

CALIFORNIA COASTAL COMMISSION

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**RECORD PACKET COPY**

May 23, 2000

TO: Commissioners and Interested Persons

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

SUBJECT: Revised Findings for Commission's June 11, 1999 approval with modifications of Major Amendment Request No. 1-99B to the City of Long Beach Certified Local Coastal Program (For Public Hearing and Commission Action at the June 13-16, 2000 meeting in Santa Barbara).

SUMMARY OF LONG BEACH LCP AMENDMENT NO. 1-99

On June 11, 1999, after a public hearing, the Commission approved City of Long Beach Local Coastal Program (LCP) Amendment Request No. 1-99. Part A of LCP Amendment No. 1-99, which was approved as submitted, modified the certified implementing ordinances (LIP) height limits that apply to Subareas 5 and 6 of PD-6 (Downtown Shoreline Planned Development District). The Commission's findings for the approval as submitted of LCP Amendment Request No. 1-99A are contained in the original staff report that was prepared for LCP Amendment Request No. 1-99 dated May 21, 1999.

The following revised findings apply only to Part B of LCP Amendment No. 1-99. Part B, approved with suggested modifications, amended the certified LIP pedestrian access requirements for Subarea 7 of PD-6 and also included two changes to the certified Land Use Plan (LUP) that relate to parking. Amendment Request No. 1-99B was submitted by the City of Long Beach in conjunction with a Marriott Hotel project proposed in Subarea 7 of PD-6 (Appeal File A-5-LOB-99-135). The City has accepted all suggested modifications.

On June 11, 1999, the Commission took the following actions:

1. Approved Part A of the amendment request to the LIP as submitted;
2. Denied Part B of the amendment request to the LUP as submitted;
3. Approved Part B of the amendment request to the LUP if modified;
4. Denied Part B of the amendment request to the LIP as submitted; and,
5. Approved, only if modified, Part B of the amendment request to the LIP.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission, after public hearing, adopt the following revised findings for the June 11, 1999 approval with suggested modifications of City of Long Beach LCP Amendment Request No. 1-99B. A vote by the majority of the Commissioners on the prevailing side is necessary to adopt the revised findings. Commissioners on the prevailing side who are eligible to vote: Daniels, Desser, Estolano, Flemming, McClain-Hill, Reilly & Wan.

I. STAFF RECOMMENDATION

The staff recommends that the Commission adopt the following motions:

Motion to Adopt Findings for the LUP Amendment

"I move that the Commission adopt the following revised findings in support of the Commission's action on June 11, 1999 to deny Major Amendment Request No. 1-99B to the City of Long Beach Certified Land Use Plan as submitted, and certify the Land Use Plan amendment if it is modified in conformity with the modifications suggested below."

Motion to Adopt Findings for the LIP Amendment

"I move that the Commission adopt the following revised findings in support of the Commission's action on June 11, 1999 to reject Major Amendment Request No. 1-99B to the City of Long Beach Certified LCP Implementing Actions as submitted, and approve of the amendment to the LCP Implementing Actions if it is modified in conformity with the modifications suggested below."

Staff recommends two YES votes, and the adoption of the following findings. An affirmative vote by a majority of the Commissioners present who voted on the prevailing side is needed to pass the motion. Commissioners on the prevailing side who are eligible to vote: Daniels, Desser, Estolano, Flemming, McClain-Hill, Reilly & Wan.

II. SUGGESTED MODIFICATIONS

Pursuant to the Commission's action on June 11, 1999, certification of City of Long Beach LCP Amendment No.1-99B is subject to the following modifications A, B and C. The City's proposed language, contained in Resolution No. C-27489 and Ordinance No. C-7598, is shown in regular text. The Commission's suggested additions are shown in underlined bold text. The Commission's suggested deletions shown in crossed-out bold text (~~deletions~~).

A. Modification to LUP Amendment Request No. 1-99B (Exhibit #5/LCP page III-DS-28).

Downtown Shoreline Policy Plan

Residential Uses and Overnight Accommodations

South Side of Ocean Boulevard (Excluding Pike Area)

Each development shall supply required parking within the building, except that new hotels may be permitted with off-site parking consistent with all of the following requirements:

- A. All off-site parking shall be located within 600 feet of the hotel that it serves.
- B. Existing parking shall not be displaced. Existing parking which is not otherwise encumbered may be used to meet up to one-half of the peak parking demand of the hotel through a shared-use parking agreement that is consistent with an approved parking study that demonstrates that the project will provide adequate parking to meet the needs of the hotel without causing negative impacts to coastal access or access to public recreational facilities.
- C. All required parking shall be constructed concurrently with the hotel, and shall be open for use prior to or concurrent with the occupancy of the hotel.
- D. All off-site parking shall be dedicated for use of the hotel, and all succeeding uses, for the life of the hotel structure.

Each development shall ~~unless they~~ become participants in a Traffic and Parking Management Association as outlined in the implementation section of this Downtown Shoreline chapter. Access shall be from Seaside Way or side streets, rather than from Ocean Blvd.

B. Modification to LIP Amendment Request No. 1-99B/General Development and Use Standards for All Subareas (Exhibit #6, p.5)

General Development and Use Standards for All Subareas

(d) Parking:

1. Number of spaces

- B. Hotel/Motel uses. 0.75 spaces/room (retail, restaurant and/or conference and banquet facilities calculated separately pursuant to Chapter 21.41 of the Long Beach Municipal Code).

C. ⁽³³⁾ **Modifications to LIP Amendment Request No. 1-99B/Specific Development and Use Standards for Subarea 7 (Exhibit #6, ps.33-38)**

Specific Development and Use Standards for Subarea 7

(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 portions of City streets ~~vacations~~ can be vacated ~~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 any portion of the City street.

(b) **Access.**

2. **Pedestrian Access.** Pedestrian access will be provided from Ocean Boulevard southerly on the Promenade South as approved in Coastal Commission Permit No. A71-78. The east/west pedestrian walkway shall either be extended through this area along the southern edge of development parcels to the Promenade South or alternative public pedestrian access and viewing area(s) shall be provided at higher elevations. 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 except where a site abuts to public street(s) with adequate public pedestrian walkways at least 15' feet in width. 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.** *[Note: All City proposed changes to "Building Design" are denied.]*

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1. Site location. New development between the Jergins Trust site and the Breakers should be set back not less than twenty feet behind the string line between the two buildings to accent the entry to the Promenade South and to highlight the two buildings. In no case shall it be setback less than one hundred twenty feet from the 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 Boulevard grade to the sky. A side yard setback of not less than ten feet shall be provided from the property lines on the east side. Replacement of the Jergins Trust building shall provide a similar corner cut-off on the northeast corner of the site ~~or make significant improvement to that portion of Victory Park in front of 100 and 180 E. Ocean Blvd.~~ in order to create a cohesive entry feature to the Promenade South from Pine Avenue ~~and the Promenade North. Such improvement shall include renovation of the existing park improvement in front of 180 E. Ocean Blvd. based on a comprehensive park improvement plan to be approved by the Planning Commission and the Park and Recreation Commission, and shall include special paving, landscaped planters, public seating and a water fountain or other water feature.~~
2. Height. Low and/or high rise, not to exceed 250 feet above Ocean Boulevard grade, except for the development between the Promenade South and Pine Avenue, the height can be exceed 250 feet up to four hundred and twenty-five feet (425') only if the building meets the following conditions and is designed and articulated as follows:[. . .]
4. Special design features. The Promenade South and promenade entrance area.
 - G. The developers of all construction of new buildings, of all condominium conversions, and of all changes in the use shall provide for the construction of the Promenade and public walkways abutting the site and over one-half the width of the public right-of-way necessary to join the Promenade to the adjoining property. On the site of the old Jergins building, future developers are required to pay an in-lieu fee equivalent to one-half of the cost of a bridge structure across Pine Avenue. The in-lieu fee shall be used only for the expansion of the Promenade South bridge over Seaside Way and/or for the extension of the east/west public walkway from the Promenade South to Subarea 8 5-unless alternative public accessways and viewing platforms are provided.

(d) Parking.

Number of spaces. Reuse of existing buildings shall not require parking in excess of what currently exists. New construction shall provide parking as required for new development pursuant to the parking standards listed in the General Development and Use Standards for PD-6, or pursuant to a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities. All parking shall be enclosed and located below Ocean Boulevard level, except if the architectural treatment of higher levels of parking blends into the facade of the rest of the building so that they do not appear as parking levels from the outside of the building. The periphery of the building at the Ocean Boulevard level shall contain only pedestrian serving uses such as retail, office, and entrance lobbies; and shall provide a minimum 10 foot wide by 10 foot high open walkway or arcade adjacent to the west and south property lines as further described in Section (c).2.C. of the Specific Development and Use Standards for Subarea 7. Office building and commercial use parking shall be available for public use on evenings and weekends. Office uses may lease Convention Center parking for usual business requirements.

III. FINDINGS FOR LOCAL COASTAL PLAN AMENDMENT NO. 1-99B

A. Background

The City of Long Beach Local Coastal Program (LCP) was certified by the Coastal Commission on July 22, 1980. Local Coastal Program Amendment 1-99, which the City submitted as Parts A and B, was the City's first major LCP amendment request for 1999. Amendment Nos. 1-99A and 1-99B both included changes to the certified implementing ordinances (LIP) that apply to Planned Development District No. 6 (PD-6) which covers the Downtown Shoreline area of Long Beach (Exhibit #3).

Amendment Request No. 1-99A modified the certified LIP height limits that apply to Subareas 5 and 6 of PD-6. On June 11, 1999, the Commission approved LCP Amendment Request No. 1-99A as submitted consistent with the staff recommendation contained in the original staff report dated May 21, 1999.

The Commission approved LCP Amendment Request No. 1-99B with suggested modifications that the City has accepted. Amendment Request No. 1-99B modified the certified LIP pedestrian access requirements for Subarea 7 of PD-6, and also included two changes to the certified Land Use Plan (LUP) that relate to parking. Amendment Request

No. 1-99B was submitted in conjunction with a proposed Marriott Hotel project in Subarea 7 of PD-6 (See Appeal File A-5-LOB-99-135). Therefore, LCP Amendment No. 1-99B amended both the LIP and LUP portions of the City's certified LCP.

The standard of review for an amendment to the LUP, pursuant to Section 30512 of the Coastal Act, is that the proposed LUP amendment meets the requirements of, and is in conformity with, the Chapter 3 policies of the Coastal Act. The standard of review for an amendment to the LIP, pursuant to Sections 30513 and 30514 of the Coastal Act, is that the proposed LIP amendment is in conformance with, and adequate to carry out, the provisions of the certified LUP.

B. Amendment Request No. 1-99B to the City of Long Beach Land Use Plan

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

Amendment Request No. 1-99B proposes two changes to the certified Land Use Plan (LUP), both of which have been proposed in conjunction with the proposed construction of a Marriott Hotel in Subarea 7 of PD-6 (Exhibit #4). The local coastal development permit for the proposed Marriott Hotel was appealed to the Commission (Appeal A-5-LOB-99-135). On August 10, 1999, the Commission approved with conditions Coastal Development Permit A-5-LOB-99-135 for the proposed hotel at 100 E. Ocean Boulevard.

The two changes proposed to the certified LUP by LCP Amendment Request No. 1-99B both involve the Marriott Hotel's proposal to use off-site parking instead of providing all parking within the building as required by the certified LUP. City Resolution No. C-27489 contained the proposed LUP amendment.

The first proposed LUP change would add parking as a permitted use to Area 14 (Breakers) of the Downtown Shoreline Policy Plan (Exhibit #3, p.2). Area 14 (Breakers) of the Downtown Shoreline Policy Plan is where the proposed Marriott Hotel has proposed to build a new parking structure. The certified LUP is proposed to be amended as follows (City's proposed change is underlined):

LUP AMENDMENT (first of two proposed changes):

Downtown Shoreline Policy Plan

Area Permitted Uses:

14. Breakers Victory Park; Residential; Hotel; Parking; Mixed
Use Office with Hotel or Residential; Strengthen

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entry to Promenade South on Ocean Blvd. at
southeast corner of Pine Avenue.

The second proposed LUP change would eliminate the certified LUP requirement that all residential uses and overnight accommodations on the south side of Ocean Boulevard shall supply required parking within the building. As previously stated, the proposed Marriott Hotel project depends on the construction of a parking structure for off-site parking. The LUP is proposed to be amended as follows (the City's proposed change is underlined):

LUP AMENDMENT (second of two proposed changes):

**Residential Uses and Overnight Accommodations/South Side of Ocean Blvd.
(Except Pike Area)**

Each development shall supply required parking within the building unless they become participants in a Traffic and Parking Management Association as outlined in the implementation section of this Downtown Shoreline chapter. Access shall be from Seaside Way or side streets, rather than from Ocean Blvd.

The standard of review for the proposed amendment to the LUP is that the proposed LUP amendment meets the requirements of, and is in conformity with, the Chapter 3 policies of the Coastal Act. 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 should maintain and enhance public access to the coast by providing adequate parking facilities.

Section 30252 of the Coastal Act states:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The first proposed LUP amendment (addition of parking as a permitted use in Area 14 of the Downtown Shoreline Policy Plan) meets the requirements of, and is in conformity with the Chapter 3 policies of the Coastal Act because the proposed change would allow new development (parking) that would maintain and enhance public access to the coast through the permitting of new parking facilities. In addition, the proposed change is consistent with the existing uses in Area 14 of the Downtown Shoreline Policy Plan. Parking is an existing use in the building located in Area 14 at 180 E. Ocean Boulevard and on the surface lot behind the Breakers Hotel (senior residences) where the proposed Marriott proposes to construct a parking structure. The site of the proposed Marriott Hotel at 100 E. Ocean Boulevard is also within Area 14, and must provide some on-site parking when it is developed. Therefore, allowing parking as a permitted use would carry-out the Chapter 3 policies of the Coastal Act that encourage the provision of parking to increase public access to the coast.

The second proposed LUP amendment does not meet the requirements of, and is not in conformity with, the Chapter 3 policies of the Coastal Act because it would eliminate the LUP requirement for on-site parking for new residential uses and overnight accommodations on the south side of Ocean Boulevard without requiring any off-site parking. The City's proposed amendment would only require that these uses become participants in the Traffic and Parking Management Association required by the certified LCP. In fact, all new developments in the Downtown Shoreline area are already required by the certified LCP to become participants in the Traffic and Parking Management Association. Therefore, the proposed LUP amendment would not be consistent with Section 30252 of the Coastal Act because it would allow new development without adequate parking facilities.

New developments must provide adequate parking facilities in order to protect the public's ability to access the coast. Hotels, especially, must provide adequate parking because parking studies consistently show that hotel uses generate a significant parking demand. The use of existing parking facilities to meet the demands of new uses would worsen the parking problems in the Downtown Shoreline area that have been documented during the high-use periods. Therefore, the Commission must deny the amendment request to the LUP as submitted, and approve the amendment request to the LUP only if it is modified to require new development to provide adequate parking, either on-site or off-site.

Certification of City of Long Beach LCP amendment No. 1-99B is subject to the following LUP modifications. The Commission's suggested additions are shown in underlined bold text. The Commission's suggested deletions shown in crossed-out bold text (~~deletions~~).

Residential Uses and Overnight Accommodations

South Side of Ocean Boulevard (Except Pike Area)

Each development shall supply required parking within the building, except that new hotels may be permitted with off-site parking consistent with all of the following requirements:

- A. All off-site parking shall be located within 600 feet of the hotel that it serves.
- B. Existing parking shall not be displaced. Existing parking which is not otherwise encumbered may be used to meet up to one-half of the peak parking demand of the hotel through a shared-use parking agreement that is consistent with an approved parking study that demonstrates that the project will provide adequate parking to meet the needs of the hotel without causing negative impacts to coastal access or access to public recreational facilities.
- C. All required parking shall be constructed concurrently with the hotel, and shall be open for use prior to or concurrent with the occupancy of the hotel.
- D. All off-site parking shall be dedicated for use of the hotel, and all succeeding uses, for the life of the hotel structure.

Each development shall ~~unless they~~ become participants in a Traffic and Parking Management Association as outlined in the implementation section of this Downtown Shoreline chapter. Access shall be from Seaside Way or side streets, rather than from Ocean Boulevard.

As modified, the LUP would require new residential development in the subject area to supply the required parking within each new building consistent with Section 30252 of the Coastal Act. New hotels would have the option of using off-site parking under the specified conditions. Therefore all new residential and hotel development would be required to provide parking consistent with the requirements of Section 30252 of the Coastal Act. Therefore, only as modified can the proposed LUP amendment meet the requirements of, and be in conformity with, the Chapter 3 policies of the Coastal Act that protect public access to the coast. The City is in agreement with the suggested LUP modification.

C. Amendment Request No. 1-99B to the City of Long Beach LCP Implementing Actions

The following findings support the Commission's denial of the LIP portion of LCP Amendment No. 1-99B as submitted, and approval of LCP Amendment No. 1-99B if

modified as indicated in Section II (SUGGESTED MODIFICATIONS) of this report. The Commission hereby finds and declares as follows:

Amendment No. 1-99B proposes to change the certified LIP pedestrian access requirements for Subarea 7 of PD-6. The amendments to the certified LIP pedestrian access requirements have been proposed in conjunction with the proposed construction of a Marriott Hotel in Subarea 7 of PD-6 (Exhibit #4). As previously stated, the local coastal development permit for the proposed Marriott Hotel was appealed to the Commission (Appeal A-5-LOB-99-135). On August 10, 1999, the Commission approved with conditions Coastal Development Permit A-5-LOB-99-135 for the proposed hotel at 100 E. Ocean Boulevard. Coastal Development Permit A-5-LOB-99-135 has not yet been issued as it is awaiting condition compliance.

The changes proposed to the certified LIP by LCP Amendment No. 1-99B include:

1. Allow projects in Downtown Shoreline Subarea 7 to provide alternative public pedestrian access and viewing area(s) at higher elevations in lieu of the current LCP requirement for an east/west pedestrian walkway throughout PD-6.
2. Eliminate the requirement for a corner cut-off on the site of the proposed Marriott Hotel that would facilitate pedestrian access to the Promenade South from Pine Avenue.
3. Eliminate the requirement for an on-site pedestrian accessway around the perimeter of the site of the proposed Marriott Hotel on the portion of the site that abuts a public street with adequate public pedestrian walkways at least 15' feet in width.

The LIP changes proposed by LCP Amendment No. 1-99B were adopted in City Ordinance No. C-7598. The certified LIP for the Downtown Shoreline area (PD-6) is proposed to be amended as follows (City's proposed changes are underlined):

LIP General Development and Use Standards for All Subareas (See Exhibit #6, ps. 2-9)

(b) Access.

5. A continuous east/west pedestrian walk at Ocean Blvd. level, from Cedar Avenue to Alamitos Avenue, not less than 20 feet in width, accessible across each subarea from Ocean Blvd., shall be provided by all new construction and all condominium conversions of site located between Ocean Blvd. and Seaside Way unless modified by specific subarea criteria. 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 for a better design solution. Viewing promontory bays shall articulate the terminus of the north/south access(es) from Ocean Blvd. The pedestrian framework shall be integrated and linked to all public open spaces and facilities.

LIP Specific Development and Use Standards for Subarea 7 (See Exhibit #6, ps. 33-38)

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

(b) Access.

2. **Pedestrian Access.** Pedestrian access will be provided from Ocean Boulevard southerly on the Promenade South as approved in Coastal Commission Permit No. A71-78. The east/west pedestrian walkway shall either be extended through this area along the southern edge of development parcels to the Promenade South or alternative public pedestrian access and viewing area(s) shall be provided at higher elevations. 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 except where a site abuts to public street(s) with adequate public pedestrian walkways at least 15' feet in width. In addition, whenever it is feasible the development shall provide shoreline viewing areas. The walkways and viewing areas shall be guaranteed public access through easements or deed restrictions, or lease agreement provisions.

(c) Building Design.

1. **Site location.** New development between the Jergins Trust site and the Breakers should be set back not less than twenty feet behind the string line between the two buildings to accent the entry to the Promenade South and to highlight the two buildings. In no case shall it be setback less than one hundred twenty feet from the curblineline of Ocean Boulevard. A corner cut-off for access from Promenade North measuring one hundred twenty feet by one hundred twenty feet shall be provided at the northwest corner of the site, measured along the north and west property lines, clear from Ocean Boulevard grade to the sky. A side yard setback of not less than ten feet shall be provided from the property lines on the east side. Replacement of the Jergins Trust building shall provide a similar corner cut-off on the northeast corner of the site or make significant improvement to that portion of Victory Park in front of 100 and 180 E. Ocean Blvd. in order to create a cohesive entry feature to the Promenade South from Pine Avenue and The

Promenade North. Such improvement shall include renovation of the existing park improvement in front of 180 E. Ocean Blvd. based on a comprehensive park improvement plan to be approved by the Planning Commission and the Park and Recreation Commission, and shall include special paving, landscaped planters, public seating and a water fountain or other water feature.

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. Although portions of the City's proposed LIP changes can be found to conform with and carry out the provisions of the certified LUP, several modifications are necessary in order to bring the entire LIP amendment into conformance with certified LUP. Therefore, the proposed LIP amendment must be denied, then modified in order to conform with and carry out the provisions of the certified LUP.

Pedestrian Access and Public Views

The first proposed LIP change would allow projects in Downtown Shoreline Subarea 7 to provide alternative public pedestrian access and viewing area(s) at higher elevations in lieu of the current LCP requirement for an east/west pedestrian walkway throughout PD-6. Downtown Shoreline Subarea 7 is comprised of three parcels on the south (seaward) side of Ocean Boulevard east of Pine Avenue (Exhibit #3). The certified LUP policy that requires projects to provide and maintain public pedestrian access throughout PD-6 is succinctly stated on the certified Downtown Shoreline Policy Plan (Exhibit #3, p.2). The LUP policy states:

Significant public access through and around uses and strong land use interactions and pedestrian connections between the downtown and the shoreline are mandated by this plan.

The certified LUP provides a plan for a network of public accessways in the downtown area that would connect the east and west sides of downtown together with the shoreline amenities situated on the State Tidelands located south of the Ocean Boulevard. The seaward side of Ocean Boulevard, which is the top of the coastal bluff, has been developed with multi-story residential and office buildings. The LUP calls for a lateral (east/west) public pedestrian accessway on the seaward side of the multi-story buildings that line the seaward side of Ocean Boulevard. The east/west walkway would extend across the entire downtown area, and vertical accessways would connect the east/west walkway to the shoreline amenities located south of Ocean Boulevard.

The LUP planned east/west walkway was designed to provide pedestrian access and public views to the coast from the coastal bluff where multi-story buildings have blocked views to the coast from Ocean Boulevard. The east/west walkway is only partially in place

because some of the parcels which the walkway would cross remain vacant. There are also gaps in the east/west walkway where bridges do not exist to connect existing segments of the walkway across north/south streets like Pine Avenue.

The proposed LIP amendment would allow projects in Downtown Shoreline Subarea 7 to provide alternative public pedestrian access and viewing area(s) in lieu of providing the east/west pedestrian walkway. The viewing areas would be open to the public and provided at higher elevations in a building. In regards to the Marriott Hotel proposed in Downtown Shoreline Subarea 7, the proposed LIP amendment would allow a public viewing platform to be provided on an upper level of the hotel instead of requiring the extension of the east/west walkway along the 100-foot (approx.) length of the southern side of the site (Exhibit #4).

There are site constraints in Downtown Shoreline Subarea 7 that make it difficult to construct a continuous east/west pedestrian walkway as called for by the certified LUP. These constraints include: 1) a bridge would have to be constructed over Pine Avenue in order to extend the east/west pedestrian walkway westward to Downtown Shoreline Subarea 4; 2) there is not an existing east/west pedestrian walkway in Downtown Shoreline Subarea 4 for such a bridge to connect to because the historic structure (Ocean Tower) situated on the eastern edge of Subarea 4 does not have the east/west pedestrian walkway; and, 3) the buildable area on the westernmost parcel in Downtown Shoreline Subarea 7 (site of the proposed hotel) is already so constrained as to make it economically difficult to dedicate the area necessary to construct the east/west pedestrian walkway on the site.

It's unlikely that a continuous east/west pedestrian walkway would ever be constructed between Downtown Shoreline Subareas 7 and 4 due to the above-stated site constraints. That is why the City has proposed to amend the LIP to allow either: 1) the extension of the east/west pedestrian walkway through the area along the southern edge of development parcels, or 2) the provision of alternative public pedestrian access and viewing areas at higher elevations.

This portion of the proposed LIP amendment can be found to conform with and carry out the provisions of the certified LUP because it will carry out the intent of the LUP by requiring viewing areas at higher elevations and public pedestrian access in order to mitigate the negative impacts to public views to the shoreline caused by development in Downtown Shoreline Subarea 7. The existing ground-level public pedestrian accessways (i.e. The Promenade and sidewalks) in Downtown Shoreline Subarea 7 would continue to provide significant public access and pedestrian connections between the downtown and the shoreline as mandated by the certified LUP. The proposed provision of public viewing areas on the higher elevations of buildings in lieu of the east/west walkway would be a positive public access opportunity in the downtown area. Such public viewing areas would likely get a significant amount of public use and would provide better views than an east/west pedestrian

walkway because of the higher elevation. The public viewing deck proposed as part of the proposed Marriott Hotel in Downtown Shoreline Subarea 7 would provide good views of the Long Beach shoreline, the ocean, and inland areas.

Therefore, the proposed LIP amendment to allow projects in Downtown Shoreline Subarea 7 to provide alternative public pedestrian access and viewing areas at higher elevations in lieu of the east/west pedestrian walkway can be found to conform with and carry out the provisions of the certified LUP.

Promenade Corner Cut-Off

The primary vertical accessway between the shoreline and the downtown area is the Promenade South, a pedestrian boardwalk that runs north/south through the center of Downtown Shoreline Subarea 7 (Exhibit #2). Additional vertical accessways are provided between the buildings that line Ocean Boulevard. The certified LUP calls for the provision of a wide and attractive entrance to the Promenade South in order to provide clear and direct pedestrian access to the shoreline from downtown Long Beach. The LUP states that, "the Promenade South is to be wider near Ocean Boulevard...."

The proposed LIP amendment would eliminate the requirement for a wide and attractive entrance to the Promenade South by not requiring the provision of a corner cut-off on the northeast corner of the site of the Marriott Hotel proposed at 100 E. Ocean Boulevard (Exhibit #4). Instead, the City proposes an alternative LIP requirement that would allow the corner cut-off to be eliminated from the site of the proposed Marriott Hotel if Victory Park is significantly improved in front of 100 and 180 E. Ocean Boulevard with special paving, landscaped planters, public seating and a water fountain or other water feature.

Victory Park in front of 100 and 180 E. Ocean Boulevard is the existing entrance to the Promenade South, the primary vertical accessway in Downtown Shoreline Subarea 7 connecting the shoreline and the downtown area. The certified LCP already requires the existing entrance to the Promenade South to be improved in order to create "a visual and physical linkage between the Ocean Boulevard downtown area and the shoreline." The LCP also states: "The entrance shall be inviting, visually attractive, nicely landscaped, have public benches, attract casual strollers from the downtown area, and have an open feel."

The current LIP requirement for a corner cut-off on the northeast corner of the site of the proposed Marriott Hotel at 100 E. Ocean Boulevard is an important component of the pedestrian entrance to the Promenade South which provides public access to the shoreline. The certified LUP states that, "the Promenade South is to be wider near Ocean Boulevard...." The corner cut-off is necessary to carry out the LUP requirement for a wide entrance to the Promenade South. Therefore, the proposed LIP amendment to delete the corner cut-off requirements is not in conformance with, and not adequate to carry out, the provisions of the certified LUP.

Therefore, the Commission must deny this portion of the LIP amendment request as submitted, and approve the amendment request to the LIP only if it is modified. A modification to the proposed LIP amendment is necessary in order to protect public access to the shoreline. Certification of City of Long Beach LCP amendment No. 1-99B is subject to the following LIP modification in order to retain the existing certified LIP requirement for the provision of a corner cut-off on the Jergins Trust site (100 E. Ocean Boulevard). The Commission's suggested additions are shown in underlined bold text. The Commission's suggested deletions shown in crossed-out bold text (~~deletions~~).

1. Site location. New development between the Jergins Trust site and the Breakers should be set back not less than twenty feet behind the string line between the two buildings to accent the entry to the Promenade South and to highlight the two buildings. In no case shall it be setback less than one hundred twenty feet from the curblineline of Ocean Boulevard. A corner cut-off for access from Promenade North measuring one hundred twenty feet by one hundred twenty feet shall be provided at the northwest corner of the site, measured along the north and west property lines, clear from Ocean Boulevard grade to the sky. A side yard setback of not less than ten feet shall be provided from the property lines on the east side. Replacement of the Jergins Trust building shall provide a similar corner cut-off on the northeast corner of the site ~~or make significant improvement to that portion of Victory Park in front of 100 and 180 E. Ocean Blvd. in order to create a cohesive entry feature to the Promenade South from Pine Avenue and the Promenade North. Such improvement shall include renovation of the existing park improvement in front of 180 E. Ocean Blvd. based on a comprehensive park improvement plan to be approved by the Planning Commission and the Park and Recreation Commission, and shall include special paving, landscaped planters, public seating and a water fountain or other water feature.~~

Only as modified is the proposed LIP amendment in conformance with, and adequate to carry out, the provisions of the certified LUP.

Perimeter Walkway

A third change proposed by the LIP amendment would eliminate the requirement for a on-site pedestrian accessway around the perimeter of the site of the proposed Marriott Hotel if perimeter access can be provided on an abutting public street with adequate public pedestrian walkways at least 15' feet in width.

The certified LIP currently requires new developments in Downtown Shoreline Subarea 7 to provide public walkways, at least ten feet in width, around the perimeter of the site. These public walkways are currently required on the site of the proposed development, as

opposed to being located on abutting public property. The walkways are required to be protected for public access through easements or deed restrictions. A suggested modification is necessary to eliminate the use of lease agreement provisions to guarantee public access in order to adequately carry out the provisions of the certified LUP. Only easements or deed restrictions can adequately protect public access to the required walkways as required by the certified LUP.

The proposed LIP change would allow the required perimeter walkways in Downtown Shoreline Subarea 7 to be located on public streets (with walkways at least 15' wide) that abut the development parcels instead of on the private property. The Commission finds that this portion of the proposed LIP amendment can be found to conform with and carry out the provisions of the certified LUP because it will carry out the intent of the certified LUP by providing public pedestrian access throughout Downtown Shoreline Subarea 7. As proposed, the LIP amendment will require the provision of public pedestrian around the perimeter of the buildings Downtown Shoreline Subarea 7. Whether the required public walkways are located on public rights-of-way or on private property is not relevant as long as the public walkways are provided and protected for public access. Therefore, the proposed LIP amendment is approved to allow the required perimeter walkways in Downtown Shoreline Subarea 7 to be located on public streets (with walkways at least 15' wide) that abut the development parcels instead of on the private property.

Parking

As stated in the LUP amendment section of this staff report, the proposed Marriott Hotel project depends on the construction of a parking structure for off-site parking (Exhibit #4). Amendment No. 1-99B includes the City's request to amend the certified LUP in order to allow the proposed off-site parking plan for the proposed hotel (See Staff Report ps. 7-10). The approval of the LUP amendment, as modified, necessitates specific modifications to the certified LIP in order to carry out the provisions of the certified LUP, as amended.

The following suggested LIP modifications are necessary to clarify the parking standards that are necessary to implement and carry out the certified LUP as amended. **The Commission's suggested additions are shown in underlined bold text.**

General Development and Use Standards for All Subareas (Exhibit #6, p.5)

(d) Parking:

1. Number of spaces

- B. Hotel/Motel uses. 0.75 spaces/room (retail, restaurant and/or conference and banquet facilities calculated separately **pursuant to Chapter 21.41 of the Long Beach Municipal Code**).

Specific Development and Use Standards for Subarea 7 (Exhibit #6, p.37)

(d) Parking.

Number of spaces. Reuse of existing buildings shall not require parking in excess of what currently exists. New construction shall provide parking as required for new development pursuant to the parking standards listed in the General Development and Use Standards for PD-6, or pursuant to a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities. All parking shall be enclosed and located below Ocean Boulevard level, except if the architectural treatment of higher levels of parking blends into the facade of the rest of the building so that they do not appear as parking levels from the outside of the building. The periphery of the building at the Ocean Boulevard level shall contain only pedestrian serving uses such as retail, office, and entrance lobbies; and shall provide a minimum 10 foot wide by 10 foot high open walkway or arcade adjacent to the west and south property lines as further described in Section (c).2.C. of the Specific Development and Use Standards for Subarea 7. Office building and commercial use parking shall be available for public use on evenings and weekends. Office uses may lease Convention Center parking for usual business requirements.

Only as modified is the proposed LIP amendment in conformance with, and adequate to carry out, the provisions of the certified LUP.

Corrections and Clarifications

The following suggested modifications for Downtown Shoreline Subarea 7 that relate to vacations of portions of City streets, the height limit, and the expansion of the Promenade South bridge over Seaside Way to Subarea 8 are necessary to make consistent and clarify the intent of the existing LCP standards. The modification to correct Subarea 5 to Subarea 8 in the LIP special design features was necessary to direct the future extension of the east/west walkway from Subarea 7 eastward towards the off-site parking structure proposed to serve the Marriott Hotel proposed in Subarea 7.

Only as modified, can the proposed LIP amendment be found in conformance with, and adequate to carry out, the provisions of the certified LUP. The City agrees with the following suggested modifications. The Commission's suggested additions are shown in underlined bold text. The Commission's suggested deletions shown in crossed-out b text (~~deletions~~).

Specific Development and Use Standards for Subarea 7 (Exhibit #6, ps. 33-37)

(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 portions of City streets ~~vacations~~ can be vacated ~~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 any portion of the City street.

(c) Building Design.

b1

2. Height. Low and/or high rise, not to exceed 250 feet above Ocean Boulevard grade, except for the development between the Promenade South and Pine Avenue, the height can ~~be~~ exceed 250 feet up to four hundred and twenty-five feet (425') only if the building meets the following conditions and is designed and articulated as follows:[. . .]

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

G. The developers of all construction of new buildings, of all condominium conversions, and of all changes in the use shall provide for the construction of the Promenade and public walkways abutting the site and over one-half the width of the public right-of-way necessary to join the Promenade to the adjoining property. On the site of the old Jergins building, future developers are required to pay an in-lieu fee equivalent to one-half of the cost of a bridge structure across Pine Avenue. The in-lieu fee shall be used only for the expansion of the Promenade South bridge over Seaside Way and/or for the extension of the east/west public walkway from the Promenade South to Subarea 8 5-unless alternative public accessways and viewing platforms are provided.

Only as modified, can the proposed LIP amendment be found in conformance with, and adequate to carry out, the provisions of the certified LUP.

D. California Environmental Quality Act (CEQA)

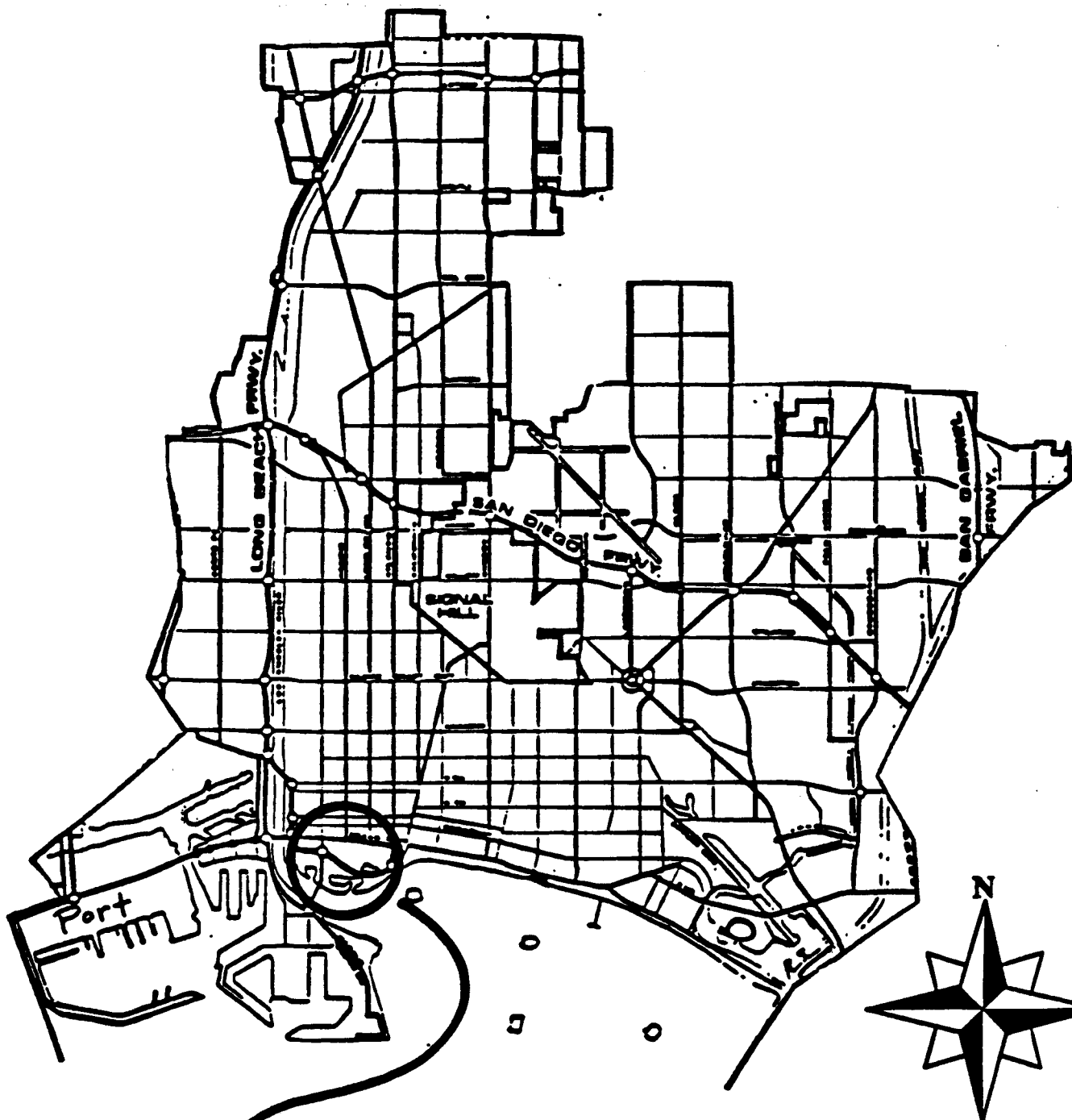
Pursuant to the California Environmental Quality Act (CEQA) and the Coastal Commission's regulations [see California Code of Regulations, Title 14, Sections 13540(f), 13542(a), 13555(b)] the Commission's certification of this Local Coastal Program amendment must be based in part on a finding that it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

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

The Commission finds that for the reasons discussed in this report, if the LCP amendment is modified as suggested, there are no additional feasible alternatives or feasible mitigation measures available that could substantially reduce any adverse environmental impacts. The Commission further finds that the proposed LCP amendment is consistent with Section 21080.5(d)(2)(A) of the Public Resources Code.

cp/end

City of Long Beach



Site

COASTAL COMMISSION
LB LCP 1-99B
EXHIBIT # 1
PAGE 1 OF 1

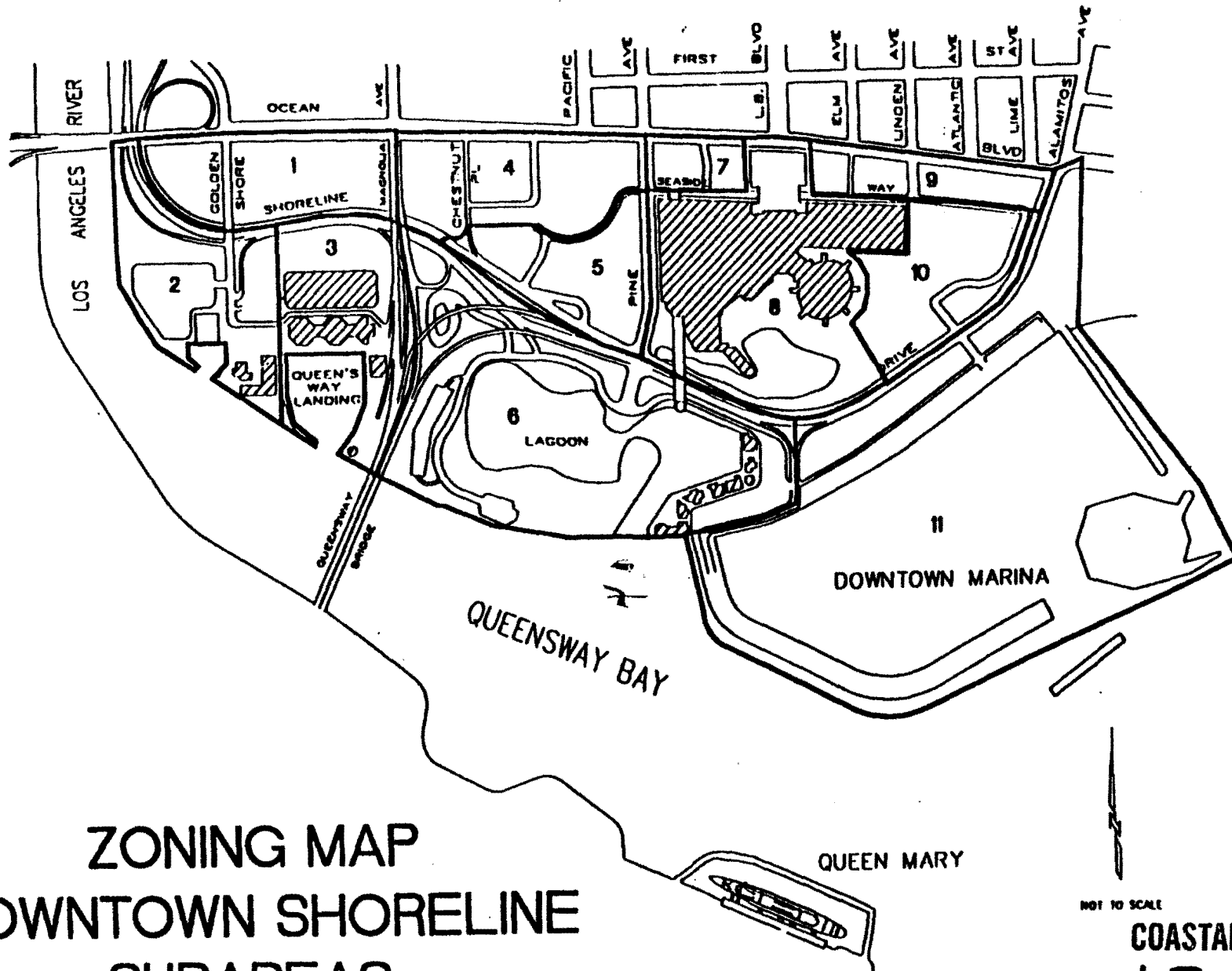
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COASTAL COMMISSION
LB LCP 1-99B

EXHIBIT # 2

PAGE 1 OF 1

1 B Down + up



ZONING MAP DOWNTOWN SHORELINE SUBAREAS

Planned Development Ordinance: PD-6

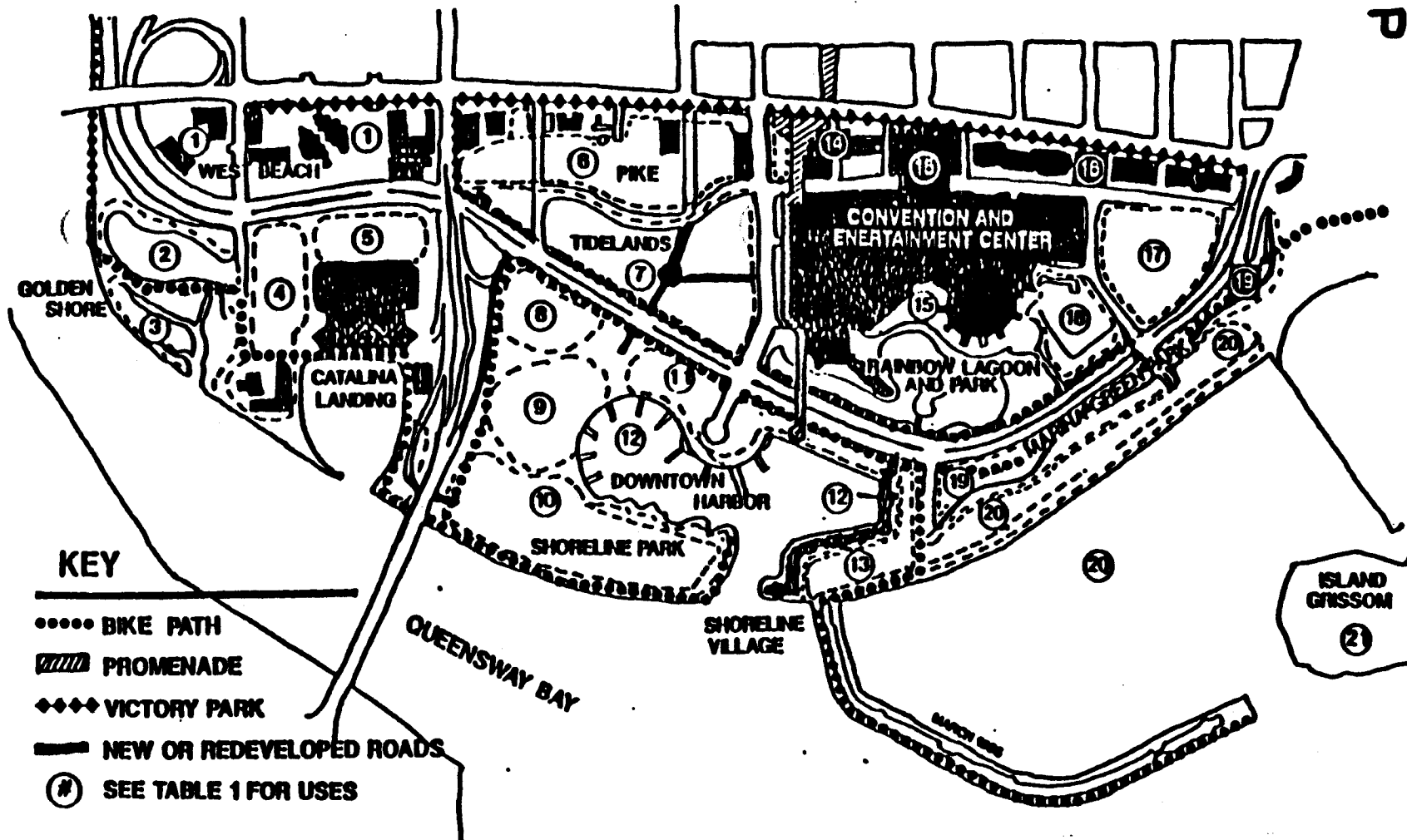
NOT TO SCALE

COASTAL COMMISSION
LB LCP 1-99B

EXHIBIT # 3

PAGE 1 OF 2

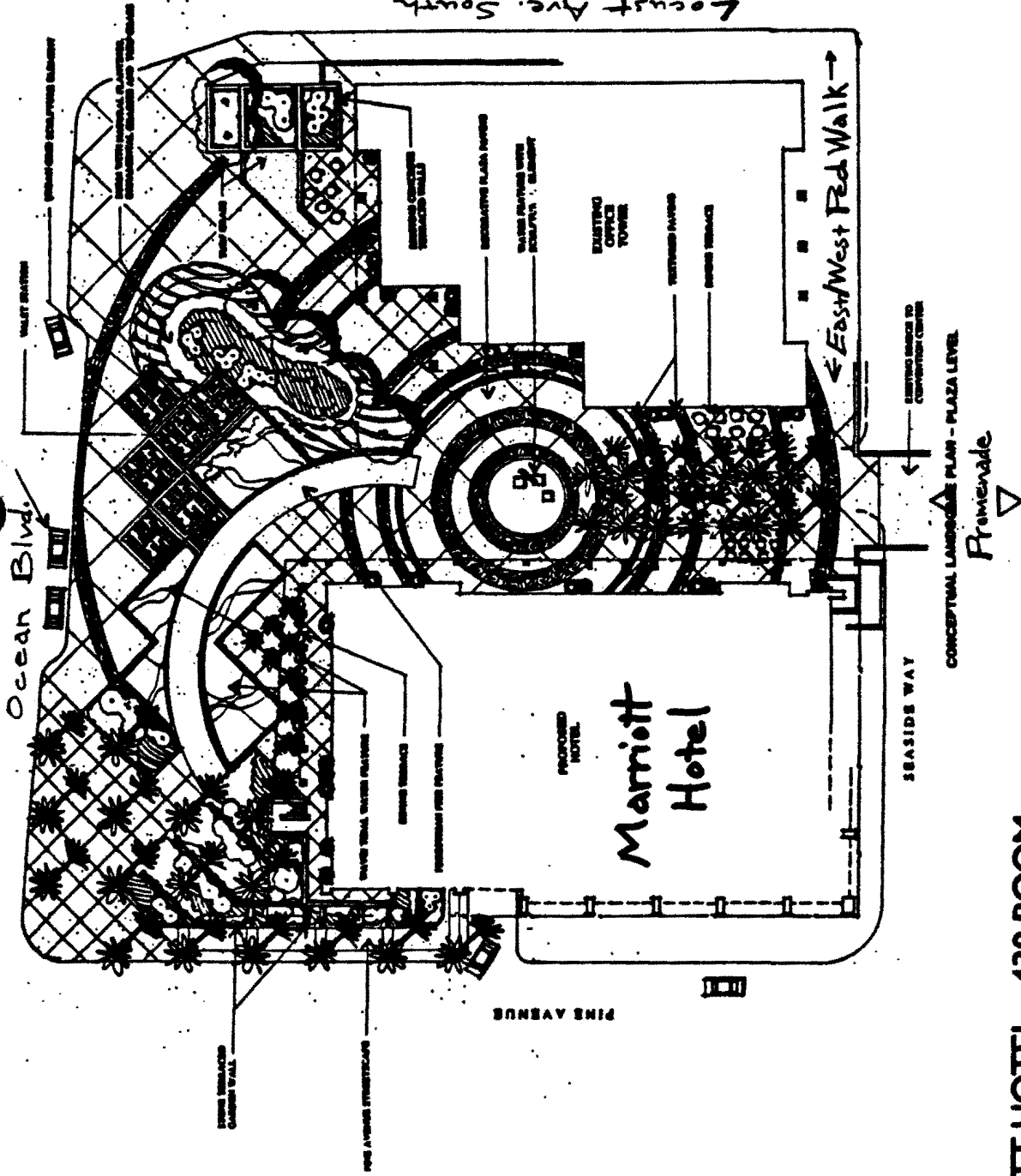
DOWNTOWN SHORELINE POLICY PLAN



NOTE: Significant public access through and around uses and strong land use interactions and pedestrian connections between the downtown and the shoreline are mandated by this plan.

COASTAL COMMISSION
LB LCP 1.99B

EXHIBIT # 3
PAGE 7 OF 9



MARRIOTT HOTEL - 430 ROOM

100 East Ocean Boulevard Long Beach, California

100 E. Ocean Blvd.

See Appeal A-5-LoB-99-135



14

Prepared by: **Long Beach City Planning Department**
 Date: **10/10/99**
 Project: **Marriott Hotel**

COASTAL COMMISSION

LB LCP 1-99B

EXHIBIT # 4

PAGE 1 OF 2

CANDIDATE TREE MATERIAL:

Species	Quantity	Notes
Redwood	100	100'
Redwood	100	100'
Redwood	100	100'
Redwood	100	100'
Redwood	100	100'

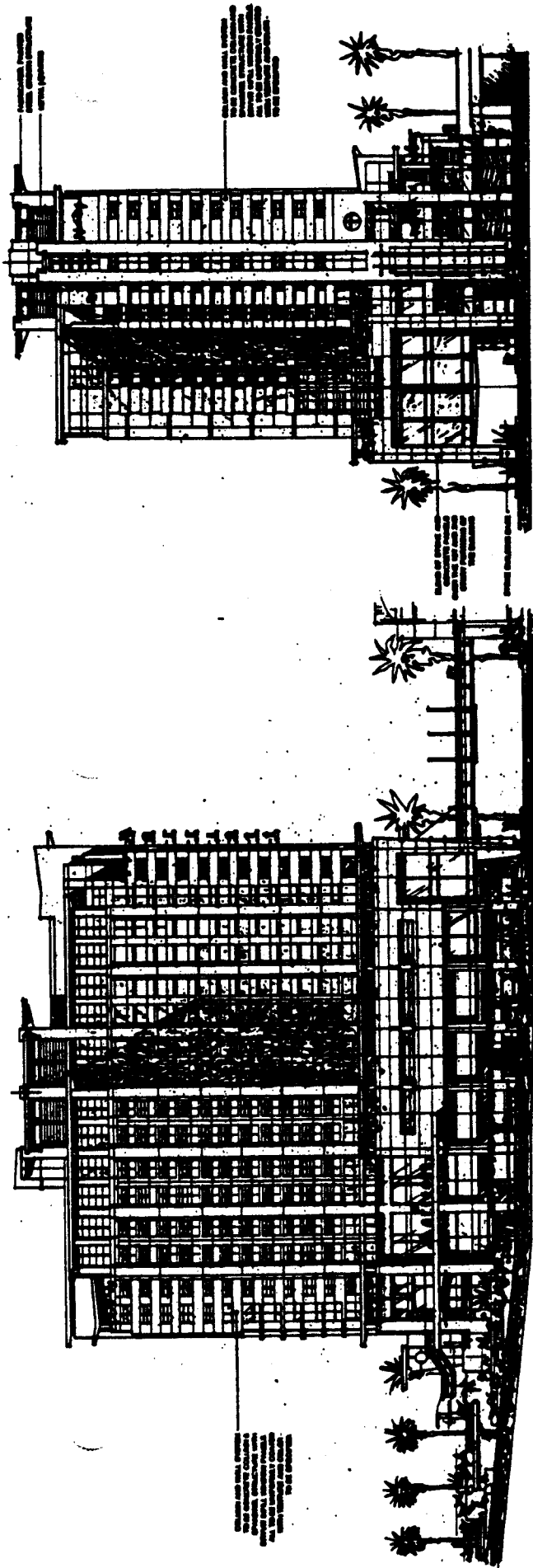
CANDIDATE SHRUB, VINE, AND GROUND COVER MATERIAL:

Species	Quantity	Notes
Redwood	100	100'
Redwood	100	100'
Redwood	100	100'
Redwood	100	100'
Redwood	100	100'

WATER CONSERVATION CONCEPT STATEMENT:

IN ACCORDANCE WITH THE WATER CONSERVATION ACT OF 1992, THE FOLLOWING MEASURES WILL BE IMPLEMENTED TO REDUCE THE PROJECT'S DEMAND ON THE CITY OF LONG BEACH'S AVAILABLE WATER SUPPLY:

1. THE IRRIGATION SYSTEM WILL BE AUTOMATIC AND CONTROLS WILL BE INSTALLED TO PREVENT OVERWATERING. THE IRRIGATION SYSTEM WILL BE DESIGNED TO PREVENT OVERWATERING AND TO PREVENT UNDERWATERING. THE IRRIGATION SYSTEM WILL BE DESIGNED TO PREVENT OVERWATERING AND TO PREVENT UNDERWATERING.
2. THE IRRIGATION SYSTEM WILL BE DESIGNED TO PREVENT OVERWATERING AND TO PREVENT UNDERWATERING. THE IRRIGATION SYSTEM WILL BE DESIGNED TO PREVENT OVERWATERING AND TO PREVENT UNDERWATERING.
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4. THE IRRIGATION SYSTEM WILL BE DESIGNED TO PREVENT OVERWATERING AND TO PREVENT UNDERWATERING. THE IRRIGATION SYSTEM WILL BE DESIGNED TO PREVENT OVERWATERING AND TO PREVENT UNDERWATERING.



East Pine Avenue Elevation

South Seaside Way Elevation

MARRIOTT HOTEL - 430 ROOM

180 East Ocean Boulevard Long Beach California

prepared for: MARRIOTT, U.S.A.

prepared by: Long Beach Design Institute

date: 14 November 1968

sheet no. 11

COASTAL COMMISSION
LB LCP 1-99B

EXHIBIT # 4

PAGE 2

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceanside, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



August 12, 1999

The Honorable City Council
City of Long Beach
333 West Ocean Boulevard
Long Beach, CA 90802

Re: Effective certification of City of Long Beach LCP Amendment No. 1-99 (PD-6).

Dear Council Persons:

On April 2, 1999, the City of Long Beach submitted Local Coastal Program (LCP) amendment request No. 1-99 as Parts A and B. The LCP amendment affects both the Land Use Plan (LUP) and the Implementing Ordinances (LIP) portions of the certified LCP.

On June 11, 1999, the Commission approved Part A of LCP Amendment No. 1-99 as submitted. Part A of LCP Amendment No. 1-99 revised the specific height limits for Subareas 5 and 6 of Planned Development District No. 6 (PD-6) and is effectively certified for implementation in PD-6.

Part B of LCP Amendment No. 1-99 proposed several revisions associated with the proposed Marriott Hotel at 100 E. Ocean Boulevard (PD-6 Subarea 7). The Commission approved Part B of LCP Amendment No. 1-99 on June 11, 1999, but with the approval came with several suggested modifications. On July 27, 1999, the City Council adopted Resolution No. C-27551 and Ordinance No. C-7637 incorporating the Commission's suggested modifications for Part B into LCP Amendment No. 1-99.

We have reviewed City Council Resolution No. C-27551 and Ordinance No. C-7637 incorporating the Commission's suggested modifications into LCP Amendment No. 1-99 and have determined that they fulfill the requirements of Section 13544(a) of the California Code of Regulations. In accordance with Section 13544(b) of those regulations, we have determined that the City's action is legally adequate. The Coastal Commission concurred with this determination at its August 10, 1999 meeting in Los Angeles. Therefore, LCP Amendment No. 1-99 is fully effective as of August 10, 1999.

On behalf of the Coastal Commission, I would like to congratulate the City on the completion of this LCP amendment. If you have any questions, please contact Charles Posner at our Long Beach office (562) 590-5071.

Sincerely,

Teresa Henry
Assistant District Director

cc: Rbt. Paternoster, Queensway Bay Director
Eugene Zeller, Director of Planning and Building
Jack Humphrey, Advanced Planning Officer

COASTAL COMMISSION
LCP 1-99B

EXHIBIT # 5
PAGE 1 OF 6

RECEIVED
AUG 9 1999CALIFORNIA
COASTAL COMMISSION

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH ADOPTING, AFTER PUBLIC
HEARING, AMENDMENT 1-99B TO THE LOCAL COASTAL
PROGRAM RELATING TO SUBAREA 7 OF THE
DOWNTOWN SHORELINE PLANNED DEVELOPMENT
DISTRICT (PD-6); AND DIRECTING THE DIRECTOR OF
PLANNING AND BUILDING TO SUBMIT CERTIFIED COPIES
OF THIS RESOLUTION AND THE IMPLEMENTING
ORDINANCE TO THE CALIFORNIA COASTAL COMMISSION
FOR APPROVAL

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

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

A. That pursuant to the California Coastal Act of 1976, the City
Council approved the Local Coastal Program for the City of Long Beach on
February 12, 1980; and

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

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

D. That following a duly noticed public hearing on February 18,
1999, the Planning Commission of the City of Long Beach reviewed certain
proposed Amendments to the City's Local Coastal Program and to the
Downtown Shoreline Planned Development District (PD-6), and approved

COASTAL COMMISSION

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

1 and recommended that the City Council adopt such Amendments to the
2 Local Coastal Program and to the Downtown Shoreline Planned
3 Development District (PD-6); and

4 E. That on March 16, 1999, after due consideration of
5 appropriate environmental documents, and after public hearing duly noticed
6 and conducted, the City Council adopted Resolution No. C-27489 approving
7 a revision to the Local Coastal Program relating to Subarea 7 of the
8 Downtown Shoreline Planned Development District (PD-6) and that on
9 March 23, 1999 the City Council, after due consideration of appropriate
10 environmental documents, and after a public hearing duly noticed, adopted
11 Ordinance No. C-7598 amending certain provisions of the Downtown
12 Shoreline Planned Development District (PD-6) ordinance; and

13 F. That the California Coastal Commission, at its June 11,
14 1999 meeting, considered and approved the revisions associated with the
15 proposed amendments to the City's Local Coastal Program relating to
16 Subarea 7 of the Downtown Shoreline Planned Development District (PD-6)
17 as contained in Resolution No. C-27489 with certain suggested
18 modifications, and likewise considered and approved the proposed revisions
19 to the Downtown Shoreline Planned Development District (PD-6) ordinance
20 as contained in Ordinance No. C-7598 with certain suggested modifications;
21 and

22 G. That these Amendments to the Local Coastal Program are
23 intended to be carried out in a manner fully in conformity with the California
24 Coastal Act and in conformity with the modifications suggested by the
25 Coastal Commission at its meeting of June 11, 1999; and

26 H. That these Amendments to the Local Coastal Program shall
27 be effective upon approval by the California Coastal Commission.

28 //

COASTAL COMMISSION

Re: Shannon
City Attn: City of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 579-2288

1 Sec. 2. The City Council hereby amends the Local Coastal Program at
2 Pages III-DS-19, Area 14 - Breakers, to read as follows:

3 14. Breakers Victory Park; Residential; Hotel; Parking; Mixed Use
4 Office with Hotel or Residential; Strengthen entry to
5 Promenade South on Ocean Boulevard at southeast
6 corner of Pine Avenue
7

8 Sec. 3. The City Council hereby amends the Local Coastal Program at
9 Pages III-DS-28, second paragraph, to read as follows:

10 Each development shall supply required parking within the building, except
11 that new hotels may be permitted with off-site parking consistent with all of
12 the following requirements:

13 A. All off-site parking shall be located within 600 feet of the hotel that
14 it serves.

15 B. Existing parking shall not be displaced. Existing parking which is
16 not otherwise encumbered may be used to meet up to one-half of the peak
17 parking demand of the hotel through a shared-use parking agreement that
18 is consistent with an approved parking study that demonstrates that the
19 project will provide adequate parking to meet the needs of the hotel without
20 causing negative impacts to coastal access or access to public recreational
21 facilities.

22 C. All required parking shall be constructed concurrently with the
23 hotel, and shall be open for use prior to or concurrent with the occupancy of
24 the hotel.

25 D. All off-site parking shall be dedicated for use of the hotel, and all
26 succeeding uses, for the life of the hotel structure.

27
28 Each development shall become participants in a Traffic and Parking

COASTAL COMMISSION

EXHIBIT # 5
PAGE 4 OF 6

Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 576-2200

1 Management Association as outlined in the implementation section of this
2 Downtown Shoreline chapter. Access shall be from Seaside Way or side
3 streets, rather than from Ocean Boulevard.
4

5 Sec. 4. The Director of Planning and Building is hereby directed to submit
6 a certified copy of this Resolution and a certified copy of Ordinance No. C-_____,
7 amending and restating the Downtown Shoreline Planned Development District (PD-6),
8 together with appropriate supporting materials, to the California Coastal Commission for
9 approval by the Coastal Commission as an amendment to the City's Local Coastal
10 Program and the implementing ordinances thereof in accordance with the provisions of
11 Public Resources Code Section 30515 and California Coastal Commission Regulation
12 13557.
13

14 Sec. 5. This resolution shall take effect immediately upon its adoption by the
15 City Council, and the City Clerk shall certify to the vote adopting this resolution.
16 //

17 //
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28

COASTAL COMMISSION

E. J. Shannon
City Attorney of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
Telephone (562) 578-2288

I hereby certify that the foregoing resolution was adopted by the City Council
of the City of Long Beach at its meeting of July 20, 1999, by the
following vote:

Ayes: Councilmembers: Oropeza, Baker, Colonna, Roosevelt,
Kell, Topsy-Elvord, Kellogg, Shultz.

Noes: Councilmembers: None.

Absent: Councilmembers: Grabinski.

Shelba Powell
City Clerk

MJM:kjm

7/8/99

#99-03272

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COASTAL COMMISSION

EXHIBIT # 5
PAGE 6 OF 6

RECEIVED

ORDINANCE NO. C- 1637 AUG 9 1999

CALIFORNIA
COASTAL COMMISSION

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING ORDINANCE NO.
C-7598, ADOPTED MARCH 23, 1999, 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 View Corridors Diagram (Attachment "A") and the Zoning Map
(Attachment "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-7598, adopted March 23, 1999, 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 public interest in this area (due to its historic role as the
focus of the City, due to the existence of much of the area as public trust lands, and due
to the potential public benefits that can be derived from its uses), the Planning

COASTAL COMMISSION

LB LCP 1-99B

EXHIBIT # 6

PAGE 1 OF 49

1 Development Site Plan Review Process is intended to give the maximum public access to
2 the review and approval of each future project.

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

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

- 11 1. A mixture of public and private uses of a variety of land use types;
- 12 2. Significant public access through and around uses, whether public or private,
13 and to coastal resources;
- 14 3. An emphasis on uses of a recreational or recreational access nature;
- 15 4. Strong land use interactions and access connections with the downtown;
- 16 5. An urban park-like setting with a variety of strolling, bicycling, and active and
17 passive recreational areas, interesting water features and abundant
18 landscaping; and
- 19 6. The highest quality of development.

20 21 GENERAL DEVELOPMENT AND USE STANDARDS

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

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

27 (b) Access.

- 28 1. Primary vehicle access to all uses shall be limited to Seaside Way,

COASTAL COMMISSION

EXHIBIT # 6

PAGE 2 OF 49

1 Golden Avenue, Chestnut Place, Queen's Way (Magnolia Avenue),
2 Pine Avenue, Locust Avenue, Elm Avenue, Linden Avenue and
3 Shoreline Drive, as appropriate.

- 4 2. Pedestrian access to the shoreline from Ocean Boulevard shall be
5 provided by a variety of pedestrian walkways in a reasonably direct
6 path. Access ways from Ocean Boulevard to the shoreline areas
7 shall be accentuated by attractive landscape treatment.
- 8 3. All subareas should contain public walkways, seating in landscape
9 areas, and, whenever feasible, shoreline viewing areas as specified
10 in the Subarea Standards. Such areas shall be guaranteed public
11 access through easements or deed restriction, or lease agreement
12 provisions, whenever required as public walkways in this Plan.
- 13 4. Pedestrian access shall be provided along the edge of all water
14 features. Where necessary to control access for security or
15 management of a use, portions of a water's edge may be developed
16 for controlled public access.
- 17 5. A continuous east/west pedestrian walk at Ocean Boulevard level,
18 from Cedar Avenue to Alamitos Avenue, not less than twenty feet
19 (20') in width, accessible across each subarea from Ocean Boulevard,
20 shall be provided by all new construction and all condominium
21 conversions of sites located between Ocean Boulevard and Seaside
22 Way unless modified by specific subarea criteria. This walk shall
23 connect to the north/south Promenade. This walk shall be located at
24 the southern edge of all development unless the need for appropriate
25 connections to other sides, or opportunities for more active pedestrian
26 areas, indicate an alternate location is a better design solution.
27 Viewing promontory bays shall articulate the terminus of the
28 north/south access(es) from Ocean Boulevard. The pedestrian

COASTAL COMMISSION

Rob Shannon
City Attn. of Long Beach
333 West Ocean Boulevard
Long Beach, California 90802-4664
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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. 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.

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

(c) Building Design.

1. All buildings shall be arranged on their sites so as to provide views between the buildings, so as to avoid the impression of a wall of buildings, so as 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 atria 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 (80') from the Ocean Boulevard curblin, 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, restaurant and/or conference and banquet facilities calculated separately pursuant to Chapter 21.41 of the Long Beach Municipal Code).

C. Retail Use. Four (4) parking spaces/one thousand (1,000) square feet of usable floor area.

D. Office Use. Three (3) parking spaces/one thousand (1,000)

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square feet of usable floor area.

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

2. All parking structure roofs shall be attractively screened from the view of taller buildings and all parking structure roofs north of Seaside Way at or below Ocean Boulevard level shall be designed to carry landscaping up to mature trees and heavy pedestrian use. The visible edges of all parking structures shall be visually attractive through choice of material, landscaping, terracing and/or facing these edges with other uses. The edges shall recapture the original bluff edge with cascading, lush planting. Parking structures are encouraged to contain light wells, entry courtyards, and landscape wells in order to make their interior spaces attractive and to define and articulate auto arrival and pedestrian entrance to the buildings, as well as to provide a visual and physical connection to the lower levels. For all new development between Ocean Boulevard and Seaside Way, all parking structures shall not exceed the height of the Ocean Boulevard sidewalk grade adjacent to the site (parking structures may exceed Ocean Boulevard sidewalk grade if screened from Ocean Boulevard by a building or as otherwise specified by subarea). Landscape planters on top of parking structures may exceed Ocean Boulevard sidewalk grade by three feet (3'), provided such planters are not located in view corridors or in the public park strip.

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

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

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

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

Approval of any development project shall be expressly conditioned upon payment, prior to building permit issuance or Certificate of Occupancy, as applicable to the individual fee, of all applicable impact fees, capacity charges, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City

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1 service level standards, including, but not limited to, sewer capacity charges,
2 park fees and transportation impact fees.

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

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

12 2. Regulations. The following uses shall be permitted for the periods
13 specified.

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

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

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

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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 (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).

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COASTAL COMMISSION

1 **SPECIFIC DEVELOPMENT AND USE STANDARDS**

2
3 **SUBAREA 1**

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

12
13 **SUBAREA 2**

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

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

26 (b) Access.

- 27 1. Vehicular. Primary vehicular access shall be from Golden Shore
28 Avenue.

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2. Pedestrian access by a public walkway shall be provided along Golden Shore from Ocean Boulevard to Queensway. A public walkway perpendicular to Golden Shore Avenue shall be developed from Golden Shore Avenue to the edge of the Los Angeles River. Finally, a bicycle path shall be provided throughout the subarea as designated on the plan map; where feasible, the bicycle path shall be provided along the water's edge. Development of such access may be phased to coincide with development of adjacent portions of the subarea.

(c) Building Design.

1. Site location. View blockage from the West Beach Redevelopment Project buildings shall be minimized. Site plans for any proposed building shall illustrate the view paths of the West Beach project buildings.
2. Height. Low rise, two (2) or three (3) stories, thirty-five feet (35') maximum height, except for the California State University Chancellor's Headquarters which may be a maximum of 100 feet (100') in height.
3. Site coverage. Not more than thirty percent (30%) of the subarea shall be covered with buildings, including parking structures.

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

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

SUBAREA 3

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This is the Catalina Landing Subarea. Current use of the area is for office buildings,

1 the Catalina Cruise terminal, and parking garage of 1440 spaces.

2 (a) Uses. The current uses of the area should be encouraged to remain. Uses
3 consistent with tidelands trust purposes or water oriented recreational
4 facilities may be added to or may replace existing uses. Office uses shall be
5 consistent with the Tidelands settlement.

6 (b) Access.

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

21 (c) Building Design.

- 22 1. Buildings shall be located so as to minimize view blockage from
23 buildings in the West Beach redevelopment project. Site plans for
24 new buildings shall illustrate the views from existing buildings.
- 25 2. Height. Office buildings shall be limited to no more than four stories
26 in height measured from the existing grade. Parking structures shall
27 not exceed a height of 45 feet (45').
- 28 3. Site coverage. Not more than 65 percent (65%) of the subarea shall

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be covered by buildings exceeding one story in height.

4. Setbacks. A twenty foot (20') 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 attractively designed and landscaped blending with the architecture of the existing and the proposed buildings. Such structures shall be as inconspicuous as possible, shielding the vehicles from view, providing walkways to link pedestrian paths at similar levels and not overwhelming a sense of human scale with bulk and mass.

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

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SUBAREA 4

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

- (a) Uses. This subarea shall be a mixed-use development of residential, office, retail, hotel and ancillary, supportive and complimentary uses. High-density residential is permitted with as much as one hundred dwelling units per acre, but not to exceed one thousand new residential units. New retail, personal service, office, entertainment uses, taverns and restaurants are allowed up to two million (2,000,000) square feet of usable floor area. Hotel use up to five hundred (500) rooms shall also be permitted.

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

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development on properties in the subarea, but not under the control of the applying owner, shall not affect the approved Site Plan.

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

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

(b) Access.

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

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

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

2. Pedestrian access. North/south public walkways and/or view corridors shall be provided in at least three locations dispersed

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1 through the subarea, shall have a total combined width of at least one
2 hundred twenty feet (120'), and shall be located so as to maximize
3 unobstructed pedestrian view, and to provide pedestrian access, from
4 Ocean Boulevard to the southern portion of the subarea and beyond.
5 These corridors, except Chestnut Place, shall be a minimum of
6 twenty-five feet (25') in width, shall contain public walkways
7 connecting to the east/west walk and shall intersect with the east/west
8 walk in major public activity areas. One view corridor, in the vicinity
9 of Cedar Walk, shall be a wide, open corridor with a minimum clear
10 width of forty feet (40'), but which shall be generally wider and shall
11 be placed to direct views to the Queen Mary. Building projections, as
12 permitted in the Zoning Regulations, are allowed to intrude into the
13 view corridors above twenty-five feet (25') above Ocean Boulevard
14 curb elevation.

15
16 A minimum ten foot (10') sidewalk including parkway shall be provided
17 as a dedicated public right-of-way along Chestnut Place. If Chestnut
18 Place is to be utilized as a view corridor, then any bridging of
19 Chestnut Place must be at least eight feet (8') above Ocean
20 Boulevard sidewalk grade, and shall be of a visually transparent
21 material.

22
23 A public walkway through the site shall be provided by an east/west
24 walk, not less than thirty feet (30') wide, between the two easterly
25 north/south view corridors. An attractive access to Seaside Way
26 grade shall be provided near the central north/south view corridor.

27
28 The easterly walkway, Pacific Walk, shall continue across Seaside

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1 Way to Subarea 5. In Subarea 5, Pacific Walk shall be continued by
2 the developer of that subarea across Pine Avenue to create a
3 continuous connection to the Promenade. The maximum elevation
4 of Pacific Walk shall not exceed eight feet (8') above Ocean
5 Boulevard sidewalk grade, and shall reach such grade only through
6 a gradual slope up from Ocean Boulevard to the maximum elevation.
7

8 The westerly walkway, Cedar Walk, shall continue across Seaside
9 Way to Subarea 5. In Subarea 5, Cedar Walk shall be continued by
10 the developer of that subarea to connect to the waterfront. The
11 maximum elevation of Cedar Walk shall not exceed five feet (5')
12 above Ocean Boulevard sidewalk grade, and shall reach that grade
13 only through a gradual slope up from Ocean Boulevard to the
14 maximum elevation.
15

16 The north/south connections to the east/west walk shall terminate in
17 viewing platforms or connections with the development south of
18 Seaside Way.

19 (c) Building design.

- 20 1. Site locations. Buildings shall be generally located and sized as
21 shown on the adopted Master Site Plan. Every effort should be made
22 to vary the siting and orientation of these buildings to avoid a
23 monotonous alignment of buildings (i.e., walls of building). Low-rise
24 buildings shall be located in the portions of the site nearest pedestrian
25 areas where essential to the pedestrian environment. The buildings
26 shall be located so as to maximize benefits of breezeways into the
27 downtown and to offer view corridors for the neighboring inland
28 buildings north of Ocean Boulevard.

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2. Height. Buildings may be high-rise up to four hundred twenty feet (420') above Ocean Boulevard grade east of Chestnut Place, and up to six hundred feet (600') above Ocean Boulevard grade west of Chestnut Place, providing that any high-rise buildings are not so uniform in design or height as to create a monotonous design or overly monumental scale. Buildings fronting on Ocean Boulevard, east of Chestnut Place, shall not exceed one hundred fifty feet (150') in height, and west of Chestnut Place, buildings fronting on Ocean Boulevard shall not exceed two hundred feet (200') in height within thirty feet (30') of the Ocean Boulevard property line. Any tower in excess of three hundred feet (300') shall not have a floor plate greater than eighteen thousand (18,000) square feet above the three hundred foot (300') elevation.
 3. Materials. Reflective glass with reflectivity greater than fifteen percent (15%) is discouraged. If such glass is used, a reflective glare study shall be submitted with the Site Plan Review for that building.
 4. The Master Site Plan shall be designed so as to provide views to the pedestrian areas beyond the Ocean Boulevard frontage to invite and attract pedestrians into the Shoreline area.
- (d) Special design features.
1. The open areas around buildings shall be developed as gardens, terraces, courtyards, resting, strolling and outdoor dining areas of a variety of shapes, sizes and uses.
 2. All rooftops visible from the Ocean Center Building, Sumitomo Bank Building, Blackstone Hotel or Sovereign Apartments shall be attractively treated.
 3. Five (5) major open space areas shall be provided within the site. Such open spaces shall connect to either the east/west walk or to the

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north/south walks.

4. West of Chestnut Avenue, a parking structure may be exposed above Ocean Boulevard grade if lushly landscaped, and attractively designed and articulated.
5. Victory Park, in front of the GTE building, shall be restored to the extent feasible to a public park at Ocean Boulevard grade.
6. The applicant shall undertake detailed studies of the areas of the project immediately adjacent to the Sovereign, Blackstone, Sumitomo and Ocean Center Buildings with the objective of providing pleasant and interesting views of the project from the lower levels of these structures. These studies shall be submitted as part of the site plan review for appropriate phases of the project.

(e) Parking

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

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

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

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

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

- 17 A. Extension of Seaside Way to connect Pine Avenue to Chestnut
18 Place (consistent with prior contractual agreements with the
19 City);
20 B. Installation of a traffic signal at the intersection of Chestnut
21 Place and Seaside Way;
22 C. Installation of a traffic signal at the intersection of Golden
23 Shore and Seaside Way;
24 D. Provision of one (1) eastbound lane as an optional left or right
25 turn lane at the intersection of Golden Shore and the Long
26 Beach Freeway off-ramp;
27 E. Installation of traffic signal modification at the intersection of
28 Seaside Way and Pine Avenue;

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

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

5 2. The owners of the new development shall be responsible for the
6 maintenance of the east/west walk and the pathways.
7

8 SUBAREA 5

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

11 (a) Uses.

12 1. Retail, office, restaurant, entertainment display, educational, and
13 recreational uses not to exceed three hundred twenty-seven thousand
14 (327,000) square feet of usable floor area in an open and inviting
15 pedestrian environment.

16 2. Hotel uses containing not more than two hundred seventy-five (275)
17 rooms. Restaurant lounge and retail facilities, primarily for hotel
18 tenants, may be located in the hotel.

19 3. Any office uses must be approved by the Executive Director of the
20 State Lands Commission as coastally related or dependent and
21 related to maritime commerce, marine transport, trade conducted via
22 ocean-going vessels, marine shipping and fisheries.

23 (b) Access.

24 1. Vehicular. Vehicular access shall be from Seaside Way, from a new
25 road between Shoreline Drive and Seaside Way and from Pine
26 Avenue.

27 2. Pedestrian access. Public walkways shall be provided from the
28 extension of the walkways from Subarea 4 and shall extend to the

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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 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 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

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storefront access from Pine Avenue.

2. Height. Three (3) stories not to exceed forty feet (40'), except for the following permitted heights:

- A. Sixty (60') feet for one (1) multi-screen theater with a building footprint not to exceed eighty-two thousand five hundred (82,500) square feet may be located between the extended rights-of-way of Pine Avenue and Pacific Avenue;
- B. Seventy feet (70') for one parking structure located west of the extended right-of-way of Cedar Avenue;
- C. Eighty feet (80') for one large-format cinema with a building footprint not to exceed fifteen thousand (15,000) square feet may be located between the extended rights-of-way of Cedar Avenue and Pacific Avenue;
- D. Twelve (12) stories for one (1) hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue;
- E. One hundred fifty-five feet (155') for one (1) vertical monument with a footprint not to exceed five hundred (500) square feet above the forty foot (40') elevation; and
- F. One hundred feet (100') 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.

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3. Site coverage. Not more than 65 percent (65%). Parking structures which do not exceed a height of elevation sixteen (16) Mean Lower Low Water (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 (5%) from the top of the curb of all streets surrounding the site.
4. Setbacks. Buildings shall be set back seventy-five feet (75') from Pine Avenue and seventy-five feet (75') from Shoreline Drive to accommodate temporary bleacher seating for the Grand 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 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.
6. View Corridors. No structures over forty-two inches (42") in height, other than required safety features, structures required to meet ADA access standards where there is no alternative location for such structures outside of the view corridors, mobile vending carts, lighting features and low-scale official directional signs, shall be placed in the view corridors identified on Attachment A: View Corridors.
7. Public Space. 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 twenty-three thousand (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.

(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:

1. Downtown Harbor. The Shoreline Lagoon may be reconfigured into a commercial harbor, dredged to a depth of less than twenty feet (20'), and edged with a bulkhead and rip-rap. To the extent that this

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1 harbor will remove the existing low intertidal habitat area, this habitat
2 area must be replaced in kind elsewhere, at a minimum one-to-one
3 ratio, within the Queensway Bay Project (PD-6 and PD-21) area prior
4 to or concurrent with construction of the harbor. This harbor may
5 contain dockage for up to fifty (50) commercial boats (e.g., dinner
6 cruises, whale watch, dive boats and fishing charters), historic ships,
7 visiting tall ships, water taxis, and public day-use transient docks.
8

9 The existing one hundred thirty-one (131) slips may be replaced by
10 construction of the Downtown Harbor expansion. Any marina slips
11 which are used for recreational boating and which are displaced by
12 the Downtown Harbor expansion shall be replaced with slips which
13 provide equivalent recreational boating opportunities.

- 14 2. Retail and entertainment. Up to three hundred thousand (300,000)
15 square feet of new and existing visitor-serving commercial uses,
16 including retail, restaurant, nightclub, movie, arcade and related
17 entertainment uses may be permitted. Up to four (4) acres of existing
18 Shoreline Park along the north side of the water basin may be
19 converted to such uses if the City replaces the displaced parkland on
20 an acre-for-acre basis within or adjacent to the coastal zone. Such
21 replacement parkland must provide similar recreational opportunities
22 and be accessible to the same population through private or
23 affordable public transportation. Replacement parkland shall be
24 developed prior to or concurrent with the commencement of the
25 development which displaces it, and shall also be dedicated or
26 designated in perpetuity.

- 27 3. Park. Park area of not less than twenty-three (23) acres, including
28 park, roadways, parking areas, pedestrian walkways, and a major

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1 aquarium. The park shall include a children's play area, picnic areas
2 and a public restroom. The existing fishing piers shall remain. All
3 areas not covered with structure, roadway or walkway shall be
4 landscaped.

- 5 4. Aquarium. An aquarium of up to one hundred fifty thousand
6 (150,000) gross square feet may be constructed in the park. The
7 existing recreational vehicle park shall not be displaced until a new
8 recreational vehicle park is under construction elsewhere in the
9 Queensway Bay Project (PD-6 and PD-21). This new recreational
10 vehicle park shall include a minimum of seventy (70) recreational
11 vehicle spaces with associated office, convenience services and
12 convenience retail facilities for park users.

13 (b) Access.

- 14 1. Vehicular. Vehicular access to Shoreline Village and park shall be
15 limited to the existing Shoreline Village entrance and the intersection
16 of Shoreline Drive and Pine Avenue. New intersections with
17 Shoreline Drive may be constructed at Chestnut Place and the
18 Aquarium access road. There shall be a minimum of paved roadway
19 surface within the subarea, except that a new two-lane roadway may
20 be constructed from the new Shoreline Drive intersection to connect
21 under the Queen's Way Bridge to the Catalina Landing Area (Subarea
22 3). Limited vehicular access may be provided along the south side of
23 Shoreline Drive with the approval of the City Traffic Engineer.
24 Vehicular access to the peninsula shall not be allowed east of the
25 existing park access road and parking lot.
- 26 2. Pedestrian. Pedestrian access shall be provided from the Promenade
27 South and from signalized pedestrian crossings of Shoreline Drive.
28 If a view corridor/open space area at least one hundred fifty feet

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(150') 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 twenty-five feet (25') 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 solid structural features on the bridge shall be limited to a height of four feet (4') measured from the pedestrian deck, except that a gateway sculptural element which exceeds the height limit may be placed on the bridge, providing that its surface is not more than 15 percent (15%) solid or opaque.

A shoreline pedestrian esplanade (Rainbow Harbor Esplanade) of not less than thirty-five feet (35') in width shall be maintained between all new 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.

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

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1 access to the uses in the Downtown Shoreline. Affordable water taxis
2 shall be encouraged from Shoreline Park to the new park areas at the
3 South Shore.

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

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

18 (c) Building Design.

19 1. Location and scale. Shops, restaurants and entertainment facilities
20 shall be limited to Shoreline Village and the northern side of the
21 Downtown (Rainbow) Harbor to provide a continuous pedestrian retail
22 experience. No new buildings or structures over 42 inches (42") in
23 height, other than required safety features, structures required to
24 meet ADA access standards where there is no alternative locations,
25 mobile vending carts, lighting features and low-scale official
26 directional signs, shall be permitted in the four hundred ten-foot-long
27 (410') (measured from the Promenade South to Shoreline Village)
28 view corridor/public open space area located between Shoreline

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Wharf and Shoreline Drive (see Attachment A: View Corridors).

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 (2) stories or forty feet (40') 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 fifty-five feet (55') in height, and by one (1) amusement ride which shall not exceed one hundred thirty feet (130') in height 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 eighteen feet (18') above existing grade.

Throughout Subarea 6, 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.

3. Setback. New buildings along Shoreline Drive west of Pine Avenue shall be set back seventy-five feet (75') 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

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1 along Shoreline Drive so as to provide interesting facades through the
2 use of construction details and articulated building walls. In order to
3 comply with the Coastal Act requirement pertaining to visual access
4 from the first public street to the water edge, view corridors from
5 Shoreline Drive shall be provided between structures, and a view
6 corridor shall be provided along Pine Avenue from Ocean Boulevard
7 to the water edge, as shown on the attached diagram "A" incorporated
8 herein by this reference. The facade of the parking structure shall be
9 treated with landscaping and supplemental design elements so as to
10 soften its visual impact on Shoreline Drive.

- 11 5. Public Viewing Deck. If a view corridor/open space area at least one
12 hundred fifty feet (150') wide is not provided from the intersection of
13 Shoreline Drive and Aquarium Way to Rainbow Harbor (as formerly
14 required by the certified LCP), then a public viewing deck with a
15 minimum of thirty-five thousand (35,000) square feet of usable public
16 area shall be provided on the second level of the building or buildings
17 located between the aquarium parking structure and Aquarium Way.
18 The public viewing deck shall be designed and oriented to provide
19 open views to Rainbow Harbor and the Queen Mary, and shall be
20 available for public use, including picnics, as public parks are. Park
21 benches and tables for eating shall be provided for general public use
22 on the viewing deck. Take-out and walk-up food services are
23 encouraged behind the viewing deck, but restaurant table service is
24 prohibited. All structures in Subarea 6 shall be designed and sited to
25 protect the public views to Rainbow Harbor and the Queen Mary from
26 the public viewing deck.

- 27 6. View Corridors. The one hundred fifty-foot-wide (150') view corridor
28 that the LCP formerly required at the intersection of Shoreline Drive

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and Aquarium Way may be substituted if all three (3) of the following alternative view corridor/public open space areas are provided:

- A. A sixty-foot-wide (60') view corridor at the intersection of Shoreline Drive and Aquarium Way,
- B. A pedestrian bridge over Shoreline Drive at Aquarium Way as required by Section (b)2 above; and
- C. A thirty-five thousand (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.

No structures over 42 inches (42") in height, other than required safety features, structures required to meet ADA access standards where there is no alternative location for such structures outside of the view corridors, mobile vending carts, lighting features and low-scale official directional signs, shall be placed in the view corridors identified on Attachment A: View Corridors.

- (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 fifteen hundred (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 six hundred (600) parking spaces may be added to Shoreline Village by

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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.

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 portions of City streets can be vacated 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 any portion 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

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Ocean Boulevard access provided that such access is only for passenger loading and unloading.

2. Pedestrian access. Pedestrian access will be provided from Ocean Boulevard southerly on the Promenade South as approved in Coastal Commission permit number A71-78. The east/west pedestrian walkway shall either be extended through this area along the southern edge of development parcels to the Promenade South or alternative public pedestrian access and viewing area(s) shall be provided at higher elevations. In order to provide necessary pedestrian interaction in the area, new developments shall provide public walkways, at least ten feet (10') in width, around the perimeter of the site except where a site abuts to public street(s) with adequate public pedestrian walkways at least fifteen feet (15') in width. 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.

(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 (20') 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 (20') from the curbline of Ocean Boulevard. A corner cut-off for access from Promenade North measuring one hundred twenty feet (120') by one hundred twenty feet (120') shall be provided at the northwest corner of the site, measured along the north and west property lines, clear from Ocean Boulevard grade to the sky. A side yard setback of not less than ten feet (10') shall be provided from the property lines on the

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1 east side. Replacement of the Jergins Trust building shall provide a
2 similar corner cut-off on the northeast corner of the site in order to
3 create a cohesive entry feature to the Promenade South from Pine
4 Avenue.

- 5 2. Height. Low and/or high rise, not to exceed two hundred fifty (250')
6 feet above Ocean Boulevard grade, except for the development
7 between the Promenade South and Pine Avenue, the height can
8 exceed two hundred fifty feet (250') up to four hundred twenty-five
9 feet (425') only if the building meets the following conditions and is
10 designed and articulated as follows:

11 A. The portion of the building higher than eighty-five feet (85')
12 above Ocean Boulevard grade has a building footprint no
13 greater than seventy percent (70%) of the site area, and is set
14 back a minimum of twenty-five feet (25') from the east property
15 line, and a minimum of fifteen feet (15') from the west property
16 line, with the exception of minor projections;

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

24 C. The periphery of the building at the Ocean Boulevard level
25 shall contain only pedestrian serving uses such as retail, office,
26 and entrance lobbies; and shall provide a minimum of ten-foot-
27 wide (10') by ten-foot-high (10') open walkway or arcade
28 adjacent to the west and south property lines which shall

always remain open and accessible to the public every day between 8:00 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 (250') 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 (30') in height for a width of thirty feet (30') along those property lines. Site coverage shall be limited to fifty-five percent (55%) of the project area and any portion of the project to exceed four stories in height shall not exceed thirty-five percent (35%) of the project area. The project area for this project shall include the width of the Promenade from the south edge of the Ocean Boulevard strip park to the northern edge of the relocated Seaside Way.

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

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

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

C. The entrance shall be inviting, visually attractive, nicely landscaped, have public benches, attract casual strollers from

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the downtown area, and have an open feel.

- D. The entrance shall create a visual and physical linkage between the Ocean Boulevard downtown area and the shoreline.
- E. A tram stop shall be provided.
- F. The Ocean Boulevard park strip between Locust and Pine shall be designed to emphasize the Promenade entrance.
- G. The developers of all construction of new buildings, of all condominium conversions, and of all changes in the use shall provide for the construction of the Promenade and public walkways abutting the site and over one-half the width of the public right-of-way necessary to join the Promenade to the adjoining property. On the site of the old Jergins building, future developers are required to pay an in-lieu fee equivalent to one-half of the cost of a bridge structure across Pine Avenue. The in-lieu fee shall be used only for the expansion of the Promenade South bridge over Seaside Way and/or for the extension of the east/west public walkway from the Promenade South to Subarea 8.
- (d) Parking. Number of spaces. Reuse of existing buildings shall not require parking in excess of what currently exists. New construction shall provide parking as required for new development pursuant to the parking standards listed in the General Development and Use Standards for PD-6, or pursuant to a detailed parking study that demonstrates that the project will provide adequate parking to meet the needs of the development without causing negative impacts to coastal access or access to public recreational facilities. All parking shall be enclosed and located below Ocean Boulevard level, except

1 if the architectural treatment of higher levels of parking blends into the
2 facade of the rest of the building so that they do not appear as
3 parking levels from the outside of the building. The periphery of the
4 building at the Ocean Boulevard level shall contain only pedestrian
5 serving uses such as retail, office, and entrance lobbies; and shall
6 provide a minimum of ten-foot- wide (10') by ten-foot-high (10') open
7 walkway or arcade adjacent to the west and south property lines as
8 further described in Section (c).2.C. of the Specific Development and
9 Use Standards for Subarea 7. Office building and commercial parking
10 shall be available for public use on evenings and weekends. Office
11 uses may lease Convention Center parking for usual business
12 requirements.

- 13 (e) Developer on and off-site Improvements and Maintenance. New
14 development or change of use of existing buildings shall provide for
15 the eastward continuation of the east/west pedestrian walkway across
16 the subject sites. Such development or change in use shall also be
17 required to improve the park strip along Ocean Boulevard and the
18 plazas created by the corner cut-offs, except as otherwise provided
19 for the Promenade.
20

21 SUBAREA 8

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

24 (a) Uses.

- 25 1. The existing uses of a sports arena, two theaters, an exhibition hall
26 and associated meeting rooms and offices shall continue;
27 2. A Promenade South as a continuation of Promenade North leading
28 from Subarea 7 to Subarea 6 shall be provided.

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3. A five hundred forty-two (542) room convention hotel with ballrooms, meeting rooms, restaurants, health club and retail uses of thirty-nine thousand eight hundred fifty (39,850) square feet.
4. Rainbow Lagoon and park.
5. Up to thirty-six thousand (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 (40') in width from Ocean Boulevard to the convention hotel and thirty feet (30') in width south of the convention hotel. The hotel and related facilities shall be located east of the Promenade South.

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2. Height. The hotel shall not exceed two hundred fifty feet (250') above grade. The Promenade South shall be at Ocean Boulevard elevation. Parking structures shall not exceed Ocean Boulevard level.
 3. Special design features. Rainbow Lagoon shall contain not less than 5.5 acres of water surface.
 4. Promenade South special design features.
 - A. Lighting shall carry out the common theme of the total Promenade, be attractive, and provide adequate light for public safety and comfort. Low pressure sodium vapor lighting should not be allowed.
 - B. The surface materials of the Promenade South shall be of brick paver, textured concrete or other aesthetically pleasing materials.
 - C. Development adjacent to the Promenade South should not create a visual or physical barrier; but rather should encourage strollers toward the ocean.
 - D. There should be a strong connection between downtown and Shoreline Park, Marina Green Park, the Marina and Shoreline Village. This should be accomplished principally by extending a walkway at grade from the Promenade South all the way to the west promontory of Shoreline Village, and by placing a prominent feature or facility on the west promontory of Shoreline Village. This feature should be placed so it is visible directly down the Promenade South. The Promenade South should accommodate pedestrians and trams.
- (d) Parking. All parking shall be in structures except a small open lot between the exhibit hall and Seaside Way. A total of not less than four thousand eight hundred and thirty (4,830) spaces shall be provided. **COASTAL COMMISSION**

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

3
4 Landscaping and maintenance of Rainbow Lagoon and Park shall be public.

5
6 SUBAREA 9

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

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

- 15 (b) Access.

- 16 1. Vehicular access. All construction of new buildings shall have
17 vehicular access only from Seaside Way and Elm and Linden
18 Avenues. Existing buildings may maintain access from Ocean
19 Boulevard for reuse or conversion to condominium.
20 2. Pedestrian access. Pedestrian access shall be provided along the
21 southern edge of the subarea by a public promenade twenty feet (20')
22 in width from Hart Place to Lime Avenue. This promenade shall be
23 at Ocean Boulevard level adjoining the north curb of Seaside Way or
24 on the southern edge or any development utilizing air rights over
25 Seaside Way.

26
27 A public walkway from Ocean Boulevard to the promenade shall be
28 provided at Hart Place, Elm Avenue, Atlantic Avenue, and Lime

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1 Avenue. These walks shall be within open public areas not less than
2 thirty feet (30') in width providing an unobstructed view from Ocean
3 Boulevard to the southern boundary of the subarea.

4
5 Pedestrian access from Ocean Boulevard to Seaside Way shall be
6 provided by a dedicated public sidewalk on both sides of Linden
7 Avenue.

8 (c) Building Design.

- 9 1. Site location. Wherever feasible, buildings should be staggered so as
10 not to present a uniform alignment.
11 2. Height. Height controlled by density and other standards cited herein.
12 3. Site coverage. Forty percent (40%) from Ocean Boulevard grade to
13 the sky.
14 4. All buildings shall be designed so as to provide views through the
15 buildings to pedestrian areas beyond in order to entice pedestrians
16 into the shoreline area.

- 17 (d) Parking. Parking for all construction of new buildings shall be in parking
18 structures not to exceed Ocean Boulevard elevation. Parking structures not
19 visible from Ocean Boulevard may exceed the Ocean Boulevard elevation.
20 Parking spaces shall be provided as designated in the general development
21 and use standards for new uses.

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

- 24 (f) Developer On and Off-site Improvements and Maintenance. The developer
25 of all construction of new buildings and of all condominium conversions shall
26 provide for the construction of the promenade and public walkways abutting
27 the site and over one-half the width of the public right-of-way necessary to
28 join the promenade to the adjoining property.

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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 four hundred fifty (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 (10') in width within a thirty foot (30') landscaped open public area except on the bridge where the walkway only need be provided. A dedicated public sidewalk shall be provided along Seaside Way.

(c) Building Design.

1. Site location. Buildings should be placed so as to minimize blockage of view from Subarea 9. Buildings shall be aligned so as to provide a variety of orientation and pattern. Varied and interesting spaces

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shall be created around and between buildings. No building shall be located more than four hundred feet (400') south of Seaside Way.

2. Height.

A. No building shall exceed five (5) stories or sixty feet (60') above grade east of Linden Avenue.

B. No building shall exceed two (3) stories above grade west of Linden Avenue.

3. Site Coverage. Not more than thirty percent (30%) in buildings more than two stories above grade east of Linden Avenue.

4. Setbacks. A forty foot (40') 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 (40') from the exterior edge of the story below it.

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

(d) Parking.

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

2. Parking structures. All parking structures shall be not less than four feet (4') 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;

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1 B. The roof shall be treated with a visually attractive surface that
2 will resist soiling due to oil leaks; and

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

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

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

12
13 SUBAREA 11

14 This area currently contains Oil Island Grissom, the Downtown Marina, Marina
15 Green and water area.

16 (a) Uses.

- 17 1. Continuation of oil production on Island Grissom and development as
18 a dedicated public park when oil production ceases;
19 2. Marina with one thousand six hundred ninety-four (1,694) boat slips;
20 3. One thousand six hundred sixty (1,660) parking spaces;
21 4. One (1) fuel dock and two (2) sewage pump-out stations;
22 5. One (1) fishing platform and two (2) combination fishing and
23 observation platforms;
24 6. Tidal mud flats or sand beach east of the easterly jetty;
25 7. Nine (9) comfort stations, not less than two (2) of which are public;
26 8. A two thousand (2,000) square foot administration and maintenance
27 building;
28 9. Public bicycle and pedestrian pathways; an overlook at end of marina

COASTAL COMMISSION

mole; and

10. Eleven (11) acre park.

(b) Access.

1. Vehicular access. Vehicular access shall be from Shoreline Drive.

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

(c) Building Design. Structures within the Marina shall be functional but reflect a nautical design. Any new building shall not exceed two (2) stories or twenty-five feet (25') in height.

(d) Parking. One thousand six hundred sixty (1,660) open parking spaces shall be provided.

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

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

//

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COASTAL COMMISSION

1 I hereby certify that the foregoing ordinance was adopted by the City Council
2 of the City of Long Beach at its meeting of July 27, 1999, by the following
3 vote:

4 Ayes: Councilmembers: Oropeza, Colonna, Roosevelt, Kell,
5 Topsy-Elvord, Grabinski, Kellogg,
6 Shultz.

7
8 Noes: Councilmembers: None.

9
10 Absent: Councilmembers: Baker.

11
12
13 Shelba Powell
14 City Clerk

15
16 Approved: 8-4-99
17 (Date)

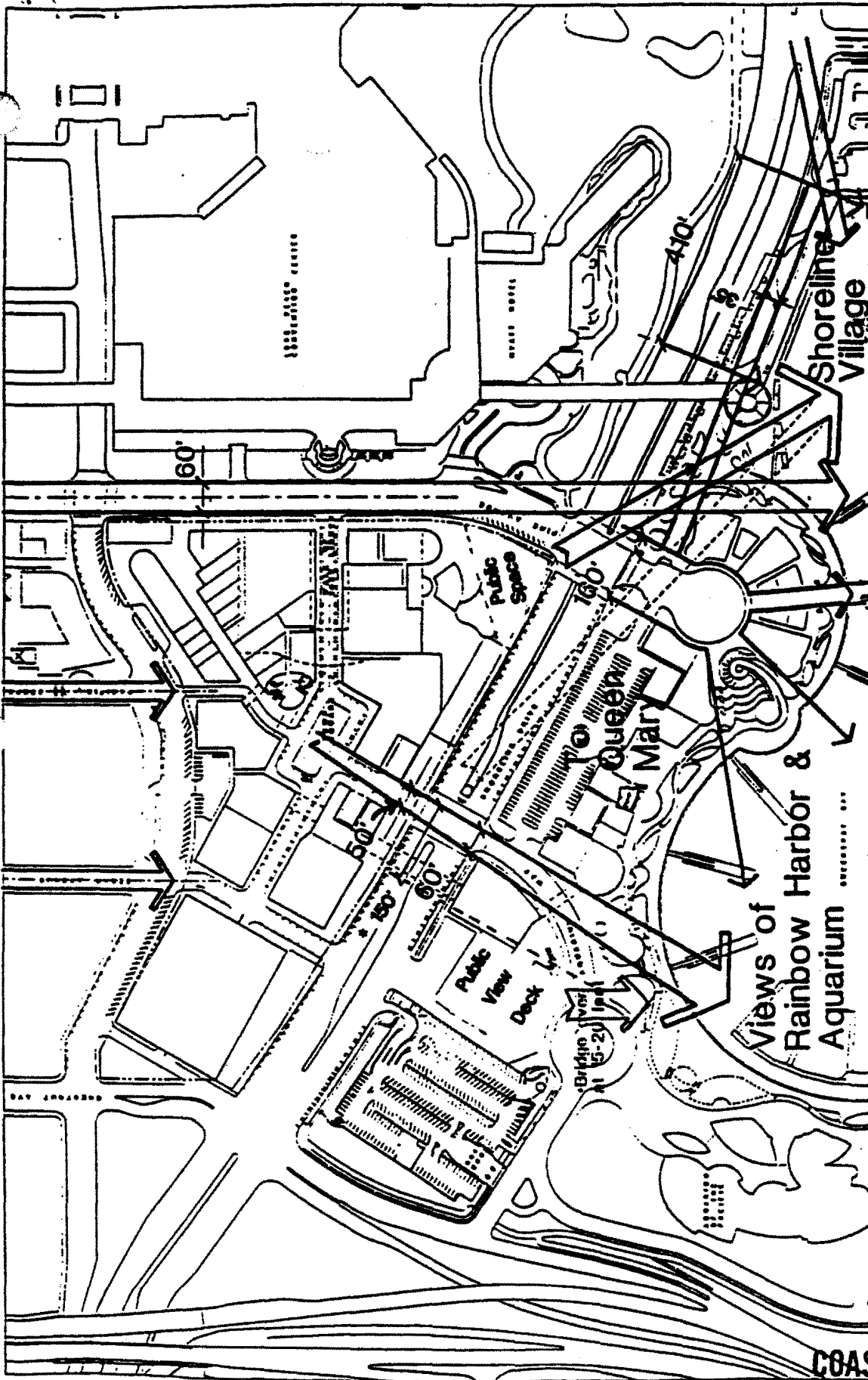
18
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26
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28 Benj Neill
Mayor

MJM:kjm

7/8/99 #99-03272

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COASTAL COMMISSION



Charles E. Eckert & Associates, Inc. | View Analysis

TREASURES
Long Beach, CA

0 100' 200' 300' 400' 500' 600' 700' 800' 900' 1000'

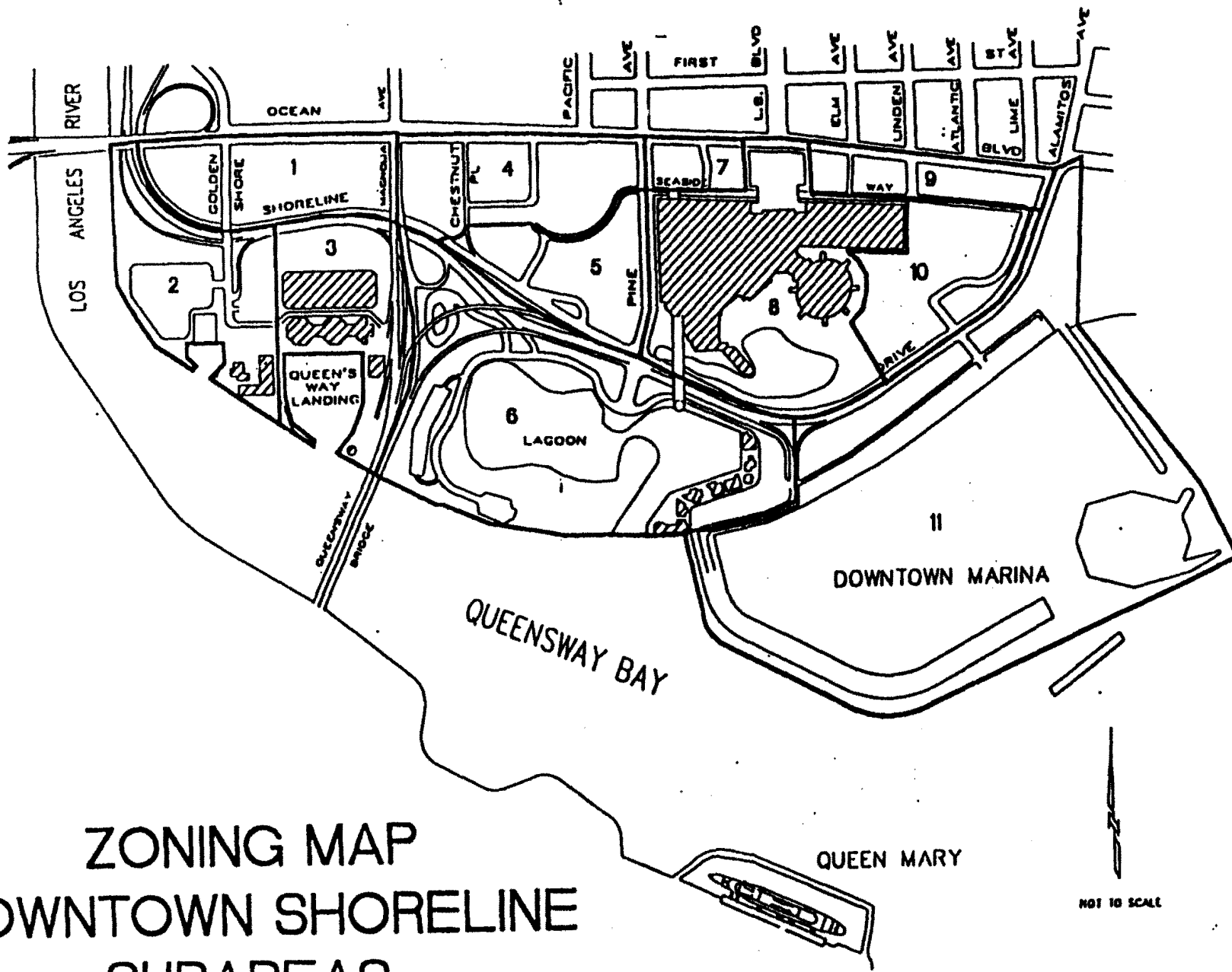
PD 6 Attachment "A" - View Corridors

*150' wide view corridor or 60' corridor, and 25' wide pedestrian bridge, and 35,000 sq. ft. public viewing deck.

ATTACHMENT "A"

EXHIBIT # 6
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ZONING MAP DOWNTOWN SHORELINE SUBAREAS

ATTACHMENT "B"

COASTAL COMMISSION

Planned Development Ordinance: PD-6

EXHIBIT #

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