

CALIFORNIA COASTAL COMMISSION

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

December 23, 1997



TO: Commissioners and Interested Persons

FROM: Charles Damm, Deputy Director
Pam Emerson, Los Angeles County Area Supervisor
Charles Posner, Coastal Program Analyst

SUBJECT: Major Amendment Request No. 2-97 to the City of Long Beach Certified Local Coastal Program (For Public Hearing and Commission Action at the January 12, 1998 meeting in San Luis Obispo).

SYNOPSIS

The City of Long Beach Local Coastal Program (LCP) was certified by the Coastal Commission on July 22, 1980. The current proposal is the City's second major LCP amendment request for 1997. The proposed LCP amendment affects only the implementing ordinances (LIP) portion of the City's certified LCP contained in the City's Downtown Shoreline Planned Development District (PD-6) Ordinance. The certified Land Use Plan (LUP) is not affected. The proposed LCP amendment modifies the use, height, access, and parking design standards for Subarea 7 of the Downtown Shoreline Planned Development District.

The proposed changes to the certified LCP are contained in Ordinance No. C-7510 (Exhibit #4). Resolution No. C-26266 submits the LCP amendment request for certification by the Commission (Exhibit #3). The City Council adopted Ordinance No. C-7510 at a public meeting on October 28, 1997.

SUMMARY OF STAFF RECOMMENDATION

The City has submitted the proposed LCP amendment in order to undo an inadvertent change to the LCP which occurred in 1995. LCP Amendment Request No. 2-97 would reinstate previously approved development standards for Subarea 7 of the Downtown Shoreline Planned Development District. On February 18, 1992, the Commission conditionally approved new development standards for Subarea 7 of the Downtown Shoreline Planned Development Ordinance as part of LCP Amendment No. 1-92 (Ocean Promenade Tower). However, on May 10, 1995, the previously approved development standards for Subarea 7 were inadvertently omitted from the certified LCP when the Commission approved of LCP Amendment No. 1-95 (Queensway Bay Plan). LCP Amendment No. 1-95 incorporated the provisions of the Queensway Bay Plan into the certified LCP. The currently proposed LCP Amendment would reinstate the development standards for Subarea 7 which the Commission approved pursuant to LCP Amendment No. 1-92 in 1992.

Staff is recommending that the Commission, after public hearing, approve the proposed LCP amendment as submitted because it is consistent with the certified LUP and the Commission's 1992 action, and would adequately carry out the provisions of the LUP. The motion to accomplish this recommendation is on page two.

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STANDARD OF REVIEW

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

ADDITIONAL INFORMATION

Copies of the staff report are available at the South Coast District office located in the ARCO Center Towers, 200 Oceangate, Suite 1000, Long Beach, 90802. To obtain copies of the staff report by mail, or for additional information, contact Charles Posner in the Long Beach office at (562) 590-5071.

I. STAFF RECOMMENDATION

Staff recommends adoption of the following motion and resolution:

APPROVAL OF THE AMENDMENT TO THE LCP IMPLEMENTING ORDINANCES AS SUBMITTED

MOTION

"I move that the Commission reject amendment request No. 2-97 to the City of Long Beach LCP Implementing Ordinances as submitted."

Staff recommends a NO vote which would result in the adoption of the following resolution and findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

Resolution to certify the amendment to the Implementing Ordinances as submitted

The Commission hereby approves the certification of the amendment to the Implementing Ordinances of the City of Long Beach Local Coastal Program, for the reasons discussed below on the grounds that the amended ordinances, maps, and other implementing actions are consistent with, and adequate to carry out, the provisions of the certified Land Use Plan, as provided in Section 30513 of the Coastal Act. This amendment is consistent with applicable decisions of the Commission that guide local government actions pursuant to Section 30625(c) of the Coastal Act, and approval of the amendment will not have significant environmental effects for which feasible mitigation measures have not been employed consistent with the California Environmental Quality Act.

II. FINDINGS

The following findings support the Commission's approval of the amendment to the LCP Implementing Ordinances as submitted. The Commission hereby finds and declares as follows:

A. Amendment Description

The proposed LCP amendment, contained in Ordinance No. C-7510 (Exhibit #4), modifies the use, height, access, and parking design standards for Subarea 7 of the Downtown Shoreline Planned Development District (PD-6). The City's Planned Development District (PD-6) Ordinance contains the implementing ordinances (LIP) of the certified LCP for the Downtown Shoreline area of Long Beach. The implementing ordinances (LIP) carry out the provisions of the certified Land Use Plan (LUP). Ordinance No. C-7510, modifying the PD-6 Ordinance, was adopted by the Long Beach City Council on October 28, 1997.

In order to be certified by the Commission pursuant to Section 30513 of the Coastal Act, the proposed amendment to the Implementation Sections of the LCP must conform to the certified LUP and be adequate to carry out the provisions of the LUP. The proposed amendment will become effective immediately following certification by the Coastal Commission.

As previously stated, the proposed LCP amendment affects only Subarea 7 of the Downtown Shoreline Planned Development District (PD-6) (Exhibit #2). Subarea 7 is located on the south side of Ocean Boulevard, and is bounded by Collins Way on the east, Seaside Way on the south, Pine Avenue on the west, and Ocean Boulevard on the north. Subarea 7 is comprised of three building sites, only one of which is vacant, and the entrance to the Promenade South, the main pedestrian accessway to the coast in the Downtown Shoreline area. Two of the the building sites in Subarea 7 are currently developed with two structures, both of which are over one hundred feet in height: The Breakers senior residential complex (210 E. Ocean Blvd.) and the Dean Witter office building (180 E. Ocean Blvd.). The third building site in Subarea 7 is the vacant parcel at the corner of Pine Avenue and Ocean Boulevard (100 E. Ocean Blvd.). The vacant parcel may soon be developed under the standards adopted by the proposed LCP amendment.

On November 13, 1997, the City of Long Beach submitted its amended Downtown Shoreline Planned Development Ordinance (PD-6) for certification as an amendment to the LCP Implementing Ordinances (Exhibit #4). The LCP Amendment request, with modifications to Subarea 7 underlined, reads as follows:

SUBAREA 7

This subarea currently contains an office building and the Breakers Hotel (designated by the City as a cultural landmark).

- (a) Uses. Residential, hotel and office with hotel or residential uses occupying not less than one-third of the land area of this subarea. Retail, personal service, art galleries, and restaurants may be

permitted in addition to residential uses in mixed use buildings. The location of these commercial uses shall be limited to the Ocean Boulevard level and levels below Ocean Boulevard. Restaurants and art galleries may also be permitted on the top levels of buildings in this subarea. The entrance to the Promenade South, as an extension of Promenade North, shall also be completed in this subarea. If the Breakers is replaced, its site shall be reused for hotel or residential use. The City property on the south side of Ocean Boulevard in this subarea shall be maintained as a part of Victory Park, except that City street vacations can be allowed only if a functional area at least 1.5 times the size of the vacated street area is kept open for public use for the life of the use which requires vacation of the City street.

(b) Access:

1. Vehicular Access. All new buildings shall have vehicular access only from Seaside Way or Pine Avenue. Existing buildings may utilize existing Ocean Boulevard access provided that such access is for passenger loading and unloading.
2. Pedestrian Access. Pedestrian access will be provided from Ocean Boulevard southerly on the Promenade South as approved in Coastal Commission Permit No. A71-78. The east/west pedestrian walkway shall be extended through this area along the southern edge of development parcels to the Promenade South. In order to provide necessary pedestrian interaction in the area, new developments shall provide public walkways, at least ten feet in width, around the perimeter of the site. In addition, whenever it is feasible the development shall provide shoreline viewing areas. The walkways and viewing areas shall be guaranteed public access through easements or deed restrictions, or lease agreement provisions.

(c) Building Design:

1. Site location. New development between the Jergins Trust site and the Breakers should be set back not less than twenty feet behind the string line between the two buildings to accent the entry to the Promenade South and to highlight the two buildings. In no case shall it be setback less than one hundred twenty feet from the curbline of Ocean Boulevard. A corner cut-off for access from Promenade North measuring one hundred twenty feet by one hundred twenty feet shall be provided at the northwest corner of the site, measured along the north and west property lines, clear from Ocean Boulevard grade to the sky. A side yard setback of not less than ten feet shall be provided from the property lines on the east side. Replacement of the Jergins Trust building shall provide a similar corner cut-off on the northeast corner of the site in order to create a cohesive entry feature to the Promenade South from Pine Avenue.

2. Height. Low and/or high rise, not to exceed 250 feet above Ocean Boulevard grade, except for the development between the Promenade South and Pine Avenue, the height can be up to four hundred and twenty-five feet (425') only if the building meets the following conditions and is designed and articulated as follows:
 - A. The portion of the building higher than 85 feet above Ocean Boulevard grade has a building footprint no greater than 70 percent of the site area, and is set back a minimum of 25 feet from the east property line, and a minimum of 15 feet from the west property line, with the exception of minor projections;
 - B. Horizontal architectural features and minimal terracing, although subordinate to the building's vertical nature, occur substantially in line with the top of the parapet of the front parapet of a surviving Ocean Center Building (100 West Ocean Boulevard) and with the top of the parapet of a surviving building (180 East Ocean Boulevard), both existing at the time of this amendment;
 - C. The periphery of the building at the Ocean Boulevard level shall contain only pedestrian serving uses such as retail, office, and entrance lobbies; and shall provide a minimum 10 foot wide by 10 foot high open walkway or arcade adjacent to the west and south property lines which shall always remain open and accessible to the public every day between 8 a.m. and dusk.;
 - D. The developer of the site shall submit a traffic study for the proposed building which shows that the additional height of the building above 250 feet does not reduce the Level of Service (LOS) at the intersections of Ocean Blvd./Pine Ave. and Pine Ave./Seaside Way below LOS D.
3. Site coverage. [No Change (See Exhibit #4, p.39)].
4. Special design features. The Promenade South and promenade entrance area. [No Changes to Sections A-F; add Section G below (See Exhibit #4, p.40)].
 - G. The developers of all construction of new buildings, of all condominium conversions, and of all changes in the use shall provide for the construction of the Promenade and public walkways abutting the site and over one-half the width of the public right-of-way necessary to join the Promenade to the adjoining property. On the site of the old Jergins building, future developers are required to pay an in-lieu fee equivalent to one-half of the cost of a bridge structure across Pine Avenue. The in-lieu fee shall be used only for the expansion of the Promenade South

bridge over Seaside Way and/or for the extension of the east/west public walkway from the Promenade South to Subarea 5.

- (d) Parking. Number of spaces. Reuse of existing buildings shall not require parking in excess of what currently exists. New construction shall provide parking as required for new development. All parking shall be enclosed and located below Ocean Boulevard level, except if the architectural treatment of higher levels of parking blends into the facade of the rest of the building so that they do not appear as parking levels from the outside of the building. The periphery of the building at the Ocean Boulevard level shall contain only pedestrian serving uses such as retail, office, and entrance lobbies; and shall provide a minimum 10 foot wide by 10 foot high open walkway or arcade adjacent to the west and south property lines as further described in Section (c).2.C. of the Specific Development and Use Standards for Subarea 7. Office building and commercial use parking shall be available for public use on evenings and weekends. Office uses may lease Convention Center parking for usual business requirements.
- (e) Developer on and off-site Improvements and Maintenance. [No Change (See Exhibit #4, p.42)].

The Commission acted on and approved a very similar LCP amendment for Subarea 7 in 1992. On February 18, 1992, the Commission approved new development standards for Subarea 7 of the Downtown Shoreline Planned Development Ordinance as part of LCP Amendment No. 1-92 (Ocean Promenade Tower). City of Long Beach LCP Amendment No. 1-92, approved with suggested modifications, modified the use, height, access, and parking design standards for Subarea 7 of the Downtown Shoreline Planned Development District in order to allow the construction the 35-story, 425 foot tall residential/commercial Ocean Promenade Tower in downtown Long Beach at the southeast corner of Ocean Boulevard and Pine Avenue (100 E. Ocean Boulevard).

On February 18, 1992, the Commission also approved Coastal Development Permit A-5-91-845 on appeal for the construction of the 35-story, 425 foot tall residential/commercial Ocean Promenade Tower. The Ocean Promenade Tower was approved with 250 condominium units, 23,625 square feet of commercial/retail space, a 2,000 square foot art gallery, and 655 parking spaces located in the eight lowest levels of the structure, only three of which were located below Ocean Boulevard level. The approved high-rise was not built and Coastal Development Permit A-5-91-845 expired in 1994.

Then on May 10, 1995, the previously approved (1992) development standards for Subarea 7 were inadvertently omitted from the certified LCP when the Commission approved of LCP Amendment No. 1-95 (Queensway Bay Plan). LCP Amendment No. 1-95 revised the entire Downtown Shoreline Planned Development Ordinance by incorporating the provisions of the Queensway Bay Plan into the Downtown Shoreline Planned Development Ordinance and the certified LCP. The City has submitted LCP Amendment No. 2-97 in order to undo the inadvertent changes to the Subarea 7 development standards which occurred in 1995.

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The currently proposed LCP Amendment would reinstate the development standards for Subarea 7 which the Commission approved pursuant to LCP Amendment No. 1-92 in 1992. All of the Commission's suggested modifications that were approved in 1992 (as part of LCP Amendment No. 1-92) for Subarea 7 have been incorporated into the City's submittal of LCP Amendment Request No. 2-97. The Commission's approval of LCP Amendment Request No. 2-97 would reinstate previously approved development standards for Subarea 7 of the Downtown Shoreline Planned Development District. Staff is recommending that the Commission approve the proposed LCP amendment as submitted since it is consistent with the certified LUP and the Commission's 1992 action, and would adequately carry out the provisions of the LUP.

B. Analysis

The certified LCP contains specific LUP policies for the Downtown Shoreline area which regulate land use and development. LCP Subarea 7, the only subarea affected by the proposed LCP amendment, is within the Downtown Shoreline area (Exhibit #2). As stated above, the proposed amendment to the Implementation Sections of the LCP must conform to the certified LUP and be adequate to carry out the provisions of the LUP.

The proposed LCP amendment modifies the use, height, access, and parking design standards for Subarea 7 of the Downtown Shoreline Planned Development District. All of the certified development standards for Subarea 7, including the requirements for a corner cut-off, South Promenade entrance and East/West public walkway, remain in the LCP. The proposed LCP amendment does not delete any of the certified development standards currently contained in the LCP. The proposed LCP amendment is comprised entirely of added language which modifies the certified development standards of the certified LUP.

The following is an analysis of the certified development standards and the modifications proposed by the LCP amendment (See Exhibit #4, ps.35-42):

Land Use

The proposed modifications to the Implementing Ordinances (LIP) for Subarea 7 will allow residential, hotel, office, retail, personal service, art galleries, and restaurant uses in the subarea where the currently certified LIP allows only residential, hotel and office uses (Exhibit #4, ps.35-36). In 1992, the Commission approved LCP Amendment No. 1-92 with the currently proposed mixture of allowable uses.

The certified LUP, as it applies to the Downtown Shoreline area, calls for a revitalization of the downtown area as a way of drawing more people to the shoreline of Long Beach. The certified LUP calls specifically for commercial and residential uses on the south side of Ocean Boulevard. Pine Avenue and the Promenade, both part of Subarea 7, are identified as the main pedestrian corridors which connect the central downtown area to the actual shoreline of the city. Subarea 7 is situated south of Ocean Boulevard, between central downtown and the actual shoreline (Exhibit #2). The development of Subarea 7

with a mixture of uses that attract people to the area will greatly strengthen the connection between the redeveloped areas of central downtown with the redeveloped shoreline area. A mixture of commercial uses is thus encouraged by the certified LUP.

Increased pedestrian use of the downtown area will help to revitalize the area. The LUP states that the design theme for the City's revitalization program emphasizes a very strong connection between the major elements north of Ocean Boulevard and the shoreline amenities. The Promenade, a pedestrian boardwalk, runs through the center of Subarea 7 connecting the shoreline amenities with the rest of the downtown area north of Ocean Boulevard. Increased pedestrian use in the area will promote the shoreline amenities of the City and increase public access to the coast. The proposed LIP amendment carries out the LUP policies by allowing additional commercial uses which will attract more pedestrians to the area.

Additionally, the proposed LCP amendment limits the art galleries, retail and personal service uses to the Ocean Boulevard level rather than allowing those uses on all levels of a structure. Allowing these additional commercial uses on the street level is meant to encourage increased pedestrian use along the Promenade and Ocean Boulevard. Therefore, the proposed modifications to the use standards of the LIP conform to, and can carry out the provisions of the certified LUP.

Vehicular Access

The certified LIP allows vehicular access to new developments only from Seaside Way or Pine Avenue (Exhibit #4, p.36). No modifications are proposed to this standard. There is only one building site in Subarea 7 which is situated adjacent to Pine Avenue, and that is the site of the Jergins Trust building which was demolished c. 1990. The LCP does not allow vehicular access from Ocean Boulevard.

Pedestrian Access

The proposed LIP amendment carries out the LUP policies which encourage pedestrian access and coastal viewing by requiring the provision of areas for the public to view the coast and the City's shoreline amenities. Increased public use of viewing areas will promote pedestrian use of the area and improve access to the coast. The certified LCP requires the extension of the east/west public walkway across the southerly edge of Subarea 7. The modified LIP will strengthen the LCP requirements for public access by requiring deed or lease restrictions for guaranteed public access and coastal viewing areas in Subarea 7 (Exhibit #4, ps.36-37). Open public areas create an open atmosphere which is conducive to pedestrian use and coastal access.

Additionally, the ten foot wide public walkway or arcade required by the proposed amendment along the south and west perimeter of the Jergins site (100 E. Ocean Blvd.) will be a significant public amenity and ensures that the future development of the site will be part of the whole pedestrian oriented Promenade area. The permitted pedestrian oriented commercial uses at the Ocean Boulevard and Promenade level will also encourage public use of the

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area. The currently proposed modifications to the pedestrian access standards were included in the Commission's approval of LCP Amendment No. 1-92 in 1992. Therefore, the proposed modifications to the pedestrian access standards of the LIP conform to, and carry out the provisions of the certified LUP.

Height

The proposed LCP amendment would modify the height standards for Subarea 7 by allowing one structure, under certain conditions, to extend up to 425 feet above Ocean Boulevard (Exhibit #4, ps.38-39). The certified LIP currently limits buildings in Subarea 7 to 250 feet above Ocean Boulevard. The 250 foot height limit would still apply to the majority of the land in Subarea 7 where no building currently exceeds 250 feet. However, the proposed LCP amendment would allow a 425 foot structure on the vacant parcel which was the site of the old Jergins Trust building (100 E. Ocean Blvd.). The currently proposed modification to the height limit was included in the Commission's approval of LCP Amendment No. 1-92 in 1992.

While the certified City of Long Beach LCP Land Use Plan allows high-rise development in the Downtown Shoreline plan area, and therefore does not require an amendment to allow building heights to 425 feet, it does, nevertheless, provide relevant policy direction that relates to this amendment.

The "Visual Resources and Special Communities" policies of the Land Use Plan state (LCP page III-DS-29):

The visual resources of the Downtown Shoreline are varied. Views of the bay and ocean, the Queen Mary and the Port may be enjoyed from within the tall buildings lining Ocean Boulevard, as a pedestrian or motorist at the street level, or as a visitor to parts of the filled areas below Ocean Boulevard. From the upper floors of some of the taller buildings one may also see the Palos Verdes Peninsula and beach cities of the South Bay, downtown Los Angeles framed by the San Gabriel Mountains, the coastline of Orange County, or Santa Catalina Island.

The visual resources enumerated in the Description section (above) of this chapter will be protected and enhanced by the design criteria stated in Locating and Planning New Development and Implementation. Of particular importance is the required east/west walkway, paralleling Ocean Boulevard, which will be constructed on the garage roof. Also of particular importance is the preservation of view corridors from Ocean Boulevard and Victory Park to Shoreline Village, Shoreline Park and the Queen Mary.

In addition, the Land Use Plan also states:

Introduction of large numbers of dwelling units to this area will make the amenities of the coastal zone available to more people. Residential uses will predominate from Alamitos Avenue to Long Beach Boulevard, and commercial-office uses from Long Beach Boulevard to the Los Angeles River. Hotels will be considered a suitable and compatible use in this strip. [Emphasis added] (LCP page III-DS-27)

Building heights must be addressed whenever visual resources are discussed. Excessively high structures can negatively impact the character of an area as well as public views. Tall buildings may be appropriate in high density urban areas, such as the core of downtown Long Beach, but they are not appropriate in most other areas where scenic resources are considered important.

In certifying the City of Long Beach LCP, the Commission found that the City was a metropolitan area where high-rise development had historically occurred. However, it was also recognized that LCP provisions related to visual resources, public access, and visitor serving uses were critical in order to comply with Chapter 3 policies of the Coastal Act. For the area between Long Beach Boulevard and the Los Angeles River on the south side of Ocean Boulevard, which includes the area subject to this amendment request, the emphasis in the LUP is on the provision of public use areas, visitor commercial uses, and office use. The implementation provisions currently limit building height to 250 feet in Sub-area 7.

The Commission finds that in order to allow the increase in height to 425 feet, and to make findings of conformance with the access, recreation, and visual resource policies of the certified LUP, that special care must be taken in reviewing and certifying the amendment request.

Public views to and along the coast are protected by the certified LUP and the Coastal Act. The certified LUP states that the preservation of view corridors from Ocean Boulevard and Victory Park to Shoreline Village, Shoreline Park and the Queen Mary is important. The proposed increase in the height limit for one parcel to 425 feet will not create significant negative visual impacts because a 250 foot building blocks the same public views to the coast as a 425 foot tall structure.

In addition, the modified LIP will require building standards that will only allow a thinner building to go up to 425 feet. A thin, terraced building will appear more graceful and have less impact on visual resources. The proposed LIP modifications require more stringent development standards to be employed for a superior design in exchange for a higher height limit (Exhibit #4, ps.38-39). The additional design standards are part of the proposed LIP amendment to ensure that any building constructed on the site will meet standards that will reduce the visual impacts created by the building.

Prior Commission actions have reflected the fact that high-rise buildings are an acceptable use in the downtown Long Beach area. The proposed 425 foot height limit will not set a precedent for higher high-rises in the City's coastal zone. In 1989, the Commission certified an amendment to the certified LCP (LCP Amendment No. 1-89) which allows buildings up to 600 feet tall on the Pike property in Subarea 4 west of Chestnut Place (Exhibit #2). Subarea 4, just west of Subarea 7, also allows buildings up to 420 feet above Ocean Boulevard east of Chestnut Place. In 1992, the Commission approved LCP Amendment No. 1-92 and Coastal Development Permit 5-91-845 for a 425 foot tall mixed use structure on the corner of Ocean Boulevard and Pine Avenue. In addition, the Landmark Square building located on the northwest corner of Ocean Boulevard and Pine Avenue currently stands at 348 feet, and many existing buildings along Ocean Boulevard are two to three hundred feet tall or taller.

An increase in height limits could also affect coastal access by overburdening an area with dense development without adequate parking facilities. In this case, however, the proposed LCP amendment does not alter the LCP requirement to provide adequate on-site parking for all new development.

The Commission finds that the proposed project is consistent with the character of the area and will not adversely affect the visual quality of the area. The Commission also finds that the proposed LCP amendment increasing the height limit, and requiring more stringent building standards for higher buildings, conforms to and can carry out the provisions of the certified LUP.

Traffic

The increase in density allowed by the increase in height may contribute to increased traffic which could negatively impact coastal access in Long Beach. In 1992, the City conducted a traffic study which measured the levels of traffic at that time, the traffic expected to be generated by a proposed 425 foot high mixed-use building at the southeast corner of Pine Avenue and Ocean Boulevard, and future planned developments within the City. The study also took into account future traffic system improvements. The study included the probable effects on five key intersections near the southeast corner of Pine Avenue and Ocean Boulevard.

The 1992 Levels of Service (LOS) for the five intersections were at LOS A or LOS B. The volume of traffic that was estimated to be generated by a proposed 425 foot high mixed-use building at the southeast corner of Pine Avenue and Ocean Boulevard was 140 trips during the peak p.m. hour. It was estimated that all five of the study intersections, except Ocean Boulevard and Pine Avenue, would operate at an acceptable level of service (LOS D) or better during the p.m. peak hours in the year 2000 under existing roadway conditions, with or without the proposed 425 foot high mixed-use building. If the City's traffic improvements funded by its Transportation Improvement Fee Ordinance are installed as planned, all five study intersections, including Ocean Boulevard and Pine Avenue, would operate at an acceptable LOS during the year 2000 p.m. peak hours.

The proposed LUP amendment would allow construction over the 250 foot height limit only if the additional height (up to 425 feet) would not cause traffic LOS to be reduced below LOS D at the intersections of Ocean Boulevard/Pine Avenue and Pine Avenue/Seaside Way (Exhibit #4, p.39). This provision would carry out the public access policies of the certified LUP which discourage overdevelopment that would reduce public access by overburdening the City's transportation system. Therefore, the 425 foot height limit and additional building standards conform to, and can carry out the provisions of the certified LUP.

Corner Cut-off

The certified LUP calls for the provision of an attractive entrance to the Promenade South which provides direct pedestrian access to the shoreline from downtown Long Beach. The Promenade, a pedestrian boardwalk, runs through the center of Subarea 7 connecting the shoreline amenities with the rest of the

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downtown area north of Ocean Boulevard. The Promenade South is the portion of the Promenade located south of Ocean Boulevard. The LUP states that, "the Promenade South is to be wider near Ocean Boulevard..."

The proposed LCP amendment carries out the LUP requirement for a wide and attractive entrance to the Promenade South by requiring the provision of a corner cut-off on the northeast corner of the site old Jergins Trust (100 E. Ocean Blvd.). The developer of the old Jergins Trust site will be required to provide a corner cut-off at the entrance to the Promenade South (Exhibit #4, ps.37-38).

The goal of the certified LCP is to provide an attractive and inviting entrance to the Promenade South. The proposed amendment retains this provision which conforms to, and carries out the provisions of the certified LUP.

East/West Public Walkway

The certified LCP provides for a continuous east/west public walkway through the developments on the south side of Ocean Boulevard (Exhibit #4, ps.36-37). The walkway is to extend across the entire downtown area. It is supposed to provide pedestrian access and views to the coast from buildings whose construction has blocked views to the coast from Victory Park and Ocean Boulevard. The east/west walkway is only partially in place because some of the parcels which it is to cross have not yet been developed.

The proposed LCP amendment will not alter the requirement for the east/west walkway, but it will also require the developer of the old Jergins Trust site to pay an in-lieu fee to the City for the construction of a pedestrian bridge across Pine Avenue extending the east/west walkway to Subarea 5, and/or the expansion of the existing Promenade South bridge over Seaside Way (Exhibit #4, p.41). The City, and not the Commission, will administer the proposed in-lieu fee. Therefore, the proposed LCP amendment will carry out the goal of the LCP to provide a continuous east/west public walkway through Subarea 7 and connecting to adjacent Subareas 4 and 5.

Parking

Because of the mass and density of the development that could be permitted in Subarea 7 as a result of this LCP amendment, several hundred on-site parking spaces will have to be provided as part of any future development. Up to eight levels of parking would be required in order to supply the required parking spaces for a 425 foot high-rise building. Only three levels of parking can be provided below the Ocean Boulevard level.

The proposed LCP amendment would modify the parking design standards to allow some parking levels to be provided above the level of Ocean Boulevard (Exhibit #4, p.41). Currently, the certified LCP prohibits parking levels from being built above the level of Ocean Boulevard for purposes of protecting views and the pedestrian orientation called for in the LCP.

The proposed LCP amendment includes a provision to allow parking in the levels above Ocean Boulevard only if the building is constructed to disguise the parking levels so that they appear as a part of the residential or commercial portion of the building from the outside. Furthermore, the building must contain pedestrian oriented uses around the perimeter of the Ocean Boulevard and Promenade level of the building. These standards would carry out the LCP policies that call for the protection of views and pedestrian orientation at street level. Therefore, the Commission finds that the proposed amendment to the Implementing Ordinances of the City of Long Beach LCP is consistent with Coastal Act policies and adequate to carry out the provisions of the certified LUP.

C. California Environmental Quality Act (CEQA)

On October 29, 1991, the City certified EIR No. 90010868 in order to satisfy the CEQA requirements for the proposed amendment to the LCP. The City found that the proposed amendment will not cause significant adverse environmental impacts.

Pursuant to the California Environmental Quality Act (CEQA) and the Coastal Commission's regulations [see California Code of Regulations, Title 14, Sections 13540(f), 13542(a), 13555(b)] the Commission's certification of this implementation plan amendment must be based in part on a finding that it is consistent with CEQA Section 21080.5(d)(2)(i) of the Public Resources Code requires that the Commission not approve or adopt an LCP:

...if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

The Commission finds that for the reasons discussed in this report, the LIP amendment as submitted will have no significant adverse impacts on the environment. There are no feasible alternatives or feasible mitigation measures available that could substantially reduce any adverse environmental impacts. The Commission further finds that the proposed LIP amendment is consistent with Section 21080.5(d)(2)(i) of the Public Resources Code.

City of Long Beach



Site

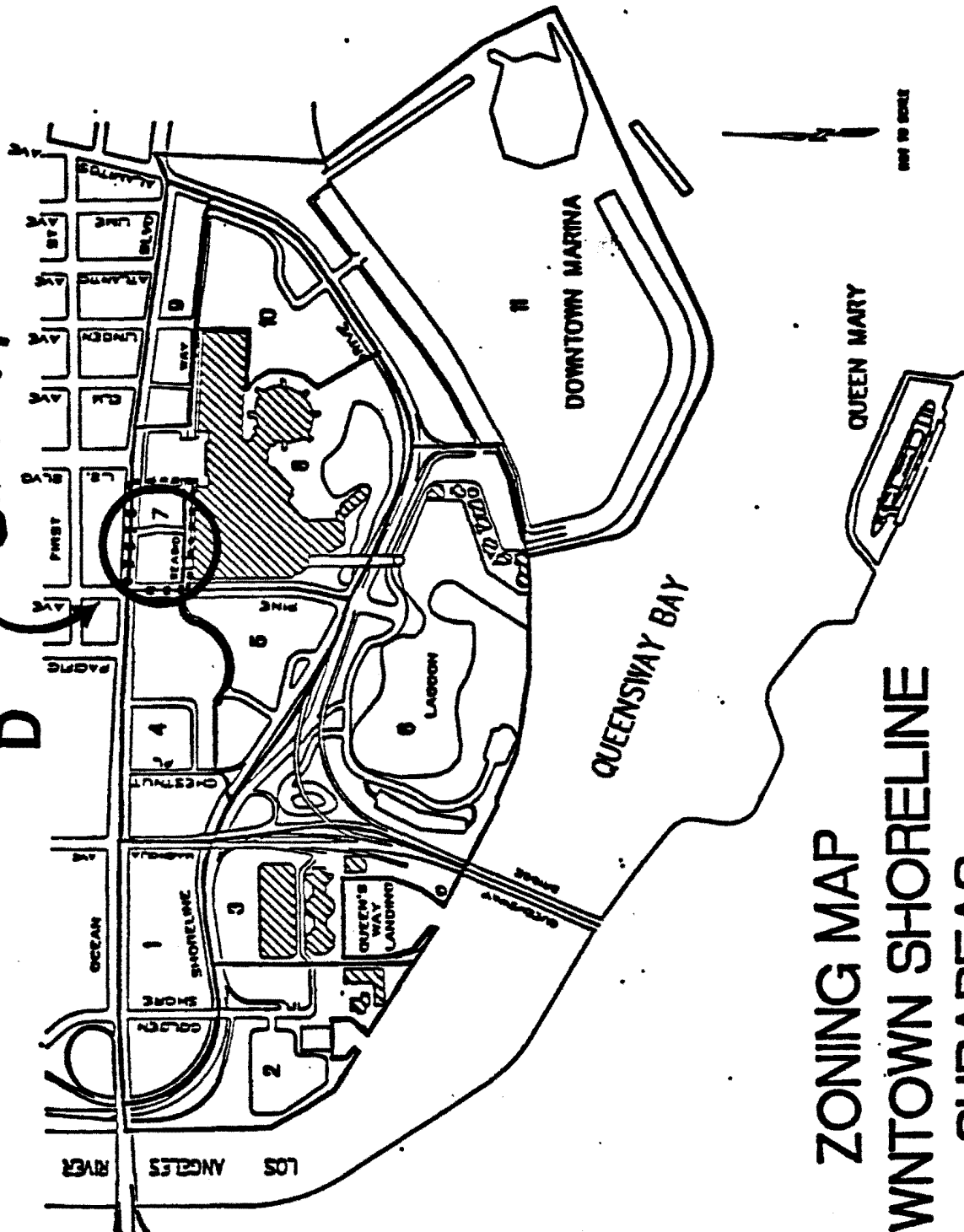
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EXHIBIT # 1

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Subarea 7

D



ZONING MAP DOWNTOWN SHORELINE SUBAREAS

Planned Development Ordinance: PD-6

COASTAL COMMISSIO

EX. 2

LCP 2-97

John R. Calhoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
(562) 570-2200

RESOLUTION NO. C- 26266

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH SUBMITTING AMENDMENTS TO
THE LONG BEACH MUNICIPAL CODE REGARDING THE
DOWNTOWN SHORELINE PLANNED DEVELOPMENT
DISTRICT (PD-6) TO THE CALIFORNIA COASTAL
COMMISSION AS A LOCAL COASTAL PROGRAM
AMENDMENT

WHEREAS, the City Council of the City of Long Beach has
recently revised provisions of the Long Beach Municipal Code as
set forth in Ordinance No. C- 7510 of the City of Long Beach;
and

WHEREAS, it is the desire of the City Council to submit
the subject ordinance to the California Coastal Commission for
its review as implementing ordinances of the Long Beach Local
Coastal Program (LCP); and

WHEREAS, the City Council gave full consideration to
all facts and proposals respecting these amendments to the
Municipal Code at a properly noticed and agendized City Council
meeting. The City Council approved the proposed changes to the
LCP by adopting the Municipal Code amendments. The proposed
Municipal Code amendments are to be carried out in a manner fully
consistent with the Coastal Act and become effective in the
Coastal Zone immediately upon Coastal Commission certification;
and

COASTAL COMMISSION

WHEREAS, environmental documentation has been prepared,

1 certified, received and considered as required by law, and the
2 City Council hereby finds that the proposed changes will not
3 adversely affect the character, livability or appropriate
4 development of the surrounding properties and that the proposed
5 changes are consistent with the goals, objectives and provisions
6 of the General Plan;

7 NOW THEREFORE, the City Council of the City of Long
8 Beach resolves as follows:

9 Section 1. Amendments to the Long Beach Municipal Code
10 as adopted by Ordinance No. C- 7510 of the Long Beach City
11 Council on October 28, 1997, a copy of which is attached to
12 and incorporated in this resolution as Exhibit "A", is hereby
13 submitted to the California Coastal Commission for its review as
14 to those parts of the ordinance that directly affect land use
15 matters in that portion of the California Coastal Zone within the
16 City of Long Beach.

17 Sec. 2. The Director of Planning and Building of the
18 City of Long Beach is hereby directed to submit a certified copy
19 of this resolution, together with appropriate supporting
20 materials, to the California Coastal Commission with a request
21 for its earliest action.

22 Sec. 3. This resolution shall take effect immediately
23 upon its adoption by the City Council, and the City Clerk shall
24 certify the vote adopting this resolution.

25 //

26 //

27 //

28 //

COASTAL COMMISSION

EXHIBIT # 3

PAGE 2 OF 3

John R. Calhoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4604
(562) 570-2200

I certify that this resolution was adopted by the City
Council of the City of Long Beach at its meeting of

October 21, 1997, by the following vote:

Ayes: Councilmembers: Oropeza, Lowenthal, Drummond,
Roosevelt, Robbins, Topsy-Elvord,
Donelon, Kellogg, Shultz.

Noes: Councilmembers: None.

Absent: Councilmembers: None.

Shelba Powell
City Clerk

COASTAL COMMISSION

MJM:kjm
10/2/97
[R9] submap.pd6

EXHIBIT # 3
PAGE 3 OF 3

EXHIBIT "A"

ORDINANCE NO. C- 7510

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING ORDINANCE NO.
C-7440, ADOPTED DECEMBER 3, 1996, AMENDING AND
RESTATING THE DOWNTOWN SHORELINE PLANNED
DEVELOPMENT DISTRICT (PD-6)

The City Council of the City of Long Beach ordains as
follows:

Section 1. The Zoning Map and View Corridors Diagrams (A
and B) for the Downtown Shoreline Subareas for Planned Development
Ordinance: PD-6, are hereby readopted and attached hereto and by
this reference made a part of this ordinance.

Sec. 2. Section 2 of Ordinance C-7440, adopted
December 3, 1996, is amended and restated in its entirety, to read
as follows:

DOWNTOWN SHORELINE

PLANNED DEVELOPMENT PLAN (PD-6)

The intent of this Planned Development Plan (Plan) is to
provide a framework to guide and control the development of the
Downtown Shoreline. The area within the Plan boundary contains both
public and private property, with some existing major land uses, but
with significant undeveloped and underdeveloped property. This Plan
is intended to coordinate future public and private improvements in
a mixed land-use concept. Further, because of the high degree of

1 a mixed land-use concept. Further, because of the high degree of
2 public interest in this area (due to its historic role as the focus
3 of the City, due to the existence of much of the area as public
4 trust lands, and due to the potential public benefits that can be
5 derived from its uses), the Planning Development Site Plan Review
6 Process is intended to give the maximum public access to the review
7 and approval of each future project.

8 In reviewing and approving site plans and tract maps for the
9 development of the area, the City Planning Commission shall be
10 guided by the goals and policies of the General Plan and the General
11 Development and Use Standards (Standards) specified herein. The
12 Commission shall not permit variance from those Standards unless it
13 finds that such variance meets the intent of the Standards of this
14 Plan.

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

- 19 1. A mixture of public and private uses of a variety of land
20 use types;
- 21 2. Significant public access through and around uses, whether
22 public or private, and to coastal resources;
- 23 3. An emphasis on uses of a recreational or recreational
24 access nature;
- 25 4. Strong land use interactions and access connections with
26 the downtown;
- 27 5. An urban park-like setting with a variety of strolling
28 bicycling, and active and passive recreational areas,

John R. Brown
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
(562) 570-2200

- 1 interesting water features and abundant landscaping; and
2 6. The highest quality of development.
3

4 GENERAL DEVELOPMENT AND USE STANDARDS

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

- 10 (a) Use. A mixture of uses shall be permitted. Specified
11 uses or use ranges will be designated by subarea.

12 (b) Access.

- 13 1. Primary vehicle access to all uses shall be limited
14 to Seaside Way, Golden Avenue, Chestnut Place,
15 Queen's Way (Magnolia Avenue), Pine Avenue, Locust
16 Avenue, Elm Avenue, Linden Avenue and Shoreline
17 Drive, as appropriate.
18 2. Pedestrian access to the shoreline from Ocean
19 Boulevard shall be provided by a variety of
20 pedestrian walkways in a reasonably direct path.
21 Access ways from Ocean Boulevard to the shoreline
22 areas shall be accentuated by attractive landscape
23 treatment.
24 3. All subareas should contain public walkways, seating
25 in landscape areas, and, whenever feasible,
26 shoreline viewing areas as specified in the Subarea
27 Standards. Such areas shall be guaranteed public
28 access through easements or deed restriction, or

1 lease agreement provisions, whenever required as
2 public walkways in this Plan.

3 4. Pedestrian access shall be provided along the edge
4 of all water features. Where necessary to control
5 access for security or management of a use, portions
6 of a water's edge may be developed for controlled
7 public access.

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

25 6. A Traffic and Parking Management Association shall
26 be created to monitor traffic generation and parking
27 demand in the Planned Development Area, and to
28 implement specific parking management strategies and

1 transportation demand management programs as needed.
2 The goal of the parking management program shall be
3 to provide adequate parking to support the
4 development in a cost-effective manner, and to
5 provide public access to the coast while providing
6 some discouragement for use of private automobiles
7 over transit alternatives. The goal of the
8 transportation demand management program shall be to
9 minimize the negative impacts of project-related
10 trips on local streets and intersections and upon
11 the regional freeway network; it shall consider
12 measures such as providing no free on-site parking
13 for employees and providing employees with free
14 transit passes. All development within the project
15 area shall be required to participate in the
16 Association when it is formed. The Association
17 shall be formed prior to commencement of development
18 of Subarea 5 or of the retail/entertainment complex
19 in Subarea 6 west of Pine Avenue.

- 20 7. The regional bikepath connecting the Los Angeles
21 River bikepath to the beach bikepath shall be
22 provided through the Planned Development Area.
23 Bicycle racks shall be provided by all development
24 adjacent to this regional bikepath.

25 (c) Building Design.

- 26 1. All buildings shall be arranged on their sites so as
27 to provide views between the buildings, so as to
28 avoid the impression of a wall of buildings, so as

1 to minimize blocking shoreline views of other
2 buildings, and so as to entice pedestrians into the
3 shoreline area.

4 2. The scale, heights, mass, location and materials of
5 all buildings shall contribute to the perception of
6 the site and the shoreline area as a comprehensible,
7 cohesive, and integrated entity. To assure such
8 integrated development, no project shall be reviewed
9 or approved without a Master Site Plan, except
10 Subareas 7 and 9.

11 3. Roofs of low-rise buildings shall be attractively
12 treated for views from higher buildings. Rooftops
13 usable for dining, viewing terraces, sun decks,
14 and/or attria are encouraged.

15 4. All new development between Ocean Boulevard and
16 Seaside Way, above the Ocean Boulevard curb level,
17 shall be set back a minimum of eighty feet from the
18 Ocean Boulevard curblin, as existing on July 1,
19 1989, or set back the width of the City park strip,
20 whichever is greater.

21 (d) Parking.

22 1. Number of spaces.

23 A. Residential uses.

24 i Bedroom/Unit Spaces/Unit

25 0 1.00

26 1 or more 2.00

27 ii For elderly housing one space/unit

28 iii Plus one guest space for each six units

- 1 B. Hotel/Motel uses. 0.75 spaces/room (retail,
2 restaurant and/or conference and banquet
3 facilities calculated separately).
4 C. Retail Use. Four parking spaces/1,000 square
5 feet of usable floor area.
6 D. Office use. Three parking spaces/1,000 square
7 feet of usable floor area.
8 E. Whenever feasible, joint and shared use of
9 parking facilities is encouraged. Office
10 building parking shall be available for public
11 use on weekends and evenings in order to meet
12 peak parking demand for shoreline uses. Joint
13 use parking shall follow the Urban Land
14 Institute findings in their 1983 publication of
15 "Shared Parking". Any joint or shared use
16 parking shall be supported by a shared use
17 parking plan.

- 18 2. All parking structure roofs shall be attractively
19 screened from the view of taller buildings and all
20 parking structure roofs north of Seaside Way at or
21 below Ocean Boulevard level shall be designed to
22 carry landscaping up to mature trees and heavy
23 pedestrian use. The visible edges of all parking
24 structures shall be visually attractive through
25 choice of material, landscaping, terracing and/or
26 facing these edges with other uses. The edges shall
27 recapture the original bluff edge with cascading,
28 lush planting. Parking structures are encouraged to

1 contain light wells, entry courtyards, and landscape
2 wells in order to make their interior spaces
3 attractive and to define and articulate auto arrival
4 and pedestrian entrance to the buildings, as well as
5 to provide a visual and physical connection to the
6 lower levels. For all new development between Ocean
7 Boulevard and Seaside Way, all parking structures
8 shall not exceed the height of the Ocean Boulevard
9 sidewalk grade adjacent to the site (parking
10 structures may exceed Ocean Boulevard sidewalk grade
11 if screened from Ocean Boulevard by a building or as
12 otherwise specified by subarea.) Landscape planters
13 on top of parking structures may exceed Ocean
14 Boulevard sidewalk grade by three feet, provide
15 such planters are not located in view corridors or
16 in the public park strip.

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

21 4. All parking designed and/or constructed for a
22 specific use shall be made available to the general
23 public and to other uses on a shared basis whenever
24 parking spaces are not used by the specific use.
25 The Traffic and Parking Management Association shall
26 coordinate availability and use of such spaces.

27 (e) Landscaping. All open areas shall be landscaped in
28 park-like setting or designed as sophisticated urban

1 courtyards and plazas. All courtyard and plaza areas
2 shall be treated with upgraded materials, ample color and
3 rich detailing.

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

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

- 27 (g) Temporary uses and structures. Notwithstanding any other
28 provisions of this Planned Development Ordinance, certain

temporary uses shall be permitted during the development cycle of the Downtown Shoreline Portion of the Long Beach Coastal Zone. The purposes of permitting temporary uses are to facilitate rapid construction and to maximize the utility of the limited surface areas while development is taking place.

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

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;

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

3 1. It shall not be on the same grade as Ocean
4 Boulevard nor have access to or from Ocean
5 Boulevard.

6 2. It shall be surfaced with asphalt,
7 striped, and landscaped per applicable
8 City codes;

9 3. It shall not be continued in use more than
10 five years after commencing operation. An
11 extension of time up to an additional five
12 years may be granted by the Planning
13 Commission upon completion of at least one
14 public hearing on each such application
15 for time extension.

16 (h) Interim uses. Interim uses (more than several days
17 but not to exceed five years) are allowed in phased
18 developments provided that any such use shall
19 require approval by the Planning Commission through
20 Site Plan review and shall be treated as development
21 for Local Coastal Development Permit purposes. Only
22 such interim uses consistent with the intent of the
23 Plan shall be permitted. An extension of time up to
24 an additional five years may be granted by the
25 Planning Commission upon completion of at least one
26 public hearing on each such application for time
27 extension.

28 (i) Park dedication policy. Existing parkland shall not

1 be displaced until an equal amount of parkland
2 (excluding roadways, parking and recreational
3 vehicle parking) is under construction or developed
4 elsewhere in the Queensway Bay Project (PD-6 and
5 PD-21) in accordance with the Park Dedication Policy
6 set forth in Chapter II of the City of Long Beach
7 Local Coastal Program. Affordable ground
8 transportation and/or water taxis shall be provided
9 from downtown and Shoreline Park to new parkland
10 constructed in PD-21 (South Shore).

11
12 SPECIFIC DEVELOPMENT AND USE STANDARDS

13
14 SUBAREA 1

15 This is the West Beach Redevelopment Subarea. All land within
16 this subarea has either been developed or planned under binding
17 development agreements and the decision of the Redevelopment Agency
18 of the City of Long Beach, et al. v. California Coastal Commission.
19 The undeveloped sites in this area shall be improved according to
20 those specific agreements and permits. The undeveloped sites in
21 this area shall also be developed in accordance with the general
22 development and use standards of this district. The triangular area
23 that was formerly part of Santa Cruz Park shall be designed and
24 improved to encourage public use as open space.

25
26 SUBAREA 2

27 This is the Golden Shore Subarea. This subarea contains a
28 trailered boat launching ramp, the State University and Colleges

1 system headquarters and parking for both.

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

15 (b) Access.

- 16 1. Vehicular. Primary vehicular access shall be from
17 Golden Shore Avenue.
- 18 2. Pedestrian access by a public walkway shall be
19 provided along Golden Shore from Ocean Boulevard to
20 Queensway. A public walkway perpendicular to Golden
21 Shore Avenue shall be developed from Golden Shore
22 Avenue to the edge of the Los Angeles River.
23 Finally, a bicycle path shall be provided throughout
24 the subarea as designated on the plan map; where
25 feasible, the bicycle path shall be provided along
26 the water's edge. Development of such access may be
27 phased to coincide with development of adjacent
28 portions of the subarea.

1 //

2 (c) Building Design.

3 1. Site location. View blockage from the West Beach
4 Redevelopment Project buildings shall be minimized.
5 Site plans for any proposed building shall
6 illustrate the view paths of the West Beach project
7 buildings.

8 2. Height. Low rise, two or three stories, thirty-five
9 feet maximum height, except for the California State
10 University Chancellor's Headquarters which may be a
11 maximum of 100 feet in height.

12 3. Site coverage. Not more than thirty percent of the
13 subarea shall be covered with buildings, including
14 parking structures.

15 (d) Parking. Additional spaces shall be provided as required
16 to serve any new use. Parking requirements for
17 recreational uses shall be required in the zoning
18 regulations. Joint use of facilities shall be encouraged.

19 (e) Landscaping. The existing landscape theme and materials
20 shall be extended through further development of the
21 subarea.

22
23 SUBAREA 3

24 This is the Catalina Landing Subarea. Current use of the area
25 is for office buildings, the Catalina Cruise terminal, and parking
26 garage of 1440 spaces.

27 (a) Uses. The current uses of the area should be encouraged
28 to remain. Uses consistent with tidelands trust purposes

1 or water oriented recreational facilities may be added to
2 or may replace existing uses. Office uses shall be
3 consistent with the Tidelands settlement.

4 (b) Access.

- 5 1. Vehicular access. Primary vehicular access shall be
6 provided by Golden Shore Avenue or Queens' Way. A
7 roadway connection to Subarea 6 shall be constructed
8 under the Queen's Way Bridge.
- 9 2. The existing pedestrian access public walkway shall
10 be maintained and extended from Golden Shore Avenue
11 to Queen's Way Highway parallel to Shoreline Drive.
12 A public walkway shall be maintained around Catalina
13 Landing linking Subarea 2 to Subarea 6 under Queen's
14 Way Bridge. The existing public walkway sidewalk
15 shall also be maintained and extended parallel to
16 Queen's Way from Ocean Boulevard to Queen's Way Bay.
- 17 3. The existing bicycle path through the subarea
18 linking Subarea 2 to Subarea 6 under Queen's Way
19 Bridge shall be maintained. This bicycle path shall
20 be guaranteed public access through lease agreements
21 with abutting uses.

22 (c) Building Design.

- 23 1. Buildings shall be located so as to minimize view
24 blockage from buildings in the West Beach
25 redevelopment project. Site plans for new buildings
26 shall illustrate the views from existing buildings.
- 27 2. Height. Office buildings shall be limited to no
28 more than four stories in height measured from the

John A. Johnson
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
(562) 570-2200

1 existing grade. Parking structures shall not exceed
2 a height of 45 feet.

3 3. Site coverage. Not more than 65 percent of the
4 subarea shall be covered by buildings exceeding one
5 story in height.

6 4. Setbacks. A twenty foot landscaped setback shall be
7 provided along the north and south edge of any
8 parking structure. Such setback shall be measured
9 from the parking lot edge of the access driveways
10 separating the parking lot from the existing
11 buildings.

12 5. Special design features. New buildings shall be
13 cited and designed so as to create an interesting
14 relationship between open areas and the buildings
15 that will produce a pedestrian scale at grade and
16 providing a unique and intriguing walking
17 environment. Harmony shall also be created with the
18 scale and style of existing buildings, and also with
19 the existing Queen's Way Bridge.

20 (d) Parking

21 1. Number of spaces. All new uses shall provide
22 additional parking spaces for their own needs,
23 unless the developer can demonstrate the feasibility
24 of joint use of a portion or all of the existing
25 spaces. If existing uses are removed, the required
26 parking for the remaining uses shall be retained
27 according to the nonconforming use provisions of the
28 Zoning Regulations.

2. Parking Structures. Any parking structures shall be attractively designed and landscaped blending with the architecture of the existing and the proposed buildings. Such structures shall be as inconspicuous as possible, shielding the vehicles from view, providing walkways to link pedestrian paths at similar levels and not overwhelming a sense of human scale with bulk and mass.

(e) Landscaping. The subarea shall be attractively landscaped according to a landscape plan to be approved with each site plan review. The landscape theme and materials of Subarea 2 shall be extended and provided in Subarea 3.

SUBAREA 4

This subarea currently contains a mixture of residential, office and amusement uses. The Sovereign and Blackstone residential buildings and the General Telephone, Sumitomo Bank and Ocean Center buildings are anticipated to remain. The historic use of the remainder of the subarea was as an amusement area, including rides, carnival booths and games. Only remnants of this area still exist, including a gas station, and these are anticipated to be replaced.

(a) Uses. This subarea shall be a mixed-use development of residential, office, retail, hotel and ancillary, supportive and complimentary uses. High-density residential is permitted with as much as one hundred dwelling units per acre, but not to exceed one thousand new residential units. New retail, personal service, office, entertainment uses, taverns and restaurants are

John F. Brown
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4684
(562) 570-2200

1 allowed up to two million square feet of usable floor
2 area. Hotel use up to five hundred rooms shall also be
3 permitted.

4
5 A Master Site Plan for the entire subarea, containing
6 detailed architectural and site planning guidelines for all
7 properties under the control of the applying property
8 owners, shall be submitted to and approved by the Planning
9 Commission prior to, or concurrent with approval of, the
10 first building by the applying owner. The Master Site
11 Plan shall identify the location of all pedestrian ways
12 and open spaces, and the placement, use and height of
13 buildings and the project boundaries. This Master Site
14 Plan shall be generally consistent with the Ehrenkrantz
15 Group and Eckstut concept plan of July 1988. Building
16 design details for new construction to be incorporated in
17 this Master Site Plan are indicated in Subsection (c)
18 below. Submittals for individual buildings may be denied
19 if the mixed-use nature of the subarea is not being
20 maintained although the maximum numbers of units and hotel
21 rooms are not intended to indicate a specific mix of uses.
22 Subsequent development on properties in the subarea, but
23 not under the control of the applying owner, shall not
24 affect the approved Site Plan.

25
26 Every effort shall be made to maintain and preserve the
27 Sovereign and Blackstone buildings as affordable housing.
28

The Victory Park strip in this subarea shall be a dedicated City park.

(b) Access.

1. Vehicular. Primary vehicular access shall be provided from Seaside Way, Queens Way and Chestnut Place. In addition, limited vehicular access shall be permitted from Ocean Boulevard for pedestrian drop-off purposes only at the approximate locations of north/south streets (Pacific Avenue and Cedar Avenue) provided that existing Cedar Avenue is vacated. All other curb cuts and vehicular access to Ocean Boulevard shall be abandoned when the structure which it serves is removed, the curbs shall be restored to full height, and the park strip constructed across the former accessway. All other streets and alleys in the subarea may be vacated unless these streets and alleys are necessary to provide access to existing buildings that are to remain.

A traffic demand management program for the entire project shall be submitted prior to building permit approval for the first building. This program shall be implemented for each phase of construction, monitored and revised with each subsequent site plan review. Major emphasis should be directed to employees.

Racks for bicycle parking shall be provided in major

1 open spaces.

- 2 2. Pedestrian access. North/south public walkways
3 and/or view corridors shall be provided in at least
4 three locations dispersed through the subarea, shall
5 have a total combined width of at lease one hundred
6 and twenty-feet, and shall be located so as to
7 maximize unobstructed pedestrian view, and to
8 provide pedestrian access, from Ocean Boulevard to
9 the southern portion of the subarea and beyond.
10 These corridors, except Chestnut Place, shall be a
11 minimum of twenty-five feet in width, shall contain
12 public walkways connecting to the east/west walk and
13 shall intersect with the east/west walk in major
14 public activity areas. One view corridor, in the
15 vicinity of Cedar Walk, shall be a wide, open
16 corridor with a minimum clear width of forty feet,
17 but which shall be generally wider and shall be
18 placed to direct views to the Queen Mary. Building
19 projections, as permitted in the Zoning Regulations,
20 are allowed to intrude into the view corridors above
21 twenty-five feet above Ocean Boulevard curb
22 elevation.

23
24 A minimum ten-foot sidewalk including parkway shall
25 be provided as a dedicated public right-of-way along
26 Chestnut Place. If Chestnut Place is to be utilized
27 as a view corridor, then any bridging of Chestnut
28 Place must be at least eight feet above Ocean

1 Boulevard sidewalk grade, and shall be of a visually
2 transparent material.

3
4 A public walkway through the site shall be provided
5 by an east/west walk, not less than thirty feet
6 wide, between the two easterly north/south view
7 corridors. An attractive access to Seaside Way
8 grade shall be provided near the central north/south
9 view corridor.

10
11 The easterly walkway, Pacific Walk, shall continue
12 across Seaside Way to Subarea 5. In Subarea 5,
13 Pacific Walk shall be continued by the developer of
14 that subarea across Pine Avenue to create a
15 continuous connection to the Promenade. The maximum
16 elevation of Pacific Walk shall not exceed eight
17 feet above Ocean Boulevard sidewalk grade, and shall
18 reach such grade only through a gradual slope up
19 from Ocean Boulevard to the maximum elevation.

20
21 The westerly walkway, Cedar Walk, shall continue
22 across Seaside Way to Subarea 5. In Subarea 5,
23 Cedar Walk shall be continued by the developer of
24 that subarea to connect to the waterfront. The
25 maximum elevation of Cedar Walk shall not exceed
26 five feet above Ocean Boulevard sidewalk grade, and
27 shall reach that grade only through a gradual slope
28 up from Ocean Boulevard to the maximum elevation.

1 The north/south connections to the east/west walk
2 shall terminate in viewing platforms or connections
3 with the development south of Seaside Way.
4

5 (c) Building design.

6 1. Site locations. Buildings shall be generally
7 located and sized as shown on the adopted Master
8 Site Plan. Every effort should be made to vary the
9 siting and orientation of these buildings to avoid
10 a monotonous alignment of buildings (i.e., walls of
11 building). Low-rise buildings shall be located in
12 the portions of the site nearest pedestrian areas
13 where essential to the pedestrian environment. The
14 buildings shall be located so as to maximize
15 benefits of breezeways into the downtown and to
16 offer view corridors for the neighboring inland
17 buildings north of Ocean Boulevard.

18 2. Height. Buildings may be high-rise up to four
19 hundred and twenty feet above Ocean Boulevard grade
20 east of Chestnut Place, and up to six hundred feet
21 above Ocean Boulevard grade west of Chestnut Place,
22 providing that any high-rise buildings are not so
23 uniform in design or height as to create a
24 monotonous design or overly monumental scale.
25 Buildings fronting on Ocean Boulevard, east of
26 Chestnut Place, shall not exceed one hundred and
27 fifty feet in height, and west of Chestnut Place,
28 buildings fronting on Ocean Boulevard shall not

1 exceed two hundred feet in height within thirty feet
2 of the Ocean Boulevard property line. Any tower in
3 excess of three hundred feet shall not have a floor
4 plate greater than eighteen thousand square feet
5 above the three-hundred-foot elevation.

6 3. Materials. Reflective glass with reflectivity
7 greater than fifteen percent is discouraged. If
8 such glass is used, a reflective glare study shall
9 be submitted with the Site Plan Review for that
10 building.

11 4. The Master Site Plan shall be designed so as to
12 provide views to the pedestrian areas beyond the
13 Ocean Boulevard frontage to invite and attract
14 pedestrians into the Shoreline area.

15 (d) Special design features.

16 1. The open areas around buildings shall be developed
17 as gardens, terraces, courtyards, resting, strolling
18 and outdoor dining areas of a variety of shapes,
19 sizes and uses.

20 2. All rooftops visible from the Ocean Center Building,
21 Sumitomo Bank Building, Blackstone Hotel or
22 Sovereign Apartments shall be attractively treated.

23 3. Five major open space areas shall be provided within
24 the site. Such open spaces shall connect to either
25 the east/west walk or to the north/south walks.

26 4. West of Chestnut Avenue, a parking structure may be
27 exposed above Ocean Boulevard grade if lushly
28 landscaped, and attractively designed and

John R. Mahoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
(562) 570-2200

1 articulated.

2 5. Victory Park, in front of the GTE building, shall be
3 restored to the extent feasible to a public park at
4 Ocean Boulevard grade.

5 6. The applicant shall undertake detailed studies of
6 the areas of the project immediately adjacent to the
7 Sovereign, Blackstone, Sumitomo and Ocean Center
8 Buildings with the objective of providing pleasant
9 and interesting views of the project from the lower
10 levels of these structures. These studies shall be
11 submitted as part of the site plan review for
12 appropriate phases of the project.

13 (e) Parking

14 1. Number of spaces. It is the policy of this Plan to
15 reduce the use of individual automobiles to access
16 this subarea in order to reach Air Quality
17 Management District goals and to mitigate traffic
18 congestion resulting from this development.
19 However, this Plan also recognizes that inadequate
20 parking can frustrate visitor access and
21 recreational use of coastal resources. Thus, this
22 Plan requires the provision of the demand based
23 standards contained in the General Use and
24 Development Standards, but will allow the Planning
25 Commission to approve reduced standards in the
26 second and later phases of development if the
27 Commission finds such reductions, based upon
28 demonstrated transportation demand management and/or

1 public transportation ridership, will meet the full
2 needs of the project as built and applied for at the
3 time of the review of each application, and will not
4 adversely affect visitor access or public
5 recreational use of coastal resources.

6
7 New uses shall provide additional parking as
8 required. Open surface parking for General
9 Telephone shall be replaced with a number of
10 enclosed spaces which, combined with the spaces in
11 the GTE garage, will result in a parking ratio not
12 less than the same office use parking ratios that
13 apply to the rest of the project. Such parking
14 shall be located within the subarea.

- 15 2. All parking that is provided in a structure below
16 Victory Park shall be designed in such a manner that
17 the landscaped area above the parking structure
18 shall be approximately level with the Ocean
19 Boulevard sidewalk. Pacific Walk and Cedar Walk
20 shall be accessed across Victory Park without
21 barriers to pedestrian access.

22 (f) On and off-site improvements and maintenance.

- 23 1. All new development in Subarea 4 shall be
24 responsible for a reasonable share of the following
25 street improvements. The City Traffic Engineer
26 shall coordinate these improvements with the phasing
27 of the project.

- 28 A. Extension of Seaside Way to connect Pine Avenue

John P. Johnson
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
(562) 570-2200

- 1 to Chestnut Place (consistent with prior
- 2 contractual agreements with the City);
- 3 B. Installation of a traffic signal at the
- 4 intersection of Chestnut Place and Seaside Way;
- 5 C. Installation of a traffic signal at the
- 6 intersection of Golden Shore and Seaside Way;
- 7 D. Provision of one eastbound lane as an optional
- 8 left or right turn lane at the intersection of
- 9 Golden Shore and the Long Beach Freeway off-
- 10 ramp;
- 11 E. Installation of traffic signal modification at
- 12 the intersection of Seaside Way and Pine
- 13 Avenue;
- 14 F. Installation of traffic signal modification at
- 15 the intersection of Shoreline Drive and Pine
- 16 Avenue;
- 17 G. Installation of traffic signal at Ocean
- 18 Boulevard and Cedar Walk.
- 19 2. The owners of the new development shall be
- 20 responsible for the maintenance of the east/west
- 21 walk and the pathways.

22 SUBAREA 5

24 This subarea is currently vacant or in open parking use. It
25 is public tidelands trust property.

26 (a) Uses.

- 27 1. Retail, office, restaurant, entertainment display,
- 28 educational, and recreational uses not to exceed

1 235,000 square feet of usable floor area in an open
2 and inviting pedestrian environment.

- 3 2. Hotel uses containing not more than 450 rooms.
4 Restaurant lounge and retail facilities, primarily
5 for hotel tenants, may be located in the hotel.
6 3. Any office uses must be approved by the Executive
7 Director of the State Lands Commission as coastally
8 related or dependent and related to maritime
9 commerce, marine transport, trade conducted via
10 ocean-going vessels, marine shipping and fisheries.

11 (b) Access.

- 12 1. Vehicular. Vehicular access shall be from Seaside
13 Way, from a new road between Shoreline Drive and
14 Seaside Way and from Pine Avenue.
15 2. Pedestrian access. Public walkways shall be
16 provided from the extension of the walkways from
17 Subarea 4 and shall extend to the southern end of
18 the Subarea. Walkways shall provide pedestrian
19 access to the shoreline via designated pedestrian
20 crossings at Shoreline Drive and to the Convention
21 Center entrance on Pine Avenue.

22
23 A dedicated public sidewalk and parkway shall be
24 provided along Pine Avenue from Ocean Boulevard to
25 Shoreline Drive.

- 26 3. Public access. All open space areas shall be open
27 and accessible to the public, as public parks would
28 be, except a swimming pool area. All open space

1 areas shall be designed so as to encourage public
2 use through access and amenities.

- 3 4. Bicycle access. A bike path shall be provided
4 linking the regional bike path to the Downtown
5 (Ocean Boulevard).

6 (c) Building and Site design.

- 7 1. Site locations. Buildings shall be sited so as to
8 provide staggered locations near Seaside Way, near
9 Shoreline Drive, and near Pine Avenue. Buildings
10 shall be sited so as to minimize view blockage from
11 the overlooks and from buildings in Subareas 4 and
12 5. The relationship of buildings and open areas
13 shall be such as to create an interesting pedestrian
14 scale environment at grade. The location and height
15 of structures shall be such as to not block the
16 required view corridors from Ocean Boulevard through
17 Subarea 4 toward the water. Structures shall be
18 designed so as to minimize view blockage from
19 buildings in Subareas 4 and 5.

- 20 2. Height. Not more than three stories or 35 feet,
21 except that one structure of up to twelve stories
22 may be located west of the Cedar Walk view corridor
23 toward the Queen Mary.

24 All rooftops shall be attractively treated for views
25 from higher buildings.

- 26 3. Site coverage. Not more than 50 percent. Parking
27 structures which do not exceed a height of elevation
28 16 Mean Lower Low Water (MLLW) shall not be counted

1 as site coverage provided that such structure does
2 not penetrate a plane sloping upward at a slope of
3 five percent from the top of the curb of all streets
4 surrounding the site.

5 4. Setbacks. Buildings shall be set back 75 feet from
6 Pine Avenue and 75 feet from Shoreline Drive.

7 5. Special design features. The entire area shall be
8 designed in a seaside resort atmosphere.
9 Landscaping shall be lush and colorful. The area
10 shall be open and inviting to the public, and shall
11 facilitate and encourage pedestrian flow between the
12 downtown and the shoreline.

13 (d) Developer on-site and off-site improvements and
14 maintenance.

15 1. The developer shall provide for the construction of
16 all roadways and pedestrian ways through the site,
17 and for a proportionate share of the cost of
18 extending and/or widening Seaside Way as determined
19 by the Director of Public Works on the basis of use
20 and Seaside Way frontage.

21 2. The developers or successors in interest shall
22 construct and maintain all walkways and landscape
23 areas.

24
25 SUBAREA 6

26 This subarea contains Shoreline Village and Shoreline Park.

27 (a) Uses. This subarea may be developed into an active
28 visitor-serving urban waterfront, including the following

uses:

1. Downtown Harbor. The Shoreline Lagoon may be reconfigured into a commercial harbor, dredged to a depth of less than 20 feet, and edged with a bulkhead and rip-rap. To the extent that this harbor will remove the existing low intertidal habitat area, this habitat area must be replaced in kind elsewhere, at a minimum one-to-one ratio, within the Queensway Bay Project (PD-6 and PD-21) area prior to or concurrent with construction of the harbor. This harbor may contain dockage for up to 50 commercial boats (e.g., dinner cruises, whale watch, dive boats and fishing charters), historic ships, visiting tall ships, water taxis, and public day-use transient docks.

The existing 131 slips may be replaced by construction of the Downtown Harbor expansion. Any marina slips which are used for recreational boating and which are displaced by the Downtown Harbor expansion shall be replaced with slips which provide equivalent recreational boating opportunities.

2. Retail and entertainment. Up to 300,000 square feet of new and existing visitor-serving commercial uses, including retail, restaurant, nightclub, movie, arcade and related entertainment uses may be permitted. Up to four acres of existing Shoreline Park along the north side of the water basin may be converted to such uses if the City replaces the

1 displaced parkland on an acre-for-acre basis within
2 or adjacent to the coastal zone. Such replacement
3 parkland must provide similar recreational
4 opportunities and be accessible to the same
5 population through private or affordable public
6 transportation. Replacement parkland shall be
7 developed prior to or concurrent with the
8 commencement of the development which displaces it,
9 and shall also be dedicated or designated in
10 perpetuity.

11 3. Park. Park area of not less than 23 acres,
12 including park, roadways, parking areas, pedestrian
13 walkways, and a major aquarium. The park shall
14 include a children's play area, picnic areas and a
15 public restroom. The existing fishing piers shall
16 remain. All areas not covered with structure,
17 roadway or walkway shall be landscaped.

18 4. Aquarium. An aquarium of up to 150,000 gross square
19 feet may be constructed in the park. The existing
20 recreational vehicle park shall not be displaced
21 until a new recreational vehicle park is under
22 construction elsewhere in the Queensway Bay Project
23 (PD-6 and PD-21). This new recreational vehicle
24 park shall include a minimum of seventy (70)
25 recreational vehicle spaces with associated office,
26 convenience services and convenience retail
27 facilities for park users.

28 (b) Access.

John R. Houn
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
(562) 570-2200

1. Vehicular. Vehicular access to Shoreline Village and park shall be limited to the existing Shoreline Village entrance and the intersection of Shoreline Drive and Pine Avenue. New intersections with Shoreline Drive may be constructed at Chestnut Place and the Aquarium access road. There shall be a minimum of paved roadway surface within the subarea, except that a new two-lane roadway may be constructed from the new Shoreline Drive intersection to connect under the Queen's Way Bridge to the Catalina Landing Area (Subarea 3). Limited vehicular access may be provided along the south side of Shoreline Drive with the approval of the City Traffic Engineer. Vehicular access to the peninsula shall not be allowed east of the existing park access road and parking lot.

2. Pedestrian. Pedestrian access shall be provided from the Promenade South and from signalized pedestrian crossings of Shoreline Drive. A shoreline pedestrian esplanade of not less than 35 feet in width shall be constructed along all new commercial development facing the water. The development shall be continuous from the existing Shoreline Village and a smooth transition shall be established between existing and new uses. A continuous public walkway shall be provided along the water's edge throughout this subarea. Pedestrian walkways along north-south streets shall be provided

from Ocean Boulevard to the waterfront.

3. Bicycle. The regional bikeway from the Los Angeles River to the beach shall be maintained as a continuous bikepath through the area and under the Queen's Way Bridge, avoiding pedestrian and vehicular conflicts as much as possible. Recreational bike paths may be connected to the regional bikeway, including a connection across the Queen's Way Bridge to the South Shore.

4. Boat. Public day-use transient docks shall be provided for boater access to the uses in the Downtown Shoreline. Affordable water taxis shall be encouraged from Shoreline Park to the new park areas at the South Shore.

5. Transit. Affordable ground transportation shall be provided from Shoreline Park to the new park areas at the South Shore.

(c) Building Design.

1. Location and scale. Shops, restaurants and entertainment facilities shall be limited to Shoreline Village and the northern side of the Downtown Harbor to provide a continuous pedestrian retail experience. The development shall be punctuated by plazas and outdoor eating areas. Long continuous walls without windows and doors shall be avoided along the pedestrian esplanade. Pedestrian scale shall be maintained through frequent interrupted and articulated facades and through

1 change of material and/or color.

2 2. Height. Structures shall not exceed two stories or
3 35 feet in height, except that this height may be
4 exceeded by special architectural or sculptural
5 features on each side of the Harbor entrance
6 channel, by the aquarium, and by the new parking
7 structure which shall not exceed 55 feet in height
8 (except for its architectural or sculptural
9 features). A parking deck may be constructed above
10 all or a portion of the existing Shoreline Village
11 parking lot, provided that the structure is no
12 higher than 18 feet above existing grade.

13 3. Setback. New buildings along Shoreline Drive west
14 of Pine Avenue shall be set back 75 feet from
15 Shoreline Drive to accommodate temporary bleacher
16 seating for the Grand Prix auto race, except in
17 areas where bleachers are not to be placed.

18 4. Special design features. Structures shall be
19 designed and located along Shoreline Drive so as to
20 provide interesting facades. In order to comply
21 with the Coastal Act requirement pertaining to
22 visual access from the first public street to the
23 water edge, view corridors from Shoreline Drive
24 shall be provided between structures as shown on the
25 attached diagrams "A", and "B" incorporated herein
26 by this reference. The facade of the parking
27 structure shall be treated with landscaping and
28 supplemental design elements so as to soften its

John R. Calhoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4864
(562) 570-2200

1 walkway shall be extended through this area along
2 the southern edge of development parcels to the
3 Promenade South. In order to provide necessary
4 pedestrian interaction in the area, new developments
5 shall provide public walkways, at least ten feet in
6 width, around the perimeter of the site. In
7 addition, whenever it is feasible the development
8 shall provide shoreline viewing areas. The walkways
9 and viewing areas shall be guaranteed public access
10 through easements or deed restrictions, or lease
11 agreement provisions.

12 (c) Building Design.

- 13 1. Site location. New development between the Jergins
14 Trust site and the Breakers should be set back not
15 less than twenty feet behind the string line between
16 the two buildings to accent the entry to the
17 Promenade South and to highlight the two buildings.
18 In no case shall it be set back less than one
19 hundred twenty feet from the curblin of Ocean
20 Boulevard. A corner cut-off for access from
21 Promenade North measuring one hundred twenty feet by
22 one hundred twenty feet shall be provided at the
23 northwest corner of the site, measured along the
24 north and west property lines, clear from Ocean
25 Boulevard grade to the sky. A side yard setback of
26 not less than ten feet shall be provided from the

1 off on the northeast corner of the site in order to
2 create a cohesive entry feature to the Promenade
3 South from Pine Avenue.

- 4 2. Height. Low and/or high rise, not to exceed two
5 hundred fifty feet above Ocean Boulevard grade,
6 except for the development between the Promenade
7 South and Pine Avenue, the height can be up to four
8 hundred twenty-five feet only if the building meets
9 the following conditions and is designed and
10 articulated as follows:

11 A. The portion of the building higher than eighty-
12 five feet above Ocean Boulevard grade has a
13 building footprint no greater than seventy
14 percent of the site area, and is set back a
15 minimum of twenty-five feet from the east
16 property line, and a minimum of fifteen feet
17 from the west property line, with the exception
18 of minor projections;

19 B. Horizontal architectural features and minimal
20 terracing, although subordinate to the
21 building's vertical nature, occur substantially
22 in line with the top of the parapet of the
23 front parapet of a surviving Ocean Center
24 Building (100 West Ocean Boulevard) and with
25 the top of the parapet of a surviving building
26 (180 East Ocean Boulevard), both existing at
27 the time of this amendment;

28 C. The periphery of the building at the Ocean

1 Boulevard level shall contain only pedestrian
2 serving uses such as retail, office, and
3 entrance lobbies; and shall provide a minimum
4 of ten foot wide by ten foot high open walkway
5 or arcade adjacent to the west and south
6 property lines which shall always remain open
7 and accessible to the public every day between
8 8 a.m. and dusk;

9 D. The developer of the site shall submit a
10 traffic study for the proposed building which
11 shows that the additional height of the
12 building above two hundred fifty feet does not
13 reduce the Level of Service (LOS) at the
14 intersections of Ocean Boulevard/Pine Avenue
15 and Pine Avenue/Seaside Way below LOS D.

16 3. Site coverage. The building to be located between
17 the former Jergins Trust building site and the
18 Breakers Hotel was designed so as to minimize its
19 impact upon the pedestrian scale environment of the
20 Promenade. In the future, any new construction
21 abutting the Promenade and the Ocean Boulevard strip
22 park shall not exceed thirty feet in height for a
23 width of thirty feet along those property lines.
24 Site coverage shall be limited to fifty-five percent
25 of the project area and any portion of the project
26 to exceed four stories in height shall not exceed
27 thirty-five percent of the project area. Th
28 project area for this project shall include the

width of the Promenade from the south edge of the Ocean Boulevard strip park to the northern edge of the relocated Seaside Way.

4. Special design features. The Promenade South and Promenade entrance area.

A. A coordinated theme should be established for the entire entrance area and for the full length of the Promenade South.

B. The entrance shall be broad and wide, with gradual narrowing to the Promenade width.

C. The entrance shall be inviting, visually attractive, nicely landscaped, have public benches, attract casual strollers from the downtown area, and have an open feel.

D. The entrance shall create a visual and physical linkage between the Ocean Boulevard downtown area and the shoreline.

E. A tram stop shall be provided.

F. The Ocean Boulevard park strip between Locust and Pine shall be designed to emphasize the Promenade entrance.

G. The developers of all construction of new buildings, of all condominium conversions, and of all changes in the use shall provide for the construction of the Promenade and public walkways abutting the site and over one-half the width of the public right-of-way necessary to join the Promenade to the adjoining

1 property. On the site of the old Jergins
2 building, future developers are required to pay
3 an in-lieu fee equivalent to one-half of the
4 cost of a bridge structure across Pine Avenue.
5 The in-lieu fee shall be used only for the
6 expansion of the Promenade South bridge over
7 Seaside Way and/or for the extension of the
8 east/west public walkway from the Promenade
9 South to Subarea 5.

10 (d) Parking. Number of spaces. Reuse of existing
11 buildings shall not require parking in excess of
12 what currently exists. New construction shall
13 provide parking as required for new development.
14 All parking shall be enclosed and located below
15 Ocean Boulevard level, except if the architectural
16 treatment of higher levels of parking blends into
17 the facade of the rest of the building so that they
18 do not appear as parking levels from the outside of
19 the building. The periphery of the building at the
20 Ocean Boulevard level shall contain only pedestrian
21 serving uses such as retail, office, and entrance
22 lobbies; and shall provide a minimum of ten foot
23 wide by ten foot high open walkway or arcade
24 adjacent to the west and south property lines as
25 further described in Section (c).2.C. of the
26 Specific Development and Use Standards for Subarea
27 7. Office building and commercial parking shall be
28 available for public use on evenings and weekends.

1 Office uses may lease Convention Center parking for
2 usual business requirements.

3 (e) Developer on and off-site Improvements and
4 Maintenance. New development or change of use of
5 existing buildings shall provide for the eastward
6 continuation of the east/west pedestrian walkway
7 across the subject sites. Such development or
8 change in use shall also be required to improve the
9 park strip along Ocean Boulevard and the plazas
10 created by the corner cut-offs, except as otherwise
11 provided for the Promenade.

12
13 SUBAREA 8

14 This subarea contains the Long Beach Convention and
15 Entertainment Center and Rainbow Lagoon.

16 (a) Uses.

- 17 1. The existing uses of a sports arena, two theaters,
18 an exhibition hall and associated meeting rooms and
19 offices shall continue;
- 20 2. A Promenade South as a continuation of Promenade
21 North leading from Subarea 7 to Subarea 6 shall be
22 provided.
- 23 3. A five hundred forty-two room convention hotel with
24 ballrooms, meeting rooms, restaurants, health club
25 and retail uses of thirty-nine thousand eight
26 hundred fifty square feet.
- 27 4. Rainbow Lagoon and park.

28 (b) Access.

1. Vehicular access. Vehicular access shall be provided from Pine Avenue, Locust Avenue, Hart Place and Seaside Way.
2. Pedestrian access shall be provided along the Promenade South, from the walkway connecting to the Promenade South from Subarea 7 and/or 9, from Ocean Boulevard over the Convention and Entertainment Center entrance terrace, and from Subarea 10 along Shoreline Drive through Rainbow Lagoon Park. Pedestrian access from the Promenade South to Rainbow Lagoon Park shall be provided. A bicycle path shall be maintained through this subarea.
3. Bicycle access. A bike path shall be provided through Rainbow Lagoon Park.

(c) Building Design.

1. Site location. The Promenade South shall extend in a north/south direction near the western edge of the site, and shall be forty feet in width from Ocean Boulevard to the convention hotel and thirty feet in width south of the convention hotel. The hotel and related facilities shall be located east of the Promenade South.
2. Height. The hotel shall not exceed two hundred fifty feet above grade. The Promenade South shall be at Ocean Boulevard elevation. Parking structures shall not exceed Ocean Boulevard level.
3. Special design features. Rainbow Lagoon shall contain not less than 5.5 acres of water surface.

4. Promenade South special design features.

- A. Lighting shall carry out the common theme of the total Promenade, be attractive, and provide adequate light for public safety and comfort. Low pressure sodium vapor lighting should not be allowed.
- B. The surface materials of the Promenade South shall be of brick paver, textured concrete or other aesthetically pleasing materials.
- C. Development adjacent to the Promenade South should not create a visual or physical barrier; but rather should encourage strollers toward the ocean.
- D. There should be a strong connection between downtown and Shoreline Park, Marina Green Park, the Marina and Shoreline Village. This should be accomplished principally by extending a walkway at grade from the Promenade South all the way to the west promontory of Shoreline Village, and by placing a prominent feature or facility on the west promontory of Shoreline Village. This feature should be placed so it is visible directly down the Promenade South. The Promenade South should accommodate pedestrians and trams.

- (d) Parking. All parking shall be in structures except a small open lot between the exhibit hall and Seaside Way. A total of not less than four thousand eight hundred and

thirty (4,830) spaces shall be provided.

- (e) Landscaping. The landscaping shall be a mixture of trees, shrubs and ground cover in a park-like setting.

Landscaping and maintenance of Rainbow Lagoon and Park shall be public.

SUBAREA 9

This area contains several older and some relatively modern residential buildings along with some vacant sites.

- (a) Uses. Dense residential or hotel, west of Elm Avenue; dense residential or mixed residential and office in the same structure east of Elm Avenue. Retail and restaurant uses shall be permitted at the Ocean Boulevard level, or at top levels. Victory Park in the subarea shall be a dedicated City park. Residential uses shall not exceed a density of two hundred and fifty dwelling units per acre.

- (b) Access.

1. Vehicular access. All construction of new buildings shall have vehicular access only from Seaside Way and Elm and Linden Avenues. Existing buildings may maintain access from Ocean Boulevard for reuse or conversion to condominium.
2. Pedestrian access. Pedestrian access shall be provided along the southern edge of the subarea by a public promenade twenty feet in width from Hart Place to Lime Avenue. This promenade shall be at

Ocean Boulevard level adjoining the north curb of Seaside Way or on the southern edge or any development utilizing air rights over Seaside Way.

A public walkway from Ocean Boulevard to the promenade shall be provided at Hart Place, Elm Avenue, Atlantic Avenue, and Lime Avenue. These walks shall be within open public areas not less than thirty feet in width providing an unobstructed view from Ocean Boulevard to the southern boundary of the subarea.

Pedestrian access from Ocean Boulevard to Seaside Way shall be provided by a dedicated public sidewalk on both sides of Linden Avenue.

(c) Building Design.

1. Site location. Wherever feasible, buildings should be staggered so as not to present a uniform alignment.
2. Height. Height controlled by density and other standards cited herein.
3. Site coverage. Forty percent from Ocean Boulevard grade to the sky.
4. All buildings shall be designed so as to provide views through the buildings to pedestrian areas beyond in order to entice pedestrians into the shoreline area.

(d) Parking. Parking for all construction of new buildings

John R. Calhoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
(562) 570-2200

1 shall be in parking structures not to exceed Ocean
2 Boulevard elevation. Parking structures not visible from
3 Ocean Boulevard may exceed the Ocean Boulevard elevation.
4 Parking spaces shall be provided as designated in the
5 general development and use standards for new uses.

6 (e) Landscaping. All construction of new buildings shall
7 provide for park-like landscaping for all open areas at
8 the Ocean Boulevard elevation.

9 (f) Developer On and Off-site Improvements and Maintenance.
10 The developer of all construction of new buildings and of
11 all condominium conversions shall provide for the
12 construction of the promenade and public walkways abutting
13 the site and over one-half the width of the public right-
14 of-way necessary to join the promenade to the adjoining
15 property.

16
17 SUBAREA 10

18 This area is currently used and improved as parking for the
19 Long Beach Convention and Entertainment Center.

20 (a) Uses. Long Beach Convention and Entertainment Center
21 parking west of Linden Avenue, and Convention and
22 Entertainment Center parking, tourist oriented commercial,
23 two hotels of up to 450 rooms, park or museum east of
24 Linden Avenue.

25 (b) Access.

26 1. Vehicular access. Vehicular access for all new
27 construction shall be provided from Hart Place,
28 Linden Avenue and/or Seaside Way.

2. Pedestrian access. Public walkways from Ocean Boulevard shall be provided from a public walkway on a bridge over Seaside Way from the east-west public pedestrian walkway as a continuation of Atlantic Avenue. This public walkway shall be continued south through the site to Shoreline Drive near the Linden Avenue crossing of Shoreline Drive. This shall be a grade separated walk from the parking lot unless the parking area is reconfigured to provide an uninterrupted surface walkway. A public walkway shall also be provided along the exterior of the subarea along Shoreline Drive, and along the arena in Subarea 8. The walkways shall be at least ten feet in width within a thirty foot landscaped open public area except on the bridge where the walkway only need be provided. A dedicated public sidewalk shall be provided along Seaside Way.

(c) Building Design.

1. Site location. Buildings should be placed so as to minimize blockage of view from Subarea 9. Buildings shall be aligned so as to provide a variety of orientation and pattern. Varied and interesting spaces shall be created around and between buildings. No building shall be located more than four hundred feet south of Seaside Way.

2. Height.

A. No building shall exceed five stories or sixty feet above grade east of Linden Avenue.

John R. Calhoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
(562) 570-2200

B. No building shall exceed two stories above grade west of Linden Avenue.

3. Site Coverage. Not more than thirty percent in buildings more than two stories above grade east of Linden Avenue.

4. Setbacks. A forty foot setback shall be provided along Seaside Way, Shoreline Drive, the border with Subarea 9 and along Linden Avenue if Linden Avenue is to remain.

5. Special design features.

A. Each story shall be set back forty feet from the exterior edge of the story below it.

B. Pedestrian areas open to the public shall be provided flowing through the subarea at the parking deck level.

(d) Parking.

1. Number of spaces. All existing spaces shall be preserved or replaced. The new uses shall provide additional parking as required for the use.

2. Parking structures. All parking structures shall be not less than 4'0" below Ocean Boulevard level north/south Promenade grade in order to provide overviews and a feeling of bluff from the Promenade. Any parking structure roof used for open parking shall comply with the following restrictions:

A. The roof shall be designed to accommodate overflow parking during peak load events;

B. The roof shall be treated with a visually

1 attractive surface that will resist soiling due
2 to oil leaks; and

3 C. The roof top shall be landscaped so as to
4 provide a visually attractive appearance and so
5 as to allow views over the parking structure to
6 the shoreline.

7 (e) Landscaping. All ground areas shall be lushly landscaped.
8 Trees shall be planted throughout surface parking lots to
9 soften the impact of continuous asphalt paving.

10 (f) Developer On and Off-site Improvements. The developer
11 shall provide for the public pedestrian bridge over
12 Seaside Way, the public walkway to Shoreline Drive, and
13 other public improvements.
14

15 SUBAREA 11

16 This area currently contains Oil Island Grissom, the Downtown
17 Marina, Marina Green and water area.

18 (a) Uses.

- 19 1. Continuation of oil production on Island Grissom and
20 development as a dedicated public park when oil
21 production ceases;
22 2. Marina with one thousand six hundred ninety-four
23 boat slips;
24 3. One thousand six hundred sixty parking spaces;
25 4. One fuel dock and two sewage pump-out stations;
26 5. One fishing platform and two combination fishing and
27 observation platforms;
28 6. Tidal mud flats or sand beach east of the easterly

jetty;

7. Nine comfort stations, not less than two of which are public;
8. A two thousand square foot administration and maintenance building;
9. Public bicycle and pedestrian pathways; an overlook at end of marina mole; and
10. Eleven acre park.

(b) Access.

1. Vehicular access. Vehicular access shall be from Shoreline Drive.
2. Pedestrian access. Pedestrian access shall be provided from the Promenade South, from Shoreline Village, from the Linden Avenue crossing of Shoreline Drive and from the beach to the east. Access through the marina shall be provided by pedestrian walkways through Marina Green Park and along the westerly mole. A public bicycle path shall be provided along the westerly mole, connecting to the beach bicycle path to the east, the Linden Avenue crossing of Shoreline Drive, and the regional bicycle path through Subarea 6.

(c) Building Design. Structures within the Marina shall be functional but reflect a nautical design. Any new building shall not exceed two stories or 25' in height.

(d) Parking. One thousand six hundred sixty open parking spaces shall be provided.

(e) Landscaping. All ground areas, including the parking lot,

John V. Althoun
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4684
(562) 570-2200

1 shall be heavily landscaped in a park-like setting.

2
3 Sec. 3. The City Clerk shall certify to the passage of
4 this ordinance by the City Council of the City of Long Beach and
5 cause the same to be posted in three conspicuous places in the City
6 of Long Beach, and it shall take effect on the thirty-first day
7 after it is approved by the Mayor.

8 I hereby certify that the foregoing ordinance was adopted
9 by the City Council of the City of Long Beach at its meeting of
10 October 28, 1997, by the following vote:

11
12 Ayes: Councilmembers: Oropeza, Lowenthal, Drummond,
13 Roosevelt, Robbins, Topsy-Elvord,
14 Donelon, Kellogg, Shultz.
15 Noes: Councilmembers: None.
16
17 Absent: Councilmembers: None.
18

19
20 Shelba Powell
City Clerk

21
22
23 Approved: 11-6-97
(Date)

24
25
26
27 Henry H. H. H.
Mayor

28 MJM:kjm
9/30/97
(O10)PD-6-97.ORD

