CALIFORNIA COASTAL COMMISSION
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October 21, 2009

TO: Commissioners and Interested Persons

FROM: John Ainsworth, Deputy Director
Gary Timm, Los Angeles County Area Supervisor
Charles Posner, Coastal Program Analyst

SUBJECT: Major Amendment Request No. LOB-MAJ-2-09 to the City of Long Beach Certified Local Coastal Program. For public hearing and Commission action at the Commission's November 5, 2009 meeting in Long Beach.

SUMMARY OF LCP AMENDMENT REQUEST NO. 2-09

The Coastal Commission certified the City of Long Beach Local Coastal Program (LCP) on July 22, 1980. Amendment Request No. LOB-MAJ-2-09 is the City's second major LCP amendment request for 2009. City of Long Beach LCP Amendment No. LOB-MAJ-2-09 amends the development standards for the Downtown Shoreline Planned Development District (PD-6) in order to specify that: 1) a new (second) hotel in Subarea 5 may be six stories in height instead of having to conform to the three-story/forty-foot height limit, and 2) the site coverage requirements for Subarea 5 may be waived under certain circumstances. Only the Implementing Ordinances (LIP) portion of the certified LCP is affected.

The City of Long Beach Planning Commission held a public hearing for the LCP amendment on June 4, 2009. The City Council held public hearings for the LCP amendment on July 14 and July 21, 2009. On August 12, 2009, the City of Long Beach submitted LCP Amendment Request No. LOB-MAJ-2-09 to the Commission for certification. The proposed changes to the LCP are contained in City Council Ordinance No. ORD-09-0023 (Exhibit #3). The LCP amendment was submitted with City Council Resolution No. RES-09-0072 which states that the LCP amendment is intended to be carried out in a manner fully in conformity with the California Coastal Act, and that the LCP amendment shall be effective upon certification by the Coastal Commission. The City's submittal is consistent with the requirements of the Coastal Act and the regulations which govern such proposals (Sections 30501, 30510, 30514 and 30605 of the Coastal Act, and Sections 13551, 13552 and 13553 of Title 14 of the California Code of Regulations).

SUMMARY OF STAFF RECOMMENDATION

The standard of review for the proposed amendment to the LCP Implementing Ordinances (LIP), pursuant to Sections 30513 and 30514 of the Coastal Act, is that the proposed LIP amendment conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan (LUP). The proposed LIP amendment conforms with, and is adequate to carry out, the provisions of the certified LUP. Therefore, staff is recommending that the Commission, after public hearing, **certify the LIP amendment as submitted**. **The motion to accomplish this recommendation is on Page Two**.

I. STAFF RECOMMENDATION

Staff recommends adoption of the following motion and resolution:

Certify the LIP Amendment Request as Submitted

MOTION: *"I move that the Commission reject Amendment Request No. 2-09 to the City of Long Beach Implementing Ordinances as submitted by the City."*

Staff recommends a **NO** vote. Failure of this motion will result in certification of the amendment to the LCP Implementing Ordinances as submitted and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

Resolution to Certify the LIP Amendment as Submitted

The Commission hereby certifies Amendment Request No. 2-09 to the LCP Implementing Ordinances for the City of Long Beach as submitted and adopts the findings set forth below on grounds that the Implementing Ordinances conform with and are adequate to carry out the provisions of the certified Land Use Plan, and certification of the Implementing Ordinances will meet the requirements of the California Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the Implementation Program.

II. FINDINGS FOR LCP AMENDMENT NO. 2-09

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

A. Description of the LCP Amendment

City Council Resolution No. RES-09-0072 and Ordinance No. ORD-09-0023 comprise LCP Amendment Request No. 2-09 (Exhibit #3). Ordinance No. ORD-09-0023 amends the LIP development standards for Subarea 5 of the Downtown Shoreline Planned Development District (PD-6) in order to specify that: 1) a new (second) hotel in Subarea 5 may be six stories in height instead of having to conform to the three-story/forty-foot height limit, and 2) the site coverage requirements for Subarea 5 may be waived under certain circumstances.

A hotel use is currently a permitted use in Subarea 5. Subarea 5 is public tidelands trust property, as is most of PD-6 (Exhibit #2). As currently certified, the LCP specifies that a total of 275 hotel rooms are allowed in Subarea 5 of PD-6 (Exhibit #3, p.22). The recently completed seven-story Avia Hotel has 140 rooms, so 135 of the allowed 275 hotel rooms have not yet been built in Subarea 5. Therefore, the certified LCP allows an additional 135 hotel

rooms to be built in Subarea 5.[1] This LCP amendment would allow a second hotel in Subarea 5 to be six stories in height instead of having to conform to the three-story/forty-foot height limit that is applicable in the subarea.

The proposed change to the PD-6 Subarea 5 Height Limit provisions is as follows (identified by underlined text - See Exhibit #3, p.24):

> Height. Three (3) stories not to exceed forty feet (40'), except for the following permitted heights:
>
> A. Sixty feet (60') for one 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 hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue north of Bay Street, and six (6) stories for one hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue south of Bay Street;
> E. One hundred fifty-five feet (155') for one vertical monument with a footprint not to exceed five hundred (500) square feet above the forty foot (40') elevation;
> F. One hundred feet (100') for one amusement ride.

The second change proposed by this LCP amendment affects the site coverage requirements for Subarea 5. The proposed change to the PD-6 Subarea 5 site coverage provisions is as follows (identified by underlined text - See Exhibit #3, p.25):

> Site Coverage. Not more than 65 percent (65%). Parking structures that do not exceed height of elevation sixteen (16) Mean Lower Low Water (MLLW) shall not be counted as site coverage provided that such structure doe not penetrate a plane sloping upward at a slope of five percent (5%) from the top of the curb of all street surrounding the site. The 65 percent (65%) coverage limit may be waived through the Site Plan Review process if the Site Plan Review Committee or the Planning Commission (as appropriate) finds that an increase in site coverage would allow for a project that would further the goals of this Plan beyond what would be achieved without the waiver, and that such a waiver would be consistent with the goals and intent of this Plan.

Subarea 5 of PD-6, which was formerly referred to as the Tidelands Site (prior to the development of the Pike at Rainbow Harbor commercial development), is north of Rainbow Harbor and west of the Convention Center in downtown Long Beach (Exhibit #2). As public

[1] A second hotel (six stories – 125 rooms) is proposed to be built on Bay Street next to the seven-story Hotel Avia. See Permit Amendment Application 5-98-156-A17 (DDR & City of Long Beach).

tidelands trust property, Subarea 5 falls completely within the Commission's original permit jurisdiction. Subarea 5 is reserved for public recreation and visitor-serving commercial uses. No residential uses are allowed in Subarea 5 and the subarea is completely commercial in character and built-out, except for the vacant parcel of land situated south of Bay Street between the extended rights-of-way of Cedar Avenue and Pacific Avenue (where a new six-story hotel is proposed). The visitor-serving and public recreational opportunities in the area include the Pike commercial development, Rainbow Harbor (with numerous restaurants), the Downtown Marina, the Shoreline Village shopping center, the Aquarium of the Pacific, and Shoreline Park. Since the subarea falls entirely within the Commission's permit jurisdiction, the Commission has processed all of the coastal development permits for the existing development, and all future development (including the proposed hotel) will be subject to Commission review and approval. The certified Long Beach LCP, as amended, will continue to function as guidance for the Commission and as a regulatory tool for the City.

B. Analysis of the LCP Amendment Request

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

In general, the certified City of Long Beach LCP calls for a pattern of development in the Downtown Shoreline area (PD-6) that allows only shorter buildings (40 feet) in the area closest to the water (Subarea 6), medium buildings (40-80 feet) on the Tidelands Parcel located inland of the first public road (Subarea 5, where the proposed hotel would be built), and high-rise buildings (up to 600 feet) located farther inland along Ocean Boulevard (Subarea 4). This pattern of development creates a step pattern from downtown to the water, with high-rise buildings along Ocean Boulevard in Subarea 4 and low-scale structures next to the water in Subarea 6 (Exhibit #2). In Subarea 5, where a new six-story hotel is proposed, medium-rise buildings provide a visual transition between the high-rise development and the smaller buildings surrounding Rainbow Harbor.

In regards to Subarea 5 of PD-6 (Tidelands), the certified LUP (LCP pg. III-DS-18 – Table 1: Downtown Shoreline Policy Plan) lists the permitted uses as:

> Tidelands (Subarea 5) Permitted Uses: Recreation; Retail; Restaurant; Entertainment and Educational Uses; Public Access; Hotel; Coastally-Related Offices; Parking.

The certified LUP for PD-6 Subarea 5 (See LCP pg. III-DS-29) also states that:

> "It is public Tidelands Trust property and uses permitted therein are to be consistent with the Tidelands agreement. Development of the Tidelands site will be reflective and supportive of the uses of the immediately adjacent sites: the waterfront retail and entertainment uses of the Downtown (Rainbow) Harbor to the south, the Convention and Entertainment Center to the east, and the downtown commercial core to the north. Permitted uses include recreation, retail, restaurant, entertainment, display, educational, hotel and coastally related or dependent offices. Residential uses are not permitted."

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

The above-stated LUP policy specifically states that the western portion of the site (Subarea 5) may accommodate larger scale buildings, including a twelve-story hotel. The existing hotel in the Subarea (Hotel Avia – north of Bay Street) is seven stories in height. This LCP amendment would allow another hotel in Subarea 5 (south of Bay Street) to be six stories in height. The new six-story hotel in LCP Subarea 5 is proposed to be built on the vacant parcel between the extended rights-of-way of Cedar Avenue and Pacific Avenue, next to Hotel Avia Hotel and the seven-level Pike parking structure. The hotel site is landward of Shoreline Drive, the first public road inland of Rainbow Harbor. No significant public views would be blocked by a six-story hotel south of Bay Street in Subarea 5. The seven-level Pike parking structure is the tallest building in Subarea 5, while several taller buildings exist in the downtown area immediately north of Subarea 5. A six-story hotel would be similar in scale to the surrounding development in Subarea 5 and is consistent with the policies set forth by the certified LUP. Therefore, the LCP amendment conforms with, and is adequate to carry out, the provisions of the certified LUP.

The second change proposed by this LCP amendment is the change to the site coverage requirements for Subarea 5. The proposed change would allow site coverage to exceed the current limit of 65 percent (65%) only if an increase in site coverage would allow for a project that would further the goals of the LCP. Since most of Subarea 5 has already been developed under the 65 percent site coverage limit, and the subarea has no sensitive habitat to be protected, the proposed change will not have a significant effect on coastal resources. In any case, all future development in Subarea 5 (including the proposed hotel) will be subject to Commission review and approval during the coastal development permit process. The Commission will have the ability to determine whether any proposed site coverage above 65 percent is consistent with the Chapter 3 policies of the Coastal Act (and the policies of the certified LCP). The certified LUP states that, "Pedestrian scale and interest shall be reinforced with human scale courtyards, walkways, and lush landscaping". Projects that are permitted to exceed the current site coverage limit of 65 percent will be required to conform with the goals and intent of the LCP (Downtown Shoreline Planned Development District). Therefore, the LCP amendment conforms with, and is adequate to carry out, the provisions of the certified LUP.

C. <u>Lower Cost Visitor Accommodations</u>

Section 30213 of the Coastal Act states, in part:

> Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

While the certified City of Long Beach LCP protects three specific hotels in the Bluffs Community (LCP Area A) because they provide for coastal access and enjoyment by persons

of low and moderate income, the LCP does not expressly incorporate Section 30213 or any other policy that preserves in general lower cost overnight accommodations or requires that they be provided in new development.

The City of Long Beach Downtown Shoreline Planned Development District ordinance (Exhibit #3), which comprises part of the LCP implementing ordinances, does not currently contain provisions to preserve or provide any lower cost overnight accommodations. The Commission has recently certified LCPs and LCP amendments that include LUP policies that: 1) protect existing lower cost overnight accommodations, 2) require in-lieu fees to mitigate the loss of existing low cost overnight visitor accommodations, and 3) require in-lieu fees for the construction of new high cost overnight accommodations that would not include the construction of lower cost overnight accommodations.

For example, in July 2009 the Commission certified Major Amendment Request No. 2-08 to the City of Redondo Beach LCP with the following LUP policy as suggested modification:

> *Lower Cost Visitor Accommodations - Mitigation*
>
> *Lower cost visitor accommodations shall be protected, encouraged, and where feasible provided. In the coastal zone when demolition of existing lower cost overnight accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be $30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.*
>
> *An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.*
>
> *An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, except for units that are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the*

> *total number of existing lower cost overnight units that are demolished and not replaced shall be required.*
>
> *Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25% of the number of high cost rooms/units in excess of the number being lost.*

In this case, the City of Long Beach is amending only the LCP implementing ordinances for a tidelands area that is subject to the Commission's permit jurisdiction. The certified LUP is not affected by this LCP amendment. When the City amends the LUP, the Commission and the City can insert into the certified LCP a new LUP policy that addresses lower cost overnight accommodations. Mitigation for the proposed six-story hotel in Subarea 5, if necessary, will be required through the Commission's coastal development permit action (which is tentatively scheduled for the December 2009 meeting (Application 5-98-156-A17).

D. <u>California Environmental Quality Act (CEQA)</u>

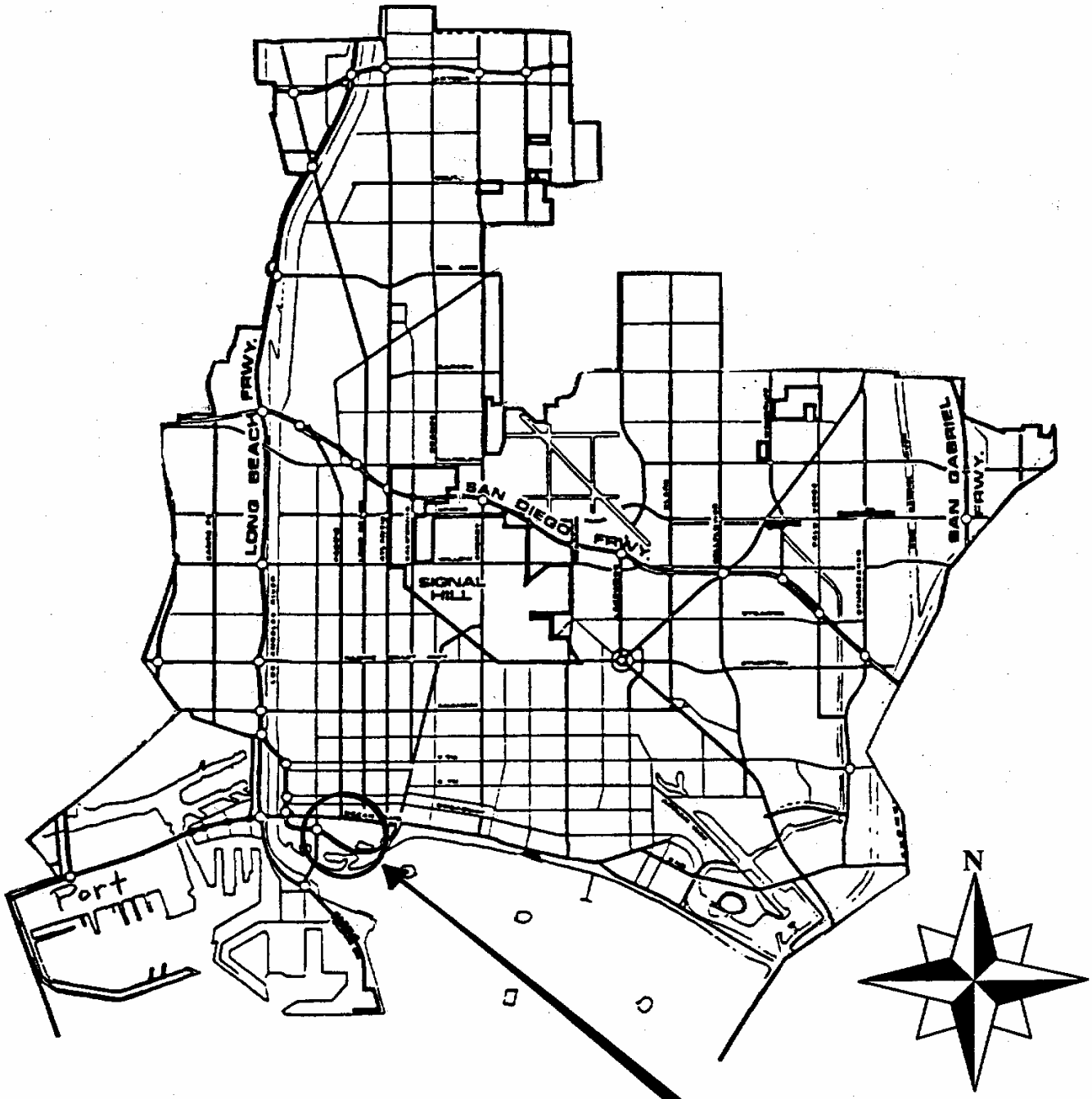
The City of Long Beach is the lead agency for the purposes of California Environmental Quality Act review of the proposed hotel project and LCP amendment. On June 4, 2009, the City of Long Beach Planning Commission certified an Environmental Impact Report (EIR) Addendum (No. 01-09) for the Hotel Sierra Project. The certified EIR addendum concludes that the hotel project would not create any new significant impacts or increase the severity of any impacts identified in previous CEQA documents.

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

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

The Commission finds that, for the reasons discussed in this report, the proposed LCP amendment will not result in any significant environmental effects. The LCP amendment allows for additional height and lot coverage, but does not increase the total amount of development that is currently allowed under the LCP. There are no additional feasible alternatives or feasible mitigation measures available that could substantially reduce any adverse environmental impacts. The Commission finds that the proposed LCP amendment is consistent with Section 21080.5(d)(2)(A) of the Public Resources Code.

City of Long Beach



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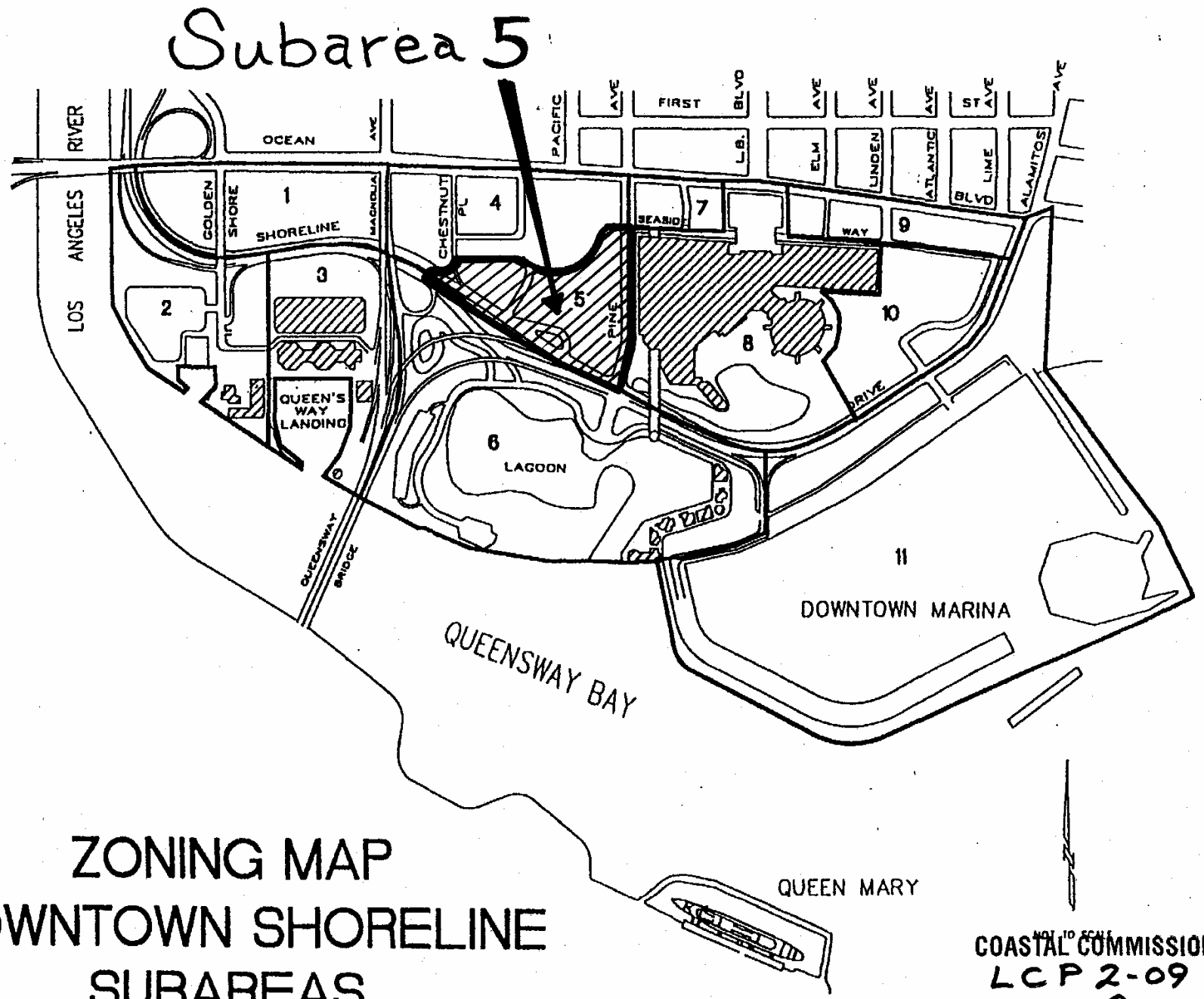

ZONING MAP
DOWNTOWN SHORELINE
SUBAREAS

Planned Development Ordinance: PD-6

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ORDINANCE NO. ORD-09-0023

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

WHEREAS, the Long Beach City Council amended and restated the Downtown Shoreline Planned Development District (PD-6) on March 23, 1999, by adopting Ordinance No. C-7598, on July 27, 1999, by adopting Ordinance No. C-7637, on October 22, 2002, by adopting Ordinance No. C-7828, and on August 1, 2006, by adopting Ordinance No. ORD-06-0074;

WHEREAS, the Planning Commission, at its public hearing on June 4, 2009, reviewed the proposed amendment to Subarea 5 (c) (2)(D) and (3) "Building and Site Design" of the Downtown Planned Development District (PD-6) in connection with the Lodgeworks, L.P. Hotel Sierra project and recommended the City Council adopt same;

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

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

Section 1. The View Corridors Diagram (Attachment "A") and the Zoning Map (Attachment "B") for the Downtown Shoreline Subareas for Planned Development Ordinance (PD-6), are hereby readopted and attached hereto and by this reference made

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a part of this ordinance.

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

DOWNTOWN SHORELINE PLANNED DEVELOPMENT DISTRICT (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 Development Site Plan Review Process is intended to give the maximum public access to the review and approval of each future project.

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

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

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

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3. An emphasis on uses of a recreational or recreational access nature;

4. Strong land use interactions and access connections with the downtown;

5. An urban park-like setting with a variety of strolling, bicycling, and active and passive recreational areas, interesting water features and abundant landscaping; and

6. The highest quality of development.

GENERAL DEVELOPMENT AND USE STANDARDS

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

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

(b) Access.

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

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

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

4. Pedestrian access shall be provided along the edge of all water

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

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

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

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

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

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

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

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greater.

(d) Parking.

1. Number of spaces.

A. Residential uses.

i. Bedroom/Unit	Spaces/Unit
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) 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

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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.

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

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

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

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

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

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specified.

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

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

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

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

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

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

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

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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).

SPECIFIC DEVELOPMENT AND USE STANDARDS

SUBAREA 1

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

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SUBAREA 2

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

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

(b) Access.

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

2. Pedestrian access by a public walkway shall be provided along Golden Shore from Ocean Boulevard to Queensway. A public walkway perpendicular to Golden Shore Avenue shall be developed from Golden Shore Avenue to the edge of the Los Angeles River. Finally, a bicycle path shall be provided throughout 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.

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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

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

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

(b) Access.

1. Vehicular access. Primary vehicular access shall be provided by Golden Shore Avenue or Queens' Way. A roadway connection to Subarea 6 shall be constructed under the Queen's Way Bridge.

2. The existing pedestrian access public walkway shall be maintained

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and extended from Golden Shore Avenue to Queen's Way Highway parallel to Shoreline Drive. A public walkway shall be maintained around Catalina Landing linking Subarea 2 to Subarea 6 under Queen's Way Bridge. The existing public walkway sidewalk shall also be maintained and extended parallel to Queen's Way from Ocean Boulevard to Queen's Way Bay.

3. The existing bicycle path through the subarea linking Subarea 2 to Subarea 6 under Queen's Way Bridge shall be maintained. This bicycle path shall be guaranteed public access through lease agreements with abutting uses.

(c) Building Design.

1. Buildings shall be located so as to minimize view blockage from buildings in the West Beach redevelopment project. Site plans for new buildings shall illustrate the views from existing buildings.

2. Height. Office buildings shall be limited to no more than four stories in height measured from the existing grade. Parking structures shall not exceed a height of 45 feet (45').

3. Site coverage. Not more than 65 percent (65%) of the subarea shall 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,

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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.

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

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residential is permitted with as much as one hundred dwelling units per acre, but not to exceed one thousand five hundred (1,500) new residential units. New retail, personal service, office, entertainment uses, taverns and restaurants are allowed up to one million eight hundred thousand (1,800,000) 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 an 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 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.

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(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 through the subarea, shall have a total combined width of at least one hundred twenty feet (120'), and shall be located so as to maximize unobstructed pedestrian view, and to provide pedestrian access, from Ocean Boulevard to the southern portion of the subarea and beyond. These corridors, except Chestnut Place, shall be a minimum of twenty-five feet (25') in width, shall contain public

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walkways connecting to the east/west walk and shall intersect with the east/west walk in major public activity areas. One view corridor, in the vicinity of Cedar Walk, shall be a wide, open corridor with a minimum clear width of forty feet (40'), but which shall be generally wider and shall be placed to direct views to the Queen Mary. Building projections, as permitted in the Zoning Regulations, are allowed to intrude into the view corridors above twenty-five feet (25') above Ocean Boulevard curb elevation.

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

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

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

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

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

(c) Building design.

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

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,

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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 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

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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.

7. Victory Park Strip. The segment of Victory Park situated between the extended right-of-way of Pacific Avenue and the Ocean Center office building (110 W. Ocean Blvd.) shall be enlarged by at least 4,042 square feet through additional private land dedications. The required additional 4,042 square feet of dedicated public parkland shall be provided beyond the eighty foot (80') building setback (from Ocean Boulevard curbline) required pursuant to Section (c)4 (Building Design) of the PD-6 General Development and Use Standards.

(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

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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.

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

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

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

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

A. Extension of Seaside Way to connect Pine Avenue to Chestnut Place (consistent with prior contractual agreements with the City);

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

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

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D. Provision of one (1) eastbound lane as an optional left or right turn lane at the intersection of Golden Shore and the Long Beach Freeway off-ramp;

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

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

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

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

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SUBAREA 5

This subarea is public tidelands trust property.

(a) Uses.

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

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

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

(b) Access.

1. Vehicular. Vehicular access shall be from Seaside Way, from a new

road between Shoreline Drive and Seaside Way and from Pine Avenue.

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

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

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

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and rooftops which are visible from view corridors, buildings in Subarea 4, the Convention Center and Promenade South shall be attractively treated to enhance these views. Along Pine Avenue, active pedestrian-oriented uses shall be required on the ground floor with storefront access from Pine Avenue.

2. Height. 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 north of Bay Street, and six (6) stories for one (1) hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue south of Bay Street;

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;

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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.

3. Site coverage. Not more than 65 percent (65%). Parking structures that 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. The 65% site coverage limit may be waived through the Site Plan Review process if the Site Plan Review Committee or the Planning Commission (as appropriate) finds that an increase in site coverage would allow for a project that would further the goals of this Plan beyond what would be achieved without the waiver, and that such a waiver would be consistent with the goals and intent of this Plan.

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

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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

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

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

2. Retail and entertainment. Up to three hundred thousand (300,000) square feet of new and existing visitor-serving commercial uses, including retail, restaurant, nightclub, movie, arcade and related

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entertainment uses may be permitted. Up to four (4) acres of existing Shoreline Park along the north side of the water basin may be converted to such uses if the City replaces the displaced parkland on an acre-for-acre basis within or adjacent to the coastal zone. Such replacement parkland must provide similar recreational opportunities and be accessible to the same population through private or affordable public transportation. Replacement parkland shall be developed prior to or concurrent with the commencement of the development which displaces it, and shall also be dedicated or designated in perpetuity.

3. Park. Park area of not less than twenty-three (23) acres, including park, roadways, parking areas, pedestrian walkways, and a major aquarium. The park shall include a children's play area, picnic areas and a public restroom. The existing fishing piers shall remain. All areas not covered with structure, roadway or walkway shall be landscaped.

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

(b) Access.

1. Vehicular. Vehicular access to Shoreline Village and park shall be limited to the existing Shoreline Village entrance and the intersection of Shoreline Drive and Pine Avenue. New intersections with

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

2. Pedestrian. Pedestrian access shall be provided from the Promenade South and from signalized pedestrian crossings of Shoreline Drive. If a view corridor/open space area at least one hundred fifty feet (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.

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

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

6. Public Access. All open space areas shall be open and accessible to the public, as public parks are, except for the aquarium for which an admission fee is charged. All open space areas shall be designed so as to encourage public use through access and amenities such as park benches and picnic tables. Table service for restaurants shall be prohibited in open space areas unless specifically permitted by a coastal development permit. Public open space areas shall include, but are not limited to: Shoreline Park, Rainbow Harbor Esplanade, the terraces at the end of Pine Avenue,

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Pine Avenue Pier, Shoreline Wharf, the public viewing deck provided between Aquarium Way and the parking structure, pedestrian bridges, and all view corridors identified on Attachment A: View Corridors.

(c) Building Design.

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

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)

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

5. Public Viewing Deck. If a view corridor/open space area at least one

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hundred fifty feet (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 public viewing deck with a minimum of thirty-five thousand (35,000) square feet of usable public area shall be provided on the second level of the building or buildings located between the aquarium parking structure and Aquarium Way. The public viewing deck shall be designed and oriented to provide open views to Rainbow Harbor and the Queen Mary, and shall be available for public use, including picnics, as public parks are. Park benches and tables for eating shall be provided for general public use on the viewing deck. Take-out and walk-up food services are encouraged behind the viewing deck, but restaurant table service is prohibited. All structures in Subarea 6 shall be designed and sited to protect the public views to Rainbow Harbor and the Queen Mary from the public viewing deck.

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

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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 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).

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(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 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

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

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

A. The portion of the building higher than eighty-five feet (85')

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above Ocean Boulevard grade has a building footprint no greater than seventy percent (70%) of the site area, and is set back a minimum of twenty-five feet (25') from the east property line, and a minimum of fifteen feet (15') from the west property line, with the exception of minor projections;

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

C. The periphery of the building at the Ocean Boulevard level shall contain only pedestrian serving uses such as retail, office, and entrance lobbies; and shall provide a minimum of ten-foot-wide (10') by ten-foot-high (10') open walkway or arcade adjacent to the west and south property lines which shall always remain open and accessible to the public every day between 8:00 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

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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 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

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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 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 of ten-foot- wide (10') by ten-foot-high (10') 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 parking shall be available for public use on evenings and weekends. Office uses may lease Convention Center parking for usual business requirements.

(e) Developer on and off-site Improvements and Maintenance. New

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development or change of use of existing buildings shall provide for the eastward continuation of the east/west pedestrian walkway across the subject sites. Such development or change in use shall also be required to improve the park strip along Ocean Boulevard and the plazas created by the corner cut-offs, except as otherwise provided for the Promenade.

SUBAREA 8

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

(a) Uses.

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

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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.

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.

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

D. There should be a strong connection between downtown and Shoreline Park, Marina Green Park, the Marina and Shoreline Village. This should be accomplished principally by extending a walkway at grade from the Promenade South all the way to the west promontory of Shoreline Village, and by placing a prominent feature or facility on the west promontory of Shoreline Village. This feature should be placed so it is visible directly down the Promenade South. The Promenade South should accommodate pedestrians and trams.

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

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

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

SUBAREA 9

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

(a) Uses. Dense residential or hotel, west of Elm Avenue; dense residential or mixed residential and office in the same structure east of Elm Avenue. Retail and restaurant uses shall be permitted at the Ocean Boulevard level, or at top levels. Victory Park in the subarea shall be a dedicated City park.

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Residential uses shall not exceed a density of two hundred and fifty dwelling units per acre.

(b) Access.

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

2. Pedestrian access. Pedestrian access shall be provided along the southern edge of the subarea by a public promenade twenty feet (20') in width from Hart Place to Lime Avenue. This promenade shall be at Ocean Boulevard level adjoining the north curb of Seaside Way or on the southern edge or any development utilizing air rights over Seaside Way.

A public walkway from Ocean Boulevard to the promenade shall be provided at Hart Place, Elm Avenue, Atlantic Avenue, and Lime Avenue. These walks shall be within open public areas not less than thirty feet (30') in width providing an unobstructed view from Ocean Boulevard to the southern boundary of the subarea.

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

(c) Building Design.

1. Site location. Wherever feasible, buildings should be staggered so as not to present a uniform alignment.

2. Height. Height controlled by density and other standards cited herein.

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3. Site coverage. Forty percent (40%) from Ocean Boulevard grade to the sky.

4. All buildings shall be designed so as to provide views through the buildings to pedestrian areas beyond in order to entice pedestrians into the shoreline area.

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

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

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

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,

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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 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

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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;

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

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

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

(f) Developer On and Off-site Improvements. The developer shall provide for the public pedestrian bridge over Seaside Way, the public walkway to

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Shoreline Drive, and other public improvements.

SUBAREA 11

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

(a) Uses.

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

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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.

Section 3. The City Clerk shall certify to the passage of this ordinance by the City Council and cause it to be posted in three (3) conspicuous places in the City of Long Beach, and it shall take effect on the thirty-first (31st) day after it is approved by the Mayor.

I hereby certify that the foregoing ordinance was adopted by the City Council of the City of Long Beach at its meeting of August 4, 2009, by the following vote:

Ayes: Councilmembers: Garcia, Lowenthal, O'Donnell, Schipske, Andrews, Reyes Uranga, Gabelich, Lerch.

Noes: Councilmembers: None.

Absent: Councilmembers: DeLong.

CERTIFIED AS A TRUE AND CORRECT COPY

CITY CLERK OF THE CITY OF LONG BEACH

BY: Carolyn Harris

DATE: 8/7/09

Larry G. Herrera
City Clerk

Approved: 8/7/09
(Date)

Bob Foster
Mayor

COASTAL COMMISSION

EXHIBIT # 3
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ATTACHMENT "A"

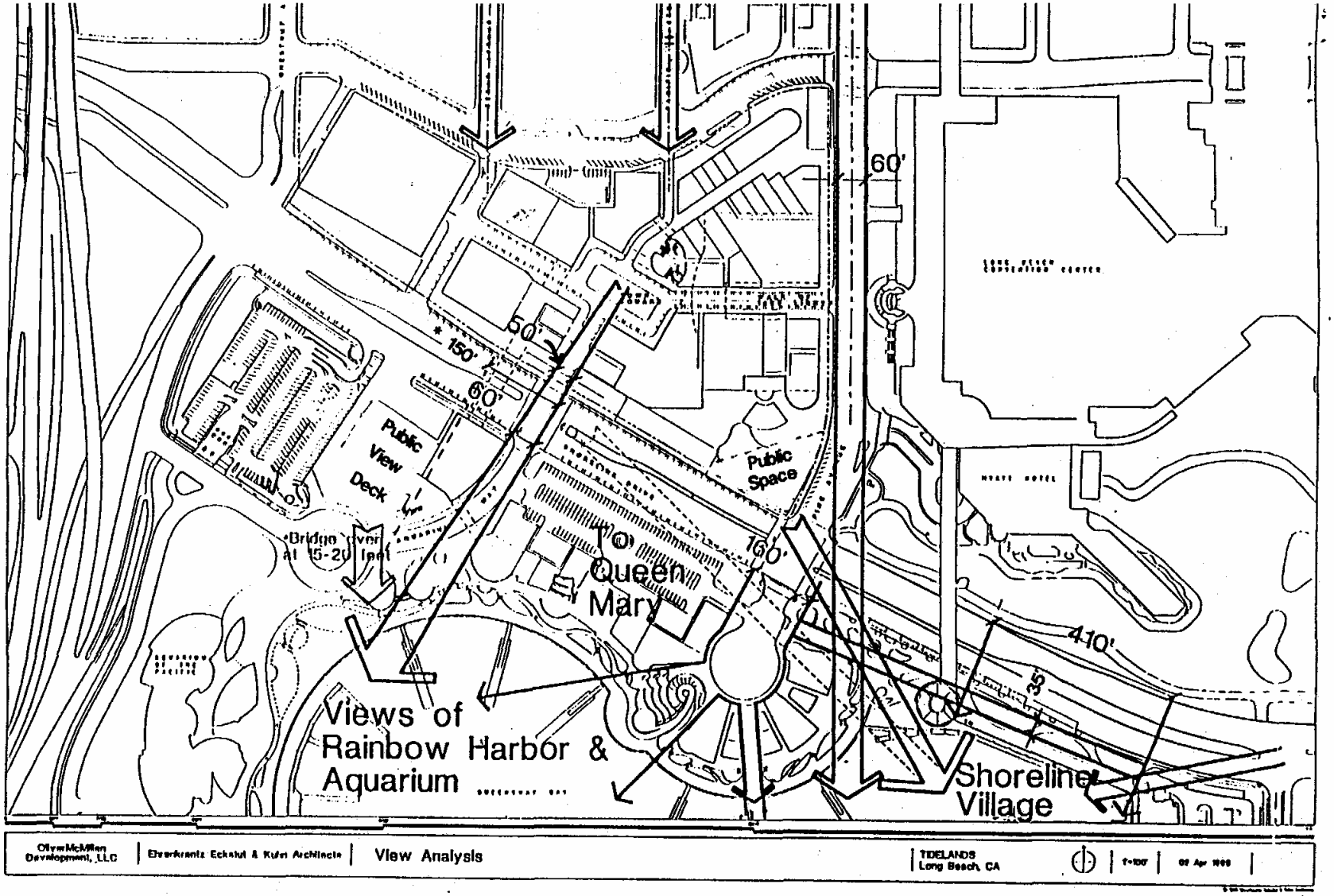

EXHIBIT # 3

PD 6 Attachment "A" - View Corridors

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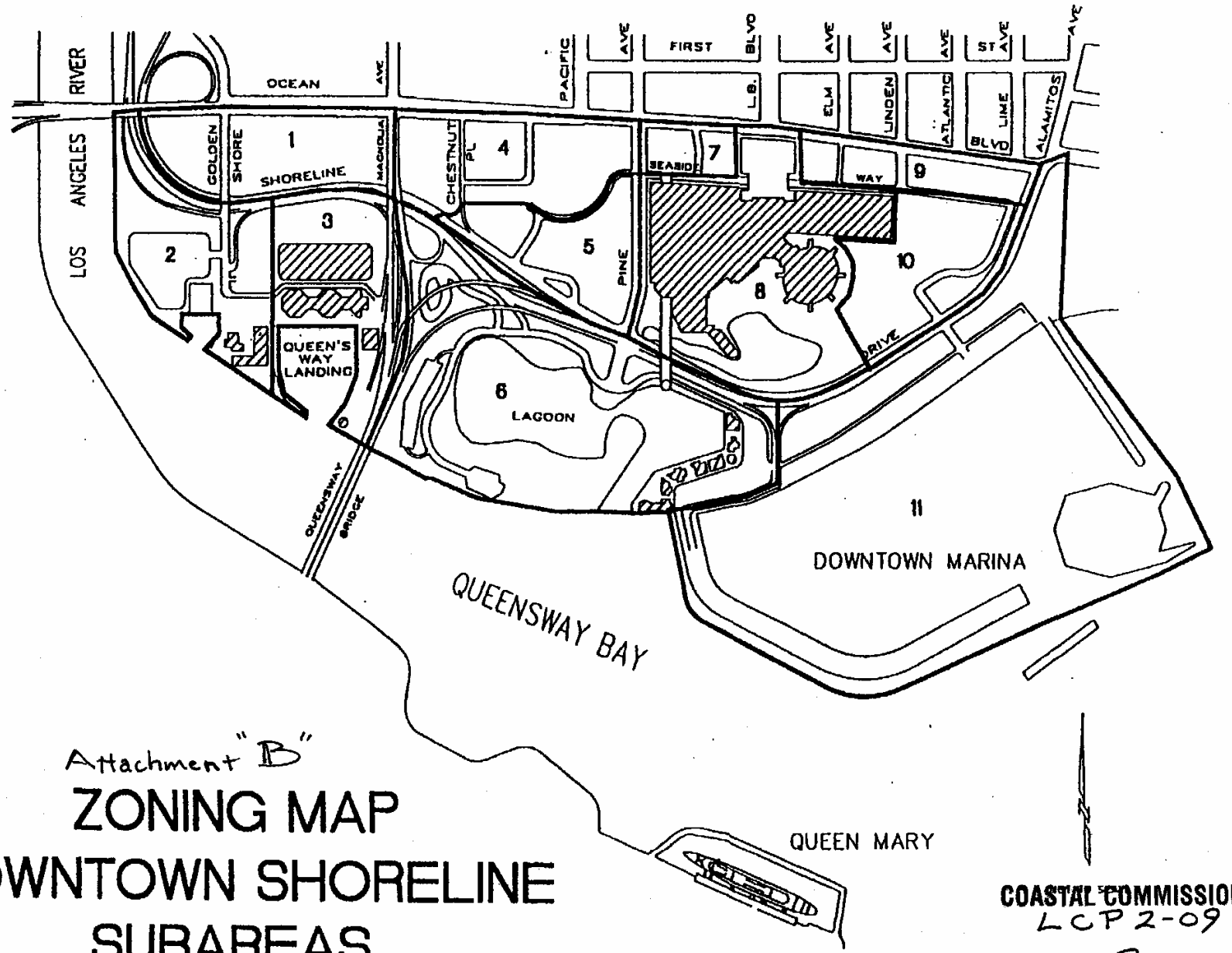
*150' wide view corridor or 60' corridor, and 25' wide pedestrian bridge, and 35,000 sq. ft. public viewing deck.



Attachment "B"

ZONING MAP
DOWNTOWN SHORELINE SUBAREAS

Planned Development Ordinance: PD-6

COASTAL COMMISSION
LCP 2-09
EXHIBIT # 3
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