

CALIFORNIA COASTAL COMMISSION

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July 28, 1998

TO: Commissioners and Interested Persons

FROM: Deborah Lee, Deputy Director
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Charles Posner, Coastal Program Analyst

SUBJECT: Major Amendment Request No. 2-98A to the City of Long Beach Certified Local Coastal Program (For Public Hearing and Commission Action at the August 13, 1998 meeting in Huntington Beach).

SUMMARY OF LCP AMENDMENT REQUEST

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 1998. The proposed amendment affects both the implementing ordinances (LIP) portion and the Land Use Plan (LUP) of the City's certified LCP.

The proposed LCP amendment revises the development standards for the Downtown Shoreline Planned Development District (PD-6) to allow the implementation of the latest update to the Queensway Bay Development Plan (Exhibit #3). The proposed LCP amendment includes the following changes: 1) revised view corridors; 2) increased height limits; 3) increased site coverage limits; 4) and increased total amount of commercial square footage and reduced number of hotel rooms on the Tidelands parcel (Exhibits #6-8).

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission, after public hearing: 1) approve the amendment to the LUP as submitted because it is in conformance with the Chapter 3 policies of the Coastal Act; 2) deny the amendment request to the LIP as submitted; and 3) approve, only if modified, the amendment to the LIP. The modifications to the LIP are necessary because as submitted, the LIP amendment is not in conformance with, and is not adequate to carry out, the provisions of the certified LUP.

The suggested modifications will limit building heights, protect specific public open space areas, and provide specific requirements for the protection of public views to the shoreline. The suggested modifications begin on PAGE SIX. The motions to accomplish this recommendation are found on PAGES FIVE AND SIX.

SUMMARY OF STAFF RECOMMENDATION (cont.)

This LCP amendment proposes an increase in the intensity of development that is planned for Subareas 5, 6 and 8 of the Downtown Shoreline area of Long Beach (Exhibit #5). The standard of review for the proposed amendment to the LUP is that the proposed amendment meets the requirements of, and is in conformity with, the Chapter 3 policies of the Coastal Act. The standard of review for the proposed amendment to the LIP is that the proposed amendment is in conformance with, and adequate to carry out, the provisions of the certified LUP. The proposed amendment to the LCP Implementing Ordinances is not in conformance with, and not adequate to carry out, the provisions of the certified LUP. Modifications to the proposed LCP amendment are necessary in order to limit building heights, protect public open space areas, and to protect public access and public views to the shoreline.

The Tidelands parcel (Subarea 5), currently vacant and used as a surface parking lot, is located on the inland side of Shoreline Drive (Exhibit #2). The Tidelands parcel (Subarea 5) would receive a substantial increase (92,000 additional square feet) in the total floor area of permitted commercial uses. The proposed increase in the amount of commercial area would be accomplished through increases in the certified LCP's limits on commercial floor area, building height and site coverage. With the proposed increase in commercial floor area, it is necessary to identify and protect specific open space areas and view corridors to protect public access to the waterfront. In addition, specific height limits are necessary to limit the scale of development as called for in the certified LUP.

Subarea 6, located on the seaward side of Shoreline Drive, contains Rainbow Harbor, Shoreline Park, the Aquarium of the Pacific, and the Shoreline Village shopping center (Exhibit #2). Most of Subarea 6 is located between the first road and the sea. Therefore, the protection of public access and public views to the water are of primary importance in this subarea. The proposed LCP amendment would raise the general height limit by five feet in Subarea 6, but will maintain the current LCP limit on total commercial floor area. However, the proposed LCP amendment would allow an 80 foot high structure to encroach into a protected view corridor on the waterfront. The proposed 80 foot high large-format theater (IMAX/IWORKS) is out of scale with the two-story buildings that the LCP allows next to Rainbow Harbor and would negatively impact the visual resources of the shoreline area. All new buildings higher than two stories should be located landward of Shoreline Drive, the first public road inland from the sea.

It is also necessary in Subarea 6 to protect public access and public views to the water by identifying specific open space areas, public viewing areas, and view corridors in the waterfront area located between Shoreline Drive and Rainbow Harbor.

Subarea 8 contains the Long Beach Convention and Entertainment Center. The proposed LCP amendment would allow 36,000 square feet of new visitor serving uses along the east side of Pine Avenue inland of Shoreline Drive. The new commercial uses will not be permitted to exceed the elevation of the Promenade which runs parallel to Pine Avenue to Rainbow Harbor (Exhibit #3).

SUMMARY OF STAFF RECOMMENDATION (cont.)

Several modifications are necessary in order to bring the LCP amendment request into conformance with the certified LUP. Therefore, staff recommends that the proposed LIP amendment be modified to be consistent with the policies of the certified LUP. Staff recommends that the proposed LCP amendment be modified in order to:

1. Maintain the existing two-story height limit for new buildings located between the water and Shoreline Drive, and relocate the proposed 80 foot high large-format theater (IMAX/IWORKS) away from the waterfront to the inland side of Shoreline Drive near existing high-rise development.
2. In lieu of a 150 foot wide view corridor that the LCP currently requires at the intersection of Shoreline Drive and Aquarium Way (Exhibit #10), allow an alternative design that would reduce the view corridor to 60 feet ONLY IF open public views to Rainbow Harbor are provided from a pedestrian bridge over Shoreline Drive and from a 35,000 square foot public viewing deck on the second level of the commercial structure that is placed in the former 150 foot wide view corridor at the intersection of Shoreline Drive and Aquarium Way (Exhibits #10&11: Diagram A view corridors).
3. Protect the proposed 410 foot long view corridor/open space area on Shoreline Wharf by prohibiting any new buildings between Shoreline Drive and the water (Exhibit #11: Attachment A view corridors).
4. Identify the specific uses and locations of structures that are permitted to exceed the 40 foot height limit for Subareas 5 and 6.
5. Ensure that the pedestrian bridge over Shoreline Drive connecting Subareas 5 and 6 is in character and scale with the adjoining development.
6. Provide a public open space area with a water feature at the Pine Avenue/Shoreline Drive Intersection in the southeast corner of Subarea 5.

The City is in agreement with most of the recommended modifications to the proposed LCP amendment. The City, however, is not in agreement with the modifications that would prohibit a large architectural feature and sign on the pedestrian bridge that would cross Shoreline Drive near Aquarium Way. The City hopes to create a grand entry into the Queensway Bay project area by constructing a large feature across Shoreline Drive, the primary access road. In order to protect views from the bridge and views from Shoreline Drive, the staff recommendation would limit the height of any bridge attachments to a height of four feet above the level of the bridge deck. The bridge deck is required to be at the same level as the public viewing platform on the south side of Shoreline Drive (Exhibit #11).

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The City of Long Beach Planning Commission held a public hearing for the proposed LIP amendment on April 2, 1998. The City Council held a public hearing for the proposed LIP amendment on April 7, 1998, and on April 21, 1998, adopted Ordinance No. C-7535 with the proposed LIP changes (Exhibit #12). Subsequently, on July 14, 1998, the City Council adopted Resolution No. C-27379 amending the LUP for consistency with the proposed LIP amendments (Exhibit #14). City Council Resolution No. C-27324 submits the LCP amendment request for certification by the Commission.

The LCP amendment request is consistent with the submittal requirements of the Coastal Act and the LCP regulations which govern such proposals (Sections 30501, 30510, 30514, and 30605 of the Coastal Act, and Sections 13551, 13552, and 13553 of the California Code of Regulations). City of Long Beach LCP Amendment No. 2-98A was deemed submitted on May 4, 1998.

PERMIT JURISDICTION

The proposed LCP amendment affects the Downtown Shoreline area of Long Beach which is located almost entirely within the Commission's area of original jurisdiction. The Chapter 138 line separates the Commission's area of original jurisdiction from the City's permit jurisdiction (Exhibit #4). Pursuant to Sections 30519 and 30600 of the Coastal Act, only the Commission can approve a coastal development permit for development located in the area of original jurisdiction, i.e. tidelands, submerged lands, or public trust lands. Therefore, all future development proposed in the area of original jurisdiction subject to the proposed LCP amendment will be reviewed by the Commission during the coastal development permit application process.

In an associated application, the City has submitted Coastal Development Permit application 5-98-156 proposing over half a million square feet of visitor-serving commercial uses in Subarea 5 and 6 of the Downtown Shoreline area. The development proposed by Coastal Development Permit application 5-98-156 will be reviewed under the Chapter 3 policies of the Coastal Act using as guidance the LCP standards and policies that adopted pursuant to this LCP amendment. The public hearing on Coastal Development Permit application 5-98-156 will be scheduled at a future Commission meeting in Southern California, most likely in October 1998.

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 action on the following motions and adoption of the following resolutions:

A. CERTIFY THE AMENDMENT TO THE LAND USE PLAN AS SUBMITTED

MOTION: "I move that the Commission certify amendment request No. 2-98A to the City of Long Beach Land Use Plan as submitted."

Staff recommends a YES vote which would result in the adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution to certify the amendment to the Land Use Plan as submitted

The Commission hereby certifies amendment request No. 2-98A to the City of Long Beach Land Use Plan for the reasons discussed below on the grounds that the amended Land Use Plan meets the requirements of and conforms to the Chapter 3 policies of the Coastal Act. The Land Use Plan 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.

B. DENIAL OF THE AMENDMENT TO THE LCP IMPLEMENTING ORDINANCES AS SUBMITTED

MOTION: "I move that the Commission reject amendment request No. 2-98A to the City of Long Beach LCP Implementing Ordinances as submitted."

Staff recommends a YES 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 reject amendment to the Implementing Ordinances as submitted

The Commission hereby rejects the amendment to the Implementing Ordinances of the City of Long Beach certified Local Coastal Program, as submitted, for the reasons discussed below on the grounds that it does not conform with, or is inadequate to carry out, the provisions of the Land Use Plan as certified. There are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the approval of the amendment to the Implementing Ordinances would have on the environment.

C. APPROVAL OF THE AMENDMENT TO THE LCP IMPLEMENTING ORDINANCES IF MODIFIED

MOTION: "I move that the Commission approve amendment request No. 2-98A to the City of Long Beach LCP Implementing Ordinances if it is modified in conformity with the modifications suggested below."

Staff recommends a YES 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 amendment to the Implementing Ordinances if modified

The Commission hereby certifies 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, if amended according to the suggested modifications stated in Section II of this report. 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. The Commission further finds that if the local government adopts and transmits its revisions to the amendment to the Implementing Ordinances in conformity with the suggested modifications, then the Executive Director shall so notify the Commission.

II. SUGGESTED MODIFICATIONS

Certification of City of Long Beach LCP amendment No. 2-98A is subject to the following modifications (modifications are underlined):

A. Modifications to LCP Implementing Ordinance: Attachment A: View Corridors

Modify the view corridors identified on Attachment A as shown in Exhibit #11 of this staff report.

[Note: The 150 foot wide view corridor that the LCP formerly required at the intersection of Shoreline Drive and Aquarium Way (Exhibit #10) may be substituted if all three of the following alternative view corridor/public open space areas are provided: 1) a 60 foot wide view corridor at the intersection of Shoreline Drive and Aquarium Way, 2) a pedestrian bridge over Shoreline Drive at Aquarium Way, and 3) a 35,000 square foot public viewing deck on the second level of the structure(s) constructed between Aquarium Way and the aquarium parking structure.]

B. Modifications to LCP Implementing Ordinance: PD-6 Subarea 5 (Exhibit #6)

[Note: Subarea 5 is referred to as the Tidelands parcel. Subarea 5, located on the inland side of Shoreline Drive, is currently vacant and used as a surface parking lot (Exhibit #2)].

Modify Section (c): Building and Site Design.

2. Height. Three stories not to exceed 40 feet, except for the following permitted heights: 1) 60 feet for one multi-screen theater with a building footprint not to exceed 82,500 square feet may be located between the extended rights-of-way of Pine Avenue and Pacific Avenue; 2) 60 feet for one parking structure located west of the extended right-of-way of Cedar Avenue; 3) 80 feet for one large-format cinema with a building footprint not to exceed 15,000 square feet may be located between the extended rights-of-way of Cedar Avenue and Pacific Avenue; 4) twelve stories for one hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue; 5) 100 feet for one vertical monument with a footprint not to exceed 500 square feet above the 40 foot elevation; and 6) 100 feet for one amusement ride.

Throughout Subarea 5, architectural features may be permitted to extend above these height limits if they do not contain any usable interior space and do not significantly add to the mass of a structure or negatively affect public views.

6. View Corridors. No structures over 42 inches in height, other than required safety features, lighting features and low-scale official directional signs, shall be placed in the view corridors identified on Attachment A: View Corridors. [See Staff Report Exhibit #11]
7. A landscaped public open space area with a water feature shall be provided at the southeast corner of Subarea 5 at the intersection of Shoreline Drive and Pine Avenue. The landscaped and water area shall occupy at least 23,000 square feet, not counting the Regional Bicycle Route, and shall be accessible to the public from the pedestrian walkways on Shoreline Drive and Pine Avenue. Public park benches shall be provided, and restaurant table service shall not be permitted in this area.

C. Modifications to LCP Implementing Ordinance: PD-6 Subarea 6 (Exhibit #7)

[Note: Subarea 6, located on the seaward side of Shoreline Drive, contains Rainbow Harbor, Shoreline Park, the Aquarium of the Pacific, and the Shoreline Village shopping center (Exhibit #5)].

Modify Section (b): Access.

2. Pedestrian. Pedestrian access shall be provided from the Promenade South and from signalized pedestrian crossings of

Shoreline Drive. If a view corridor/open space area at least 150 feet wide is not provided from the intersection of Shoreline Drive and Aquarium Way to Rainbow Harbor (as formerly required by the certified LCP), then a pedestrian bridge connecting Subareas 5 and 6 shall be provided over Shoreline Drive. The bridge shall be at least 25 feet wide and be at the same level as the public viewing deck provided between Aquarium Way and the parking structure in Subarea 6. The bridge shall be designed to provide open views to Rainbow Harbor and the Queen Mary which open up as one crosses the bridge from the north to the south. To protect the views from and through the bridge, all railings and decorations on the bridge shall be limited to a height of four feet measured from the pedestrian deck.

A shoreline pedestrian esplanade (Rainbow Harbor Esplanade) of not less than 35 feet in width shall be maintained between all commercial development and the waterfront. 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.

6. Public access. All open space areas shall be open and accessible to the public, as public parks are, except for the aquarium for which an admission fee is charged. All open space areas shall be designed so as to encourage public use through access and amenities such as park benches and picnic tables. Table service for restaurants shall be prohibited in open space areas unless specifically permitted by a coastal development permit. Public open space areas shall include, but are not limited to: Shoreline Park, Rainbow Harbor Esplanade, the terraces at the end of Pine Avenue, Pine Avenue Pier, Shoreline Wharf, the public viewing deck provided between Aquarium Way and the parking structure, pedestrian bridges, and all view corridors identified on Attachment A: View Corridors. Staff Report Exhibit #11]

Modify Section (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 (Rainbow) Harbor to provide a continuous pedestrian retail experience. No new buildings or structures over 42 inches in height, other than required safety features, lighting features and low-scale official directional signs, shall be permitted in the 410 foot long (measured from the Promenade South to Shoreline Village) view corridor/public open space area located between Shoreline Wharf and Shoreline Drive (See Attachment A: View Corridors).
[See Staff Report Exhibit #11]

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 frequently interrupted and articulated facades and through change of material and/or color.

2. Height. Structures shall not exceed two-stories or 40 feet in height, except that this height may be exceeded by special architectural or sculptural features on each side of the harbor entrance channel, by the aquarium, by the new parking structure which shall not exceed 55 feet in height, and by one amusement ride that is in character with the existing Rainbow Harbor development and does not negatively affect public views to and along the shoreline. A parking deck may be constructed above all or a portion of the existing Shoreline Village parking lot, provided that the structure is no higher than 18 feet above existing grade. (DELETE PROPOSED 80 FOOT HIGH LARGE FORMAT MOVIE THEATER FROM SUBAREA 6).
5. Public viewing deck. If a view corridor/open space area at least 150 feet wide is not provided from the intersection of Shoreline Drive and Aquarium Way to Rainbow Harbor (as formerly required by the certified LCP), then a public viewing deck with a minimum of 35,000 square feet of usable public area shall be provided on the second level of the building or buildings located between the aquarium parking structure and Aquarium Way. The public viewing deck shall be designed and oriented to provide open views to Rainbow Harbor and the Queen Mary, and shall be available for public use, including picnics, as public parks are. Park benches and tables for eating shall be provided for general public use on the viewing deck. Take-out and walk-up food services are encouraged behind the viewing deck, but restaurant table service is prohibited. All structures in Subarea 6 shall be designed and sited to protect the public views to Rainbow Harbor and the Queen Mary from the public viewing deck.
6. View Corridors. The 150 foot wide view corridor that the LCP formerly required at the intersection of Shoreline Drive and Aquarium Way may be substituted if all three of the following alternative view corridor/public open space areas are provided: 1) a 60 foot wide view corridor at the intersection of Shoreline Drive and Aquarium Way, 2) a pedestrian bridge over Shoreline Drive at Aquarium Way as required by Section (b)2 above, and 3) a 35,000 square foot public viewing deck, as required by Section (c)5 above, on the second level of the structure(s) located between Aquarium Way and the aquarium parking structure. Refer to Attachment A: View Corridors.
[See Staff Report Exhibit #11]

No structures over 42 inches in height, other than required safety features, lighting features and low-scale official directional signs, shall be placed in the view corridors identified on Attachment A: View Corridors. [See Staff Report Exhibit #11]

III. FINDINGS FOR LOCAL COASTAL PLAN AMENDMENT

The following findings support the Commission's approval of the LUP amendment as submitted, denial of the LIP amendment as submitted, and approval of the LIP amendment if modified as indicated in Section II (SUGGESTED MODIFICATIONS) of this report. The Commission hereby finds and declares as follows:

A. Amendment Description

Ordinance No. C-7535 (Exhibit #12) and Resolution No. C-27379 (Exhibit #14) contain several changes to the certified LCP which will allow the implementation of the latest update to the Queensway Bay Development Plan. The Queensway Bay Plan is the City's plan to create a major waterfront attraction in the Downtown Shoreline area of Long Beach to provide affordable recreation and entertainment for local residents and area visitors. The central components of the plan are Rainbow Harbor (formerly referred to as Queensway Bay Harbor) with its public pier and docks encircled by a public esplanade, the Long Beach Aquarium of the Pacific, Shoreline Park, and over half a million square feet of visitor-serving commercial and entertainment uses (Exhibit #2).

The Queensway Bay Plan was originally incorporated into the certified LCP when the Commission approved LCP Amendment No. 1-95 on May 10, 1995. The current LCP amendment request would revise the development standards which were adopted into the LCP by LCP Amendment No. 1-95.

The Queensway Bay Plan is being constructed in phases. Two of the central components have been recently completed: the Long Beach Aquarium of the Pacific (Coastal Development Permit 5-95-055) and Rainbow Harbor (Coastal Development Permit 5-96-124). Shoreline Park has also been reconstructed. Parking for these recreational, educational and commercial uses is provided next to the aquarium in a new five-level parking structure containing more than 1,400 public parking spaces (Coastal Development Permit 5-96-268).

The next major phase of the Queensway Bay Plan, which is dependant on the Commission's certification of the proposed LCP amendment, is the construction of a 525,000 square foot visitor-serving entertainment and retail project proposed in Coastal Development Permit application 5-98-156 (City of Long Beach). The privately financed project is designed to be a pedestrian oriented urban village, complete with a new town square, that extends the attractions of Pine Avenue down to the waterfront at Rainbow Harbor (Exhibit #3). The proposed project includes an eighty foot high large format (IMAX/IWORKS) theater, a multi-screen (AMC) cinema on Pine Avenue, several restaurants on the Rainbow Harbor Esplanade, five pedestrian bridges, a Walk of 1000 Lights, lots of retail stores, and over 2,000 new parking spaces in a structure and on the streets. A hotel is not included in Coastal Development Permit application 5-98-156.

The proposed LUP amendment would revise the policy language that applies to Subarea 5, the Tidelands parcel located inland of Shoreline Drive (Exhibit #5). The revised LUP language still limits new development on the eastern

portion of the site near Pine Avenue to three stories, but the phrase "small scale development" is deleted (Exhibit #14, p.4). The second change proposed to the LUP would add visitor-serving commercial uses to the list of permitted uses that applies to the Long Beach Convention and Entertainment Center located in Subarea 8 east of Pine Avenue (Exhibit #3).

The proposed LIP amendment would revise the development standards for the Downtown Shoreline Planned Development District (PD-6) to allow the implementation of the 525,000 square foot visitor-serving entertainment and retail project proposed in Coastal Development Permit application 5-98-156 (Exhibit #3). The proposed LIP amendment includes the following changes: 1) revised view corridors; 2) increased height limits; 3) increased site coverage limits; 4) increased total amount of commercial square footage on the Tidelands parcel; and 5) reduced number of hotel rooms. The proposed LIP amendment affects only the development standards for Subarea 5, Subarea 6, and Subarea 8 of PD-6 (Exhibits #6-8). The development standards for all other Subareas in the Downtown Shoreline Planned Development District (PD-6) are not changed by this LCP amendment.

Subarea 5 is currently vacant and paved for approximately 1,700 temporary parking spaces (Exhibit #5). Subarea 5 is referred to as the Tidelands site or Tidelands parcel. The proposed LCP amendment would revise the development standards for Subarea 5 as follows (See Exhibit #6):

- a. The maximum amount of retail, office, entertainment display, educational, and recreational uses is increased from 235,000 square feet to 327,000 square feet.
- b. The maximum number of hotel rooms permitted by the LCP is reduced from 450 to 275.
- c. Revise protected view corridors (Exhibits #10&11: View Corridors).
- d. Increase the general building height limit from 35 feet to 40 feet, while allowing a theatre (60 feet), parking structure (60 feet), architectural features, towers and roof parapets to exceed the 40 foot height limit (Exhibit #9).
- e. Increase the site coverage limit from 50 percent to 65 percent.
- f. Clarify the 75 foot setback requirement from Pine Avenue and Shoreline Drive to allow exceptions.
- g. Change the description of the required architectural design style from "seaside resort" to "urban waterfront".

Subarea 6 contains Shoreline Park, Rainbow Harbor and Esplanade, the Long Beach Aquarium of the Pacific, and the Shoreline Village shopping center (Exhibit #5). Most of Subarea 6 is located between the first road and the sea. Approximately 198,000 square feet of new restaurant and entertainment uses are proposed in Subarea 6 at the end of Pine Avenue and along the Rainbow Harbor Esplanade (Exhibit #3). The proposed LCP amendment would revise the

development standards for Subarea 6 as follows (See Exhibit #7):

- a. Revise view corridor standards, including the reduction of the existing 150 foot wide view corridor at the intersection of Shoreline Drive and Aquarium Way to 60 feet (Exhibits #10&11: View Corridors).
- b. Increase the general building height limit from 35 feet to 40 feet.
- c. Allow an 80 foot high large format theater (IMAX/IWORKS) on the waterfront, partially within a protected view corridor (Exhibit #9).

Subarea 8 contains the Long Beach Convention and Entertainment center and Rainbow Lagoon (Exhibit #5). The proposed LCP amendment would revise the development standards for Subarea 8 to allow up to 36,000 square feet of retail use on the east side of Pine Avenue. Nothing would be permitted to exceed the height of the existing Promenade pedestrian walkway (Exhibit #8).

According to the City, the principle objective of the Queensway Bay Plan is to create a major waterfront attraction in the Downtown Shoreline area of Long Beach to provide affordable recreation and entertainment for local residents and area visitors. The currently proposed refinement of the Queensway Bay Plan is less that of the previously planned "seaside resort", and is now being emphasized as an "urban waterfront". The current proposal to increase the height limits, site coverage, and allowable amount of total square foot area reflects the more intense urban land use design of the revised Queensway bay Plan.

B. Downtown Shoreline Area History

The area affected by the proposed LCP amendment is located in the Downtown Shoreline area of Long Beach. This area is currently developed with Shoreline Park, Rainbow Harbor, Long Beach Aquarium of the Pacific, Long Beach Convention and Entertainment Center, Downtown Long Beach Marina, Rainbow Lagoon Park, Shoreline Village shopping center, Marina Green Park, and Catalina Landing (Exhibit #2).

The Downtown Shoreline area located seaward of the Chapter 138 line is comprised of fill which the City began depositing in the area beginning in the 1920's (Exhibit #4). The entire area of Long Beach's shoreline south of the coastal bluff and the Chapter 138 line was once part of the natural beach and ocean. The world famous Pike amusement park was located on the former shoreline from the early 1900's until 1979 when it closed.

In the early 1920's, the original Long Beach Municipal Auditorium was constructed on the beach and twenty acres of landfill just south of the intersection of Ocean Boulevard and Long Beach Boulevard. After the construction of the auditorium, there were problems created by storms and erosion in the area. In order to protect the auditorium, a horseshoe (rainbow) shaped breakwater was constructed around it. Because of its shape, it was named "Rainbow Pier", even though it was actually a breakwater. In the late 1940's, the City of Long Beach began filling in the water area enclosed

by the Rainbow Pier breakwater creating additional public trust lands upon which a larger, more modern auditorium was constructed.

Filling of the ocean continued in the late 1950's and early 1960's with the Tidelands Filling Project which created the landfill upon which the modern Long Beach Convention and Entertainment Center, Shoreline Park and Lagoon, Shoreline Village, Hyatt Regency Hotel, and contemporary Rainbow Lagoon are all built. In the late 1970's the Commission reviewed and approved the coastal development permits which permitted the development of the area as it currently exists (with the exception of the newly completed Rainbow Harbor and Aquarium of the Pacific which were approved by the Commission in 1995-96).

The Commission approved Coastal Development Permit P-79-5253 (City of Long Beach) in 1979 for the improvement of Shoreline Park and Lagoon. The improvement of Shoreline Park was completed in 1983-84. Shoreline Park is currently a region serving waterfront recreation area which provides many coastal related recreational activities. In 1979, the Commission also approved Coastal Development Permits P-79-5249, 5250, 5251 and 5252 (City of Long Beach) for the construction of the 1,694 slip Downtown Long Beach Marina, Marina Green Park, Shoreline Village shopping center, and the 131 slip Downtown Harbor (a.k.a. Shoreline Village Marina or Pacific Terrace Harbor). These improvements were completed in the early 1980's.

The Downtown Shoreline area did not change much between 1985 and 1995. The recreational facilities built in the 1970's and 1980's provided southern California area residents and visitors with many coastal related recreational opportunities. Many of the recreational opportunities, however, were underutilized.

In the early 1990's, the City of Long Beach began to develop a plan to improve the Downtown Shoreline area by creating a major waterfront attraction for locals and out-of-town visitors. This plan became the Queensway Bay Plan. In 1995 the Commission adopted the Queensway Bay Plan into the certified LCP.

The Queensway Bay Plan is being implemented in phases. On May 10, 1995, the Commission approved Coastal Development Permit 5-95-055 (City of Long Beach) for the construction of the Long Beach Aquarium of the Pacific in Shoreline Park. On September 12, 1996, the Commission approved Coastal Development Permit 5-96-124 (City of Long Beach) for the construction of Rainbow Harbor and the reconstruction of Shoreline Park as part of the Queensway Bay Plan. In June of 1998, the Long Beach Aquarium of the Pacific and Rainbow Harbor opened to the public.

The completion of Rainbow Harbor and the Aquarium of the Pacific has dramatically changed the nature of the Downtown Shoreline area. In the one month since the aquarium opened, there has been a noticeable increase in the number of visitors to the Downtown Shoreline area. The next phase of the Queensway Bay Plan, which is the subject of this LCP amendment request, will alter the Downtown Shoreline area even more by connecting Downtown Long Beach to the shoreline with half a million square feet of pedestrian oriented commercial and entertainment uses.

C. Scenic Resources

As stated in the previous sections of this report, the standard of review for the proposed amendment to the LUP is that the proposed amendment meets the requirements of, and is in conformity with, the Chapter 3 policies of the Coastal Act. The standard of review for the proposed LIP amendment is that it is in conformance with, and adequate to carry out, the provisions of the certified LUP.

The certified LUP contains policies to protect public views to the water and to enhance the visual qualities of the Downtown Shoreline area of Long Beach. This LUP amendment request proposes to revise the policy that applies to the development of the Tidelands parcel (Subarea 5). The Tidelands parcel is located inland of Shoreline Drive, the first road inland from the shoreline.

The currently certified LUP policy language for the Tidelands parcel states that the eastern portion of the site shall be developed with "small scale development not to exceed three stories in height". The certified LUP, in regards to the Tidelands parcel (Subarea 5), states:

The eastern portion of the site shall be small scale development not to exceed three stories in height. Pedestrian scale and interest shall be reinforced with human scale courtyards, walkways, and lush landscaping. The western portion of the site may accommodate larger scale buildings, including a 12-story hotel and related parking structure.

The revised LUP language would still limit new development on the eastern portion of the site near Pine Avenue to three stories, but the phrase "small scale development" would be deleted (Exhibit #14, p.4). The revised LUP language reads:

The eastern portion of the site not exceed three stories in height. Pedestrian scale and interest shall be reinforced with human scale courtyards, walkways, and lush landscaping. The western portion of the site may accommodate taller buildings, including a 12-story hotel and a parking structure.

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas....

The revised LUP language must be in conformity with the Chapter 3 policies of the Coastal Act, including Section 30251 above. The proposed revised LUP language is in conformity with Section 30251 because it limits development to three stories, even though the Tidelands site is located inland of the first public road near the shoreline. The development located inland of the Tidelands parcel is comprised primarily of high-rise type buildings that line Ocean Boulevard in downtown Long Beach. Three-story buildings on the

Tidelands site would create a step pattern from downtown to the water. The high-rises along Ocean Boulevard would be separated from the two-story buildings permitted around Rainbow Harbor by the three-story buildings on the Tidelands site. Therefore, the three story limit for the eastern portion of the Tidelands parcel, as stated in the LCP amendment request, is consistent with the requirement of Section 30251 of the Coastal Act to consider and protect the scenic and visual qualities of coastal areas

The proposed LUP amendment to add visitor-serving commercial uses to the list of permitted uses that applies to the Long Beach Convention and Entertainment Center will have no impact on scenic resources.

As stated above, the standard of review for the proposed LIP amendment is that it is in conformance with, and adequate to carry out, the provisions of the certified LUP. The proposed LIP amendment is not in conformance with, and not adequate to carry out, the provisions of the certified LUP because public access and public views to the water are not adequately protected. Modifications to the proposed LIP amendment are necessary in order to limit building heights, protect public open space areas, and to protect public access and public views to the shoreline.

The certified LUP, in regards to visual resources, states:

The visual resources enumerated in the description section of this chapter will be protected and enhanced by the design criteria stated in Locating and Planning New Development and Implementation.

The LIP portion of the certified LCP is the implementation section of the LCP. The LIP standards implement the certified LUP policies of the LCP. This LIP amendment proposes an increase in the intensity of development that is planned for Subareas 5, 6 and 8 of the Downtown Shoreline area of Long Beach (Exhibit #5). Therefore, the above stated LUP policies requires that the proposed LIP amendment protect and enhance the visual resources described in the LCP.

The LCP specifically describes the views of Shoreline Village, Shoreline Park and the Queen Mary as primary visual resources which shall be protected. Rainbow Harbor and the Aquarium of the Pacific are part of Shoreline Park (Exhibit #2). Therefore, the proposed LIP amendment shall be modified in order to protect public views of these important visual resources.

Several modifications are necessary in order to bring the LCP amendment request into conformance with the certified LUP. Therefore, staff recommends that the proposed LIP amendment be modified to be consistent with the policies of the certified LUP. Staff recommends that the proposed LCP amendment be modified in order to:

1. Maintain the existing two-story height limit for new buildings located between the water and Shoreline Drive, and relocate the proposed 80 foot high large-format theater (IMAX/IWORKS) away from the waterfront to the inland side of Shoreline Drive near existing high-rise development.

Subarea 6 is located on the seaward side of Shoreline Drive and contains Rainbow Harbor, Shoreline Park, the Aquarium of the Pacific, and the Shoreline Village shopping center (Exhibit #2). Most of Subarea 6 is located between the first road and the sea. Therefore, the protection of public access and public views to the water are of primary importance in this subarea.

The proposed LCP amendment would raise the general height limit by five feet in Subarea 6, but will maintain the current LCP limit on total commercial floor area. However, the proposed LCP amendment would allow an 80 foot high structure to encroach into a protected view corridor on the waterfront. The proposed 80 foot high large-format theater (IMAX/IWORKS) is out of scale with the two-story buildings that the LCP allows next to Rainbow Harbor and would negatively impact the visual resources of the shoreline area. All new buildings higher than two stories should be located landward of Shoreline Drive, the first public road inland from the sea. Therefore, a suggested modification is necessary to relocate the proposed 80 foot high theatre building to the inland side of Shoreline Drive to Subarea 5 where it will be more compatible with the existing scale of development. Several high-rise office buildings currently occupy the parcel on the south side of Ocean Boulevard. Subarea 5, where the large format theatre should be located, is between Shoreline Drive and Ocean Boulevard (Exhibit #5). The City has agreed to the modification that would move the large format theatre out of Subarea 6 and into Subarea 5.

It is also necessary in Subarea 6 to protect public access and public views to the water by identifying specific open space areas, public viewing areas, and view corridors in the waterfront area located between Shoreline Drive and Rainbow Harbor. Therefore, staff recommends that the proposed LCP amendment be modified to provide specific view corridor protections and public viewing areas as follows:

2. In lieu of a 150 foot wide view corridor that the LCP currently requires at the intersection of Shoreline Drive and Aquarium Way (Exhibit #10), allow an alternative design that would reduce the view corridor to 60 feet ONLY IF open public views to Rainbow Harbor are provided from a pedestrian bridge over Shoreline Drive and from a 35,000 square foot public viewing deck on the second level of the commercial structure that is placed in the former 150 foot wide view corridor at the intersection of Shoreline Drive and Aquarium Way (Exhibits #10&11: Diagram A view corridors).
3. Protect the proposed 410 foot long view corridor/open space area on Shoreline Wharf by prohibiting any new buildings between Shoreline Drive and the water (Exhibit #11: Attachment A view corridors).

The public view policies of the LUP will be carried out only if adequate public views of Shoreline Park, Rainbow Harbor and the Queen Mary are protected. The currently certified LCP protects a 150 foot wide view corridor at the intersection of Shoreline Drive and Aquarium Way (Exhibit #10). The City proposes to reduce that view corridor to 60 feet in width.

The view corridor can be reduced only if an equivalent or better public view resource is provided. Therefore, in order to protect public views of

Shoreline Park, Rainbow Harbor and the Queen Mary as required by the certified LUP, a 35,000 square foot public viewing deck shall be provided on top of the commercial structure that is placed in the former 150 foot wide view corridor at the intersection of Shoreline Drive and Aquarium Way. The public viewing deck, when combined with the views provided from a pedestrian bridge over Shoreline Drive, would replace the lost public views that would result from the smaller view corridor that is proposed by this amendment request. In fact, the elevated view deck and pedestrian bridge would provide more expansive and uninterrupted views of Rainbow Harbor and the Queen Mary than the former view corridor at the level of the Shoreline Drive/Aquarium Way intersection, but only if the public viewing deck is designed and oriented to provide open views to Rainbow Harbor and the Queen Mary. Therefore, all structures in Subarea 6 shall be designed and sited to protect the public views to Rainbow Harbor and the Queen Mary from the public viewing deck. The public viewing deck must also be available for public use, as public parks are, including picnics. Only if modified as suggested will the proposed LIP amendment be in conformance with, and adequate to carry out, the provisions of the certified LUP. The City is in agreement with this suggested modification.

The 410 foot long view corridor/open space area on Shoreline Wharf is proposed as part of the LIP amendment request (Exhibit #11). In order to protect the 410 foot long view corridor and open space area, no new buildings may be permitted in this area. Therefore, a modification is necessary to protect this newly designated open space area. Only if modified as suggested will the proposed LIP amendment be in conformance with, and adequate to carry out, the provisions of the certified LUP.

The Tidelands parcel (Subarea 5), currently vacant and used as a surface parking lot, is located on the inland side of Shoreline Drive (Exhibit #2). The Tidelands parcel (Subarea 5) would receive a substantial increase (92,000 additional square feet) in the total floor area of permitted commercial uses. The proposed increase in the amount of commercial area would be accomplished through increases in the certified LCP's limits on commercial floor area, building height and site coverage. With the proposed increase in commercial floor area, it is also necessary in this subarea to identify and protect specific open space areas and view corridors to protect public access to the waterfront.

In addition, specific height limits are necessary to limit the scale of development as called for in the certified LUP. The proposed LIP amendment would increase the current height limit of 35 feet to 40 feet, but it would allow certain buildings to exceed the height limit: theatres, towers, architectural features, a parking structure, and a twelve-story hotel. The changes to the height limit proposed by this LCP amendment would allow buildings to reach sixty, eighty, or even 130 feet (12 stories) in height (Exhibit #9). Therefore, staff recommends that the proposed LIP amendment be modified to provide some protection of the area's visual resources by limiting the locations and number of exceptions to the proposed 40 foot height limit. The proposed LIP amendment shall be modified to:

4. Identify the specific uses and locations of structures that are permitted to exceed the 40 foot height limit for Subareas 5 and 6.

In order to protect the visual resources in Subarea 5, there must be some limitation on the exceptions the the 40 foot height limit proposed by this LIP amendment. The suggested modification enumerates each exception to the 40 foot height limit and specifies where the taller buildings, like the proposed theatres, parking structure and twelve-story hotel, may be located in order to protect the visual resources of the Downtown Shoreline area. Instead of allowing any type of tower or architectural feature to exceed the height limit, the suggested modifications would limit the number of tall vertical monuments and amusement rides to one each. As suggested in the modifications, the taller buildings are located closer to the existing high-rise development in downtown Long Beach rather than along Shoreline Drive near the water.

In order to protect the visual resources of the area, a modification is also required to limit the height of the pedestrian bridge that would connect Subareas 5 and 6 over Shoreline Drive. The proposed LIP amendment shall be modified to:

5. Ensure that the pedestrian bridge over Shoreline Drive connecting Subareas 5 and 6 is in character and scale with the adjoining development.

In order to protect public views from and through the bridge, design standards and a height limit must be applied to the pedestrian bridge. Therefore, the bridge shall be at least 25 feet wide and be at the same level as the public viewing deck provided between Aquarium Way and the parking structure in Subarea 6. The bridge shall be designed to provide open views to Rainbow Harbor and the Queen Mary which open up as one crosses the bridge from the north to the south. To protect the views from and through the bridge, all railings and decorations on the bridge shall be limited to a height of four feet measured from the pedestrian deck. Only if modified as suggested will the proposed LIP amendment be in conformance with, and adequate to carry out, the provisions of the certified LUP. The City is not in agreement with this suggested modification.

Furthermore, at least one protected public open space area shall be provided in Subarea 5 to offset the proposed increase in intensity of development. Therefore, the LIP shall be modified in order to:

6. Provide a public open space area with a water feature at the Pine Avenue/Shoreline Drive Intersection in the southeast corner of Subarea 5 (Exhibit #11).

Currently, the certified LIP contains a site coverage limit of 50 percent. The proposed LCP amendment will allow site coverage up to 65 percent, a substantial increase. At a minimum, the LCP should require one identified public open space area within Subarea 5 in order to provide an open visual resource in contrast to the 327,000 square feet of new commercial structures that are proposed in this subarea.

Therefore, the LIP shall be modified to include a landscaped public open space area with a water feature at the southeast corner of Subarea 5 near the intersection of Shoreline Drive and Pine Avenue. The landscaped and water

area shall occupy at least 23,000 square feet and shall be accessible to the public from the pedestrian walkways on Shoreline Drive and Pine Avenue (Exhibit #11). Protected open space at each of the four corners of the intersection of Shoreline Drive and Pine Avenue will provide open public views between Subareas 5, 6 and 8 and views of the water features in each subarea. Only if modified as suggested will the proposed LIP amendment be in conformance with, and adequate to carry out, the provisions of the certified LUP. The City is in agreement with this suggested modification.

In Subarea 8, the proposed LCP amendment would allow 36,000 square feet of new retail uses along the east side of Pine Avenue inland of Shoreline Drive (Exhibit #3). Subarea 8 contains the Long Beach Convention and Entertainment Center and the Hyatt Hotel (Exhibit #2). The Promenade South, a public pedestrian walkway that connects the downtown area to the waterfront, is elevated above the area proposed to be developed with the 36,000 square feet of new retail uses along the east side of Pine Avenue.

One of the best public views to the water from Downtown Long Beach is viewed from the Promenade South. The Promenade South is elevated about thirty feet above Pine Avenue at the same elevation as Ocean Boulevard. Ocean Boulevard runs along the top of the forty foot high coastal seabluff. The Downtown Shoreline area lies below the coastal bluff on filled tidelands that were once part of the sea. The public areas on the coastal bluff and elevated Promenade South naturally provide excellent views to Rainbow Harbor, Shoreline Village and the Queen Mary.

The proposed new commercial uses that would be located below the Promenade South will not block the existing public views to the shoreline. The new commercial uses in Subarea 8 proposed by the LCP amendment will not be permitted to exceed the elevation of the Promenade which runs parallel to Pine Avenue to Rainbow Harbor (Exhibit #3). Therefore, as limited to not exceed the elevation of the Promenade, the proposed retail uses along the east side of Pine Avenue are in conformance with, and adequate to carry out, the provisions of the certified LUP.

D. Public Access and Recreation

The currently certified LCP and the Queensway Bay Plan protect the public's ability to access to coast by providing a balanced variety of visitor-serving and recreational facilities in the City's Downtown Shoreline area. The certified LCP currently permits up to four acres of Shoreline Park to be displaced by visitor serving commercial uses. The City's proposal conforms to the current LCP limits. All displaced park land is required by the LCP to be replaced within or adjacent to the coastal zone at a one-to-one ratio. This LCP amendment request does not propose to alter the existing LCP standards for park replacement. The proposed LUP amendment is consistent with the public access and recreation policies of the Coastal Act. The proposed LIP amendment, if modified as suggested, is in conformance with, and adequate to carry out, the public access and recreation provisions of the certified LUP.

E. Parking

The provision of or lack of parking can also affect the public's ability to access the coast. The Commission has consistently found that a direct relationship exists between the provision of adequate parking and availability of public access to the coast. Section 30252 of the Coastal Act requires that new development maintain and enhance public access to the coast by providing adequate parking facilities or public transportation.

Section 30252 of the Coastal Act states, in part:

The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation....

The certified LCP also contains policies that require a comprehensive parking plan to assure continued public access to the popular recreational area around Queensway Bay. The primary method of providing parking for the various types of visitors to the Downtown Shoreline area will be the shared use of the existing parking supplies in downtown Long Beach, including the parking reservoirs of the existing office and high-rise buildings. The LCP encourages joint use parking arrangements in order to meet the total parking demands of the public and private visitor-serving and recreational facilities proposed in the Downtown Shoreline area.

In order to carry out the planned shared parking arrangements, the certified LCP requires the City to form a Traffic and Parking Management Association to plan and monitor the joint use of the area's public and private parking facilities. The LCP requires that the Traffic and Parking Management Association be formed prior to commencement of development of Subarea 5 (Tidelands site) and the commercial uses proposed on the north side of Rainbow Harbor west of Pine Avenue (Exhibit #3). In fact, the City is already in the process of forming the required Traffic and Parking Management Association (Exhibit #16). Joint use of existing parking reservoirs is already a fact of life in downtown Long Beach.

The proposed LCP amendment would allow 128,000 additional square feet of commercial uses over the current LCP limits. The current LCP limit for Subarea 5, the Tidelands site, is 235,000 square feet of commercial uses and 450 hotel rooms. The proposed LCP amendment would allow Subarea 5 to be developed with 327,000 square feet of commercial uses and 275 hotel rooms. In addition, the proposed LCP amendment would allow Subarea 8, the convention center area, to be developed with 36,000 square feet of new commercial uses.

Although the proposed LCP amendment would allow a substantial increase in commercial uses, all new development will still be required to meet the current LCP standards for parking. No changes are proposed to the LCP that would affect the parking standards for the Queensway Bay development. The proposed LCP amendment retains all of the currently certified parking policies and standards for the Downtown Shoreline area.

The certified LCP requires that sufficient parking shall be provided in Subareas 5 and 6 to meet the average weekday demand. All parking must be shared and open to the general public on a first-come, first-served basis. No parking may be reserved for the exclusive use of any specific use. The coastal development permits for the proposed development in Subareas 5 and 6, which will come before the Commission, will require that the developments conform to the standards of the Coastal Act and the certified LCP.

The parking for the proposed development in Subareas 5 and 6 will be provided by: 1) the existing aquarium parking structure (1,470 spaces), 2) a proposed parking structure (1,500 spaces), 3) existing convention center parking (3,950 spaces), 4) proposed new on-street parking (593 spaces), and 5) existing public parking facilities in the Downtown Shoreline area (Exhibit #16). In addition, the Traffic and Parking Management Association will facilitate the shared use of existing parking supplies in downtown Long Beach, including the office and high-rise building parking reservoirs.

The City acknowledges that there will not be enough parking in the Downtown Shoreline area to meet the parking demands during the highest use periods if the entire Queensway Bay Plan is built as proposed. Therefore, public transportation is a very important part of the parking issue. Because there will be a shortage of parking available on peak use days, the public transportation system will provide an alternative to private vehicles for accessing the area. In addition, the Traffic and Parking Management Association's use of shared parking is dependant on public transportation to move people from the various parking reservoirs to their destinations.

Public transportation is readily available to and throughout the Downtown Shoreline area. The Blue Line light-rail connects downtown Long Beach to central Los Angeles and all points in-between. In addition to its regular bus service throughout the City, Long Beach Transit provides free bus service throughout downtown on the red "Passport" buses. Long Beach Transit also operates a water taxi service in Queensway Bay. The water taxi, which costs one dollar, ferries passengers between Rainbow Harbor, Shoreline Village, and the Queen Mary on the south shore (Exhibit #2).

The City's parking calculations are based on the Traffic Impact Analysis and Parking Study Report for the Queensway Bay Plan by Linscott, Law & Greenspan (12/18/94). The report's methods are based on research conducted by Travers and Associates. The Traffic Impact Analysis and Parking Study Report for the Queensway Bay Plan is part of the EIR for the Queensway Bay Master Plan. Because the study was completed in 1994, it does not take into account the increase in commercial floor area proposed by this LCP amendment.

The City's parking analysis for the Queensway Bay Plan takes into consideration the fact that the peak use periods for the variety of uses proposed in the Downtown Shoreline area will vary considerably so that the total number of parking spaces required to meet the peak use periods is less than the sum of the total number of parking spaces required to meet the peak demands of every use.

The City states that, regardless of the inability to meet the demand for parking during peak use periods, the public will still be able to access the

area's recreation and visitor-serving facilities. In fact, the success of the proposed Queensway Bay Plan depends on the ability of the City to attract the public to its waterfront. Therefore, the provision of adequate public access is vital to the success of the project.

The proposed LCP amendment would not alter the currently certified parking standards that apply to the Downtown Shoreline area and the proposed Queensway Bay development. The proposed LCP amendment retains all of the currently certified parking policies and standards. Therefore, the proposed LCP amendment is adequate to carry out the requirements of the certified LUP.

Finally, the parking demands for individual developments will be calculated during the coastal development permit application process and the proper parking supply and management requirements will be placed on the permits using the Chapter 3 policies of the Coastal Act with guidance provided by the certified LCP. Subareas 5 and 6 are situated on public tidelands within the Commission's area of original jurisdiction.

F. Traffic and Circulation

Public access to the coast can also be reduced if new development generates sufficient traffic to inhibit the public's ability to use the transportation routes to the beach. Alteration of the existing transportation routes can also affect the public's ability to access the coast. The traffic generated by the new development allowed in the proposed LCP amendment will not significantly reduce the public's ability to access the many coastal recreational facilities in the Downtown Shoreline area.

The transportation route which provides primary vehicular access to Shoreline Park and the other coastal recreational facilities in the Downtown Shoreline area is Shoreline Drive, a major coastal access route. Shoreline Drive is a direct extension of the 710 freeway (Exhibit #2). The proposed LCP amendment does not include any alterations to Shoreline Drive.

Shoreline Drive has three lanes for each direction of traffic, as well as separate turn lanes. Since 1995, three new signalized intersections on Shoreline Drive have been installed to improve circulation at: Chestnut Place, Aquarium Way, and at Shoreline Village Drive. There are now five signalized intersections along its one mile length. Pine Avenue and Chestnut Place provide direct vehicular access from downtown Long Beach to Shoreline Drive (Exhibit #2).

As previously stated, public access to the coast can be negatively impacted if new development generates sufficient traffic to inhibit the public's ability to use the transportation routes to the beach. The proposed LCP amendment would allow more new development than the currently certified LCP allows. The proposed LCP amendment would allow 128,000 additional square feet of commercial uses over the current LCP limits. The current LCP limit for Subarea 5, the Tidelands site, is 235,000 square feet of commercial uses and 450 hotel rooms. The proposed LCP amendment would allow Subarea 5 to be

developed with 327,000 square feet of commercial uses and 275 hotel rooms. In addition, the proposed LCP amendment would allow Subarea 8, the convention center area, to be developed with 36,000 square feet of new commercial uses.

The proposed increase in permitted commercial uses in the Downtown Shoreline area will increase the amount traffic on Shoreline Drive and other City streets if it is built out as proposed. The Coastal Act issue is whether the additional traffic will inhibit the public's ability to access the public recreational facilities which currently exist in the area.

In 1995, the City found that there would be a significant amount of additional traffic in the City by the year 2010 under the City's Master Plan, but that the build out of the Queensway Bay Plan will not significantly impact the traffic system by itself if adequate mitigation measures are developed. The City's findings are contained in the Project Traffic Generation Forecast prepared by Linscott, Law & Greenspan as part of the Traffic Impact Analysis and Parking Study Report for the Queensway Bay Plan (12/18/94). The report's methods are based on research conducted by Travers and Associates. The 1995 EIR for the Queensway Bay Master Plan contains the analysis (Exhibit #18).

The City processed Mitigated Negative Declaration ND-5-98 as part of the currently proposed LCP amendment to increase the amount of permitted commercial uses in the Downtown Shoreline area. The Mitigated Negative Declaration states that:

The additional traffic generated by the proposal is not likely to be significant and will be less than that generated by the Final EIR, since, the Master Plan has been scaled down (see Final EIR Section 6.7.

The City has submitted preliminary data that supports the finding of the 1998 Mitigated Negative Declaration. The data, summarized by Pat Gibson of Kaku Associates, shows that there will be a reduction in traffic from the projections contained in the 1985 EIR (Exhibit #17).

The 1994 Project Traffic Generation Forecast, upon which the findings of the 1995 EIR are based, estimated that the existing and proposed development included in the Queensway Bay Plan will generate approximately 40,130 average daily trips at build out (Exhibit #18). Approximately 12,000 average daily trips can be attributed to existing development included in the proposed Queensway Bay Plan. Therefore, the number of average daily trips in the area will more than triple (28,000 increase) if all the development proposed by the 1995 Queensway Bay Plan is built.

Most of the traffic generated by the Queensway Bay development will occur during the Saturday PM peak hour. The greatest generators of new traffic in the Downtown Shoreline area are anticipated to be the commercial uses proposed around Rainbow Harbor (Subarea 6) and on the Tideland site (Subarea 5) (Exhibit #3). The majority of the trips generated by the Queensway Bay Plan development will occur on Shoreline Drive. Every major intersection in the Downtown Shoreline area will be affected by the additional traffic.

To determine the Queensway Bay Plan's impacts on the City's transportation system, the Project Traffic Generation Forecast analyzed the the existing

Level of Service (LOS) for 33 of the City's major intersections which would be affected by the proposed project (Exhibit #18). Thirteen of the 33 intersections are located in the coastal zone. The City then calculated the LOS for the 33 intersections at the year 2010, with and without the additional traffic generation by the development proposed in the Queensway Bay Plan, to determine the significance of the traffic generated by the project. The City has established Level of Service (LOS) D conditions as the minimum acceptable LOS for intersections.

The weekday PM peak hour has the highest traffic volumes in the study area. As such, the City's analysis of traffic impacts on intersection LOS is limited to the weekday PM peak hour traffic only. By focusing on the single most busy hour, the lesser project impacts during other hours are also addressed.

It was determined that only one intersection in the coastal zone currently has an unacceptable LOS at the weekday PM peak hour. The intersection of Shoreline Drive and Ocean Boulevard already operates at an unacceptable LOS (Level E). All other intersections in the Downtown Shoreline were operating at an acceptable LOS at the peak hour.

When the Project Traffic Generation Forecast analyzed the LOS at build out of the Queensway Bay Plan development when added to the Master Plan's estimated levels of traffic in the year 2010, it was discovered that there will unacceptable LOS (Level E or F) during the weekday PM peak hour at the following five major intersections in or adjacent to the Downtown Shoreline area: 1) Golden Shore @ Ocean Boulevard, 2) Magnolia @ Ocean Boulevard, 3) Pine Avenue @ Ocean Boulevard, 4) Queensway-Chestnut @ Shoreline Drive, and 5) Aquarium-Pacific @ Shoreline Drive. However, the three intersections of Golden Shore & Ocean Boulevard, Magnolia & Ocean Boulevard, and Pine Avenue & Ocean Boulevard were determined to have unacceptable LOS in the year 2010 even without the additional traffic generated by the Queensway Bay project.

In order to mitigate the estimated increase in traffic volume generated by the proposed Queensway Bay development, the EIR for the Queensway Bay Master Plan proposed several major improvements to the transportation system. The proposed improvements, many of which would occur outside of the coastal zone, include parking prohibition on streets, roadway widenings, intersection grade separators, new ramps, and at-grade intersection improvements. The proposed improvements to Shoreline Drive have already been implemented.

According to the traffic impact analysis, the proposed traffic improvements will obtain an acceptable LOS at only two of the five intersections: Queensway-Chestnut @ Shoreline Drive and Aquarium-Pacific @ Shoreline Drive. The unacceptable LOS at the three other intersections at Golden Shore @ Ocean Boulevard, Magnolia @ Ocean Boulevard, and Pine Avenue @ Ocean Boulevard cannot be mitigated to acceptable LOS according to the traffic impact analysis. However, as previously stated, those three intersections were determined to have unacceptable LOS in the year 2010 even without the additional traffic generated by the Queensway Bay project. At most of the intersections the proposed traffic mitigation will maintain LOS within a few percentage points of what the LOS would be without the proposed project.

Therefore, although the development allowed in the proposed LCP amendment will generate additional traffic impacts, some of the increased traffic impacts can be mitigated by the improvements to the transportation system called for in the EIR, and such increase in traffic is only a small fraction of the total estimated traffic increase by the year 2010. The Queensway Bay project by itself will not overburden the transportation system to the extent that the public's ability to access the coast is negatively impacted. Based on this information, it can be determined that the mitigated increase in traffic caused by the proposed project is not significant considering the benefits of the project.

However, the LCP must contain policies to ensure that new development is consistent with the public access requirements of the Coastal Act. The currently certified LUP coastal access policies state that "The automobile is not emphasized in this LCP as an increasingly important means of access to coastal resources". In fact, the certified LCP contains policies which were promulgated to discourage auto travel through the coastal zone as a way to preserve existing neighborhoods (LCP p. II-3). The certified LUP contains specific policies which prevent the elimination of street parking to create additional traffic lanes and which prohibit the widening of Ocean Boulevard to increase traffic capacity. The use of public transit for coastal access is emphasized in the certified LCP.

The certified LCP also addresses the traffic generation issue by requiring the formation of the Traffic and Parking Management Association prior to commencement of development of Subarea 5 (Tidelands site) and the commercial uses around Rainbow Harbor west of Pine Avenue. The Traffic and Parking Management Association will monitor traffic generation in the downtown area and implement transportation demand management programs as needed. The Traffic and Parking Management Association will address the traffic issues and the effects of traffic on access to the area.

The certified LIP will carry out the requirement for the formation of the Traffic and Parking Management Association prior to commencement of development of Subarea 5 (Tidelands site) and the commercial uses around Rainbow Harbor west of Pine Avenue. No changes are proposed to the LIP in regards to the formation of the Traffic and Parking Management Association or to any other traffic policies or standards contained in the certified LCP. Therefore, the proposed LIP amendment is adequate to carry out the requirements of the LUP.

Finally, the traffic impacts of individual developments will be analyzed during the coastal development permit application process and the proper mitigation requirements will be placed on the permits using the Chapter 3 policies of the Coastal Act with guidance provided by the certified LCP. Subareas 5 and 6 are situated on public tidelands within the Commission's area of original jurisdiction.

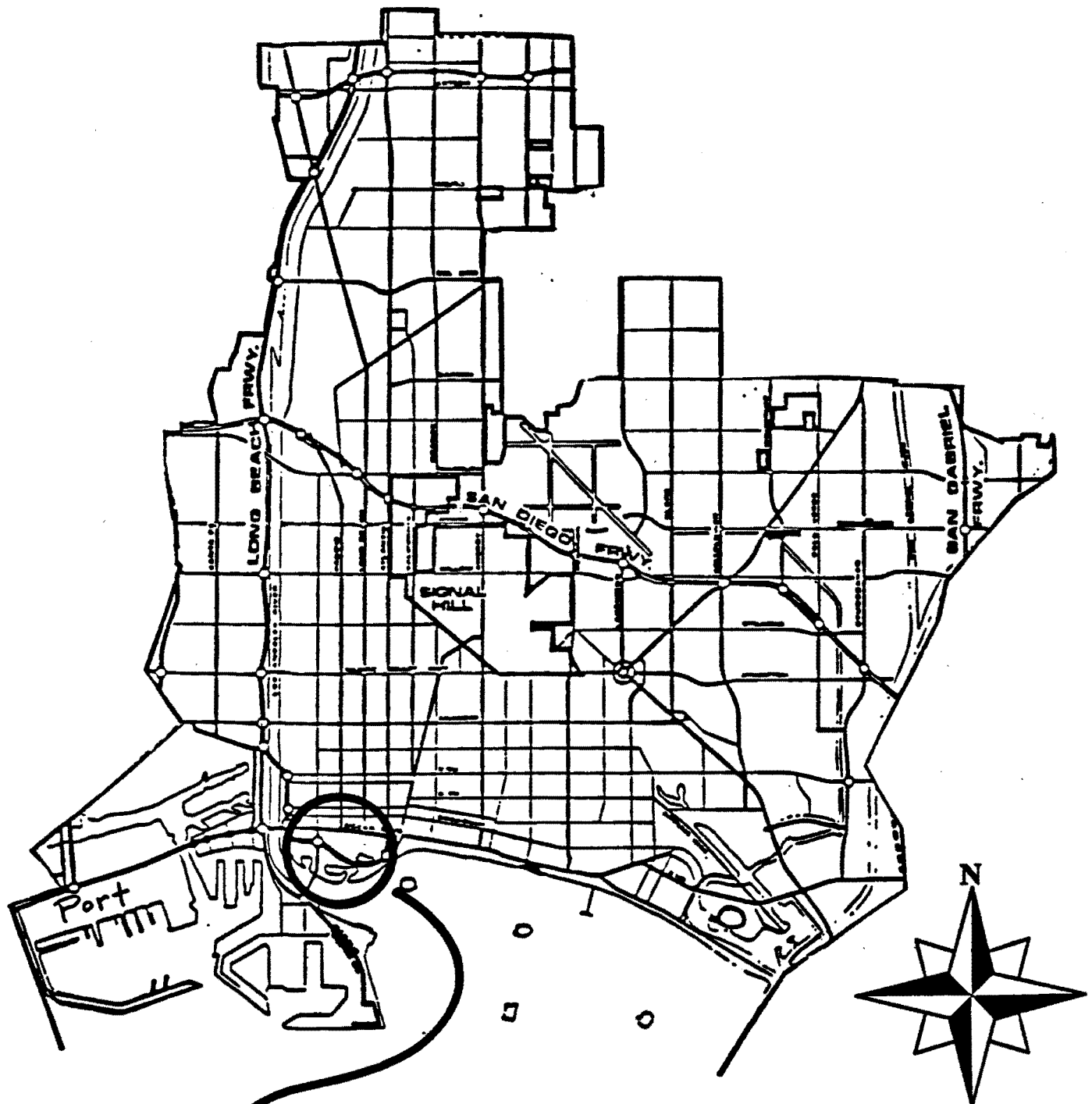
G. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

In 1995, the City certified the Environmental Impact Report for the Queensway Bay Master Plan (SCH# 94081033). In 1998, the City processed Mitigated Negative Declaration ND-5-98 as part of the currently proposed LCP amendment to increase the amount of permitted commercial uses in the Downtown Shoreline area.

The City has submitted LCP amendment No. 2-98A to modify the proposed Queensway Bay Plan. The Commission finds that the proposed LCP amendment, if modified as suggested, will not cause significant adverse environmental impacts. Therefore, as modified, the LCP amendment will not have significant environmental effects for which feasible mitigation measures have not been employed consistent with CEQA.

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City of Long Beach

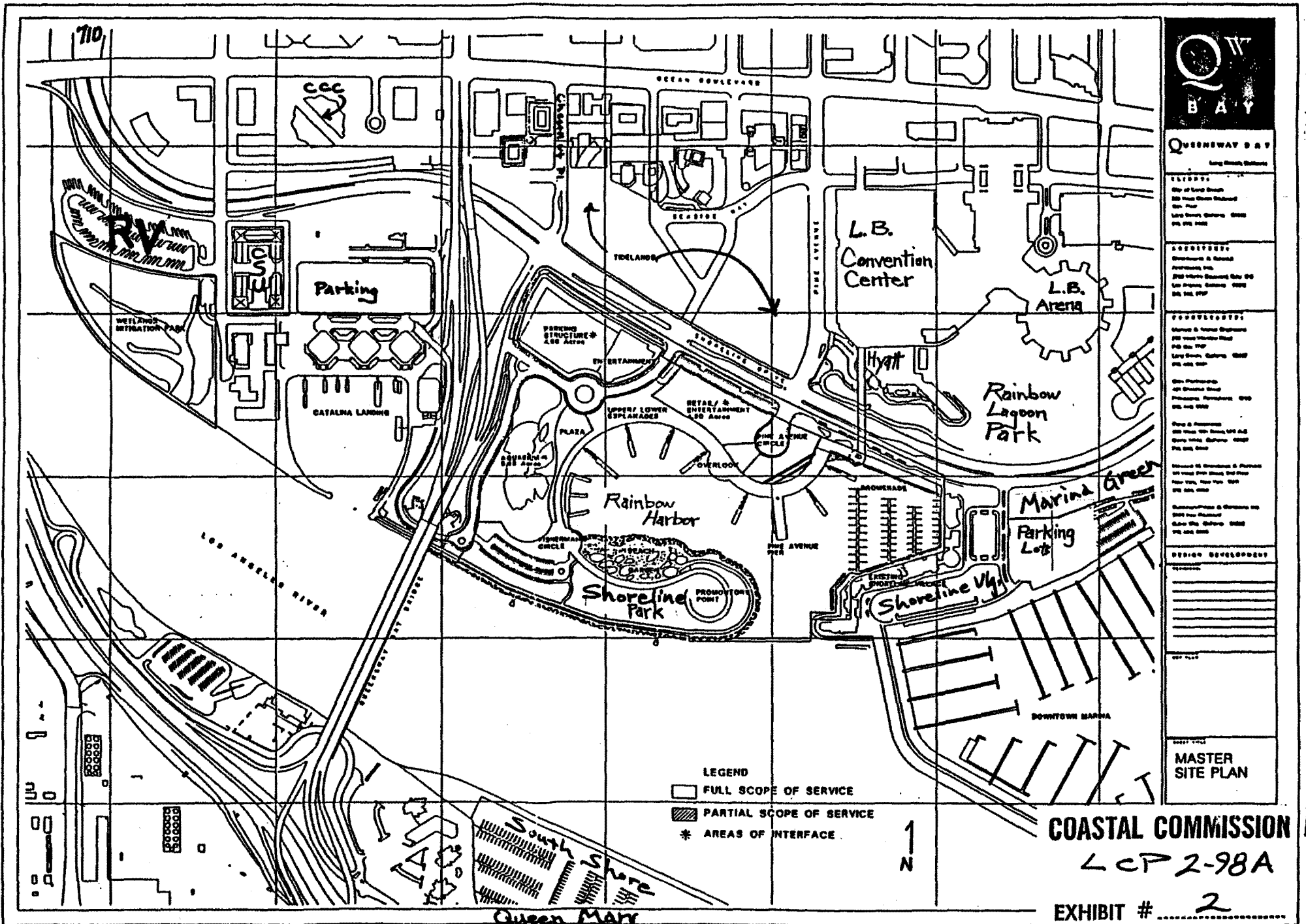


Site

COASTAL COMMISSION
LCP 2-98A

EXHIBIT # 1

PAGE 1 OF 1



Q^W
BAY

QUEENWAY BAY

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ENGINEER:
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PLANNING & DESIGN:
Shoreline & Seaside
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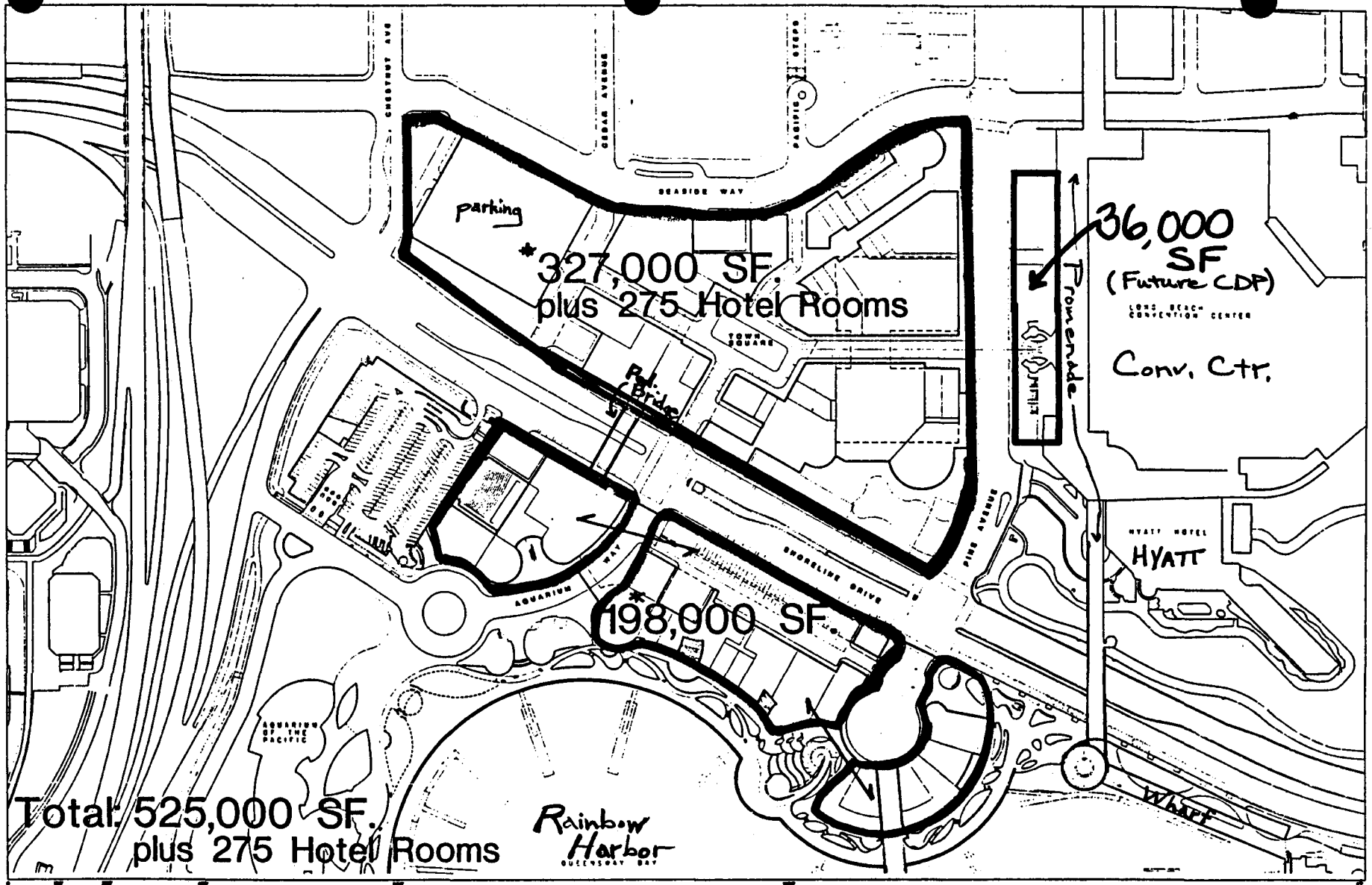
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MASTER SITE PLAN

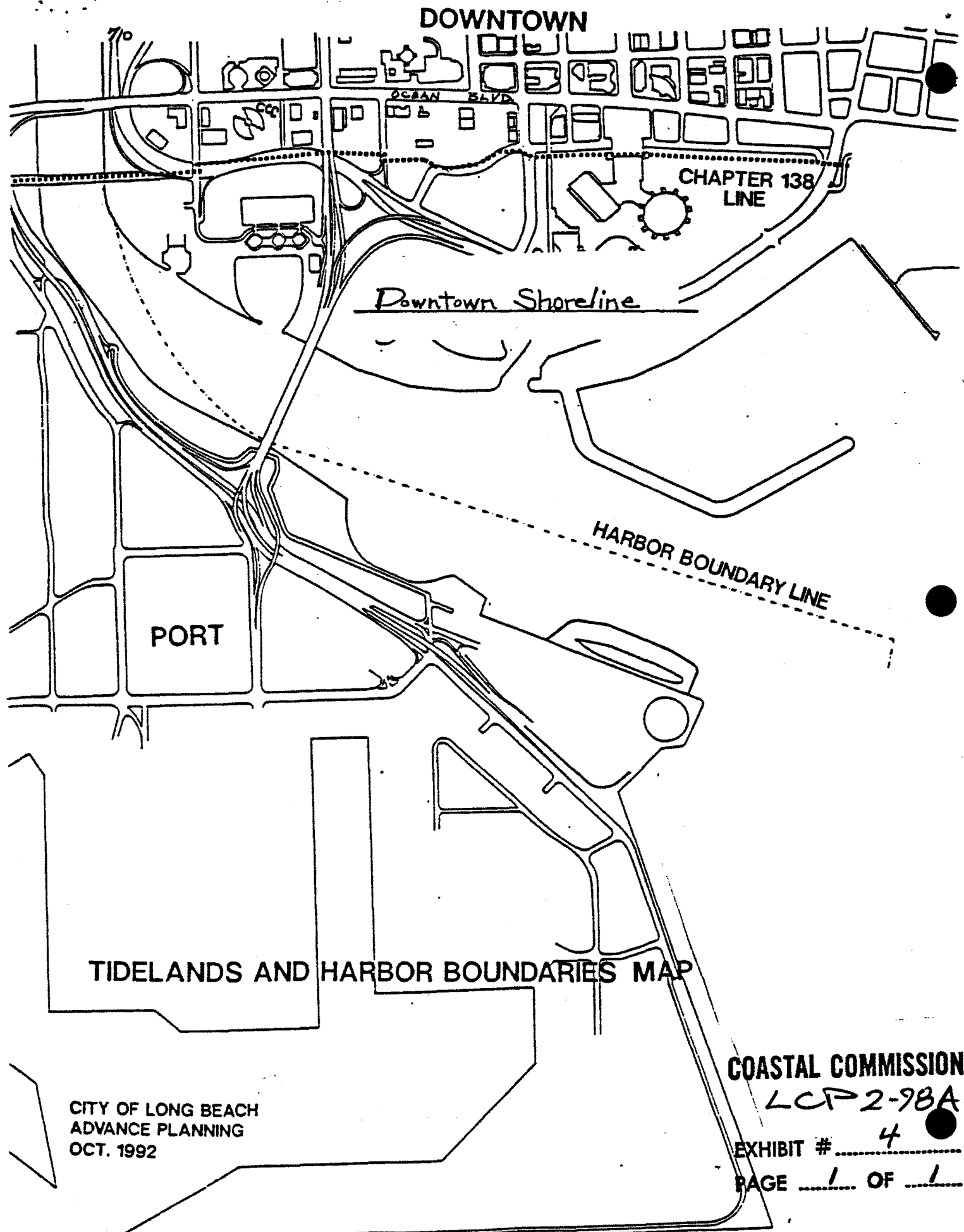


*Proposed by CDP application 5-98-156

COASTAL COMMISSION
LCP 2-98A

EXHIBIT # 3

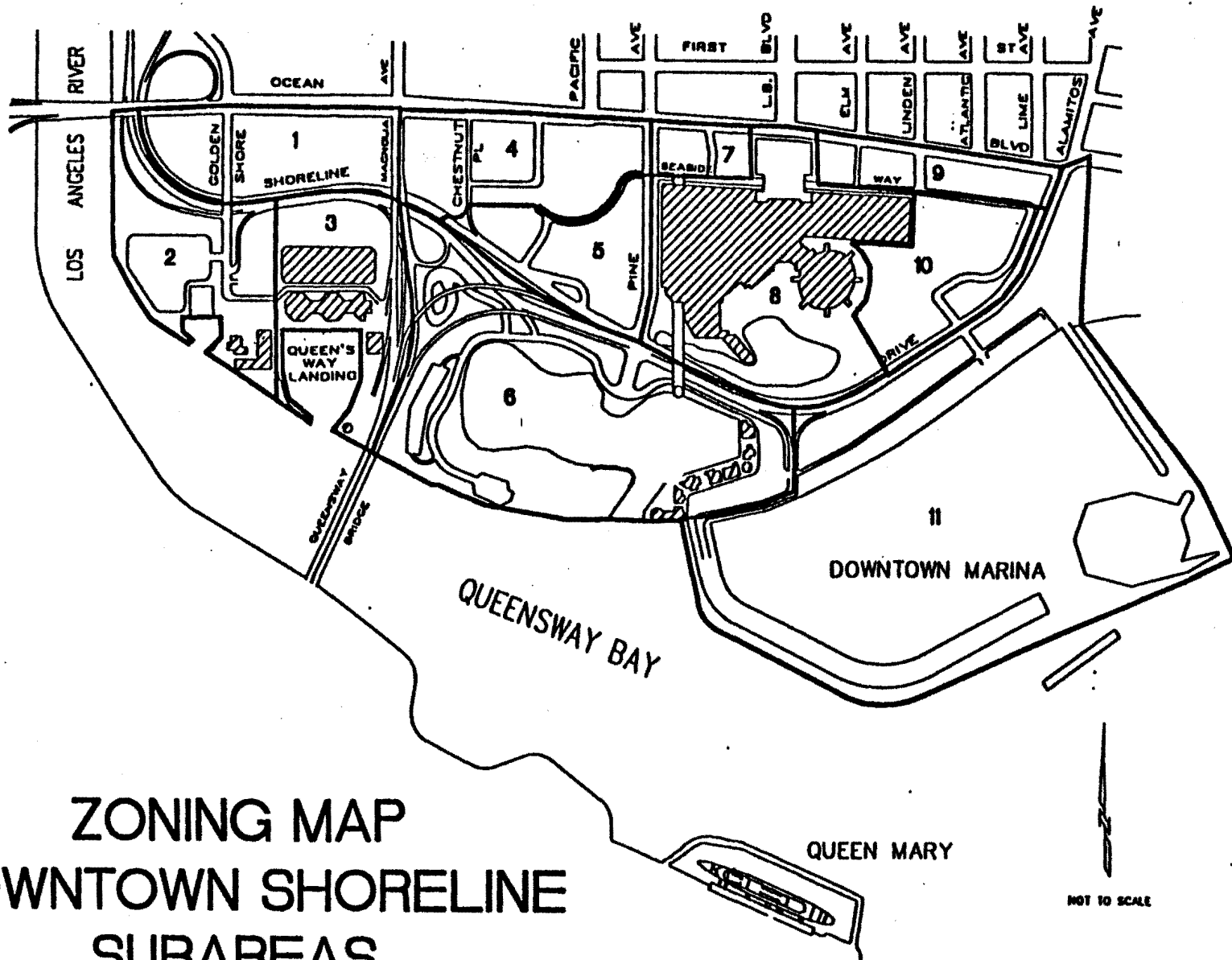
PAGE 1 OF 1



CITY OF LONG BEACH
ADVANCE PLANNING
OCT. 1992

COASTAL COMMISSION
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EXHIBIT # 4
PAGE 1 OF 1



ZONING MAP DOWNTOWN SHORELINE SUBAREAS

Planned Development Ordinance: PD-6

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SUBAREA 5

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

(a) Uses.

1. Retail, office, restaurant, entertainment display, educational, and recreational uses not to exceed ~~235,000~~ 327,000 square feet of usable floor area in an open and inviting pedestrian environment.
- 2.- Hotel uses containing not more than ~~450~~ 275 rooms. Restaurant lounge and retail facilities, primarily for hotel tenants, may be located in the hotel.
3. Any office uses must be approved by the Executive Director of the State Lands Commission as coastally related or dependent and related to maritime commerce, marine transport, trade conducted via ocean-going vessels, marine shipping and fisheries.

(b) Access.

1. Vehicular. Vehicular access shall be from Seaside Way, from a new road between Shoreline Drive and Seaside Way and from Pine Avenue.
2. Pedestrian access. Public walkways shall be provided from the extension of the walkways from Subarea 4 and shall extend to the southern end of the Subarea. Walkways shall provide pedestrian

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access to the shoreline via designated pedestrian crossings at Shoreline Drive and to the Convention Center entrance on Pine Avenue.

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

3. Public access. All open space areas shall be open and accessible to the public, as public parks would be, except a swimming pool area. All open space areas shall be designed so as to encourage public use through access and amenities.
4. Bicycle access. A bike path shall be provided linking the regional bike path to the Downtown (Ocean Boulevard).

(c) Building and Site design.

1. Site locations. Buildings shall be sited so as to provide staggered locations near Seaside Way, near Shoreline Drive, and near Pine Avenue. Buildings shall be sited so as to minimize view blockage from the overlooks and from buildings in Subareas 4 and 5. The relationship of buildings and open areas shall be such as to create an interesting pedestrian scale environment at grade. The location and height of structures shall be such as to ~~not block~~ enhance the required view corridors from Ocean Boulevard through Subarea 4 toward the water. Structures shall be designed so as to minimize view blockage to the water from buildings in Subareas 4 and 5. **Building facades and rooftops which are visible from view corridors, buildings in Subarea 4, the Convention Center and Promenade South shall be attractively treated to enhance these views. Along Pine Avenue, active pedestrian-oriented uses shall be required on the ground floor with storefront access from Pine Avenue.**
2. Height. ~~Not more than Three stories or 35~~ **not to exceed 40 feet, except that for the following: one structure of up to 60 feet to accommodate both a theater use and a parking structure and up to twelve stories may be located west of the Cedar Walk view corridor toward the Queen Mary to accommodate a hotel. All rooftops shall be attractively treated for views from higher buildings. Architectural features, towers and roof parapets may be permitted to exceed these height limits through Site Plan Review.**
3. Site coverage. ~~Not more than 50~~ **65 percent.** Parking structures which do not exceed a height of elevation 16 Mean Lower Low Water

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(MLLW) shall not be counted as site coverage provided that such structure does not penetrate a plane sloping upward at a slope of five percent from the top of the curb of all streets surrounding the site.

4. Setbacks. Buildings shall be set back 75 feet from Pine Avenue and 75 feet from Shoreline Drive to accommodate temporary bleacher seating for the Grant Prix auto race, except in areas where bleachers are not to be placed.
5. Special design features. The entire area shall be designed in a ~~seaside-resort-urban~~ waterfront atmosphere. Landscaping shall be lush and colorful. The area shall be open and inviting to the public, and shall facilitate and encourage pedestrian flow between the downtown and the shoreline. The facades of all buildings fronting on streets, especially Pine Avenue, shall be articulated with storefronts, display windows, special architectural and landscape treatment. If buildings back onto Shoreline Drive, they shall present an attractive facade through articulation and special architectural and landscape features.

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

1. The developer shall provide for the construction of all roadways and pedestrian ways through the site, and for a proportionate share of the cost of extending and/or widening Seaside Way as determined by the Director of Public Works on the basis of use and Seaside Way frontage.
2. The developers or successors in interest shall construct and maintain all walkways and landscape areas.

- (e) **Parking.** Parking shall be provided within the subarea sufficient to meet the average weekday demand. Additional parking to meet peak weekend day and evening demand shall be provided in adjacent subareas and Downtown. All parking shall be on a shared or joint use basis; it shall be available to the public on a first-come, first-served basis without reservation for the exclusive use of any one tenant or development.

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SUBAREA 6

This subarea contains Shoreline Village and Shoreline Park.

- (a) Uses. This subarea may be developed into an active, 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 displaced parkland on an acre-for-acre basis within or adjacent to the coastal zone. Such replacement parkland must provide similar recreational opportunities and be accessible to the same population through private or affordable public transportation. Replacement parkland shall be developed prior to or concurrent with the commencement of the development which displaces it, and shall also be dedicated or designated in perpetuity.
3. Park. Park area of not less than 23 acres, including park, roadways, parking areas, pedestrian walkways, and a major aquarium. The park shall include a children's play area, picnic areas and a public restroom. The existing fishing piers shall remain. All areas not covered with structure, roadway or walkway shall be landscaped.
4. Aquarium. An aquarium of up to 150,000 gross square feet may be constructed in the park. The existing recreational vehicle park shall not be displaced until a new recreational vehicle park is under construction elsewhere in the Queensway Bay Project (PD-6 and PD-21). This new recreational vehicle park shall include a minimum of seventy (70) recreational vehicle spaces with associated office, convenience services and convenience retail facilities for park users.

(b) Access.

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

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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 bike-path 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 frequently interrupted and articulated facades and through change of material and/or color.

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2. Height. Structures shall not exceed two stories or 35 40 feet in height, except that this height may be exceeded by special architectural or sculptural features on each side of the Harbor entrance channel, by the aquarium, and by the new parking structure which shall not exceed 55 feet in height, and by a large format movie theater west of Aquarium Way which shall not exceed 80 feet in height. A parking deck may be constructed above all or a portion of the existing Shoreline Village parking lot, provided that the structure is no higher than 18 feet above existing grade.
 3. Setback. New buildings along Shoreline Drive west of Pine Avenue shall be set back 75 feet from Shoreline Drive to accommodate temporary bleacher seating for the Grand Prix auto race, except in areas where bleachers are not to be placed.
 4. Special design features. Structures shall be designed and located along Shoreline Drive so as to provide interesting facades through the use of construction details and articulated building walls. In order to comply with the Coastal Act requirement pertaining to visual access from the first public street to the water edge, view corridors from Shoreline Drive shall be provided between structures, and a view corridor shall be provided along Pine Avenue from Ocean Boulevard to the water edge, as shown on the attached diagrams "A", and "B" incorporated herein by this reference. The facade of the parking structure shall be treated with landscaping and supplemental design elements so as to soften its visual impact on Shoreline Drive.
- (d) Parking. Parking shall be provided within the subarea and within Subarea 11 sufficient to meet the average weekday demand. Additional parking to meet peak weekend day and evening demand shall be provided in subareas to the north and in Downtown. All parking shall be on a shared or joint use basis; it shall be available to the public on a first-come, first-served basis without reservation for the exclusive use of any one tenant or development. A parking garage of up to 1500 spaces may be included within the development on not more than four acres of existing Shoreline Park adjacent to the aquarium and retail/entertainment uses. An additional 600 parking spaces may be added to Shoreline Village by building a deck or small parking structure over all or a portion of the existing parking lots.
- (e) Landscaping. Unpaved surfaces shall be landscaped in a waterfront resort theme. Plant material shall be lush and colorful abutting the pedestrian esplanade; trees, lawn and/or other ground covers shall be provided within the open park area. Plant material shall be utilized which is tolerant to the special waterfront soil and climate conditions.

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SUBAREA 8

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

(a) Uses.

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

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5. Up to 36,000 square feet of retail use facing Pine Avenue along the western edge of the parking structure, not to exceed the height of the Promenade level. This height limit applies to building parapets and to roof-top equipment, which shall be organized and enclosed so as not to distract from views from the Promenade.

(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.

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- 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.

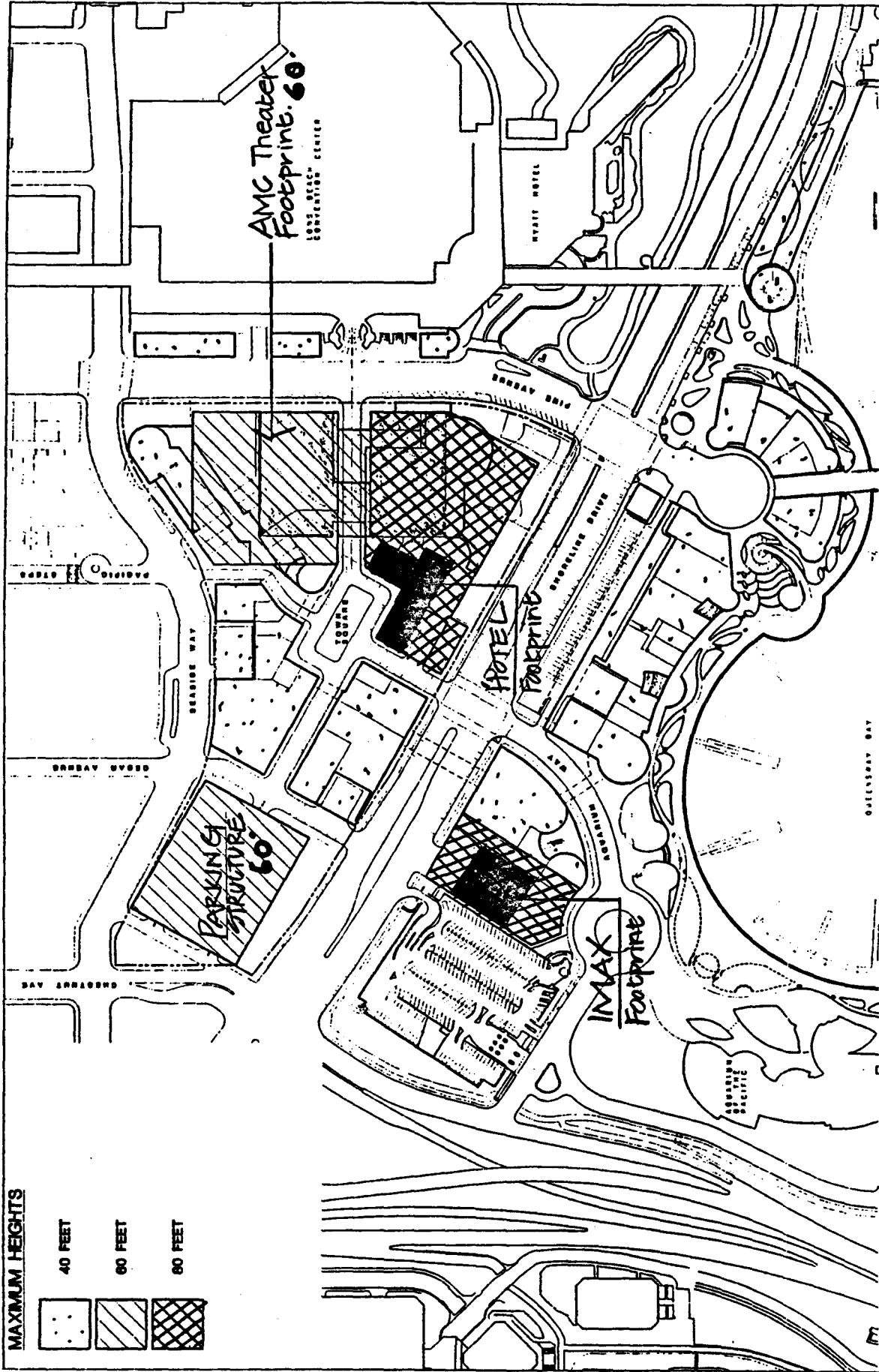
MAXIMUM HEIGHTS



40 FEET

60 FEET

80 FEET



Overlook
Development, LLC

Ehrenkrantz Eckstut & Kuhn Architects

Maximum Building Heights

TOLEDO
Long Beach, CA
Final Site Plan Review

1"=50' 1"=100' 1"=200'

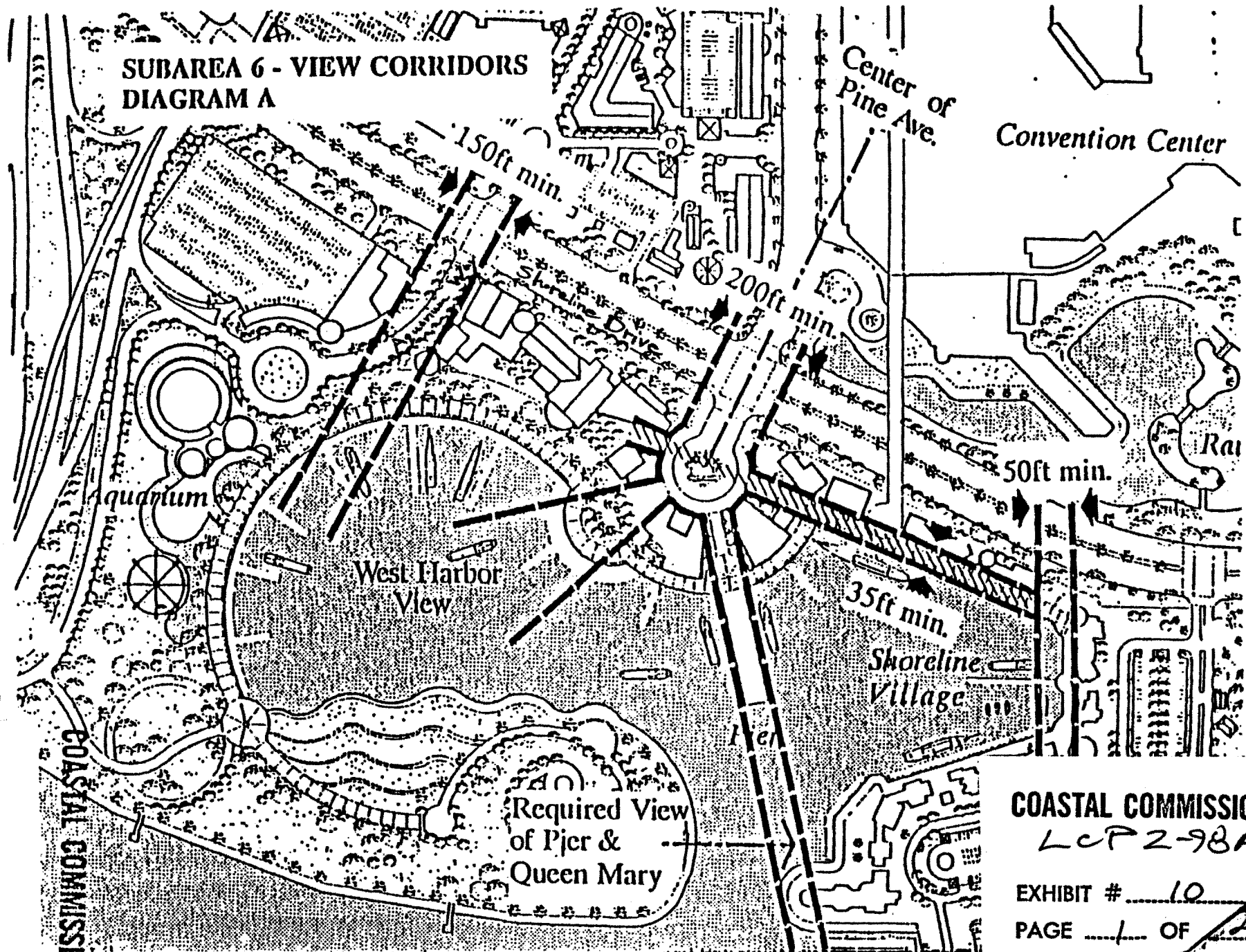
Proposed Heights

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SUBAREA 6 - VIEW CORRIDORS
DIAGRAM A



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SUBAREA 6 - VIEW CORRECTIONS
DIAGRAM B

Convention Center

Rainbow Lago

Views to
Shoreline Village / East Harbor
Pier

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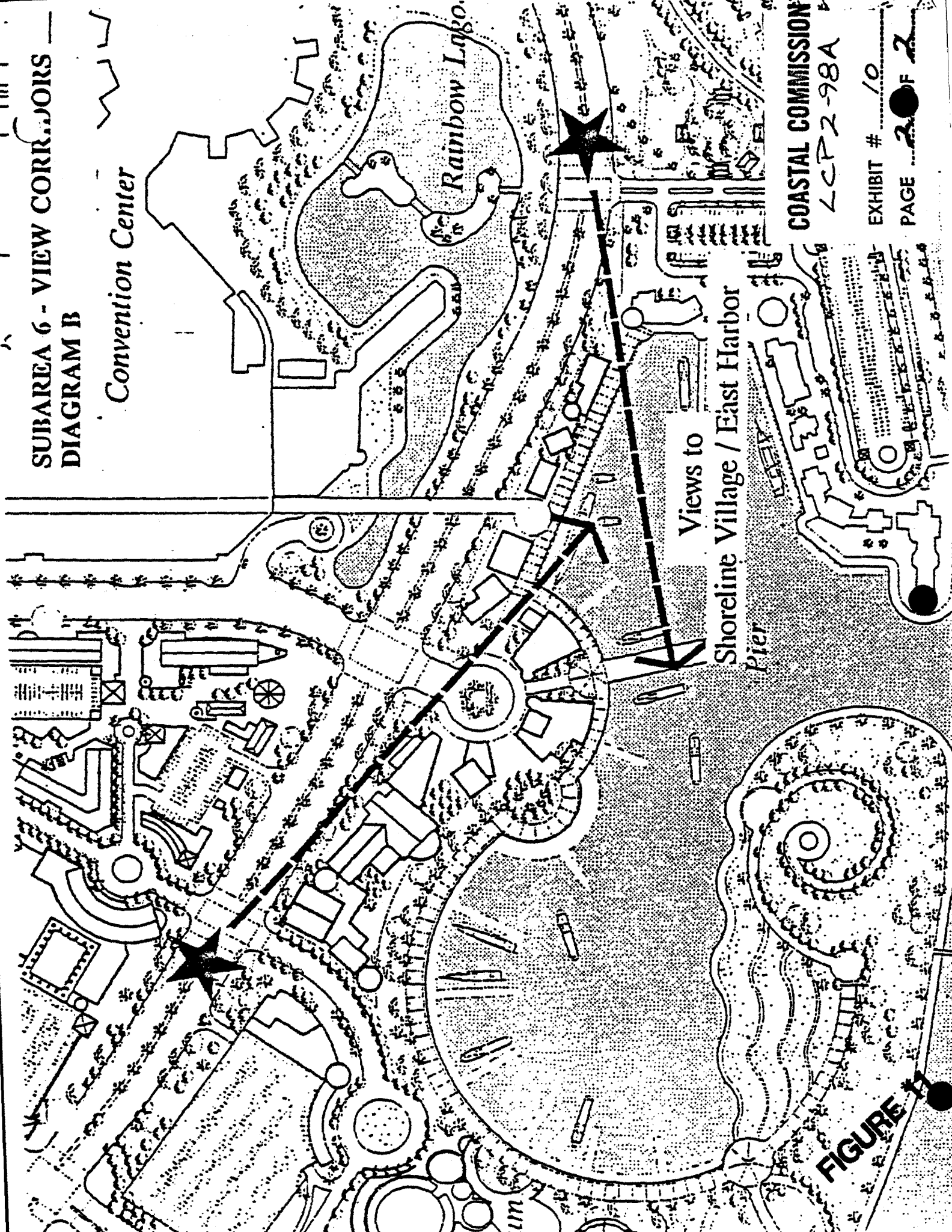
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FIGURE 1



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

ORDINANCE NO. C- 7535

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING ORDINANCE NO.
C-7510, ADOPTED OCTOBER 28, 1997, 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

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

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

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

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

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6. The highest quality of development.

GENERAL DEVELOPMENT AND USE STANDARDS

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

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

(b) Access.

1. Primary vehicle access to all uses shall be limited to Seaside Way, Golden Avenue, Chestnut Place, Queen's Way (Magnolia Avenue), Pine Avenue, Locust Avenue, Elm Avenue, Linden Avenue and Shoreline Drive, as appropriate.

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

3. All subareas should contain public walkways, seating in landscape areas, and, whenever feasible, shoreline viewing areas as specified in the Subarea Standards. Such areas shall be guaranteed public access through easements or deed restriction, or lease agreement provisions, whenever required as

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public walkways in this Plan.

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

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

6. A Traffic and Parking Management Association shall be created to monitor traffic generation and parking demand in the Planned Development Area, and to implement specific parking management strategies and transportation demand management programs as needed.

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

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

24 (c) Building Design.

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

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buildings, and so as to entice pedestrians into the shoreline area.

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

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

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

(d) Parking.

1. Number of spaces.

A. Residential uses.

i <u>Bedroom/Unit</u>	<u>Spaces/Unit</u>
-----------------------	--------------------

0	1.00
---	------

1 or more	2.00
-----------	------

ii For elderly housing one space/unit

iii Plus one guest space for each six units

B. Hotel/Motel uses. 0.75 spaces/room (retail,

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1 restaurant and/or conference and banquet
2 facilities calculated separately).

3 C. Retail Use. Four parking spaces/1,000 square
4 feet of usable floor area.

5 D. Office use. Three parking spaces/1,000 square
6 feet of usable floor area.

7 E. Whenever feasible, joint and shared use of
8 parking facilities is encouraged. Office
9 building parking shall be available for public
10 use on weekends and evenings in order to meet
11 peak parking demand for shoreline uses. Joint
12 use parking shall follow the Urban Land
13 Institute findings in their 1983 publication of
14 "Shared Parking". Any joint or shared use
15 parking shall be supported by a shared use
16 parking plan.

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

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

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

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

26 (e) Landscaping. All open areas shall be landscaped in a
27 park-like setting or designed as sophisticated urban
28 courtyards and plazas. All courtyard and plaza areas

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1 shall be treated with upgraded materials, ample color and
2 rich detailing.

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

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

- 26 (g) Temporary uses and structures. Notwithstanding any other
27 provisions of this Planned Development Ordinance, certain
28 temporary uses shall be permitted during the development

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1 cycle of the Downtown Shoreline Portion of the Long Beach
2 Coastal Zone. The purposes of permitting temporary uses
3 are to facilitate rapid construction and to maximize the
4 utility of the limited surface areas while development is
5 taking place.

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

10 2. Regulations. The following uses shall be permitted
11 for the periods specified.

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

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

28 C. In any subarea, surface parking, public or

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private, provided that:

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

- (h) Interim uses. Interim uses (more than several days but not to exceed five years) are allowed in phased developments provided that any such use shall require approval by the Planning Commission through Site Plan review and shall be treated as development for Local Coastal Development Permit purposes. Only such interim uses consistent with the intent of the Plan shall be permitted. An extension of time up to an additional five years may be granted by the Planning Commission upon completion of at least one public hearing on each such application for time extension.
- (i) Park dedication policy. Existing parkland shall not be displaced until an equal amount of parkland

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

SPECIFIC DEVELOPMENT AND USE STANDARDS

SUBAREA 1

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

SUBAREA 2

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

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

14 (b) Access.

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

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1 (c) Building Design.

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

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

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

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

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

21
22 SUBAREA 3

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

26 (a) Uses. The current uses of the area should be encouraged
27 to remain. Uses consistent with tidelands trust purposes
28 or water oriented recreational facilities may be added to

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or may replace existing uses. Office uses shall be consistent with the Tidelands settlement.

(b) Access.

1. Vehicular access. Primary vehicular access shall be provided by Golden Shore Avenue or Queens' Way. A roadway connection to Subarea 6 shall be constructed under the Queen's Way Bridge.
2. The existing pedestrian access public walkway shall be maintained and extended from Golden Shore Avenue to Queen's Way Highway parallel to Shoreline Drive. A public walkway shall be maintained around Catalina Landing linking Subarea 2 to Subarea 6 under Queen's Way Bridge. The existing public walkway sidewalk shall also be maintained and extended parallel to Queen's Way from Ocean Boulevard to Queen's Way Bay.
3. The existing bicycle path through the subarea linking Subarea 2 to Subarea 6 under Queen's Way Bridge shall be maintained. This bicycle path shall be guaranteed public access through lease agreements with abutting uses.

(c) Building Design.

1. Buildings shall be located so as to minimize view blockage from buildings in the West Beach redevelopment project. Site plans for new buildings shall illustrate the views from existing buildings.
2. Height. Office buildings shall be limited to no more than four stories in height measured from the existing grade. Parking structures shall not exceed

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a height of 45 feet.

3. Site coverage. Not more than 65 percent of the subarea shall be covered by buildings exceeding one story in height.
4. Setbacks. A twenty foot landscaped setback shall be provided along the north and south edge of any parking structure. Such setback shall be measured from the parking lot edge of the access driveways separating the parking lot from the existing buildings.
5. Special design features. New buildings shall be cited and designed so as to create an interesting relationship between open areas and the buildings that will produce a pedestrian scale at grade and providing a unique and intriguing walking environment. Harmony shall also be created with the scale and style of existing buildings, and also with the existing Queen's Way Bridge.

(d) Parking

1. Number of spaces. All new uses shall provide additional parking spaces for their own needs, unless the developer can demonstrate the feasibility of joint use of a portion or all of the existing spaces. If existing uses are removed, the required parking for the remaining uses shall be retained according to the nonconforming use provisions of the Zoning Regulations.
2. Parking Structures. Any parking structures shall be

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

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

12
13 SUBAREA 4

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

- 21 (a) Uses. This subarea shall be a mixed-use development of
22 residential, office, retail, hotel and ancillary,
23 supportive and complimentary uses. High-density
24 residential is permitted with as much as one hundred
25 dwelling units per acre, but not to exceed one thousand
26 new residential units. New retail, personal service,
27 office, entertainment uses, taverns and restaurants are
28 allowed up to two million square feet of usable floor

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1 area. Hotel use up to five hundred rooms shall also be
2 . permitted.
3

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

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

28 The Victory Park strip in this subarea shall be a

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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 open spaces.

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

A minimum ten-foot sidewalk including parkway shall be provided as a dedicated public right-of-way along Chestnut Place. If Chestnut Place is to be utilized as a view corridor, then any bridging of Chestnut Place must be at least eight feet above Ocean Boulevard sidewalk grade, and shall be of a visually

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transparent material.

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

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

The westerly walkway, Cedar Walk, shall continue across Seaside Way to Subarea 5. In Subarea 5, Cedar Walk shall be continued by the developer of that subarea to connect to the waterfront. The maximum elevation of Cedar Walk shall not exceed five feet above Ocean Boulevard sidewalk grade, and shall reach that grade only through a gradual slope up from Ocean Boulevard to the maximum elevation. The north/south connections to the east/west walk

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1 shall terminate in viewing platforms or connections
2 with the development south of Seaside Way.
3

4 (c) Building design.

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

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

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

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

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

14 (d) Special design features.

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

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

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

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

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

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

12 (e) Parking

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

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needs of the project as built and applied for at the time of the review of each application, and will not adversely affect visitor access or public recreational use of coastal resources.

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

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

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

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

A. Extension of Seaside Way to connect Pine Avenue to Chestnut Place (consistent with prior

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contractual agreements with the City);

B. Installation of a traffic signal at the intersection of Chestnut Place and Seaside Way;

C. Installation of a traffic signal at the intersection of Golden Shore and Seaside Way;

D. Provision of one eastbound lane as an optional left or right turn lane at the intersection of Golden Shore and the Long Beach Freeway off-ramp;

E. Installation of traffic signal modification at the intersection of Seaside Way and Pine Avenue;

F. Installation of traffic signal modification at the intersection of Shoreline Drive and Pine Avenue;

G. Installation of traffic signal at Ocean Boulevard and Cedar Walk.

2. The owners of the new development shall be responsible for the maintenance of the east/west walk and the pathways.

SUBAREA 5

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

(a) Uses.

1. Retail, office, restaurant, entertainment display, educational, and recreational uses not to exceed 327,000 square feet of usable floor area in an open

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and inviting pedestrian environment.

2. Hotel uses containing not more than 275 rooms. Restaurant lounge and retail facilities, primarily for hotel tenants, may be located in the hotel.
3. Any office uses must be approved by the Executive Director of the State Lands Commission as coastally related or dependent and related to maritime commerce, marine transport, trade conducted via ocean-going vessels, marine shipping and fisheries.

(b) Access.

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

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

3. Public access. All open space areas shall be open and accessible to the public, as public parks would be, except a swimming pool area. All open space areas shall be designed so as to encourage public

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1 use through access and amenities.

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

5 (c) Building and Site design.

- 6 1. Site locations. Buildings shall be sited so as to
7 provide staggered locations near Seaside Way, near
8 Shoreline Drive, and near Pine Avenue. Buildings
9 shall be sited so as to minimize view blockage from
10 the overlooks and from buildings in Subareas 4 and
11 5. The relationship of buildings and open areas
12 shall be such as to create an interesting pedestrian
13 scale environment at grade. The location and height
14 of structures shall be such as to enhance the
15 required view corridors from Ocean Boulevard through
16 Subarea 4 toward the water. Structures shall be
17 designed so as to minimize view blockage to the
18 water from buildings in Subareas 4 and 5. Building
19 facades and rooftops which are visible from view
20 corridors, buildings in Subarea 4, the Convention
21 Center and Promenade South shall be attractively
22 treated to enhance these views. Along Pine Avenue,
23 active pedestrian-oriented uses shall be required on
24 the ground floor with storefront access from Pine
25 Avenue.
26 2. Height. Three stories not to exceed 40 feet, except
27 for the following: up to 60 feet to accommodate both
28 a theater use and a parking structure and up to

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1 twelve stories to accommodate a hotel.
2 Architectural features, towers and roof parapets may
3 be permitted to exceed these height limits through
4 Site Plan Review.

5 3. Site coverage. Not more than 65 percent. Parking
6 structures which do not exceed a height of elevation
7 16 Mean Lower Low Water (MLLW) shall not be counted
8 as site coverage provided that such structure does
9 not penetrate a plane sloping upward at a slope of
10 five percent from the top of the curb of all streets
11 surrounding the site.

12 4. Setbacks. Buildings shall be set back 75 feet from
13 Pine Avenue and 75 feet from Shoreline Drive to
14 accommodate temporary bleacher seating for the Grand
15 Prix auto race, except in areas where bleachers are
16 not to be placed.

17 5. Special design features. The entire area shall be
18 designed in a urban waterfront atmosphere.
19 Landscaping shall be lush and colorful. The area
20 shall be open and inviting to the public, and shall
21 facilitate and encourage pedestrian flow between the
22 downtown and the shoreline. The facades of all
23 buildings fronting on streets, especially Pine
24 Avenue, shall be articulated with storefronts,
25 display windows, special architectural and landscape
26 treatment. If buildings back onto Shoreline Drive,
27 they shall present an attractive facade through
28 articulation and special architectural and landscape

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features.

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

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

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

(e) Parking. Parking shall be provided within the subarea sufficient to meet the average weekday demand. Additional parking to meet peak weekend day and evening demand shall be provided in adjacent subareas and Downtown. All parking shall be on a shared or joint use basis; it shall be available to the public on a first-come, first-served basis without reservation for the exclusive use of any one tenant or development.

SUBAREA 6

This subarea contains Shoreline Village and Shoreline Park.

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

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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 displaced parkland on an acre-for-acre basis within

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

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

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

27 (b) Access.

28 1. Vehicular. Vehicular access to Shoreline Village

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

- 16 2. Pedestrian. Pedestrian access shall be provided
17 from the Promenade South and from signalized
18 pedestrian crossings of Shoreline Drive. A
19 shoreline pedestrian esplanade of not less than 35
20 feet in width shall be constructed along all new
21 commercial development facing the water. The
22 development shall be continuous from the existing
23 Shoreline Village and a smooth transition shall be
24 established between existing and new uses. A
25 continuous public walkway shall be provided along
26 the water's edge throughout this subarea. Pedestrian
27 walkways along north-south streets shall be provided
28 from Ocean Boulevard to the waterfront.

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

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

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

17 (c) Building Design.

18 1. Location and scale. Shops, restaurants and
19 entertainment facilities shall be limited to
20 Shoreline Village and the northern side of the
21 Downtown Harbor to provide a continuous pedestrian
22 retail experience. The development shall be
23 punctuated by plazas and outdoor eating areas. Long
24 continuous walls without windows and doors shall be
25 avoided along the pedestrian esplanade. Pedestrian
26 scale shall be maintained through frequently
27 interrupted and articulated facades and through
28 change of material and/or color.

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2. Height. Structures shall not exceed two stories or 40 feet in height, except that this height may be exceeded by special architectural or sculptural features on each side of the Harbor entrance channel, by the aquarium, by the new parking structure which shall not exceed 55 feet in height, and by a large format movie theater west of Aquarium Way which shall not exceed 80 feet in height. A parking deck may be constructed above all or a portion of the existing Shoreline Village parking lot, provided that the structure is no higher than 18 feet above existing grade.

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

4. Special design features. Structures shall be designed and located along Shoreline Drive so as to provide interesting facades through the use of construction details and articulated building walls. In order to comply with the Coastal Act requirement pertaining to visual access from the first public street to the water edge, view corridors from Shoreline Drive shall be provided between structures, and a view corridor shall be provided along Pine Avenue from Ocean Boulevard to the water edge, as shown on the attached diagram "A" (See Ex. 11)

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1 incorporated herein by this reference. The facade
2 of the parking structure shall be treated with
3 landscaping and supplemental design elements so as
4 to soften its visual impact on Shoreline Drive.

5 (d) Parking. Parking shall be provided within the Subarea and
6 within Subarea 11 sufficient to meet the average weekday
7 demand. Additional parking to meet peak weekend day and
8 evening demand shall be provided in subareas to the north
9 and in Downtown. All parking shall be on a shared or
10 joint use basis; it shall be available to the public on
11 a first-come, first-served basis without reservation for
12 the exclusive use of any one tenant or development. A
13 parking garage of up to 1500 spaces may be included within
14 the development on not more than four acres of existing
15 Shoreline Park adjacent to the aquarium and retail/
16 entertainment uses. An additional 600 parking spaces may
17 be added to Shoreline Village by building a deck or small
18 parking structure over all or a portion of the existing
19 parking lots.

20 (e) Landscaping. Unpaved surfaces shall be landscaped in a
21 waterfront resort theme. Plant material shall be lush and
22 colorful abutting the pedestrian esplanade; trees, lawn
23 and/or other ground covers shall be provided within the
24 open park area. Plant material shall be utilized which
25 is tolerant to the special waterfront soil and climate
26 conditions.

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28 //

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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 access only from Seaside Way or Pine Avenue. Existing buildings may utilize existing Ocean Boulevard access provided that such access is only for passenger loading and unloading.

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2. Pedestrian access. Pedestrian access will be provided from Ocean Boulevard southerly on the Promenade South as approved in Coastal Commission permit number 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 set back less than one hundred twenty feet from the curblin 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

COASTAL COMMISSION

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 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 two hundred fifty feet above Ocean Boulevard grade, except for the development between the Promenade South and Pine Avenue, the height can be up to four hundred twenty-five feet only if the building meets the following conditions and is designed and articulated as follows:

A. The portion of the building higher than eighty-five feet above Ocean Boulevard grade has a building footprint no greater than seventy percent of the site area, and is set back a minimum of twenty-five feet from the east property line, and a minimum of fifteen 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

COASTAL COMMISSION

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 of ten foot wide by ten 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 two hundred fifty feet does not reduce the Level of Service (LOS) at the intersections of Ocean Boulevard/Pine Avenue and Pine Avenue/Seaside Way below LOS D.

3. Site coverage. The building to be located between the former Jergins Trust building site and the Breakers Hotel was designed so as to minimize its impact upon the pedestrian scale environment of the Promenade. In the future, any new construction abutting the Promenade and the Ocean Boulevard strip park shall not exceed thirty feet in height for a width of thirty feet along those property lines. Site coverage shall be limited to fifty-five percent

COASTAL COMMISSION

1 of the project area and any portion of the project
2 to exceed four stories in height shall not exceed
3 thirty-five percent of the project area. The
4 project area for this project shall include the
5 width of the Promenade from the south edge of the
6 Ocean Boulevard strip park to the northern edge of
7 the relocated Seaside Way.

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

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

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

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

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

22 E. A tram stop shall be provided.

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

26 G. The developers of all construction of new
27 buildings, of all condominium conversions, and
28 of all changes in the use shall provide for the

COASTAL COMMISSION

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

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

COASTAL COMMISSION

1 further described in Section (c).2.C. of the
2 Specific Development and Use Standards for Subarea
3 7. Office building and commercial parking shall be
4 available for public use on evenings and weekends.
5 Office uses may lease Convention Center parking for
6 usual business requirements.

7 (e) Developer on and off-site Improvements and
8 Maintenance. New development or change of use of
9 existing buildings shall provide for the eastward
10 continuation of the east/west pedestrian walkway
11 across the subject sites. Such development or
12 change in use shall also be required to improve the
13 park strip along Ocean Boulevard and the plazas
14 created by the corner cut-offs, except as otherwise
15 provided for the Promenade.
16

17 SUBAREA 8

18 This subarea contains the Long Beach Convention and
19 Entertainment Center and Rainbow Lagoon.

20 (a) Uses.

- 21 1. The existing uses of a sports arena, two theaters,
22 an exhibition hall and associated meeting rooms and
23 offices shall continue;
24 2. A Promenade South as a continuation of Promenade
25 North leading from Subarea 7 to Subarea 6 shall be
26 provided.
27 3. A five hundred forty-two room convention hotel with
28 ballrooms, meeting rooms, restaurants, health club

COASTAL COMMISSION

and retail uses of thirty-nine thousand eight hundred fifty square feet.

4. Rainbow Lagoon and park.

5. Up to 36,000 square feet of retail use facing Pine Avenue along the western edge of the parking structure, not to exceed the height of the Promenade level. This height limit applies to building parapets and to roof-top equipment, which shall be organized and enclosed so as not to distract from views from the Promenade.

(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

COASTAL COMMISSION

1 site, and shall be forty feet in width from Ocean
2 Boulevard to the convention hotel and thirty feet in
3 width south of the convention hotel. The hotel and
4 related facilities shall be located east of the
5 Promenade South.

6 2. Height. The hotel shall not exceed two hundred
7 fifty feet above grade. The Promenade South shall
8 be at Ocean Boulevard elevation. Parking structures
9 shall not exceed Ocean Boulevard level.

10 3. Special design features. Rainbow Lagoon shall
11 contain not less than 5.5 acres of water surface.

12 4. Promenade South special design features.

13 A. Lighting shall carry out the common theme of
14 the total Promenade, be attractive, and provide
15 adequate light for public safety and comfort.
16 Low pressure sodium vapor lighting should not
17 be allowed.

18 B. The surface materials of the Promenade South
19 shall be of brick paver, textured concrete or
20 other aesthetically pleasing materials.

21 C. Development adjacent to the Promenade South
22 should not create a visual or physical barrier;
23 but rather should encourage strollers toward
24 the ocean.

25 D. There should be a strong connection between
26 downtown and Shoreline Park, Marina Green Park,
27 the Marina and Shoreline Village. This should
28 be accomplished principally by extending a

COASTAL COMMISSION

1 walkway at grade from the Promenade South all
2 the way to the west promontory of Shoreline
3 Village, and by placing a prominent feature or
4 facility on the west promontory of Shoreline
5 Village. This feature should be placed so it
6 is visible directly down the Promenade South.
7 The Promenade South should accommodate
8 pedestrians and trams.

9 (d) Parking. All parking shall be in structures except a
10 small open lot between the exhibit hall and Seaside Way.
11 A total of not less than four thousand eight hundred and
12 thirty (4,830) spaces shall be provided.

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

15
16 Landscaping and maintenance of Rainbow Lagoon and Park
17 shall be public.
18

19 SUBAREA 9

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

22 (a) Uses. Dense residential or hotel, west of Elm Avenue;
23 dense residential or mixed residential and office in the
24 same structure east of Elm Avenue. Retail and restaurant
25 uses shall be permitted at the Ocean Boulevard level, or
26 at top levels. Victory Park in the subarea shall be a
27 dedicated City park. Residential uses shall not exceed
28

//

COASTAL COMMISSION

1 a density of two hundred and fifty dwelling units per
2 acre.

3 (b) Access.

4 1. Vehicular access. All construction of new buildings
5 shall have vehicular access only from Seaside Way
6 and Elm and Linden Avenues. Existing buildings may
7 maintain access from Ocean Boulevard for reuse or
8 conversion to condominium.

9 2. Pedestrian access. Pedestrian access shall be
10 provided along the southern edge of the subarea by
11 a public promenade twenty feet in width from Hart
12 Place to Lime Avenue. This promenade shall be at
13 Ocean Boulevard level adjoining the north curb of
14 Seaside Way or on the southern edge or any
15 development utilizing air rights over Seaside Way.

16
17 A public walkway from Ocean Boulevard to the
18 promenade shall be provided at Hart Place, Elm
19 Avenue, Atlantic Avenue, and Lime Avenue. These
20 walks shall be within open public areas not less
21 than thirty feet in width providing an unobstructed
22 view from Ocean Boulevard to the southern boundary
23 of the subarea.

24
25 Pedestrian access from Ocean Boulevard to Seaside
26 Way shall be provided by a dedicated public sidewalk
27 on both sides of Linden Avenue.

28 (c) Building Design.

COASTAL COMMISSION

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 shall be in parking structures not to exceed Ocean Boulevard elevation. Parking structures not visible from Ocean Boulevard may exceed the Ocean Boulevard elevation. Parking spaces shall be provided as designated in the general development and use standards for new uses.
- (e) Landscaping. All construction of new buildings shall provide for park-like landscaping for all open areas at the Ocean Boulevard elevation.
- (f) Developer On and Off-site Improvements and Maintenance. The developer of all construction of new buildings and of all condominium conversions 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.

//

COASTAL COMMISSION

SUBAREA 10

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

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

(b) Access.

1. Vehicular access. Vehicular access for all new construction shall be provided from Hart Place, 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

COASTAL COMMISSION

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.

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.

COASTAL COMMISSION

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 attractive surface that will resist soiling due to oil leaks; and
 - C. The roof top shall be landscaped so as to provide a visually attractive appearance and so as to allow views over the parking structure to the shoreline.
- (e) Landscaping. All ground areas shall be lushly landscaped. Trees shall be planted throughout surface parking lots to soften the impact of continuous asphalt paving.
- (f) Developer On and Off-site Improvements. The developer shall provide for the public pedestrian bridge over Seaside Way, the public walkway to Shoreline Drive, and other public improvements.

SUBAREA 11

This area currently contains Oil Island Grissom, the Downtown

COASTAL COMMISSION

1 Marina, Marina Green and water area.

2 (a) Uses.

- 3 1. Continuation of oil production on Island Grissom and
- 4 development as a dedicated public park when oil
- 5 production ceases;
- 6 2. Marina with one thousand six hundred ninety-four
- 7 boat slips;
- 8 3. One thousand six hundred sixty parking spaces;
- 9 4. One fuel dock and two sewage pump-out stations;
- 10 5. One fishing platform and two combination fishing and
- 11 observation platforms;
- 12 6. Tidal mud flats or sand beach east of the easterly
- 13 jetty;
- 14 7. Nine comfort stations, not less than two of which
- 15 are public;
- 16 8. A two thousand square foot administration and
- 17 maintenance building;
- 18 9. Public bicycle and pedestrian pathways; an overlook
- 19 at end of marina mole; and
- 20 10. Eleven acre park.

21 (b) Access.

- 22 1. Vehicular access. Vehicular access shall be from
- 23 Shoreline Drive.
- 24 2. Pedestrian access. Pedestrian access shall be
- 25 provided from the Promenade South, from Shoreline
- 26 Village, from the Linden Avenue crossing of
- 27 Shoreline Drive and from the beach to the east.
- 28 Access through the marina shall be provided by

COASTAL COMMISSION

1 pedestrian walkways through Marina Green Park and
2 along the westerly mole. A public bicycle path
3 shall be provided along the westerly mole,
4 connecting to the beach bicycle path to the east,
5 the Linden Avenue crossing of Shoreline Drive, and
6 the regional bicycle path through Subarea 6.

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

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

12 (e) Landscaping. All ground areas, including the parking lot,
13 shall be heavily landscaped in a park-like setting.
14

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

20 //

21 //

22
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28
COASTAL COMMISSION

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

I hereby certify that the foregoing ordinance was adopted
by the City Council of the City of Long Beach at its meeting of
April 21, 1998, by the following vote:

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

Noes: Councilmembers: None.

Absent: Councilmembers: Robbins, Donelon.

Shelba Powell
City Clerk

Approved: 4-24-98
(Date)

Gregg Miller
Mayor

CERTIFIED AS A TRUE AND CORRECT COPY

Shelba Powell
CITY CLERK OF THE CITY OF LONG BEACH

DATE: 4-29-98

MJM:kjm
3/26/98;4/1/98
(012) PD-6-98.ORD

COASTAL COMMISSION



CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

333 WEST OCEAN BOULEVARD

LONG BEACH, CALIFORNIA 90802

JAMES C. HANKLA
CITY MANAGER

(562) 570-6711
FAX (562) 570-6583
TDD (562) 570-6708

April 17, 1998

Mr. Charles Posner
California Coastal Commission
200 Oceangate, 10th Floor
Long Beach, CA 90802

RECEIVED
APR 17 1998

Dear Mr. Posner:

CALIFORNIA
COASTAL COMMISSION

I am pleased to submit to you a copy of the final report on the Queensway Bay Traffic and Parking Management Program, prepared by Kaku Associates in April, 1998.

This report provides the technical basis for the formation of a Traffic and Parking Management Association for the Queensway Bay area, as required in our Local Coastal Program:

A Traffic and Parking Management Association shall be created to monitor traffic generation and parking demand in the Planned Development Area, and to implement specific parking management strategies and transportation demand management programs as needed. The goal of the parking management program shall be to provide adequate parking to support the development in a cost-effective manner, and to provide public access to the coast while providing some discouragement for use of private automobiles over transit alternatives. The goal of the transportation demand management program shall be to minimize the negative impacts of project-related trips on local streets and intersections and upon the regional freeway network; it shall consider measures such as providing no free on-site parking for employees and providing employees with free transit passes. All development within the project area shall be required to participate in the Association when it is formed. The Association shall be formed prior to commencement of development of Subarea 5 or of the retail/entertainment complex in Subarea 6 west of Pine Avenue.

The City is well on its way to establishing the Traffic and Parking Management Association. The Convention and Visitors Bureau and Downtown Long Beach Associates have taken a leadership role by convening all of the major stakeholders in the Queensway Bay and adjacent areas to form the Association.

COASTAL COMMISSION
LCP-2-98A

EXHIBIT # 13

PAGE 1 OF 4

Mr. Charles Posner
April 17, 1998
Page 2

With the assistance of Kaku Associates and the support of the City, they are developing a membership and financing proposal, with the hope to launch the Association by the end of 1998.

Queensway Bay is a unique area when it comes to parking. Its individual uses have tremendous peaks and valleys in their demand for parking. The Convention Center is the most extreme example, with a large range of parking demand depending upon the use of the convention hall (a vacant facility, vs. a convention with overnight delegates, vs. a local trade show), and depending upon the concurrent use of the arena and terrace theater.

Such extreme variation in parking demand among multiple uses lends itself to shared parking through or managed process. Clearly, it would be wasteful of land and money if each use built its own parking to meet its peak demand. The wisdom of a managed parking program is further reinforced by the existence of nearby large office buildings with parking garages which are nearly empty during the peak parking demand periods of Queensway Bay (weekends, holidays and evenings).

Therefore, the Local Coastal Program requires parking at the Queensway Bay attractions "sufficient to meet the average weekday demand." During peak periods, adjacent underutilized parking resources are to be called into operation by the Parking Management Association, together with changing message signage to direct motorists to the lots, and free shuttle service to transport them to and among attractions. In addition, most, if not all employees will be required to park off-site during peak periods.

The proposed Traffic and Parking Management Program is described more fully in the attached report. After the report was drafted, additional on-site parking resources have been added and have either been approved by the California Coastal Commission or are the subject of pending applications. These include between 189 and 245 curbside spaces on Shoreline Drive, at least 88 curbside spaces on Pine Avenue and Seaside Way, a new 150-space surface parking lot proposed by Oliver McMillian south of Shoreline Drive, and a 90-space surface parking lot to serve Pierpoint Landing just west of the Queens Way Bridge. Because of these additions, Table ES-2 on pages vi and III-4 of the report must be revised as shown on the attached page.

We believe that the overall parking program which we propose for Queens Bay, which includes the Traffic and Parking Management Program, will meet the parking needs of the attractions while providing adequate parking for general public access to the coast. In particular, the program provides 1005 short-term

COASTAL COMMISSION

EXHIBIT # 13
PAGE 2 OF 4

Mr. Charles Posner
April 17, 1998
Page 3

metered spaces (Marina Green and mole, Shoreline Park, and curbside spaces) which cannot be used conveniently by those who attend the major attractions.

I will be pleased to meet with you to discuss the report in detail and to bring along our traffic and parking consultants, if you so desire. Thank you, as always, for your assistance.

Sincerely yours,

Robert J. Paternoster /A/
Robert J. Paternoster, Director
Queensway Bay Project

Attachment

COASTAL COMMISSION

EXHIBIT # 13
PAGE 3 OF 4

**Revised
Table ES-2**

Area	Existing Supply	Future Supply
Aquarium	0	1,470
Retail/Entertainment		
Surface	1,700	150
Structure	0	1,550
Hyatt Hotel	1,120	1,120
Shoreline Village	435	435
Marina		
Marina Green	388	388
Mole	24	24
Boaters	1,270	1,270
Convention Center		
Surface	1,940	1,940
Structure	1,210	1,210
Structure	800	800
Shoreline Park	150	150
On-Street Parking	0	443
Pierpoint Landing Lot	0	95
	9,037	11,045

COASTAL COMMISSION

EXHIBIT # 13
PAGE 4 OF 4

RESOLUTION NO. C- 27379

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH ADOPTING, AFTER PUBLIC
HEARING, AMENDMENT NO. 2 -98-A TO THE LAND USE
PORTION OF THE LOCAL COASTAL PROGRAM RELATING
TO THE COMMUNITY PLAN FOR THE DOWNTOWN
SHORELINE AREA (PD-6)

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

Section 1. The City Council finds, determines and
declares:

A. Pursuant to the California Coastal Act of
1976, the City Council approved the Local Coastal Program
for the City of Long Beach on April 29, 1980; and

B. The California Coastal Commission certified
the Long Beach Local Coastal Program on July 22, 1980; and

C. The California Coastal Act, at Public
Resources Code Section 30514, provides a procedure for
amending local coastal programs; and

D. Following a duly noticed public hearing on
June 18, 1998, the Planning Commission of the City of Long
Beach reviewed certain proposed Amendments to the Local
Coastal Program, and approved and recommended that the
City Council adopt such Amendments to the Local Coastal
Program, as described in Exhibit A to this Resolution,
which Exhibit is attached hereto and incorporated herein

COASTAL COMMISSION
LCP 2-98A

EXHIBIT # 14
PAGE 1 OF 4

1 by this reference; and

2 E. That on July 14, 1998, after due
3 consideration of appropriate environmental documents, and
4 after public hearing duly noticed and conducted, the City
5 Council considered and approved a revision to the Local
6 Coastal Program relating to the Community Plan for the
7 Downtown Shoreline Area (PD-6); and

8 F. These Amendments to the Local Coastal
9 Program are intended to be carried out in a manner fully
10 in conformity with the California Coastal Act; and

11 G. These Amendments to the Local Coastal
12 Program shall be effective upon certification and approval
13 by the California Coastal Commission.

14 Sec. 2. The City Council hereby amends the Local Coastal
15 Program as set forth in Exhibit A.

16 Sec. 3. The Director of Planning and Building is hereby
17 directed to submit a certified copy of this resolution, together
18 with appropriate supporting materials, to the California Coastal
19 Commission for certification pursuant to the California Coastal Act.

20 Sec. 4. This resolution shall take effect immediately
21 upon its adoption by the City Council, and the City Clerk shall
22 certify to the vote adopting this resolution.

23
24 //

25
26 //

27
28 //

COASTAL COMMISSION
LCP 2-98A

EXHIBIT # 14

PAGE 2 OF 6

1 I hereby certify that the foregoing resolution was adopted
2 by the City Council of the City of Long Beach at its meeting of
3 July 14, 1998, by the following vote:

4 Ayes: Councilmembers: Lowenthal, Drummond, Roosevelt,
5 Robbins, Topsy-Elvord, Donelon,
6 Kellogg, Shultz.
7 Noes: Councilmembers: None.
8
9 Absent: Councilmembers: Oropeza.

10
11 *Shelba Powell*

12 City Clerk
13
14
15
16
17
18
19

20
21
22 CERTIFIED AS A TRUE AND CORRECT COPY

23 *Shelba Powell*
24 CITY CLERK OF THE CITY OF LONG BEACH
25
26
27
28

DATE 7-16-98

MJM:tap
07/09/98
[R9]PD-6

COASTAL COMMISSION
LCP 2-98A

EXHIBIT # 14
PAGE 3 OF 6

EXHIBIT A

Two pages in the Local Coastal Program are to be amended to bring them into complete conformity with the Planned Development District Ordinance (PD-6) language. Where text is being amended, ~~strikeout~~ text will be deleted and **bold** text will be added. These pages, as they would appear upon amendment, are attached hereto.

Page III-DS-27 Tidelands Site

"The eastern portion of the site shall ~~be small scale development~~ not to exceed three stories in height. Pedestrian scale and interest shall be reinforced with human scale courtyards, walkways, and lush landscaping. The western portion of the site may accommodate ~~larger scale~~ **taller** buildings, including a 12-story hotel and ~~related~~ a parking structure."

Page III-DS-19 TABLE 1 Permitted Uses

Item No. 15, the Convention Center, permits a variety of uses, however, "visitor-serving commercial uses" is not specifically mentioned. The Coastal Commission staff has requested that this use be added to the list of permitted uses on this table.

COASTAL COMMISSION
LCP 2-98A

EXHIBIT # 14
PAGE 4 OF 6

EXHIBIT A

Page III-DS-27

High rise residential buildings shall be permitted in this area, south and east of the Blackstone Hotel, and south and east of the General Telephone Company building. High rise structures and all low rise buildings shall gain their vehicular access from Seaside Way. Parking for all the residential structures shall be contained in the garage described above. The garage access shall be primarily from Seaside Way.

Approximately 1,000 dwelling units shall be permitted in the Pike area, with about 2,000 parking spaces.

Along the southerly, edge of the top of the parking structure, a public east/west pedestrian walkway shall be developed which parallels Ocean Boulevard and connects on its eastern end with the Promenade South. The purpose of this promenade is to substitute for and enhance the viewing amenities formerly associated with the Boulevard. It shall be connected to the Ocean Boulevard sidewalk by several corridors which shall be landscaped and maintained for public access and enjoyment.

Tidelands Site

This key site between Shoreline Drive and Seaside Way from Pine Avenue to Chestnut Avenue is now vacant, although it is used on occasion by the Convention and Entertainment Center for overflow surface parking. It is public Tidelands Trust property and uses permitted therein are to be consistent with the Tidelands agreement.

Development of the Tidelands site will be reflective and supportive of the uses of the immediately adjacent sites: the waterfront retail and entertainment uses of the Downtown Harbor to the south, the Convention and Entertainment Center to the east, and the downtown commercial core to the north. Permitted uses include recreation, retail, restaurant, entertainment, display, educational, hotel and coastally related or dependent offices. Residential uses are not permitted.

The eastern portion of the site shall not exceed three stories in height. Pedestrian scale and interest shall be reinforced with human scale courtyards, walkways, and lush landscaping. The western portion of the site may accommodate taller buildings, including a 12-story hotel and a parking structure.

South Side of Ocean Boulevard (excluding Pike Area)

The permitted uses between Seaside Way and Ocean Boulevard are commercial and residential. It is believed these will keep the area alive and active, and therefore safe during business and non-business hours. Further, these uses will help to support the downtown retail shopping uses.

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EXHIBIT # 14

PAGE 5 OF 6

EXHIBIT A

Page III-DS-19

TABLE 1 (continued)
DOWNTOWN SHORELINE POLICY PLAN

<u>Area</u>	<u>Permitted Uses</u>
⑬ Shoreline Village	Retail and Entertainment; Visitor-serving Commercial Uses; Parking
⑭ Breakers	Victory Park; Residential; Hotel; Mixed Use Office with Hotel or Residential; Strengthen entry to Promenade South on Ocean Boulevard at southeast corner of Pine Avenue
⑮ Convention Center	Sports Arena; Theaters; Ballrooms; Exhibit Halls; Meeting Rooms; Offices; Promenade South; Hotel; Parking; Rainbow Lagoon and Park; Visitor-serving Commercial
⑯ Ocean Boulevard	Victory Park; Residential Uses
⑰ Convention Center East	Parking; Visitor-serving Commercial; Hotel; Park; Museum
⑱ Convention Center East	Parking; Visitor-serving Commercial; Hotel; Park; Museum
⑲ Marina Green	Park
⑳ Downtown Marina	Marina with Boat Slips; Fuel Dock; Pump-out Stations; Comfort Stations; Parking; Observation and Fishing Platforms; Administration and Maintenance Building; Private Yacht Club; Overlook at end of mole
㉑ Island Grissom	Oil Production; Public Recreation and Park

For a complete list of uses permitted, prohibited and required, see the Downtown Shoreline Planned Development Ordinance (PD-6) which follows on page III-DS-33.

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LCF 2-28A

EXHIBIT # 14

PAGE 6 OF 6

City Planning Commission of Long Beach
333 West Ocean Boulevard
Long Beach, California

RECEIVED
APR 30 1998

April 2, 1998

Commissioners:

CALIFORNIA
COASTAL COMMISSION

As a member of the Local Coastal Program Citizens Advisory Committee that prepared the initial Local Coastal Program for Long Beach, certified by the California Coastal Commission in 1980, I protest the proposed amendment to the Local Coastal Program for conversion of the former public beach, located south of Seaside Way and west of Pine Avenue, to offices and retail uses plus a multi-plex theater of twenty screens; and I protest the taking of Shoreline Park for an IMAX theater, as proposed by the amendment.

A compromise encompassed in the Local Coastal Program of 1980 provided for exclusion of commercial development of key parcels along the Downtown shoreline, such as the site of Shoreline Park, which was to be preserved as a "permanent" park. The proposed amendment is contrary to the letter and the spirit of the compromise of 1980.

The former public beach is not owned by the City, but by all the people of California, and should not be exploited by parochial local interests. Further, the California Tidelands Grant of 1911 severely limits the types of commercial uses allowed (ocean-related trade, navigation, fisheries).

Other considerations:

1. Retail uses and theaters are not coastally related. They are not the highest and best uses of scarce urban coastal recreational areas. Retailing and theaters readily could be placed inland.
2. The 80-foot-high theaters will reduce views of the ocean from many points along the shoreline, aside from whatever view corridors are configured into the proposed Plan.
3. The 20-screen multi-plex theater will multiply traffic and parking problems in the Queensway Bay area, reducing public access to coastally related recreation along the shoreline.
4. Increased lot coverage for commercial uses will reduce open space, so that not a semblance of a "park-like" setting will remain, as once touted by the City Planning staff of Long Beach.

Note: See attached photo album.

Very truly yours,

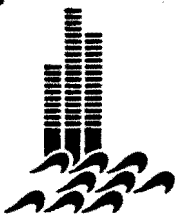

Lester M. Denevan

Lester M. Denevan
620 Via Barola
Long Beach, California
tel. (562)423-1738

COASTAL COMMISSION
LB LCP 2-98A

EXHIBIT # 15

PAGE 1 OF 1



CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

333 WEST OCEAN BOULEVARD

LONG BEACH, CALIFORNIA 90802

(562) 570-8711
FAX (562) 570-8583
TDD (562) 570-8706

JAMES C. HANKLA
CITY MANAGER

April 17, 1998

Mr. Charles Posner
California Coastal Commission
200 Oceangate, 10th Floor
Long Beach, CA 90802

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APR 17 1998

Dear Mr. Posner:

CALIFORNIA
COASTAL COMMISSION

I am pleased to submit to you a copy of the final report on the Queensway Bay Traffic and Parking Management Program, prepared by Kaku Associates in April, 1998.

This report provides the technical basis for the formation of a Traffic and Parking Management Association for the Queensway Bay area, as required in our Local Coastal Program:

A Traffic and Parking Management Association shall be created to monitor traffic generation and parking demand in the Planned Development Area, and to implement specific parking management strategies and transportation demand management programs as needed. The goal of the parking management program shall be to provide adequate parking to support the development in a cost-effective manner, and to provide public access to the coast while providing some discouragement for use of private automobiles over transit alternatives. The goal of the transportation demand management program shall be to minimize the negative impacts of project-related trips on local streets and intersections and upon the regional freeway network; it shall consider measures such as providing no free on-site parking for employees and providing employees with free transit passes. All development within the project area shall be required to participate in the Association when it is formed. The Association shall be formed prior to commencement of development of Subarea 5 or of the retail/entertainment complex in Subarea 6 west of Pine Avenue.

The City is well on its way to establishing the Traffic and Parking Management Association. The Convention and Visitors Bureau and Downtown Long Beach Associates have taken a leadership role by convening all of the major stakeholders in the Queensway Bay and adjacent areas to form the Association.

COASTAL COMMISSION
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PAGE 1 OF 4

Mr. Charles Posner
April 17, 1998
Page 2

With the assistance of Kaku Associates and the support of the City, they are developing a membership and financing proposal, with the hope to launch the Association by the end of 1998.

Queensway Bay is a unique area when it comes to parking. Its individual uses have tremendous peaks and valleys in their demand for parking. The Convention Center is the most extreme example, with a large range of parking demand depending upon the use of the convention hall (a vacant facility, vs. a convention with overnight delegates, vs. a local trade show), and depending upon the concurrent use of the arena and terrace theater.

Such extreme variation in parking demand among multiple uses lends itself to shared parking through or managed process. Clearly, it would be wasteful of land and money if each use built its own parking to meet its peak demand. The wisdom of a managed parking program is further reinforced by the existence of nearby large office buildings with parking garages which are nearly empty during the peak parking demand periods of Queensway Bay (weekends, holidays and evenings).

Therefore, the Local Coastal Program requires parking at the Queensway Bay attractions "sufficient to meet the average weekday demand." During peak periods, adjacent underutilized parking resources are to be called into operation by the Parking Management Association, together with changing message signage to direct motorists to the lots, and free shuttle service to transport them to and among attractions. In addition, most, if not all employees will be required to park off-site during peak periods.

The proposed Traffic and Parking Management Program is described more fully in the attached report. After the report was drafted, additional on-site parking resources have been added and have either been approved by the California Coastal Commission or are the subject of pending applications. These include between 189 and 245 curbside spaces on Shoreline Drive, at least 88 curbside spaces on Pine Avenue and Seaside Way, a new 150-space surface parking lot proposed by Oliver McMillian south of Shoreline Drive, and a 90-space surface parking lot to serve Pierpoint Landing just west of the Queens Way Bridge. Because of these additions, Table ES-2 on pages vi and III-4 of the report must be revised as shown on the attached page.

We believe that the overall parking program which we propose for Queens Bay, which includes the Traffic and Parking Management Program, will meet the parking needs of the attractions while providing adequate parking for general public access to the coast. In particular, the program provides 1005 short-term

COASTAL COMMISSION

EXHIBIT # 16
PAGE 2 OF 4

Mr. Charles Posner
April 17, 1998
Page 3

metered spaces (Marina Green and mole, Shoreline Park, and curbside spaces) which cannot be used conveniently by those who attend the major attractions.

I will be pleased to meet with you to discuss the report in detail and to bring along our traffic and parking consultants, if you so desire. Thank you, as always, for your assistance.

Sincerely yours,

Robert J. Paternoster /A/
Robert J. Paternoster, Director
Queensway Bay Project

Attachment

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EXHIBIT # 16
PAGE 3 OF 4

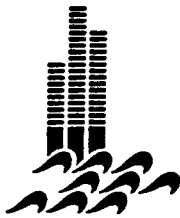
**Revised
Table ES-2**

Area	Existing Supply	Future Supply
Aquarium	0 ←	← 1,470
Retail/Entertainment		
Surface	1,700	150
Structure	0	1,550
Hyatt Hotel	1,120	1,120
Shoreline Village	435	435
Marina		
Marina Green	388	388
Mole	24	24
Boaters	1,270	1,270
Convention Center		
Surface	1,940	1,940
Structure	1,210	1,210
Structure	800	800
Shoreline Park	150	150
On-Street Parking	0	443
Pierpoint Landing Lot	0	95
	9,037	11,045

COASTAL COMMISSION

EXHIBIT # 16

PAGE 4 OF 4



CITY OF LONG BEACH

OFFICE OF THE CITY MANAGER

333 WEST OCEAN BOULEVARD

LONG BEACH, CALIFORNIA 90802

JAMES C. HANKLA
CITY MANAGER

(562) 570-6711
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April 17, 1998

RECEIVED
APR 17 1998

Mr. Charles Posner
California Coastal Commission
200 Oceangate, 10th Floor
Long Beach, CA 90802

CALIFORNIA
COASTAL COMMISSION

Dear Mr. Posner:

This is to document our telephone conversation regarding the traffic impacts of the Queensway Bay development program.

The Environment Impact Report for the Queensway Bay Master Plan, dated December 19, 1994, evaluated a development program which included 450 hotel rooms on the Tidelands site, a new speculative office building of 250,000 sq. ft. in the Golden Shore area, and 235,000 sq. ft. of retail/entertainment on the Tidelands site. Although the floor area currently proposed for the Tidelands site is now increased to 327,000 sq. ft., the hotel has been reduced to 275 rooms and the office building has been eliminated.

Pat Gibson of Kaku Associates analyzed the traffic impact of these changes, which is summarized on the attached page. You will note that the result of the land use changes is a reduction in evening peak hour traffic of 176 cars from that projected in the Environmental Impact Report.

Please call me if you have any questions.

Sincerely yours,


Robert J. Paternoster, Director
Queensway Bay Project

COASTAL COMMISSION
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EXHIBIT # 17
PAGE 1 OF 2

Queensway Bay Trip Generation Tidelands Site

From EIR					Proposed Plan				
Land Use	Amt	PM Peak Hour			Amt	PM Peak Hour			
		In	Out	Total		In	Out	Total	
Hotel	450 room	122	138	260	275 room	75	84	159	
Retail / Ent	235,000 sf	225	225	450	252,000 sf	241	241	482	
Cinema					75,000 sf*	165	93	258	
Office	200,000 sf	62	303	365	0 sf	0	0	0	
TOTAL		409	666	1075		481	418	899	

* 75,000 sf Cinema accommodates 4,400 seats

Cinema Rates from San Diego Trip Generation Studies

All other rates based on Queensway Bay EIR

COASTAL COMMISSION
LCP 2-98A

Kaku Associates
3/30/98

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PAGE 2 OF 2

Table 6.7-3

PROJECT TRAFFIC GENERATION FORECAST
Queensway Bay Plan

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily	Weekend P.M. Peak Hour			Weekend Evening Peak Hour		
	In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
Tidelands													
T1 Hotel (300 rooms)	108	72	180	107	91	198	2,320	78	62	140	131	103	234
T2 Hotel (150 rooms)	46	29	75	55	47	102	1,130	46	35	81	76	59	135
Retail (140,000 SF)	57	34	91	194	194	388	4,130	263	450	713	34	51	85
Office (95,000 SF)	165	18	183	31	31	179	1,350	5	23	28	0	0	0
North Shore													
N1 RV Park (5.74 Acres)	18	18	36	36	36	72	430	36	36	72	40	40	80
Park (6.69 Acres)	3	3	6	6	6	12	130	6	6	12	6	6	12
N2 Office (250,000 SF)	346	43	389	62	303	365	2,800	10	60	70	0	0	0
Office (120,000 SF)	195	25	220	35	176	211	1,610	5	29	34	0	0	0
Office-existing (95,000 SF)	165	18	183	31	148	179	1,350	5	23	28	0	0	0
Federal Court (existing)	152	17	169	29	137	166	1,240	5	21	26	0	0	0
N3 Office-existing (340,000 SF)	440	54	494	78	380	458	3,540	10	82	92	0	0	0
Catalina Express	50	5	55	50	38	88	880	54	54	108	54	54	108
Catalina Cruises	158	5	163	219	158	377	1,500	219	219	438	0	0	0
Downtown Harbor													
H1 Passive Park (8 acres)	4	4	8	8	8	16	50	8	8	16	8	88	96
H3 Entertainment (125,000 SF)	68	4	72	422	181	603	7,600	393	278	671	462	409	871
H4 Museum (16,000 SF)	0	0	0	8	7	15	210	19	25	44	28	22	50
Retail (59,000 SF)	24	14	38	81	82	163	1,740	111	190	301	15	12	36
H5 Aquarium (150,000 SF)	0	0	0	0	55	55	1,730	5	91	96	0	0	0
H7 Retail-existing (100,000 SF)	41	24	65	139	139	278	2,950	188	322	510	25	36	61
Dinner Cruises and Other	0	0	0	194	51	245	870	219	61	280	5	163	168
South Shore													
S2 Boat Launch (2 ramps)	5	0	5	10	5	15	150	5	20	25	0	0	0
S6 Marina (478 slips)	13	25	38	54	36	90	1,420	72	57	129	25	13	38
S8 Events Park (11.0 Acres)	0	0	0	10	90	10	1,000	150	235	385	0	0	0
Total Project Trips	2,058	412	2,470	1,859	2,516	4,375	40,130	1,912	2,387	4,299	909	1,065	1,974
Net Project Trips	1,260	299	1,559	1,582	1,712	3,294	31,050	1,704	1,939	3,643	884	1,029	1,913

Figures shown in **Bold Italics** represent the trip generation potential of the existing development within the Queensway Bay Plan that is to remain.

Linscott, Law & Greenspan, Engineers

6.7-19

EXHIBIT # 18

COASTAL COMMISSION
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PAGE 1 OF 4

TABLE 5

PM PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
Queensway Bay Plan

Key Intersections	(1) Existing Traffic		(2) 2010 Background Traffic		(3) 2010 Background with Planned/Other Improvements		(4) Plus Queensway Project Traffic		(5) Project Impact Significance		(6) Future Conditions with Project Mitigation Improvements	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1) Magnolia Avenue @ 7th Street	0.43	A	0.92	E	0.77	C	0.79	C	0.02	N	—	—
2) Pacific Avenue @ 7th Street	0.46	A	0.75	C	0.65	B	0.66	B	0.01	N	—	—
3) Pine Avenue @ 7th Street	0.64	B	0.70	B	0.59	A	0.59	A	0.00	N	—	—
4) Long Beach Boulevard @ 7th Street	0.58	A	0.86	D	0.79	C	0.79	C	0.00	N	—	—
5) Alamosa Boulevard @ 7th Street ¹	0.84	D	1.63	F	1.07	F	1.18	F	0.11	Y	1.97	F
6) Redondo Avenue @ 7th Street ¹	0.99	E	1.61	F	1.25	F	1.38	F	0.13	Y	1.94	F
7) Magnolia Avenue @ 6th Street	0.64	B	1.18	F	1.05	F	1.07	F	0.02	Y	NF ²	—
8) Pacific Avenue @ 6th Street	0.62	B	1.04	F	0.90	D	0.90	D	0.00	N	—	—
9) Pine Avenue @ 6th Street	0.65	B	0.97	E	0.83	D	0.84	D	0.01	N	—	—
10) Long Beach Boulevard @ 6th Street	0.63	B	1.15	F	1.04	F	1.04	F	0.00	N	—	—
11) Magnolia Avenue @ 3rd Street	0.40	A	0.87	D	0.79	C	0.84	D	0.05	N	—	—

Note: ICU = Intersection Capacity Utilization

LOS = Level of Service

BOLD VALUES = unacceptable operating conditions based on City of Long Beach LOS criteria.

¹ Key Intersection is part of the LA County CMP network.

² NF = Any further mitigation at this intersection is not feasible due to constraints caused by existing development.

COASTAL COMMISSION

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EXHIBIT # 18

PAGE 2 OF 4

TABLE 5 (continued)

PM PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
Queensway Bay Plan

Key Intersections	(1) Existing Traffic		(2) 2010 Background Traffic		(3) 2010 Background with Planned/Other Improvements		(4) Plus Queensway Project Traffic		(5) Project Impact/ Significance		(6) Future Conditions with Project Mitigation Improvements	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS
12) Pacific Avenue @ 3rd Street	0.36	A	0.64	B	0.58	A	0.58	A	0.00	N	—	—
13) Pine Avenue @ 3rd Street	0.35	A	0.46	A	0.42	A	0.44	A	0.02	N	—	—
14) Long Beach Boulevard @ 3rd Street	0.47	A	0.72	C	0.72	C	0.73	C	0.01	N	—	—
15) Alamitos Boulevard @ 3rd Street	0.66	B	1.05	F	0.77	D	0.83	D	0.06	N	—	—
16) Magnolia Avenue @ Broadway	0.49	A	0.98	E	0.95	E	0.98	E	0.03	Y	NF ²	—
17) Pacific Avenue @ Broadway	0.60	A	0.92	E	0.78	C	0.78	C	0.00	N	—	—
18) Pine Avenue @ Broadway	0.71	C	0.94	E	0.81	D	0.86	D	0.05	N	—	—
19) Long Beach Boulevard @ Broadway	0.66	B	1.03	F	0.93	E	0.93	E	0.00	N	—	—
20) Alamitos Boulevard @ Broadway	0.94	E	1.27	F	0.97	E	1.16	F	0.19	Y	1.02	F
21) Golden Shore @ Ocean Boulevard	0.74	C	0.97	E ★	0.85	D	1.29	F	0.44	Y	1.01	F
22) Magnolia Avenue @ Ocean Boulevard	0.68	B	1.10	F ★	0.96	E	0.99	E	0.03	Y	NF ²	—

Note: ICU = Intersection Capacity Utilization

LOS = Level of Service

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² NF = Any further mitigation at this intersection is not feasible due to constraints caused by existing development.

COASTAL COMMISSION

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Ex.#18

P. 3 of 4

Linseott, Law & Greenspan, Engineers

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In
Coastal
Zone

TABLE 5 (continued)

PM PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
Queensway Bay Plan

Key Intersections	(1) Existing Traffic		(2) 2010 Background Traffic		(3) 2010 Background with Planned/Other Improvements		(4) Plus Queensway Project Traffic		(5) Project Impact/ Significance		(6) Future Conditional with Project Mitigation Improvements	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU Inc.	Y/N	ICU	LOS
23) Pacific Avenue @ Ocean Boulevard	0.78	C	0.89	D	0.71	C	0.73	C	0.02	N	—	—
24) Pine Avenue @ Ocean Boulevard	0.70	B	1.24	F ☆	0.89	D	1.01	F	0.12	Y	NF ²	—
25) Long Beach @ Ocean Boulevard	0.51	A	0.84	D	0.70	B	0.77	C	0.07	N	—	—
26) Alamitos-Shoreline @ Ocean Blvd ¹	0.95	E	1.22	F ☆	0.85	D	0.90	D	0.05	N	—	—
27) Redondo Avenue @ Ocean Boulevard	0.79	C	0.91	E ☆	0.67	B	0.69	B	0.02	N	—	—
28) Pine Avenue @ Seaside Way	0.22	A	0.50	A	—	—	0.58	A	0.08	N	—	—
29) Pine Avenue @ Shoreline Drive	0.59	A	0.67	B	—	—	0.79	C	0.12	N	—	—
30) Linden Avenue @ Shoreline Drive	0.48	A	0.63	B	—	—	0.77	C	0.14	N	—	—
31) Queensway-Chestnut @ Shoreline	—	—	0.73	C	—	—	0.98	E	0.22	Y	0.87	D
32) Aquarium-Pacific @ Shoreline Drive	—	—	0.57	A	—	—	0.95	E	0.38	Y	0.76	C
33) Shoreline Village @ Shoreline Drive	—	—	0.59	A	—	—	0.76	C	0.17	N	—	—

Note: ICU = Intersection Capacity Utilization
LOS = Level of Service
BOLD VALUES = unacceptable operating conditions based on City of Long Beach LOS criteria.

¹ Key Intersection is part of the LA County CMP network.

² NF = Any further mitigation at this intersection is not feasible due to constraints caused by existing development.

Lincoln, Law & Greenspan, Engineers

COASTAL COMMISSION
- ECF 2-98A

IN 33 Coastal Zone