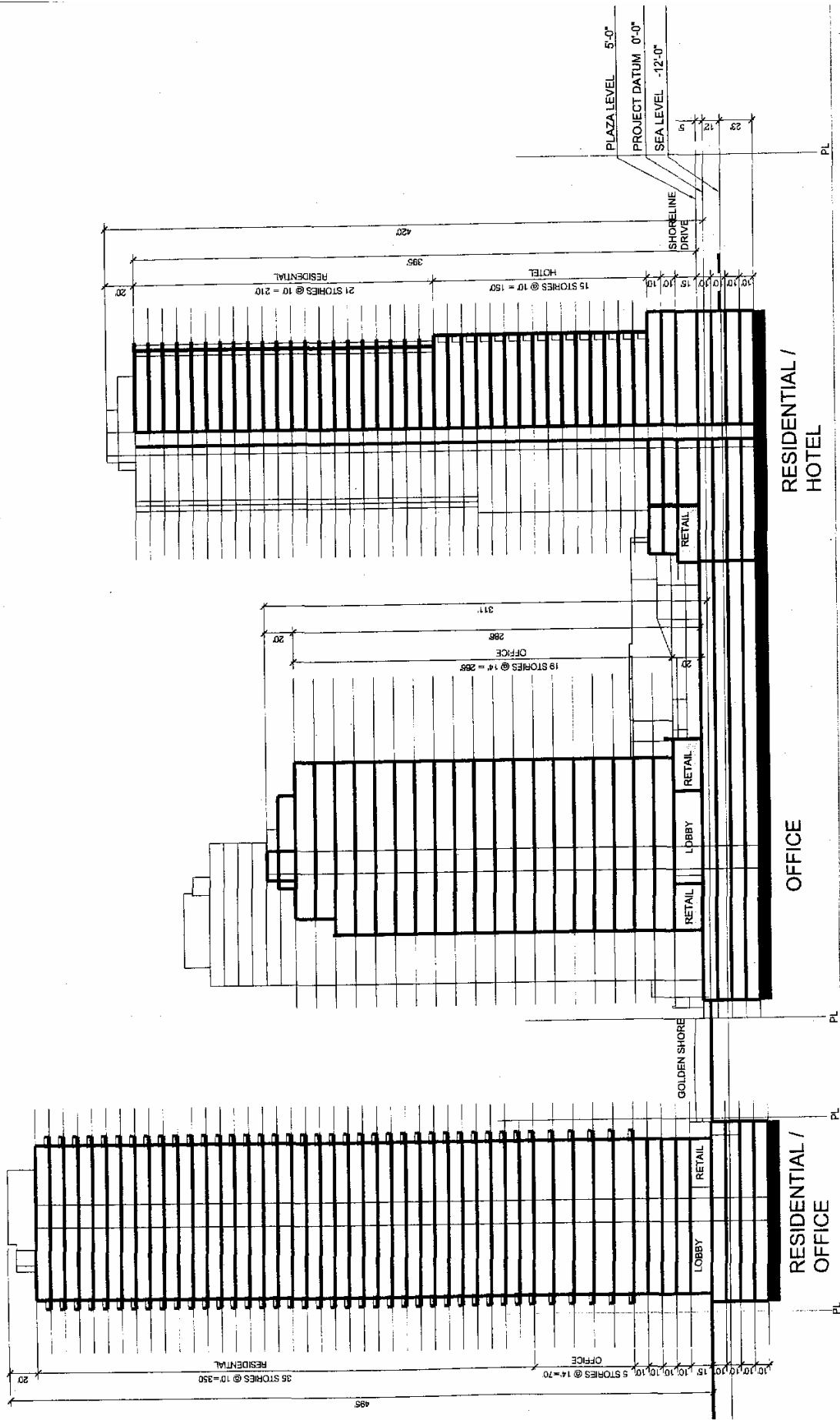
	West Site Parcel 1	Parcel 2	East Site Parcel 3	Total
No. of Dwelling Units		574	536	1,110
No. of bedrooms		948	884	1,832
Residential GFA (SF)		628,353	586,353	1,214,706
Office rentable area (SF)	260,000		80,000	340,000
Hotel Guestrooms		400		400
Banquet area (SF)		27,000		27,000
Retail area (SF)	6,000	13,000	8,000	27,000
Parking spaces required	780	1,473	1,148	3,401
Parking spaces provided	740	1,525	1,165	3,430

## Plan Option B2

GOLDEN SHORE Long Beach - CA

COASTAL COMMISSION

EXHIBIT # 6  
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Option B2 - Section

GOLDEN SHORE Long Beach - CA

EXHIBIT # 6  
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B2 Section 1

# Option B Development Summary

## West Site

	1-BR	1-BR+D	2-BR	2-BR+D	3-BR
Net (sf)	650	750	1050	1150	1350
Floor					
L3-L35	144	85	258	58	29
Parking per unit	1	1	2	2	3
Parking total (provided)	144	85	516	116	87
Total net area	0	93,600	63,750	270,900	66,700
% of mix		25.1%	14.8%	44.9%	10.1%
		39.9%		55.1%	
Total floors					
typ. floor					
13,369					

Residential Parking Target (1 per bedroom)	948
Residential Parking Required (1.6/D.U.)	918

Office rentable area	280,000	19 stories	14,000
Retail area	13,000		
Hotel Guestrooms	400		
Banquet/Restaurant	27,000		

Office Parking Req'd (3/1,000 SF)	260,000	780
Retail Parking Req'd (3/1,000 SF)	13,000	39
Hotel Parking Req'd (0.75/guestroom)		300
Banquet Parking Req'd (8/1,000 SF)	27,000	216
Total parking required		2283

## Option B1

19-story office tower, 3-story podium, 1 residential tower @ 40 stories above podium, 1 mixed use tower @ 27 stories above podium (15 hotel floors, 12 residential floors), 2 story townhouses on podium

## Option B2

19-story office tower, 3-story podium, 1 residential tower @ 24 stories above podium, 1 mixed use tower @ 36 stories above podium (15 hotel floors, 21 residential floors), 2 story townhouses on podium

## East Site

	1-BR	1-BR+D	2-BR	2-BR+D	3-BR
Net (sf)	650	750	1050	1150	1350
Floor					
L3-L35	134	80	242	54	26
Parking per unit	1	1	2	2	3
Parking total	134	80	484	108	78
Total net area	0	87,100	60,000	254,100	62,100
% of mix		25.0%	14.9%	45.1%	10.1%
		39.9%		55.2%	
Total floors					
typ. floor					
15,847					

Residential Parking Target (1 per bedroom)	884
Residential Parking Required (1.6/D.U.)	858

Office rentable area	80,000	5 stories	16,000
Retail area	8,000		

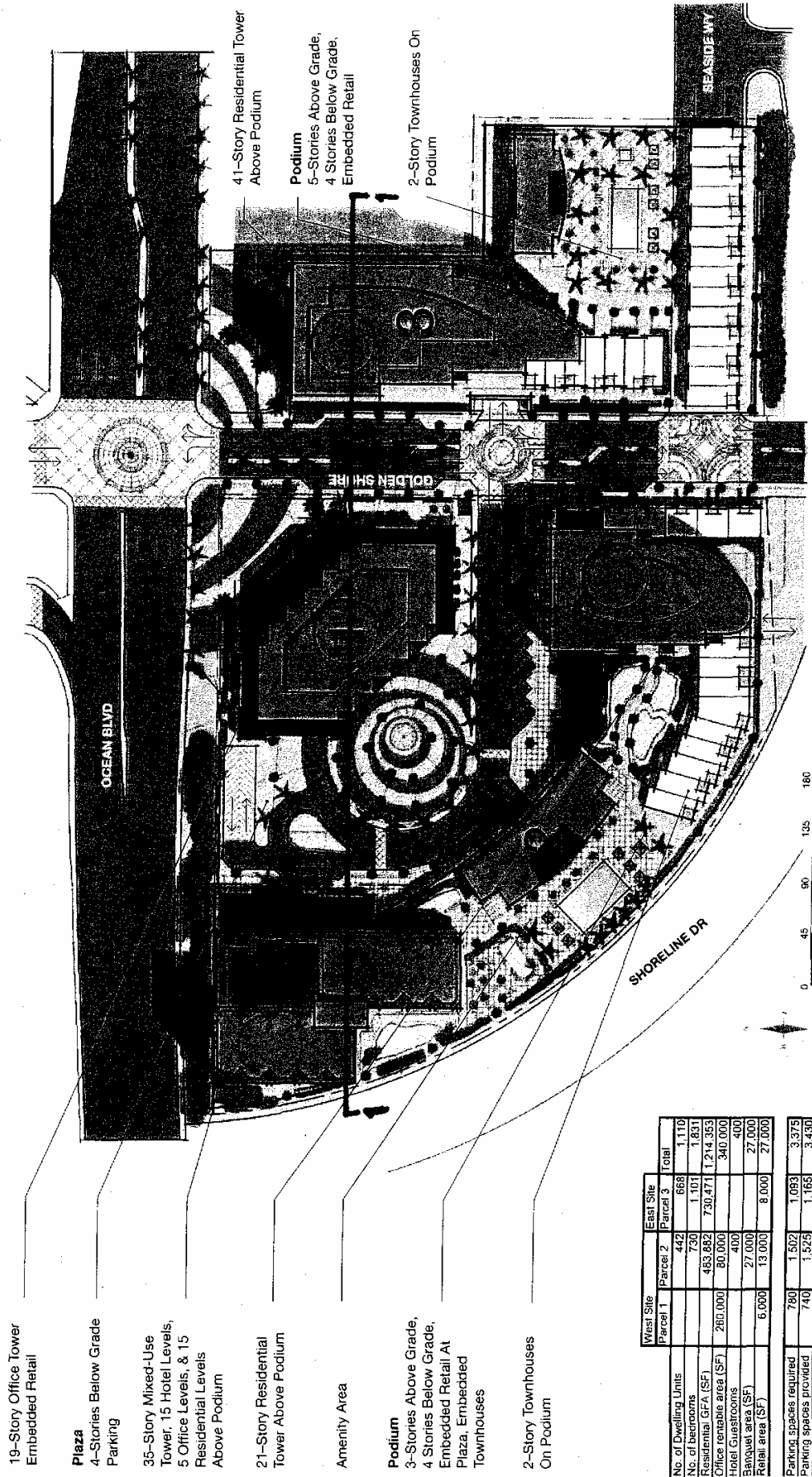
Office Parking Req'd (3/1,000 SF)	80,000	240
Retail Parking Req'd (3/1,000 SF)	8,000	24
Total parking required		1148

Parking Provided SW Parcel			Parking Provided NE Parcel		
Level	GFA	Stalls	Level	GFA	Stalls
P4	98,000	245	P4	74,000	185
P3	98,000	245	P3	74,000	185
P2	98,000	245	P2	74,000	185
P1	98,000	245	P1	74,000	185
L1	62,000	155	L1		0
L2	78,000	195	L2		0
L3	78,000	195	L3		0
Total	610,000	1525	Total	296,000	740

Parking Provided		
Level	GFA	Stalls
P4	60,000	150
P3	60,000	150
P2	60,000	150
P1	60,000	150
L1	38,000	95
L2	38,000	95
L3	50,000	125
L4+L5	100,000	250
Total	466,000	1165

COASTAL COMMISSION  
LCP 1-10

5-story podium, 40-story tower above podium (5 office floors and 35 residential), 2 story townhouses on podium

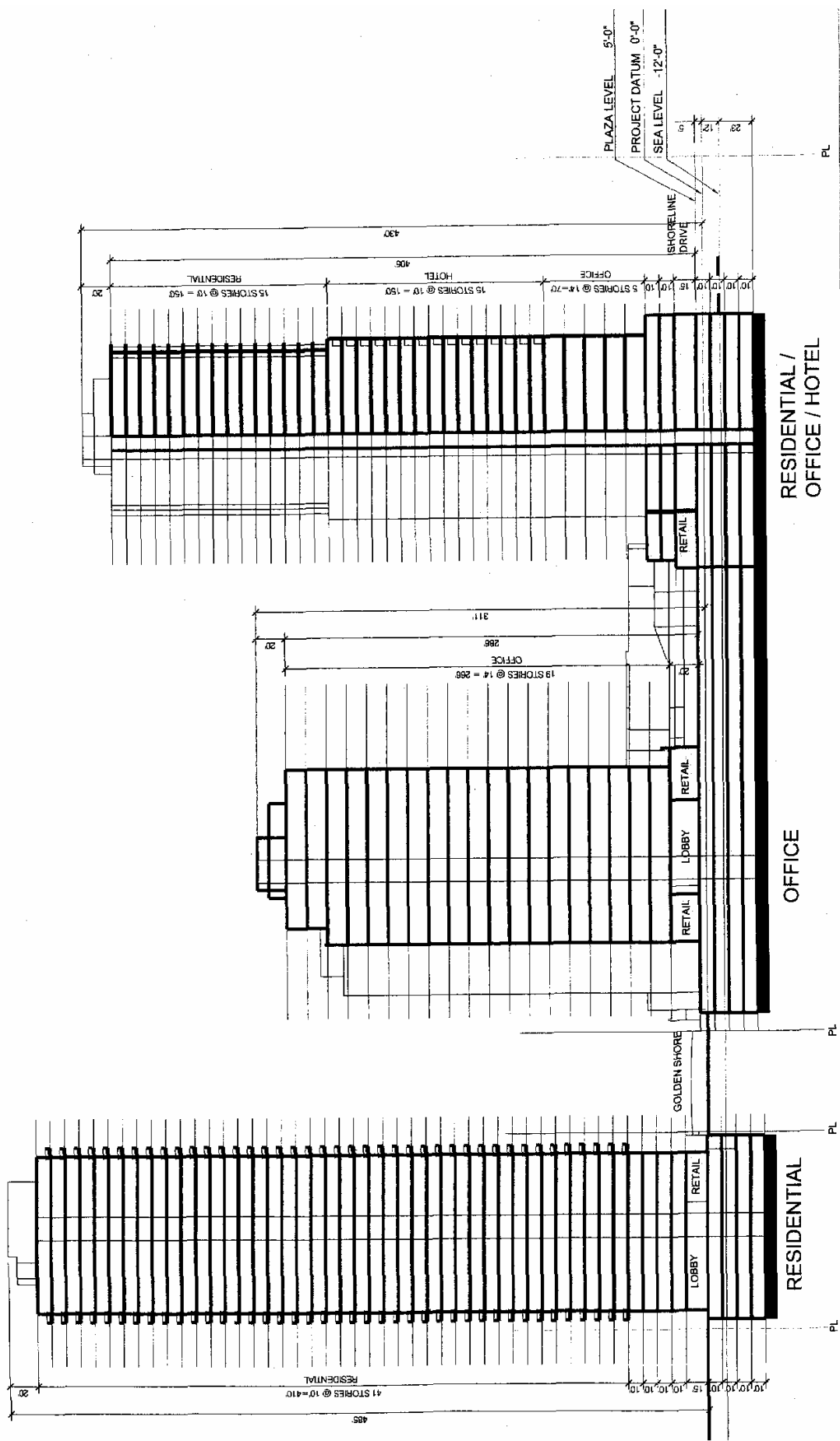


- 19-Story Office Tower  
Embedded Retail
- Plaza**  
4-Stories Below Grade  
Parking
- 35-Story Mixed-Use  
Tower, 15 Hotel Levels,  
5 Office Levels, & 15  
Residential Levels  
Above Podium
- 21-Story Residential  
Tower Above Podium
- Amenity Area
- Podium**  
3-Stories Above Grade,  
4 Stories Below Grade,  
Embedded Retail At  
Plaza, Embedded  
Townhouses
- 2-Story Townhouses  
On Podium

	West Site Parcel 1	East Site Parcel 2	East Site Parcel 3	Total
No. of Dwelling Units		442	668	1,110
No. of bedrooms		730	1,101	1,831
Residential GFA (SF)		483,882	730,471	1,214,353
Office rentable area (SF)	260,000	80,000		340,000
Hotel Guestrooms		400		400
Banquet area (SF)		27,000		27,000
Retail area (SF)	6,000	13,000	8,000	27,000
Parking spaces required	780	1,502	1,093	3,375
Parking spaces provided	740	1,525	1,165	3,430

Plan Option C

GOLDEN SHORE Long Beach, CA

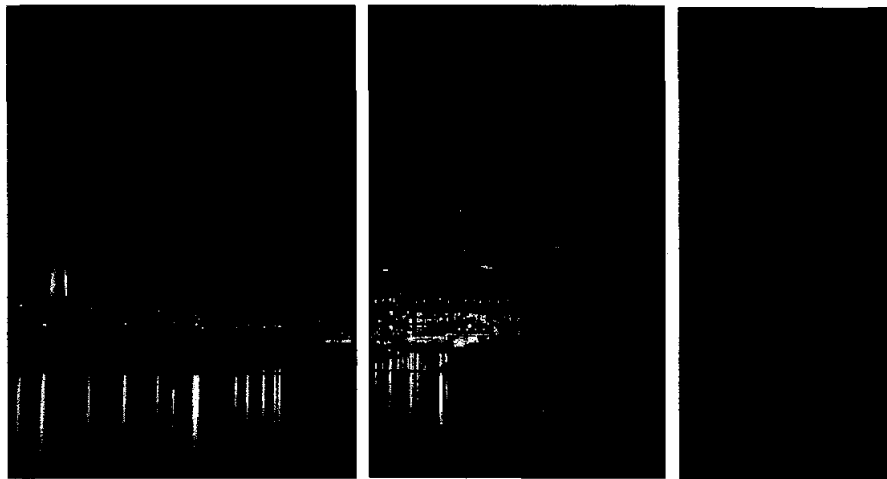


Option C – Section

GOLDEN SHORE Long Beach - CA

Section 1

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# GOLDEN SHORE

Master Plan and Design Guidelines

**GOLDEN SHORE DEVELOPMENT AREA**  
400 Oceangate, Ltd.  
Molina Healthcare, Inc.

05 March 2010  
Daniel E. Clark, AIA, NCARB

**CITY OF LONG BEACH**  
Department of Development  
Services



**COASTAL COMMISSION**  
**LCP 1-10**

EXHIBIT # **8**  
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# GOLDEN SHORE DEVELOPMENT AREA

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## GOLDEN SHORE DEVELOPMENT AREA

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## GOLDEN SHORE DEVELOPMENT AREA

### INTRODUCTION

#### Purpose

The purpose of the Master Plan and Design Guidelines is to establish long-term development standards for the Golden Shore Development Area which will create a high quality environment for living and working in downtown Long Beach. The Master Plan and Design Guidelines will serve several purposes.

- Establish a large-scale planning vision.

The Master Plan and Design Guidelines will establish a broad framework of public and private design standards which will lead to a cohesive and attractive community image.

- Point of reference for the owner and architect.

The Master Plan and Design Guidelines will create clear and definitive standards for site engineering, architecture, landscape, and sustainable design that can be used for detail design work leading to construction of public and private developments.

- Public design review.

The Master Plan and Design Guidelines will establish a process to give maximum public access to the review and approval of future development projects.

The Golden Shore Design Guidelines are recommendations for both private and public design and construction, and are supplement to the California Building Code, Long Beach Municipal Code (LBMC), Local Coastal Plan (LCP), and Downtown Shoreline Planned Development (PD-6).

In processing project applications within the Golden Shore Development Area, the Design Guidelines are to be consulted to determine compliance with the goals of PD-6 Development Standards and the intent of the Design Guidelines. The property owner or their authorized agent is the only entity authorized to submit applications to the City. All of the requirements by the City of Long Beach must be met prior to application for Site Plan Review, and for ensuing development permit applications (See Processing and Administration Section).

**FIGURE 1**  
VICINITY MAP



## GOLDEN SHORE DEVELOPMENT AREA

### ORGANIZATION

The Master Plan and Design Guidelines are organized to explain those influences on individual developments from the broadest scope down to the more specific criteria. The document is divided into the following sections:

Site Context describes the intent of the design guidelines and the project site within the context of the downtown area.

Master Site Plan illustrates the sub area's specific uses and design features of the Golden Shore Development Area. The Master Site Plan focuses on the architectural design features and public amenities that form the basis of the architectural and site design guidelines.

Architectural and Site Design Guidelines address the two major design aspects of the Master Plan: Buildings and Open Space. The guidelines are presented in two parts.

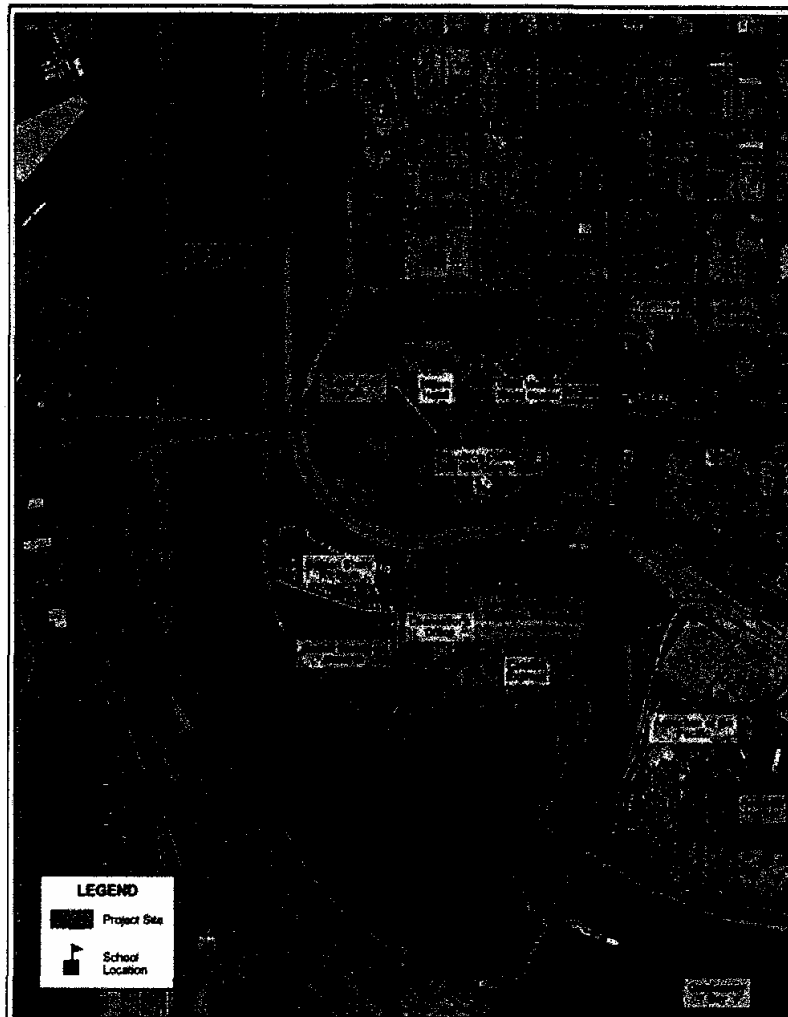
- Building Guidelines present the overall direction related to the vertical design elements of the buildings, site works and parking, both general and specific design controls, design features, and architectural details that are intended to set the standard for development.
- Open Space Guidelines describe the intent of the open space design and provide criteria for plant material, paving, lighting, and other features that define the public open space.

Processing and Administration address the application of the guidelines and the review procedure to be followed by the developers of any parcel.

## GOLDEN SHORE DEVELOPMENT AREA

**FIGURE 2**

**SITE CONTEXT MAP**



## GOLDEN SHORE DEVELOPMENT AREA

### SITE CONTEXT

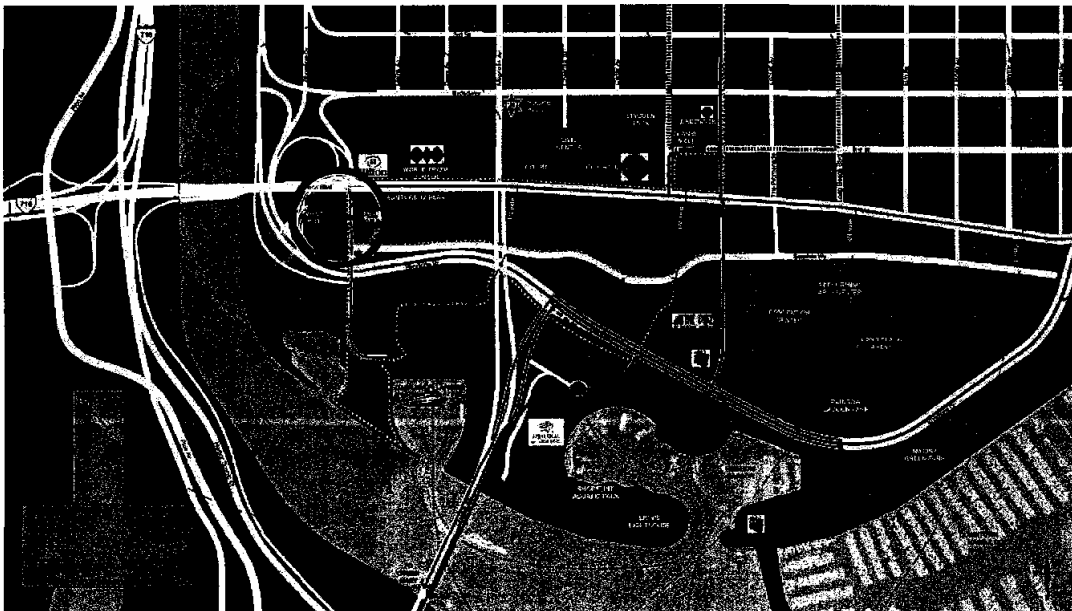
The Golden Shore Development Area is a planned 5.87 acre mixed-use development located within downtown Long Beach. When fully developed, the Golden Shore Development Area will provide opportunities for commercial office, housing, lodging, shopping, dining and recreation, all within convenient walking distance to major downtown attractions. The site's prominent location near the City's waterfront will guarantee a lively and animated atmosphere for residents, tenants and visitors alike. West Ocean Boulevard, Seaside Way, and Shoreline Drive, bound the site which is bisected by Golden Shore Street. Ocean Boulevard is the principal downtown address. Figure 1 illustrates the project general vicinity and Figure 2 the site context within the downtown area.

The site, which has been designated sub area 1, is part of the Downtown Shoreline Planned Development District (PD-6). The Downtown Shoreline Planned Development District is an approximately 450 acre urban area containing both public and private property, with some existing major land uses, but with some undeveloped and underdeveloped property. As part of the overall planned development district the Golden Shore Development Area must adhere to the six overriding standards established for all developments. The standards are as follows.

- Provide a mixture of public and private land use types.
- Incorporate significant public access through and around uses, whether public or private, and to coastal resources.
- Emphasize uses of a recreational or recreational access nature.
- Initiate strong land use interactions and access connections with the downtown.
- Design public spaces in an urban park-like setting with a variety of strolling, bicycling, and active / passive recreational areas, public art, water features and abundant landscaping.
- Construct a development of high quality.

Figure 3 illustrates the site connectivity in relation to public transit, pedestrian ways, and bicycle paths.

**FIGURE 3**  
**SITE CONNECTIVITY MAP**



NOTE: Concentric circles at .25 mile intervals



## GOLDEN SHORE DEVELOPMENT AREA

### MASTER SITE PLAN

The Golden Shore Development Area site has always figured prominently in Long Beach waterfront history. Once part of the Long Beach seaside, it evolved from a recreation area with seasonal housing to a busy commercial zone at the western gateway to the City. The site is currently developed with commercial uses that contain density determined to be appropriate in the 1970's.

The project site currently contains a mixture of office uses and two retail banking operations. The three buildings that currently exist on site are anticipated to be demolished. Included among those structures are the Union Bank of California Building, City National Bank Building and the Molina Healthcare Building.

Surrounding the site are several distinct use districts, which influence the character and design of the Golden Shore Development Area. Further to the east of the site is the twin tower Arco Towers, to the north a Hilton Hotel and World Trade Center are located and to the south is the California State University Headquarters, Catalina Landing and recreational facilities. To the east is the Federal Building, City Hall, Main Branch Library along with a large corporate business district. To the west across the river channel is the Port of Long Beach. (See Figure 2 – Site Context Map)

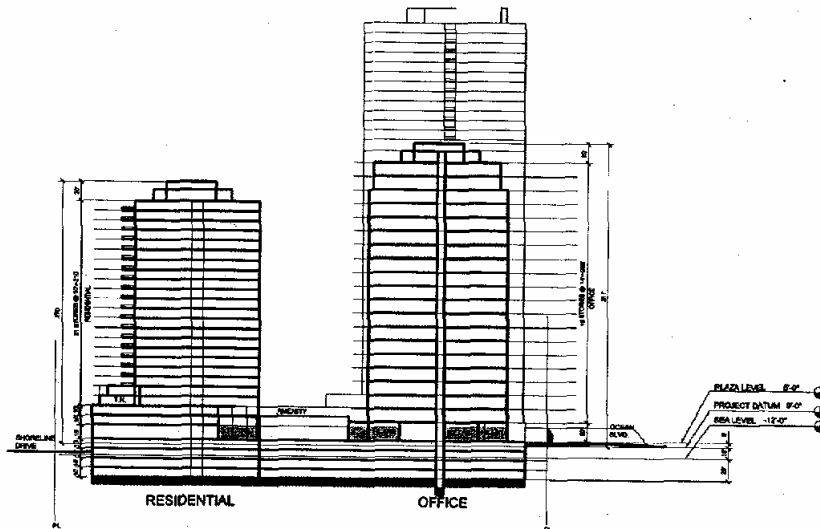
Because of its size, the site itself can be thought of as being a somewhat self contained high density development area adjacent to other high rise structures immediately to the east. Along West Ocean Boulevard, the project's east end is high to mid-scale, in keeping with the heights and architectural character of existing buildings and respecting the massing of the adjacent structures. Since there is no development on the west except for Port activities, there is a need for the Golden Shore Development Area to be iconic in nature making a statement as the western gateway to the City of Long Beach.



Vehicular circulation and access have been designed to minimize impact on downtown streets and to create the best possible environment for pedestrians. The predominantly pedestrian character of the site is preserved by not locating major parking entrances on West Ocean Boulevard. Self-parking entrances are located on Seaside Way and on Golden Shore. Bicycle paths connecting to the downtown and shoreline recreation areas will be integrated into the site and provisions will be made to maximize use of the current downtown transit systems provided by the Long Beach Public Transit.

Given the topography of the site, multi-level parking garages will be primarily developed sub-grade along the north and east sides, and open to the air along the south and west sides. Cars parked in the north section of garages should not be visible from street level as they are below grade relative to the view corridors along West Ocean Boulevard. Major services are accessed from the lower level at the southern end of the property.

## GOLDEN SHORE DEVELOPMENT AREA



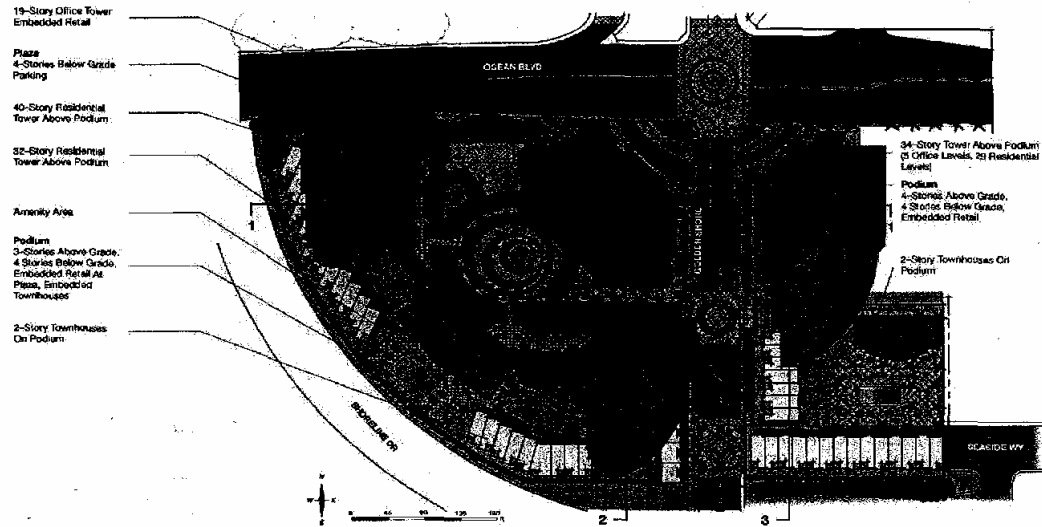
The plan is organized around special pedestrian-oriented places and open areas, each with a distinct identity. These walks and courts define the character of the perimeter and access, providing continuous public pedestrian access throughout the project. Connectivity to all interior spaces, adjoining walks and trails, and public transit should be enhanced and encouraged throughout the design.

As prescribed by PD-6 the Golden Shore Development Area will be a mixed-use development of residential, office, hotel, retail and ancillary supportive uses. Figure 4, Pages 13 - 16 illustrate the general site layout for each option. The pattern of land use has been greatly influenced by the current street grid and maintaining visual and vehicular/pedestrian access through the site, optimizing the potential for incremental development of the Golden Shore Development Area.

# GOLDEN SHORE DEVELOPMENT AREA

**FIGURE 4**

## SITE LAYOUT OPTIONS



### Option A

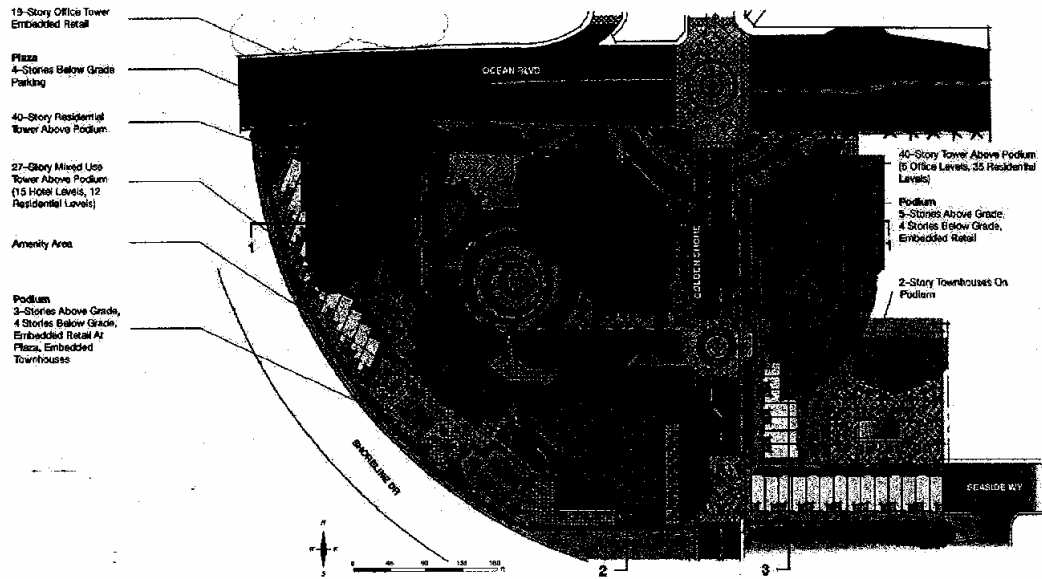
	West Site		East Site	Total
	Parcel 1	Parcel 2	Parcel 3	
No. of Dwelling Units		918	452	1,370
No. of Bedrooms		1,515	745	2,260
Residential GFA (SF)		1,004,471	494,235	1,498,706
Office Rentable Area (SF)	260,000		80,000	340,000
Hotel Guestrooms				0
Banquet Area (SF)				0
Retail Area (SF)	6,000	14,000	8,000	28,000

Parking Spaces Required	780	1,529	987	3,296
Parking Spaces Provided	740	1,575	1,040	3,355

# GOLDEN SHORE DEVELOPMENT AREA

**FIGURE 4**

## SITE LAYOUT OPTIONS (continued)



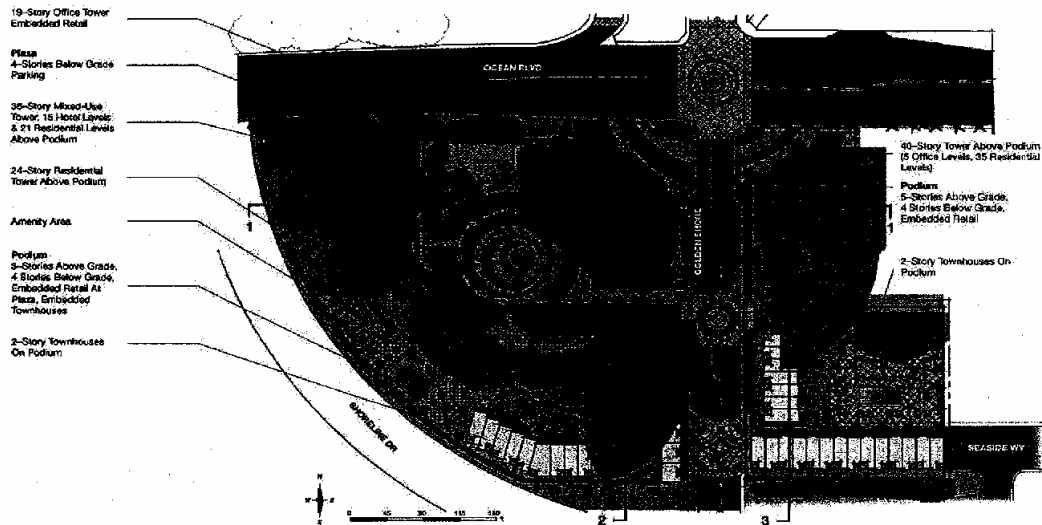
### Option B1

	West Site		East Site	
	Parcel 1	Parcel 2	Parcel 3	Total
No. of Dwelling Units		574	536	1,110
No. of Bedrooms		948	884	1,832
Residential GFA (SF)		628,353	586,353	1,214,706
Office Rentable Area (SF)	260,000		80,000	340,000
Hotel Guestrooms		400		400
Banquet Area (SF)		27,000		27,000
Retail Area (SF)	6,000	13,000	8,000	27,000
Parking Spaces Required	780	1,473	1,148	3,401
Parking Spaces Provided	740	1,525	1,165	3,430

# GOLDEN SHORE DEVELOPMENT AREA

**FIGURE 4**

## SITE LAYOUT OPTIONS (continued)



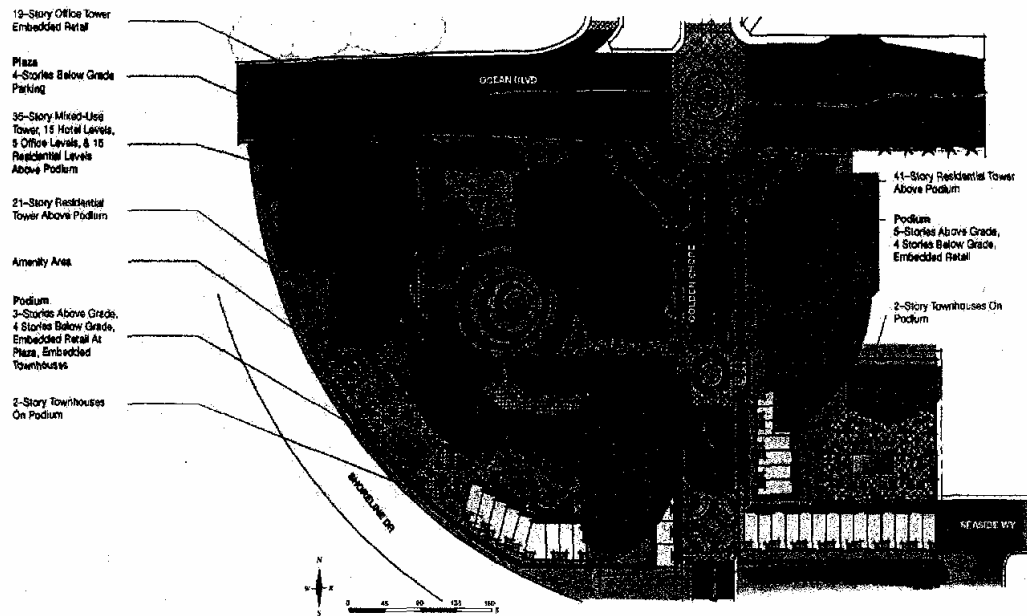
### Option B2

	West Site		East Site	Total
	Parcel 1	Parcel 2	Parcel 3	
No. of Dwelling Units		574	536	1,110
No. of Bedrooms		948	884	1,832
Residential GFA (SF)		628,353	586,353	1,214,706
Office Rentable Area (SF)	260,000		80,000	340,000
Hotel Guestrooms		400		400
Banquet Area (SF)		27,000		27,000
Retail Area (SF)	6,000	13,000	8,000	27,000
Parking Spaces Required	780	1,473	1,148	3,401
Parking Spaces Provided	740	1,525	1,165	3,430

# GOLDEN SHORE DEVELOPMENT AREA

FIGURE 4

## SITE LAYOUT OPTIONS (continued)



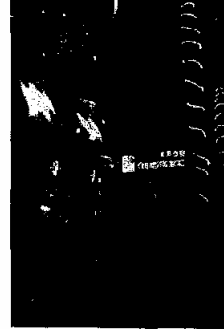
Option C

	West Site		East Site	
	Parcel 1	Parcel 2	Parcel 3	Total
No. of Dwelling Units		442	668	1,110
No. of Bedrooms		730	1,101	1,831
Residential GFA (SF)		483,882	730,471	1,214,353
Office Rentable Area (SF)	260,000	80,000		340,000
Hotel Guestrooms		400		400
Banquet Area (SF)		27,000		27,000
Retail Area (SF)	6,000	13,000	8,000	27,000
Parking Spaces Required	780	1,502	1,093	3,375
Parking Spaces Provided	740	1,525	1,165	3,430

## GOLDEN SHORE DEVELOPMENT AREA

### Streets, Parks and Plazas

The greatest asset for residents and visitors of the Golden Shore Development Area will be an open space pedestrian friendly system among the high rise structures where people can walk to shops, restaurants and nearby parks and live where a high standard of contemporary architecture and public realm design work together to create a unique district for Golden Shore. Streets and access ways have been designed with walkability and the pedestrian in mind. Several interior lanes maintain the sites small block like pattern while allowing pedestrian movement to all parts of the development. Numerous small public plazas are located within the interior creating areas that encourage congregation and recreation.



Pedestrian access from Golden Shore is envisioned to be a mid block crossing with vehicular access to the garage located at the southeast corner of Parcel 1 (See Figure 4 – Site Layout Options).

The Master Plan is intended to make a strong statement at the western gateway into Long Beach and establish West Ocean Boulevard as the principal street in downtown Long Beach. The intersection of Golden Shore and West Ocean Boulevard will have enhanced pedestrian textures and treatment highlighting the importance of the intersection and



introducing Santa Cruz Park on the eastern edge of the Golden Shore Development extending from Golden Shore to Cedar Avenue. Further to the east is the beginning of the palm-lined boulevard and Victory Park with rows of stately palm trees closest to the street. Specimen trees will be placed near buildings and will fill in the irregular areas along the edges. The design will be consistent with the Downtown Community Plan and subject to City review and approval at each stage.

### Residential Development

The residential component on the site will be a mix of different buildings of varying mass and height. The residential units are located within one to two residential towers, with both having the potential of being a vertical mixed use building combining office and residential, and/or hotel, office, and residential. All residential units will be accessed from Golden Shore.

## GOLDEN SHORE DEVELOPMENT AREA

An open plaza would be a prominent feature of the development west of Golden Shore and forms a large central open space between the three towers. Pedestrian access to the lobbies of each residential tower and the clubhouse would be available from the plaza, street level, and from elevators in the parking garage.

The residential entrance plazas are envisioned to be different from the public plaza entrances. The design intent for the residential entry plazas is to create a definitive sense of arrival for residents and visitors.

Parking for tenants is accessed from Golden Shore. Service, loading and unloading zones will be sufficiently hidden from view using landscape walls and shrubs. A series of "Private Courtyards" featuring resort quality recreational amenities such as swimming pools, spas and fountains these courtyards will be improved with richly detailed landscape and finish materials will be provided throughout the residential development.

### Hotel/Retail Development

Master Planned for Parcel 2 and located either in the northwest or southeast corner is the mixed use hotel/retail/residential component which further enlivens and activates the site and will bring many activities to the plaza/street level.

Pedestrian walkability within the site and connectivity to surrounding trails, nearby bus stops, and Shoreline Drive is paramount.

Parking is accessed from Golden Shore Street and will be open air relative to the south property line as described in the previous section.

### Pedestrian Circulation

Pedestrian access to the lobbies of each residential tower and the amenity space would be available from the plaza with access from the street level provided via sidewalks and open staircases along both sides of the office tower leading from West Ocean Boulevard and Golden Shore Street respectively. Pedestrian access to the office tower would be at street level along West Ocean Boulevard and Golden Shore Street. A recessed drive-through would be provided along Golden Shore Street to allow pedestrian pick-up and drop-off near the street entrance to the office tower. (See Figure 4 – Site Layout Options).

### Urban Design Philosophy

While most great urban areas evolve over time, The Golden Shore Development Area has the ability to create a unique place from its inception. If "urban design" is defined as the space between the architecture, then the successful articulation of the landscape and hardscape elements, the streetscape and other aspects of the public realm is essential to creating meaningful experiences.



## GOLDEN SHORE DEVELOPMENT AREA

The public realm is the framework around which the community develops and it should be well connected, legible, comfortable, safe and attractive. It should be made up of appropriately proportioned public streets, parks and accessible open spaces. Buildings and landscape help define the edge of the public realm and should create amenable, safe and inviting spaces for residents and visitors alike. One key ingredient to successful urban design is the articulation of spaces and forms. Another is the manner in which people experience them. The use of textures, accents, art, water features, lighting, signage and street furniture are key in creating pedestrian friendly neighborhoods and a rich urban landscape. Figure 5 illustrates precedent images for public realm and open space.

Graphics and signage systems, ground level base lighting, and architectural and landscape materials which are tangible and can be touched and experienced up close create a level of detail and intimacy of craft which animate the ground plane and pedestrian environment.

Public plazas add visual elegance and interest to the streetscape and improve the pedestrian experience. They also serve as gathering places and focal points for the architecture and streets around them. Finally, they add a visual amenity when viewed from upper stories of surrounding residential towers.

Creating interesting urban streets with higher buildings and mixed uses, coupled with more intimately scaled residential streets can be an effective way of creating unique environments within the larger neighborhood. Pedestrians are naturally drawn to places that accommodate their mood – whether it is a high energy social gathering or a calming walk through the park or residential lane.

### Parking

Depending on which option is chosen, the project proposes parking spaces in two to four levels of parking structure. The parking spaces and driving isles are to be designed in full compliance with current City of Long Beach engineering and public works standards in effect at the time of submission.

## GOLDEN SHORE DEVELOPMENT AREA

FIGURE 5

PUBLIC REALM AND OPEN SPACE



## GOLDEN SHORE DEVELOPMENT AREA

### Infrastructure

#### Grading

The plaza is at grade at the intersection of West Ocean Boulevard and Golden Shore Street at the northeast corner of Parcel 1. The slope of West Ocean Boulevard increases as you head westward, as it rises up to meet the Gerald Desmond Bridge and eventually the Vincent Thomas Bridge. The average elevation at Shoreline Drive is approximately +3 feet. Taking advantage of the difference in grade between Shoreline Drive, West Ocean Boulevard, and Golden Shore Street, parking and service access are tucked into the site, while allowing for natural ventilation along the south and west faces.

#### Utilities

For the most part, utility service to the site is able to use major utility lines within West Ocean Boulevard and Golden Shore Street. In the future, new utility lines will be routed to Golden Shore Street connecting to existing lines in the area. Connections are brought in to the site within utility easements at service areas, from which building connections are made.

Transformers, utility box locations, and all at grade service 'point of connection(s)' should be screened from view. Natural screening achieved by landscaping is always preferred. See Landscape Section for planting suggestions and lists.

#### Vehicular Circulation

Vehicular access is designed to minimize impact on downtown traffic patterns and to create an environment that is pedestrian-friendly. Overall, the site has excellent access from Golden Shore Street and West Ocean Boulevard (signalized intersection), and Shoreline Drive. Golden Shore Street and Shoreline Drive offer areas for drop-off and short term parking.

Vehicular driveway access is prohibited along frontages which require pedestrian oriented uses. Vehicular access shall not disrupt pedestrian circulation.

## GOLDEN SHORE DEVELOPMENT AREA

### ARCHITECTURAL AND SITE DESIGN GUIDELINES

This section provides general guidelines for the vertical plane, or the architectural character of the buildings – from a both stylistic view point and additional guidance with respect to built form. All buildings are required to meet those standards which include: coverage, setbacks, building orientation, leisure space, parking, solid waste and design.

#### Building Design

Create a sophisticated and upscale environment through use of a consistent rhythm, proportion and materials.

#### Tower Building Design

High Rise Towers need consideration in so far as the relationship of high rise residential buildings to other buildings and open spaces at Golden Shore. The towers should be well-composed and well-articulated to create a skyline impression and the statement of a contemporary urban neighborhood.

Towers will be constructed as part of a development that includes office, retail, and residential/hotel/condos. The tower(s) should be designed and located on the development site(s) so that views can be maximized. Each developer should attempt to anticipate the location of surrounding towers and site the tower buildings accordingly. The minimum distance between two highrise buildings (more than 75' tall) should be 80 feet to allow for adequate light and views.

Towers should minimize shadow impacts on the Golden shore site, Golden Shore Street, and the development site to the east. Site Plan Review applications will need to prepare a shadow impact study. Articulation of the tower zone should be optimized where appropriate. Articulation can be achieved with the shape of the building, balcony recesses or projections, façade forms and glazing.

Entrances should be enhanced through the use of special design elements such as paving, canopies, special lighting and landscaping features. Balconies should be designed as architecturally integrated components of the building.

#### Materials

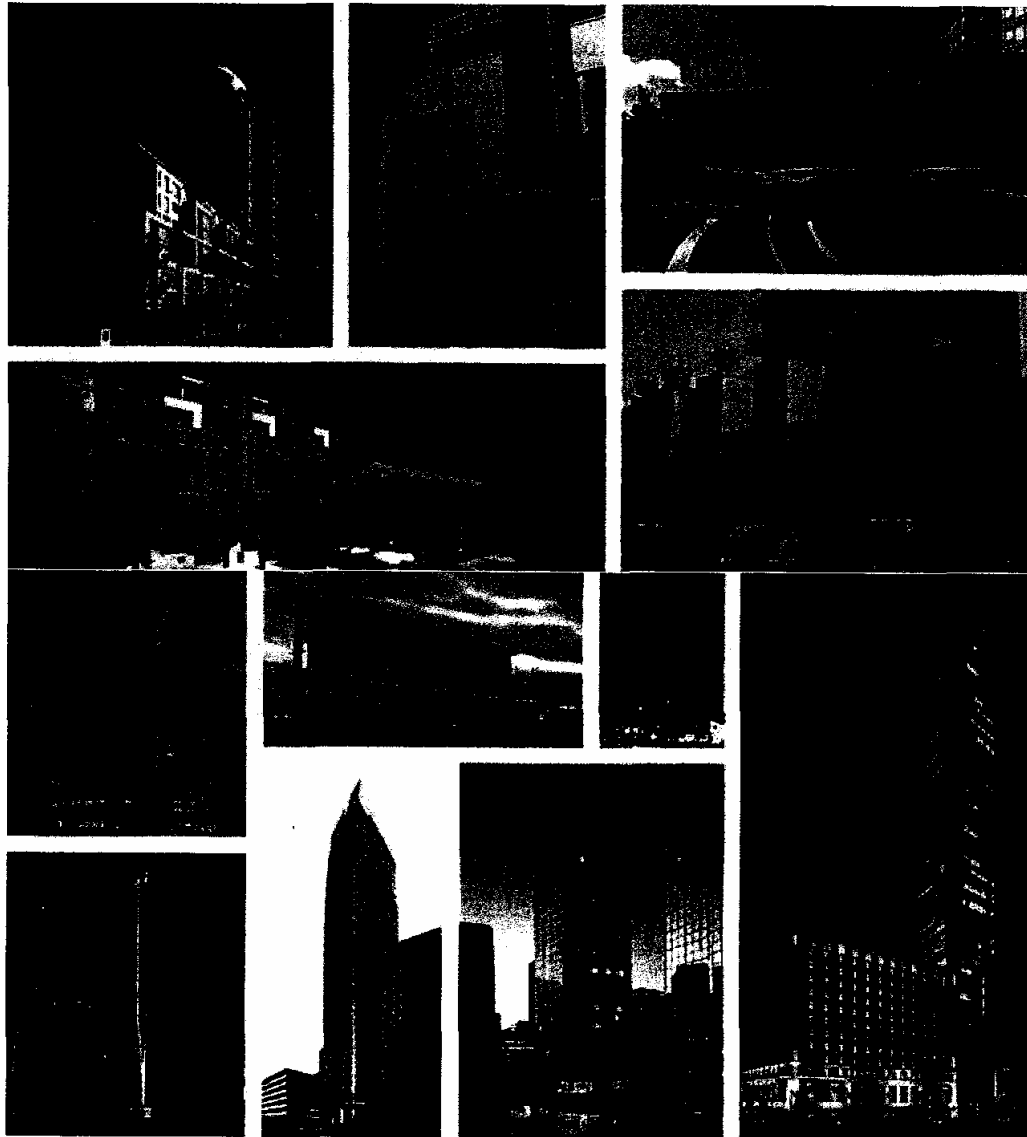
The combination of materials on towers should be as clean as possible to create a modern architectural style. Towers will be glass buildings constructed of a combination of window wall and curtain wall. Tower glass tints will vary from building to building and energy saving windows will be used (See Exhibit 1 – Green Building Development Standards). The use of glass with over 25% reflectivity is prohibited.

Balcony materials will be concrete with color concrete bands. Balcony railing materials will be a combination of structural clear glass or pony wall. (See Figure 6 for building precedent images).

GOLDEN SHORE DEVELOPMENT AREA

FIGURE 6

BUILDING PRECEDENT IMAGES



## GOLDEN SHORE DEVELOPMENT AREA

A series of unique retail facades that contribute to continuous built fabric with a modern interpretation are proposed. The development of strong, high quality store presentations will occur within the 60' grid or variation thereof that provides the frame for the retail space. Storefront displays must be visually exciting and inviting to pedestrian traffic to stimulate consumer interest in the recreation of shopping. Tenants will be required to utilize their storefronts to the maximum potential in order to project their own unique image.

### Entrance Doors

Entrance doors and facade materials and colors will be provided in the base building construction. Entrance doors must match facade materials and construction type.

### Retail Design

An appropriate retail mix is important to the long term success of the urban environment. The type and articulation of retail stores and physical spaces should be consistent with the rhythm set by the building's vertical datum line and the variation of space widths. The retail spaces themselves will be contained within the footprint of the main structures, but 'spill out' for eating areas with and canopies and umbrellas that allow them to become a part of the public plazas. Graphics and signage systems, ground level base lighting, and architectural and landscape materials which are tangible and can be touched and experienced up close create a level of detail and intimacy of craft which animate the ground plane and pedestrian environment.

Storefront displays must be visually exciting and inviting to pedestrian traffic to stimulate consumer interest in the recreation of shopping. Tenants will be required to utilize their storefronts to the maximum potential in order to project their own unique image.

### Canopies

Retail canopies would be located at the 10' to 14' elevation with the highest articulation occurring at corners. They can serve as the armature for retail lighting and signage and to add color to the buildings. A series of unique retail facades that contribute to continuous built fabric that exhibit a modern interpretation of traditional main streets are proposed.

### Materials

A variety of texture (polished, honed, bush hammered), color and dimension is possible; however, lighter colors are recommended. An aluminum storefront glazing system will be utilized. Clear, antireflective glass is proposed for retail windows with low e-values for the south-facing storefronts. Stores will have either seamless glass or mullions (colors could be black, silver, or champagne). Frames will be an aluminum commercial window system (black or clear in color). Canopy material requirements are discussed in a later section of these guidelines.

## GOLDEN SHORE DEVELOPMENT AREA

### Signage

A comprehensive Master Sign Program will be developed in order to provide a cohesive design vocabulary while still allowing for the individual expression and/or branding of each tenant.

### Parking Entries

Parking entries should be integrated into building design with care given to maintaining adequate line of sight for pedestrian safety. Parking entries shall clearly indicate their designation for public, private, residential or retail uses.

### Parking Interiors

Interior walls and ceilings of parking structures shall be painted in light colors, preferably white, and well-lit to improve visibility and provide a sense of security.

### Parking Lighting

For development areas with open parking structures, parking entry and garage lighting should be designed to eliminate light spillage from the structure through either the selection of fixtures and/or the use of other light control devices, such as shields, baffles and louvers. Rooftop lighting shall be pointed inward and downward to prevent light pollution and glare on surrounding properties.

### Parking Screening

Above ground structured parking should be screened from the street (southwest quadrant). The use of 'greenwall' type landscape screening is highly encouraged.

Ramps, cars, and sources of artificial lighting in parking structures should not be visible from public streets and sidewalks at ground level. Ramp openings at parking entrances are not required to be screened.

### Open Storage

Open storage shall be prohibited. Merchandise is not permitted to be displayed outdoors, unless specifically granted through Site Plan Review.

## GOLDEN SHORE DEVELOPMENT AREA

### Loading and Delivery Areas

Loading zones or docks shall be located in service areas off the street and concealed from public view. Service bays are to be located within the building or parking structure.

Loading spaces should have a solid roof covering to avoid noise and visual impacts from above. Negative impacts should be avoided through appropriate height, lighting, painting and finishes and screening.

If exterior service bays are necessary, locations visible to residences or commercial businesses should be avoided. Permanent visual screening for exterior service bays must be provided.

All maneuvering of service vehicles should be within property boundaries wherever possible.

### Private Recreation Areas

Golden Shore will be a vibrant, urban neighborhood, rich with amenities, at densities higher than typical suburban areas, in keeping with the livelier, intense urban character. The site will offer recreational-leisure amenities which may include on-site open space, balconies and terraces, pool areas, indoor exercise and lounging facilities.

The amount of private recreation space provided will meet or exceed standards identified by the City of Long Beach. The type of facilities provided will be driven by the residential product array.

### Crime Prevention through Environmental Design (CPTED)

CPTED is design that eliminates or reduces criminal behavior and encourages people to "keep an eye out" for each other. CPTED strategies are guidelines which, when properly applied, can reduce the fear and incidence of crime and improve the quality of life. There are four overlapping CPTED strategies that will be employed to create a safe, comfortable neighborhood. These are:

- Natural Surveillance
- Territorial Reinforcement
- Natural Access Control
- Target Hardening

Residential privacy and security area especially important and additional focus will be placed on achieving this. Dwelling unit placement, orientation and screening should be used to enhance privacy. Street level units should ensure privacy through the use of setbacks, level changes, landscaping, fences and gates.

The principle of "eyes on the street" should be implemented to ensure that many residences have visual access to the street. This is accomplished by locating front doors and windows to face the street to promote casual supervision of the street by residents. (See Exhibit 2 for CPTED design requirements).



## GOLDEN SHORE DEVELOPMENT AREA

### Trash Collection and Design Criteria

Adequate trash receptacles shall be provided to accommodate all refuse generated on site. Recycling material containers must also be accommodated. Locate the solid waste (wet and dry) storage location behind solid walls or gates and/or landscaping.

All trash areas shall have a roof canopy and shall conform to the development standards contained in LBMC Sections 18.95 and 21.45. Design storage enclosures and containers to block all public view of waste containers and materials. Enclosures shall be designed to be compatible in color, material, and architectural treatment and detail with the building(s) it serves.

Locate waste storage areas within buildings and provide adequate overhead clearance to safely load containers. In cases where collection must be accomplished in a city street, provide a "no parking" area at curbside for the collection vehicle to utilize as a temporary parking spot for the express purpose of servicing the containers at trash collection times.

### Building Utilities

Confirm electrical and water utility locations including transformers, backflow preventers, meters, etc, at an early stage of design process in order to minimize its visual impact, especially with reference to adjacent properties. Utility location and screening shall be reviewed and approved prior to site plan approval.

Air conditioning cooling towers are to be located within the building or concealed in the roof space. Air conditioning units cannot be installed in windows. Through wall air conditioning is prohibited.

### Use

Mixed-use development of residential, retail, office, hotel and complementary uses is permitted. See tables in the Master Site Plan section for an analysis and summary of proposed uses.

### Minimum Distance between Buildings

The minimum distance between buildings or portions of buildings shall follow the requirements and regulations of building codes. In addition, buildings over 12 stories in height shall be separated a minimum of 80 feet based upon shade and shadow studies.

Landscaped streets and graceful vehicular drop-offs are to be incorporated into the building design themes. Grade changes are seen as opportunities to enhance the architectural variety of the north-south streets, especially at Golden Shore Street and Shoreline Drive.

The design of buildings fronting West Ocean Boulevard shall be more formal and have consistent vertical articulation. Buildings along Golden Shore Street and Shoreline Drive (excluding parking garages) can have more individual expressions consistent with the character of the area.

## GOLDEN SHORE DEVELOPMENT AREA

### Rooftop Design

Rooftops shall be considered as a design opportunity and shall be attractively treated if viewed from adjacent buildings.

#### Use

Rooftops may be used for gardens, dining areas, pools, and recreation. Rooftop parking is allowed if attractively treated for views from higher buildings. Provision for helicopter landing pads shall be made in accordance with local requirements.

#### Screening

Rooftop mechanical equipment, except solar collectors and rain gutters, shall be screened on all sides by screening not less than the height of the tallest equipment being screened. Such equipment shall also be screened from view from higher buildings in the zone to the satisfaction of the Site Plan Review Committee and the Director of the Development Services.

#### Materials

All rooftop mechanical equipment screening devices shall be of a material requiring a low degree of maintenance. Wood shall not be utilized. All screening devices shall be well integrated into the design of the building through such items as parapet walls continuous with the walls of the structure, architecture roof features, or equipment rooms. Louvered designs are acceptable if consistent with the building design style.

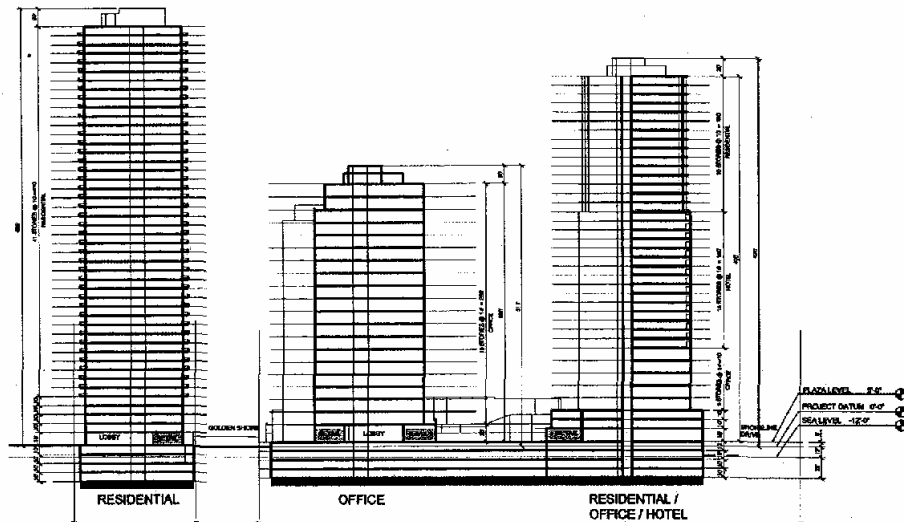
### Exposed Parking

#### General

Where parking areas are visible from the street, screening, including landscaping, shall be required to screen the view of parked cars from the ground level.

Parking entrances should be associated with lobby entrances, drop-offs, or porte-cocheres wherever possible to enhance security and visibility.

## GOLDEN SHORE DEVELOPMENT AREA



### Shoreline Drive

Where there is parking or no active use along Shoreline Drive. The facade treatment below the top of the podium shall be integrated to the extent possible with the architectural character of the buildings above.

### West Ocean Boulevard

All parking structures should not exceed the height of the West Ocean Boulevard sidewalk grade. East of Golden Shore Street parking structures may exceed the West Ocean Boulevard sidewalk grade if screened from West Ocean Boulevard by a building or facade. North of Shoreline Drive a parking structure may be visible from West Ocean Boulevard provided that building façade or heavy landscaping obscures the structure.

## GOLDEN SHORE DEVELOPMENT AREA

### OPEN SPACE GUIDELINES

#### Open Space Areas

##### Landscape Overview

Landscaping for the Golden Shore Area will create a delightful setting through a subtle mix of plant materials, hardscape, water features, and night lighting. Long Beach enjoys a special climatic setting, which allows virtually an unlimited plant palette to be utilized within the framework of the theme for this special project within the Long Beach Community setting.

#### Project Perimeter Edges

The perimeter of the project will utilize rows of Washingtonia robusta palms lining driveways and street settings to blend the site with the downtown areas of Long Beach. (See Figure 4 - Site Layout Options). Accent flowering trees will be utilized to demarcate key accent areas at entries, softening of architectural transitions, and to accent pedestrian plazas and pedestrian use areas. Softly contoured turf will form the perimeter of the project to create a park like setting and blend Victory Park into the project itself. Low planters with flowering shrubs, and different textured plant materials will enhance the ground plane and create pedestrian interest through the use of color, contrast, fragrance, and texture. Taller plantings of shrubs and tall screening trees shall be used to visually soften retaining walls and screen parking structure walls from off site views. The use of 'greenwall' with hanging plants and vines is encouraged.

#### Project Internal Streetscape Areas

The internal streets of the project will be enjoyed by the residents and public alike, and will be designed to create a pedestrian friendly setting. Subtle changes in paving textures will define pedestrian use areas, while the use of large pots with small trees and colorful shrubs will introduce the softness of the landscape into the urban village street settings. Tall narrow trees such as Tristania, or Hymenosporum will soften and articulate architectural features of the buildings, with the occasional cluster or bosque of palms to enhance the pedestrian character of the setting. Rich colors and textures will enliven the walkway system and create rich pedestrian nodes for people to stop and enjoy the setting. Low planters will allow landscaping to be incorporated into the areas of the development, which are built upon a structural podium deck, to create a seamless blend of landscape from the internal streetscapes and courtyard plazas.



##### Santa Cruz Park (Grand Linear Park)

Planting in Santa Cruz Park shall generally conform to the Victory Park Design Guidelines of the City of Long Beach and the Long Beach Municipal Code

Landscape and Sustainable Development Ordinance. (See Exhibit 3 - Species Evaluations).

## GOLDEN SHORE DEVELOPMENT AREA

### Planting

#### General

Plants shall be selected to optimize design objectives and satisfy concerns of coastal adaptability, water conservation, and site conditions as required by current ordinances. The use of drought sensitive design, heat island reducing planting, water efficient irrigation, and maintenance is highly encouraged utilizing the City's most recent design and planting guidelines. Landscape plans shall comply with the City's Landscape and Sustainable Development Ordinance.

*All plant materials shall be nursery grown unless otherwise noted.*

An interim landscaping plan shall be provided for the entire site (including the Santa Cruz Grand Linear and Santa Clara Park areas) prior to obtaining any building permits, to the satisfaction of the City.

#### Planting On-Grade

All plant pits shall be a minimum of 2 ½ times the size of rootball dimensions. All planting areas to have subdrainage as required.

#### Planting on Structure

Planting mix shall be relatively free draining and high in organic content. Large trees and palms will require a minimum container size of 5'x5'x5', drainage included. Large shrubs and small trees will require a minimum container size of 4'x4'x4', drainage included. Small shrubs, groundcover, and vines will require a minimum container depth of 24", drainage included.

Turf areas will require a minimum container depth of 18", drainage included.

#### Irrigation On Grade and On Structure

All plant areas shall be irrigated with an underground water efficient irrigation system with automatic controllers. Irrigation systems shall be designed to prevent over-spray onto hardscape and buildings and incorporate the use of bubblers and drip irrigation to conserve water.

A fertilizer injection method may be incorporated into the irrigation system if desired.

#### Coordination

Close coordination with structural, mechanical, and electrical requirements shall be necessary to ensure that all weight, waterproofing, drainage, and electrical requirements associated with on-structure landscape development are provided for.

## GOLDEN SHORE DEVELOPMENT AREA

### Planting Materials

Planting materials and design will comply with all current City standards and requirements. The use of drought tolerant and native materials is of highest importance. (See Exhibit 3 for list of approved planting materials).

### Hardscape

#### Sidewalks

Sidewalks, where provided within the right-of-way, shall be standard City of Long Beach concrete sidewalks with concrete curbs, except as specifically permitted herein. Decorative scoring and finishing of concrete, permeable surfaces, as well as other techniques and effects with other materials may be utilized subject to City approval.

#### Paving

Special paving shall be used in each of the open spaces. Materials within each space shall be generally consistent in type, color, and quality; however, a great variety is permitted in the court. Materials may include bricks or precast unit pavers, turfblock, and stone. Efforts shall be made to incorporate permeable and finer materials into fields of more common materials. Minimize the use of high heat absorbent (heat sink) materials.

### Lighting

Lighting shall vary with each open space, but shall be consistent in any one open space.

Wherever possible, lighting shall be of pedestrian scale, and a maximum of 20 feet above the walking surface.

The lighting system for public parks is subject to review and approval by the City of Long Beach. Palm trees in Victory Park shall have up-lights as required by the Victory Park Design Guidelines. Other than City standard street lighting may be provided for public parks if approved by the appropriate agencies.

Special features on buildings and within open space and landscape areas may be lighted.

### Signage

A Master Sign Program shall be developed for directional, informational, building, and parking signage. The design of the system shall be submitted concurrent with the initial site plan approval for the first development in the project. Only directional signs are permitted for parking signage (e.g., "Parking Entrance").

## GOLDEN SHORE DEVELOPMENT AREA

### Seating

Permanent or movable seating shall be provided in Santa Cruz Park.

### Furniture

Bollards, kiosks, railings, telephones, trash receptacles, plant pots, and other such elements shall contribute to the open space environment without dominating the view. The designs of these elements shall vary throughout, but shall follow an overall coordinated system.

### Exhausts

If exhausts are located in open spaces, they shall be treated as design elements in the landscape. Screening or landscaping is required, and architectural or sculptural treatment is encouraged. Exhausts should not interfere with pedestrians.

### Maintenance

The Owner or Owner's Association shall be responsible for the maintenance of all private open spaces and Santa Cruz Park.

### Access for the Physically Disabled

All open spaces shall be accessible to the physically disabled in accordance with State and City requirements.

### Pedestrian Plazas and Courtyards

The rich layout of the buildings on the site has created a variety of unique public and private use courtyard and plaza areas. The courtyards will be designed to create a rich composition to be enjoyed by the pedestrian in the space, and when viewed from above in the residential apartments. A careful composition of hardscape, trellage elements, art elements, water features, and landscape features will create a delightful sequence of spaces to be enjoyed by the guests and residents, oriented to capture views, and take advantage of the sunlight and shadows. Public use plazas and courtyards will feature outdoor furniture and open hardscape areas to create the possibility of outdoor dining, events, art shows, and gathering spaces, whereas the private courtyards and plazas will be oriented to pools and recreation uses, quiet gardens and small seating areas.

### Garden and Courtyard Lighting Elements

Lighting will be an important component of the landscape setting to create drama, beauty, and provide a safe and comfortable environment to allow the project to be enjoyed during the day and at night by residents and guests. Lighting will be a blend of tree uplights and down lights, low pedestrian bollards, themed street light fixtures, and other lighting fixtures, which articulate the architecture and art pieces throughout the project.

## GOLDEN SHORE DEVELOPMENT AREA

### Sustainability

#### Green Building Development Standards

Environmental sustainability is an important objective at the Golden Shore Development Area. Pursuit of good Green Building practices will be utilized in aspects of site and building design consistent with the standards and guidelines established by the US Green Building Council ( [www.usgbc.org](http://www.usgbc.org) ).

All development that meets or exceeds a threshold of 25,000 square feet of gross conditioned floor area shall fully comply with Golden Shore Development Area's Green Standards by obtaining Leadership in Energy and Environmental Design (LEED) – NC (New Construction) at the "Certified" level or higher prior to issuance of the Temporary or Final Certificate of Occupancy, whichever comes first.

Projects not registered with the GBCI (Green Building Certification Institute) may use a LEED equivalent alternative green building performance rating system to the satisfaction of the Director of Development Services.

The applicant shall pay for the cost of LEED certification or verification.

Projects committing to achieve at the LEED Silver level or higher qualify for expedited services.

Steps to minimize development impacts are described in detail in Exhibit 1.



## GOLDEN SHORE DEVELOPMENT AREA

### PROCESSING AND ADMINISTRATION

#### Applicability

These Guidelines define the standards that meet the intent and quality established in the Downtown Shoreline Planned Development District (PD-6) and the Local Coastal Program (LCP). The Guidelines are intended to be in concert with all other regulatory documents governing the property, including the PD, LCP, and other applicable requirements of the Long Beach Municipal Code, State, and Federal agencies.

Where a conflict exists between drawings and text, the text shall govern. Where a conflict exists between the text and City of Long Beach and/or other governmental standards and regulations, such standards and regulations shall govern (unless other specific approval or permits provide otherwise).

#### Review and Submissions

##### Internal Design Review Committee (IDRC)

As each site and building design is finalized, the IRDC acting on behalf of Ownership will perform an internal review of all design documents prior to submittal to the City. At a minimum the IRDC will be composed of the site master architect, a landscape architect, a representative from Molina Healthcare, a representative from 400 Oceangate, Ltd., and the Owner's representative.

The main purpose of the IRDC is to ensure that all submitted plans are consistent with the vision for the site, comply with these design guidelines, and are in conformance with all drawings and documents approved by the City.

The secondary purpose is to perform a check of the submittal package against the City's checklist to make sure that all the information required by the City for site plan approval is indeed contained in the package.

In order to maintain consistency with the maximum density thresholds stipulated in the Environmental Impact Report and the Development Agreement for the project, a written approval by the IRDC shall include a summary of the total number of residential units and commercial density (building area or hotel rooms) approved and remaining to date.

##### City Review

The design review process with the City shall be governed by the Site Plan Review process contained in Division V of LBMC 21.25. The City shall review all project submissions for the Golden Shore Development Area for compliance with these Guidelines in accordance with their respective agency review processes and site plan requirements. The developer shall be responsible for obtaining site plan approval from the Department of Development Services and other relevant City agencies.

## GOLDEN SHORE DEVELOPMENT AREA

### EXHIBIT 1

#### Green Building Development Standards

All development that meets or exceeds a threshold of 25,000 square feet of gross conditioned floor area shall fully comply with Golden Shore Development Area's Green Standards by obtaining Leadership in Energy and Environmental Design (LEED) – NC (New Construction) at the "Certified" level or higher prior to issuance of the Temporary or Final Certificate of Occupancy, whichever comes first.

Projects not registered with the GBCI (Green Building Certification Institute) may use a LEED equivalent alternative green building performance rating system to the satisfaction of the Director of Development Services.

The applicant shall pay for the cost of LEED certification or verification.

Projects committing to achieve at the LEED Silver level or higher qualify for expedited services.

All parking lots shall either be 50% shaded by canopy trees after five years of growth or be completely surfaced with paving with a Solar Reflectance Index (SRI) of at least 29. At a minimum, canopy trees shall provide shade coverage, after five years of growth, of 40% of the total area dedicated to parking stalls and associated vehicular circulation. Because trees may reduce the visibility of signs, the City shall consider applications for the relocation of signs and/or the installation of additional signs as necessary. Tree wells required for proper planting and maintenance may be included in the calculated shade area.

All parkway landscaping shall comply with the following requirements:

Use canopy trees that provide shade coverage, after five years of growth, of at least 40% of the total area designated for street right of way (curb face to curb face).

Use drought and foot tolerant ground cover without thorns or stickers, etc. where turf is not used. Hard pavement may be used in areas next to parking.

Allow taller (up to 24" high) and hardy drought tolerant plants in groupings not less than four feet long (measured parallel to the sidewalk) separated by decomposed granite or hard pavement material connections of 30"-36".

No fencing shall be allowed to protect plants.

The Project site shall include stormwater management practices that treat stormwater runoff from 90% of the average annual rainfall on the site using structural and non-structural management measures. The Best Management Practices (BMPs) used to treat the runoff must be capable of removing 80% of the average annual post development total suspended solids (TSS) load. Additional permanent BMPs would be selected for individual lot development and shall be addressed in future SUSMPs to be submitted at the time of lot development. Use of these BMPs would minimize surface water quality impacts.

## GOLDEN SHORE DEVELOPMENT AREA

Provide a system to capture the first three-quarter inch of rainfall. Create a rainwater retention system for on-site reuse.

Preferential parking shall be provided for carpools and vanpools at the rate of not less than 10 percent of the total employee parking.

Not less than ten percent of employee parking area shall be located as close as is practical to the employee entrance(s), and shall be reserved for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for building permit, to the satisfaction of the City. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/stripped as demand warrants; provided, that at all times at least one space for projects of twenty-five thousand square feet to fifty thousand square feet and two spaces for projects over fifty thousand square feet will be signed/stripped for carpool/vanpool vehicles.

Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven feet two inches shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.

"Employee parking area" means the portion of total required parking at a development used by on-site employees. Employee parking shall be calculated as follows:

Type of Use	Percent of Total Required Parking Devoted to Employees
Commercial/Hotel	30%
Office/Professional	85%

Bicycle parking shall be provided at a minimum of one space for each 5,000 sq. ft. of commercial and retail building area. Fractions shall be rounded up to the next whole number.

Shower facilities shall be provided for buildings of 25,000 SF or greater for occupants of that building. For office buildings, showers shall be provided at the rate of one shower per each 40,000 sq. ft. of building area. Showers shall be located within 200 yards of the building's main entrance. The shower requirement shall be specified in the project "Conditions, Covenants and Restrictions" (CC&R) to the satisfaction of the Director of Long Beach Development Services, and a recorded copy of said document shall be provided to the Planning Bureau prior to the issuance of the Temporary or Final Certificate of Occupancy, whichever comes first, for the structure housing the shower facility.

## GOLDEN SHORE DEVELOPMENT AREA

Exterior lighting shall be energy efficient and designed to minimize light pollution. The key criteria are 1.25 footcandles minimum with a uniformity ratio of 4 to 1 average to minimum or better.

Roofing material shall have a minimum Solar Reflectance Index (SRI) of 78 for 75% of low-sloped building roofs (less than or equal to 2:12) and a minimum SRI of 29 for 75% of steep-sloped roofs (greater than or equal to 2:12), or a green roof shall be installed for 50% of the roof surface.

Indoor water shall either be reduced by 20% as compared to the 1992 Federal Energy Policy Act baseline or the plumbing fixtures shall meet the following minimum standards:

- a. urinals: 0.25 gallons per flush or less
- b. toilets: 1.28 gallons per flush or less
- c. faucets: 1.00 gallons per minute or less
- d. showerheads: 1.50 gallons per minute or less

Mechanical equipment with HCFC-free refrigerants shall be specified whenever such units are available for the chosen application.

All roof structures shall be designed to support an additional eight (8) pounds per square foot of dead load for future photovoltaic systems and conduit shall be provided from the roof to the utility room. The utility room shall be sized to provide sufficient space for the future installation of inverters with the required clearances.

Low-emitting materials shall meet the minimum requirements below:

Architectural paints, paints, coatings and primers applied to interior walls and ceilings consistent with the Green Seal Standard GS-11.

Anti-corrosive and anti-rust paints applied to interior ferrous metal substrates compliant with Green Seal Standard GS-03.

Clear wood finishes, floor coatings, stains, and shellacs applied to interior elements that do not exceed the VOC content limits established in South Coast Air Quality Management District (SCAQMD) Rule 1113.

Adhesives, sealants and sealant primers that meet SCAQMD Rule 1168.

Aerosol adhesives compliant with Green Seal Standard for Commercial Adhesives GS-36.

Carpet shall meet the CRI Green Label Plus criteria or the State of California Standard 1350.

Resilient flooring shall meet the Floor Score criteria or the State of California Standard 1350.

## GOLDEN SHORE DEVELOPMENT AREA

Permanent walk off mats or grilles shall be installed at the major entries of each building. For retail with frontage directly at the property line, interior non-permanent, washable walk off mats are acceptable.

All required yards and setback areas shall be attractively landscaped primarily with California native and drought tolerant plants. A majority of the proposed plants shall be low to very low water usage. Final planting plan subject to approval of Director of Long Beach Development Services prior to issuance of a building permit.

Include in the Planting Legend a category for Water Needs for the proposed planting using the most recent edition of A Guide to Estimating Irrigation Water Needs of Landscape Plantings in California, California Department Water Resource for Region 3 (South Coastal).

Comply with the State's "Model Water Efficient Landscape Ordinance" (MLO) or the City's Landscape Ordinance. Refer to <http://www.owue.water.ca.gov/landscape/ord/ord.cfm> for details.

All landscaped areas shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.

Reclaimed water shall be used for all landscaped areas.

When new equipment is being installed for use in manufacturing or service process and readily-available and compatible alternatives exist in the same marketplace that offer greater water efficiency, the owner or occupant shall use the alternative that offers the better water efficiency.

Prior to approval of the Site Plan Review, the allocation of adequate storage space for the collection and loading of recyclable materials shall be included in the design of buildings and waste collection points shall be established throughout Downtown Shoreline Planned Development District to encourage recycling.

All projects shall comply with the City's Construction and Demolition Debris Recycling Ordinance.

An operations waste management plan shall be implemented by the City or private hauler to divert at least 50 percent of the waste generated by the project. The precise percentage to be diverted will depend on the specific use to be implemented and will be defined by the City of Long Beach Environmental Services Bureau. Waste disposal allocation shall be properly assigned to its original source City. Annual reports shall be submitted to the City of Long Environmental Services Bureau and Development Services for compliance.

A LEED Checklist indicating the project's proposed green building strategy and signed by the project's LEED AP shall be submitted with the Planning application of projects that meet the Downtown Shoreline Planned Development District LEED threshold. The

## GOLDEN SHORE DEVELOPMENT AREA

Developer shall not be bound to follow the credit strategy described on said LEED Checklist and may revise its credit strategy from time to time as it deems appropriate in its sole discretion given project issues including, but not limited to, cost, feasibility, constructability, material availability, and/or other developer limitations while still fulfilling the developer's obligation for the original LEED certification level or higher.

Projects that must obtain LEED certification shall register for LEED with the Green Building Certification Institute prior to approval of Site Plan Review. When projects register, they shall NOT designate that the project is "confidential" in order to permit City staff to verify the registration.

These Guidelines may be superseded by Federal, State and County regulations.

41 (page 42 blank)

COASTAL COMMISSION

EXHIBIT # 8  
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## GOLDEN SHORE DEVELOPMENT AREA

### EXHIBIT 2

#### CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

The Long Beach Police Department has made the following recommendations for public safety and crime prevention.

##### Exterior Lighting

- All pedestrian pathways shall include human scale lighting with a minimum maintained 1.25 foot-candle.
- Wall pack lighting shall be placed on each side of the buildings and above exterior doors.
- Light alcoves to discourage homeless people from sleeping there.
- Lighting shall clearly illuminate the building addresses.
- Foot-candles shall be measured on a horizontal plane and conform to a uniformity ratio of 4:1 average/minimum.
- Landscaping shall not be planted so as to obscure required light levels.
- Metal halide or other similar bulbs, which emit a "white light", shall be used. Avoid yellow sodium lighting.
- All light fixtures shall be the type with proper cut-offs to avoid glare and night sky glow.
- All light fixtures shall be vandal resistant.
- Install lights on building exterior walls.
- Activation of the required exterior lighting shall be either by a photocell device or a time clock with an astronomic clock feature.
- A photometric report and electrical plan shall identify all lighting requirements.

##### Other Lighting

- All parking, driving, and walking surfaces, except stairways, shall be illuminated at all times with a minimum maintained 1.25 foot-candle of light.
- All common area exterior doors shall be illuminated, during the hours of darkness, with a minimum maintained one foot-candle of light, measured within a five-foot radius of each side of the door at ground level.
- Recessed areas of buildings or fences, which have a minimum depth of two feet, a minimum height of five feet, and do not exceed six feet in width and are capable of human concealment, shall be illuminated with a minimum maintained 0.25 foot-candles of light at ground level.
- All luminaries utilized to meet the requirements of this section shall have vandal resistant light fixtures, if on the exterior, with no portion of the fixture placed less than 72 inches above the walking or driving surface.
- A site plan shall be provided showing buildings' parking area, walkways, detailed landscaping and a point-by-point photometric calculation of the required light levels. Foot-candles shall be measured on a horizontal plane and conform to a uniformity ratio of 4:1 average/minimum.
- Landscaping shall not be planted so as to obscure required light levels.
- A photocell device or a timeclock shall control the light source.
- Lighting elements shall be included with all colonnades, arbors, canopies and trellis structures to ensure pedestrian pathways are properly lit.

## GOLDEN SHORE DEVELOPMENT AREA

### Other Business Considerations

- Entry areas should be gated with keypad or voice activated secured entry pads.
- Businesses shall be clearly marked and directional maps shall be placed at all access points, stairwells, and elevator lobby areas (if applicable).
- Mailboxes shall be located within a secure area (include appropriate lighting). An additional locking box for all outgoing mail shall be installed to help prevent mail and identity theft.
- Each business shall be individually equipped with an audible burglar alarm system with window and door contacts for added security.
- The doors to common-area rooms and trash rooms shall have a minimum 600 square-inch clear vision panel, in the upper half of the door, automatic, hydraulic door closures and self-locking door locks equipped with a dead-locking latch, allowing exiting by a single motion and operable from the inside without the use of a key or any special knowledge or effort.
- Lobby should have a security kiosk/reception desk for access control.
- Display shall not block visibility into and out of the stores.

### Addressing General

- Street address shall be clearly posted on the street sides of the main buildings and clearly visible from the street with the address and street name.
- Address shall be painted on rooftop (in 4' strokes) for emergency helicopter response. Rooftop addresses must be visible only to aircraft and not from ground level.
- All address signs shall be well lit and remain free from any obstructions, such as overhangs, awnings and/or landscaping.
- Individual unit numbers shall be placed near but not on the main entry doors. Each unit shall have its address/number clearly marked and illuminated in clear view. The numbers should be of a contrasting color to the background where it will be placed.
- Pedestrian pathways and side yards shall be viewable by as many windows of surrounding structures as possible to increase visibility.
- Coordination of pedestrian pathways between adjacent blocks is encourage. Coordinating adjacent blocks create clear paths of vision and sight lines through common areas.
- Canopies, awnings and overhangs should have lighting elements underneath and care should be taken to ensure the canopy does not block the address from view of the street.
- Screened utilities shall be designed so that they do not become hiding places or weather shelters for criminal behavior.

### Landscape General

- Ensure landscaping does not block lighting fixtures or visibility to and from windows and doors.
- Care shall be taken in the selection and placement of landscape to prevent the creation of hiding places near entries and exits.



## GOLDEN SHORE DEVELOPMENT AREA

### Video Surveillance System Guidelines

A video surveillance system shall be installed to assist with monitoring the property. However, it must be understood that a video surveillance system shall not take the place of good security practices. Most outdoor surveillance systems are useful in assisting with the remote monitoring of an area, but less effective in helping with the identification of suspects. This is due to the greater distance involved and lack of adequate light available after dark. Therefore, the cameras shall be positioned to monitor more narrow and controlled areas such as indoor applications and doorways.

The purpose of the following guidelines are to increase the likelihood that images captured will assist in the apprehension of suspects. The following guidelines are not all-inclusive, and a licensed video surveillance expert should be consulted to assist in designing and installing the system.

#### Camera Locations

- All main commercial/office space entries and exits
- Parking lots, garages and loading docks
- Elevator lobbies

#### Camera Specifications

- Record in color with output of at least 480 lines resolution.
- Automatic exposure for day/night conditions.
- Positioned where they are vandal and tamper resistant.
- Use vandal resistant housings where necessary.

#### Video Recording Equipment Specifications

- A Digital Video Recorder (DVR) should be used.
- Capable of exporting images in TIFF, BMP or JPG format.
- DVR capable of exporting video to uncompressed non-proprietary AVI file, maintaining original aspect ratios.
- Recordings shall be retained for no less than 10 days.
- Use the least amount of compression possible to maintain high-resolution image quality. A lower quality image to save storage space is highly discouraged, as the low quality images will be useless to law enforcement.
- The DVR units must be stored in a secure place.

#### Parking Garages/Parking Lots

- Garage walls and ceiling should be painted white to maximize light.
- The design of parking garages should be such that there are minimum solid interior walls to maximize visibility, as allowable by code.
- Secure access with CCTV or roving security to protect against stolen vehicles and vandalism.
- Trash containers shall be properly secured. Lighting should also be located above the enclosure for safety.

## GOLDEN SHORE DEVELOPMENT AREA

- A minimum maintained 2 foot-candle of light is recommended for open parking lots.
- Enclosed parking garages shall be lit to a minimum of 3 foot-candle.
- Foot-candles shall be measured on a horizontal plane and conform to a uniformity ratio of 4:1 average/minimum.
- A photometric report shall be submitted to the Police Department Support Bureau for approval.
- Bicycle storage units or racks shall be located in high visibility areas.
- Emergency "call boxes" shall be placed in a prominent area on each level of the parking structure.
- Access to parking garages should be controlled by automatic tubular steel gates and not solid steel.
- Rear parking lots should include extra lighting and windows facing the lots.

### Stairways and Stairwells

- Interior doors shall have glazing panels a minimum of five inches wide and 20 inches in height and meet requirements of the Uniform Building Code.
- Areas beneath stairways at or below ground level shall be fully enclosed or access to them restricted.
- Stairways should be designed to be completely visible from either the interior or exterior or both, unless mandated by the Uniform Building Code to be enclosed.
- Stairwells shall exit into a highly visible area for enhanced safety and security.
- Fully enclosed interior or exterior stairways with solid walls, when required, should have shatter resistant mirrors or other equally reflective material at each level and landing and be designed or placed in such a manner as to provide visibility around corners.
- Stairways shall be illuminated at all times with a minimum maintained 2 foot-candle of light on all landings and stair treads.

### Elevator Cabs and Lobbies

- Elevators, which serve more than two floors, above ground level, with at least one shaft wall exposed to the exterior or interior, should have clear glazing installed in one wall to provide visibility into the elevator cab.
- Elevator cabs, the interiors of which are not completely visible when the door is open from a point centered on and 36 inches away from the door, should have shatter resistant mirrors or other equally reflective material so placed as to make visible the entire elevator cab from this point. The elevator cab shall be illuminated at all times with a minimum maintained two foot-candles of light at floor level.
- Elevator emergency stop buttons shall be so installed and connected as to activate the elevator alarm when utilized.
- Elevator lobbies shall be placed in a high-traffic area for enhanced visibility.

## GOLDEN SHORE DEVELOPMENT AREA

### Building Design

- Eliminate the entry "landings" as they will be a place where unauthorized people will loiter. Another option would be to create small courtyards with access controlled by low gates.
- Property access control should be built in using decorative tubular steel fencing.
- Screening devices should be designed so the screened area does not provide niche or weather shelter.
- Caution should be used when designing separate trash enclosures, utility areas, loading docks and other required "screened" areas so that niches, hiding spots and weather shelters are not created.
- Loading facilities shall be secured after hours and well-lit if hidden from view.
- All rooftop mechanical equipment shall be secured from unauthorized entry to the satisfaction of the City.
- No exterior roof access allowed.

### Fencing General

- All fencing and gates shall be decorative wrought iron or tubular steel style to maintain visibility while controlling access.
- The design of fence shall be such that no vertical bars extend above the top most horizontal bar.

### Graffiti Deterrents

Due to the location and design, there is a risk that the buildings may be vandalized by graffiti. It is important to design in deterrents to minimize this risk. The following are some suggestions to be considered to help prevent graffiti:

- Plant a landscape buffer with low growing shrubs and trees with lacey foliage along the street frontage to partially screen the walls.
- Utilize graffiti resistant paint on the outside building surfaces which are not covered by brick or stone veneer.
- Graffiti shall be painted out within 24 hours. Paint color shall match existing color. All graffiti occurrences shall be reported to the Police Department to determine what additional deterrence may be available. Request crime prevention survey to determine if the environmental conditions may be contributing to the graffiti.

# GOLDEN SHORE DEVELOPMENT AREA

## EXHIBIT 3

### Species Evaluations

The three plant species listed below are examples of entries on the Species Evaluation List. As a quick reference, a key to symbols is included below.

			1	2	3	4	5	6	
T	Ailanthus altissima	tree of heaven	VL	VL	L	L	L	L	⑩
S	Brugmansia spp.	angel's trumpet	M	/	M	H	/	/	
Gc	Dodonaea procumbens	hopseed	L	L	L	?	?	?	

### Key to Symbols

#### CATEGORIES OF WATER NEEDS

H High  
M Moderate  
L Low  
VL Very Low  
/ Inappropriate  
? Unknown

#### WUCOLS REGIONS

1 North Central Coastal  
2 Central Valley  
3 South Coastal  
4 South Inland Valley  
5 High and Intermediate Desert  
6 Low Desert

#### PLANT TYPES

T Tree  
S Shrub  
V Vine  
Gc Groundcover  
P Perennial (includes ferns, grasses and bulbs)  
Bi Biennial

#### INVASIVE SPECIES

⑩⑩ Greater Statewide Concern  
⑩ Lesser Statewide Concern

# GOLDEN SHORE DEVELOPMENT AREA

T	Abies pinsapo Spanish fir	L
S	Abutilon palmeri indian mallow	L
T	Acacia boormanii Snowy River wattle	L
T S	Acacia constricta whitethorn acacia	L
T	Acacia cultriformis knife acacia	L
T	Acacia farnesiana sweet acacia	L
S	Acacia glaucoptera clay wattle	L
T S	Acacia greggii catclaw acacia	L
T S	Acacia podalyriifolia pearl acacia	L
S Gc	Acacia redolens prostrate acacia	L
T S	Acacia saligna blue leaf wattle	L
T	Acacia stenophylla eumong/shoestring acacia	L
T S	Acacia subporosa subporosa acacia	L
S	Acacia vestita hairy wattle	L
T S	Acca sellowiana (Feijoa sellowiana) pineapple guava	L
P	Achillea clavennae silvery yarrow	L
P	Achillea filipendulina fern leaf yarrow	L
P	Achillea X kellerii kellerii achillea	L
Gc P	Achillea tomentosa woolly yarrow	L
S	Adenanthos drummondii woolly bush	L
S P	Aeonium spp. Canary Island rose	L
S P	Agave spp. agave	L
T	Agonis flexuosa peppermint tree	L
T	Allocasuarina verticillata (Casuarina stricta) coast beefwood	L
T S	Aloe spp. aloe	L
S	Aloysia triphylla lemon verbena	L
S	Alyogyne hakeifolia red centered hibiscus	L
S	Alyogyne huegelii blue hibiscus	L
T	Angophora cordifolia (Angophora costata) gum myrtle	L
P	Anigozanthos flavidus kangaroo paw	L
P	Anigozanthos viridis green kangaroo paw	L
S	Anisacanthus spp. desert honeysuckle	L
Gc V	Antigonon leptopus coral vine	L
Gc	Aptenia cordifolia ice plant (Aptenia)	L
V	Araujia sericifera cruel vine	L
T S	Arbutus unedo strawberry tree	L
S Gc	Arctostaphylos cultivars manzanita cultivars	L
S Gc	Arctostaphylos spp. manzanita	L
P	Arctotis hybrids African daisy	L
S Gc	Artemisia spp. (shrubby) sagebrush	L
Gc P	Artemisia spp. (herbaceous) tarragon/angel's hair etc.	L
P	Asclepias (wild species) milk/silk weed	L
P	Asplenium scolopendrium (Phyllitis) Hart's tongue fern	L
P	Asteriscus maritimus gold coin, Canary Island daisy	L
P	Babiana stricta hybrids baboon flower	L
S	Baccharis pilularis consanguinea coyote brush	L
S	Baccharis pilularis cvs. dwarf coyote brush	L

GOLDEN SHORE DEVELOPMENT AREA

T S	Beaucarnea recurvata	L
S Gc	Berberis spp. barberry	L
S	Bougainvillea spp. bougainvillea	L
T	Brachychiton acerifolius flame tree	L
T	Brachychiton discolor Queensland lace bark	L
T	Brachychiton populneus bottle tree	L
T	Brachychiton rupestris Queensland bottle tree	L
T	Brahea armata blue hesper palm	L
T	Brahea edulis Guadalupe palm	L
P	Brodiaea spp. brodiaea	L
P	Bulbine frutescens stalked bulbine	L
T	Butia capitata pindo palm	L
S	Caesalpinia gilliesii desert bird of paradise	L
T S	Callistemon citrinus bottle brush	L
T S	Callistemon pinifolius pine-leafed bottlebrush	L
T S	Callistemon subulatus callistemon (subulatus)	L
S	Calocephalus brownii cushion bush	L
P	Camissonia cherianthifolia (Oenothera) beach evening primrose	L
S	Capparis spinosa caper bush L	L
S	Carpenteria californica bush anemone	L
S	Cassia artemesioides	L
S	Cassia bicapsularis (Cassia candolleana)	L
S	Cassia didymobotria	L
S	Cassia eremophila (Cassia nemophila) desert cassia	L
S	Cassia goldmanii	L
S	Cassia odorata	L
S	Cassia phyllodenia	L
	Cassia spectabilis (Cassia excelsa)	L
S	Cassia splendida	L
S	Cassia sturtii	L
S	Cassia tomentosa	L
S	Cassia wizlizeni shrubby cassia	L
T	Casuarina cunninghamiana river she-oak	L
T	Casuarina stricta	L
S Gc	Ceanothus cultivars ceanothus	L
T	Cedrus atlantica Atlas cedar	L
T	Cedrus deodora deodar cedar	L
T	Cedrus libani cedar of Lebanon	L
Gc	Cephalophyllum spp. ice plant (Cephalophyllum)	L
T	Ceratonia siliqua carob	L
T S	Cercis occidentalis western redbud	L
S	Cereus peruvianus Peruvian apple cactus	L
S	Chamelaucium uncinatum Geraldton wax flower	L
P	Chasmanthe aethiopica chasmanthe	L
P	Cheiranthus cheiri	L
T	X Chitalpa tashkentensis chitalpa	L
T	Chorisia speciosa floss silk tree	L
P	Clivia miniata Kaffir lily	L

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EXHIBIT # 8  
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# GOLDEN SHORE DEVELOPMENT AREA

S T	Comarostaphylis diversifolia	L
S	Convolvulus cneorum bush morning glory	L
Gc P	Convolvulus sabatius ground morning glory	L
S	Cordia parvifolia little leaf cordia	L
T	Cordyline australis New Zealand cabbage tree	L
P	Coreopsis auriculata 'Nana' dwarf coreopsis	L
P	Coreopsis lanceolata coreopsis	L
P	Coreopsis verticillata cvs. threadleaf coreopsis	L
S	Correa spp. Australian fuchsia	L
T S	Cotinus coggygia smoke tree	L
S P	Cotyledon spp. cotyledon	L
S P	Crassula spp. crassula	L
P	Crocasmia hybrids (Tritonia) montbrieta	L
T	Cupresses semervirens Italian cypress	L
S	Dalea bicolor dalea (bicolor)	L
Gc	Dalea greggii trailing indigo bush	L
Gc	Dalea orcutii Baja indigo bush	L
S	Dasyliion spp. desert spoon	L
P	Deschampsia caespitosa tufted hairgrass	L
	Diplacus	L
Gc	Dodonaea procumbens hopseed bush (procumbens)	L
S	Dodonaea viscosa hopseed bush	L
S	Dodonaea viscosa 'Purpurea' purple hopseed bush	L
S	Doryanthes palmeri spear lily	L
S	Dorycnium hirsutum hairy canary clover	L
Gc	Drosanthemum spp. ice plant (Drosanthemum)	L
P	Dyckia spp. dyckia	L
P Gc	Dymondia margaretae dymondia	L
S P	Echeveria spp. hens and chickens	L
S	Echinocactus spp. barrel cactus	L
P	Echinopsis spp. (Trichocereus spp.) torch cactus	L
S	Elaeagnus pungens silverberry	L
P	Elymus spp. wild rye	L
S	Eremophila glabra emu bush L	L
S	Eremophila maculata spotted emu bush	L
S	Eremophila racemosa Easter egg bush	L
P	Erysimum hyeracifolium Siberian wallflower	L
P	Erysimum 'Jubilee' jubilee wallflower	L
P	Erysimum linifolium wallflower	L
P	Erysimum menziesii wallflower	L
P	Erysimum pulchellum wallflower	L
P	Erysimum 'Wenlock Beauty' Wenlock beauty wallflower	L
T	Erythrina americana (E.coralloides) naked coral tree	L
T	Erythrina X bidwillii coral tree	L
T	Erythrina caffra Kaffir bloom coral tree	L
T S	Erythrina crista-galli cockspur coral tree	L
T	Erythrina falcata coral tree (falcata)	L
T	Erythrina X sykesii Sykes coral tree	L

# GOLDEN SHORE DEVELOPMENT AREA

P	<i>Eschscholzia californica</i> California poppy	L
S	<i>Euphorbia lantana</i> Peruvian old man cactus	L
T	<i>Eucalyptus cinerea</i> ash leaved gum, silver dollar tree	L
T	<i>Eucalyptus citriodora</i> lemon scented gum	L
T	<i>Eucalyptus cladocalyx</i> sugar gum	L
T	<i>Eucalyptus formanii</i> Forman's mallee	L
T	<i>Eucalyptus gunnii</i> cider gum	L
T	<i>Eucalyptus kruseana</i> book-leaf mallee	L
T	<i>Eucalyptus lehmannii</i> bushy yate	L
T	<i>Eucalyptus leucoxylon</i> white ironbark	L
T	<i>Eucalyptus microtheca</i> coolibah L	L
T	<i>Eucalyptus polyanthemos</i> silver dollar gum	L
T	<i>Eucalyptus preissiana</i> bell mallee	L
T	<i>Eucalyptus robusta</i> swamp mahogany	L
T	<i>Eucalyptus rudis</i> flooded gum	L
T	<i>Eucalyptus sideroxylon</i> red iron bark	L
T	<i>Eucalyptus spathulata</i> swamp mallee	L
T	<i>Eucalyptus torquata</i> coral gum	L
T	<i>Eucalyptus viminalis</i> manna gum	L
T	<i>Eucalyptus woodwardii</i> lemon flowered gum	L
P	<i>Euphorbia characias</i> euphorbia	L
S	<i>Euphorbia milii</i> crown of thorns	L
P	<i>Euphorbia myrsinites</i> euphorbia	L
S	<i>Euphorbia pulcherrima</i> poinsettia	L
S	<i>Euryops pectinatus</i> euryops/shrub daisy	L
P	<i>Fascicularia pitcairniifolia</i> fascicularia	L
T S	<i>Feijoa sellowiana</i>	L
S	<i>Felicia fruticosa</i> shrub aster	L
T	<i>Ficus microcarpa</i> 'Green Gem' green gem ficus	L
T	<i>Ficus retusa</i> nitida	L
S	<i>Forestiera neomexicana</i> desert olive	L
S	<i>Garrya elliptica</i> coast silktassel	L
S	<i>Garrya flavescens</i> ashy silktassel	L
P	<i>Gasteria</i> spp. mother-in-law's tongue etc.	L
T	<i>Geijera parviflora</i> Australian willow	L
P	<i>Gladiolus</i> spp. gladiolus	L
P	<i>Goniolimon incanum</i> (Limonium speciosum) statice	L
S	<i>Graptopetalum</i> spp. graptopetalum	L
S	<i>Grevillea</i> spp. grevillea	L
T	<i>Grevillea robusta</i> silk oak	L
P	<i>Grindelia camporum</i> gum plant	L
S	<i>Hakea laurina</i> sea urchin tree	L
S	<i>Hakea suaveolens</i> sweet hakea	L
S	X <i>Halmiocris</i> B866sahucci halmiocris	L
S	X <i>Halmiocris wintonensis</i> halmiocris	L
S	<i>Halimium lasianthum</i> sun rose	L
P	<i>Haworthia</i> spp. haworthia	L
P	<i>Helianthemum nummularium</i> helianthemum	L

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# GOLDEN SHORE DEVELOPMENT AREA

S	Helichrysum rosemarinifolium	L
S	Heteromeles arbutifolia toyon	L
P	Homoglossum watsonium	L
S	Ilex vomitoria yaupon	L
P	Ipheion uniflorum (Tritelia) spring star flower	L
V	Ipomea indica (acuminata) blue dawn flower	L
T	Jatropha integerrima spicy jatropha	L
T	Jubaea chilensis Chilean wine palm	L
T	Juglans californica S. California black walnut	L
P	Juniperus californica California juniper	L
T	Juniperus spp. juniper	L
S	Justicia spicigera Mexican honeysuckle	L
P	Kalanchoe spp. kalanchoe	L
Gc P	Keckiella antirrhinoides yellow penstemmon	L
P	Kniphofia triangularis (galpinii) coral poker	L
P	Kniphofia uvaria red hot poker	L
T	Koelreuteria paniculata golden rain tree	L
T	Lagunaria patersonii primrose tree	L
Gc	Lampranthus spp. ice plant (Lampranthus)	L
S	Lantana camara lantana	L
S	Lantana montevidensis (sellowiana) trailing lantana	L
T S	Laurus nobilis sweet bay	L
T	Laurus 'Saratoga' Saratoga laurel	L
S	Lavandula spp. lavender	L
S	Lavatera assurgentiflora tree mallow	L
S	Leonotis leonurus lion's tail	L
T S	Leptospermum laevigatum Australian tea tree	L
T	Leucadendron argenteum Silver tree	L
S	Leucophyllum spp. purple sage, Texas ranger etc.	L
S	Leucospermum cordifolium nodding pincushion	L
P	Limonium commune var. californicum coastal statice	L
P	Limonium speciosum	L
P	Linaria purpurea toadflax	L
T	Lithocarpus densiflorus tanbark oak	L
S	Lobostemon fruiticosus eight-day-healing bush	L
S	Lonicera hispidula honeysuckle (hispidula)	L
S	Lonicera subspicata chaparral honeysuckle	L
S	Lupinus arboreus coastal bush lupine	L
P	Lychnis coronaria rose campion/crown pink	L
S	Lycium fremontii wolfberry	L
T	Lysiloma microphylla var. thornberi feather bush	L
V	Macfadyena unguis-cati cat's claw	L
S	Mahonia 'Golden Abundance' golden abundance mahonia	L
S	Mahonia lomariifolia Chinese holly grape	L
S	Mahonia nevinii Nevin mahonia	L
Gc	Mahonia repens creeping mahonia	L
S	Maireana sedifolia pearl bluebush	L
T S	Melaleuca armillaris bracelet honey-myrtle	L

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# GOLDEN SHORE DEVELOPMENT AREA

T S	Melaleuca decussata totem poles (lilac melaleuca)	L
T S	Melaleuca elliptica granite honey-myrtle	L
S	Melaleuca fulgens melaleuca (fulgens)	L
S	Melaleuca huegelii chenile honey-myrtle	L
S	Melaleuca incana grey honey-myrtle	L
T	Melaleuca linariifolia flax leaf paper bark	L
T	Melaleuca nesophila pink melaleuca	L
T	Melaleuca squamea swamp honey-myrtle	L
T	Melaleuca styphelioides prickly-leaved paperback	L
S	Mimulus spp. (shrubby) monkey flower	L
P	Muhlenbergia rigens deer grass	L
S Gc	Myoporum X 'Pacificum' pacifica saltbush	L
S Gc	Myoporum parvifolium & cvs. myoporum	L
S	Myrica californica Pacific wax myrtle	L
S	Myrsine africana African boxwood	L
S	Myrtus communis true myrtle	L
S	Nandina domestica heavenly bamboo	L
P	Narcissus spp. daffodil	L
P	Nerine spp. nerine	L
T S	Nolina recurvata (Beaucarnea recurvata) bottle palm	L
Gc P	Oenothera berlandieri	L
P	Oenothera cherianthifolia	L
P Gc	Oenothera missouriensis	L
P Gc	Oenothera macrocarpa Ozark sundrops	L
P	Oenothera pallida evening primrose (pallida)	L
P	Oenothera rosea evening primrose (rosea)	L
Gc P	Oenothera speciosa Mexican/white evening primrose	L
Gc P	Oenothera speciosa 'Rosea' pink evening primrose	L
Gc P	Oenothera stubbei Baja evening primrose	L
P	Origanum spp. dittany/oregano etc.	L
P	Ornithogalum thyrsoides chinchinchee	L
Gc	Osteospermum spp. African daisy	L
S	Ozothamnus rosemarinifolius (Helichrysum) ozothamnus	L
T	Pachycormis discolor elephant tree	L
T	Pachypodium lamerei Madagascar palm	L
P	Panicum (native spp.) switch grass	L
T	Parkinsonia aculeata Mexican palo verde/ Jerusalem thorn	L
P Gc	Pelargonium sidoides geranium (sidoides)	L
P	Pelargonium tomentosum peppermint-scented geranium	L
P	Pennisetum alopecuroides black pennisetum	L
P	Pennisetum orientale Chinese fountain grass	L
P	Penstemon wild spp. penstemon (wild)	L
P	Phlomis caballeri phlomis (caballeri)	L
S P	Phlomis cashmeriana phlomis (cashmeriana)	L
P	Phlomis cretica phlomis (cretica)	L
S P	Phlomis fruticosa Jerusalem sage	L
S P	Phlomis italica phlomis (italica)	L
P	Phlomis lanata phlomis (lanata)	L

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# GOLDEN SHORE DEVELOPMENT AREA

P	Phlomis purpurea phlomis (purpurea)	L
S	S Phlomis tuberosa phlomis (tuberosa)	L
T	Phoenix canariensis Canary Island date palm	L
T	Phoenix dactylifera date palm	L
S	Phormium tenax New Zealand flax	L
P	Phyllitis scolopendrium	L
T	Pinus attenuata knobcone pine	L
T	Pinus X attenuata knobcone-Monterey pine	L
T	Pinus brutia Calabrian pine	L
T	Pinus brutia ssp. eldarica eldarica pine	L
T	Pinus canariensis Canary Island pine	L
T	Pinus coulteri Coulter pine	L
T	Pinus eldarica	L
T	Pinus flexilis limber pine	L
T	Pinus halepensis Aleppo pine	L
T	Pinus monophylla single leaf pinyon pine	L
T	Pinus montezumae Montezuma pine	L
T	Pinus muricata bishop pine	L
T	Pinus torreyana Torrey pine	L
T	Pittosporum phylliraeoides willow pittosporum	L
S	Plecostachys serpyllifolia (Helichrysum) straw flower	L
S	Plumeria rubra frangipani	L
P	Polyanthes tuberosa tuberose	L
V	Polygonum aubertii silver lace vine	L
S P	Portulacaria afra elephant's food	L
T	Prosopis alba Argentine mesquite	L
T	Prosopis chilensis	L
T	Prosopis glandulosa Chilean mesquite	L
T	Prosopis glandulosa glandulosa Honey mesquite	L
T	Prosopis juliflora Arizona mesquite	L
T	Prosopis pubescens screwbean mesquite	L
T	Prosopis velutina velvet mesquite	L
S	Prostanthera rotundifolia round leaf mint bush	L
T S	Prunus lyonii Catalina cherry	L
T	Pseudobomax ellipticum shaving brush	L
V	Pseudogynoxys chenopodioides (Senecio)	L
S	Psoralea pinnata blue pea	L
P	Puya spp. puya	L
P	Pyrethropsis hosmariense Moroccan daisy	L
T S	Pyrethrum roseum	L
P	Pyrrosia spp. felt fern	L
T	Quercus agrifolia coast live oak	L
T	Quercus chrysolepis canyon live oak	L
T	Quercus engelmannii mesa oak	L
T	Quercus ilex holly oak	L
T	Quercus suber cork oak	L
T	Quercus tomentella island oak	L
T	Quillaja saponaria soapbark tree	L

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# GOLDEN SHORE DEVELOPMENT AREA

P	Ranunculus cortusaefolius buttercup	L
P	Ranunculus repens creeping buttercup	L
P	Ratibida columnifera Mexican hat	L
S	Rhamnus alaternus Italian buckthorn	L
S	Rhamnus californicus coffeeberry	L
P	Rhodohypoxis spp. rose grass	L
T	Rhus lancea African sumac	L
S	Rhus lentii pink-flowering sumac	L
S	Rhus trilobata squawbush	L
S	Rhus typhina staghorn sumac	L
S	Ribes aureum golden currant	L
S	Ribes indecorum white flowering currant	L
S	Ribes sanguineum red flowering currant	L
S	Ribes speciosum fuchsia flowering gooseberry	L
S Gc	Ribes viburnifolium evergreen currant	L
T	Robinia X ambigua locust	L
S	Rosa californica California wild rose	L
S	Rosa minutifolia Baja California wild rose	L
S P	Rosmarinus officinalis rosemary	L
P Gc	Rosmarinus 'Prostratus' trailing rosemary	L
S	Ruellia X brittoniana dwarf ruellia	L
P	Ruscus spp. butcher's broom	L
S	Salvia argentea silver sage	L
P	Salvia azurea grandiflora prairie sage	L
P	Salvia 'Bee's Bliss' bee's bliss sage	L
P	Salvia chamaedryoides blue sage	L
S P	Salvia coahuilensis Coahuila sage	L
P	Salvia 'Dara's Choice' Sonoma sage	L
P	Salvia dorrii purple sage	L
S	Salvia grahamii	L
S	Salvia greggii & hybrids autumn sage	L
S P	Salvia leucantha Mexican bush sage	L
S	Salvia leucophylla purple sage	L
S	Salvia mellifera black/green sage	L
S	Microphylla cherry/Graham sage	L
P S	Salvia muelleri royal purple autumn sage	L
P S	Salvia spathacea hummingbird/pitcher sage	L
P	Salvia thymoides blue salvia	L
T S	Sambucus spp. elderberry	L
S P	Santolina spp. lavender cotton	L
T	Schinus polygamous Peruvian pepper tree	L
P Gc	Sedum spp. stone crop	L
P	Sempervivum spp. house leek	L
P	Senecio cineraria dusty miller	L
S	Senecio flaccidus var. douglasii bush groundsel	L
Gc	Senecio mandraliscae kleinia	L
S	Senna artemesioides (Cassia artemesioides) feathery cassia/senna	L
S	Senna bicapsularis (Cassia candolleana) New Zealand cassia/senna	L

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# GOLDEN SHORE DEVELOPMENT AREA

S	<i>Senna didymobotrya</i> ( <i>Cassia didymobotrya</i> ) senna/cassia didymobotrya	L
S	<i>Senna multiglandulosa</i> ( <i>Cassia tomentosa</i> ) wooly senna	L
S	<i>Senna odorata</i> ( <i>Cassia odorata</i> ) senna/cassia (odorata)	L
S	<i>Senna polyantha</i> ( <i>Cassia goldmanii</i> ) Goldman's senna/cassia	L
S	<i>Senna phyllodenia</i> ( <i>Cassia phyllodenia</i> ) silver cassia/senna	L
S	<i>Senna spectabilis</i> ( <i>Cassia excelsa</i> ) senna/cassia (spectabilis/excelsa)	L
S	<i>Senna splendida</i> ( <i>Cassia splendida</i> ) golden wonder	L
S	<i>Senna sturtii</i> ( <i>Cassia sturtii</i> ) Sturt's cassia/senna	L
P	<i>Silene</i> spp. moss pink/campion	L
P	<i>Sinningia tubiflora</i> velvet slipper	L
P	<i>Sisyrinchium bellum</i> blue-eyed grass	L
V	<i>Solanum xanthi</i> purple nightshade	L
S Gc	<i>Sollya heterophylla</i> Australian bluebell creeper	L
T S	<i>Sophora secundiflora</i> Texas mountain laurel	L
P	<i>Sphaeralcea</i> spp. desert/globe mallow	L
P	<i>Sprekelia formosissima</i> Aztec lily	L
P	<i>Stachys albotomentosa</i> betony	L
P	<i>Stipa cernua</i> nodding feather grass	L
P	<i>Stipa gigantea</i> giant needle grass	L
P	<i>Stipa lepida</i> foothill stipa	L
P	<i>Stipa stipa spinosa</i> desert bunch grass	L
P	<i>Stipa tenuissima</i> Mexican feather grass	L
S	<i>Styrax officinale californicum</i> California storax	L
P S	<i>Sutera</i> spp. sutera	L
S	<i>Symphoricarpos albus</i> snowberry	L
T	<i>Tagetes lemmoni</i> mountain marigold	L
T S	<i>Tanacetum coccinium</i> ( <i>Pyrethrum roseum</i> ) painted daisy	L
P	<i>Tanacetum haradjanii</i> tansy	L
T S	<i>Tecoma stans</i> yellow bells	L
P Gc	<i>Teucrium chamaedrys</i> germander	L
S Gc	<i>Teucrium cossonii</i> Majorcan germander	L
S	<i>Teucrium fruticans</i> bush germander	L
S	<i>Teucrium marum</i> cat thyme	L
P	<i>Thalictrum fendleri</i> var. polycarpum meadow rue	L
T	<i>Toona sinensis</i> ( <i>Cedrela sinensis</i> ) Chinese toon	L
P	<i>Trichocereus</i> spp.	L
P	<i>Tricyrtis hirta</i> toad lily	L
Gc	<i>Trifolium fragiferum</i> O'Connor O'Connors legume (revegetation use)	L
P	<i>Tritelia laxa</i> Ithuriel's spear	L
P	<i>Urginea maritima</i> sea squill	L
P	<i>Verbascum bombiciferum</i> mullein	L
P	<i>Verbascum phoeniceum</i> purple mullein	L
Gc P	<i>Verbena gooddingii</i> Goodding verbena	L
Gc P	<i>Verbena lilacina</i> lilac verbena	L
Gc P	<i>Verbena peruviana</i> Peruvian verbena	L
Gc P	<i>Verbena tenuisecta</i> moss verbena	L
T	<i>Vitex agnus-castus</i> chaste tree	L
V	<i>Vitis californica</i> California wild grape	L

# GOLDEN SHORE DEVELOPMENT AREA

V	Vitis girdiana desert grape	L
T	Washingtonia filifera California fan palm	L
T	Washingtonia robusta Mexican fan palm	L
S	Westringia fruticosa (rosmariniformis) coast rosemary	L
S	Westringia glabra violet westringia	L
S	Westringia longifolia westringia (longifolia)	L
S	Westringia raleighi Raleigh westringia	L
S	Westringia 'Wynyabbie Gem' Wynyabbie gem westringia	L
P	Xanthorrhoea spp. grass tree	L
S T	Yucca spp. yucca	L
T	Zelkova serrata saw leaf zelkova	L
T	Ziziphus jujuba Chinese jujube	L

T	Acacia pennatula pennatula acacia	VL
T	Acacia smallii desert sweet acacia	VL
S	Adenostoma fasciculatum chamise	VL
T S	Adenostoma sparsifolium red shanks/ribbonwood	VL
T	Aesculus californica California buckeye	VL
P	Amaryllis belladonna naked lady	VL
S T	Arctostaphylos diversiloba (Comarostaphylis diversiloba) summer holly	VL
P	Arum italicum Italian Arum	VL
P	Asteriscus sericeus	VL
S Gc	Atriplex spp. saltbush	VL
S	Baccharis sarothroides desert broom	VL
S Gc	Baccharis 'Centennial' bentennial baccharis	VL
S	Calliandra californica Baja fairy duster	VL
S	Calliandra eriophylla fairy duster	VL
S	Carnegiea gigantea saguaro	VL
S Gc	Ceanothus spp. California lilac	VL
S	Cephalocereus spp. old man cactus	VL
T	Cercidium floridum	VL
T	Cercidium microphyllum little leaf palo verde	VL
T	Cercidium praecox Sonoran palo verde	VL
S	Cercocarpus betuloides mountain ironwood	VL
S	Cercocarpus minutiflorus San Diego mountain mahogany	VL
T	Chilopsis linearis desert willow	VL
V	Clematis lasiantha pipestem clematis	VL
V	Clematis pauciflora small flowered clematis	VL
S	Cleome isomeris bladder pod	VL
P	Coreopsis gigantea giant coreopsis	VL
P	Coreopsis maritima sea dahlia	VL
T	Cupressus arizonica ssp. arizonica Cuayamaca cypress	VL
T	Cupressus arizonica var. glabra smooth Arizona cypress	VL
T	Cupressus guadalupensis forbesii tecate cypress	VL
S	Dendromecon spp. bush poppy	VL
T	Dracaena draco dragon tree	VL
P	Dudleya spp. dudleya, live forever	VL
P	Encelia californica California encelia	VL

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# GOLDEN SHORE DEVELOPMENT AREA

S	Encelia farinosa brittle bush	VL
P	Epilobium spp.(Zauchneria) California fuchsia	VL
S P	Eriogonum spp. buckwheat	VL
P	Eriophyllum confertiflorum golden yarrow	VL
T	Eucalyptus macranda long flowered marlock	VL
S	Euphorbia rigida euphorbia	VL
S	Euphorbia tirucalli milk bush	VL
S	Fallugia paradoxa Apache plume	VL
S	Ferocactus spp. barrel cactus	VL
S	Fouquieria splendens ocotillo	VL
S	Fremontodendron spp. flannel bush	VL
S	Galvesia juncea Baja bush-snapdragon	VL
S	Galvesia speciosa island bush snapdragon	VL
S	Garrya fremontii Fremont silktassel	VL
S	Hesperaloe funifera Coahuilan hesperaloe	VL
S	Hesperaloe parviflora red/ yellow yucca	VL
S	Isocoma spp. (Haplopappus) goldenbush	VL
Gc	Iva hayesiana poverty weed	VL
S	Justicia californica chuparosa	VL
Gc P	Keckiella cordifolia heart-leaved penstemmon	VL
P	Larrea tridentata creosote	VL
P	Lemaireocereus thurberi	VL
S P	Lobelia laxiflora Mexican bush lobelia	VL
P	Lotus scoparius deer weed	VL
T	Lyonothamnus floribundus Catalina ironwood	VL
S	Malacothamnus fasciculatus bush mallow	VL
S	Malosma laurina (Rhus laurina) laurel sumac	VL
T	Melia azedarach chinaberry	VL
P	Monardella villosa coyote mint	VL
P	Muscari macrocarpum grape hyacinth	VL
P	Nassella cernua nodding needlegrass	VL
P	Nassella lepida foothill needlegrass	VL
P	Nassella pulchra purple needlegrass	VL
P	Nassella tenuissima Texas needle grass	VL
P	Nauplius sericeus (Asteriscus sericeus) Canary island daisy	VL
S P	Nolina spp. bear grass	VL
P	Oenothera fruiticosa golden sundrops	VL
S	Opuntia spp. prickly pear/cholla	VL
T	Parkinsonia florida (Cercidium floridum) blue palo verde	VL
T	Pinus edulis pinyon pine	VL
T	Pinus sabiniana foothill/Gray pine	VL
T S	Prunus ilicifolia holly leaf cherry	VL
T S	Quercus berberidifolia California scrub oak	VL
T	Quercus douglasii blue oak	VL
T S	Quercus dumosa Nutall's scrub oak	VL
T	Quercus wislizeni interior live oak	VL
P	Ranunculus californicus California buttercup	VL
Gc	Rhagodia deltophylla rhagodia	VL

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# GOLDEN SHORE DEVELOPMENT AREA

S	Rhamnus croceus redberry	VL
S	Rhamnus croceus ilicifolia hollyleaf redberry	VL
S	Rhus integrifolia lemonade berry	VL
S	Rhus laurina	VL
S	Rhus ovata sugar bush	VL
S	Ribes malvaceum chaparral currant	VL
S P	Romneya coulteri Matilija poppy	VL
S	Ruellia californica rama parda	VL
S	Salvia apiana white sage	VL
P	Salvia californica Baja California sage	VL
S	Salvia clevelandii & hybrids Cleveland/Alan Chickering etc.	VL
S	Salvia munzii San Miguel Mountain sage	VL
T	Schinus molle California pepper tree	VL
S	Shepherdia argentea silver buffaloberry	VL
S	Simmondsia chinensis jojoba	VL
P	Stenocereus thurberi (Lemaireocereus) organ pipe cactus	VL
P	Stipa pulchra feather grass	VL
S P	Trichostema lanatum woolly/mountain blue curls	VL
S P	Trichostema parishii	VL
S	Viguiera laciniata San Diego County viguiera	VL
S P	Xylococcus bicolor mission manzanita	VL
P	Zauschneria spp.	VL
	Note: Many Echinocactus spp. are now in other genera including Ferrocactus, Echinopsis, Parodia, Sclerocactus and others	



**RECEIVED**  
South Coast Region

MAR 18 2011

CALIFORNIA  
COASTAL COMMISSION

**From:** Rachel Torres [mailto:rtorres@unitehere11.org]

**Sent:** Friday, March 18, 2011 9:57 AM

**To:** John Ainsworth

**Cc:** Sara Wan

**Subject:** Golden Shore Master Plan

LB LCP 1-10

Hi Jack,

Commissioner Wan asked for me to follow up with you directly regarding our interest that the Golden Shore Master Plan be heard in June so that our coalition, the Long Beach Coalition for Good Jobs and a Healthy Community, could attend the meeting and speak in opposition to the Plan. At both the Long Beach Planning Commission and City Council meeting last year, our Coalition spoke in opposition to the Plan due to its multiple violations of the Coastal Act. In fact, we were the only group speaking in public comment. These were some of our comments at the City Council meeting:

"The City Council will decide whether to amend the Local Coastal Program for PD-6, Subarea 1. LCPs are expected to be in conformance with the Coastal Act which ultimately governs this area. As we previously argued on the Hotel Sierra project, we believe strongly that our coast belongs to all Californians. However, there are serious concerns that this project may deny access and therefore violate the Coastal Act. The EIR for the Golden Shore Master Plan identified potentially significant environmental impacts that cannot be fully mitigated and are therefore significant and unavoidable.

One of these impacts is air quality. Construction activities associated with implementation of the proposed project would result in an exceedance of regional and localized emissions thresholds which is inconsistent with the Air Quality Management Plan, and Chapter 3 of the Coastal Act. Therefore, our coalition members will breathe more polluted air and suffer increased susceptibility to asthma as we do near the Port of Long Beach.

Another impact is traffic and parking. This project is within the PD-6, Subarea 1 zone, which is governed by a lawsuit that ensures buildings higher than 200 feet are subject to Coastal Commission approval. Density translates into increased traffic along the already congested 710 exit along Ocean Blvd. This project is quite dense with heights reaching 40 stories. The current buildings are only 6 stories, which would mean that the implementation of the proposed project would result in impacts to local and CMP intersections in excess of established level of service standards. Our coalition members will lose time in traffic jams and lose access to recreational activities imposed by the project.

Therefore, by approving these amendments, our members, who live, work, and recreate in the city and along the coast, will likely be our members whose public access and coastal enjoyment will be adversely affected by the construction and operation of this project."

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We have been engaged at every level of development locally. We made our opposition known to local Long Beach city staff, and local Coastal Commission staff. Below is a local news article covering our opposition to the Golden Shore Master Plan.

Thank you for your attention in this matter. If you should have further questions, please do not hesitate to call me.

## Golden Shore Plan Excites City Council

Posted: Friday, April 23, 2010 12:00 am

Golden Shore Plan Excites City Council By Harry Saltzgaver  
Executive Editor [gazettes.com](http://gazettes.com) | [0 comments](#)

A huge redevelopment of the west end of Ocean Boulevard was embraced last week by the City Council, with the caveat that a nod be given to good local jobs as the project moves forward.

Called the Golden Shore Master Plan, the project would replace the Union Bank building, the City Bank building and the Molina Health Care headquarters building on either side of Golden Shore.

Built in three phases over the next eight to 10 years, the completed project would include four high-rise buildings, with one at 40 stories.

An Environmental Impact Report was certified on March 12 by the city's Planning Commission and was not appealed.

The action last Tuesday by the City Council approves the changes (including a 200-foot height limit) in the planned unit development.

The decision now sends the proposal on to the state Coastal Commission for final approval.

Each phase of the project still must go before the Planning Commission for final site plan and building reviews.

Demolition of the first building — the Molina headquarters — could start as early as next year.

Mayor Bob Foster and several council members praised the property owners — Skip Keesal and the Molina family — as strong corporate citizens with unquestioned integrity when it came to doing the right thing in the city.

George Medak is representing the development as it goes through the approval process.

But several members of a group called the Long Beach Coalition for Good Jobs and a Healthy Community spoke against the Golden Shore plan.

With the exception of Jerry Cummings, pastor at St. Luke's Episcopal Church, all the opponents also are members of Unite Here Local 11, a union group organizing hotel workers.

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"It exceeds the 2300-foot threshold. That means it allows more business without more public benefit. We need to have a guarantee of good jobs. And this accelerates the gentrification of downtown without any effort toward affordable housing."

Fifth District Councilwoman Gerrie Schipske asked Medak how many construction jobs the \$1 billion project was expected to generate, and asked what guarantee the city could get that the construction companies would hire locally.

Medak said that there would be 2,200 people working during the peak periods, and that subcontractors would be urged to hire locally before bids are accepted.

Foster and others noted that the city had no direct involvement or investment in the project, which meant that the city could not dictate items such as hiring practices.

Derek Smith, political director for Unite Here, said a concern was the 400-room hotel that is part of two out of the three potential plans.

"It is impossible to build a first-class tourist industry without first-class jobs," Smith said. "It also isn't fair to the hotels who do offer a first-class job."

Unite Here and the coalition received strong support from Seventh District Councilwoman Tonia Reyes Uranga.

Uranga noted that she had signed a pledge created by the coalition for candidates in the municipal election that stressed judging new projects based on agreements for good jobs at living wages.

Uranga also said she was concerned about impact along the 710 Freeway during construction, saying this project would be underway at the same time as the Middle Harbor Project in the Port of Long Beach and would be causing a lot of construction traffic.

But the downtown council members, First District Councilman Robert Garcia and Second District Councilwoman Suja Lowenthal, championed the Golden Shore Master Plan, saying it was a great chance to change the Long Beach skyline for the better.

"When someone wants to make a massive investment in our city like this, I think that's a really big deal," Garcia said.

"And the concept of added density excites me. I hear the talk about gentrification, but to me we need more people downtown in order for downtown to succeed. Any time we can add towers (downtown), I think we need to take advantage of that."

The project would have a maximum of 1,379 residential units, 340,000 square feet of office space, a 400-room hotel (one option eliminates the hotel in favor of residential units), 27,000 square feet of conference and banquet space and up to 3,430 parking spaces.

Most of the property, 4.31 acres, is west of Golden Shore — the City Bank and Molina properties.

The Union Bank and adjacent parking is on 1.56 acres east of Golden Shore.

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Derek Burnham, the city's planning officer, said the state Coastal Commission's primary concern likely would be public access to the coast.

With the open space planned in the new project, there actually would be more access than there is now, he said.

"I don't think you could find people with better integrity," Foster said of the Keesals and the Molinas as he closed the hearing.

"I want to thank you for all you do for the city. I'm sure this is going to be an iconic project."

--

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March 21, 2011

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California Coastal Commission  
Attn: Peter M. Douglas, Executive Director  
45 Fremont, Suite 2000  
San Francisco, CA 94105-2219

RE: *City of Long Beach Local Coastal Program Amendment No.  
LOB-MAJ-1-10*

Dear Mr. Douglas,

On behalf of the Long Beach Coalition for Good Jobs and a Healthy Community, we respectfully request that the above-referenced case be heard at the June 2011 Coastal Commission hearing. This serves two purposes: 1) It allows the public at least 30 days to adequately review the staff report and comment on it; 2) The June meeting will be held in Marina Del Rey which is in much closer proximity to the project site and allows the affected public to attend the hearing.

According to Coastal Commission staff, the staff report for the Long Beach LCPA will be released on March 30, 2011. This is only 14 calendar days before the proposed hearing date. This does not provide sufficient time for our expert consultants to review the document. In *Littlejohn v. California Coastal Commission*, the Court ruled that the California Environmental Quality Act (CEQA) requires the Coastal Commission to circulate its CDP staff reports (which are deemed the functional equivalent of environmental impact reports) at least 30 days in advance of Commission hearings. The Court made clear that the Coastal Commission's existing practice, which was to release its staff reports only about 15 days before its monthly meetings, violates CEQA. In forcing the Coastal Commission to give the public more time to review Commission staff reports, the *Littlejohn* decision protects the public's ability to provide comment or muster expert testimony for hearings on controversial projects, the Court noting:

In sum, the Coastal Commission is governed by section 21091's requirement for a 30 day review period for its staff report, the functional equivalent of an EIR. It did not provide 30 days for public comment. Pub. Res. Code section 21168.5 provides that an

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agency decision may be set aside only if there was a prejudicial abuse of discretion. Abuse of discretion is established if the agency did not proceed in a manner required by law. *Ibid.* Although lack of adequate notice usually requires prejudice in other contexts, and there is no evidence that Littlejohn or any other member of the public was prejudiced by the 10 day period for comment on the staff report, full compliance with the letter of CEQA is essential to its public purpose and a failure to provide the full 30 day period by itself warrants setting aside the Coastal Commission's decision. See *Ultramar, supra*, 17 Cal.App.4th at 701-02, 703-04. See also, *Gilroy Citizens for Responsible Planning v. City of Gilroy* (2006) 140 Cal.App.4th 911, 922.

The hearing on this LCPA should be postponed until June, as it is also in the public's interest that the hearing be scheduled near the vicinity of the project site. The May 2011 is scheduled for Santa Rosa while the June hearing is set for Marina Del Rey. At both the Long Beach Planning Commission and City Council meeting last year, our Coalition spoke in opposition to the Plan due to its multiple violations of the Coastal Act. In fact, we were the only group speaking in public comment. The issues presented to the City were technical ones as to traffic and parking involving presentation of opinions by traffic experts, and accordingly obtaining expert response to the Commission Staff report will likely require several weeks. Therefore, it is most appropriate for this LCPA to be considered at the June 2011 meeting.

Thank you for your attention in this matter. If you should have further questions, please do not hesitate to call.

Best regards,

  
Andrew Kahn

AJK:ja

cc: Commissioner Sara Wan  
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