

CITY OF
LONG BEACH, CALIFORNIA



LOCAL COASTAL PROGRAM
An Element of the City General Plan

February 1980

Prepared by the Department of Planning and Building

CITY OF
LONG BEACH, CALIFORNIA
LOCAL COASTAL PROGRAM

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INTRODUCTION

The Local Coastal Program for Long Beach, California, was completed in late 1979 after more than two years of study. Coastal planning in Long Beach, however, actually began decades ago owing to the resort and recreational importance of its waterfront. As a result of these early plans, Long Beach was able over the years to acquire and preserve nearly all of its shoreline for public enjoyment. Structures on the beach were acquired and cleared. Parking lots, streets and stairs were constructed. Public facilities on the beach were added. During the golden years of Long Beach (the 1920's and '30's) the entire shoreline was crowded in summer with people enjoying California's finest assets: surf, sand and the sun.

Natural forces, however, led to a dramatic change in this pattern of use. A recurring series of severe winter storms over several years washed away much of the beach and destroyed houses and other property. Waves pounded at the foot of the bluffs where now there is a wide, white beach. The extension of the breakwater in San Pedro Bay by the federal government became necessary to halt wave action and enable the replenishment of the beaches. The present day coastal resources and waterfront developments would not be secure without this breakwater. Ironically, the breakwater also had a negative effect by removing one of the attractions to beach goers, the surf, thereby reducing usage. San Pedro Bay is now like a lake, and the Long Beach shoreline like a sandy lakefront.

As the popularity of the beach diminished (World War II and the uncertain post-war economy also contributed to its lessening popularity), downtown waterfront activities became moribund. In the 1960's the City, utilizing revenues from the Tidelands fund, placed several hundred acres of fill adjacent to the downtown and in the Port to enhance maritime, public and commercial opportunities and to help revitalize the City. The new Port area (now Pier J) had immediate success as a modern container terminal. The downtown fill lay unused, however, while various plans for its development were debated. Meanwhile, the City purchased RMS Queen Mary from Cunard Lines as another step in its program to revitalize the shoreline and downtown.

In 1972 California voters passed the Coastal Zone Conservation Act (Proposition 20). Although the Act called for a state-developed plan of the coastline, Long Beach recognized that planning concepts developed locally could supplement and enhance the State plan. Therefore, the City appointed the renowned firm of Sasaki, Walker Associates (now the SWA Group) of

Sausalito, California, to prepare a plan for Long Beach. During 1973 and 1974, the firm developed concepts with the assistance of citizen groups throughout the coastal zone. Planning principles extracted from the completed Long Beach Shoreline Plan were approved by the Long Beach City Council in 1975. They are the foundation for the Long Beach Coastal Program.

The final step in the City's coastal planning efforts, prior to the inauguration of the LCP, was taken when the southeast portion of the City was planned by a citizen advisory group and City staff members. This plan, called SEADIP (for Southeast Area Development and Improvement Plan), was completed and adopted in early 1977 as a Specific Plan and is implemented through a Planned Development Ordinance. It has been incorporated with the LCP. Many of the member groups of the SEADIP Advisory Committee are also represented on the LCP Advisory Committee.

This Local Coastal Program was developed largely through the energetic and selfless efforts of a group of citizens representing many organizations concerned about the future of coastal resources (their work is detailed in a later chapter). The result represents one of the most remarkable examples of citizen participation in planning in California.

Long Beach has one of the most complex and highly urbanized shorelines in California. In fact, a visitor might look at it and ask, "What's left to plan?" When viewed in the context of the Coastal Act policies, however, it is clear that there are many actions which can be taken to preserve and enhance those resources which make it such a valuable asset to the people of California. At the same time, the very fact that it is highly urbanized raises issues related to access, new development and housing, for example, which are in some ways more complex than in the pristine areas of the California coast.

A built city is not a clean slate upon which land uses and circulation systems can be drawn and redrawn until the best relationships are achieved. Many accommodations with the existing urban systems must be made, and community lifestyle and special needs recognized. In these areas particularly, the Advisory Committee's work was invaluable.

This LCP recognizes the complex needs of the various coastal neighborhoods, the advantages and limitations of the urban systems, and the conflicting viewpoints of the public. It further acknowledges the need to

balance recreational use of coastal resources with the requirements for protection and preservation if they are to remain viable resources into the next century. The plan, therefore, emphasizes some Coastal Act Policies in some areas, and other Policies in other areas where the greatest public benefit can be achieved without traumatic disruption of the existing community fabric. The distribution of resource types and facilities follows this recognition of differences naturally, as they have different characteristics: port, beach, bay, lagoons, marsh. The same distinction of character is not so clear in many of the landside communities, making decisions relating to land uses more difficult.

This LCP represents the commitment of Long Beach to provide continuing protection and enhancement of its coastal resources. It is recognized that certain resource areas in this jurisdiction will require further public attention to ensure such protection and enhancement. Included in this concern are:

- (a) Lands that have a history or potential of productive agricultural use;
- (b) Areas where unused and/or subdivided lots require consolidation or redesign to permit appropriate land uses;
- (c) Sensitive coastal resource areas which are suffering some form of deterioration or development pressure;
- (d) Degraded or less than pristine wetlands of any size; and
- (e) Areas which are appropriate for well-designed visitor-commercial and recreation facilities. (Added by Amendment No. 1d)

The confirmation of Coastal Act Policies in this LCP, then, reflects the complex and varied pattern of life in this City by matching public needs with areas of greatest opportunity. In this sense, it is the action plan for effecting implementation of the California Coastal Act in Long Beach.

SUMMARY

The coastal zone in the City of Long Beach encompasses over 3,100 acres and a population in excess of 42,000 residing in nearly 22,000 dwelling units. It is the most intensely developed part of the City. Any brief summary, then, of a program which proposes both broad policies and detailed action affecting such a complex area must, out of necessity, be an over simplification and should not be regarded as a substitute for the program in its entirety. Nevertheless, certain key policies can be highlighted here, which will give the reader a broad overview.

Shoreline Access

Transportation and land use decisions of the past have imposed access difficulties which are not nearly impossible to overcome using conventional auto/parking methods. Instead, this LCP seeks to maximize access by transit, bicycle, and foot. These modes appear to be the most promising in the future, given the evolving world energy crisis. The excellent system provided by the Long Beach Transit Company can be utilized to fulfill a significant percentage of shore-bound trips. In the interim, some increase in beach parking is proposed. A major bicycle route is proposed along the shore, connecting with two established regional systems. Pedestrian access is enhanced in a number of ways - - boardwalk, stairways, pedestrian walkways, promenades along ocean and bayfronts, and park-like improvements to street ends facing coastal resources. Boat transportation in and around Queensway Bay is also recommended in the program.

Increased auto circulation in the coastal zone is discouraged by this program because (1) it would not provide increased access to coastal resources; (2) it would have an adverse impact on the fragile coastal neighborhoods; and (3) there is little unused capacity available in the street system.

Recreation and Visitor Serving Facilities

This program will protect these by requiring an immediate dedication in perpetuity for public purposes all parks and beaches in the coastal zone. Enhancement of these facilities is required by a number of actions detailed in the program such as the reconstruction of the badly vandalized restroom and concession facilities along the beach. Several major new facilities will be constructed in the downtown: the marina; Aquatic Park; Rainbow Lagoon Park; and Marina Green Park.

New Development

This program has as a fundamental imperative the preservation of extant viable neighborhoods and low/moderate cost housing opportunities. Although a modest growth increment will result from the plan, it is not basically a growth plan. Increases in population will occur primarily in the downtown and in SEADIP. Some increase will occur in areas which are now predominantly multi-family and duplex neighborhoods. All growth is controlled by a restructured set of zone districts and by the imposition of six planned development zones.

A policy for the replacement of low/moderate cost units on a 1:1 basis when new development occurs is promulgated by this program.

Coastal Resources

The water resources of Alamitos Bay, Marine Stadium, Sims Pond, Colorado Lagoon, and Los Cerritos Wetlands are monitored, preserved, and enhanced by a formal set of policies promulgated by the Resources Management Plan. A balance between human use and ecological concerns is the principal theme of this Plan. The beaches are preserved in perpetuity by the dedication policy, and enhanced by limited development programs which will encourage sensible public use.

Implementation

A complete set of regulations for the control of land uses is included in this LCP. The City's new zoning ordinance was revised to enforce the policies of the program. Additionally, new planned development ordinances are promulgated for control of development in Area A, and in the Belmont Pier area. The existing planned development ordinance for SEADIP is also adopted by reference as a part of this LCP.

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The reader is encouraged to examine each section of this program – Description, Policy Plan, Implementation – to obtain a full understanding of the Coastal Plan for Long Beach.

GENERAL DESCRIPTION OF THE LOCAL COASTAL PROGRAM PLANNING AREAS

The accompanying map illustrates the extent of the coastal zone in Long Beach. Planning issues throughout this zone are not uniformly the same, therefore it has been subdivided for study purposes into more homogeneous areas. This subdivision does not, however, represent an officially sanctioned “segmented LCP” under the Smith Act as none was sought by the City. The sub-areas are:

1. The Port of Long Beach. Under the Coastal Act mandate, the Port LCP was prepared by the Port Commission in 1978. It is incorporated herein by reference as a part of the Long Beach Local Coastal Program.
2. The Downtown Shoreline. This sub-area is characterized by mid-to high-rise office and residential buildings and large scale public recreation and entertainment facilities. Its planning is greatly



Planning Areas

influenced by the program for revitalization and redevelopment of the commercial shopping district north of Ocean Boulevard, just outside the coastal zone.

3. [The Bluff Community \(Area A\)](#). This sub-area is almost totally residential, ranging in style from single family to dense high rises. It has long been a bedroom community for the downtown; therefore, recent changes in the character of Area A reflect the evolution of the downtown. This may become more pronounced in the near future as the revitalization efforts in the central business district come to fruition. Area A is separated from the beach by a steep bluff. Much of the bluff has been altered by housing developments, which cascade down to the beach.
4. [The Bixby Park/Bluff Park Community \(Area B\)](#). This sub-area is also almost totally residential but is more homogeneous than Area A. Single family and duplexes predominate. Some apartment structures have been constructed near Bixby Park. This park together with Bluff Park are major recreational resources along the shoreline. Bluff Park commands the top of the bluffs which are essentially in their natural state in this location. Bixby Park provides typical neighborhood recreational facilities and also specialized activities for the large senior citizen population.
5. [The Belmont Heights/Belmont Park Communities \(Area C\)](#). This sub-area is diverse, containing a mixture of residential types as well as a node of commercial activity. Also contained within Area C are Belmont Pier, Belmont Pool, and Colorado Lagoon, which provide specialized kinds of recreational opportunities.
6. [The Belmont Shore \(Area D\)](#). This is an intensely developed residential area having a special "beach community" atmosphere. Its shopping district is unique in Long Beach for the amount of walk-in and bike-in trade it receives. Belmont Shore fronts a very popular ocean beach and an equally popular bay beach. Traffic and parking problems are therefore sometimes acute.
7. [The Naples and Alamitos Peninsula Communities \(Area E\)](#). It is almost totally single family in character except along Second Street where some apartments and businesses have been developed. This island is characterized by very narrow streets, dense development, and numerous boat slips along the water's edge.

The Peninsula is single family, duplex and apartment development radiating out toward the Bay and ocean from Ocean Boulevard, the

only thoroughfare. The lifestyle is very influenced by the beaches which virtually surround it. It has a feeling of privacy which is fostered by its having only one access point to the rest of the community.

8. [Southeast Area Communities \(SEADIP\)](#). This sub-area encompasses the entire southeast corner of Long Beach. It is the “newest” area of the City in the sense that nearly all of the development is of very recent origin. Although principally a residential community, it also contains considerable commercial development and two very large electric generating plants. There is much land in SEADIP being used for oil production. When this resource is depleted, the land will be available for urban development.

Some of the SEADIP area is still under the jurisdiction of Los Angeles County.

9. [The Waterland Communities](#). These natural communities are Alamitos Bay, Marine Stadium, Colorado Lagoon, Los Cerritos Wetland, and Sims Pond. They are all on the east side of the City. They influence, and are influenced by, urban developments in Areas C, D, E and SEADIP. Their use as ecological, recreational, and wildlife resources is discussed in detail in the Resources Management Plan portion of the LCP.
10. [The Strand](#). The strip of beach along the ocean from Alamitos Avenue to the end of the Peninsula, and along Bay Shore Avenue in Belmont Shore is referred to as the Strand. The discussions of access to these areas, their uses, and the facilities needed for their proper functioning are found in the texts describing the abutting communities.

Table 1 summarizes the physical and demographic characteristics of the communities discussed above. The fundamental difference between the western and eastern portions of the coastal zone are revealed in the Table. The areas near the downtown tend to house an older population having less income than do the eastern portions. The percentage of units needing rehabilitation and the density of units generally decrease from west to east, whereas home ownership increases toward the east. Thus, the east side of Long Beach has coastal neighborhoods of single family character, occupied by younger, more affluent families who can take advantage of the many amenities present there. The communities in the west tend to be lower and renter dominated in the presence of fewer amenities.

TABLE 1

	Downtown	Area A	Area B	Area C	Area D	Area E	SEADIP	Totals
Total Population	1,100	9,214	2,810	4,902	6,911	6,379	11,306*	42,622
% 65 + years	42.0%	28.0%	17.0%	10.0%	10.0%	7.0%	n/a	16.4%
Average Income	\$10,148	\$15,000	\$19,000	\$23,000	\$21,000	\$30,000	n/a	\$20,815**
Total Dwelling Units	1,000	4,395	1,376	2,812	4,342	2,646	5,335*	21,906
% Needing Rehabilitation	n/a	13%	13%	8%	6%	6%	n/a	9.0%
Total Acres	22.8	147	231	357	304	468	1,500	3,113.8
D/U Per Acre	48	30.0	5.9	7.9	14.3	5.7	3.2	6.8
Owned Units	--	1,551	516	1,109	1,804	1,410	n/a	6,390
Rental Units	--	2,844	860	1,703	2,538	1,216	n/a	9,181
% Owned	00	35%	37%	39%	42%	53%	n/a	41.0***

* Existing and Estimated Future Units/Population

** Weighed Income

*** Excluding Downtown and SEADIP

Source: Long Beach Department of Planning and Building, 1979

The coastal zone of Long Beach is not readily accessible to those who live some distance away. Since the passing of the era of the Red Cars, the City's shoreline assets have not been attractors on a regional scale, nor has the advent of freeways markedly changed this situation. There are several reasons for this, and they differ from area to area in the coastal zone. Generally, the attractiveness of a beach area to regional users is directly proportional to its accessibility by freeway. Area A, for example, should be very attractive since it is immediately adjacent to the end of Shoreline Drive, the extension of the Long Beach Freeway.

Owing to the lack of parking and difficult access down the bluff, however, it is instead utilized primarily by those who live close by and who can walk to it.

Aside from Shoreline Drive, no other exit from the Long Beach or San Diego Freeways provides access to the beach acceptable to the average driver, since miles of busy surface streets and many traffic signals bar the way. No north-south street east of Redondo Avenue reaches the beach or penetrates the Alamitos Bay complex directly from the San Diego Freeway. The interchange of the Interstate 405 and 605 Freeways just east of the City could provide acceptable shoreline access via Seventh Street but local traffic problems at Pacific Coast Highway are a formidable barrier to smooth traffic flow. The non-freeway linked route of Westminster Boulevard/Second Street/Livingston Drive/Ocean Boulevard remains the most favored for beach-bound travelers.

The diminishing popularity of the City's beaches to regional users is not simply a function of poor access, however. The loss of the surf upon completion of the San Pedro Bay breakwater has totally changed the character of the beaches. As mentioned in the Introduction, the shore is more like a lakefront than an ocean. The real effect of this metamorphosis is unknown, but it is believed to be of significant proportions.

Detailed description of relevance to the Coastal Act Policies will be found in the texts for each study area.

CITIZEN PARTICIPATION

The participation of citizen groups in the Long Beach Local Coastal Program was vital to its development. At the inception of the program, it was agreed that a process similar to that which was used to create the SEADIP plan should be utilized for the LCP. From June 1976 to March 1977, the Citizens' SEADIP Review Committee, composed of citizens, land owners, and

developers met some 30 times to work out the details of what was to become the SEADIP Specific Plan and Planned Development Ordinance. The results of this experiment in citizen participation were so encouraging that in May 1977 the City Planning Commission nominated 29 organizations throughout the City to serve on the LCP Advisory Committee. Each group appointed one member and one alternate to serve.

Several of the groups had also been represented on the SEADIP Review Committee.

The status of the Committee was as an advisor to the City Planning Commission. Its charge was to make policy recommendations which would address the concerns of the Coastal Act. These policies were to be molded into the LCP format, primarily by staff, and the Program brought before the Planning Commission for decisions. In cases where staff and Committee opinions might not coincide, both views were to be brought to the Commission for resolution, although every effort has been made to compromise differences between the citizens and the professional staff before the hearings began.

At its second meeting, the Committee adopted several rules of procedure which were to prove effective in holding the group together and in preventing vocal minorities from unduly influencing voting. The most important of these was the 2/3 rule. For a motion to pass, at least 2/3 of those groups present must vote affirmatively. (Although many groups often sent both the member and the alternate, each group was allowed only one vote.) This rule was carried over from the SEADIP Committee where it had proven effective.

The second rule of procedure was that no group could vote on a motion unless it had been represented in at least one of the three immediately preceding meetings. This helped to remove the problem of sporadic attendance and alleviated some fears that many groups would not attend until the final sessions where long work of the Committee might be overturned by those who had rarely participated. The third rule was that a minority of at least 20% of those voting may present a minority report for the record.

Finally, on the subject of calling for reconsideration of motions which had been passed previously, this rule was adopted: that anyone may move for reconsideration whether his or her group had voted affirmatively or negatively on the original motion; that a majority of those present must then vote to reconsider; that a 2/3 vote of a quorum of ten groups is necessary to change the previously adopted policy. (This rule was adopted in 1979.) The purpose

of this procedure was to allow a more democratic reconsideration process while discouraging its use as a delaying or destructive tactic.

Upon the completion and certification of the Work Program, the method utilized by the Committee for generating, debating and approving policies was evolved after experimentation with various approaches. Sub-committees were appointed to investigate specific areas of concern. The majority of the program was managed by two sub-committees: Land Use, and Beach Studies. Generally, the approach used by these subcommittees entailed the following steps:

1. A preliminary meeting was held to identify broad concerns.
2. A walking tour was arranged during which members recorded their observations in notes and on film.
3. A second meeting produced a set of preliminary policies and questions to be discussed at a public meeting.
4. A "town hall" meeting was conducted by the Committee. These were advertised locally and drew from the general public. Questionnaires were distributed to elicit written comments on some issues.
5. A third meeting of the sub-committee produced a final set of policy recommendations to be presented to the full committee. Often, several meetings were needed to achieve this result.
6. Finally, the full committee received, debated, and acted upon the sub-committee recommendations. These actions often required several meetings.

A number of other sub-committees also contributed to this process, especially earlier in the program. They were formed to study the following issues: downtown shoreline, hotels, parks, Ocean Boulevard, marinas, and parking.

Mr. William Davidson was elected Chairman at the first LCP Committee meeting and has served throughout the program in that capacity. Mrs. Jan Hall was elected Vice Chairman. Upon her subsequent election as Councilwoman for the Third District, Mr. Ron Case was elected Vice Chairman.

The consistently active member organizations of the LCP Advisory Committee are listed below:

Alamitos Bay Beach Preservation Group
Alamitos Heights Improvement Association
Beach Area Concerned Citizens
Belmont Heights/Belmont Park United Citizens
Belmont Shore Business Association

Bixby Ranch Company
College Park Estates Homeowners Associates
Committee on Responsible Development
Downtown Long Beach Associates
Downtown Project Area Committee (PAC)
Homeowners Downtown Associates
League of Women Voters
Long Beach Area Board of Realtors
Long Beach Area Citizens Involved
Long Beach Area Chamber of Commerce
Naples Improvement Association
Sierra Club
Wrigley Business and Professional Association

A complete list of all of the representatives can be found in the Appendix.

FORMAT OF THIS DOCUMENT

The Long Beach Local Coastal Program is organized geographically. Each sub-area of the shoreline alluded to in the General Description of the LCP Planning Area is treated in a separate section of the report beginning with the Downtown on the west and concluding with the wetlands on the east. Each section contains three parts (where the format is appropriate): (1) A description of existing conditions; (2) the policy plan; and (3) the implementing ordinances and zoning map. Parts 1 and 2 are arranged by Coastal Act Policies so that these concerns can be readily identified for each study area.

The Description section set forth the basic coastal issues, primarily those identified by the Committee in the Work Program. Other descriptive texts are added to clarify the intent of some of the policies which were adopted, since in many cases problems and issues of common local knowledge were the subject of policy formulation without the issue ever having been expressed in the Work Program or elsewhere.

The Policy Plan Summaries are paraphrased versions of the Committee's recommendations as modified by actions of the Planning Commission and the City Council. The entire text of the Committee's approved policies are reproduced in the Appendix and must be reviewed to obtain more detailed information about each area.

Specific design and development standards are set forth in the Implementation section for each area. Included are texts of special ordinances and references to the Long Beach Zoning Ordinance (LBZO). This LCP adopts by reference the LBZO and uses wherever possible the zone districts and development standards set forth in that document. The Implementation section also includes measures other than zoning which will implement various policies not related to land use controls.

The area plans are prefaced by four sections dealing with issues which are coast-wide in nature and not limited to one area. They are: (1) Transportation and Access; (2) Housing; (3) The Strand; (4) Park Dedication. Policies for each are set forth in these chapters. They supplement the policies stated in the community plans.

Other documents relevant to the LCP are adopted by reference but not included in this report for the sake of brevity. A complete list of these documents is indicated below.

DOCUMENTS ADOPTED BY REFERENCE BY THE LONG BEACH LOCAL COASTAL PROGRAM

The SEADIP Specific Plan and Planned Development Ordinance.

Those portions of the Long Beach Zoning Ordinance applicable to the coastal zone.

Port of Long Beach Local Coastal Program.

The Long Beach General Plan:

Those portions of the Open Space and Scenic Routes Elements applicable to the coastal zone.

The Long Beach Oil Code:

Those portions of the Code applicable to the coastal zone of Long Beach as defined herein.

GENERAL TRANSPORTATION
AND
ACCESS POLICIES

TRANSPORTATION AND ACCESS GENERAL POLICIES

Stated succinctly, the Long Beach LCP transportation and access policies are:

1. Increase reliance on public transit.
2. Decrease reliance on automobiles.
3. Provide slightly more parking.
4. Increase pedestrian and bicycle access opportunities.

Lack of adequate access is usually cited as the reason for generally low utilization of the beaches in Long Beach. More complex reasons exist, however, and are discussed in the [Introduction](#). Contemporary transportation problems resulted from irreversible choices of the past (such as the abandonment of the Red Car system) and as such cannot be remedied by this LCP. Land use decisions of past decades resulting in intense urban development crowding the coast with no space for visitor parking are equally irreversible except on a very long term basis.

At the same time, however, the future of the private motor car looks uncertain as petroleum products become ever more scarce and expensive.

The long-range solution to coastal access problems in Long Beach, then, appear to be founded in improving transit capability while increasing opportunities for pedestrian and bicycle access. In the short-range, some accommodation of the motor car is essential. This LCP proposes both of these strategies in the [Community Plans](#).

The principal bike route in the coastal zone will be the Shoreline Route located on the beach. This begins at the Los Angeles River where it connects with the L.A. River/Rio Hondo (LARIO) regional bike route. It passes through all the developments on the downtown shoreline and proceeds eastward along the beach. It will have occasional connections with Ocean Boulevard and will be designed to pass near the new restrooms and concession facilities on the beach. At 54th Place it turns north, following Bay Shore and Appian Way to connect with the SEADIP bikeway system. This system is joined to the San Gabriel River Regional Bikeway. The entire system will provide a 60/70 mile ride on a separated and safe route. It is expected that many persons will use the shoreline segment for commuting as well as for recreation purposes.

Pedestrian access is enhanced by this LCP through improved street-ends and stairs (Area A and B), pier improvements (Area C), walkway and

promenade development (Area E), greenbelts (SEADIP), and especially the new Boardwalk in the downtown shoreline. These are explained in detail in the [Community Plans](#) section.

Transit access to the coastal zone is now very good, with six routes serving various segments from the Queen Mary to SEADIP. Service improvements (headways, newer equipment, lower fares) and route changes (on Redondo Avenue) are cited by this LCP as possible measures for increasing the attractiveness of the system. Future events of world importance may eventually make this transit system the most attractive form of getting around in Long Beach even without service or route improvements.

The automobile is not emphasized in this LCP as an increasingly important means of access to coastal resources. In fact, some of the policies promulgated in the following pages and in the [Community Plans](#) are intended to discourage auto travel through the zone, especially commuter traffic. These policies are in keeping with the emphasis on neighborhood preservation in this LCP and the City's general plan. No new road building is proposed by this plan, other than those new streets shown on the adopted SEADIP plan.

To alleviate some of the short-range problems of access, however, this LCP does provide for some increase in parking lot capacity on the beach.

Following are the general transportation policies adopted by the Committee.

A primary objective is the prevention of traffic intrusion into residential neighborhoods while improving access to the downtown area and the coastline. To implement this objective the following policies shall be implemented.

Ordinances shall be enacted and enforced to:

1. Prevent permanent and/or temporary elimination of parking to provide additional through traffic lanes.
2. Prevent creation of one-way east-west streets.

Commuter traffic from Orange County to downtown should be encouraged to utilize a Pacific Coast Highway-Alamitos Avenue corridor. To accomplish this, traffic control mechanisms such as limited access turn signals and/or street capacity improvements should be implemented.

No east-west streets in coastal zone shall be modified by widening or the addition of traffic lanes. Any intended traffic and/or street alterations or

changes within this area shall be subject to the same notification, posting and approval procedures presently used by City Planning and Building Department for variances in City ordinances.

Improve public transportation to and within the coastal zone, with special emphasis on mini-bus and park-and-ride service to reduce pressure for additional parking.

All new construction should be required to provide adequate on-site parking.

Ocean Boulevard should be used primarily as a scenic route and to serve only as access to the beach and convention area (downtown). It should not be seen as an east-west corridor and efforts to prohibit this should be undertaken. There should be no heavy commuter traffic on Ocean Boulevard. Every effort must be made to prevent commuter traffic from intruding on residential neighborhoods as well, e.g., First, Second or Broadway.

The use of signals and stop signs must be utilized prohibiting high speeds and the likelihood of unimpeded progress. Highly visible speed limit signs should be posted throughout this area.

Ocean Boulevard should not be made wider. Additional traffic lanes should not be provided on Ocean Boulevard.

This LCP acknowledges the existing transit system as a good resource for shoreline access and encourages maximizing these opportunities as a first priority for shoreline access.

GENERAL
HOUSING POLICY

GENERAL HOUSING POLICY

The regional planning agency for Southern California – SCAG – has determined through use of a regional housing allocation model that the City of Long Beach has exceeded its “fair share” of low and moderate cost housing units. This determination has been verified by recent studies (L.B. Housing Element – 1975) which show larger than average populations of lower income and elderly throughout the City and in the coastal zone, particularly downtown. Area A and downtown are recognized by this LCP as great reservoirs of affordable housing.

In view of the fair share situation, the City and Committee were advised by the staff of the Coastal Commission that construction of new units in the coastal zone would not be an LCP requirement. Instead, policies directed toward the preservation of the total number of affordable units extant in the coastal zone would be necessary. The City and the Committee, therefore, undertook to develop a policy which would preserve existing units or replace them on a one-for-one basis if new development occurs. That policy is detailed on the following pages.

This policy applies everywhere in the coastal zone of Long Beach and therefore is a part of the Policy Plan and Implementation sections for each community, even though, for the sake of brevity, it is not reproduced in those sections.

Regulations for Maintenance of Affordable Housing

Intent

The intent of these regulations is to maintain the present number of very low, low and moderate income housing units within the Coastal Zone. The housing replacement policies are not intended to apply to hotels and motels which rent rooms for short terms (by the day or week). The Planning and Building Department should make the determinations of hotel or motel use on case-by-case basis.

Requirements for Replacement of Affordable Housing

When, within the Coastal Zone, an applicant proposes to remove existing affordable housing for any purpose, he shall be responsible for replacing on a one-for-one basis all existing very low, low and moderate income housing units which will be removed, unless: (I) The removal is of a residential

structure which has been condemned and which would require the expenditure of 50% or more of the improvement value (total value conformance with applicable building codes, or (2) Removal is for the purpose of construction of one or two new residential units, or for conversion of one or two rental units to condominium units. No coastal permit and no permit to demolish such units shall be issued in such circumstances until the applicant has demonstrated that he/she has satisfied this responsibility, or will satisfy this responsibility prior to occupancy of said development. No certificate of occupancy will be issued prior to the satisfaction of this responsibility. The applicant may provide for the replacement units necessary to satisfy this responsibility in any one of five alternative methods:

1. On-site as part of the development.
2. Off-site, at a location approved by the Housing Authority, through the construction of units. Said new units shall be completed and ready for occupancy within three years from the date of issuance of a coastal development permit. To assure performance hereunder, applicant shall post a performance bond in favor of the City in an amount equal to the in-lieu fee (as specified in Section 9200.7 hereof) for the number of units being replaced.
3. Off-site, at a location approved by the Housing Authority, through the complete rehabilitation of existing residential units which have been cited by the Building Official as substandard and which would require an investment equal to at least twenty-five percent (25%) of the improvement value (total value less land value) of the units, in the opinion of the Building Official, to correct the substandard conditions; alternatively, the applicant may rehabilitate two units for each unit displaced, provided that such units are substandard and would require an investment equal to at least 12 ½% of the improvement value of the units to correct the substandard conditions.
4. Off-site, through the permanent conversion to housing for very low and low income persons of standard market-rate units, renting/selling at least twenty percent above the affordable limit of the housing units displaced and/or through the permanent conversion to housing for moderate income persons of standard market-rate units, renting/selling at least fifteen percent above the affordable limit of the housing units displaced.
5. Through contribution on an in-lieu fee to the Housing Authority of the City of Long Beach so that the Authority may provide such

replacement units. In redevelopment areas where the in-lieu option is selected, the developer shall be credited with the amount of the relocation benefit actually paid to displaced residents, up to a maximum of \$4,500 per unit, provided that the relocation payments made to displaced residents Redevelopment Agency are subsequently reimbursed by the developer.

Definition of Affordable Housing

Affordable housing units shall be defined as follows:

- Very low cost housing – housing renting for a monthly rental of not more than twenty-five percent (25%) of monthly household income of a household earning not more than fifty percent (50%) of median income; or housing selling for a total purchase price not exceeding two and one-half (2.5) times the annual household income of a household earning not more than fifty percent (50%) of median income.
- Low cost housing – housing renting for a monthly rental of not more than twenty-five percent (25%) of monthly household income of a household earning more than fifty percent (50%) but not more than eighty percent (80%) of median income; or housing selling for a total purchase price not exceeding two and one-half (2.5) times the annual household income of a household earning more than fifty percent (50%) but not more than eighty percent (80%) of median income.
- Moderate cost housing – housing renting for a monthly rental of not more than twenty-five percent (25%) of monthly household income of a household earning more than eighty percent (80%) but not more than one hundred-twenty percent (120%) of median income; or housing selling for a total purchase price not exceeding two and one-half (2.5) times the annual household income of a household earning more than eighty percent (80%) but not more than one hundred-twenty percent (120%) of median income.

Median income shall be the median income established annually by the U.S. Department of Housing and Urban Development (HUD) for the Los Angeles/ Long Beach Standard Metropolitan Statistical Area, as adjusted for the number of members of the household. For purposes of determining very low, low and moderate cost housing, the household sizes shall be correlated to housing sizes as follows:

<u>Bedrooms in Units</u>	<u>Persons in Household</u>
0	1
1	2
2	3 or 4
3	5 or 6
4 or more	7 or more

It shall be the responsibility of the Housing Authority to make all determinations regarding the very low, low and moderate cost housing displaced. In order to avoid short-term actions by the owner to disqualify housing from the very low, low and moderate income definition, the Authority shall develop procedures which average rental levels over a three-year period and which establish fair market sales value based upon prior sales and assessment records. These determinations by the Housing Authority shall be attached by the applicant to the application for a coastal development permit, and shall become a public record in all proceedings and hearings thereon. The Housing Authority shall verify the rent-sales value history and insure that there have been no price changes made for the purpose of circumventing these regulations.

Replacement Housing Developed by Applicant

In developing replacement housing through one of the first four alternative methods, the applicant shall provide housing units which are equivalent to the units displaced in terms of unit sizes (by number of bedrooms) and income range served (very low, low or moderate); however, with approval of the Housing Authority, upon showing that provision of equivalent units is infeasible, the applicant may alternatively provide replacement housing in a mix (by household size and income range served) which is proportional to the City-wide housing need as established in the most current adopted Housing Element and Housing Assistance Plan.

The applicant shall guarantee that replacement housing shall continue to be made available to such very low, low and moderate income families as originally provided by entering into an agreement with the Housing Authority and by recording such covenants and deed restrictions as provided in the following section on Guarantee of Continued Availability.

Guarantee of Continued Availability

1. Rental Units. If the affordable housing opportunities are to be developed as rental units, prior to the issuance of a permit, the developer shall enter into an agreement with the Authority to assure that the units will

continue to be rented at a price which is affordable to very low, low or moderate income renters. The agreement shall bind the applicant and any successors in interest to the real property being developed and shall be recorded as a covenant to run with the land, with no prior liens other than tax liens, for a period extending 30 years from the date the agreement is recorded. The agreement shall provide that either:

- a. The rents on the units shall be fixed at a rent which is affordable to very low, low or moderate income persons; this rent may be adjusted annually to reflect changes in the median income; no tenant shall be accepted unless such tenant has been qualified by the Housing Authority as meeting the definition of very low, low or moderate income; or
- b. The units shall be rented at the Fair Market rent for new construction as established by the Department of Housing and Urban Development (HUD) either to persons who meet the standards established by HUD for rent subsidy under Section 8 of the Housing Act of 1937, as amended, or as it may subsequently be amended, and applicable regulations; or persons who meet the requirements of any other rent subsidy or funding program that provides rental housing for low income households.

The applicant shall make best efforts to accomplish the intent of the provision; those efforts shall include, but not be limited to, entering into any contracts offered by HUD, the Housing Authority, or such other agency administering a rent subsidy program for low income households, and refraining from taking any action to terminate any such rent subsidy programs thereby entered.

In the event that at any time within 30 years after the agreement is recorded housing subsidies are not available, the applicant or his/her successor shall maintain the rental levels for the unit at amounts no higher than those affordable by persons within the appropriate income categories defined above. In the event that Section 8 or comparable maximum rental levels are no longer published by the Federal government or by local governmental agencies, maximum rental levels shall be a base rent established by the last rental ceiling published for the Section 8 program adjusted by a percentage to reflect the percentage increase or decrease in the median income.

2. Sale Units. If the affordable housing opportunities are to be developed as sale units, prior to the issuance of an occupancy permit the developer shall enter into an agreement with the Authority to assure that subsequent sales following the initial sale of the unit will be at a price

which is affordable to households earning substantially the same percentage of the median income as the initial purchasers. The agreement shall bind the applicant, any successor in interest, and all subsequent purchasers of the units, and shall be recorded as a covenant to run with the land, with no prior items other than tax liens. The agreement shall include substantially the following conditions:

- a. The applicant, his successors, and any subsequent purchasers shall give the Housing Authority an option to purchase the units. The Authority may assign this option to an individual private purchaser who qualifies as a very low, low or moderate income person in substantially the same income range as the person for whom the initial sales price was intended to provide a housing opportunity.
- b. Whenever the applicant or any subsequent owner of the unit wishes to sell or transfer the units he/she shall notify the Authority of his/her intent to sell. The Authority shall then have the right to exercise the option within 180 days in the event of the initial sale of the units by the developer, or within 90 days for subsequent sales. Following the exercise of the option, escrow shall be opened and closed within 90 days after delivery of the notice of exercise of the option.
- c. Following the notice of intent to sell the unit, the Authority shall have the right to inspect the premises to determine whether repair or rehabilitation beyond the requirements of normal maintenance ("deferred maintenance") is necessary. If such repair or rehabilitation is necessary, the Authority shall determine the cost of repair, and such cost shall be deducted from the purchase price and paid to the Authority, its designee, or such contractors as the Authority shall choose to carry out the deferred maintenance and shall be expended in making such repairs.
- d. The option price to be paid by the Authority or its assignee shall be the original sales price of the unit plus an amount to reflect the percentage of any increase in the median income since the time of the original sale.
- e. The purchaser shall not sell, lease, rent, assign or otherwise transfer the property without the expressed written consent of the Authority. This provision shall not prohibit the encumbrancing of the property for the sole purpose of securing financing; however, in the event of foreclosure or sale by deed of trust or other involuntary

transfer, title to the property shall be taken subject to this agreement.

Payment of In-Lieu Fee

When the applicant elects to pay a fee to the Housing Authority in lieu of replacing the affordable housing units to be displaced, such fee shall be based upon the number, size and income group served by the displaced units in accordance with the attached table, adjusted annually in accordance with the current building cost index for the Los Angeles Metropolitan area.

The Housing Authority shall place all such funds received into a special account which shall be used solely to provide very low, low, and moderate cost housing, which funds must be dispensed within three (3) years from the date of receipt.

The Authority shall maintain an inventory of available properties suitable for rehabilitation or new construction or acquisition within the area specified in Section 9200.8. In providing such housing, the Authority shall seek opportunities in accordance with the following order of priority:

1. Rehabilitation of existing substandard units.
2. Conversion of existing standard market-rate units to housing for very low, low, and moderate income persons.
3. Construction of new housing for very low, low, and moderate income persons.

The intent of this priority order is to maximize the number of affordable housing units so produced, so that the total number will approximate or exceed the number of units lost. The Authority may alter this priority order as deemed reasonable to accomplish the objectives of this part. The Authority shall attempt to produce affordable housing units in a mix (by household size and income range served) which is proportional to the City-wide housing need as established in the most current adopted Housing Element and Housing Assistance Plan.

The Housing Authority shall make an annual report to City Council on its progress in this program, which report shall include annual and cumulative figures for the number of housing units (by size and cost) lost through the processes which established the fund, the number of housing units (by size and cost) provided through the housing need as established in the Housing Element and the Housing Assistance Plan.

When the housing units provided are not under the ownership and control of the Housing Authority, the Authority shall guarantee that the units shall

continue to be made available to such very low, low, and moderate income families as originally provided by entering into an agreement with the property owner and causing the necessary covenants and deed restrictions to be recorded as provided for in the preceding section on Guarantee of Continued Availability.

Location of Replacement Housing

Any affordable housing produced through this program shall be located within the City of Long Beach between the waterfront and Seventh Street. The Housing Authority shall attempt to achieve a reasonable distribution throughout this area in accordance with policies of the Housing Element.

Qualification of Very Low, Low, and Moderate Income Renters and Buyers

Housing units produced through this program shall be available only to persons of very low, low and moderate income. To achieve this, each new tenant of subject rental property, and each new buyer of subject sales property, shall first be qualified by the Housing Authority in accordance with procedures set forth by the Department of Housing and Urban Development (HUD) for qualifying applicants for rent subsidy under Section 8 of the Housing Act of 1937, as amended, or similar procedures which take into account annual household income and total household assets. Applicants shall be qualified as very low income, low income and moderate income, corresponding to the three classes of housing units in the preceding section of definitions of very low, low, and moderate cost housing. Any resident displaced by new construction or condominium conversion with the Coastal Zone shall have the first option to buy or rent affordable housing.

Housing Authority Fees

The Housing Authority may charge permit fees as established by City Council to defray costs of administration of this program.

Replacement Housing
In-Lieu Fee Schedule

Number of Bedrooms	Type of Housing			
	Very Low	Low	Moderate 80-100%	Mderate II 100-120%
Zero/1	\$20,000	\$15,000	\$1,000	\$10,000
2	20,000	20,000	15,000	10,000
3	25,000	20,000	20,000	15,000
4+	30,000	25,000	20,000	20,000

PARK DEDICATION POLICY

PARK DEDICATION POLICY

Long Beach has long been known nationally as one of the few cities having abundant park space for its residents. It currently has 2,515 acres of land devoted to public recreation – about 7.0 acres per 1,000 population. Additionally, there are 9,578 acres of water used for recreation purposes, or about 27 acres per 1,000 population.

Public lands used for parks and beaches, however, have not traditionally been officially dedicated in perpetuity by the City for those purposes. The LCP, recognizing that a prime objective of the Coastal Act is to preserve the natural and recreational resources of the coastal zone, proposes a method for assuring their preservation in perpetuity. This method is tied to the proposed development of the Pike Area (see [Downtown Shoreline Policy Plan](#)). In the past, this area was a public beach and even though its character was radically changed as a result of the fill and the breakwater, there still remains strong sentiments that it should be used only for public open space purposes. Most of the area is, in fact, within the Tidelands Trust and is therefore subject to the restrictions set forth in those agreements.

The policy promulgated by this LCP is as follows.

Permit development as depicted on the CHNMB plan (water feature, parkland, two motels – see [Downtown Shoreline Policy Plan](#)) south of the Chapter 138 line providing that all parks and beaches within the coastal zone (as defined by the Coastal Act) designated by the Local Coastal Program and now in public ownership be immediately dedicated in perpetuity as public park land. Properties in the coastal zone not now developed as parks but which may at some future time become public park lands shall also be dedicated in perpetuity at the time they become public parks. Public beaches and parks subject to this immediate dedication policy are illustrated on the accompanying map. It has been indicated by the State Lands Commission that dedication of public trust lands may not be possible. Therefore, the areas which are subject to the public trust and which are noted in this LCP to be dedicated as public parks in perpetuity shall instead be designated by the City as permanent public parks or beaches. Any change in such designation by the City shall not be effective unless approved by the California Coastal Commission. Those parks not within the Tidelands Trust shall be dedicated in perpetuity.

No parkland which has been dedicated or designated within the Coastal Zone shall be committed to another use unless the City replaces such parkland on an acre-for-acre basis within or adjacent to the Coastal Zone with the approval of the California Coastal Commission. Such replacement parkland

must provide similar recreational opportunities and be accessible to the same population through private or affordable public transportation. Replacement park land 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.



Park Dedication Policy

GENERAL STRAND POLICIES
USE AND ACCESS

GENERAL STRAND POLICIES USE AND ACCESS

This section contains all of the policies related to development and use of and access to the Strand portion of the coastal zone. Each of these policies is reproduced in the appropriate sections of the Community Plans. The purpose of presenting them here is to define the overall coordinated policy for this important coastal resource.

The Long Beach Strand is defined as the beach portion of the Tidelands area between Alamitos Avenue and the Alamitos Bay Jetty. It is physically divided into a west beach and east beach by the Belmont Pier, which currently prevents passage of beach patrol and maintenance vehicles except at low tide. The following recommendations are divided into six categories as follows (these can also be found in the Policy Plans):

1. General recommendations affecting the entire strand.
2. Segment 1 recommendation for area between Alamitos and Cherry.
3. Segment 2 recommendations for area from Junipero to Belmont Pier.
4. Segment 3 recommendations for area from Belmont Pier to 55th Place.
5. Segment 4 recommendations for area from 55th Place to Alamitos Bay Jetty.
6. Bluff Treatment.

GENERAL RECOMMENDATIONS

1. Only beach dependent recreational facilities, such as sand volleyball courts, should be located on the beach, i.e., no handball, basketball, or tennis courts except as provided for herein. No windbreaks should be constructed which would block or inhabit seaward views. No commercial establishments and no additional parking should be permitted on the beaches except as otherwise provided for in this LCP.
2. Combination restroom/concession facilities should be located near the landward side of the beach while restroom facilities alone should be located at variable distances on the landward side of the beach so as to best provide convenience to both beach users and users of such grassy areas and/or bike paths and walkways as may be developed.
3. Restroom/concession facilities should be constructed or improved first in the areas of highest beach usage.
4. A definite priority listing of capital improvements should be made for long-term capital development of beach facilities.

5. A bike path should be constructed from Alamitos Avenue to 54th Place. Such path should be located on the beach in the vicinity of its landward boundary with bluffs, street or parking areas. Bike racks should be provided at reasonable intervals along the bike path.
6. A pedestrian walkway should be constructed adjacent to the above mentioned bike path from Alamitos Avenue to 54th Place. A sidewalk along Ocean Boulevard should connect with the boardwalk presently existing between 55th Place and 69th Place.
7. A landscaped combination grass and foliage area varying in width should be created adjacent to the bike and pedestrian pathway to provide visual attraction and grassy picnic areas. Adequate picnic tables and trash receptacles should be provided.
8. Free children's play modules should be provided in the general vicinity of 1st Place, Moline, Granada, and 72nd Place.
9. The City should acquire all remaining privately owned sand lots between Alamitos and 55th Place. A schedule for implementation should be established.
10. A pedestrian/emergency vehicle access route should be constructed under or over Shoreline Drive from Seaside Way to the Beach to connect existing and future parking to the beach.
11. Ramps should replace steps down bluffs in certain suitable locations.
12. Replacement of existing lifeguard stations with new fixed or movable stands should be given lower priority because expenditures for these structures will not as directly enhance beach utilization as expenditures on other facilities.
13. Increased landscaping of all beach parking lots should be provided.
14. Private motor vehicles should be prohibited from using the strand area except for beach maintenance, or concession service. Motor vehicles may cross the beach while utilizing the catamaran launching facilities.
15. Except for RV parking in Aquatic Park downtown, no overnight RV parking and/or camping shall be permitted in any shoreline parking lot.
16. Lessees of food and beverage dispensing establishments on the beach and in public parks should be responsible for keeping all public property within one hundred feet of the establishment clear of all trash and garbage, regardless of the origin of such materials. Lease agreements with the City should incorporate this requirement.

SEGMENT 1 (Alamitos Avenue to Cherry Avenue)

DESCRIPTION: This area is characterized by a densely populated bluff with little off-street parking. The vicinity of 1st Place is popular due to the public parking lot off Shoreline Drive and to the parking provided by the currently undeveloped Marina Green. When the park is completed, use of the adjacent beach should increase markedly. Access to the rest of this segment is either from the bluff residences or from wooden stairs at alternate street ends. Adjacent street parking is largely taken up by local residents, so that visitors must park north of Ocean Boulevard and walk to the beach. Traffic on Ocean Boulevard, coupled with few signals, make this access difficult. Many of the large multiple-residence dwellings in this area are built down the bluff face to the sand, including beach level recreation rooms, patios and private volleyball courts. The beach slopes gently to the water, and very little surf is present.

RECOMMENDATIONS

1. Additional vertical access points are not required.
2. Existing stairway access points should be made more identifiable at both street ends and from Ocean Boulevard.
3. The existing street ramp between 11th and 13th should be improved for pedestrian/bicycle access to the beach. All motor vehicles should be excluded.
4. The top landing area of stairways should be designed to provide landscaped viewing and rest areas. Adequate lighting and bicycle racks should be provided.
5. Restroom facilities should be provided at 1st, 8th and Cherry.
The facility at 8th Place should be locked at night.
6. Food and concession facility should be provided in the vicinity of 1st Place.
7. A connection between the beach bike path and Ocean Boulevard should be provided in the vicinity of Alamitos Avenue, such as by constructing a ramp along the pedestrian stairway adjacent to Shoreline Drive.
8. The parking lot at 1st Place should be expanded from 50 to 100 spaces.

SEGMENT 2 (Junipero to Belmont Pier)

DESCRIPTION: This area is characterized by a well developed park on top of the bluff, with a paved sidewalk. A few residences are in this segment at either end of the park. At the west end is the Long Beach Art Museum and several large old homes/ apartments. Adjacent to the east end of Bluff Park is a large vacant lot known as the Taper property. The City has been negotiating to acquire this property for some time to extend Bluff Park. (This policy was changed by City Council action in 1979.) Between the Taper property (36th Place) and the Belmont Pier are several large homes, apartments, and condominiums similar to the situation of Segment 1. Access to the beach is generally by stairway. However, at the west end the City has developed a landscaped automobile ramp across from Junipero Avenue leading to a large parking lot on the beach. The bluff portion appears to be an extension of Bixby Park. Parking is a similar problem to that in Segment 1, except beach visitors are competing with park visitors rather than residents.

RECOMMENDATIONS

1. The existing pedestrian ramp at Coronado should be refurbished and modified to provide both pedestrian and bicycle access to the beach.
2. Bluff Park between the Art Museum and 36th Place should be maintained in its present configuration.
3. The beach parking lot should be expanded in this area from 407 to 500 spaces. Recreation facilities which are not necessarily beach related may be constructed between the lot and the bluff. Expanded parking should be placed north of the existing parking lot to the maximum extent feasible. Recreational facilities, including basketball, should be permitted in any area north of the parking lot, where parking space development is not feasible.
4. A combined restroom/concession facility should be constructed in the vicinity of Molino. It should be locked at night.
5. A restroom facility should be constructed at Coronado in the vicinity of the bike path and pedestrian walkway. (Approximately 50' from the toe of the existing bluff.) It should be locked at night.

6. Bluff stabilization measures should be designed to cause minimum encroachment on existing sand areas.
7. Pedestrian ramps and stairways should be made more identifiable at Ocean Boulevard and street ends.
8. Volleyball courts should be established at Molino.
9. A new 300 space parking lot may be constructed just west of Belmont Pier, if an approximately equal number of spaces are removed from the Granada parking lot.

SEGMENT 3 (Belmont Pier to 55th Place)

DESCRIPTION: This area is characterized by the total absence of the Bluff. There are only five residences remaining in this area, and City policy is to eventually acquire and demolish these. A large amount of off-street parking is provided, particularly between Granada Avenue and the pier. Much of the latter is consumed by pier fisherman and visitors to the Belmont Pool facilities. Headquarters of the Beach Maintenance Operation is also here. Through traffic on Ocean Boulevard has by-passed to 2nd Street via Livingston Drive, so that visitor traffic is unobtrusive. Surf is gentle, but gradually increases proceeding eastward from the pier. An experimental catamaran launching area has been provided near the parking lot near Claremont Avenue. The beach here is otherwise little used due to preference for the protected Bay Shore Avenue beach adjacent to Alamitos Bay.

RECOMMENDATIONS

1. Lateral access for lifeguard and maintenance vehicles should be provided under or over Belmont Pier at all tide conditions.
2. Oceanside catamaran launching facilities should be located at Claremont Avenue and enhanced by addition of paved, rolled mattings, or packed surface access to the high tide line.
3. An additional landscaped beach parking lot should be constructed between the catamaran launching facility ramp at Claremont Place and 54th Place landward of the Chapter 138 line.
4. No other additional beach area should be used for vehicle parking.

5. Restroom facilities should be provided in the vicinity of the catamaran launching area.
6. Consideration should be given to construction of the lifeguard headquarters in the general area of Belmont Plaza Pool.
7. No food concession facilities should be constructed at Second and Bay Shore.
8. No changes in Bay Shore playground should be allowed other than recreation facility uses, i.e., no removal of facilities and replacement of such facilities by parking areas.
9. A restroom/concession facility should be constructed at Granada south of the existing parking lot. A volleyball court should also be established here.

SEGMENT 4 (55TH Place to Alamitos Bay Jetty)

DESCRIPTION: This area is characterized by dense population, narrow side streets, and a severe parking problem, with the exception of the public parking lot east of 72nd Place. The landward edge of the beach terminates at a boardwalk which provides for pleasant walking as well as for jogging and cycling. Since a protected beach exists on the bay side, the strand is little used except for athletic endeavors. Wave action peaks in this area, supporting relatively safe board and body surfing. Although the beach is generally quite wide, wave action is causing a severe erosion problem in the vicinity of 64th Place.

RECOMMENDATIONS

1. Increase public parking at 72nd Place by improving existing dirt parking lot.
2. Continue overnight parking restriction in public lot at 72nd Place parking lot.
3. Retain beach volleyball court at 62nd Place and add additional volleyball courts near 72nd Place parking lot.
4. Repair beach erosion.
5. Preserve and renovate boardwalk to enhance its usefulness and attractiveness and extend boardwalk to 72nd Place.

6. Replace existing restroom at 62nd Place with a new structure on the front of the existing lot.
7. Refurbish the existing restroom facility at 72nd Place.

TREATMENT OF BLUFF

The Bluff at street ends and where public property exists between Alamilos Avenue and Cherry Avenue should not be restructured or recontoured. Between Cherry Avenue and Belmont Pier, it is recommended that only those measures absolutely required to protect and promote bluff stability be taken in order that the absolute minimum amount of encroachment on either the upland bluff areas or the beach will occur. It is further recommended that appropriate planting be placed on the bluff both for aesthetic purpose and to contribute to bluff stability.

BEACH EROSION

The following guidelines shall be followed in maintaining the configuration and composition of the ocean and bay beaches:

1. Beach Width. All beaches shall be maintained at the width established as follows:
 - a. The average width existing at each area shall be established by determining the actual width of each area during the month of August for the years 1973-1978 and taking the average of such actual widths. If actual figures do not exist, figures from the closest available data to the above dates shall be utilized. It is the intent of the policy to utilize the wider summer widths rather than the narrower widths resulting from winter storms. The Bay beach shall have a minimum width of 40' and the Ocean beach a minimum of 150'.
2. Beach Sand. The quality of sand utilized to maintain the surface beach areas (to a depth of 2') shall be at least equal in quality (for aesthetic and recreational purposes) to the general sand quality existing during the year 1978.
3. Control of Beach Sand and Width. A beach maintenance and erosion control plan shall be created and provide for:
 - a. A definite monitoring system.
 - b. An annual written report on beach conditions.
 - c. Definite standards for actual beach widths to be maintained.

- d. An interagency coordination plan to insure quick response time to beach maintenance needs.
- e. A plan of general beach maintenance with regard to both cleanliness and physical sand maintenance.
- f. Mechanisms for controlling and minimizing winter storm damage.

COMMUNITY PLANS

DOWNTOWN SHORELINE EXISTING CONDITIONS

General Description

The coastal zone in downtown Long Beach lies south of Ocean Boulevard. It encompasses office and residential buildings, a newly expanded Convention and Entertainment Center, several public uses, and much vacant land.

Ocean Boulevard - South Side

Office uses predominate along the south side of Ocean Boulevard between the Long Beach Freeway and Chestnut Avenue. These were constructed under the aegis of the West Beach Redevelopment Program and are on the former site of a decadent residential area for transients, referred to locally as "The Jungle." The new life brought to the area by the redevelopment process has greatly enhanced the appearance of Ocean Boulevard and revitalized this segment of commerce in Long Beach. Another office structure is planned for the last remaining site in the West Beach.

Between Chestnut and Cedar Avenues are two historic landmark apartment hotels, the Sovereign and the Blackstone, and an automotive service station. The hotels are large structures which were built in 1922 and 1923.

Three large office buildings are located between Cedar and Locust Avenues, they are the General Telephone building, the Ocean Center building, and an office building at 180 East Ocean Boulevard. The Ocean Center building has been declared a local historic landmark by the City. The Jergins Trust site is presently vacant, as is the land located between the General Telephone building and the Ocean Center building.

Residential uses predominate between Locust and Alamitos Avenues. Apartments, cooperatives, and several very old, small hotels which catered to persons of lower income have relocated to the area immediately north of Ocean Boulevard and are now clustered between Atlantic and Alamitos Avenues in the northeast section of the Downtown. The Breakers is a historic landmark which now serves as a seniors building. Vacant land lies between both Hart and Elm Way, and between Elm Way and Linden Avenue. East of Linden Avenue is the new 22 story Harbor Place Tower condominium building, and, 600 Ocean - a residential midrise. Next to this, the 31-story International Towers at Alamitos Avenue is a mixed use building – offices and apartments.

The principal non-residential land use along this portion of Ocean Boulevard is the newly expanded Long Beach Convention and Entertainment Center. This large complex is located at the foot of Long Beach Boulevard and extends southward to Shoreline Drive. It consists of two-theatre/auditoriums, an arena, and an exhibit hall. A grand entry plaza with reflecting pool and fountains dominates the Ocean Boulevard frontage. Ocean Boulevard itself has some of the characteristics of grand boulevards in Europe. It is wide, has a planted median, and is flanked by tall buildings of good design. There is a city-owned park strip of varying widths along the south side. Known as Victory Park, this is landscaped and generally maintained in an attractive manner. The north side of the Boulevard is discussed below under Downtown Revitalization.

Seaside Way South to Shoreline Drive

From Pine Avenue east to Alamitos Avenue, the Convention and Entertainment Center and its attendant parking dominate this area. West of Pine Avenue, the principal land use was the “Nu-Pike”, an amusement park. This park, in various forms, had been in this location for decades. It was one of the landmarks of the Long Beach shoreline. The Pike was finally closed down in the Fall of 1979. Remaining undeveloped former Pike site properties (and the “Tidelands site” south of these properties) are currently being used for open parking lots.

Public Trust Tidelands

All of the land south of Seaside Way was created in the 1960’s from fill material and is public trust land (Tidelands). A line which approximates the alignment of Seaside Way demarks the boundary between the tidelands and uplands and is called the “Chapter 138 Line” after the agreement which created it.

This area is utilized under the terms of the tidelands grant, and is managed for the State by the City of Long Beach. Only those uses permitted by the terms of the tidelands agreement are permitted on this coastal property.

South of Shoreline Drive

The area west of Magnolia Avenue is known as “Golden Shore”. It has two man-made boat basins. The smaller is for launching of small boats into Queensway Bay and the Los Angeles River and is known as the Golden Shore Boat Basin. The larger is used by the Catalina-Long Beach Cruises Company. It was formerly used by the Navy and is still called the “Navy, Landing” by some, but is officially, known as Catalina Landing. Both basins

experience periodic siltation problems due to their location at the mouth of the Los Angeles River Channel. Of the two, the Golden Shore Landing is the most persistently silted in.

The headquarters building for the California State College and University System is sited between the two basins. Along the north edge of Catalina Landing, the structure which housed the State Department of Fish and Game, and north of this, the City's Recreation Department headquarters, have been torn down. Improvements to Catalina Landing itself, however, include four new, four-story office buildings which also house the Catalina Terminal building and connect at a podium level with a large parking garage.

All uses in the Golden Shore area are supported by large parking facilities.

East of Magnolia Avenue and south of Shoreline Drive, the eastern portion provides the landside support for the Downtown Marina. The western portion is the site of Shoreline Park. Between these two areas is a small boat basin which has become a haven for small craft and for limited commercial boating. In the future this area may be redeveloped into a more urban waterfront (e.g. Downtown Harbor). These proposals are discussed in the Policy Plan for the Downtown Shoreline.



Downtown Shoreline Existing Conditions

Downtown Revitalization

The issues relevant to the coastal zone in downtown Long Beach are better understood when viewed in the context of the dynamics of the Greater Downtown area. This district is bounded by Alamitos Avenue on the east and the Los Angeles River on the west. Anaheim Street is the northern boundary. The central business district is located here, as well as very dense residential development. There are an estimated 18,675 dwelling units in the Greater Downtown, housing an estimated 38,954 people in a wide range of building types from single family to high rise. The area is still a reservoir of low and moderate income housing opportunities, but in recent years much of the area has experienced substantial rehabilitation. The seismic safety program which forced buildings to either become retrofitted to earthquake safety standards, or be torn down, has been a major force in the revitalization of downtown structures. The City added a new, full time Historic Preservation Officer in 1986. Since then, over 33 buildings in the Greater Downtown have received historic status.

In addition, redevelopment efforts in the Downtown Redevelopment Project Area have had a dramatically positive influence on the Central Business District and along Ocean Boulevard. A new World Trade Center, new office highrise buildings, several new first class hotels, new theaters (connected with the Convention and Entertainment Center), and rehabilitated historic buildings, now grace the Boulevard. The addition of champagne white street lights, new pavement materials and new sidewalk trees and landscape treatments have also had a positive affect.

A new shopping center, the Long Beach Plaza Mall, added additional retail space and a large reservoir of parking to the Central Business District. The new Pine Square movie theater complex, and the recreation of Pine Avenue as an entertainment and restaurant district, has been quite successful.

Major new high rise condominium buildings line the south side of Ocean Boulevard and new midrise apartment buildings and condominiums have replaced much of the worst dilapidated housing on the west side of the downtown.

The 1990 Census of the six tracts that make up most of the downtown area, (an area slightly smaller than that discussed above), recorded a population of nearly 33,000 persons and 15,000 housing units.

The area was nearly half Hispanic and nearly half of all households contained only one person. The large percentage of one-person households combined

with young families with children reduces household incomes, yielding a poverty rate of 30.3 % for the area. This is nearly twice the Citywide poverty rate of 16.8%. Rental vacancies were twice the Citywide rate and 84% of all units were rental properties. Median income was about half of the Citywide median, and unemployment was two times the Citywide rate.

However, looking only at the “medians” in census data tends to downplay both the extremes: the homeless population and the upper income households. Most of the higher-income households in the downtown area reside in the newer high rise condominiums on the south side of Ocean Boulevard or in pockets within the East and West Villages of the Downtown.

While the Greater Downtown area experienced a gain of only 183 new units between 1980 and 1990, the population gain was reported at about 7,000 new persons, a 27.2% increase for the decade. The population profile also changed from about 56% Non-Hispanic White in 1980, to nearly half Hispanic in 1990. Population and housing projections show a continued increase in units and population with an estimated total of 46,000 persons and nearly 25,000 units by the year 2010.

It is expected that this growth will help to support efforts to continue the revitalization of the downtown, allowing many more people to visit the downtown shoreline on a regular basis. Also, with the addition of the Promenade, the Promenade tram, the First Street Transit Mall and the downtown shuttle buses (Run Aabouts), the connections from the downtown proper to the shoreline have been greatly strengthened. This plan ensures that these linkages will improve even more as shoreline development continues into the future.

North Side of Ocean Boulevard

Although the north side of Ocean Boulevard is outside of the State Coastal Zone, its redevelopment status is critical to the south side of the Boulevard, i.e., the Coastal Zone.

At the west end of the Boulevard, west of Golden Shore Avenue, is an undeveloped piece of land surrounded by the 710 Freeway ramps. There is some potential for office development here. East of Golden Shore Avenue to Magnolia Avenue is the six block superblock containing the Greater Los Angeles World Trade Center, a new midrise federal office building and a new 15-story Hilton Hotel. Between Pacific and Magnolia Avenues, is the Civic Center. Built on a superblock of six city blocks, this complex contains the Public Safety building, the County Courthouse, the main Public Library,

Lincoln Park, and the 14-story, City Hall. It presents a landscaped facade along Ocean Boulevard which contributes positively to the streetscape.

East of Pacific Avenue, north of Ocean Boulevard, west of Pine Avenue, is a new 27-story office tower with ground floor retail, called Landmark Square. East of Pine to the Promenade North is the Renaissance Hotel and office complex. East of the Promenade North to Long Beach Boulevard are two office buildings, 211 and 249 Ocean Boulevard. The Coast Federal Savings building terraces back from the Promenade North and Ocean Boulevard, creating an inviting entry to the Promenade North. Next to this structure is the Home Savings building. East of Long Beach Boulevard is the Shoreline Square complex. It features a 21-story office tower and a 14-15 story Sheraton Hotel. Across Elm Avenue is the 15-story American Savings office tower at 401 East Ocean Boulevard. East from this building is a new infill residential development of four stories and a loft. Next to this is 455 Ocean Boulevard, the Cooper Arms apartment building, which was declared a local historic landmark in 1979.

Another attractive office complex, the Federal Fidelity Plaza, was completed between Atlantic and Linden Avenues.

SHORELINE ACCESS

Today's conditions of access to the downtown shoreline differ markedly from those which prevailed in past decades. Formerly, one could walk south from Ocean Boulevard and in 50 paces or so be on the beach. Another 50 paces would put you at the water's edge. The intimacy of this superb access made the shoreline one of the most popular in Southern California. Old-timers tell of the train which used to run along Ocean Boulevard in the downtown area, disgorging a thousand beach-bound vacationers each trip. Automobiles, Red Cars, and bicycles also contributed to the flow of visitors.

Today, the physical conditions of the shore and the transportation systems are radically different. There is no longer a sandy beach or a surf; the interface between the land and the water is a rocky dike rather than a sloping beach. The water's edge is now about 2,500 feet from Ocean Boulevard. Shoreline Drive (a four/six lane divided highway) separates the shore from downtown, acting as a barrier to easy access. Tourist facilities such as hotels, bath houses, and plunges have been replaced by office and residential buildings. Only a few sites remain along Ocean Boulevard for new development and the majority of buildings that are expected to remain have recently been substantially rehabilitated.

The Metro Blue Line reintroduced passenger trains to Long Beach in the summer of 1990. Unlike the old Red Cars however, these trains do not run directly along the coastline. Instead, the Blue Line welcomes visitors to Long Beach in the Downtown Transit Mall which is located on First Street (one block north of Ocean Boulevard) between Pacific Avenue and Long Beach Boulevard. Visitors may either walk, drive, take a bus or board a tram to access the coast.

In the late 1970's and early 1980's the City vacated Locust Avenue from Ocean Boulevard north to Third Street and constructed an elevated pedestrian walkway south of Ocean Boulevard to Shoreline Park, known as the Promenade North and South. Except for a free tram which runs the length of the Promenade, this Promenade is a dedicated pedestrian boardwalk. If one chooses to walk rather than wait for the tram, the walk to Shoreline Village from the Downtown Transit Mall takes only about ten minutes.

Bus service to downtown Long Beach from all parts of the City is excellent. With the new Transit Mall, just about every line in the system passes through downtown at some point in its route. Routes 31, 32 and the free downtown Run About shuttle buses deliver passengers to points within short walking distances of activities on the shoreline. Because service is so widespread and frequent, this system has great potential for improving access to this portion of the coastal zone, as the area becomes more attractive to visitors.

Streets provide equally good automobile access. Shoreline Drive is an extension of the Long Beach Freeway, therefore regional visitors to the Convention and Entertainment Center find this linkage most convenient. Ocean Boulevard, a designated scenic route, is the only major east-west street in this part of the coastal zone. It carries large volumes of traffic, but most tends to be concentrated at the morning and evening peaks. North of the coastal zone boundary, Broadway, and Third Street are principal east-west streets and are linked to the Long Beach Freeway. Further north, Sixth and Seventh Streets are also a one-way couplet linked to the Freeway. Seventh Street carries the largest volume of traffic in the downtown. It connects the Long Beach Freeway on the west with the San Diego Freeway (1-405) on the east.

The principal north-south streets (west to east) are Magnolia, which continues across the Bay to the Queen Mary, Pacific, Pine, Long Beach Boulevard, Atlantic and Alamitos Avenues. All are relatively lightly traveled in the immediate downtown area, probably owing to the proximity of the Long Beach Freeway.

In the past, only those events generated by the Convention and Entertainment Center and the annual Grand Prix road race caused coastally-related parking demands in the downtown shoreline. However, recent years have seen a marked increase in the number of organized events occurring here. Among these are the annual Long Beach Marathon and 1/2 Marathon, the Beach Charities events, the Lesbian and Gay Pride Festival and the In-the-Water Boat Show.

The Convention and Entertainment Center provides ample parking for most events in lots and structures immediately adjacent to the Center. Parking for the Grand Prix occupies virtually every lot in downtown Long Beach (see section on the Grand Prix). Special events also utilize downtown office garages, the Long Beach Plaza Mall parking structure and surface streets.

RECREATION AND VISITOR SERVING FACILITIES

Convention and Entertainment Center

The major facility having recreation and visitor serving functions in the downtown shoreline is the Long Beach Convention and Entertainment Center. The Convention and Entertainment Center is designed to serve the ever growing need for continuing education in all professional fields. This modern, light filled facility offers views of the waterfront and downtown, and acts as an anchor for other visitor serving establishments, such as hotels, restaurants, retail shops and entertainment uses in the downtown area. The entertainment and convention activities together with supporting parking lots and structures occupy most of the land between Seaside Avenue and Shoreline Drive, and Pine and Alamitos Avenues.

The original Long Beach Auditorium was erected on this site - at the foot of Long Beach Boulevard (then American Avenue) - in the 1920's. It became one of the premier entertainment facilities of Southern California. During the 1950's and 1960's, it was threatened first by ocean storms, then by land subsidence. It was also becoming obsolescent and was unable to accommodate modern stagings successfully. In the mid-1970's, it was replaced with an ultra-modern two theater complex. The Terrace Theatre seats 3,141 for concerts and stage plays; the Center Theatre seats 862 for more intimate stage events. Meeting rooms and a restaurant occupy the level-below the theatres. Today the meeting room space constitutes 82,400 square feet and a new, 20,500 square foot ballroom has been added.

The Long Beach Arena is the second component of the Convention and Entertainment Center. It seats 14,000 for basketball, rodeo, rock concerts, etc. Expanded in 1994, the arena occupies 79,000 square feet of space.

The third component is the Exhibition Hall. This giant building was expanded in 1994 to accommodate 334,000 square feet of exhibit space.

There are nearly 5,000 parking spaces adjacent to or near the Convention and Entertainment Center. Access is via the Long Beach Freeway and Shoreline Drive, Ocean Boulevard, Long Beach Boulevard, and other downtown streets. Only large single events at the Center, such as performance by a major rock star or multiple events, cause serious traffic and parking problems. This condition happens rarely during the course of a year. When it does occur, visitors will park on the downtown streets or in parking lots and structures which, by nightfall, are usually devoid of business-related traffic and can absorb a considerable number of parked cars.

Grand Prix

Another major part of the downtown recreation and visitor serving component is not a facility but an event. This is the annual Grand Prix of Long Beach, an approximately two mile per lap auto race on the streets of Long Beach patterned after the Grand Prix of Monaco.

Held in April each year in Long Beach, the Grand Prix attracts 200,000 or more people on two practice days and one racing day. Because several City streets are closed to regular traffic during the three days (including Shoreline Drive and Seaside Way), traffic and parking problems become critical. Visitors appear to accept these inconveniences with equanimity, however, probably owing to the excitement and gaiety generated by the race. Residents and business persons are more inconvenienced, especially those who normally drive on the closed streets as a part of their daily trips. Residents living within the closed circuit and those on the periphery, who wish to absent themselves from the inconvenience and noise are accommodated at guest lodgings in the general area by the Grand Prix Association.

Hotels - Motels

Facilities for accommodating overnight visitors to the downtown portion of Long Beach are becoming more plentiful. In the late 1970's, the only first class hotel space was located across Queensway Bay on the south shoreline across from the downtown. Today, across this Bay, the Queen Mary Hotel continues to operate, and the Queensway Hilton Hotel has become the

Travelodge Resort. Together they offer approximately 600 hotel rooms to the visiting public.

On the downtown shoreline south of Ocean Boulevard, adjacent to the Convention and Entertainment Center is the Hyatt Regency (convention center) Hotel. Located on Ocean Boulevard are the new Hilton, Sheraton and Renaissance hotels. Clustered between Atlantic and Alamitos Avenues are the Marriot Courtyard, City Center Motel, Econolodge, Friendship Inn, Travelodge Convention Center Hotel and the Vagabond Inn. Altogether, these accommodations represent approximately 2,700 hotel rooms available to serve an increasingly popular destination area for tourist and business visitors.

Also located in the Greater Downtown area are a new Howard Johnson's Hotel, a new Best Western Hotel and a new Hyland Inn. In addition, several older hotels and bed and breakfasts can be found in the downtown.

Boating/Fishing

Recreational boating along the downtown shoreline is provided by the 1,694 slip Downtown Marina and at the Golden Shore launch ramp, located at the mouth of the Los Angeles River. The Downtown Harbor provides 131 slips adjacent to Shoreline Village. Commercial boating opportunities are available at Catalina Landing and at Shoreline Village, offering dinner, sightseeing and theme cruises. Express boat service to Santa Catalina Island is provided several times daily from Catalina Landing.

There are currently no sport fishing boats which depart from the downtown shoreline. Rock fishing, however, can be enjoyed all along the Downtown Shoreline Marina mole and along Shoreline Park. Five fishing platforms are provided in these areas.

COASTAL ZONE HOUSING

The overall policy intended to preserve affordable housing in the coastal zone of the City applies to the Downtown Shoreline just as it applies to coastal properties Citywide. Pages II-5 to II-14 delineate this policy.

Housing opportunities in the downtown coastal zone (south of Ocean Boulevard) occur in a variety of structures ranging from older, lower brick buildings, to modern, tall towers. Currently, in the coastal zone, south of Ocean Boulevard there are six multifamily buildings ranging in size from the historic, 93-unit, 11-story Sovereign apartment building, to the modern, 250-

unit, 35-story Harbor Place Tower condominiums. The following table lists the residential units of all types. The more affordable units are, generally, located in the older buildings.

Downtown Dwelling Units
In the Coastal Zone

Name of Project	Year Built	No. Stories	No. Units
Sovereign	1922	11	93
Blackstone	1923	6	125
Breakers	1926	12	281
600 East Ocean	1959	13	110
International Tower	1965	31	230
Harbor Place Tower	1991	35	250
Total Units			1,089

* Recently Renovated (1990s)

** Limited to seniors

Housing units in the shoreline diminished in numbers as older buildings were removed because of redevelopment action, for safety reasons, or for new developments. Replacement buildings, while actually increasing the number of units south of Ocean Boulevard, have generally been for higher income persons or for office development. The former residents of the older buildings, therefore, were probably not able to retain residency in the coastal zone but rather moved north of Ocean Boulevard, into Area A, or other parts of the City. The remaining residents tend to be primarily middle and higher income adults residing in high density, highrise buildings. Today, the only remaining opportunity for the development of housing resides on the undeveloped portion of the Pike site.

DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

The shoreline in the downtown consists of a broad, flat area of hydraulic fill which was placed behind rock dikes. No erosion or accretion takes place here, and damage to the dikes as a result of storms is a very remote possibility. Dredging of the mouth of the Los Angeles River is a periodic necessity when winter rains bring large amounts of sedimentary material

down the channel and into Queensway Bay. Future improvements in this area are described in the Policy Plan.

HAZARD AREAS

There are two seismic response zones identified by the Seismic Safety Element of the City's General Plan in the downtown shoreline. The two zones have nearly identical characteristics. Generally, these are as follows: The area is predominantly natural or hydraulic fill, generally granular. The groundwater level is assumed to be 15 feet. Liquefaction potential is the greatest in the study area. Ground shaking responses are most severe for high rise structures (special design is recommended by the Element). There is also a potential for tsunamis and seiches (seismic sea waves, and water "slopping" out of the Bay, during a seismic event). The area north of Shoreline Drive is considered to be a secondary flooding influence area, whereas south of Shoreline Drive the flooding potential is minimal.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

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

Newer developments along the south side of Ocean Boulevard have been constructed with generous setbacks and some with outdoor plazas to protect the view potential.

PUBLIC WORKS

Major public works improvements have taken place in connection with placing the fill and constructing the dikes, erecting the Convention and Entertainment Center, building the new office structures, and completing Shoreline Drive. Improvements to utility systems were a part of these programs. Construction of the new Blue Line passenger rail system and the First Street Transit Mall have greatly enhanced public transit access to the Downtown. New public works will be necessary in connection with the proposed continued improvements to the downtown shoreline (see Policy Plan).

DOWNTOWN SHORELINE POLICY PLAN SUMMARY

General Description

The components of the plan for the downtown shoreline are public in nature. Each serves a different sector of the public, and some several sectors at once. All are at the “front door” of downtown Long Beach to provide an exciting, enriching, and enjoyable experience for the millions of people who will visit the facilities in future years.

With the adoption of the Long Beach 2000: Strategic Plan, economic development is a goal that is now preeminent for all of Long Beach, including the Coastal Zone. Therefore, any new development in the Downtown Coastal Zone shall support the overall economic development of the City and promote efforts aimed at downtown revitalization.

The plan elements are listed here and shown on the accompanying map. They are described more fully in the text below.

<u>Element</u>	<u>Coastal Interests Served</u>
Convention and Entertainment Center	Entertainment; cultural; recreation; education; trade; Visitor-serving
Downtown Marina	Boating, recreation and visitor serving; shoreline access.
Marina Green Park	Recreation and visitor-serving.
Shoreline Village	Shoreline access; Trade; Visitor-serving.
Aquatic Park Downtown Harbor	Boating; recreation/visitor-serving; shoreline access.
Long Beach Aquarium of the Pacific	Shoreline access; Marine education and conservation and visitor-serving.
Shoreline Park	Shoreline access; Rcreation and visitor-serving

Catalina Landing	Shoreline access; recreation and visitor-serving; government
Golden Shore	Shoreline access; Boating; Recreation and visitor-serving
South Side of Ocean Boulevard	Shoreline Access; Housing; Pike area and Tidelans Parcel Commerce; Recreatio and Visitor-serving
Promenade South	Shoreline Access; recreation and visitor-serving
Hyatt Convention Center Hotel	Visitor-serving
Rainbow Lagoon and Park	Shoreline access; recreation and visitor-serving



Downtown Shoreline Policy Plan

TABLE 1
DOWNTOWN SHORELINE POLICY PLAN

<u>Area</u>	<u>Permitted Uses</u>
① West Beach	Existing Uses to Remain
② Golden Shore Golden Shore	Public Recreation; RV Park; Parking
③ Golden Shore	Public Recreation; Boat Launch; Parking; Nature Preserve; Wetlands; Park
④ Golden Shore	State University and College Offices; Parking
⑤ Catalina Landing	Catalina Cruise Terminal; Office Buildings; Parking; Tidelands Trust Uses; Water-oriented Recreational Facilities
⑥ Pike Area	Victory Park; Residential; Office; Retail; Hotel and ancillary and complimentary uses
⑦ Tidelands	Recreation; Retail; Restaurant; Entertainment and Educational Uses; Public access; Hotel; Coastally-related Offices; Parking
⑧ Shoreline Shoreline	RV Park; Parking
⑨ Shoreline	RV Park; Park; Parking; Aquarium; Public esplanade is required around the water's edge
⑩ Shoreline	Aquarium; Park with children's play area; Picnic area; Public Comfort Stations; Fishing Piers; Surface Parking; Public esplanade is required around the waters edge
⑪ Shoreline	Park, Parking; Retail and Entertainment Visitor-serving Commercial uses; Public esplanade is required around the water's edge

TABLE 1 (Continued)
DOWNTOWN SHORELINE POLICY PLAN

<u>Area</u>	<u>Permitted Uses</u>
<p>Shoreline</p> <p>12</p>	Lagoon or Harbor; Piers; Gangways and Floating Docks; Public esplanade is required around the water's edge
<p>Shoreline Village</p> <p>13</p>	Retail and Entertainment; Visitor-serving Commercial Uses; Parking
<p>Breakers</p> <p>14</p>	Victory Park; Residential; Hotel; Parking; Mixed Use Office with Hotel or Residential; Strengthen entry to Promenade South on Ocean Boulevard at southeast corner of Pine Avenue
<p>Convention Center</p> <p>15</p>	Visitor-serving Commercial; Sports Arena; Theaters; Ballrooms; Exhibit Halls; Meeting Rooms; Offices; Promenade South; Hotel; Parking; Rainbow Lagoon and Park; Visitor-serving Commercial
<p>Ocean Boulevard</p> <p>16</p>	Victory Park; Residential Uses
<p>Convention Center East</p> <p>17</p>	Parking; Visitor-serving Commercial; Hotel; Park; Museum
<p>Convention Center East</p> <p>18</p>	Parking; Visitor-serving Commercial; Hotel; Park; Museum
<p>Marina Green</p> <p>19</p>	Park
<p>Downtown Marina</p> <p>20</p>	Marina with Boat Slips; Fuel Dock; Pump-out Stations; Comfort Stations; Parking; Observation and Fishing Platforms; Administration and Maintenance Building; Private Yacht Club; Overlook at end of mole
<p>Island Grissom</p> <p>21</p>	Oil Production; Public Recreation and Park

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

SHORELINE ACCESS

Access to the downtown shoreline has been identified as a significant problem having its roots in physical, social, economic, and transportation events of past decades. Access to the shore and its renewed use by large numbers of people cannot be accomplished by attempting to reverse those events. Solutions which recognize the radically altered character of the shoreline are necessary if significant improvements are to be made in access to and use of this valuable resource.

Pedestrian Access

The principal element of the access component is the Promenade South. This structure makes it possible to circulate freely and safely from the downtown to the shore, and to the activities located on the shore. It is a continuation of the Promenade North pedestrian mall which emanates from the Long Beach Plaza shopping center and crosses the First Street transit transfer center (all described above). South of Ocean Boulevard it provides direct access to the Convention and Entertainment Center and the Hyatt Hotel, Rainbow Lagoon, Shoreline Village and the Downtown Harbor, and indirect access to Marina Green Park, the Downtown Marina, and Shoreline Park. All major downtown activity, centers, both north and south of Ocean Boulevard, are linked together with this pedestrian system. A tram runs the length of the Promenade, increasing accessibility of shoreline and downtown activities to all potential visitors.

The Promenade is level with the elevation of Ocean Boulevard and has no significant grade changes throughout its length. This enables users to cross above Seaside Way and Shoreline Drive and descend by stairs or elevator to ground level. Although it is an innovative solution to contemporary problems, the Promenade is also reminiscent of Long Beach's golden age when the famous Rainbow Pier was the focus of activity.

The other major elements of pedestrian access will be east-west pedestrian walkways which connect to the Promenade south of Ocean Boulevard; and an esplanade throughout the Downtown Harbor/Shoreline Park area which will link up with the Promenade staircase south of Shoreline Drive; a pedestrian connection through the Pike site to the Tidelands site; and, north/south sidewalks connecting downtown and Ocean Boulevard to the water. These pedestrian walks will provide amenities similar to those provided by the Promenade.

Streets

The primary street access to developments between Ocean Boulevard and Seaside Way will be from Seaside and the side streets. This will reduce traffic friction along Ocean Boulevard by limiting the number of curb cuts.

To facilitate the use of Seaside as an access route, the missing section between Pine and Chestnut will be constructed. Shoreline Drive will serve as the principal access route for developments and activities south of the Drive. It will also continue to function as the primary road leading to and from the Convention and Entertainment Center. Because this thoroughfare is constructed to expressway standards (thereby encouraging traffic to move faster than it really should) the intersections will require special traffic control treatment to protect pedestrians and bicyclists.

The primary access points into the shoreline from Ocean Boulevard are: Golden Avenue - serving Catalina Landing and Golden Shore areas; Pine Avenue serving the Hyatt Convention Hotel and the recreation area west of Pine; Collins Way, and Hart Place - serving the Convention and Entertainment Center parking areas; and, Alamitos Avenue serving the Convention and Entertainment Center parking lots and providing the eastern linkage to Shoreline Drive.

Traffic control devices and lane markings to insure a rapid and safe flow of cars in and out of the major garages and parking lots have been or will be installed at appropriate intersections and entrances.

Parking

Office and residential buildings constructed south of Ocean Boulevard shall be designed to contain all required parking on the site in a structure.

Public uses in the shoreline shall contain enough parking space to introduce visitors to the activity or facility, but the total parking needs shall be satisfied through joint use of public and private parking facilities both within the coastal zone and adjacent to it. This includes Shoreline Park, Marina Green Park, the Convention and Entertainment Center, and the Downtown Harbor. Toward this end a traffic and parking management association for the downtown shoreline will be organized prior to commencement of the development of Subarea 5 or of the retail/entertainment complex in Subarea 6 west of Pine Avenue. This association will provide the guidance for future implementation of parking strategies.

The Marina, Golden and Catalina Landings, and the recreation vehicle park will have self-contained parking adequate to satisfy the needs of these uses.

The large parking structure attached to the Catalina Landing development shall continue to serve this use and may be expanded as ferry service to Santa Catalina Island increases. Any additional uses permitted in this area by this LCP shall have self-contained on-site parking.

Boats/Fishing

Access to the downtown shoreline has been greatly enhanced with the completion of the Marina and installation of the slips at the Downtown Harbor. While most of the berths at the Marina will be leased to the boating public, many of whom will be from areas outside Long Beach (typically about 75%), there will be slips available for transient use at the end of each gangway. This will enable the occupants of visiting boats to enjoy the amenities of the shoreline without resorting to the use of automobiles.

The Downtown Harbor may be expanded to contain floating gangways and piers for up to 50 commercial boats (e.g., dinner cruises, whale watch, dive boats and fishing charters), historic ships and visiting tall ships. Day-use transient boat docking is also planned. Any Downtown Harbor slips which are used for recreational boating and are displaced by the harbor expansion shall be replaced with slips which provide equivalent recreational boating opportunities.

The Golden Shore public boat launch may be replaced. Prior to the closure and demolition of the Golden Shore public boat launch, a plan must be approved by all applicable agencies and funding must be secured for a new boat launch of not less than two launching lanes and 60 parking spaces for autos with boat trailers within the Queensway Bay area (PD-6 or PD-21).

Affordable water transport (water taxis) between activity centers on both shores of Queensway Bay will be encouraged, both as a means of enhancing access and as an attraction itself. Such a system should originate in the Downtown Harbor near the Shoreline Village development.

Paddle boats are allowed in Rainbow Lagoon.

Five fishing platforms have been constructed along the ocean edges of Shoreline Park and the Downtown Marina mole. These are to remain and to be maintained.

Bicycle Paths

There shall be continuous bicycle paths through the activities of the shoreline from Alamitos Avenue to the Los Angeles River. This link will complete the regional system which consists of the San Gabriel River, the Long Beach oceanfront, and the Los Angeles-Rio Hondo Rivers. It will traverse Marina Green Park, Shoreline Village, Shoreline Park, Catalina Landing, and Golden Shore. Radiating from this will be loops around Shoreline Park, along the Marina mole, into the Rainbow Lagoon/Convention and Entertainment Center areas and across Pine Avenue to the Tidelands area, eventually connecting to Magnolia Avenue. Special intersection treatment will be necessary, especially on Shoreline Drive, to ensure the bicyclists' safety. A link across the Queensway Bridge is proposed by the Scenic Routes Element of the General Plan.

LOCATING AND PLANNING NEW DEVELOPMENT

Non-Residential Uses

The Downtown Marina

This is a small craft harbor for 1,694 vessels, sail and power. Slips are leased to boat owners in the Southern California region. It was financed in part by a low interest loan from the State of California Department of Boating and Waterways, therefore, development standards comply with that department's requirements. Those standards regulate slip design, clearances, channel widths, auto parking ratios, distance of slip from parking space, etc.

Parking is located along the southern edge of the landfill and on the new mole, together with an access road, bicycle and pedestrian paths, and landscaping.

Marina Green Park

A public park exists and may be further developed between Shoreline Drive and the Marina parking lot from the Marina's west entrance (approximately on a line with Long Beach Boulevard) to the jetty on its eastern boundary. It shall be developed as a park which provides a foreground for the marina and which helps to mitigate the negative visual effects of the marina parking lot.

Shoreline Village

This LCP encourages the continued operation and expansion of Shoreline Village, a visitor-serving commercial complex which is located on the eastern and southern edges of the Downtown Harbor.

Allowable uses are restricted to those activities which supplement and/or strengthen the nautical theme of the Harbor and Downtown Marina. These include restaurants, bait and tackle shops, and small commercial enterprises which satisfy the thematic requirement and are visitor serving in nature. The Village is connected to the downtown by the Promenade South and a public promenade which runs along the edge of the Harbor. Parking for the shops is currently located to the rear and accessed from Shoreline Drive and Pine Avenue. As needed, existing parking for the Village may be expanded.

Downtown Harbor

It is planned that the major concentration of visitor-serving shoreline attractions would be in and around the Downtown Harbor at the foot of Pine Avenue and the Promenade South. The existing Shoreline Village Harbor may be expanded westward by dredging Shoreline Lagoon and constructing a bulkhead. Should this occur, dockage will be provided for up to 50 commercial boats and historic ships, with day-use transient boat slips provided. To the extent that this harbor will remove existing low intertidal habitat area, this habitat area must be replaced in kind at a minimum one to one ratio elsewhere within the Queensway Bay area prior to or concurrent with construction of the harbor. To the extent that this harbor will displace slips which are used for recreational boating, these slips shall be replaced with slips which provide equivalent recreational boating opportunities.

Shoreline Park

This large, regional park has been constructed around a lagoon on vacant land south and east of Shoreline Drive and Queensway Bridge (Magnolia Avenue). Together with Marina Green, this forms the landscaped "front door" to downtown Long Beach. Both parks have a unifying design theme and were built at the same time.

The following uses shall be permitted in the park (see plan for location): passive recreation and picnic areas; children's play area; public restrooms; parking spaces for 70 recreation vehicles; an aquarium; bicycle and strolling paths; auto parking; and fishing platforms.

Up to four acres of the existing Shoreline park along the north side of the water basin may be converted to visitor-serving retail, restaurant and entertainment facilities. A new parking structure may be developed at the western end of the retail/entertainment complex, in the vicinity of Queensway Bridge. Any parkland displaced shall be replaced 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. Furthermore, it 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.

An aquarium of up to 150,000 gross square feet may be constructed in the park, and may displace the existing recreational vehicle park, provided that a new recreational vehicle park of equal spaces is constructed elsewhere in the Queensway Bay Area.

Shoreline Park shall not be reduced in size to less than 23 acres, including landscaped open space, roadways, parking areas, pedestrian walkways and plazas, and the aquarium.

Access to the park is as follows:

Pedestrian - from the Promenade South and walkways around the lagoon. If the lagoon becomes an urban harbor, an esplanade around this Harbor is required. Pedestrian access shall be provided from Ocean Boulevard to the waterfront.

Bicycle - from the continuous bike path which enters the park near the Promenade South terminus and exists under Queensway Bridge, circulating throughout all parts of the park.

Automobile/Bus - a road has been constructed which links Pine Avenue with much of the park. As needed, this road from Pine Avenue may be deleted and a new road constructed west of this roadway. Such a road will provide access from Shoreline Drive to the park and aquarium and will connect to the Catalina Landing area under the Queensway Bay bridge. Some surface parking has been provided in the north, west, and southern portions, but vehicular access to the peninsula has not been, and shall not be, allowed east of the existing park access road and parking lot. A limited amount of surface parking will be provided in the park, and structured parking will

be provided adjacent to the park along the south side of Shoreline Drive.

Roadways shall be of minimum width and parking lots shall be screened from view by beams and landscaping, with public safety concerns considered.

Fishing platforms shall continue to be provided at strategic locations along the rock dike facing Queensway Bay.

Rainbow Lagoon and Park

The existing Rainbow Lagoon has been reconstructed to insure better water quality and management, and reconfigured to provide better public use. Public walkways encircle the Lagoon and a bicycle path penetrates the Lagoon area. Park-like landscaping has been developed around the Lagoon. Only enhancements to the above described attributes of Rainbow Lagoon and Park are permitted by this plan. As previously mentioned, paddle boats may be provided.

Golden Shore - Queensway Landing

Existing uses in the area which are expected to remain are the Catalina Landing buildings (including the ferry terminal and parking garages) and the California State University Headquarters.

The small boat launch facility at Golden Shore may be converted to an environmental mitigation park (wetlands), if it is replaced. Other permitted uses are tour boats, marina-related activities, water recreation activities, recreation vehicle park, and office uses for marine oriented public agencies and activities.

The Promenade South

This structure is also discussed in Shoreline Access. It begins at a point halfway between Pine and Locust Avenues, south of Ocean Boulevard and terminates in stairs and an elevator just south of Shoreline Drive. It is constructed at the same grade as Ocean Boulevard so that it passes over Seaside Way and Shoreline Drive. It is of concrete construction with wooden or textured concrete deck and brick pavers. Lighting, benches, railings and landscaping are to reflect a coordinated design theme.

The design of the entrance plaza at Ocean Boulevard is particularly important as it needs to attract visitors onto the Promenade South. The Promenade South is to be wider near Ocean Boulevard and narrower near Shoreline

Drive. Visitor serving commercial facilities shall be allowed at strategically located points along the Promenade South.

Residential Uses and Overnight Accommodations

Convention Center (Hyatt) Hotel

This development is located on a site west of the Convention and Entertainment Center and north of Rainbow Lagoon. It consists of an eighteen-story steel and glass tower over garaging facilities and common areas - banquet rooms, kitchen, lobby, etc. It has approximately 542 guest rooms. The principal function of this hotel is to provide overnight accommodations for visitors to the Convention and Entertainment Center.

The Pike Area

As described in the preceding section, the amusement park which once occupied this site has been closed since 1979. New development in the area shall be primarily residential in character. A mix of residential and/or commercial uses may be developed along the Ocean Boulevard frontage on top of a parking structure. The top of this structure shall be at the same grade as Ocean Boulevard, and shall be developed with park-like amenities. An eighty foot wide public park strip shall be maintained along the Ocean Boulevard frontage. (See also, Victory Park Design Guidelines) High rise residential buildings shall be permitted in this area, south and east of the Blackstone Hotel, and south and east of the General Telephone Company building. High rise structures and all low rise buildings shall gain their vehicular access from Seaside Way. Parking for all the residential structures shall be contained in the garage described above. The garage access shall be primarily from Seaside Way.

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

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

Tidelands Site

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

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

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

South Side of Ocean Boulevard (excluding Pike Area)

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

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

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

- A. All off-site parking shall be located within 600 feet of the hotel that it serves.
- B. Existing parking shall not be displaced. Existing parking which is not otherwise encumbered may be used to meet up to one-half of

the peak parking demand of the hotel through a shared-use parking agreement that is consistent with an approved parking study that demonstrates that the project will provide adequate parking to meet the needs of the hotel without causing negative impacts to coastal access or access to public recreational facilities.

- C. All required parking shall be constructed concurrently with the hotel and shall be open for use prior to or concurrent with the occupancy of the hotel.
- D. All off-site parking shall be dedicated for use of the hotel, and all succeeding uses, for the life of the hotel structure.

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

Area Between Cedar and Magnolia, South of Ocean Boulevard

High rise office buildings shall be permitted in this area. Uses shall be general office in nature. Any development south of the Chapter 138 line must comply with use restrictions imposed by the Tidelands settlement.

Office buildings shall have self-contained on-site parking, and shall gain access either from Chestnut Avenue or Seaside Way. The development of site amenities (landscaping, walks, benches, etc.) shall be required.

Structures shall be towers or slabs. If slab design is chosen, the longer dimension shall run north-south to maximize tenant views and minimize upland view interrupted.

Traffic and Parking Management Association

A Traffic and Parking Management Association shall be created to monitor traffic generation and parking demand in the downtown shoreline area, and to implement specific parking management strategies and transportation demand management programs as needed. This Association will be organized prior to commencement of the development of Subarea 5 or of the retail/entertainment complex in Subarea 6 west of Pine Avenue.

RECREATION AND VISITOR SERVING FACILITIES

The Policy Plan for the downtown shoreline is comprised of an integrated and varied group of developments, some existing, most new. A description of the plan is understandable only if all elements are included. For this reason, all were discussed in the section entitled Locating and Planning New Development, although many are primarily recreation oriented and visitor serving. In this latter category are:

<u>Element</u>	<u>R & VS Public Served</u>
Convention and Entertainment Center	Concert and playgoers; business and special-interest groups
Downtown Marina	Boating public; general visitors
Marina Green Park	General public
Shoreline Village	General visitors
Downtown Harbor	Boating public; general visitors
Shoreline Park	General public
Golden Shore	Boating public; general public RV owners
Rainbow Lagoon and Park	General public
Queensway or Catalina Landing	Boating public and vacationers
Convention & Entertainment Center/ Pike and Tideland Hotels	Travelers; vacationers

DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

The principal effort of this nature was the construction of the Downtown Marina. This involved bottom dredging/filling, construction of two moles, and modifications to the existing rock dike. All procedures were carried out under the terms of the permits granted.

The shoreline configuration of Shoreline Park may change dramatically from that of a passive park and lagoon to that of an urban waterfront around a harbor. In order to do this, 7.4 acres of park would be converted back to water, and 1.4 acres of water would be converted into land, with the net gain of 6 acres of water area by removal of the previously dredged fill. A seawall and pedestrian esplanade would be constructed at the waterfront edge.

Also, seven acres of the Golden Shore boat launch ramp area may be converted into an environmental mitigation park if the boat launch facility is replaced within the Queensway Bay area. Such a conversion would involve removal of the launch ramp structure and replacement with natural materials and waterfront habitat. Prior to closure and demolition of the Golden Shore public boat launch, a plan must be approved by all applicable agencies and funding must be secured for a new boat launch of not less than two launching lanes and 60 parking spaces for autos with boat trailers within the Queensway Bay area (PD-6 or PD-21).

Periodic maintenance dredging of the mouth of the Los Angeles River will have to be continued. Expansion of this operation near and/or into the Marina entrance channel may be necessary.

HAZARD AREAS

No special requirements not already included in the Uniform Building Code are considered necessary in the Downtown Shoreline area.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

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

PUBLIC WORKS

Public works required by this plan include the following:

<u>Element</u>	<u>Public Works</u>
Convention and Entertainment Center	Periodic Parking Improvements; lighting.
Downtown Marina	Dredging and filling; mole construction; beach; gang ways and docks; roads and parking; lighting; landscaping; miscellaneous buildings; utilities.
Marina Green Park	Grading; roads and parking; lighting; landscaping; miscellaneous support buildings and furniture; utilities.
Golden Shore	Possible removal of launch ramp and parking lot area and construction of an environmental mitigation park, a recreation vehicle park and attendant parking including necessary lighting, landscaping, utilities and support buildings.
South Side of Ocean Boulevard	Roads; utilities; lighting; landscaping; miscellaneous public and Pike Area park improvements.
Promenade South	Promenade construction; lighting; utilities.
Convention Center (Hyatt) Hotel	Grading; roads; utilities.

Rainbow Lagoon and Park

Utilities; roads; lighting, landscaping; maintenance and repair of lagoon water system.

Entire Area

Bikeways; pedestrian paths; crosswalk reconstruction; traffic signal improvements.

ENVIRONMENTALLY SENSITIVE HABITAT AREAS

As mitigation for construction of the Downtown Marina, a six acre intertidal and shallow subtitle habitat was created adjacent east of the easternmost rock jetty.

If the proposed Downtown Harbor results in a net loss of intertidal or shallow subtitle habitat area this loss shall be mitigated in kind at a minimum one-to-one ratio through construction of a wetland preserve in the Golden Shore area in consultation with the California Department of Fish and Game, the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. The displaced habitat area must be replaced prior to or concurrent with construction in the Downtown Harbor.

DOWNTOWN SHORELINE IMPLEMENTATION PLAN

General Plan Designation. The Land Use Element shows all property in the Downtown Shoreline south of Ocean Boulevard to be in Land Use District No. 7 (Mixed Uses). This is implemented by the Downtown Shoreline Planned Development Plan and Ordinance. See the ordinance below for detailed descriptions of land use controls in each of the sub-areas.

Dedications. The following have been dedicated or designated in perpetuity by City ordinance as public parks:

- Victory Park and Santa Cruz Strip Park
- Shoreline Park
- Rainbow Lagoon and Park
- Marina Green Park

No parkland which has been dedicated or designated within the Coastal Zone shall be committed to another use unless the City replaces such parkland on an acre-for-acre basis within or adjacent to the Coastal Zone with the

approval of the California Coastal Commission. 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.

Low/Moderate Cost Housing. See Housing Policy chapter.

Effective 8/10/99

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;
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 features. Where necessary to control access for security or management of a use, portions of a water's edge may be developed for controlled public access.
 - 5. A continuous east/west pedestrian walk at Ocean Boulevard level, from Cedar Avenue to Alamitos Avenue, not less than twenty feet in width, accessible across each subarea from Ocean Boulevard, shall be provided by all new construction and all condominium conversions of sites located between Ocean Boulevard and Seaside Way. This walk shall connect to the north/south Promenade. This walk shall be located at the southern edge of all development unless the need for appropriate connections to other sides, or opportunities for more active pedestrian areas, indicate an alternate location

is a better design solution. Viewing promontory bays shall articulate the terminus of the north/south access(es) from Ocean Boulevard. The pedestrian framework shall be integrated and linked to all public open spaces and facilities.

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

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

(d) Parking.

1. Number of spaces.

A. Residential uses.

i.	<u>Bedroom/Unit</u>	<u>Spaces/Unit</u>
	0	1.00
	1 or more	2.00

ii. For elderly housing one space/unit

iii. Plus one guest space for each six units

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

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

D. Office use. Three parking spaces/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 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, 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 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 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 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 developed elsewhere in the Queensway Bay Project (PD-6 and PD-21) in accordance with the Park Dedication Policy set forth in Chapter II of the City of Long Beach Local Coastal Program.

Affordable ground transportation and/or water taxis shall be provided from downtown and Shoreline Park to new parkland constructed in PD-21 (South Shore).

SPECIFIC DEVELOPMENT AND USE STANDARDS

SUBAREA 1

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

SUBAREA 2

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

- (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 launching lanes and 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 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.
 - 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 or three stories, thirty-five feet maximum height, except for the California State University Chancellor's Headquarters which may be a maximum of 100 feet in height.
 - 3. Site coverage. Not more than thirty percent 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 1,440 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 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.
3. Site coverage. Not more than 65 percent of the subarea shall be covered by buildings exceeding one story in height.
4. Setbacks. A twenty foot landscaped setback shall be provided along the north and south edge of any parking structure. Such setback shall be measured from the parking lot edge of the access driveways separating the parking lot from the existing buildings.
5. Special design features. New buildings shall be cited and designed so as to create an interesting relationship between open areas and the buildings that will produce a pedestrian scale at grade and provide a unique and intriguing walking environment. Harmony shall also be created with the scale and style of existing buildings, and also with the existing Queen's Way Bridge.

(d) Parking

1. Number of spaces. All new uses shall provide additional parking spaces for their own needs, unless the developer can demonstrate the feasibility of joint use of a portion or all

of the existing spaces. If existing uses are removed, the required parking for the remaining uses shall be retained according to the nonconforming use provisions of the Zoning Regulations.

2. **Parking Structures.** Any parking structures shall be attractively designed and landscaped blending with the architecture of the existing and the proposed buildings. Such structures shall be as inconspicuous as possible, shielding the vehicles from view, providing walkways to link pedestrian paths at similar levels and not overwhelming a sense of human scale with bulk and mass.
- (e) **Landscaping.** The subarea shall be attractively landscaped according to a landscape plan to be approved with each site plan review. The landscape theme and materials of Subarea 2 shall be extended and provided in Subarea 3.

SUBAREA 4

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

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

A Master Site Plan for the entire subarea, containing detailed architectural and site planning guidelines for all properties under the control of the applying property owners, shall be submitted to and approved by the Planning Commission prior to, or concurrent with approval of, the first building by the applying owner. The Master Site Plan shall identify the location of all pedestrian ways and open spaces, and the placement, use and height of buildings

and the project boundaries. This Master Site Plan shall be generally consistent with the Ehrenkrantz Group and Eckstut concept plan of July 1988. Building design details for new construction to be incorporated in this Master Site Plan are indicated in Subsection (c) below. Submittals for individual buildings may be denied if the mixed-use nature of the subarea is not being maintained although the maximum numbers of units and hotel rooms are not intended to indicate a specific mix of uses. Subsequent development on properties in the subarea, but not under the control of the applying owner, shall not affect the approved Site Plan.

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

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

(b) Access.

1. Vehicular. Primary vehicular access shall be provided from Seaside Way, Queens Way and Chestnut Place. In addition, limited vehicular access shall be permitted from Ocean Boulevard for pedestrian drop-off purposes only at the approximate locations of north/south streets (Pacific Avenue and Cedar Avenue) provided that existing Cedar Avenue is vacated. All other curb cuts and vehicular access to Ocean Boulevard shall be abandoned when the structure which it serves is removed, the curbs shall be restored to full height, and the park strip constructed across the former access way. 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 and twenty-feet, and shall be located so as to maximize unobstructed pedestrian view, and to provide pedestrian access, from Ocean Boulevard to the southern portion of the subarea and beyond. These corridors, except Chestnut Place, shall be a minimum of twenty-five feet in width, shall contain public walkways connecting to the east/west walk and shall intersect with the east/west walk in major public activity areas. One view corridor, in the vicinity of Cedar Walk, shall be a wide, open corridor with a minimum clear width of forty feet, but which shall be generally wider and shall be placed to direct views to the Queen Mary. Building projections, as permitted in the Zoning Regulations, are allowed to intrude into the view corridors above twenty-five feet above Ocean Boulevard curb elevation.

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

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

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

The westerly walkway, Cedar Walk, shall continue across Seaside Way to Subarea 5. In Subarea 5, Cedar Walk shall be continued by the developer of that subarea to connect to the waterfront. The maximum elevation of Cedar Walk shall not exceed five feet above Ocean Boulevard sidewalk grade,

and shall reach that grade only through a gradual slope up from Ocean Boulevard to the maximum elevation.

The north/south connections to the east/west walk 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 and twenty feet above Ocean Boulevard grade east of Chestnut Place, and up to six hundred feet above Ocean Boulevard grade west of Chestnut Place, providing that any high-rise buildings are not so uniform in design or height as to create a monotonous design or overly monumental scale. Buildings fronting on Ocean Boulevard, east of Chestnut Place, shall not exceed one hundred and fifty feet in height, and west of Chestnut Place, buildings fronting on Ocean Boulevard shall not exceed two hundred feet in height within thirty feet of the Ocean Boulevard property line. Any tower in excess of three hundred feet shall not have a floor plate greater than eighteen thousand square feet above the three-hundred-foot elevation.
3. Materials. Reflective glass with reflectivity greater than fifteen percent 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 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 extent feasible to a public park at Ocean Boulevard grade.
6. The applicant shall undertake detailed studies of the areas of the project immediately adjacent to the Sovereign, Blackstone, Sumitomo and Ocean Center Buildings with the objective of providing pleasant and interesting views of the project from the lower levels of these structures. These studies shall be submitted as part of the site plan review for appropriate phases of the project.

(e) Parking

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

at the time of the review of each application, and will not adversely affect visitor access or public recreational use of coastal resources.

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;
 - D. Provision of one eastbound lane as an optional left or right turn lane at the intersection of Golden Shore and the Long Beach Freeway off-ramp;
 - E. Installation of traffic signal modification at the intersection of Seaside Way and Pine Avenue;
 - F. Installation of traffic signal modification at the intersection of Shoreline Drive and Pine Avenue;
 - G. Installation of traffic signal at Ocean Boulevard and Cedar Walk.

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

SUBAREA 5

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

(a) Uses.

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

(b) Access.

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

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

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

designed so as to encourage public use through access and amenities.

4. Bicycle access. A bike path shall be provided linking the regional bike path to the Downtown (Ocean Boulevard).
- (c) Building and Site design.
1. Site locations. Buildings shall be sited so as to provide staggered locations near Seaside Way, near Shoreline Drive, and near Pine Avenue. Buildings shall be sited so as to minimize view blockage from the overlooks and from buildings in Subareas 4 and 5. The relationship of buildings and open areas shall be such as to create an interesting pedestrian scale environment at grade. The location and height of structures shall be such as to enhance the required view corridors from Ocean Boulevard through Subarea 4 toward the water. Structures shall be designed so as to minimize view blockage to the water from buildings in Subareas 4 and 5. Building facades and rooftops which are visible from view corridors, buildings in Subarea 4, the Convention Center and Promenade South shall be attractively treated to enhance these views. Along Pine Avenue, active pedestrian-oriented uses shall be required on the ground floor with storefront access from Pine Avenue.
 2. Height. Three stories not to exceed 40 feet, except for the following permitted heights: 1) 60 feet for one multi-screen theater with a building footprint not to exceed 82,500 square feet may be located between the extended rights-of-way of Pine Avenue and Pacific Avenue; 2) 70 feet for one parking structure located west of the extended right-of-way of Cedar Avenue; 3) 80 feet for one large-format cinema with a building footprint not to exceed 15,000 square feet may be located between the extended rights-of-way of Cedar Avenue and Pacific Avenue; 4) twelve stories for one hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue; 5) 155 feet for one vertical monument with a footprint not to exceed 500 square feet above the 40 foot elevation; and 6) 100 feet for one amusement ride.

Throughout Subarea 5, architectural features may be permitted to extend above these height limits if they do not contain any usable interior space and do not significantly

add to the mass of a structure or negatively affect public views.

3. Site coverage. Not more than 65 percent. Parking structures which do not exceed a height of elevation 16 Mean Lower Low Water structure does not penetrate a plane sloping upward at a slope of five percent from the top of the curb of all streets surrounding the site.
4. Setbacks. Buildings shall be set back 75 feet from Pine Avenue and 75 feet from Shoreline Drive to accommodate temporary bleacher seating for the Grant Prix auto race, except in areas where bleachers are not to be placed.
5. Special design features. The entire area shall be designed in a urban waterfront atmosphere. Landscaping shall be lush and colorful. The area shall be open and inviting to the public, and shall facilitate and encourage pedestrian flow between the downtown and the shoreline. The facades of all buildings fronting on streets, especially Pine Avenue, shall be articulated with storefronts, display windows, special architectural and landscape treatment. If buildings back onto Shoreline Drive, they shall present an attractive facade through articulation and special architectural and landscape features.
6. View Corridors. No structures over 42 inches 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 23,000 square feet, not counting the Regional Bicycle Route, and shall be accessible to the public from the pedestrian walkways on Shoreline Drive and Pine Avenue. Public park benches shall be provided, and restaurant table service shall not be permitted in this area.

- (d) Developer on-site and off-site improvements and maintenance.
 - 1. The developer shall provide for the construction of all roadways and pedestrian ways through the site, and for a proportionate share of the cost of extending and/or widening Seaside Way as determined by the Director of Public Works on the basis of use and Seaside Way frontage.
 - 2. The developers or successors in interest shall construct and maintain all walkways and landscape areas.
- (e) Parking. Parking shall be provided within the subarea sufficient to meet the average weekday demand. Additional parking to meet peak weekend day and evening demand shall be provided in adjacent subareas and Downtown. All parking shall be on a shared or joint use basis; it shall be available to the public on a first-come, first-served basis without reservation for the exclusive use of any one tenant or development.

SUBAREA 6

This subarea contains Shoreline Village and Shoreline Park.

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

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

2. Retail and entertainment. Up to 300,000 square feet of new and existing visitor-serving commercial uses, including retail, restaurant, nightclub, movie, arcade and related entertainment uses may be permitted. Up to four acres of existing Shoreline Park along the north side of the water basin may be converted to such uses if the City replaces the displaced parkland on an acre-for-acre basis within or adjacent to the coastal zone. Such replacement parkland must provide similar recreational opportunities and be accessible to the same population through private or affordable public transportation. Replacement parkland shall be developed prior to or concurrent with the commencement of the development which displaces it, and shall also be dedicated or designated in perpetuity.
3. Park. Park area of not less than 23 acres, including park, roadways, parking areas, pedestrian walkways, and a major aquarium. The park shall include a children's play area, picnic areas and a public restroom. The existing fishing piers shall remain. All areas not covered with structure, roadway or walkway shall be landscaped.
4. Aquarium. An aquarium of up to 150,000 gross square feet may be constructed in the park. The existing recreational vehicle park shall not be displaced until a new recreational vehicle park is under construction elsewhere in the Queensway Bay Project (PD-6 and PD-21). This new recreational vehicle park shall include a minimum of seventy (70) recreational vehicle spaces with associated office, convenience services and convenience retail facilities for park users.

(b) Access.

1. Vehicular. Vehicular access to Shoreline Village and park shall be limited to the existing Shoreline Village entrance and the intersection of Shoreline Drive and Pine Avenue. New intersections with Shoreline Drive may be constructed at Chestnut Place and the Aquarium access road. There shall be a minimum of paved roadway surface within the 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 150 feet wide is not provided from the intersection of Shoreline Drive and Aquarium Way to Rainbow Harbor (as formerly required by the certified LCP), then a pedestrian bridge connecting Subareas 5 and 6 shall be provided over Shoreline Drive. The bridge shall be at least 25 feet wide and be at the same level as the public viewing deck provided between Aquarium Way and the parking structure in Subarea 6. The bridge shall be designed to provide open views to Rainbow Harbor and the Queen Mary which open up as one crosses the bridge from the north to the south. To protect the views from and through the bridge, all railings and solid structural features on the bridge shall be limited to a height of four feet 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 solid or opaque.

A shoreline pedestrian esplanade (Rainbow Harbor Esplanade) of not less than 35 feet 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 bike-path through the area and under the Queen's Way Bridge, avoiding pedestrian and vehicular conflicts as much as possible. Recreational bike paths may be connected to the regional bikeway, including a connection across the Queen's Way Bridge to the South Shore.
4. Boat. Public day-use transient docks shall be provided for boater access to the uses in the Downtown Shoreline.

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

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

(c) Building Design.

1. Location and scale. Shops, restaurants and entertainment facilities shall be limited to Shoreline Village and the northern side of the Downtown (Rainbow) Harbor to provide a continuous pedestrian retail experience. No new buildings or structures over 42 inches in height, other than required safety features, 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 410 foot long (measured from the Promenade South to Shoreline Village) view corridor/public open space area located between Shoreline Wharf and Shoreline Drive (see Attachment A: View Corridors).

The development shall be punctuated by plazas and outdoor eating areas. Long continuous walls without windows and doors shall be avoided along the pedestrian esplanade. Pedestrian scale shall be maintained through frequently interrupted and articulated facades and through change of material and/or color.

2. Height. Structures shall not exceed two stories or 40 feet in height, except that this height may be exceeded by special architectural or sculptural features on each side of the Harbor entrance channel, by the aquarium, by the new parking structure which shall not exceed 55 feet in height, and by one amusement ride which shall not exceed 130 feet 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 18 feet 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 75 feet from Shoreline Drive to accommodate temporary bleacher seating for the Grand Prix auto race, except in areas where bleachers are not to be placed.
4. Special design features. Structures shall be designed and located along Shoreline Drive so as to provide interesting facades through the use of construction details and articulated building walls. In order to comply with the Coastal Act requirement pertaining to visual access from the first public street to the water edge, view corridors from Shoreline Drive shall be provided between structures, and a view corridor shall be provided along Pine Avenue from Ocean Boulevard to the water edge, as shown on the attached diagrams "A" 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 150 feet wide is not provided from the intersection of Shoreline Drive and Aquarium Way to Rainbow Harbor (as formerly required by the certified LCP), then a public viewing deck with a minimum of 35,000 square feet of usable public

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

6. View Corridors. The 150 foot wide view corridor that the LCP formerly required at the intersection of Shoreline Drive and Aquarium Way may be substituted if all three of the following alternative view corridor/public open space areas are provided:
 - A. A 60 foot wide 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 35,000 square foot public viewing deck, as required by Section (c)5 above, on the second level of the structure(s) located between Aquarium Way and the aquarium parking structure. Refer to Attachment A: View Corridors.

No structures over 42 inches 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 1500 spaces may be included within the development on not more than four acres of existing Shoreline Park adjacent to the aquarium and retail/entertainment uses. An additional 600 parking spaces may be added to Shoreline Village by building a deck or small parking structure over all or a portion of the existing parking lots.

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

SUBAREA 7

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

- (a) Uses. Residential, hotel, and office with hotel or residential uses occupying not less than one-third of the land area of this subarea. Retail, personal service, art galleries, and restaurants may be permitted in addition to residential uses in mixed use buildings. The location of these commercial uses shall be limited to the Ocean Boulevard level and levels below Ocean Boulevard. Restaurants and art galleries may also be permitted on the top levels of buildings in this sub-area. 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 be extended through this area along the southern edge of development parcels to the Promenade South. In order to provide necessary pedestrian interaction in the area, new developments shall provide public walkways, at least ten feet in width, around the perimeter of the site. In addition, whenever it is feasible the development shall provide shoreline viewing areas. The walkways and viewing areas shall be guaranteed public access through easements or deed restrictions.

(c) Building Design.

1. Site location. New development between the Jergins Trust site and the Breakers should be set back not less than twenty feet behind the string line between the two buildings to accent the entry to the Promenade South and to highlight the two buildings. In no case shall it be set back less than one hundred twenty feet from the curblineline of Ocean Boulevard. A corner cut-off for access from Promenade North measuring one hundred twenty feet by one hundred twenty feet shall be provided at the northwest corner of the site, measured along the north and west property lines, clear from Ocean Boulevard grade to the sky. A side yard setback of not less than ten feet shall be provided from the property lines on the east side. Replacement of the Jergins Trust building shall provide a similar corner cut-off on the northeast corner of the site in order to create a cohesive entry feature to the Promenade South from Pine Avenue.
2. Height. Low and/or high rise, not to exceed two hundred fifty feet above Ocean Boulevard grade, except for the development between the Promenade South and Pine Avenue, the height can exceed 250 feet up to four hundred and twenty-five feet (425') only if the building meets the following conditions and is designed and articulated as follows:
 - A. The portion of the building higher than 85 feet above Ocean Boulevard grade has a building footprint no

greater than 70 percent of the site area, and is set back a minimum of 25 feet from the east property line, and a minimum of 15 feet from the west property line, with the exception of minor projections:

- B. Horizontal architectural features and minimal terracing, although subordinate to the building's vertical nature, occur substantially in line with the top of the parapet of the front parapet of a surviving Ocean Center Building (100 West Ocean Boulevard) and with the top of the parapet of a surviving building (180 East Ocean Boulevard), both existing at the time of this amendment;
 - C. The periphery of the building at the Ocean Boulevard level shall contain only pedestrian serving uses such as retail, office, and entrance lobbies; and shall provide a minimum 10 foot wide by 10 foot high open walkway or arcade adjacent to the west and south property lines which shall always remain open and accessible to the public every day between 8 a.m. and dusk;
 - D. The developer of the site shall submit a traffic study for the proposed building which shows that the additional height of the building above 250 feet does not reduce the Level of Service (LOS) at the intersections of Ocean Blvd./Pine Ave. And Pine Ave./Seaside Way below LOS D.
3. Site coverage. The building to be located between the former Jergins Trust building site and the Breakers Hotel was designed so as to minimize its impact upon the pedestrian scale environment of the Promenade. In the future, any new construction abutting the Promenade and the Ocean Boulevard strip park shall not exceed thirty feet in height for a width of thirty feet along those property lines. Site coverage shall be limited to fifty-five percent of the project area and any portion of the project to exceed four stories in height shall not exceed thirty-five percent 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 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 sub-area 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 10 foot wide by 10 foot high open walkway or arcade adjacent to the west and south property lines as further described in Section (c) 2.C. of the Specific Development and Use Standards for Sub-area 7. Office building, and commercial use parking shall be available for public use on evenings and weekends. Office uses may lease Convention Center parking for usual business requirements.

- (e) Developer on and off-site Improvements and Maintenance. New 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 room convention hotel with ballrooms, meeting rooms, restaurants, health club and retail uses of thirty-nine thousand eight hundred fifty square feet.
 4. Rainbow Lagoon and park.
 5. Up to 36,000 square feet of retail use facing Pine Avenue along the western edge of the parking structure, not to

exceed the height of the Promenade level. This height limit applies to building parapets and to roof-top equipment, which shall be organized and enclosed so as not to distract from views from the Promenade.

(b) Access.

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

(c) Building Design.

1. Site location. The Promenade South shall extend in a north/south direction near the western edge of the site, and shall be forty feet in width from Ocean Boulevard to the convention hotel and thirty feet in width south of the convention hotel. The hotel and related facilities shall be located east of the Promenade South.
2. Height. The hotel shall not exceed two hundred fifty feet above grade. The Promenade South shall be at Ocean Boulevard elevation. Parking structures shall not exceed Ocean Boulevard level.
3. Special design features. Rainbow Lagoon shall contain not less than 5.5 acres of water surface.
4. Promenade South special design features.
 - A. Lighting shall carry out the common theme of the total Promenade, be attractive, and provide adequate light for public safety and comfort. Low pressure sodium vapor lighting should not be allowed.

- B. The surface materials of the Promenade South shall be of brick paver, textured concrete or other aesthetically pleasing materials.
 - C. Development adjacent to the Promenade South should not create a visual or physical barrier; but rather should encourage strollers toward the ocean.
 - D. There should be a strong connection between downtown and Shoreline Park, Marina Green Park, the Marina and Shoreline Village. This should be accomplished principally by extending a walkway at grade from the Promenade South all the way to the west promontory of Shoreline Village, and by placing a prominent feature or facility on the west promontory of Shoreline Village. This feature should be placed so it is visible directly down the Promenade South. The Promenade South should accommodate pedestrians and trams.
- (d) Parking. All parking shall be in structures except a small open lot between the exhibit hall and Seaside Way. A total of not less than four thousand eight hundred and thirty (4,830) spaces shall be provided.
 - (e) Landscaping. The landscaping shall be a mixture of trees, shrubs and ground cover in a park-like setting. Landscaping and maintenance of Rainbow Lagoon and Park shall be public.

SUBAREA 9

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

- (a) Uses. Dense residential or hotel, west of Elm Avenue; dense residential or mixed residential and office in the same structure east of Elm Avenue. Retail and restaurant uses shall be permitted at the Ocean Boulevard level, or at top levels. Victory Park in the subarea shall be a dedicated City park. Residential uses shall not exceed a density of two hundred and fifty dwelling units per acre.
- (b) Access.
 - 1. Vehicular access. All construction of new buildings shall have vehicular access only from Seaside Way and Elm and

Linden Avenues. Existing buildings may maintain access from Ocean Boulevard for reuse or conversion to condominium.

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

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

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

(c) Building Design.

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

- (d) Parking. Parking for all construction of new buildings 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 450 rooms, park or museum east of Linden Avenue.
- (b) Access.
 - 1. Vehicular access. Vehicular access for all new construction shall be provided from Hart Place, Linden Avenue and/or Seaside Way.
 - 2. Pedestrian access. Public walkways from Ocean Boulevard shall be provided from a public walkway on a bridge over Seaside Way from the east-west public pedestrian walkway as a continuation of Atlantic Avenue. This public walkway shall be continued south through the site to Shoreline Drive near the Linden Avenue crossing of Shoreline Drive. This shall be a grade separated walk from the parking lot unless the parking area is reconfigured to provide an uninterrupted surface walkway. A public walkway shall also be provided along the exterior of the subarea along Shoreline Drive, and along the arena in Subarea 8. The walkways shall be at least ten feet in width within a thirty foot landscaped open public area except on the bridge where the walkway only need be provided. A dedicated public sidewalk shall be provided along Seaside Way.

(c) Building Design.

1. Site location. Buildings should be placed so as to minimize blockage of view from Subarea 9. Buildings shall be aligned so as to provide a variety of orientation and pattern. Varied and interesting spaces shall be created around and between buildings. No building shall be located more than four hundred feet south of Seaside Way.
2. Height.
 - A. No building shall exceed five stories or sixty feet above grade east of Linden Avenue.
 - B. No building shall exceed two stories above grade west of Linden Avenue.
3. Site Coverage. Not more than thirty percent in buildings more than two stories above grade east of Linden Avenue.
4. Setbacks. A forty foot setback shall be provided along Seaside Way, Shoreline Drive, the border with Subarea 9 and along Linden Avenue if Linden Avenue is to remain.
5. Special design features.
 - A. Each story shall be set back forty feet from the exterior edge of the story below it.
 - B. Pedestrian areas open to the public shall be provided flowing through the subarea at the parking deck level.

(d) Parking.

1. Number of spaces. All existing spaces shall be preserved or replaced. The new uses shall provide additional parking as required for the use.
2. Parking structures. All parking structures shall be not less than 4'0" below Ocean Boulevard level north/south Promenade grade in order to provide overviews and a feeling of bluff from the Promenade. Any parking structure roof used for open parking shall comply with the following restrictions:
 - A. The roof shall be designed to accommodate overflow parking during peak load events;

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

SUBAREA 11

This area currently contains Oil Island Grissom, the Downtown 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 boat slips;
 - 3. One thousand six hundred sixty parking spaces;
 - 4. One fuel dock and two sewage pump-out stations;
 - 5. One fishing platform and two combination fishing and observation platforms;
 - 6. Tidal mud flats or sand beach east of the easterly jetty;
 - 7. Nine comfort stations, not less than two of which are public;
 - 8. A two thousand square foot administration and maintenance building;
 - 9. Public bicycle and pedestrian pathways; an overlook at end of marina mole; and
 - 10. Eleven acre park.

- (b) Access.
 - 1. Vehicular access. Vehicular access shall be from Shoreline Drive.
 - 2. Pedestrian access. Pedestrian access shall be provided from the Promenade South, from Shoreline Village, from the Linden Avenue crossing of Shoreline Drive and from the beach to the east. Access through the marina shall be provided by pedestrian walkways through Marina Green Park and along the westerly mole. A public bicycle path shall be provided along the westerly mole, connecting to the beach bicycle path to the east, the Linden Avenue crossing of Shoreline Drive, and the regional bicycle path through Subarea 6.
- (c) Building Design. Structures within the Marina shall be functional but reflect a nautical design. Any new building shall not exceed two stories or 25' in height.
- (d) Parking. One thousand six hundred sixty open parking spaces shall be provided.
- (e) Landscaping. All ground areas, including the parking lot, shall be heavily landscaped in a park-like setting.

C-5562, adopted 2/26/80

C-7321, adopted 4/18/95

C-7421, adopted 9/17/96, Coastal Commission 10/10/96

C-7510, adopted 11/6/97, Coastal Commission 1/12/98

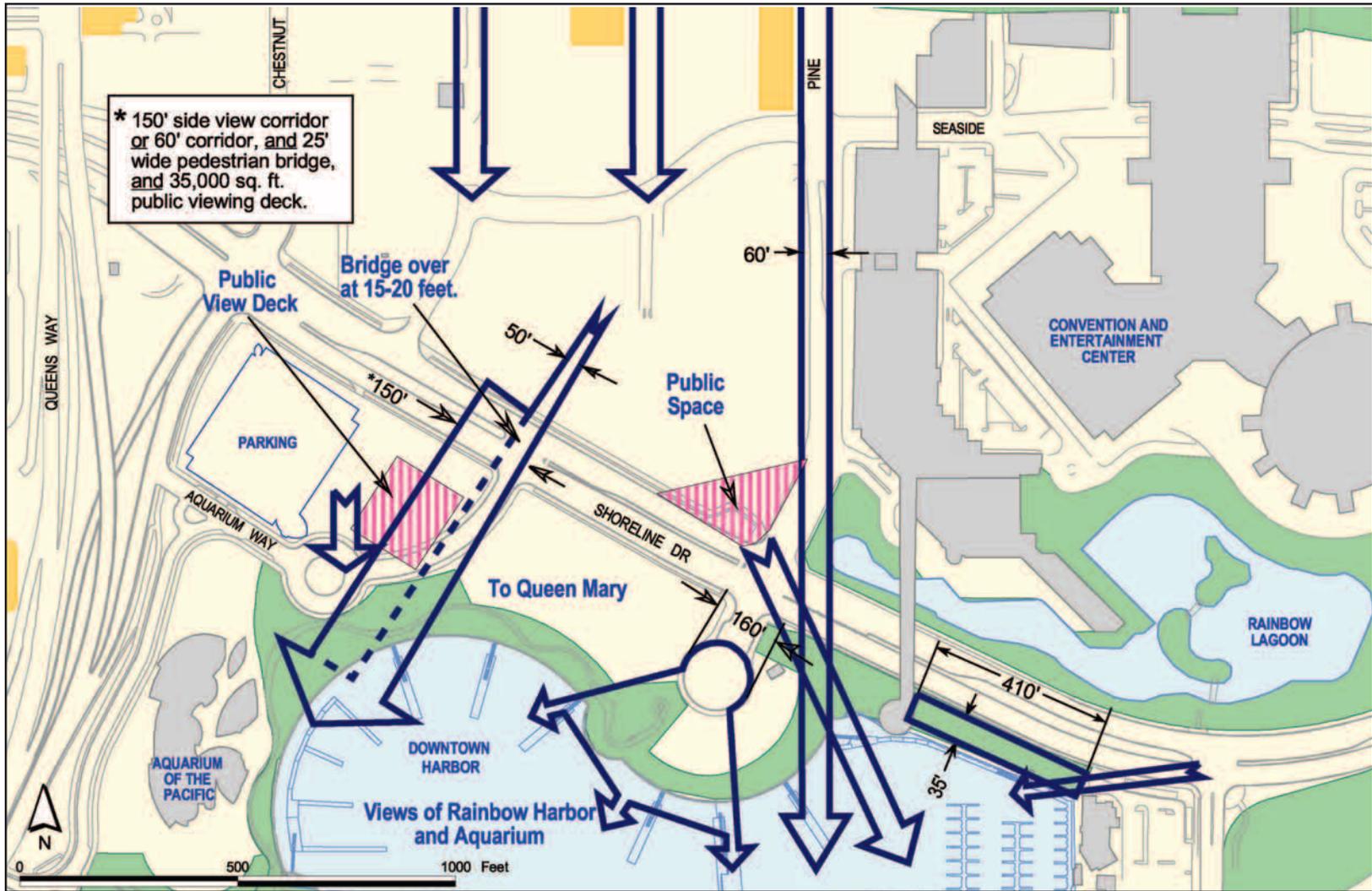
C-7535, adopted 4/21/98, Coastal Commission 8 /17 /98 with revisions

C-7575, adopted 11/10/98//98 revision required by the Coastal Commission

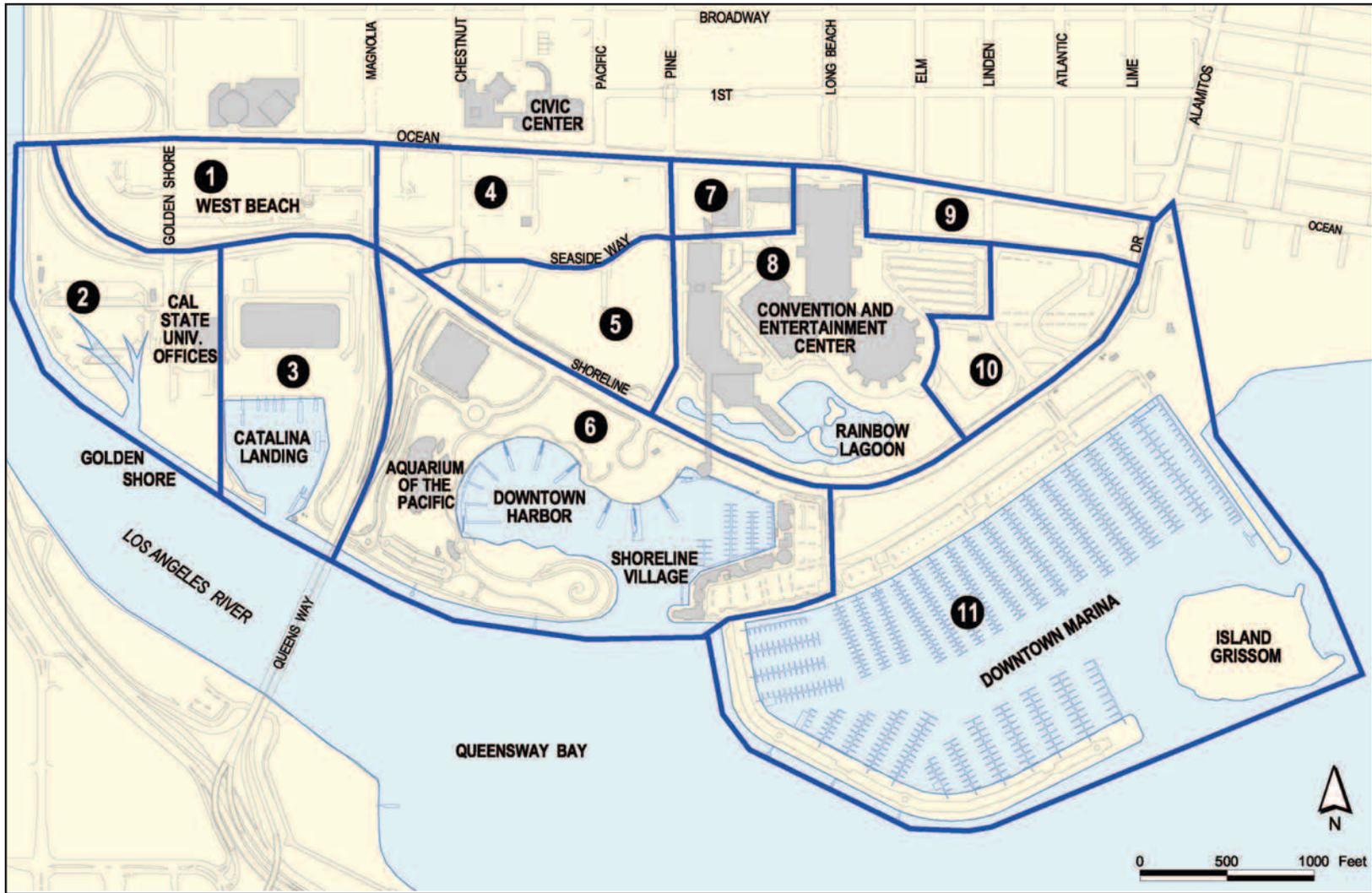
Pdsix817.98 Revised 9/10/98

C-7589, adopted 11/02/99 by CC

C-7637, adopted 07/27/99 Coastal Commission 08/10/99



PD 6 Attachment "A" – View Corridors



Zoning Map Downtown Shoreline Subareas

BLUFF COMMUNITY (AREA A)

GENERAL DESCRIPTION

This portion of the coastal zone extends from Alamitos Avenue on the west to Cherry Avenue on the east, and from Broadway south to the water line. It is approximately 147 acres in Area A and contains 65 block faces of intense urban development. The total population of the area is 9,214, 18 percent of whom are 65 years of age and older. There are 4,395 dwelling units; the average density is 30.0 units per acre. Fifteen hundred and fifty-one units are owner-occupied, and 2,844 are rental units. Thirteen percent of the total units are in need of some rehabilitation. The average family income in Area A is estimated to be \$15,000.

It is primarily a residential district and contains a wide variety of housing styles from single-family homes to high-rise apartments, cooperatives and condominiums. There is strip commercial development along Broadway.

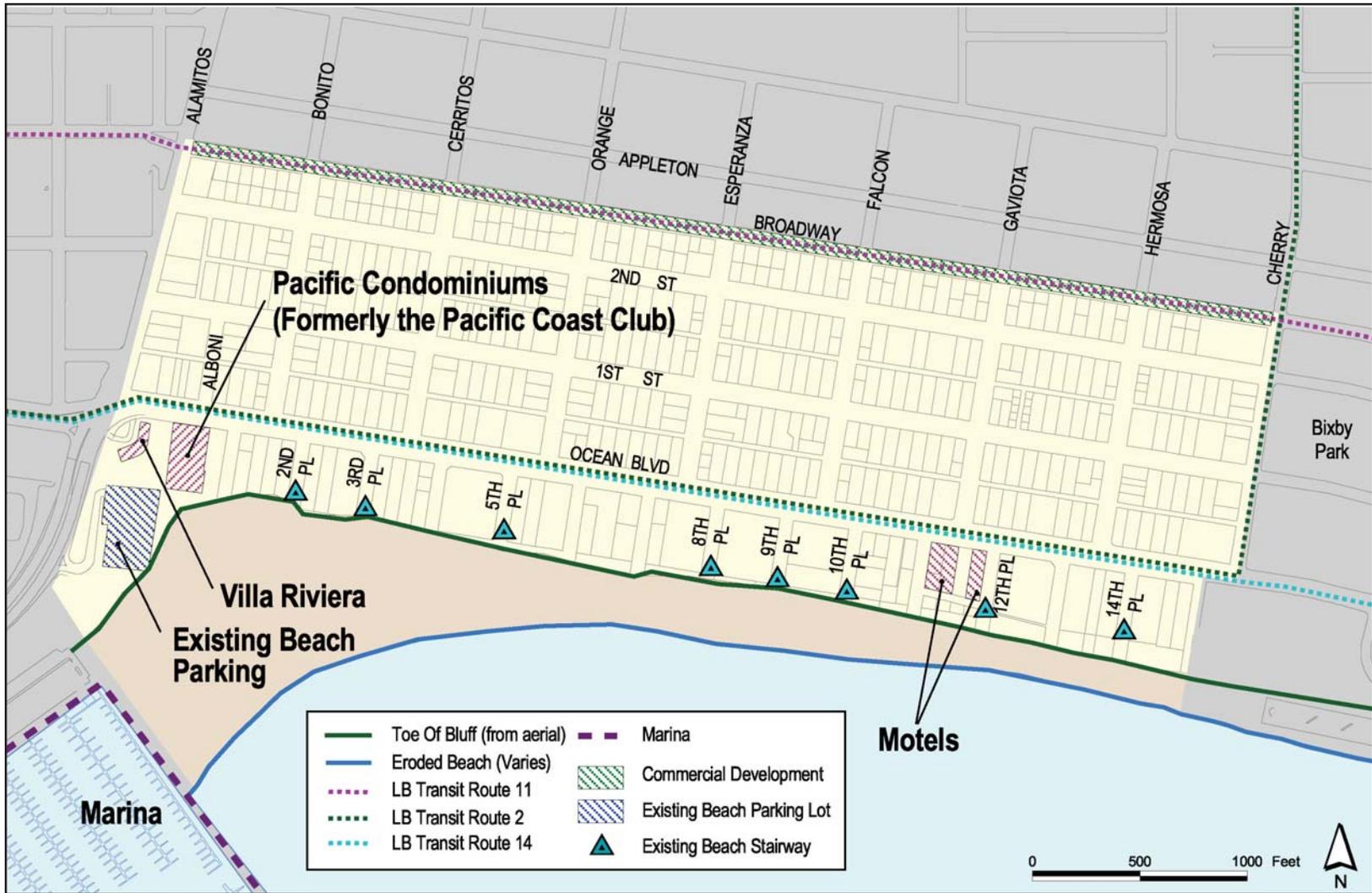
Access to the beach is primarily from certain street ends, although some buildings have their own access. Many buildings in this area cascade down the bluff onto the beach. There is little parking in Area A for the beach except on the streets.

SHORELINE ACCESS

The only beach parking lot is located behind the Villa Riviera at Alamitos Avenue. This encourages use of a small portion of the beach at the extreme westerly end of Area A. Elsewhere, the beach is isolated from the local street system by steep bluffs. The bluffs are traversed by wood frame stairways for pedestrians at intervals of several blocks. Parking for beach visitors is a critical problem. During the summer, curb parking spaces are occupied to capacity for several blocks inland. This creates a problem for the tenants living in the area, many of whom live in older buildings which lack adequate parking facilities, thus compounding the problem.

Bicycle traffic which now uses Ocean Boulevard must compete with automobiles on this busy route. Public transit is available on Routes 2, 11, and 14 of the Long Beach Transportation Company. Refer to Area B for descriptions of service provided by these routes.

Broadway and Ocean Boulevard are the principal east-west streets. Ocean Boulevard carries high volumes of peak hour traffic, but lower volumes at off-peak hours. Because of high concentration of dwelling units in Area A,



Area A: Existing Conditions

however, Ocean Boulevard remains quite busy from early morning to early evening. Although the Boulevard is part of the link between Port/downtown and east Long Beach/Orange County, there are traffic studies which indicate that only a small percentage of the total volume of traffic uses the routes for longer trip purposes.

Peak and off-peak hours tend to be busy on Broadway partially because of its commercial frontage, but also because it connects to the Long Beach freeway by way of the Third Street\Broadway one-way couplet. Additionally, Third Street (the westbound continuation of Broadway in the downtown area) will soon become the southern boundary of the new shopping plaza. This may increase traffic somewhat on this segment of Broadway.

First and Second Streets have light volumes of traffic as they serve only residential areas and do not have characteristics which encourage their use for longer trips.

Most of the north\south trips are carried on Alamitos and Cherry Avenues, on the western and eastern edges of Area A. Orange Avenue also carries some longer trip north\south traffic. It has the only traffic signal between Alamitos and Cherry. All other streets are local in character and use.

RECREATION AND VISITOR SERVING FACILITIES

The beach is the only public recreation resource in Area A. Access to this portion of the beach is gained by way of pedestrian stairways in eight locations: Second, Third, and Fifth Place; Eighth, Ninth and Tenth Place; Twelfth Place and Fourteenth Place. The only vehicular access to and parking for the beach is at the City lot behind the Villa Riviera. This lot accommodates 50 automobiles.

Beach users tend to cluster around the stairway locations and near the parking lot. Because the stairs are rather evenly distributed along Area A, however, users tend to distribute themselves more evenly than in Area B. Still, the beach is generally underutilized principally owing to the lack of parking.

Since the construction of the federal breakwater and San Pedro Bay, there has been no surf in Long Beach. This condition has resulted in a different type of use from that common at other beaches in Los Angeles and Orange Counties. The still waters are popular, however, with families having small children, with people who like to swim (as contrasted with wave jumping or surfing), with sunbathers, and with those who enjoy beach games such as frisbee, volleyball or football). It has long been suspected that this lack of surf

is responsible for the generally thinner crowds than at Santa Monica or Huntington Beach, for example, but the shortage of parking and difficult foot access down the bluffs no doubt also contribute to this condition. There are three small motels on the south side of Ocean Boulevard which are able to provide transient residential services to some visitors.

The western edge of Area A abuts that portion of the downtown shoreline which is soon to be developed into a 1,694 slip marina and a linear park with some additional automobile parking. There will no doubt be some spill-over activities from these developments on Area A's beach (see Policy Plan for the Downtown Shoreline).

HOUSING

With the exception of the commercial uses along Broadway and the three motels on Ocean Boulevard, Area A is exclusively private residential in character. The denser, taller buildings are concentrated south of Ocean Boulevard. They include rentals, cooperatives, and condominiums. This strip is anchored at both ends by particularly tall structures; the Villa Riviera, a cooperative, is at the western edge, and the Pacific Holiday Tower Apartments at the eastern edge. Just east of the Villa Riviera is the Pacific Coast Club, a 50-year-old private athletic club, now unused. It was declared a local historical landmark by the City in 1979, as was the Villa Riviera

North of Ocean Boulevard, housing is provided in many types of structures from single-family homes to dense but low-rise apartment houses. The cost of living in Area A is generally lower than in other parts of the coastal zone. It is believed that there are currently many moderate cost dwelling units in this area, possibly as high as 90-percent of the units north of Ocean Boulevard.

Because of the proximity of Area A to the downtown, it has long provided housing for workers in the central business district. In this decade, there has been a marked migration of elderly persons into Area A from downtown. The percentage of those 65 and older here is more than double the citywide average. This has probably occurred for several reasons; a perception of personal danger in downtown, lack of adequate choices in living quarters, and residential buildings giving way to commercial development. Since the downtown is now undergoing a massive revitalization, it is expected that this trend will continue until replacement housing can be constructed west of Alamos Avenue.

Apart from the commercial strip along Broadway, Area A is zoned R-4-N, dense multiple residential – low rise. This is a recent zoning conversion from

the older R-4 district which, in effect, permitted unlimited development. Under the aegis of the older zone, many very dense buildings were erected – some relatively low and some very tall. Currently, the average density south of Ocean Boulevard (where the high rise buildings are located) is approximately 88 units per acre. While the densities are considerably lower north of Ocean Boulevard, in some blocks it averages as high as 53 units per acre. There is little dilapidation in Area A, but about 570 units have been identified as needing rehabilitation.

DIKING, DREDGING, FILLING, AND SHORELINE STRUCTURES

To shoreline within Area A consists of a wide, flat beach that undergoes some accretion and erosion on an annual basis. The amount of such changes has been influenced by developments in the Port and downtown and by the federal breakwater. Changes to the beach are expected when the new downtown marina is completed (see Policy Plan for the Downtown Shoreline).

The Tidelands Agency of the City is responsible for monitoring and correcting beach erosion and unwanted accretion.

HAZARD AREAS

The Seismic Safety Element of the City's General Plan designates two distinct seismic response zones in Area A. One is the beach area, and the other the remainder of Area A above the bluffs. The bluffs themselves are not treated separately by this study.

The following conclusions are drawn for the beach area. The soil type is natural or hydraulic fill, generally granular. It is located near an area having slopes greater than 20 percent. The ground-water level is less than 20 feet. Fault rupture potential during a seismic event is considerable minimal, as is flooding. The area is subject to tsunamis (seismic sea waves). There exists a very great potential for liquefaction. Ground shaking is considered most severe for high-rise structures, but since there are not now and never will be high-rise (or any other) structures on the beach, this point is academic.

The description of the urbanized (upland) portion of Area A is as follows: the soil type is predominantly granular non-marine terrace deposits. The land is flat with a groundwater level from 40 to 80 feet. The fault rupture potential is considered minimal, as is the potential for flooding. The liquefaction potential is remote, as is the probability of tsunami damage. Ground shaking is considered most severe for low rise structures, the one to nine stories. However, all modern construction from one story wood frame or to moment

resisting steel frame buildings higher than 160 feet are considered compatible with the seismic responses to be expected in Area A.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

Ocean views from Ocean Boulevard are very limited because of the dominance of structures and lack of open space between them, the narrow streets, and the height of the bluff. The viewer on the Boulevard catches only glimpses of blue sky and slightly bluer water. Only by walking or driving to the end of one of the narrow north\south streets can the entire view be enjoyed. Some of the structures have been designed to maximize the view potential from the living units. Others appear to have ignored this amenity altogether.

PUBLIC WORKS

All street and utility improvements necessary for the safe and proper functioning of Area A are in place. Utility systems capacities are considered adequate to accommodate any growth within Area A foreseen by this plan. Street improvements are also adequate. Although Ocean Boulevard is crowded during peak hours, no widening or new construction are proposed. Some traffic management measures (for example, additional signals) may be necessary along Ocean Boulevard.

AREA A
POLICY PLAN SUMMARY

SHORELINE ACCESS

A principal objective of this plan is to improve public access to the beach in Area A. This will be accomplished in part by improvements to the street ends south of Ocean Boulevard. These will be developed as mini-parks for viewing and/or beach access purposes. Stairways at existing locations will be improved or rebuilt as required for public safety and increased capacity. The funding for these improvements will be derived in part from the one-half of one percent in lieu fee payment required of developers under certain conditions.

Another method of improving public access is through a continuing emphasis on the importance of the transit system in the coastal zone (and all of Long Beach). These services shall be reviewed periodically by the transit authorities for the purpose of increasing ridership and supplementing routes with mini-buses, vans, shuttles, and other cost-effective and efficient equipment. It is expected that future events of world-wide importance and certainly far beyond the influence of this LCP (especially, more severe gas shortages and ever increasingly prices) will eventually do more to force increased transit ridership than anything the City or Transit Company can do in the short term. When this happens, the severe parking shortage in Area A, long blamed as the cause of sparse beach usage, will no longer be so important.

Bicycle use will be encouraged upon completion of the beach bike trail. This will make it possible for shore residents to bike safely to work downtown, an option which will no doubt become more attractive in the future.

This plan emphasizes the development of Ocean Boulevard as a local scenic route rather than as a commuter corridor (see chapter on Conformance with General Plan Elements).

No measures to encourage increased utilization of First and Second Streets and Broadway shall be implemented, although some natural increases will occur as the result of the slightly higher densities allowed by this plan.



Area A: Policy Plan

RECREATION AND VISITOR SERVING FACILITIES

The existing visitor serving facilities, especially the three motels, shall be preserved as they provide for coastal access and enjoyment by persons of low and moderate income.

The park-like street and development (described above) will serve both recreation and visitor serving needs by providing access to the beach, as well as quiet sitting and viewing areas.

The beach bicycle path is the principal new recreation development in Area A. It is the link between the San Gabriel River trail and the Los Angeles-Rio Honda (LARIO) trail systems which serve much of Los Angeles and part of Orange Counties.

A connection between the beach bike path and Ocean Boulevard at Alamitos Avenue and Eleventh and Thirteenth Places (via ramps) will be investigated as a part of the final design. A pedestrian path shall be constructed adjacent to the bike path.

The beach itself is the primary recreation and visitor serving resource in Area A. No proposals for changes to the beach are made by this LCP. New restroom and appurtenant beach serving facilities, however, are programmed at First Place, Eighth Place, and Cherry Avenue (see Strand Policies).

Parking for the beach in Area A. will be supplemented by the addition of 50 spaces to the public lot in front of the Villa Riviera. Additionally, it is anticipated that some visitors to Marina Green Park who use those lots will circulate between the park and the beach.

LOCATING AND PLANNING NEW DEVELOPMENT

Residential

Public policy and land use decisions shall be used to preserve existing viable neighborhoods in Area A. This is also a principal goal of the Land Use Element of the Long Beach General Plan. Residential policies are grouped for north and south of Ocean Boulevard.

North of Ocean Boulevard. The land use policy for this neighborhood is directed toward preserving the enormous stock of low and moderate cost housing. For design guidelines, see Appendix. For exact housing policies, see chapter on Housing Policy.

Generally, heights shall be limited to 35', with 55' permitted in some areas (see zoning maps). Setbacks shall be increased over those required by the former zoning ordinance to improve open space. All parking shall be contained on-site to reduce the present over-parked curb situation and to free spaces for beach visitors. Mixed residential and commercial uses are encouraged along Broadway, with commercial nodes at certain intersections.

South Side of Ocean Boulevard. Measures shall be taken to preserve those buildings designated as historically or architecturally distinctive by the City's Cultural Heritage Committee (the Villa Riviera and the Pacific Coast Club), and others which may be so designated.

From First Place to Tenth Place high rise residential towers shall be permitted See Implementation section for design and development details and for replacement policies. They must have on-site parking adequate for residents and visitors.

The three existing motels are to be preserved as stated in Recreation and Visitor Serving Facilities.

This plan allows an increase of 1,707 units over the entire Area A (see the chapter entitled Growth Increments).

Non-Residential

Commercial facilities are permitted along Broadway and tourist-related commercial on Alamitos Avenue. Along Broadway commercial shall be limited to retail uses which are neighborhood-serving in nature. Small shops catering to walk-in trade are preferred rather than auto-oriented shopping complexes. See plan for locations of commercial nodes.

Tourist uses along Alamitos are restaurants, shops, motels, and similar uses. See Implementation for regulations.

DIKING, DREDGING, FILLING, AND SHORELINE STRUCTURES

Accretion and erosion of beach sand is occasionally a problem in Area A, and may become more of the problem upon completion of the Downtown Marina. This plan recommends the continuation of the establishment program for management of these problems.

HAZARD AREAS

Construction of units on the face of the bluff will require that studies be made by each developer of soil stability conditions. Otherwise, there are no special requirements not included in the Uniform Building Code.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

Measures for implementation of this policy plan adequately protect and enhance the visual resources of Area A, particularly those dealing with setbacks, view protection, shadow control, and development of street ends. See Implementation section.

PUBLIC WORKS

This plan recommends the following public works in Area A:

1. Bike path and parallel pedestrian path.
2. Park-like development at street ends.
3. Stairway improvements to facilitate beach access.
4. Restrooms on the beach.
5. Expanded parking lot at First Place.

IMPLEMENTATION PLAN
AREA A

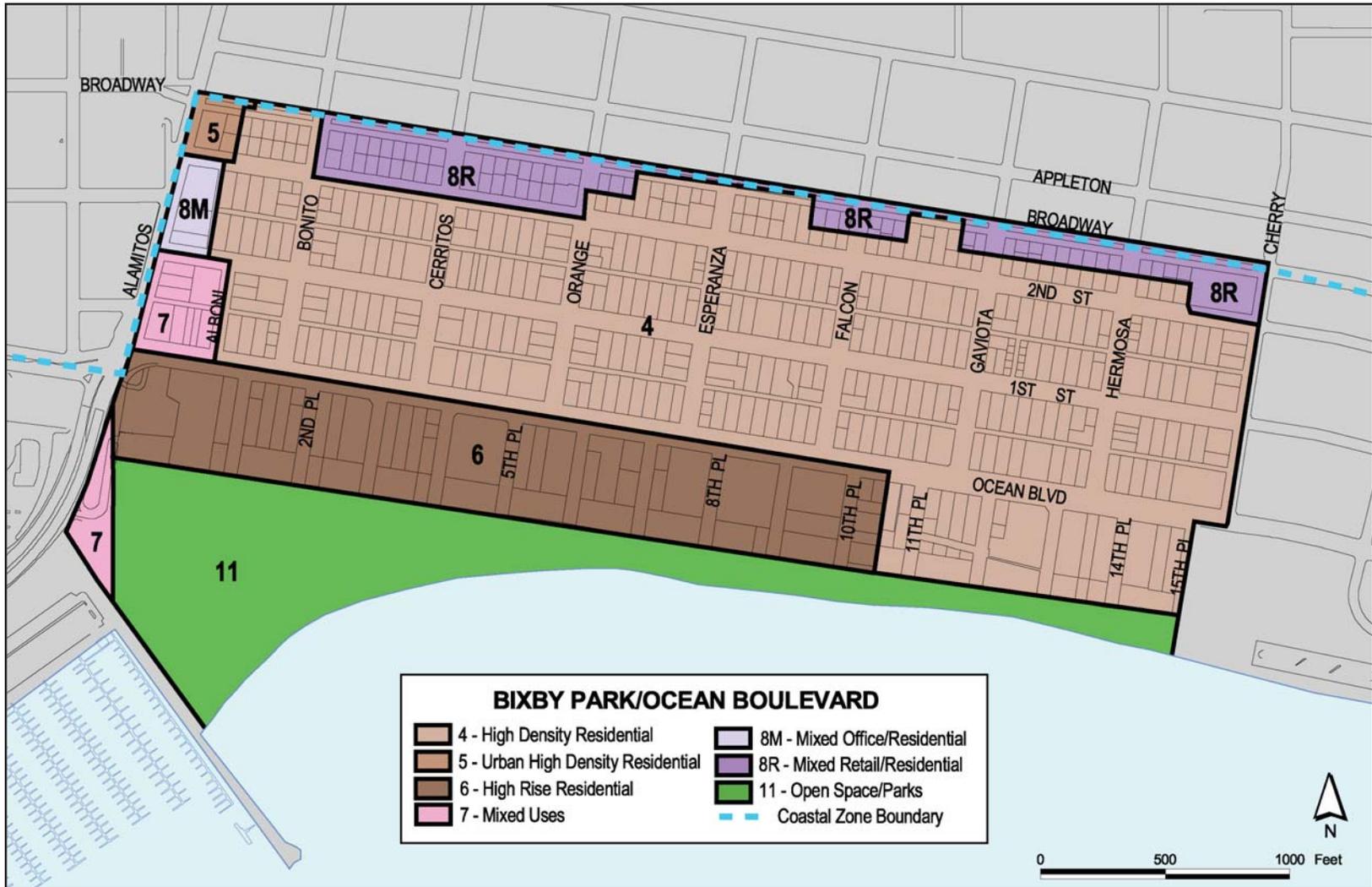
Land uses in this area are designated by the Land Use Element of the Long Beach General Plan. A copy of the relevant map section of that Element follows this page.

Land uses are further defined, and development standards applied, by the Long Beach Zoning Regulations. A copy of the relevant zoning maps follows this page.

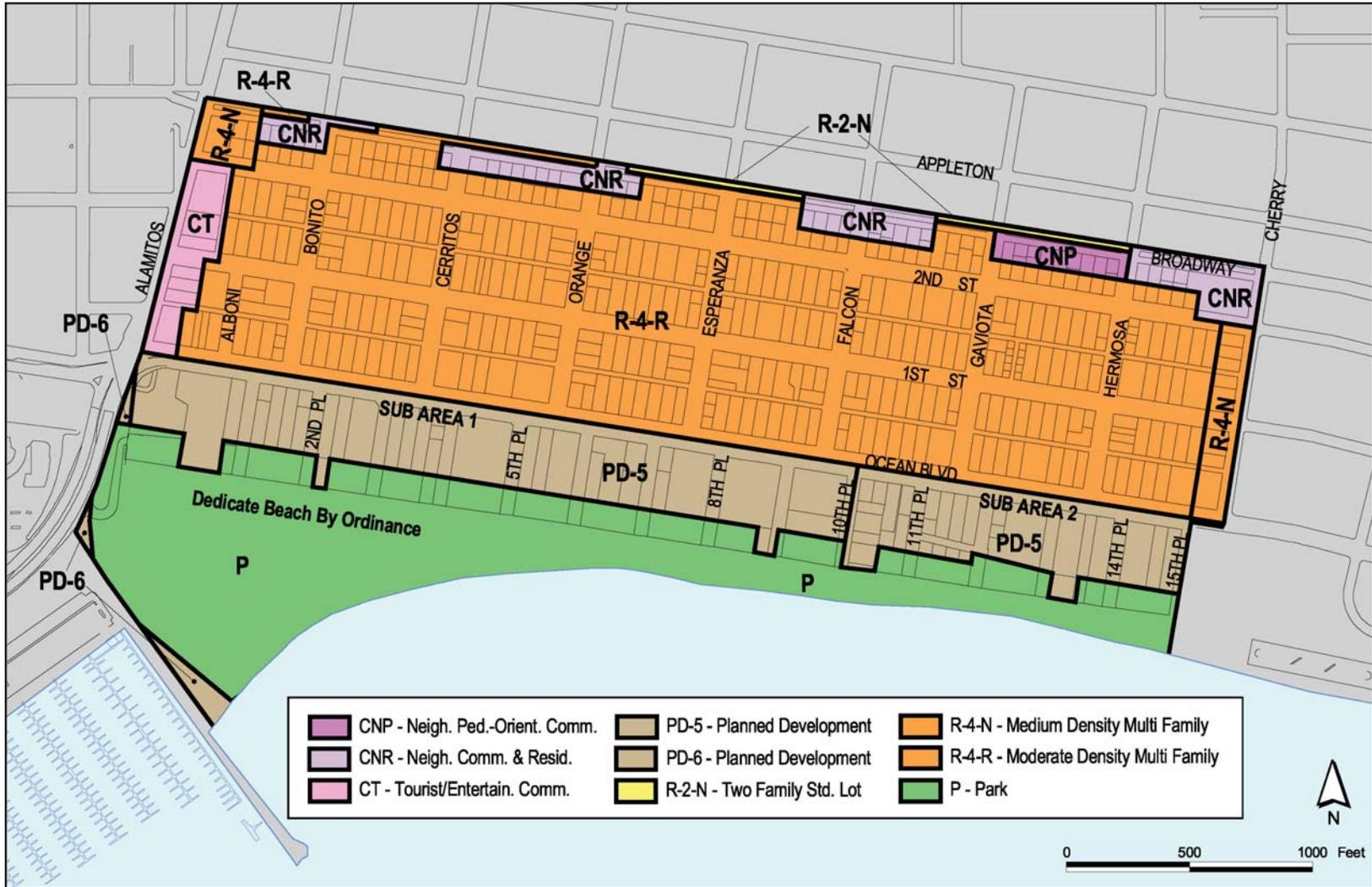
Specifics of the Land Use Districts and Zoning Districts are found in the Land Use Element and Zoning Ordinance. Districts and standards may be changed from time to time by actions of the Long Beach City Planning Commission and City Council. Any such amendments which would affect development and the coastal zone must be approved by the California Coastal Commission.

Dedications. The beach shall be dedicated or designated in perpetuity by City ordinance as public park land.

Low/Moderate Cost Housing. Removal of such housing in the coastal zone may be subject to the requirements of the housing replacement policy. See the Housing Policy chapter.



Area A: Land Use Districts



Area A: Zoning Map

OCEAN BOULEVARD
PLANNED DEVELOPMENT PLAN
(PD-1)

The intent of this Planned Development Plan is to provide a framework to guide new development in a way that is sensitive to the high level of public interest in the plan area. The plan area is land between the public beach and the first parallel public roadway, Ocean Boulevard, from Alamitos Boulevard to Bixby Park which is designated as a scenic route. The land is in private ownership and is primarily used as multi-family residences at a high density. Many of these uses are likely to be replaced by new uses. This plan is intended to cause new development to be of a similar nature, designed with sensitivity to the policies of the California Coastal Act of 1976 and the Long Beach Local Coastal Plan, and incorporating a maximum of public involvement and review of the individual projects.

A special incentive provision is provided in this Planned Development Plan to encourage lot assembly for the construction of a high rise development. In this incentive, higher density and greater heights for provided in exchange for greater visibility of the ocean, greater on-site open space and greater contributions to access to the beach by improvements in public rights-of-way.

In reviewing the 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 specified herein. The Commission shall not permit variance from those standards unless it finds that such variance meets the intent of the original standards and is consistent with the overall goals and objectives of the adoptive Specific Plan. When a variance is requested within the Coastal Zone, a finding shall also be required that "This variance will not adversely affect access to or along the shoreline including physical, visual or psychological qualities of access.

GENERAL DEVELOPMENT AND USE STANDARDS

1. Use. All uses in this plan area shall be multi-family residential.
2. Existing motel sites shall be retained in motel use. The Pacific Coast Club site, if the designated cultural landmark building is maintained, may be used for hotel, retail, office or private club uses.

Retail and service commercial use shall be permitted in residential buildings as accessory uses servicing the residents. No exterior signage display or visibility shall be permitted for these accessory uses.

2. Access

- A. Vehicular. Vehicular access shall be limited to the north/south side streets, the “Places”, whenever a development site has access to the side streets. When such access is not available, access shall be from Ocean Boulevard.
- B. Pedestrian. Pedestrian access from Ocean Boulevard to the beach shall be provided along the “Places”. Each new development shall provide for improving such access at one place through the provision for such features as new stairways, lighting, landscaping and street improvements, according to an improvement plan consistent with LCP access plan map to be developed by the Tidelands Agency and the Bureau of Parks, and approved by the Planning Commission. Such plan shall be developed and approved prior to the granting of any development approval. Development responsibility for such provisions shall be at least one-half of one percent of the value of the development.

3. Building Design Standards

- A. Design Character. All buildings shall be designed so as to provide an interesting façade to all sides and to provide an open and inviting orientation to Ocean Boulevard. The following additional features shall also be provided:
 - 1. The exterior building design style and façade shall be appropriate for the area and harmonious with surrounding buildings.
 - 2. Any portion of any building south of the shoulder of the bluff shall be terraced to reflect the sloping nature of the bluff.
- B. Yard Areas
 - 1. Setbacks.
 - a. Ocean Boulevard Frontage – 25’ from property line.
 - b. Side Streets – 8’ from side street property lines.
 - c. Interior Property Lines – 10 percent of the lot width.
 - d. Beach property lines – No building shall extend toward the beach further than the toe of the bluff, or where existing development has removed the toe of the bluff, no building shall extend toward the beach further than existing development on the site.

2. Projections into Setbacks. Porte-cochere and balconies may-project into yard areas provided:
 - a. They do not project into interior yard area.
 - b. They do not project more than one-half of the required setback.
4. Parking
 - A. Number of Spaces
 1. Residential. 2.00 spaces shall be required for each dwelling unit for resident use, except elderly housing provided as affordable housing (so stipulated by Deed restrictions) which shall require not less than 1.25 spaces per unit. One quarter space per dwelling unit shall be required for guest use.
 2. Hotel/Motel. One space per room (including banquet, meeting rooms, restaurants, etc.) or 0.75 per room (banquet, meeting rooms, restaurants, etc., counted separately).
 3. Other Uses. As per Zoning Regulations outside of Planned Development areas.
 - B. Size of Spaces
 1. Standard. 9' x 19' with 24' turning radius.
 2. Small. 8' x 15' with 21' turning radius access. May used for up to 35 percent of all spaces.
 - C. Tandem Spaces. Tandem spaces may be used in hotel/motel use with valet parking arrangements and in residential use when both spaces are assigned or sold to the same dwelling unit. Guest parking may be provided in tandem with valet parking arrangements.
 - D. All parking shall be in garages closed to public view of vehicles inside. No parking garage other than grade access facilities shall be permitted at grade on the Ocean Boulevard frontage.
5. Landscaping. One palm tree not less than 15' high as street tree for each 20' of street frontage; one 24" box and one 15-gallon tree for each 25' of street frontage. Five 5-gallon shrubs per tree. One cluster of three palm trees for each 20' of beach frontage. Any exposed bluff area shall be landscaped to the satisfaction of the Parks Bureau of the Department of Public Works, including bluff areas on public property and adjacent public streets rights-of-way.

6. Off-Site Improvements Required of Developer
 - A. Public access. Public access shall be provided for as described under pedestrian access.
 - B. Landscaping. Each new building constructed shall provide street trees, bluff and beach landscaping.

SPECIFIC DEVELOPMENT AND USE STANDARDS

Sub-Area 1. This sub-area is the area closest to downtown. It is distinguished by three existing high rise buildings, the Villa Riviera, the Pacific Coast Club, and the St. Regis (the former two being designated as cultural landmarks) and a single-family home designed by the important architectural team of Charles and Henry Greene.

1. Uses. Residential. Standard site development - up to 54 dwelling units per net acre; incentive development - up to 120 dwelling units per net acre.
2. Access. As noted in General Standards.
3. Building Design.
 - A. Floor Area Ratio.
 1. Standard Site Development. No building shall see in gross floor area more than two and one-half times the area of its site.
 2. Incentive Development. No building shall exceed in gross floor area more than six times the area of its site.

Parking area shall not be included in as floor area.
 - B. Height.
 1. Standard Site Development. Forty-five (45) feet or four (4) stories of the Ocean Boulevard elevation.
 2. Inventive Development. No building shall exceed the height of the bottom of the roof of the Villa Riviera, or sixteen (16) stories, whichever is more restrictive.
 - C. Lots Coverage
 1. Standard Site Development. From Ocean Boulevard grade to the sky, lot coverage shall not exceed sixty-five (65) percent of the lot area.

2. Incentive Development. From Ocean Boulevard grade to the sky, lot coverage shall not exceed thirty (30) percent of the lot area.
- D. Special Design Features for Incentive Development.
1. The development sides must be not less than 40,000 square feet in net site area.
 2. Provisions shall be incorporated into the proposal for public views through the site to the ocean to the maximum extent practical by such means as, but not limited to:
 - a. Open Ocean Boulevard story for view under the development; or
 - b. Wide, unfenced side yards; or
 - c. Unfenced diagonal setbacks at corners with side streets (Places).
 3. The buildings shall be designed to minimize shadows being cast north of Ocean Boulevard. Shadows shall not be cast north of Ocean Boulevard between the hours of 11:30 a.m. to 1:30 p.m. except joint three months of the year.
 4. Development on a single site shall contain no more than one high-rise structure.

Sub-Area 2. This area is a transition area between the large-scale high intensity development of the downtown and smaller, less intense development of the eastern portion of the coastal zone.

1. Uses. Residential; up to a density of 54 dwelling units per acre. Existing motel use sites shall remain in motel use.
2. Access. Same as General Development and Use Standards.
3. Building Design
 - A. Floor Area Ratio. The gross floor area of the building shall not exceed two and one-half times the area of the site. Parking area shall not be included as floor area.
 - B. Height. The height of the building shall not exceed forty-five (45) feet or four (4) stories above Ocean Boulevard grade.

- C. Lot Coverage. Lots coverage shall not exceed sixty-five (65) percent from Ocean Boulevard grade to the sky.
- D. Usable Open Space. Each unit shall have a minimum of sixty-four square feet of usable open space abutting the unit, only accessible from the dwelling unit.

BIXBY PARK/BLUFF PARK NEIGHBORHOOD
(AREA B)

GENERAL DESCRIPTION

This portion of the coastal zone extends from Cherry Avenue on the west to Redondo Avenue on the east and from Broadway south to the water line. It is approximately 231 acres in area and contains 41 block faces of intense urban development, as well as two city parks.

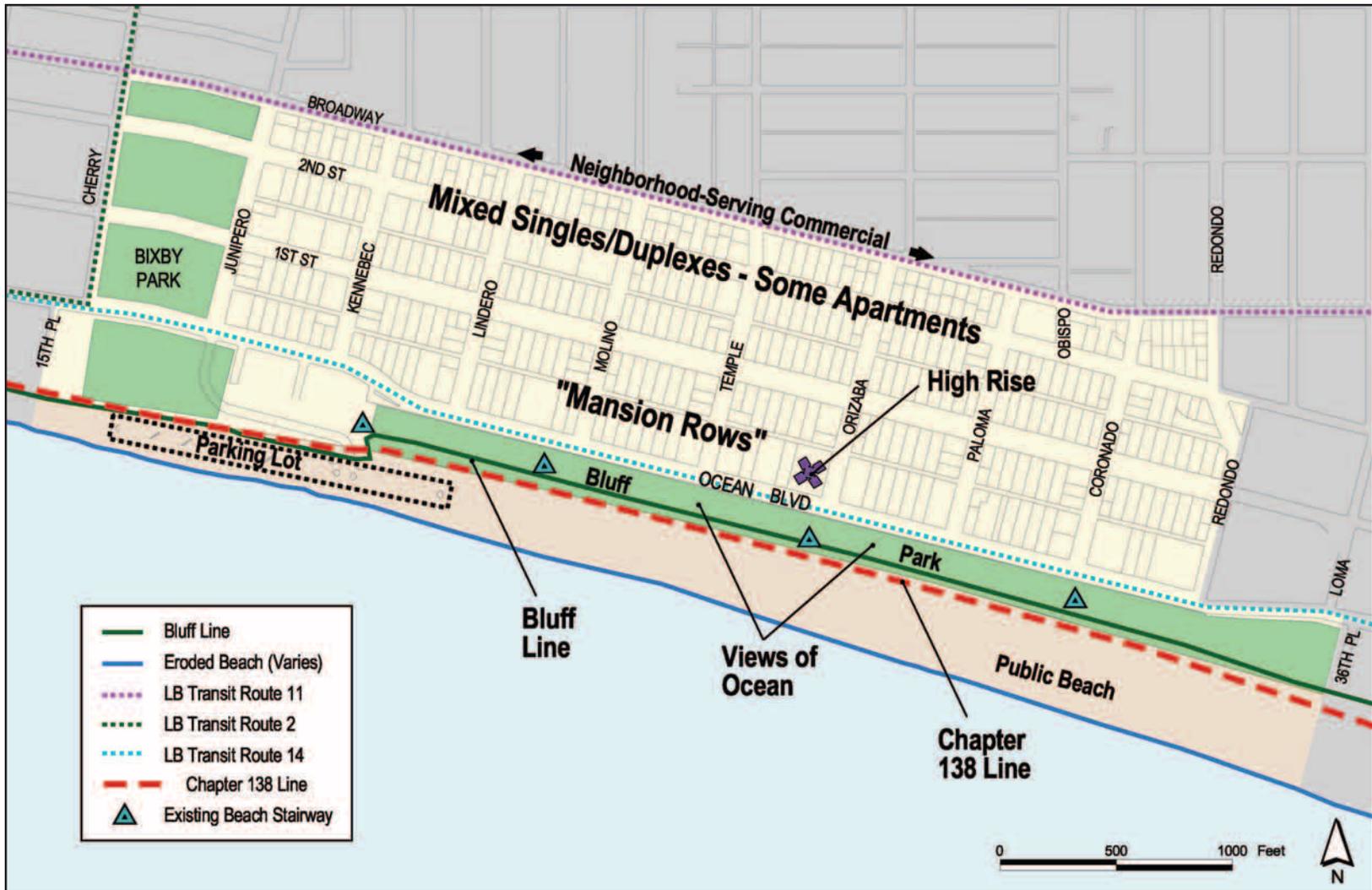
The total population of this area is 2,810, 17 percent of whom are 65 years of age and older. There are 1,376 dwelling units; the average density is 5.9 units per acre. Five hundred and sixteen units are owner occupied, and 860 are rental units. Thirteen percent of the total units are in need of some rehabilitation. The average family income in this area is estimated to be \$19,000.

Bixby Park is a heavily utilized general recreational area that provides both active and passive recreational opportunities. In addition to game courts, it includes a band shell with frequent concerts, and open recreation areas. The park is separated from the beach by Ocean Boulevard and the bluff; a tunnel connects the areas but is infrequently use.

Bluff Park is situated at the top of the bluff along the south side of Ocean Boulevard between Kennebec and Redondo Avenues. This long narrow park with walkway at the edge of the bluff does not connect any major activity centers. At the eastern end of the park is the vacant three acre Taper property which is the subject of continuing litigation.

Access from Bluff Park to the beach below is limited to a few stairways. These are little use to their steepness and poor maintenance, and due to an absence of off-street parking at the top of the bluff. In addition, the bluffs show severe erosion. Storm drain outfalls emerge from the bluffs at several locations, compounding the erosion problems created by the soil type and lack of vegetation. In response to these access and erosion problems, and earlier shoreline plan proposed a recontouring of the bluffs from Ocean Boulevard out onto the sand.

In addition to parking and access problems, other conditions affecting beach usage are the advanced age level of a high percentage of nearby residents, the lack of commercial support facilities, conflict with adjacent private holdings, exposure to the gusty winds, lack of surf, unattractiveness of the bluffs, and oil islands, and the general lack of activity.



Area B: Existing Conditions

Area B was divided into three sub-areas for study purposes. Sub-Area 1 encompassed the high-density apartments east of Bixby Park and the commercial strip along Broadway. Sub-area 2 is the fairly homogenous district of single and duplex homes. It also contains the area's only two high-rise buildings. Sub-area 3 encompasses Bixby Park, Bluff Park and the bluffs.

SHORELINE ACCESS

The only beach parking lot (407 spaces) is adjacent to Bixby Park, below the bluffs and readily accessible by an efficient roadway built about ten years ago. Elsewhere, the beach is isolated from the local street system by steep bluffs. The bluffs are traversed to by wood frame stairways for pedestrians at intervals of several blocks. Parking for beach visitors is a critical problem. During the summer, curb parking spaces are occupied to capacity for several blocks inland. This creates a problem for tenants living in the area, many of whom live in older buildings which lack adequate parking facilities, thus compounding the problem.

Public transit is available on several routes of the Long Beach Transportation Company. Route 14 connects the ports of Los Angeles and Long Beach with downtown along Ocean Boulevard, and with east Long Beach and Leisure World on Livingston Drive/Second Street/Westminster Avenue.

Weekday and weekend service is provided on 30-minute headways from 7:00 AM to 6:00 PM. There is no nighttime service on this line.

Route 11 provides service along Broadway from the downtown area to Ximeno Avenue (ten blocks east of the eastern boundary of Area B). The route then turns north to using Ximeno, Lakewood Boulevard and Clark Avenue to serve the traffic circle shopping district, Community Hospital, Long Beach General Hospital, Long Beach Airport, City College, Lakewood Shopping and Civic Centers, and finally the southern portion of the City of Bellflower. Along this line, Route 11 intersects with nine east/west routes serving virtually every part of Long Beach. Service on Route 11 is provided on 20/30 minute headways on weekdays and Saturdays, and 30/60 minute headways on Sundays. Buses run over most of the total route from 6:00 AM to 12:00 midnight.

Broadway and Ocean Boulevard are the principal east/west traffic streets. Ocean Boulevard carries high volumes of peak hour traffic but lower volumes at off-peak times owing to the lack of commercial development along its frontages.

Broadway carries high peak-hour volumes, and off-peak hours also tend to be busy because of the commercial development of the street. At Alamitos Avenue, Broadway links with the Third Street/Broadway one-way couplet which connects to the Long Beach Freeway. Additionally, Third Street (the westbound continuation of Broadway in the downtown area) will soon be the southern boundary of the new shopping plaza. This is not expected to impact Area B, however. First and Second Streets have light volumes of traffic as they are both residential in character and do not have longer trip aspects. Their sections through Bixby Park are psychological barriers to free traffic flow. Periodically, it has been suggested that these two streets be closed through the park.

Most of the north/south traffic volumes are carried on Cherry and Redondo Avenues. Both of the streets reach into central or north Long Beach and both connect directly or indirectly with the San Diego Freeway. They are not heavily impacted in the coastal zone, however, because most southbound traffic is intercepted by Pacific Coast Highway, Anaheim Street, and Seventh Street before it enters the zone.

RECREATION AND VISITOR SERVING FACILITIES

The beach, Bixby Park and Bluff Park are the facilities in this area which serve visitors and provide recreation.

The Beach

This portion of the beach is heavily utilized during the summer owing to the parking facilities which are reached from Ocean Boulevard and Junipero Avenue.

This on-the-beach lot has a capacity of 407 vehicles. Clustered around the lot are lifeguard, restroom and concession facilities, as well as several volleyball courts. Some of these facilities are scheduled for renovation or replacement. Further along the beach is a restroom/concession building at Molino and a restroom at Coronado.

Stairs lead down the bluff to the beach at 20th Place, Molino, Orizaba, and Coronado. Patrons of the beach naturally tend to cluster in these locations, as well as around the parking lot. The stairs are wooden and are generally in need of repair.

The Parks

Bluff Park is the strip of land between Ocean Boulevard and the top of the bluff. It acts as a visual and physical transition between the urban development north of Ocean Boulevard and the beach and, therefore, is unusual in southern California where development tends to front the beaches. Because of its linear configuration, it is heavily used by cyclists and runners. It is also popular with those who enjoy throwing Frisbees or participating in informal football games. Since the park is predominantly grass with few trees, active uses are encouraged. The only parking for Bluff Park is on Ocean Boulevard and the side streets.

Bixby Park was created to be and operates as a neighborhood park. Its importance has grown in recent years, however, owing to the fact that many senior citizens who formerly resided in the downtown area have moved eastward toward and around the park. It has become the center of much recreational activity of the senior citizens, a role formerly filled by Lincoln Park and the Seniors' Center downtown. Lincoln Park declined in use after the old library burned and the new Civic Center was constructed. The Seniors Center was moved to 4th and Orange, about seven blocks from Bixby Park.

Facilities at the park include two large multi-purpose rooms, where dances and other social events are held, a large card-playing center, and a group of shuffle-board courts. These facilities are the center of senior activities. Elsewhere in the park are tot lots, a band shell, and open spaces which are used by a variety of visitors.

All parking is on the streets. Public transit serves the park on Broadway and Ocean Boulevard. Additionally, Route 2 travels north/south on Cherry Avenue, the western boundary of Bluff Park.

HOUSING

With the exception of some commercial uses along Broadway, Area B is exclusively residential in nature. There is a concentration of apartments in the east of Bluff Park, many of which accommodate senior citizens. The remainder of the area is low density dwellings. The overall density of Area B is only 5.9 units per acre, indicating a predominance of singles and duplexes on large lots.

There are two distinctive areas referred to locally as "mansion rows". One is along First Street and contains many noteworthy homes, some of brick construction. The other is along Ocean Boulevard, with large residences

fronting along Bluff Park with the view of the ocean. Both of these areas are now being surveyed for architectural resources under a State historic preservation grant.

In the early 1960s, the Ocean Boulevard frontage was rezoned to R-5 and in the decade which followed two high-rise residential buildings were erected. The negative response to this type of the structure and Area B caused the City Council to return the strip to its original R-2 zone in 1977.

There is little low and moderate income housing in Area B except along Broadway. While there are no dilapidated units in Area B, there are 179 units needing rehabilitation.

DIKING, DREDGING, FILLING, AND SHORELINE STRUCTURES

The shoreline within Area B consists of a long relatively flat beach area that undergoes some accretion and erosion on an annual basis. The amount of such changes has been influenced by previous developments in the port and downtown areas and by federal breakwater and other marine structures. The Tidelands Agency of the City of Long Beach is responsible for monitoring and correcting beach erosion and accretion.

HAZARD AREAS

The seismic response zones in Area B are identical to those in Area A. See Area A for a complete description of the seismic and other hazards. The bluffs are less stable in Area B, however, owing to the fact that they are in their natural state (not covered by buildings). The most recent example of instability occurs in the winter of 1977/1978, the winter of record rainfall when a large portion of Bluff Park slumped several inches, causing some damage and threatening the stability of Ocean Boulevard.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

Unobstructed views of the bay and ocean from Ocean Boulevard are the unique visual resource of Area B. This resource was created and is protected by Bluff Park which runs nearly the length of Area B, from 20th Place to Redondo Avenue. The view to the south from Ocean Boulevard and Bluff Park is a “long view”—only the ocean and horizon are visible. One must walk almost to the edge of the bluff to see the beach below.

Area B has other visual resources in addition to this ocean view. The special communities identified earlier as “mansion rows” on First Street and Ocean

Boulevard create, through their charm and appeal, a neighborhood ambiance which has a great visual attractiveness. Street widths, landscape treatment, and building condition all contribute to the visual resources of the special communities. Area B derives much of its character from these resources.

PUBLIC WORKS

All street and utility improvements necessary for the safe and proper functioning of Area B are in place. Utility systems capacities are considered adequate to accommodate any growth within Area B foreseen by this plan. Street improvements are also currently adequate, although some streets are crowded during peak hours. No widening call or new construction is proposed. The bluffs will require continued maintenance, and some solution to the erosion problem is necessary (see Policy Plan and Strand Policy).

AREA B
POLICY PLAN SUMMARY
SHORELINE ACCESS

The existing beach parking lot at Junipero Avenue is to be expanded from 407 to 500 spaces to improve public access to this portion of the beach. Extended parking should be placed north of the existing parking lot to the maximum extent feasible. Recreational facilities, including basketball, should be permitted in any area north of the parking lot, where parking space development is not feasible. The wooden stairs leading down the bluff to the beach shall be rebuilt as required to improve safety and encourage use. These locations shall be well marked in Bluff Park so that they are easy to identify. Pedestrian actuated traffic signals should be installed on Ocean Boulevard at stairways locations.

Ocean Boulevard shall be used primarily as a scenic route rather than a commuter thoroughfare. No changes to the Boulevard shall be made which will increase its capacity to carry more traffic. Speeds should be controlled using signals and other devices.

First and Second Streets shall be used primarily for residential purposes. Additional traffic should not be diverted to these streets. Proposed traffic changes in Area B shall be subject to public notification.

Transit service should be steadily improved (see Area A Policy Plan). North/south transit service on Redondo Avenue should be investigated by the Transit Company.

RECREATION AND VISITOR SERVING FACILITIES

The Beach

The Junipero Avenue parking lot shall be increased from 407 to 500 spaces. Lifeguard, restroom and concession facilities in this location, as well as at Molino and Coronado Avenues, shall be refurbished or rebuilt.

Basketball courts shall be permitted between the eastern arm of the parking lot and the bluff. Volleyball courts should be established at Molino Avenue, and also a children's play module.

The shoreline bike trail and pedestrian path will traverse vs. the beach and Area B. The auto ramp at Junipero Avenue can be used by bicyclists to reach the trail from Ocean Boulevard.

The Parks

No changes to Bixby Park are proposed by this LCP, Bluff Park should be preserved as a strolling park with beaches. Emphasis should be placed on reinstating its once beautiful flower beds. The area south of Ocean Boulevard between Bixby and the Bluff Parks, now occupied by private development, should be subject of negotiations for possible future purchase by the City if funds become available. The Art Museum should be preserved and should continue in public ownership.

The prime function of Bluff Park is as a viewing area and this may be encouraged by the use of wide promenades, a scenic trail, and a well-designed seating area, a children's play area and family picnic spot should be considered in future improvement plans.

LOCATING AND PLANNING NEW DEVELOPMENT

Residential

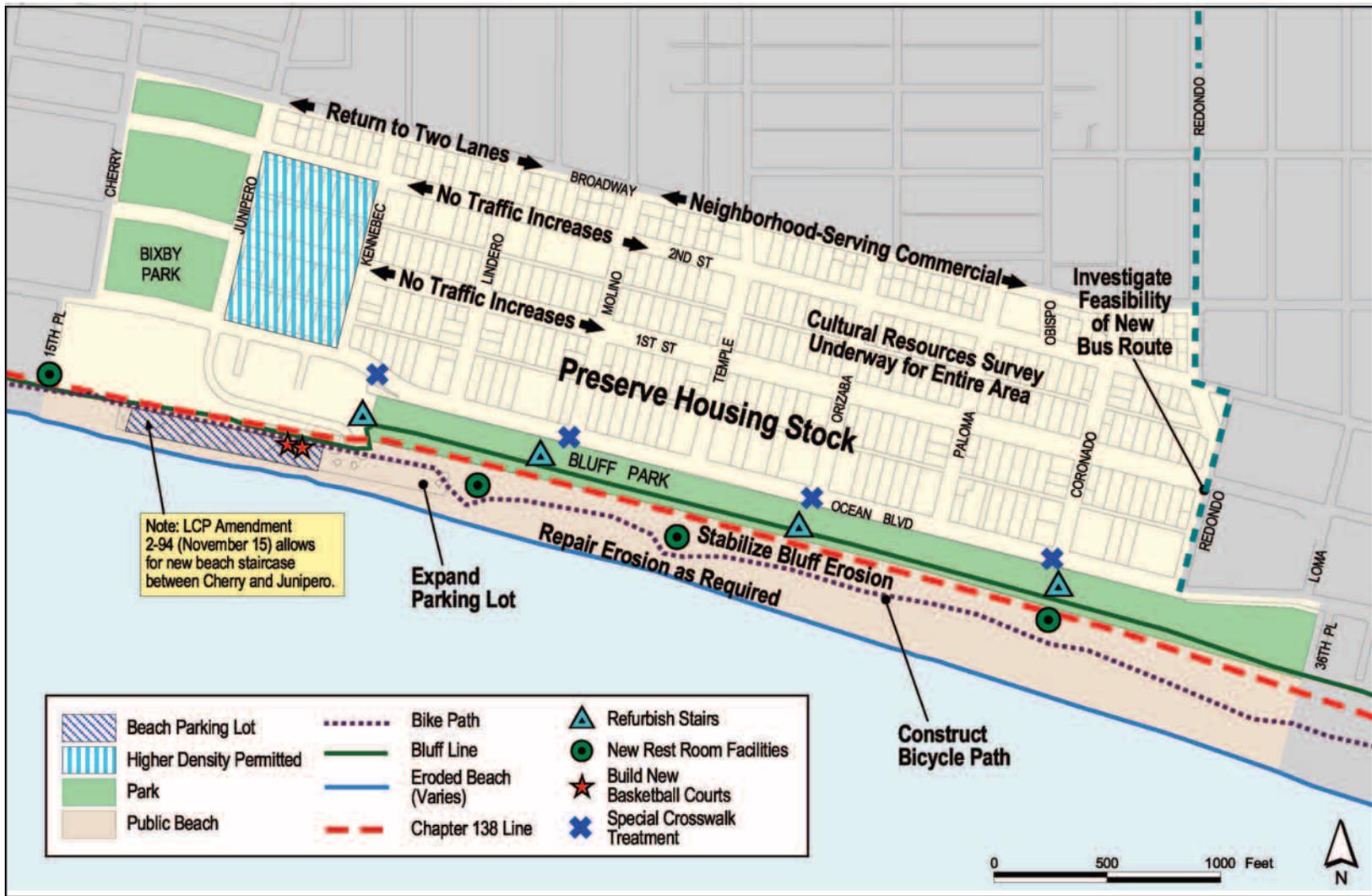
Kennebec to Junipero and Half-Lot South of Broadway. The development of town houses and low density multiples shall be permitted. The block faces a higher density between Bixby Park and Kennebec Avenue are recognized by this plan. Infill developments of the same nature are permitted. Repetitive design should be discouraged. Access to residential or business uses along Broadway should not adversely affect the neighborhood on Second Street. Access from side streets, where possible, is desired. See Implementation section for design and development standards.

Ocean to Second, East to Kennebec. Duplex density and housing character shall prevail in this sub-area. See Implementation section for design and development standards and special setback requirements along Second Street. All new construction in this sub-area shall meet established architectural standards for compatibility with the existing neighborhood. An advisory committee or the City Planning Commission should be available for consultation on all new construction design.

Non – Residential

South side of Broadway. This sub-area should be recycled with the commercial strip along Broadway replaced with:

A combination of residential and commercial development along Broadway. First floor retail/commercial and second or third for residential may be allowed.



Area B: Policy Plan

Commercial development along Broadway shall be primarily to provide for the commercial convenience needs of neighborhood residents.

New and rehabilitated commercial developments shall promote community stability and a desirability and shall be in harmony with the character of the surrounding neighborhood.

For the location of commercial nodes along Broadway, see the Zoning Plan.

For replacement and low/moderates income policies, see Housing Policy.

Historic Preservation

East of Kennebec. The current housing in this section should be preserved. This area should be studied by the appropriate bodies as to its possible historical significance.

DIKING, DREDGING, FILLING, AND SHORELINE STRUCTURES

Accretion and erosion of the beach sand is occasionally a problem in Area B. This plan recommends continuation of the established program for management of these problems.

HAZARD AREAS

No special requirements not included in the Uniform Building Code are considered necessary by this LCP for structures in Area B.

Bluff erosion and slumping which may be hazardous should be stabilized by planting and diversion of run-off waters away from the face of the bluff. As long as this feature is left in its natural state, however, no maintenance program can guarantee a complete elimination of hazardous conditions.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

The visual resources of Bixby and bluff parks are preserved intact by this LCP. No changes are proposed to either park which would impair or reduce existing views and open space character.

The special communities in Area B—the “mansion rows” on Ocean Boulevard and First Street—are, at the time of writing this LCP, being surveyed for identification of cultural resources under aegis of a grant from the State Office of Historic Preservation. A possible result of this survey is the designation of a part of Area B as an historic district as defined by City Ordinance.

Measures protective of structures and the district are automatically invoked when such a designation occurs (refer to Cultural Heritage Ordinance).

PUBLIC WORKS

This plan proposes the following public works in Area B:

1. Stairways improvements down bluffs.
2. Restaurant and concession facility improvements on the beach.
3. Enlargement of the Junipero Avenue parking lot.
4. Construction and basketball courts on the beach near the parking lot.
5. Construction of the bikeway/pedestrian paths along the beach.
6. Bluff erosion control.
7. Beach erosion control.
8. Intersection improvements on Ocean Boulevard opposite bluff stairway locations.

IMPLEMENTATION PLAN

AREA B

Land uses in this area are designated by the Land Use Element of the Long Beach General Plan. A copy of the relevant map section of that Element follows this page.

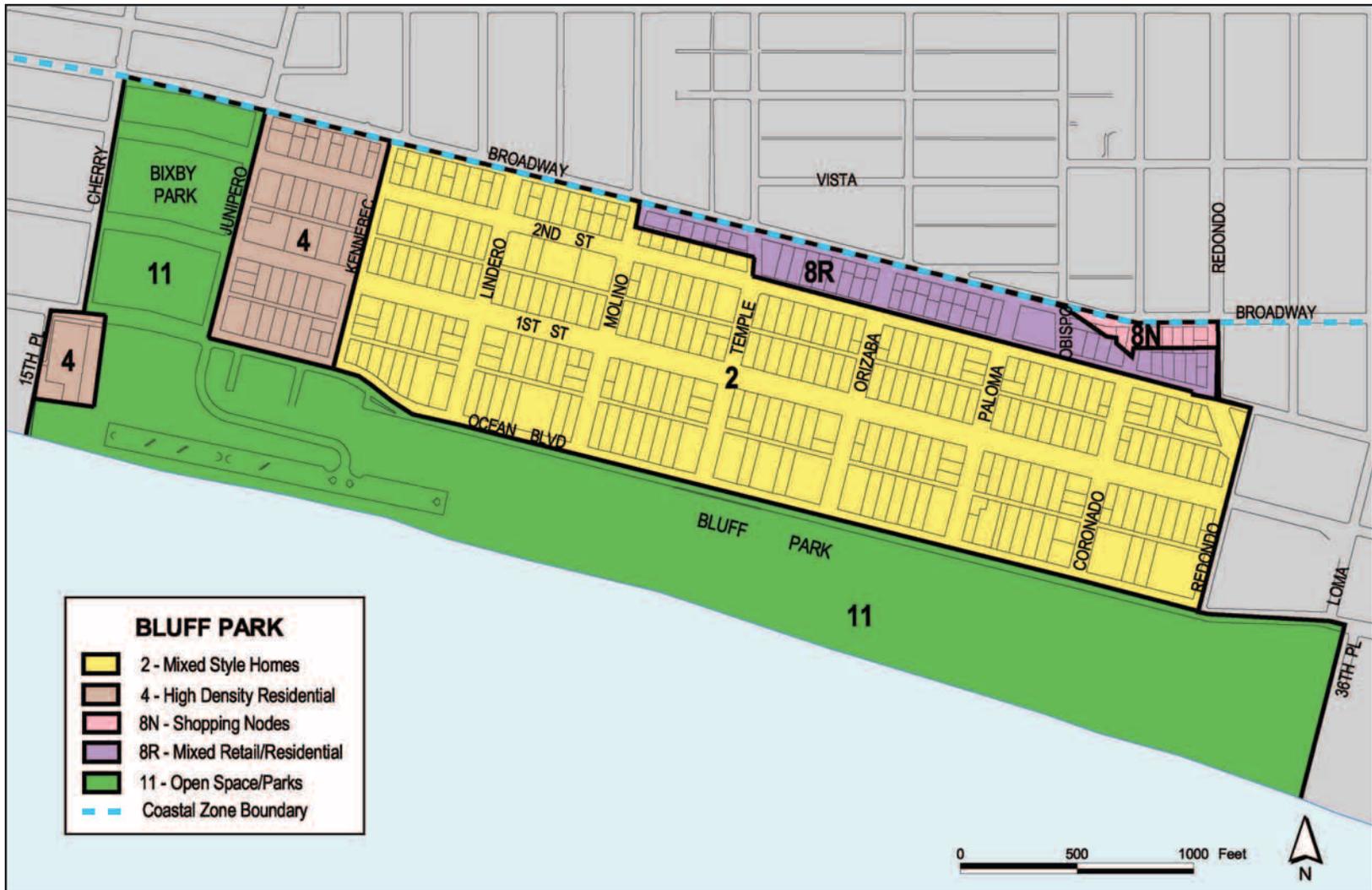
Land uses are further defined, and development standards applied, by the Long Beach Zoning Regulations. A copy of the relevant zoning map follows this page.

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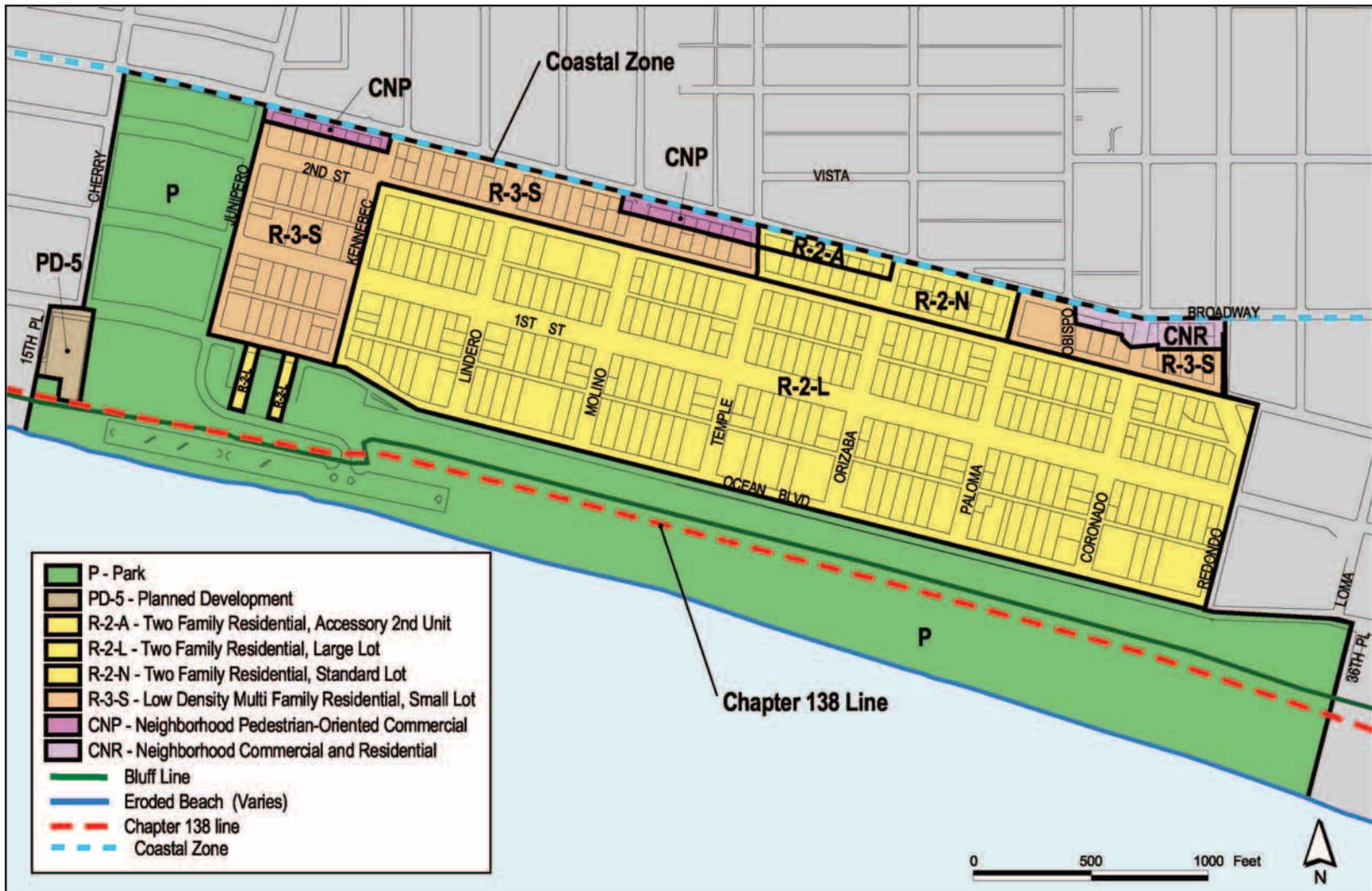
Specifics of Land Use Districts and Zoning Districts are found in the Land Use Element and Zoning Ordinance. Districts and standards may be changed from time to time by actions of the Long Beach City Planning Commission and City Council. Any such amendments which would affect development in the coastal zone must be approved by the California Coastal Commission.

Dedications. The beach shall be dedicated or designated in perpetuity by City ordinance as public park land.

Low/Moderate Cost Housing. Removal of such housing in the coastal zone may be subject to the requirements of the housing replacement policy. See the Housing Policy chapter.



Area B: Land Use District



Area B: Zoning Map

BELMONT HEIGHTS NEIGHBORHOOD
(AREA C)

GENERAL DESCRIPTION

This portion of the coastal zone extends from Redondo Avenue on the west to the Marina Stadium on the east (refer to map for exact boundaries). It is approximately 357 acres in area and contains 185 blocks faces of intensive urban development, two public schools, and Colorado Lagoon. The Belmont Plaza swimming pool complex is also located in Area C.

The total population of the area is 4,902, 10 percent of whom are 65 years of age or older. There are 2,812 dwelling units; the average density is 7.9 units per acre. Eleven hundred and nine units are owner occupied, and 1,703 are rental units. Eight percent of the units are in need of some rehabilitation. The average family income in the area is estimated to be \$23,000.

Area C is primarily residential in character. Uses range from fairly dense apartments along the western edge to low-density single-family neighborhoods. A node of commercial use is located south of the intersection of Ocean Boulevard and Livingston Drive. Recreation sites and Area C include Belmont Pier, Belmont Pool, and Colorado Lagoon.

Area C borders on several major regional recreational resources: Alamitos Bay, Marina Stadium, Recreation Park, and the beach. The bluff separating the beach from the urbanized uplands in Areas A and B virtually disappears in Area C. Where Belmont Pier meets Allin Street, the beach is only a few feet below. There are parking problems associated with the commercial node and Belmont Pier but beach access by foot or bicycle is excellent in this location.

Area C was divided into five sub-areas for study purposes. Sub-Area 1 consists of a mixture of higher density residential and commercial uses adjacent to Belmont Pier. Sub-Area 2 encompasses developments of multi-family homes predominantly with a few low-density multiple units. Sub-Area 3 is a part of the Belmont Heights district. Sub-Area 4 is the Belmont Park district. It is predominantly single-family homes. Some higher density units exist along the Toledo frontage. Two public schools, Lowell and Rogers, located between Nieto and Monrovia Avenues north of Broadway. Sub-Area 5 consists of block and partial blocks west, east and south of Colorado Lagoon. A mixture of multiples and singles characterize this south-area (most of Sub-Area 5 was eliminated from the coastal zone by the Legislature). See page III-C-15 for map.



Area C: Existing Conditions

SHORELINE ACCESS

There are two public beach parking lots in Area C. The lot for the Belmont Pool complex is located just east of the pool building and contains 392 spaces. The lot at the head of the pier contains 174 spaces.

Visitors to this portion of the beach, pier visitors (mainly fishermen), and patrons of the nearby commercial establishments vie for the lots and on-street parking spaces, as some businesses in the area have no on-premises parking. Effective re-use of some of the business establishments has been difficult to achieve owing to this deficiency.

However, walk-in access to the pier, pool and beach in this area is excellent, owing to the proximity of many moderate and high-density residential buildings. Bicycle access, now informal but fairly good, will be improved with the construction of the bike path on the beach (see [Strand Policy](#)).

Public transit service for Area C is provided down Routes 5, 8, 11, 13 and 14 of the Long Beach Transportation Company. Route 14 traverses Ocean Boulevard and Livingston Drive, providing service on 30-minute headways between 7:00 AM and 6:00 PM on weekends. There is no nighttime service; also, there is no transit service on Ocean Boulevard from Livingston Drive to Granada Avenue.

Route 5 serves Area C along Park Avenue from Fourth Street to Livingston Drive. It connects this portion of the coastal zone with the downtown Long Beach via Fourth Street, and downtown with Compton City College north of the Artesia Freeway via Long Beach Boulevard. East of Area C, Route 5 serves the Second Street shopping district in Belmont Shore. It operates on 15-minute headways from 6:00 AM to midnight on weekdays and 30-minute headways on weekends.

Route 8 serves Colorado Lagoon and the Belmont Park District in Area C. It traverses Park Avenue, Third Street, Nieto Avenue, and Broadway, terminating at the eastern edge of the Second Street shopping district and Belmont Shore. This Route serves downtown (via 10th Street), the Convention Center, and the Queen Mary Complex. It operates on 30-minute headways between 7:00 AM and midnight every day.

Route 11 touches Area C at Broadway and Ximeno Avenue and serves the neighborhood bordered by Broadway. See Area B for a detailed description of service.

Route 13 serves Area C via Third Street, Park Avenue, and Second Street through Belmont Shore. It connects the Wrigley District in north-central Long Beach with downtown, Belmont Shore/Naples, and the Veterans Hospital/Long Beach State University complexes. It encircles the College Park Estates district in the SEADIP area. Service is provided on 30-minute headways between 6:00 AM and 10:00 PM every day.

Broadway, Ocean Boulevard and Livingston Drive are the principal east/west traffic areas in the southern portion of Area C. In the northern portion, Third Street, Colorado, and Sixth Streets are the principal east/west routes. Appian Way is an important street which runs diagonally along the eastern boundary of Area C. The principal north/south avenues are Redondo, Ximeno, Park and Nieto. Ocean Boulevard and Livingston Drive carry large amounts of traffic during peak hours. Traffic on all other principal streets is moderate to light.

In the 1960s, the “Pacific Coast Freeway” was programmed to traverse Area C near Colorado Lagoon. It would have linked up the coastal cities much as Pacific Coast Highway (Route 1) does now. This freeway proposal met with almost universal disfavor among the coastal cities in Los Angeles and Orange Counties, and was eventually deleted by the Legislature from the California freeway system plan. Subsequent proposals to improve east/west circulation have generally not proven feasible, economical, or acceptable to the community. With the exception of some operational changes, then, no improvements have been made.

In Alamitos Heights, the problems are attributable in large measure to the bottleneck at Seventh Street/Pacific Coast Highway/Bellflower Boulevard.

Traffic flows on the major streets such as Pacific Coast Highway and Seventh Street are being studied to identify possible methods of improvement. The Transportation Element of the General Plan makes recommendations relevant to this problem.

Coastally-related recreation in Area C is generally readily accessible to those living in or near the coastal zone. Access from more remote areas, however, is not so easy owing to the fact that one must drive through several miles of dense urbanization or busy city streets to reach Area C from the nearest freeways. This is particularly true of the Belmont Pier and Belmont Pool areas.

RECREATION IN VISITOR SERVING FACILITIES

Colorado Lagoon, Belmont Pier, and the Belmont Pool/Beach complex are the principal facilities in Area C which serve visitors and provide recreation.

The Pool and Beach

Belmont Plaza Pool is a facility which was designed and is utilized for Olympic- class swimming and diving events. It, therefore, is unusually important in the training of U.S. athletes for international events. It also is utilized for the more traditional locally-run recreational swimming and diving programs. A large parking lot (392 spaces) serves this facility and the nearby beach. Excepting for summer weekends, the slot is rarely full. The beach and front of the pool and around the Pier is heavily used during the summer because of the availability of parking, because it is easy to reach on foot or by bicycle, and because the Pier and the Pool attract a number of visitors who may also use the beach. This area of the beach has several volleyball courts.

Belmont Pier

This concrete structure accommodates sport fisherman from both the deck of the pier and in boats which land at the end of the pier. It is a popular facility year-round, but does suffer somewhat from the lack of adequate nearby parking (the lot accommodates 174 cars). Vandalism has been a problem making proper maintenance difficult. A series of restaurants have tried unsuccessfully to serve the visitors at the end of the pier.

Colorado Lagoon

This is a tidal lagoon which receives sea water from pipes which are connected to Marine Stadium. The lagoon is a quiet water playground for individuals and families who prefer a water environment different from that found at the beach or bay, and for families who want to maintain close supervision of small children. There is an adjacent parking lot which is adequate except during peak demand summer weekends. There are some problems associated with water quality and marine organisms which affect the use of the lagoon. See the Resources Management Plan for a complete discussion of Colorado Lagoon.

HOUSING

Area C is almost exclusively residential with the exception of some occasional business development along Broadway and a small commercial node in the vicinity of Belmont Pier and Pool.

In the western portion (Belmont Heights), apartments have clustered between First Street and Ocean Boulevard, and in the commercial node. Apartments also front on Livingston Drive. The bulk of the western portion is developed as single-family homes and duplexes. In the eastern portion (Belmont Park), multiple dwellings are found between Broadway and The Toledo. Nearly all other structures are single-family residences. In the north portion of Area C, single-family homes and duplexes are the predominant form of housing. The overall density of Area C is 7.9 units per acre, which is slightly more than one-half the City-wide average.

The Belmont Heights and Belmont Park neighborhoods have very distinctive characters and great cohesion. Many fine, old homes grace Belmont Heights. Belmont Park is of more recent origins and contains numerous residences of high quality.

DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

The shoreline within Area C consists of the long relatively flat beach area that undergoes from accretion and erosion on an annual basis. The amount of such changes has been influenced by previous developments in the port and downtown areas and by the federal breakwater and other marine structures. The Tidelands Agency of the City of Long Beach is responsible for monitoring and correcting beach erosion and accretion.

HAZARD AREAS

The seismic response zones for the beach and upland areas in Area C are identical to those described in Area A narrative. On a line roughly equivalent with the alignment of Livingston Drive, however, are two narrow zones which mark the transition between the uplands to the west and the lower areas approaching Alamitos Bay. The differences here at: (1) the need for slope stability tests; (2) shallower ground water level (assumed at 30'), and (3) a "small" rather than "remote" potential for liquefaction.

In the area around Colorado Lagoon, the seismic response characteristics are markedly different. The soil type is predominantly sandy alluvial overlying aquifers. Ground water levels are estimated at 15'. The area lies within the Newport-Inglewood fault study zone and is, therefore, subject to the provisions of the Alquist-Priolo Act. Ground shaking would be most severe for high-rise structures. Liquefaction potential is the greatest within the study area. Slope stability is considered good and flooding potential minimal. But there does exist the potential for seismically induced seiches.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

The principal visual resource of Area C is the ocean view from parts of Belmont Heights. Although it has been altered over the years as more buildings were erected, it is still considered a prime asset of the Heights. Alamitos Bay is the visual resource also in that it is viewed from many residences along Bay Shore Avenue in Belmont Park. The views of the Marina Stadium from homes along Paoli Way, however, are sometimes interrupted by chain-link fences and bleachers erected in connection with stadium events.

Open space around Colorado Lagoon and the water of the Lagoon are visual sources of enjoyment for those residing near it, as well as for its users. The neighborhoods of Area C space are also visual resources. Large trees, extensive landscaping, and a high level of maintenance of homes and grounds contribute to the visual quality of these communities.

PUBLIC WORKS

All street and utility improvements necessary for the safe and proper functioning of Area C are in place. Utility systems capacities are considered adequate to accommodate any growth within Area C foreseen by this plan. Street improvements are also currently adequate, although some streets are crowded during peak hours (see Shoreline Access). No widening or new construction is proposed, although a neighborhood traffic management program is currently being prepared for Alamitos Heights.

AREA C
POLICY PLAN SUMMARY

SHORELINE ACCESS

A major objective of this plan is to discourage continued use of Livingston Drive/Ocean Boulevard as a commuter route by encouraging traffic to travel on Pacific Coast Highway to Alamitos Avenue leading to downtown Long Beach. Additionally, it is the policy of this plan to prevent traffic intrusions into residential neighborhoods. Owing to the small amount of beach front in Area C, visitors bound for Belmont Plaza Pool and Pier Complex will continue to use 39th Place and Termino Avenue from Ocean Boulevard as principle access routes. Neither passes through residential neighborhoods. This plan recommends improvements to these intersections to facilitate traffic flow and increase identification. Refer to accompanying plan entitled Belmont Pier Improvement Plan.

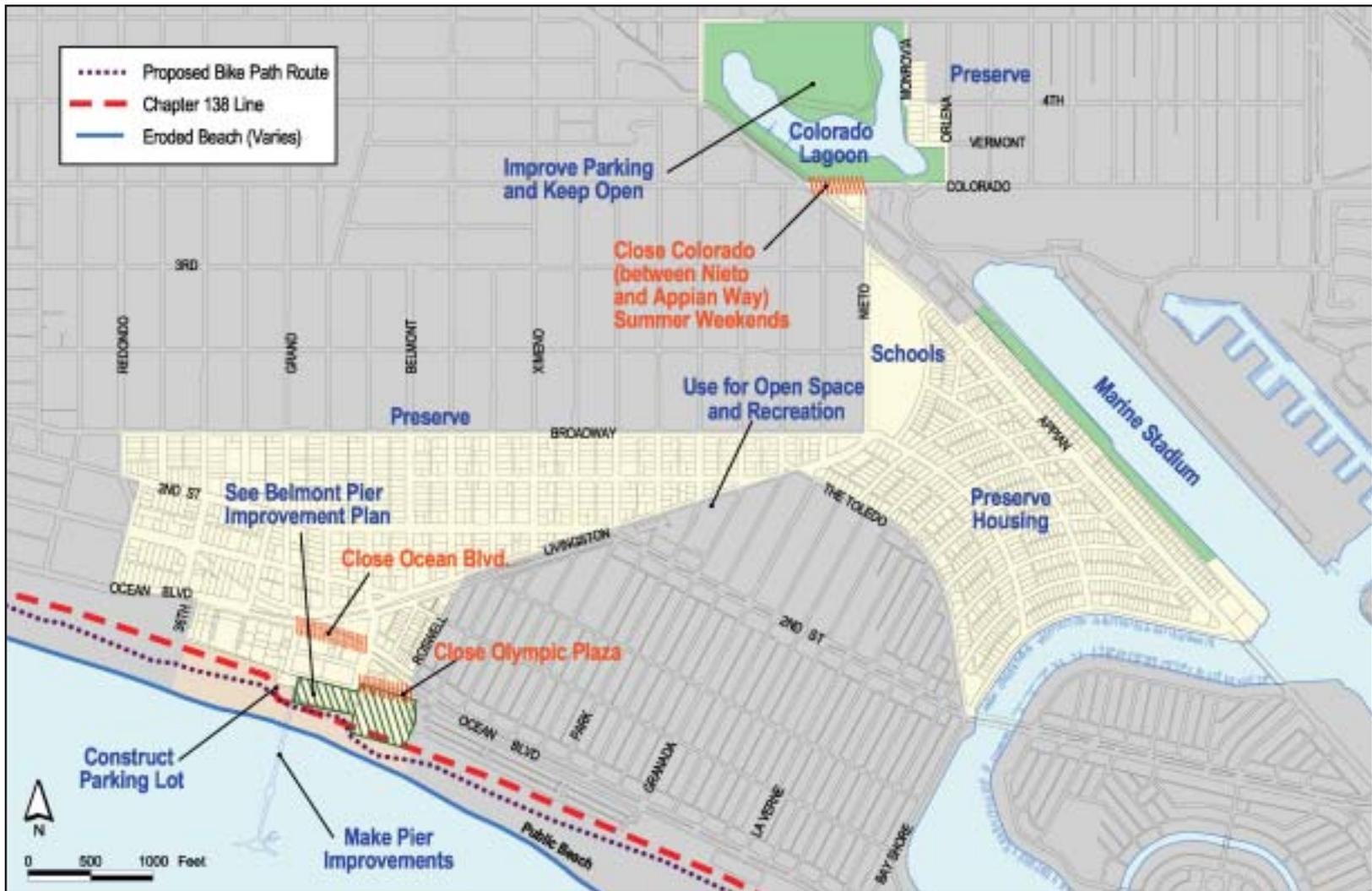
The other resource areas, Colorado Lagoon and Marina Park-Marine Stadium are accessed principally by Appian Way. Colorado, Fifth and Sixth streets also serve Colorado Lagoon in an east/west direction. All the streets traverse residential neighborhoods. Potential adverse impacts are addressed: (1) on Colorado Street, which is proposed for closure before it intersects with Pacific Coast Highway to eliminate through traffic (Transportation Element of the General Plan). Colorado Street will be closed between Nieto and Appian Way on summer weekends and holidays; (2) on Appian Way, by the Resources Management Plan, particularly as related to major events held at Marine Stadium.

Beach parking improvements are proposed in the Belmont Pier Improvements Plan, namely, a new 300 space parking lot on the beach west of the Pier, part of which would be constructed under the Pier plaza. It would be accessed only from a lot east of the Pier by an underpass.

This plan recommends that the Long Beach Transit Company investigate the feasibility of providing more direct service to the portion of Ocean Boulevard between Livingston and Granada to improve beach access.

Specific recommendations related to access problems are:

1. Retain visual access and seek easements on private streets (36th, 37th, 38th Place and Ocean Manor) for physical access from Ocean Boulevard to the beach.



Area C: Policy Plan

2. A continuous bike path from Appian Way connecting with the shoreline bike path should be provided. The speed of traffic along Appian Way should be reduced.
3. The parking lot on the north side of Colorado Lagoon should be kept open during the hours the park is open, so that parking problems on the south side will be alleviated. Visitors should be directed to the north lot by signs.
4. The one block segment of Ocean Boulevard between 39th Place and Termino Avenue should be closed permanently. Parking for nearby commercial enterprises should be developed onto vacated right-of-way.
5. A new 300 space parking lot may be constructed on the beach west of Belmont Pier, if the lot east of Belmont Pool is reduced by an equivalent number of spaces.
6. Close Olympic Plaza in front of the Pool.

RECREATION AND VISITOR SERVING FACILITIES

Belmont Pier /Pool Complex

This LCP recommends changes to the Pier and the environs which will improve safety and encourage greater use by the general public. The theme of the Belmont Pier Improvement Plan is fishing and beach use. Small restaurants and shops located along 39th Place would have such a thematic motif. The Pier entrance plaza would be reconstructed over about one-half of the new 300 space parking lot, and would be designed to attract people to the facilities on the Pier. The restroom structure halfway out the Pier and currently blocking views from one end to the other would be split apart. This action will greatly enhance the psychology of Pier safety.

Fishing will be confined to “fishing bays” placed at intervals along the Pier. In this way it is hoped that the vandalism which has marred the entire length of the railings—and the residue of bait and caught fish which now covers the railings— can be brought under control and make the strolling experience more pleasant for the visitors. At the end of the Pier, and possibly at other locations as future visitor-serving demand warrants, a restaurant shall be developed. The docking facilities for sport fishing boats will continue in use.

This Plan recommends no changes to Belmont Plaza Pool itself; however, it is recommended that the outdoor swimming facilities just east of the Pool be



Belmont Pier Improvement Plan

restored and probably maintained. Olympic Plaza (a street) in front of the Pool complex should be closed.

The shoreline bike path will pass in front of and/or through the facilities mentioned above. Bicycle access to this area will be much enhanced in the future.

Colorado Lagoon

Recommendations related to recreation and visitor serving uses of Colorado Lagoon are contained in the Resources Management Plan portion of this LCP.

Other Recreational and Visitor Serving

The Pacific Electric Company right-of-way between Roycroft and Argonne along Livingston Drive and the right-of-way and vacant land on the southeast corner of Fourth Street and Park Avenue should be used for a combination of the following activities: limited playfield; neighborhood gardens; botanical gardens; green open space; and a bicycle path. Plans for these developments shall be prepared as a part of a capital improvement program to be completed after certification of the LCP.

LOCATING AND PLANNING NEW DEVELOPMENTS

Residential

The emphasis in this plan for Area C is on preservation of existing neighborhoods. In order to accomplish this most directly, the policy used to recognize existing housing densities (on a block, not parcel, basis) and apply new zones which will hold the neighborhoods to those densities (see zoning map). Since the entire area is already intensely urbanized, there will be little in the way of new residential development.

Non-Residential

Commercial

In area between 39th Place and 43rd Place south of Ocean Boulevard, there is an opportunity to create a shopping experience unique along the Long Beach shoreline. Future construction, recycling and remodeling in this area should create structures having a low-profile and pedestrian scale. They should be one or two stories in height, and should be restricted to retail on first floor. Site plans should be characterized by openness to increase views

toward the access to the beach. In the block bounded by Ocean, Termino, and Olympic Plaza, public uses of open spaces around commercial buildings should be encouraged, such as outdoor restaurants, strolling paths, benches, etc. The planned development shall have a coastal-related theme to be reviewed and approved by the Planning Commission.

Commercial development with residential units above should be encouraged along Broadway. The sites proposed to be zoned for commercial uses (C-N) are: from Redondo to the alley east of Euclid; from Belmont to the alley west of Termino. These are one lot deep.

HISTORICAL PRESERVATION

The Gaytonia Apartments are an example of historic buildings in this area which should be recognized and preserved.

DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

Accretion and erosion of beach sand is occasionally a problem in Area C. This plan recommends continuation of the established program for management of these problems. Some repair to the Pier structure may be required, but no new shoreline structures are foreseen. Possible dredging and filling of the portions of Colorado Lagoon are detailed in the Resources Management Plan section of the LCP.

HAZARDS

Possible health hazards resulting from poor water quality or the presence of heavy metals in the clams of Colorado Lagoon are detailed in the Resources Management Plan.

No special requirements are included in the Uniform Building Code or Alquist-Priolo Act are considered necessary by this LCP.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

The Implementation section of the Area C space and the Resources Management Plan provide safeguards for the protection of the visual

resources of these neighborhoods and for their enhancement and special communities.

PUBLIC WORKS

This plan recommends the following public works:

- 1. The bicycle and pedestrian path along the beach.
- 2. A 300 car parking lot west of the Pier.
- 3. Closure of a one block portion of Ocean Boulevard.
- 4. Repairs to Belmont Pier.
- 5. Colorado Lagoon (see [Resources Management Plan](#)).



Area C: Subareas

IMPLEMENTATION PLAN

AREA C

Land uses in this area are designated by the Land Use Element of the Long Beach General Plan. A copy of the relevant map section of that Element follows this page.

Land uses are further defined, and development standards applied, by the Long Beach Zoning Regulations. A copy of the relevant zoning map follows this page.

Specifics of the Land Use Districts and the Zoning Districts are found in the Land Use Element and Zoning Ordinance. Districts and standards may be changed from time to time by actions of the Long Beach City Planning Commission and City Council. Any such amendments which would affect development in the coastal zone must be approved by the California Coastal Commission.

Dedications. The beach shall be dedicated or designated in perpetuity by City ordinance as public park land.

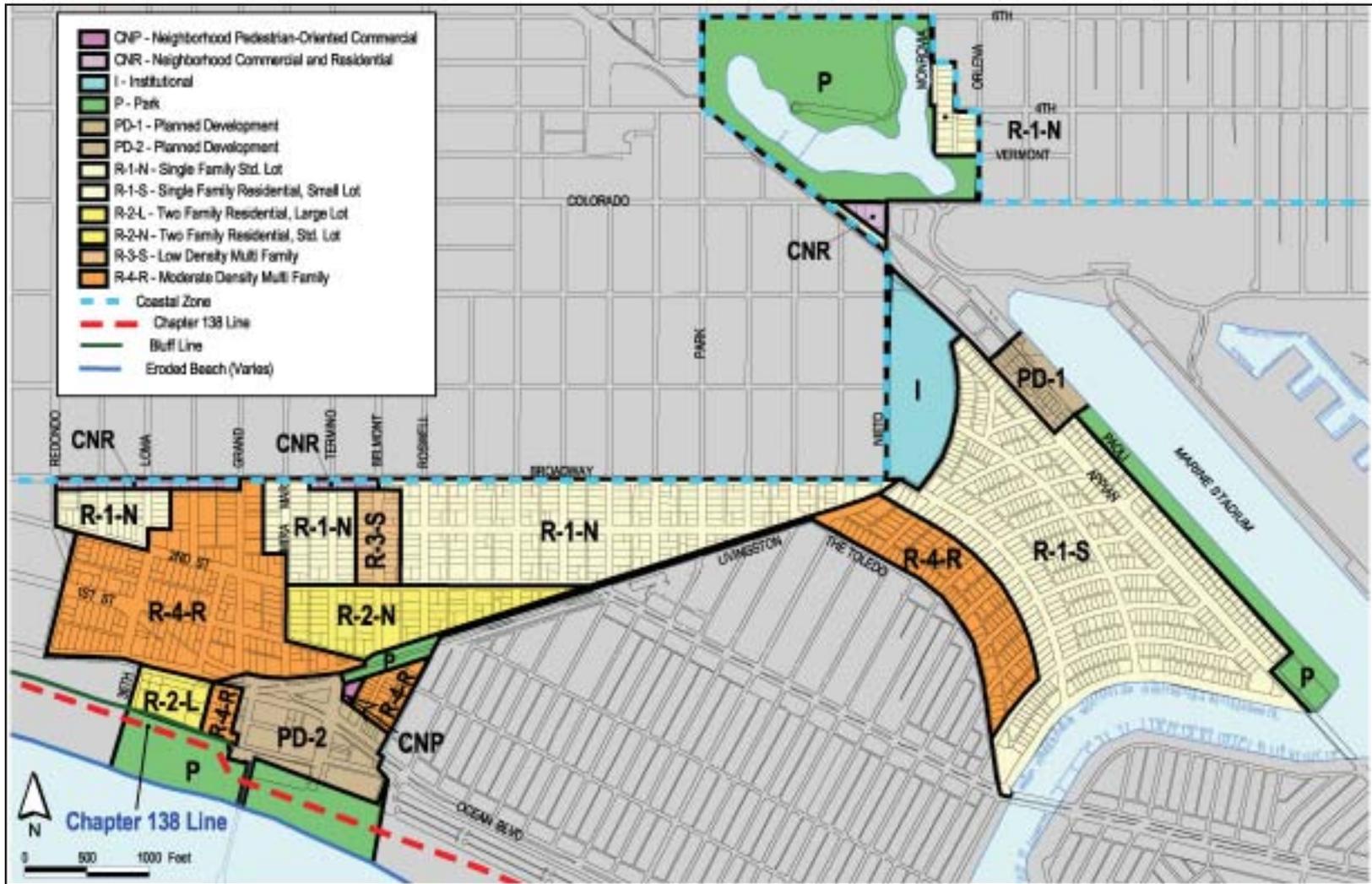
Low/Moderate Cost Housing. Removal of such housing in the coastal zone may be subject to the requirements of the housing replacement policy. See the Housing Policy chapter.



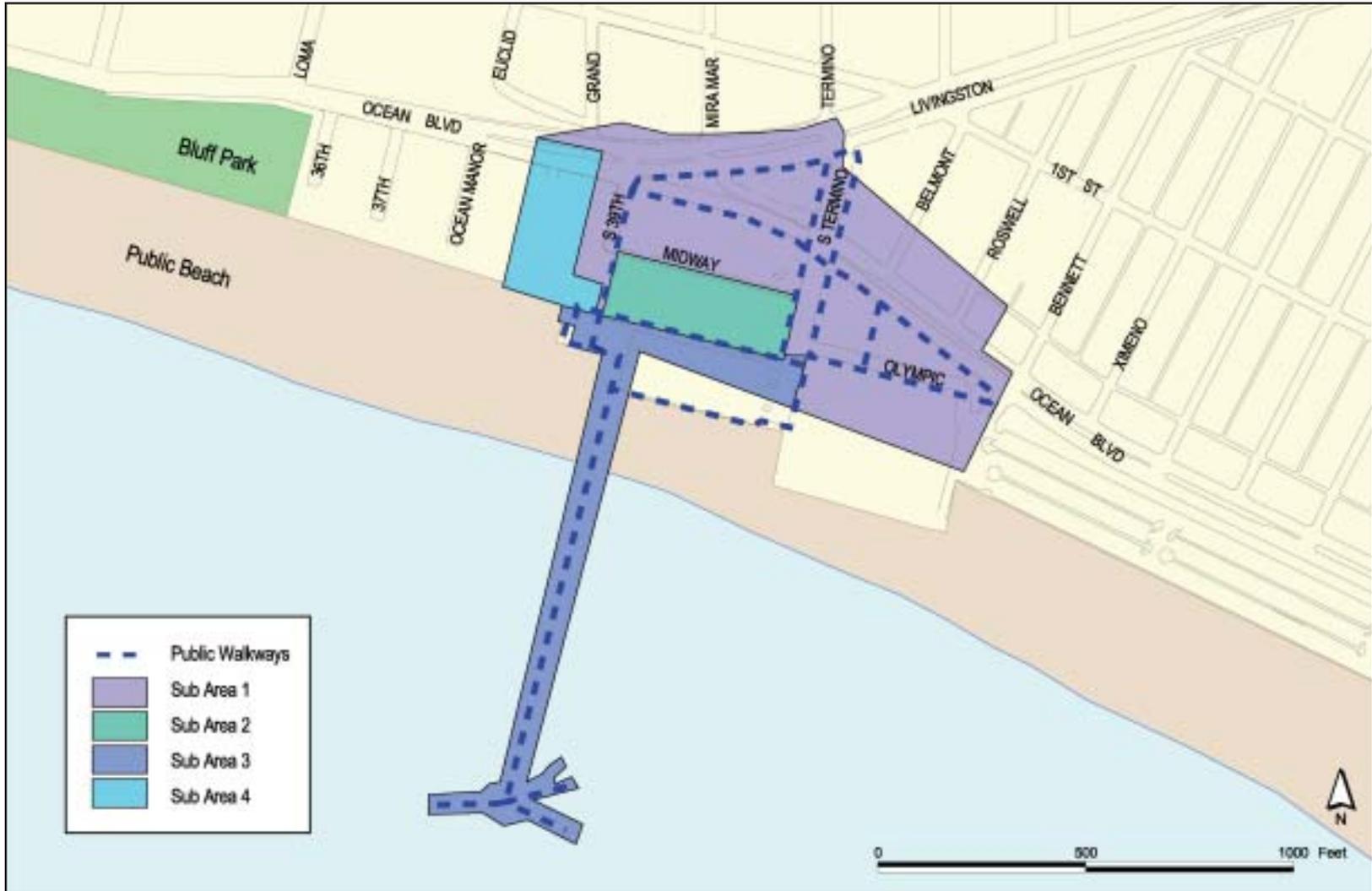
Area C Belmont Heights: Land Use Districts



Area C Belmont Park: Land Use Districts



Area C: Zoning Map



Belmont Pier PD

BELMONT PIER
PLANNED TO DEVELOPMENT AREA
(PD-I)
INTENT

The intent of this Planned Development is to encourage a joint public and private effort to revitalize this underutilized area containing the significant public resources of the Belmont Pier and the Olympic Plaza Pool. The Planned Development District is to be utilized in this effort because of its ability to combine flexibility of regulation while specifying detailed development requirements within a framework of maximum public review and involvement. The spirit of future development within the area shall conform to the Belmont Pier Concept Plan by CHNMB Associates of August, 1979.

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 specified herein. The Commission shall not permit variance from those standards unless it finds that such variance meets the intent of the original standards and is consistent with the overall goals and objectives of the adopted Specific Plan. When a variance is requested within the Coastal Zone, a finding shall also be required that “This variance will not adversely affect access to or along the shoreline including physical, visual or psychological qualities of access.”

GENERAL DEVELOPMENT AND USE STANDARDS

1. Uses. Recreational, commercial recreation and retail, residential and office commercial.
2. Access.
 - A. Vehicular. Primary vehicular access to the area shall be from Ocean Boulevard and Livingston Drive. Vehicular circulation within the area shall be from Termino Avenue. Parts or all of 39th Place, Midway, Olympic Plaza and Ocean Boulevard may be vacated within the sub-area as depicted in the Belmont Pier Concept Plan (Page III-C-12).
 - B. Bicycle. A continuous bicycle path, as part of the beach bicycle path linking the Los Angeles and San Gabriel Rivers, shall run through the area.

- C. Pedestrian. Pedestrian walkways shall flow throughout the area. All walkways shall be improved to the satisfaction of the City Engineer.
- 3. Building Design.
 - A. Style. All buildings shall be designed in appropriate coastally oriented design styles in harmony with other existing styles in the area.
 - B. Height. No buildings shall exceed two stories in height or 25' above grade if located on-shore or two stories or 25' space above the pier if located over the water.
 - C. Lot Coverage. No building shall cover more than 50 percent of its site nor shall occupy more than 50 percent of its site parallel to Ocean Boulevard. Commercial uses on the west side of 39th Place shall be excepted from this and may occupy 100 percent of their sites.
 - D. Special Design Standards. All buildings shall be located and designed to provide a maximum feasible amount of unobstructed views through their sites towards the beach and recreational facilities.
 - E. Open Areas. Open areas shall be landscaped and shall contain pedestrian pathways accessible to the public. Such access shall be guaranteed through deed restrictions. Open areas may also be utilized as areas for outdoor dining.
 - 4. Parking.
 - A. Public. The existing number of public parking spaces shall be retained. Public parking may be relocated from the Granada Avenue parking lot to under and west of the Belmont Pier, but not extend westward of 38th Place, provided an equal number of spaces in the Granada Avenue parking lot be converted to beach, bicycle path or landscaped uses. No parking structures shall be allowed.
 - B. Private. Expansions or changes in use of the private developments shall be required to provide additional parking for the expansion or change of use as required in the zoning regulations.
 - 5. Landscaping. Landscaping shall be lush and shall create a park-like setting.

- A. Materials. Landscape materials shall be predominantly those used in the area north of the Belmont Plaza Pool and the Granada Avenue parking lot.
 - B. Maintenance. All landscaped areas on private property shall be maintained by the property owner.
 - C. Quantity. Not less than five percent of each site shall be landscaped. One street tree shall be planted for each 10' of street or path-way frontage.
6. Developer On an Off-Site Improvements and Maintenance Requirements
- A. All walkways on private property, or vacated streets.
 - B. All landscaping on private property or vacated streets.

SPECIFIC DEVELOPMENT AND USE PLANS

Sub-Area I

- 1. Uses.
 - A. Retail sales of clothing, jewelry, gifts, cards, novelties, sporting goods, fishing bait, art, groceries, drugs, sundries and tobacco products.
 - B. Sporting goods rental.
 - C. Residential uses on second-story only.
 - D. Motel not to exceed the area of the existing motel.
 - E. Professional services on the second-story only.
 - F. Restaurants, taverns, delicatessens, snack bar.
- 2. Access.
 - A. Vehicular. Ocean Boulevard, Livingston Drive, and Termino Avenue.
 - B. Vehicular access to be abandoned, and streets to be vacated, as feasible with new development.
 - 1. Ocean Boulevard south of Livingston Drive from 39th Place to Termino Avenue.
 - 2. 39th Place.

3. Olympic Plaza.
4. Termino Avenue from Ocean Boulevard to Olympic Plaza may be narrowed to the satisfaction of City Engineer.

C. Pedestrian.

1. Along Ocean Boulevard, south curb.
2. Along Livingston Drive, south curb.
3. 39th Place.
4. Along Termino Avenue, east and west curbs.
5. Mid-block between Termino Avenue and 43rd Place.
6. Paralleling Olympic Plaza north of the Olympic Plaza Pool.

3. Building Design.

A. Style. The buildings should be as open, airy and colorful as possible within a coastal oriented style. Balconies, decks and terraces are encouraged.

B. Site Locations.

1. As Ocean Boulevard is vacated, this area may be used as landscaped parking area to serve adjacent developments. Parking lot landscaping for any new parking spaces shall be provided at one 15-gallon for each two parking spaces. The landscaping may be placed in or along the existing lot.
2. The block from Termino Avenue to 43rd Place is redeveloped, that site may expand one lane into Termino and Olympic Plaza provided a mid-block walkway area, not less than 20' in width with unobstructed views through to the Olympic Plaza Pool, shall be provided.
3. Special Design Features. Portions of vacated Ocean Boulevard shall be utilized for landscape treatment to create an entrance and image for the area.
4. Parking.
 - A. Commercial. Parking shall be provided at the rate of four spaces per 1,000 square feet of floor area beyond the existing floor area.

- B. Residential. Parking shall be provided at a rate of one space per zero bedroom units and two spaces per one or more bedroom units.
- 5. Landscaping. As noted above.
- 6. Off-Site and Public Use Improvements by Developers. The pedestrian walkways as previously noted.

Sub Area 2

This sub-area is currently in high density residential use. It shall remain in such use unless redeveloped. If redeveloped by removing the existing buildings, the provisions of Sub-Area 1 for use and building design shall apply. Additionally, a mid-block walkway shall be provided.

Sub-Area 3

This is the Belmont Pier and public trust tidelands area.

- 1. Use.
 - A. Fishing Pier, parking plaza over portion of the parking area, and accessory uses.
 - B. Restaurants serving various types and prices of foods, and other commercial facilities in keeping with the coastal theme of the area.
- 2. Access.
 - A. Vehicular. From Termino Avenue and through existing parking lot.
 - B. Bikeway. Along south beach edge of parking lots.
 - C. Pedestrian:
 - 1. Along Allin Streets.
 - 2. Along Termino Avenue.
 - 3. Along the south edge of parking lot.
 - 4. On Pier.
 - 5. Around the Plaza on the south and the west perimeter of the Plaza and including a viewing platform at the foot of 39th Place extending from the south end of the Plaza a sufficient distance to provide panoramic views.

3. Building design.
 - A. Site locations.
 1. Restaurants at southern end of pier, mid-Pier, and at northern end of the pier or on plaza.
 2. Restaurants at mid-pier should be moved to outside edge to provide clear view to the end of the pier.
 - B. Style. The restaurant at the center of the south end of the pier should be built above and below pier level, as feasible, according to the Belmont Pier Concept Plan to provide views underneath it.
 - C. Special Design Features. The pier may be expanded to provide additional fishing platforms at various locations along the Pier, but no major expansions of the pier shall be permitted.
 - D. Open Space. All portions of the sub-area shall be open except parts of the Plaza, and the plaza covering parts of the parking, and the restaurants and restaurants on the pier. An open public area shall be provided on the plaza at least as large as the existing plaza.
4. Parking.
 - A. The existing parking lot shall remain.
 - B. A new parking lot of up to 300 cars may be provided. Such parking shall be located under 39th Place Plaza, and westerly of the pier to the western edge of 38th Place. Such parking lot may be built provided an equal number of spaces are eliminated in the Granada Avenue parking lot and area vacated converted to beach, bikeway, walkways or landscaping. The 39th Place Plaza shall be expanded as shown in the Belmont Pier Concept Plan so that no parking area is exposed along the southern edge of the plaza. This plaza should be appropriately designed along the eastern edge to direct views of pedestrians over the parking lot rather than directly down upon it.
5. Landscaping. One 15-gallon shall be provided in and surrounding the new parking lot for each five open parking spaces.
6. Off-site and public use improvements developer requirements. New parking lot with landscaping.

BELMONT SHORE
(AREA D)

GENERAL DESCRIPTION

Area D, known as Belmont Shore, is enclosed by Livingston Drive on the west, The Toledo on the north, 54th Place and Bay Shore Avenue on the east, and Ocean Boulevard on the south. These boundary streets enclose an area of 304 acres with 21 blocks of intense urban development fronting on the ocean. The total population is 6,811 with only 10 percent 65 years or older. Because of its location and nature of housing stock, the area caters to a population of singles and young married couples with only 15 percent of the dwelling units occupied by families with children. The area has 4,342 units, only six percent of which could be described as in need of rehabilitation. This is one of the denser housing developments in the coastal zone with 14.3 dwelling units per acre. Forty-two percent of the units are owner occupied and 58 percent or 2,538 units are rentals. It is estimated that the average income for the area is around \$21,000 a year.

Belmont Shore is almost entirely developed. The residential area mixes single-family homes and low-profile multiple unit structures. Due to extremely small lot sizes and narrow streets in the area, the overall character is dense. Parking in the area, even for the residents, is a major problem. The entire length of Second Street through the Shore is devoted to pedestrian-oriented neighborhood commercial. While the commercial uses have existed for many years, recent recycling along Second Street has resulted in some change of character, as small shops have been replaced with banks and other financial institutions.

Belmont Shore adjoins Long Beach's most popular beach on Alamitos Bay and the most heavily used section of the ocean-front beach. The area's accessibility to beaches undoubtedly accounts for its attraction to young people, but the influx of visitors in the summer, combined with a complete absence of parking for the Alamitos Bay beach and the restricted (pay) parking for the ocean-front beach, impact the community during several months of the year. Refer to Area E for a more detailed description of the Bay beaches.

SHORELINE ACCESS

Physical and visual access to the shoreline in Belmont Shore is relatively unrestricted. The entire area provides for pedestrian access to the water's edge, either directly from the beaches or from the pedestrian walkways along



Area D: Existing Conditions

Alamitos Bay. The major access restriction in the area is the lack of parking facilities other than curbside. This lack of facilities particularly impacts those using Alamitos Bay, where considerable congestion results.

The oceanfront beaches on the other hand are well served by city parking lots which stretch from Belmont Plaza Pool to Granada Avenue, from Covina Place to Glendora and from Claremont to 54th Place, providing parking for 1,350 cars.

Public transit is provided to the area on Routes 5, 8 and 14 of the Long Beach Transportation Company. These routes are discussed in the description of Area C.

Second Street and Ocean Boulevard are the major east/west streets in Area D with Second Street recording the highest volumes. Second Street is the primary route between the east side of Long Beach and downtown. It is always congested because of the commercial activity along its length, and because of frequent traffic signals. Livingston Drive on Area D's space western boundary carries the heavy Second Street traffic load to and from Ocean Boulevard.

There are no major north/south routes through the area. The streets are exclusively residential and character with the exception of their intersections with Second Street. Because of their narrower width, most are one-way. The exceptions to this are Bay Shore Avenue, which carries a high volume of traffic, on the north to Ocean Boulevard on the south. Because of its location adjacent to Alamitos Bay, the street is closed from 9:00 AM to 6:00 PM during the summer months to accommodate the heavy pedestrian/beach use.

RECREATION AND VISITORS SERVING FACILITIES

Recreation and visitor serving facilities include Alamitos Bay and its beach along Bay Shore Avenue, the beach along Ocean Boulevard and the 54th Place playground.

Some transient residential needs in the area are met by two motels on Ocean Boulevard across from Belmont Pool.

HOUSING

Belmont Shore with the exception of Second Street is primarily residential in character with rental units representing 58 percent of the housing stock and owner-occupied representing 42 percent. The area is almost totally

developed in low rise structures (one to three stories) with the majority of housing stock dating from the 20's and 30's.

Due to very small lot sizes, an adequate off-street parking, and narrow streets, residential parking is a major problem throughout most of the area. Because the cost of land is so great, there has been a tendency toward recycling single-family homes into multiple unit structures. The cumulative impact of this trend has resulted in congestion and crowding. While the area is quite desirable, there is an obvious need to arrest the impending problems and maintain the unique character of the area.

There is little, if any, low income housing in the area and there are very few structures (260) in need of rehabilitation.

Apart from the commercial strip along Second Street, the four commercial blocks along Ocean at Livingston, and the commercial node at Ocean and Granada, all zoned C-3, Belmont Shore is zoned R-4. This zoning represents a housing mix of single-family dwellings, duplexes, and low rise multiples. The density across this zone is a fairly dense 14.3 du's per acre.

DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

The shoreline in Area D is a flat exposure of beach varying in width from 500 to 650 feet. Erosion is not a major problem along this stretch, with periodic maintenance dredging occurring throughout the Strand and the Alamitos Bay area. Dredge spoil is occasionally utilized to replace beach sand resources. Except for the beach facilities (restaurants, etc.) planned by the Tidelands Agency, the beach is to be kept free and clear of all permanent structures. A one acre fenced area on the beach near Granada is maintained by California Fish and Game for the protection of the least term.

HAZARD AREAS

Belmont Shore was originally a marsh and was filled from the dredge spoils taken from Alamitos Bay in the 1920's. The area has a very high water table (15') which makes it susceptible to severe liquefaction should there be a major earthquake. Its elevation also renders the area susceptible to possible tsunamis and seiches.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

Ocean Boulevard has been designed as a scenic route and in Area D it is enclosed by residential development on the north and a parking lot wall on the south to Granada, limiting any view potential. From Granada to 54th Place, the view opens and the orientation is south to the ocean. Because of the lack of grade differential throughout Belmont Shore and because the streets are quite narrow, there are no significant views toward the ocean on the north/south streets.

The scale development, quality of buildings type, and the general character of Belmont Shore is unique in Long Beach and this in and of itself is the visual resource to be protected.

PUBLIC WORKS

All street and utility improvements necessary for the safe and proper functioning of Area D are in place. Utility systems capacities are considered adequate to accommodate any growth within Area D foreseen by this plan. Street improvements are also currently adequate, although some streets are crowded during peak hours. No widening or new construction is proposed.

AREA D
POLICY PLAN SUMMARY

SHORELINE ACCESS

A major objective of this plan is to discourage continued heavy use of Second Street as a commuter route by encouraging traffic to travel on Pacific Coast Highway to Alamitos Avenue leading to downtown Long Beach. Additionally, it is a policy of this plan to prevent traffic intrusions into residential neighborhoods. This will be implemented by retaining the one-way character of streets in Belmont Shore. It is further recommended that Bay Shore Avenue be converted to one-way to accommodate a bike path between Ocean Boulevard and Second Street. It should, however, continue to be closed during the summer to facilitate pedestrian and bicycle access to the beaches.

This plan seeks a reasonable balance between shoreline parking facilities and protection of natural resources. Therefore, with the following exception, no additional parking is proposed in Area D: A landscaped beach parking lot should be constructed between the catamaran launching facility ramp at Claremont Place and 54th Place landward of the Chapter 138 line.

Transit service is considered adequate at present, but the Transportation Company should continue to monitor passenger needs, particularly related to shoreline access and beach use, and make schedule and route adjustments as needed.

Even though the residential streets are crowded with parked cars, this is caused by lack of on-site parking requirements in earlier zoning ordinances. Parking for beach goers in lots south of Ocean Boulevard is adequate during most of the summer months.

RECREATION AND VISITORS SERVING FACILITIES

Only beach-dependent recreational facilities should be located on the beach. This general policy is promulgated to effect maximum use of the sandy area by visitors who are seeking a beach experience as opposed to a park or gymnasium experience. Facilities now existing on the beach should be improved as specified below: (1) New restaurant and concession facilities and a children's play module should be located south of the Granada parking lot. A sand volleyball court should also be established there; (2) An Oceanside catamaran launching facility should be located in the vicinity of Claremont

Avenue, enhanced by the addition of paved, rolled mattings, or packed surface access to the tide line. Sand mooring for sailboats should be provided in this location; (3) Restroom facilities should be provided in the vicinity of the catamaran launching area; (4) No food concession facilities should be constructed at Second Street and Bay Shore Avenue; (5) No changes in Bay Shore playground should be allowed other than recreation facility uses, i.e., no removal of facilities and replacement of same by parking areas.

The policies related to the development of an oceanside catamaran launching area are promulgated here to provide substitute launching facilities once the policies of the Resources Management Plan related to multi-hulled vessels in the Bay are implemented.

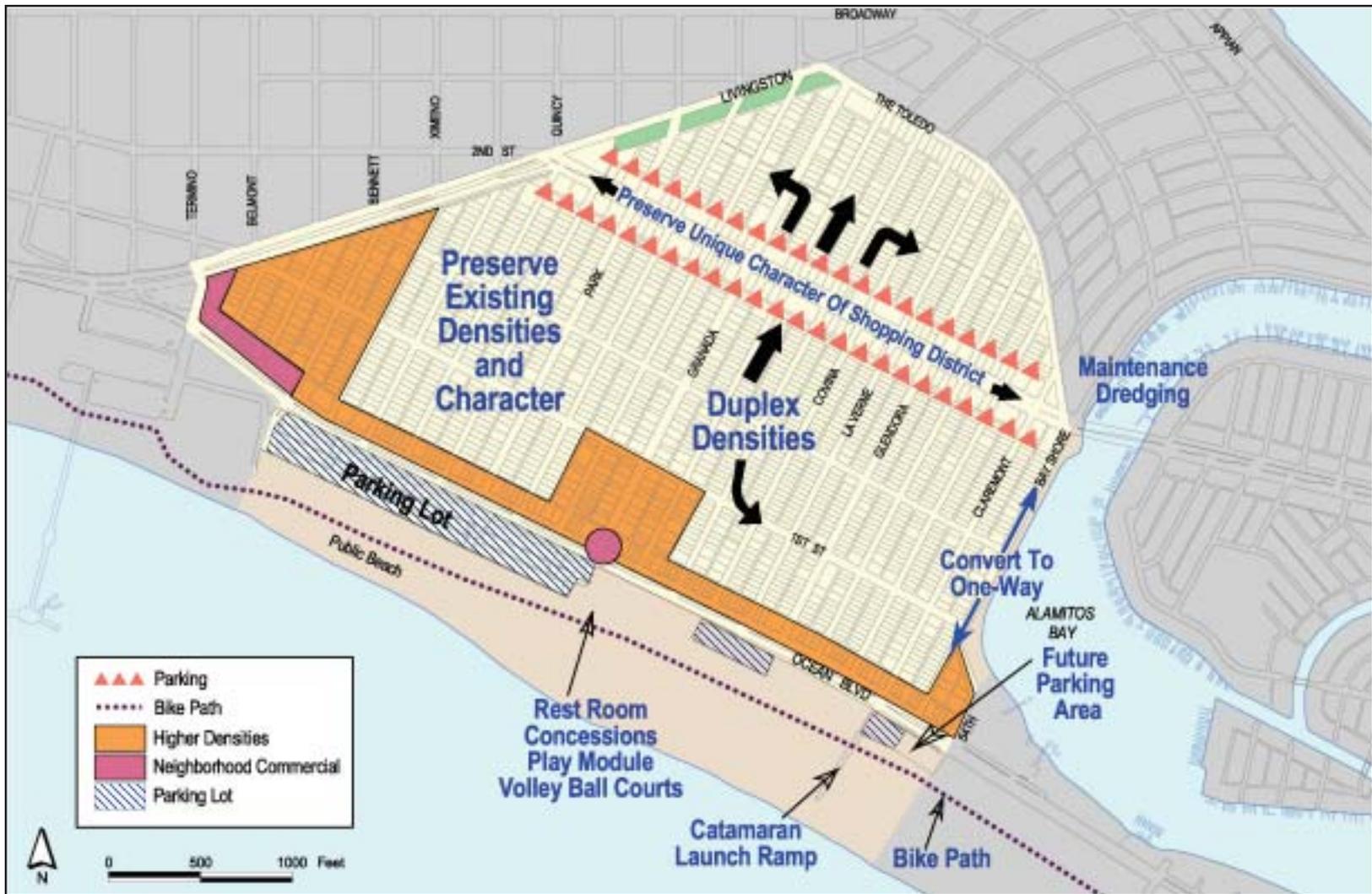
LOCATING AND PLANNING NEW DEVELOPMENT

Residential

The fundamental goal of this policy plan is to maintain and enhance the very special character of Belmont Shore. Aside from the existing commercial strip along Second Street and the node at Ocean and Granada, the Shore shall remain entirely residential in character. Preservation of viable neighborhoods, a principal goal of the City's General Plan, shall prevail as a policy of this LCP. Shore neighborhoods characterized by singles and duplexes shall remain in those densities. Neighborhoods characterized by low scale multi-family apartments and condominiums shall remain in those densities. New construction of residential units must comply with current on-site parking standards.

Non-Residential

The unique character of the shopping district in Belmont Shore should be preserved. It should not emphasize region-serving facilities, but rather should be developed to serve the residents of the area. Retail shops which encourage foot traffic and window shopping shall be the predominant uses. Drive-in and Drive-through facilities are prohibited. No further encroachment into residential areas by commercial enterprises shall be allowed. All parking spaces connected with the commercial strip shall be considered the parking reservoir in individual permit applications (see Implementation section). Parking in the first lots north and south of the alleys behind the shops may be allowed under provisions of conditional use permits, except in the block between Park Avenue and St. Joseph Avenue, north of Second Street, where parking may extend up to two lots north of the alley.



Area D: Policy Plan

The commercial node at Granada and Ocean shall be limited to neighborhood-serving uses.

DIKING, DREDGING, FILLING AND SHORELINE STRUCTURES

Accretion and erosion of beach sand is occasionally a problem in Area D. This plan recommends the continuation of the established program for management of these problems. See Area E for discussion of the Bay beach and maintenance dredging.

HAZARD AREAS

No special requirements not included in the Uniform Building Code are considered necessary by this LCP for Area D.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

Measures for implementation of this policy plan are adequate for protection and enhancement of the visual resources and for perpetuation of the special community qualities and are specified in the Implementation section.

PUBLIC WORKS

This plan recommends the following public works:

1. Conversion of Bay Shore Avenue to one-way status (direction to be determined by the City Public Works Department).
2. Sand replenishment as discussed in the Diking section.
3. Visitor serving facilities on the beach and a catamaran launching ramp as discussed in the Visitor Serving section.
4. Sidewalk on Division Street.

IMPLEMENTATION PLAN

AREA D

Land uses in this area are designated by the Land Use Elements of the Long Beach General Plan. A copy of the relevant map section of that Element follows this page.

Land uses are further defined, and development standards applied, by the Long Beach Zoning Regulations. A copy of the relevant zoning map follows this page.

Specifics of the Land Use Districts and Zoning Districts are found in the Land Use Elements and Zoning Ordinance. Districts and standards may be changed from time to time by actions of the Long Beach City Planning Commission and City Council. Any such amendments which would affect development in the coastal zone must be approved by the California Coastal Commission.

Dedications. The beach shall be dedicated or designated in perpetuity by City ordinance as public park land.

Low/Moderate Cost Housing. Removal of such housing in coastal zone may be subject to requirements of the housing replacement policy. See the Housing Policy chapter.



Area D: Zoning Map



Area D: Land Use Districts

NAPLES ISLAND AND THE PENINSULA AREA E

GENERAL DESCRIPTION

This segment of the coastal zone comprises two distinct elements, Naples and the Peninsula. Naples is an island in Alamitos Bay. Actually it is three islands separated by canals. The largest and next largest islands are separated by Rivo Alto Canal. The smallest is called “Treasure Island” and is separated from the others by Naples Canal. All three are collectively called “Naples”. The Peninsula is immediately south of Naples and separated from it by the main channel of Alamitos Bay. It is bounded on the west by 54th Place, on the east by the entrance channel to the Bay, and on the south by San Pedro Bay (the ocean). Together, Naples and the Peninsula encompass 468 acres and contain several hundred block faces of intense urban development.

The total population of Area E is 6,379, 7% of whom are 64 years of age or older. There are 2,646 dwelling units; the average density is 5.7 units per acre. Fourteen hundred and ten units are owner occupied and 1,236 are rentals. Only 6% of the units are in need of rehabilitation. The average family income in the area is estimated to be \$30,000..

The primary recreation facilities are the ocean and bay beach, and the numerous boat slips located along the canal and channels.

There is strip commercial development along the south side of Second Street in Naples and a node of neighborhood commercial at 62nd Place on the Peninsula. The Naples Elementary School is located on the largest island.

Because of the intense nature of private developments in Area E, public access to recreation areas and water resources is not generally good. The Peninsula lacks parking for most of the beach front on the south, but some is available in the vicinity 72nd and 54th Places. The Bay beach along Bay Shore Avenue is heavily utilized. Public access along the north side of the Peninsula and around the three “ Naples” islands is limited to a public walkway. Second Street is a link in the east/west system which carries large amounts of traffic (discussed in previous Descriptions).



Area E: Existing Conditions

SHORELINE ACCESS

The Peninsula

Beach parking is provided in lots extending westward from 54th Place. Another lot is located on the sand at 72nd Place at the opposite end of the Peninsula. There are no public parking facilities between these two lots. Two pedestrian ways provide public access and the areas not served by parking. Bay Shore Walk traverses the northern shore and Seaside Walk the southern. These walks are entered from any of the streets which intersect with them.

Beach parking on most of the Peninsula is accommodated on the public streets, where visitors must share the spaces with the residents of the area, since many of the units do not have adequate off-street parking. This situation is most serious in the summer months. Ocean Boulevard is the only important street on the Peninsula. East of 54th Place, it is essentially a very long cul-de-sac. Traffic, therefore, is usually very light. Bus service is provided by Route 5 which is described in detail in the section on Area C.

Naples

The only beach on Naples is located on the southwest bank of Marine Stadium, just north of the Davies Bridge (Second Street). This facility is treated in the Resource Management Plan. There is no need for other beach parking on Naples-and there is none. There is a public walkway, along the Bay or canals, around most of the three islands. The most notable exception is along the southwest edges of the large island and Treasure Island, where public land (not under water) does not exist.

Parking and access to the urbanized portions of the islands are difficult owing to narrow streets (often no wider than alleys) and to the lack of adequate off-street parking. These problems make it difficult for visitors to reach the public walkway along the canals. This is not a high demand activity, however, a comparison with other public resources in the coastal zone.

Second Street is the major thoroughfare through Naples, connecting the other segments of the coastal zone (via Ocean Boulevard) on the west end with SEADIP on the east end. This is the most heavily traveled route of the Long Beach shoreline. But because Naples has few signals, traffic moves well across the island. The bridges on each side of the island are wide and have adequate capacity.

Appian Way is also a principal thoroughfare which connects Naples with Area C and neighborhoods to the north. Its use is facilitated by its having a freeway-type interchange with Second Street. Some motorists have found that Appian Way provides an alternative to Second Street/Ocean Boulevard, and use its connections with Bay Shore/Broadway, Colorado, and Fourth Streets to travel to and from downtown. Appian Way is also heavily traveled during major sporting events held periodically in Marine Stadium.

Bus transportation is provided along Second Streets by Route 5,13, and 14, which are described in preceding sections of this report. No service is provided on any of the streets in Naples.

RECREATION VISITORS SERVING FACILITIES

The Peninsula

Ocean Side

The beach along this portion of the Peninsula is the principal recreation resource for mass use in Area E. The lack of public parking, however, is a limiting factor in its accessibility. There is more surf here than in other areas, and in some years, winter storms cause beach erosion.

This portion of the beach is often buffeted by stronger ocean breezes than occur to the west. These factors taken together are responsible for the relatively low intensity of beach use. The most often used portion is near 54th Place where parking is readily available (if the lots are not full). Even so, most people prefer to cross Ocean Boulevard and use the Bay beach because of the strong winds on the ocean side. There are three privately owned lots south of Ocean Boulevard between 54th Place and 55th Place which interrupt what otherwise would be a continuous expanse of sandy beach in that area.

Bay Side

The beach north of Ocean Boulevard between 54th and Peninsula Place, and along Bay Shore Avenue is probably the most popular in Long Beach, although there is little parking and no surf. The reasons for its popularity appear more related to sociology than to access. First of all, it is used principally perhaps nearly exclusively, by Long Beach residents and more especially by those who reside in the east end. This gives this spot a feeling of community, or “neighborliness”, if you will, which is missing at other heavily used City beaches (except perhaps at Marine Park along Marine Stadium). It is a haven, encircled by city, difficult to reach, quiet and clean. It is

frequented by young families and youthful singles, who mostly sunbathe or splash in still water. Kayak rentals are available for those who wish to paddle about in the channel. Many visitors walk into the area from their nearby homes. No beach in the City is more characteristic of the Long Beach lifestyle than this beach, even though its physical characteristics are quite different (for example, it is very narrow, whereas the ocean beach just across the street is extraordinarily wide). Restroom and concession facilities are located near 54th Place, as are handball and other court games. There is also an open storage area for very small boats here.

To the east, near Peninsula Place, is a sailing training facility and club, where about 50 small boats are stored in and out of the water. East of 55th Place there is a storage facility for 35 boats in dry storage and 35 in wet storage. Another facility is located in the channel just off 62nd Place. This accommodates approximately 50 boats of a larger size. Finally, the Alamitos Bay Yacht Club is located on the northeast end of the peninsula in an enclosed, marina-type facility. There are wet storage facilities for about 30 larger vessels and dry storage for another 75 or so, together with automobile parking. There is also a clubhouse and boat servicing facilities.

The beach between Peninsula Place and the Yachts Club is directly behind (or alongside) homes and is accessible only from street ends to Bay Shore Walk. Consequently, it is little used except by the nearby residents, although it is open to the public. The beach is narrow and ill-defined in spots. Occasionally, boaters will beach their craft here, and some rental sand-stakes are available.

Naples

One of the principal recreation and visitors service element on Naples is the boats berthing capability along the channel and in both sides of the canals. These are in the form of docks and slips which emanate from the public walkway which surround most of the islands. Approximately 560 boats are stored in this manner. The docks are usually located directly in front of private homes. Most docks accommodate more than one boat. One of these may belong to the adjacent homeowner who then leases out the remaining slips. If the homeowner has no boat, then he may have leased out all the slips. The owner pays nothing for his slip or use of the waterway, but must agree to annually inspections and make repairs as directed by the Marine Bureau. All vessels are subject to a City fee, assessed annually.

Many leased slips are occupied by boat owners who live considerable distances from Naples. This has compounded the already tight parking

problem, since many on-street spaces are occupied by persons who do not live on Naples and may not move their cars for several days while enjoying a cruise or dock-side vacation. There are also “neighbor problems” created by early morning embarkations preceded by noisy loading of supplies, loud talking, and running of engines; and occasionally by dock-side parties.

The other major recreation resource of Naples is the system of waterfront walkways which attract many strollers and sight-seers.

The recreation facilities located adjacent to Marina Stadium or in the Long Beach Marina or discussed in their Resources Management Plan.

HOUSING

The Peninsula

This portion of Area E is exclusively private residential in character. Most of the units of single-family, and duplexes. There are several small apartment houses also. Units tend to be built very close together on small lots with many vying with their neighbors for a share of the ocean are bay views and breezes. Recently, there has been a trend toward the addition of a third story onto existing buildings. This is not always related to improving view and breeze, but rather is more often caused by the present state of housing market. Owners who need more room find a difficult or too expensive to acquire suitable housing elsewhere and therefore seek to add on to their current dwelling. Since there is typically no room on the small lots for expansion, building upward is the only solution. This activity is causing a change in the character buildings and block faces on the Peninsula.

Naples

Naples is also nearly exclusively residential and character except for the commercial uses along Second Street, at the Colonnade, and in Naples Plaza. Most of the homes are single family or duplexes constructed on very small lots. Limited apartment development is located along the north frontage of Second Street, in Naples Plaza, and on Sorrento Drive just north of Second Street. On The Toledo just south of Second Street is a large condominium structure.

As on the Peninsula, there have been some attempts at third story additions on Naples. These have perhaps been more intrusive than they have on the Peninsula owing to the generally lower profile of buildings on Naples.

DIKEING, DREDGING, FILLING AND SHORELINE STRUCTURES

Periodic maintenance dredging of Alamitos Bay channels and canals is undertaken by the City on the basis of need rather than on a regular schedule. Beach replenishment is conducted in the same manner. The Peninsula beach facing the ocean from about 60th Place to 68th Place is subject to the most severe erosion of all the City's beaches. This is the result of currents operating within this partially closed end of San Pedro Bay (the Peninsula, Marina entrance channel jetty, and the breakwater tend to constrict this part of the Bay). Requests for permits for shoreline structures have in the past been processed through the appropriate reviewing agencies. No additional shoreline structures are foreseen at this time.

HAZARD AREAS

The Seismic Safety Element of the City's General Plan identifies distinct seismic response zones for Naples and the Peninsula.

The Peninsula is subject to tsunami hazards while Naples is subject to both tsunamis and seiches. Flooding potential on the Peninsula is considered minimal, whereas Naples is a secondary flood influence area (elevation is equal to or less than 5' above mean sea level). The soil on the Peninsula is predominantly sandy alluvial materials overlaying Casper or Recent aquifer. On Naples, the soil is predominantly natural or hydraulic fill. Both areas have minimal fault rupture potential, but have the greatest liquefaction potential in the study area (covered by the Seismic Safety Element). Ground shaking is considered most severe for high rise structures in both areas.

VISUAL RESOURCES AND SPECIAL COMMUNITIES

Naples was identified in the California Coastal Plan of 1975 as a special community. In addition to the distinction of character resulting from its being an island, it is an established community with interesting, individual architecture, mature landscaping and public walkways and boat slips around its perimeter. The canals are charming in a special California way not imitative of Venice, Italy. Shops and the elementary school help make the community somewhat self contained. Through traffic is carried on only one street. It is a very successful community which would be impossible to duplicate today. The visual resources of Naples are, of course, the community itself and the views of the Bay and canals attainable from the many public walkways.

The Peninsula is also a special community in the sense that it typifies the California beach towns of the 1920's and "30's. The Pacific Electric Red Cars ran through it along Ocean Boulevard and into Orange County, creating interest through accessibility. At that time the surf pounded on the ocean-facing shore. Housing tended to be developed in a denser, more rigid manner than in Naples, with relatively fewer amenities. But its surroundings of sand and water make it quite unique in Long Beach, and unusual on the California coast. Views of the beach and ocean and of the bay are attainable from its two public walkways.

PUBLIC WORKS

All street and utility improvements necessary for the safe and proper functioning of Naples and the Peninsula are in place. Utility systems capacities are considered adequate to accommodate any growth foreseen by this plan. Street improvements are currently somewhat less than adequate by modern sub-division standards, but little can be done now to mitigate the problem. The major traffic carriers, Second Street and Ocean Boulevard, are adequate.

Periodic maintenance dredging and beach replenishment are necessary, as related above. Some storm run-off measures may have to be instituted to assure the water quality of the Bay (see Resources Management Plan).

AREA E
POLICY PLANNED SUMMARY
SHORELINE ACCESS

The Peninsula

The emphasis on access in the policy plan is to improve safety and to clarify public rights where private encroachments may have occurred, as well to improve access where possible. Examples of the latter goal are: (1) to extend Bay Shore Walk to the sidewalk at the west boundary of the Alamitos Bay Yacht Club. This walk now stops at 65th Place. Seaside Walk shall be extended to 72nd Place. This measure, then, will make a continuous public walkway around the Peninsula; (2) to increase public parking at 72nd Place by improving the existing dirt parking lot.

Safety and better usage will be encouraged by; (1) keeping the jetty clean and safe by eliminating public health hazards; (2) continuing the overnight parking restrictions in the public lot at 72nd Place; (3) not permitting additional encroachments on the Bay beach between the Alamitos Bay Yacht Club and Second Street/Bay Shore Avenue; and (4) by placing restrictions on the landing and mooring of power boats and multi-hulled sailboats on the Bay-side Peninsula beaches.

No additional parking or circulation improvements are recommended by this plan. Bus service is adequate to satisfy anticipated future demands on the Peninsula.

Naples

Access policies for Naples or similar to those for the Peninsula. Primary among these is the completion of the public walkways where public land is available for that purpose, especially along the east side of Los Cerritos Channel between Second Street and Appian Way with a connector to the Second Street sidewalk. This walk should be unpaved. Additionally, street ends should be improved to increase public access to the walkways.

Improving access to the public waterways is also of concern in this plan. This shall be accomplished by; (1) removing slips that encroach illegally on public waterways or are in front of public property, and by not allowing boats to be berthed in such a way as to encroach on public waterways (the commonly used fairways); (2) keeping the public area between the seawall and sidewalk clean, and by not permitting obstructions in that area which discourage public use. Items 1 and 2 shall be implemented within three years, or as soon as



Area E: Policy Plan

legally feasible. Finally, street ends should be improved to enhance public access. There are no parking or circulation improvements proposed by this plan for Naples. Bus service is considered adequate.

RECREATION AND VISITORS SERVING FACILITIES

The Peninsula

This plan recommends that there be no further visitors serving facilities permitted on the Peninsula except as expressly designated below:

1. The public restroom at 62nd Place shall be rebuilt on the front half of the existing lot so that it is clearly identifiable to beachgoers. Signs on the Bay and ocean beaches should be strategically located to direct beach goers.
2. Refurbish the existing restroom facility at 72nd Place.
3. Retain beach volleyball courts at 62nd Place and at additional volleyball courts near his 72nd Place parking lot.

These recommendations are intended to preserve as much as possible the present utility of the visitors serving and recreational facilities without causing a damaging adverse impact to the present community and the Peninsula's natural resources.

Naples

This plan recommends that no further visitor serving facilities be permitted except as expressly permitted below:

1. Should Naples School be closed, the land shall be retained in public ownership to provide neighborhood amenities such as open space or passive and active recreational uses.
2. New slips shall be allowed in accordance with the following:
 - A. One slip per undeveloped lot in Naples. This policy is also intended to permit one slip for any developed lot on Naples which did not, prior to the certification of this LCP, have slip. (Clarification by Advisory Committee Chairman.)

LOCATED IN PLANNING AND DEVELOPMENT

The Peninsula

This plan calls for the preservation of the residential character of the Peninsula with no increase in density. Existing multiple dwelling units may remain as non-conforming uses. Otherwise, a duplex density shall prevail, with typical structures being two or three-stories and height.

The neighborhood commercial node centered around 62nd Place, north and south of Ocean Boulevard, shall remain in limited commercial uses which are neighborhood servicing.

Naples

The single-family character of Naples is to be preserved without exceptions. A-height limit of 30' and a lot coverage of 60% shall prevail in R-1 district.

Duplexes shall be allowed along the north side of Second Street. Multiple unit buildings having a higher density shall remain as known-conforming uses.

Light commercial uses shall be allowed of the south side of Second Street and in Naples Plaza. The small commercial node at the Colonnade shall be limited to neighborhood commercial uses.

DIKING, DREDGING, FILLING IN SHORELINE STRUCTURES

The Peninsula

This plan recommends the use of the Beach Erosion Program cited on Page II-26 as a means of repairing erosion of the Peninsula beaches.

Naples

No further filling of the Bay for enlargement of Naples or Treasure Islands shall be permitted. Maintenance dredging of the channel and canals shall be permitted as required for safety and property water circulations.

HAZARD AREAS

Efforts to alleviate flood hazard conditions on Naples shall continue.

IMPLEMENTATION PLAN

AREA E

Land uses in this area or designated by the Land Use Element of the Long Beach General Plan. A copy of the relevant map section of that Element follows this page.

Land uses are further defined, and development standards applied, by the Long Beach General Plan. A copy of the relevant zoning map follows this page.

Specifics of the Land Use Districts and Zoning Districts are found in the Land Use Element and Zoning Ordinance. Districts and standards may be changed from time to time by actions of the Long Beach City Planning Commission and City Council. Any such amendments which would affect development in the coastal zone must be approved by the California Coastal Commission.

Dedication. The beach shall be dedicated or designated in perpetuity by City ordinance as public park land.

Low/Moderate Cost Housing. Removal of such housing in the coastal zone may be subject to the requirements of the housing replacement policy. See the Housing Policy chapter.

PLANNED DEVELOPMENT (PD) ORDINANCE
FOR 62nd PLACE OF THE PENINSULA
(PD-I)

INTENT

The intent of this Planned to Development Plan is to provide a set of land use regulations for a two block area that is unique in its history, lot sizes and locational characteristics. Such factors make the Zoning Regulations applicable to any other areas of the City inappropriate in this location. The area is also of significant interest to the surrounding community as to warrant public review of each development proposal.

In reviewing and approving site plans 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 Developments and Use Standards specified herein. The Commission shall not permit variance from those standards unless it finds of such variance meets the intent of the original standards and is consistent with the overall goals and objectives of the adopted at Local Coastal Plan. When a variance is requested within a Coastal Zone, a finding shall also be required that “This variance will not adversely affect access to or along the shoreline including physical, visual or psychological qualities of access.

GENERAL DEVELOPMENT AND USE STANDARDS

1. Use. Residential: One dwelling unit per 800 square feet of block area.
Commercial:
 1. Grocery store
 2. Bakery
 3. Book or Stationery, Novelty Card or Gift Shop
 4. Clothing Store
 5. Drug Store, Sundries capped at
 6. Florist
 7. Hardware (without building materials), Ships Chandlery
 8. Meat or Fish Market or Delicatessen and, Bait Shop
 9. Photographic Equipment Store
 10. Shoe Store, Sporting Goods Store

11. Antique Store
 12. Coin, Stamped and Arts Dealer
 13. Bicycle Shop
 14. Barber, Beauty Shops, Manicure Shops
 15. Reducing Salon, Health and Sports Club
 16. Laundromat, Laundry (no on-site dry-cleaning)
 17. Tailoring, Millinery Shop
 18. Shoe repair
 19. Television, Radio, Stereo and Small Appliance Repair
 20. Dog and Cat Grooming
 21. Locksmith
 22. Bicycle Repair, Boat repair (without dry dock)
 23. Medical, dental, Psychiatric Offices
 24. Insurance office
 25. Law office
 26. Dock to broker
 27. Architect, contractor office (no vehicles are materials)
 28. Real estate office, Dock to broker
 29. Day-care facility
 30. Private or public elementary school
 31. Restaurants (except pass-through)
 32. Tavern
2. Access
- A. Vehicle access to all parking facilities shall be from the alley.
 - B. Pedestrian access shall be maintained along Seaside and Bayshore Walks. A land exchange permitting the existing Bayshore Walk to be vacated in exchange for a water's edge walkway of equal width shall be permitted.
3. Building Design
- A. Residential
 1. Building Design
 2. Minimum lot sizes -2,000 square feet
 3. Minimum Linear Frontage -25 ft.

4. Unlimited Lot Coverage
5. Minimum Usable Open Space of 200 square feet per unit
6. Minimum Front Yard Setback -3 ft.
6. Minimum Side Yard Setbacks -3 ft.
7. Minimum Rear Yard Setbacks -10 feet from center line of alley
8. Maximum height of 45 feet on four stories, whichever is less

B. Commercial

1. Minimum Lot Sizes-2,000 square feet
2. Minimum Lot Width -25 ft.
3. Unlimited Lot Coverage
4. No usable open space shall be required.
5. No setback Shelby required on 62nd Place.
6. A minimum of a 3'0" setback shall be required on Bayshore Walk, Seaside Walk and Ocean Boulevard.
7. A minimum of 13'0" setback from the center line of the alley shall be required on the alley.
8. Height shall be limited to 30'0".

4. Parking

A. Residential

<u>Number of Bedrooms</u>	<u>Minimum Number of Parking Spaces Per Unit</u>
0	1.0
1 or more	2.00

If two spaces are provided for an individual unit's exclusive use, they may be in tandem. All other spaces shall be independently accessible.

B. Commercial

<u>New Construction Use</u>	<u>Parking Per 1,000 Sq. Ft. of Gross Floor Area</u>
Day Care, School	2.0
Retail, Personal Service or Office	4.0
Restaurants	10.0
Taverns	20.0

2. New Use of Existing Commercial Buildings

All new uses shall be required to provide the same parking as new construction, however, each new use shall be credited with the parking that is required of the existing use.

5. Landscaping.

All areas on the lot not paved or covered by buildings shall be attractively landscaped. All parking lots shall be landscaped with not less than one tree for each five parking spaces.

6. Developer Improvement and Maintenance Responsibility

The developer of any new construction of a new primary use structures shall repair the curb, gutter, sidewalk and alley abutting the side to the satisfaction of the City Engineer.

SEADIP

The South East Area Development and Improvement Plan (SEADIP) was the first segment of the Long Beach Coastal Zone to be systematically planned and zoned according to policies and concerns later enunciated by the California Coastal Act. Having been adopted just prior to the commencement of work on the Long Beach LCP, it was approved in total by the Advisory Committee for inclusion in the Local Coastal Program. At the local hearings of this LCP, it was directed that the Los Angeles County portion of SEADIP be removed from this LCP until the boundaries of the wetlands could be determined. At the State Commission hearings, parcel 11b was also deleted from this submittal.

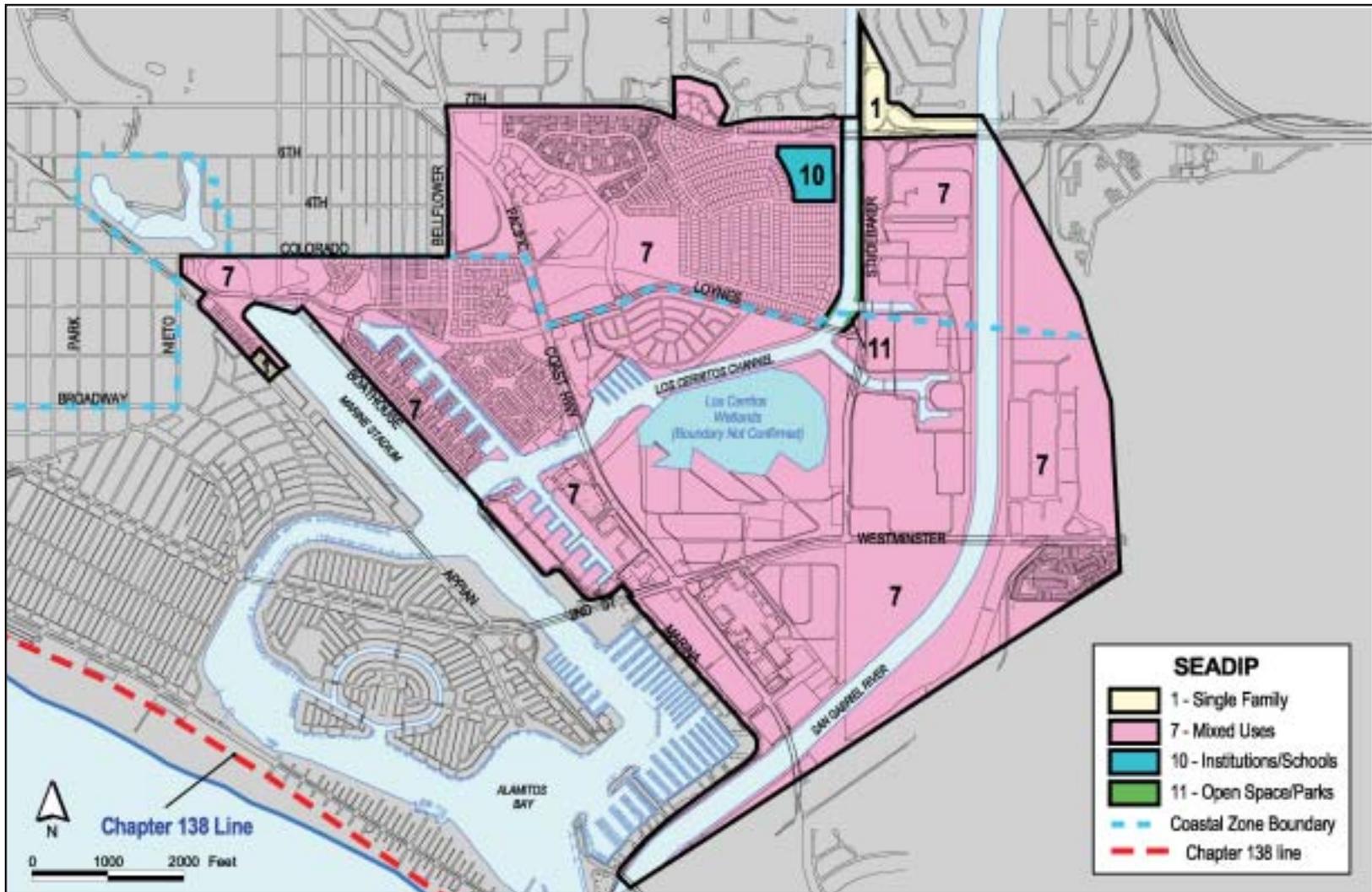
The SEADIP program was adopted by the Long Beach City Council in 1977 as a Specific Plan under California law, as an amendment to the then current general plan. A planned development ordinance was also adopted which regulates the properties. The plan and ordinance are contained in the document entitled SEADIP – A Specific Plan for Implementation, dated April, 1977. This document is adopted by reference as an integral part of the Long Beach Local Coastal Program. (see footnote on Page III-S-3).

To facilitate the reader's reference, a brief summary of the SEADIP planning goals are reproduced here (taken from the Preface of the above cited document) together with the adopted plan and a table of land uses.

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The South East Area Development and Improvement Plan embraces the last large area of the City of Long Beach that is not yet fully developed. Some of the choicest sites have already been developed, but without the benefit of an overall plan for the entire 1,500-acre section. It is the purpose of this document to present an integrated specific plan for the continuing development of this important area of the City.

SEADIP enjoys significant locational advantages. It lies near the mouth of the San Gabriel River, and much of the area has direct access to waterways leading to the ocean. Although the area does not border on ocean beaches, it is within bicycle distance of some of the finest beaches along the West Coast. The area surrounded by high-value residential communities creating a very strong market within the area itself for quality housing. It enjoys good high-way access to most of the Los Angeles-Basin, with Interstate 605 and 405 intersecting to the northeast: State Route 1 (Pacific Coast Highway) passes through this area.



SEADIP

Summary of Land Uses

SEADIP Area	Owner/Developer/Project	Approximate Gross Acreage	Proposed Use	Dwelling Units	DU Density Per Acre
1	San Gabriel River Improvement Southern Pacific Land Company	4	Residential	38	9.5
2 (b)	Marina Pacifica (Phase IB)	54	Residential	453	8.4
3 (b)	Bank of America -- KLM Oil	5	Residential	33	6.6
4 (a)	Chazen: Pacific Highlands	21	Residential	126	6
4 (b)	Roe: Costa del sol	48	Residential	198	6.5
5 (b)	CalTrans	4	Residential	10	2.5
6 (b)	Bixby: Pathways Related	11	Residential	198	18
6 (c)	Bixby: Pathways extension (apts)	6	Residential	500	5.6
7 (a)	Bixby	51	Residential		
21	Bixby	3	Residential		
22 (a)	Bixby: Golf Course	24	Commercial Recreation		
7 (b)	S & S: Construction	9	Residential	45	5
8	S & S: Construction	8	Residential	125	15.5
10	Lansdale	3	Residential	35	11.7
11	Bixby	91	Residential	764	8.4
11	Roe	6	Residential	50	8.4
14	CalTrans	6	Residential	18	3
22	San Gabriel River Improvement Co.	6	Residential	48	8
26	Bryant	10	Residential	95	9.5
27	Bryant	20	Residential	190	9.5
33	Bixby	55	Marsh and Trails	-	-
Proposed Residential Area Subtotals		450		2,926	6.5
25	Bixby	49	Business Park		
26(b)	Bryant	28	Business Park Non-retail commercial		
29	San Gabriel River Improvements	9	Office-Restaurants Commercial Recreational		
Proposed Business-Commercial Area Subtotal		36			
5 (b)	CalTrans	4	Landscaped Open Space		
14	CalTrans	36	Landscaped Open Space		
20	City of Long Beach	2	Landscaped Open Space		
22 (b)	Bixby	24	Commercial Recreation		
23	Bixby	8	Active/Passive Park		
24	Bixby	2	Stream Side Park		
28	Orange County	5	Retention Basin		
30	Bryant	3	Stream Side Park		
31	City of Long Beach	6	Stream Side Park		
32	City of Long Beach	35	Active/Passive Park		
33	Bixby	55	Marsh and Trails		
Open Space-Park Area Subtotals		180			
2 (a)	Marina Pacifica IA	26	(Residential)	570	21.9
3 (a)	Colorado Street	10	(Residential)	115	11.5
5 (a)	Stoneybrook	13	(Residential)	570	43.3
6 (a)	Pathways	17	(Residential)	370	21.3
9	College Park Estates	76	(Residential)	406	5.3
10 (a)	Belmont Shore Mobile Home Estates	32	(Residential)	335	10.5
12	Island Village	19	(Residential)	190	10
Existing Residential Area Subtotals		193		2,556	13.24
13	Bixby Village Plaza	7	Shopping Center		
15	Golden Sails	9	Motel-Restaurant		
16	Marina Pacifica Village	26	Shopping Center		
17	Edgewater Hyatt House	22	Model		
18	The Market Place	21	Shopping Center		
19	Los Angeles City Edison Steam Generating Plants	285	Power Generation		
Existing Industrial-Industrial Area Subtotals		370			
	City of Long Beach	32			
	Flood Channels	167			
	Streets	112			
Miscellaneous Public Subtotal		311			
Grand Totals -- Residential Land		643		5,482	9.52

*Counted in two categories

Note: At the local adoption hearing on this LCP the Los Angeles County portion of SEADIP were deleted from the LCP until the extent of the wetlands can be determined by State agencies. Parcels deleted are 33, 11a, 25, 26a, 26b, 27, 28, and 30. At the State Commission hearings, parcel 11b was also deleted from this submittal.

Interstate 605 and 405 intersecting to the northeast: State Route 1 (Pacific Coast Highway) passes through this area.

There are, however, a number of constraints on future development. Environmental factors are prime among these. The land itself was originally part of the San Gabriel River floodplain.

Fill placed in some of the area does not offer sufficient natural support for development without extensive foundation work. Natural wetlands remain in some parts, and these must be preserved for environmental reasons. Extraction of petroleum since the 1920's has caused settlement of the land below expected flood levels so that considerable fill is required in most areas before development can proceed.

The presence of methane gas is another problem associated with oil extraction which must be overcome in development. Finally, the area lies along the Newport-Inglewood fault, a factor which must be taken into account in the design and placement of structures.

Besides constraints imposed by the nature environment, there are a number of planning constraints which also must be addressed. Traffic considerations are prime among these. The highway-access advantages cited above also have the distinct disadvantages of forcing large volumes of traffic through the area primarily between Orange County residential communities and Long Beach and educational centers. Traffic congestion thus imposes a constraint on development density. Availability of public services, particularly schools, provides another constraint. Although public schools in surrounding communities are presently underenrolled, a medium-to-high density development of the area would so overwhelm the schools that new elementary and junior high schools would be required, the capital and operating costs for which could not be adequately compensated by increased tax revenues. Given current fiscal projections for the City, every effort must be made to encourage development for which tax income will exceed public service costs.

The basic planning concept for SEADIP is that of an integrated total community. Approximately 440 acres are set aside for development of relatively low density housing that will provide a family-oriented living environment (a total of 2,898 units at an average density of 6.6 dwelling units per gross acre). Approximately eighty-six acres are to be devoted to commercial and light industrial uses. Both residential and business uses are to be developed in a park-like setting with a full 135 acres reserved as open space, for active and passive recreation, as well as for conservation uses.

Open space and the related pedestrian and bicycle trails, are designed to thread through the entire area integrating each of the separate developments into a total community.

The residential neighborhoods are proposed to be developed to an “R-1” equivalent density. The word “equivalent” is use because although the overall density will approximate that of “R-1” zoning, the actual form of development proposed is far different from the typical “R-1” neighborhood of detached homes on 6,000 square foot lots. Developers and their architects will be given considerable flexibility to group housing units in various ways to leave important natural amenities undeveloped to provide for efficient circulation and utility systems, and to create an open community atmosphere. This “planned unit development” concept (commonly known as “PUD”) is not new in Southern California but SEADIP represents the first use of this approach in Long Beach.

In summary, SEADIP should bring to Long Beach from 2,900 new homes housing approximately 7,245 persons, 86 acres of commercial and light industrial uses and wind up to approximately 3,500 persons, and an annual increase in tax revenues which will exceed the average annual increase in public service costs by some \$8.4 million. *Most importantly, SEADIP should create within Long Beach a totally new community of homes and work places which will set a new standard for the style and quality of life which this City can provide its people.

Recommendations in this report for amending the 1961 Long Beach General plan and adopting a Specific Plan to regulate development in the southeast sector of the City are derived from an extensive citizen-Planning Department interaction program. Basic changes in the existing General Plan result from the application of the following concepts:

1. Development of the subject area must be comprehensive and integrated, with the balance sought between the issues of land use, density, traffic, environmental issues, and physical impacts.
2. Although a variety of housing types architectural styles, densities, and clustering patterns are suggested, the basic concept for development is to promote single-family housing.
3. A density pattern of 7.26 dwelling units per gross acre is produced when the subdivision standard of 6,000 square feet per lot is applied in Long Beach; this density is the standard of development for the area.

*Pre-Jarvis estimate

4. Higher densities are warranted only when supported by amenities provided to the public without costs, adequate open space is preserved, participation in an internal bicycle path and pedestrian trail system is guaranteed, and private streets are utilized to remove circulation burdens from public thoroughfares.
5. A “Naples-like” community concept is required, following in conceptual form the patterns existing on Naples Island in Long Beach, with orientation of homes toward open space, greenbelts, water, or significant views. Further, access to waterways and public areas is necessary, and a limitation of building heights to two stories is required.
6. Fiscal controls shall be exerted so that public costs for supporting developments do not create a significant imbalance in public finances; revenue is to be maximized by selecting the highest and the best uses consistent with environmental standards and low service costs.
7. Traffic considerations include limiting access to major streets, improved local circulation, preventing streets or circulation patterns from disrupting existing neighborhoods, improving traffic flow on Pacific Coast Highway and Studebaker Road and controlling the number of dwelling units so as to minimize traffic impact.
8. Environmental considerations of special significance include seismic safety, water protection, problems of uncontrolled landfills, methane gas generated in landfill, wildlife protection, the impact of traffic, preserving unique natural habitats, and the requirement of landfill from many vacant areas.

ADDED BY THIS LCP

9. Eighty new slips (one vote per slip) shall be allowed in the Costa Del Sol development. Marina Pacifica I-B shall be allowed to 255 new slips (one boat per slip). Development on Lot 31 of Tract No. 31253 shall be allowed to 15 new slips, and the Long Beach Marina shall be permitted a reasonable expansion, but not to exceed 10% additional slips (one boat per slip). The boat slips in Marina Pacifica I-B and Costa Del Sol shall be constructed only after review of a total slip development plan by the Planning Commission based on environmental considerations. The boat slips shall be restricted to use by actual residents of those developments. Marina Pacifica I-A and B Costa Del Sol developments shall be conspicuously posted for public access to waterfront walkways.

10. New oil dwellings from City-owned property in SEADIP shall be permitted on only two sites: In Parcel Q at the Northeast end of Marina Stadium; at the southwest corner of Second Street and Marina Drive (Amendment No. 1f).
11. Land use and development standards in the Long Beach Marina shall be controlled by the following ordinance.

PLAN DEVELOPMENT (PD) ORDINANCE
FOR LONG BEACH MARINA
(PD-I)

INTENT

The intent of this Planned Development Ordinance is to provide a set of land use regulations of the Long Beach Marina. This is a unique area and facility with land uses not located in any other portion of the City. Such factors make the Zoning Regulations applicable to any other area of the City inappropriate in this location. The area is also of sufficient interest to the surrounding community as to warrant public review of each development proposal as are all the abutting areas in the SEADIP Planned Development Plan.

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 specified herein. The Commission shall not permit variance from those standards unless it finds that such variance meets the intent of the original standards and is consistent with the overall goals and objectives of the adopted Local Coastal Plan.

When a variance is requested within the Coastal Zone, a finding shall also be required that “This variance will not adversely affect access to or along the shoreline including physical, visual or psychological qualities of access.”

GENERAL DEVELOPMENT AND USE STANDARDS

1. Uses. To be described in development and use standards for individual subareas.
2. Access.
 - A. Vehicle access to all parking facilities shall be from Marina Drive.
 - B. Pedestrian access shall be maintained along the water’s edge of the Marina and at marina channels at all locations where it exists at the time of adoption of this plan.
3. Building Design
 - A. Style. All new buildings shall be appropriately designed so as to be consistent with the coastal oriented design motif.
 - B. Height. No building shall exceed 35 feet in height.

4. Parking

Commercial:

A.	<u>New Construction Use</u>	<u>Parking per 1,000 Sq. Ft. of Gross Floor Area</u>
	Retail	4.0
	Restaurant (Dining Areas)	10.0
	Taverns (including tavern areas in restaurants)	20.0
	Dance Hall, Entertainment Lounge areas, Restaurant Lobby areas	25.0

B. New Use of Existing Commercial Buildings

All new uses shall be required to provide the same parking as new construction; however, each new use shall be credited with the parking that is required of the existing use.

C. Marina Parking. Not less than 0.75 parking spaces per boat slip shall be maintained.

D. Joint Use. Joint use of parking spaces is to be encouraged.

5. Landscaping

Prior to approval of any new construction, landscaping plans for the new construction designed to harmonize with the existing landscaping shall be provided for review and approval.

SPECIFIC DEVELOPMENT AND USE STANDARDS

Subarea 1. This area is the southeasterly portion of the City and is known as Seaport Village. This area extends southward from Marina Drive where it becomes an east/west roadway and bridges the San Gabriel River. This subarea of this Planned Development District is intended to maintain the existing specialty shopping area.

1. Use.

A. Principal Use.

Commercial:

1. Bakery
2. Book or stationery, novelty, card or gift store.

3. Clothing store
4. Florist
5. Meat or fish market or delicatessen, bait shop.
6. Sporting goods store
7. Bicycle store
8. Yacht broker
9. Restaurant (except fast food)
10. Tavern
11. Marine Bureau offices

- B. Accessory Uses. Dancing and entertainment café uses shall be permitted as accessory to restaurant and tavern uses.
- C. Prohibited uses. Transient residential use (including hotels, motels and boatels).

2. Access. Same as General Standards.
3. Building Design. Same as General Standards.
4. Parking. Same as General Standards.
5. Landscaping. Same as General Standards.

Subarea 2. This subarea provides supporting areas for the Long Beach Marina and is located seaward of Marina Drive to the edge from the northern edge of the J.H. Davies Bridge. This portion of this planned Development District is intended to preserve this area for necessary support facilities for the Marina.

1. Uses.
 - A. Primary Use. Marina parking.
 - B. Other Marina supporting permitted principal uses:
 1. Yacht brokerage
 2. Boat rentals
 3. Boat repairs
 4. Chandleries
 5. Sports equipment (sales and/or rentals)

6. Not more than two restaurants
 7. Oil drilling and boat yards abutting J.H. Davies Bridge.
- C. Accessory Uses. Dancing and entertainment cafe uses as accessory uses for restaurants.
- D. Prohibited Uses.
1. Hotels, motels, boatels or any other form of transient housing.
 2. Fast food restaurants.

THE WATERLANDS

RESOURCES

MANAGEMENT PLAN

RESOURCES MANAGEMENT PLAN (RMP)

of the

Long Beach, California

Local Coastal Program (LCP)

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EXHIBIT I

1. SUMMARY

Scope of Purpose

This Resources Management Plan (RMP) applies to five waterlands in the Coastal Zone of the Long Beach—Alamitos Bay, Marine Stadium, Colorado Lagoon, Los Cerritos Wetlands and Sims Pond—and to their urbanized and organizing environments insofar as much urban developments and less impact on all our or impact its by five water commands. The RMP was prepared by Staff of the City Planning and Building Department for approval by the City Planning Commission, the Cities Counsel and the State Coastal Commission.

As part of the Long Beach's Local Coastal Program (LCP), the RMP is designed to be responsive to the mandates and guidelines of the Coastal Act of 1976. Furthermore, pursuant to the Act, a Citizens' Advisory Committee (CAC) of the LCP was established which then conducted weekly meetings of its full committee and its various subcommittees and 1977, 1978 and 1979. Therefore this RMP is also closely attentive to the statement of guideline policies adopted by the full CAC on October 25, 1978, after months of detailed work by its subcommittee on the five waterlands. The RMP incorporates interpretations and extensions of those guideline policies made by the CAC in response to a series a draft implementation plans prepared by staff and discussed with the CAC doing 1979.

This plan is an implementation plan, providing processes and actions to carry out the intent of the Act and desires of the citizenry consistent with and responsive to the Act. The overall thrust of this implementation plan is to improve and assure public access to coastal and tide-waterland amenities, to improve and maintained water quality, to seek and establish a harmony between public use a waterlands and private use of surrounding urban areas, and to protect and enhance the viability of environmentally sensitive areas. The Citizens' policies of October 25, 1978, provide the guiding concepts for starting this thrust. The RMP defines ways and means for maintaining this thrust.

The Five Waterlands (See Map in Exhibit I)

Alamitos Bay has probably reached near-capacity regarding human uses and ecological viability. A diversity of human uses and ecological systems co-exist; and water quality is good. Yet some improvements can be made in the use-mix and in water quality. However, if more launching ramps, large-boat harborages and cruising, and high-speed multi-hulled sailcraft are added,

saturation of the Bay's ecological in human-use capacity would probably occur with a consequent reduction in water quality and in diversity of the use-mix. This RMP operates to contain any harmful expansion of such uses, to control conflicts of uses in a nearly fully-used public facility, and to promote a diversity of uses surveying a wide spectrum of recreational styles and income levels. The plan provides for increased availability of space and place for public accessibility, for bathing and swimming and for the sailing of small craft within the bay. A program under this plan will clean up the urban runoff uphill from the Bay. Cost-benefit analyses will be done on capital projects for diversions of storm drains and flood control channels directly into the ocean instead of into the Bay and its upstream tributaries. A research project is formulated to provide the technical information for managing the ecology of the Bay to balance best the allowed mix of human uses and ecosystem vitality. A healthy ecosystem enhances water quality, and good water quality in turn supports a continuing diversity of human uses. Until this and other information for decision-making is acquired, further largeboat moorings and marinas and any dredging or filling will be postponed (except as presently approved.)

Marine Stadium, built in the 1920's and used for the 1932 Olympics primarily for rowing competitions is a long rectangular body of seawater connected to Alamos Bay. During the last decades, the Stadium has been the site of increasingly frequent commercial water sport events with high-speed powerboat racing. Such commercial events have impacted the surrounding residential areas with noise, trash, congestions, vandalism, and parking problems. This RMP nominates implementing measures for bringing such impacts under control to acceptable levels: permissible noise levels, public hearings on preschedules of proposed events, parking limitations on and clean-up by the commercial events and expanded uses by persons, small craft, local and non-commercial groups. This plan includes the development of the public land at the north end of the stadium into beaches and parks with grassland for field sports. All together, the recreational and educational uses of the Stadium and surrounding public land are designed in this RMP toward satisfying simultaneously the statewide requirements as tidelands, the local requirements as "good neighbors" to adjacent residential communities, and City requirements that no fiscal burden be sustained for furnishing non-City amenities and programs.

Colorado Lagoon is a popular free swimming and clamming site on City tidelands connected to Marine Stadium by the title gate, which is often used to hold water levels up for swimming in the Lagoon. Water quality for human use and for clams is sometimes a problem owing to slow title flushing and to

urban runoff. The whole facility of about twenty acres of water and twenty acres of perimeter land is a regional facility, attracting out-of-City users on hot summer weekends, and yet it lies closely the within well-established local neighborhoods. Any degradation of quality of the manmade and natural features of this facility tends to capitalize a dissociation of regional and local patronage which in turn tends towards further degradation. This RMP aims to upgrade the whole facility while keeping it opened and unfenced for aesthetic, swimming and climbing enjoyment both by visitors and by local residents so that its quality will remain upgraded. Water quality will be improved by urban runoff control and scientifically determined tidal gate regiments. Structures, equipment and landscaping will be improved and increased. The north bank area will be made more scenic and useful to local uses by erosion control and landscaping, and possibly by the addition of two acres of a grassed and shaded picnic area. Public health will be guarded by frequent testing and posting of bilingual warnings during hazardous conditions.

Los Cerritos Wetlands is a tidelands mudflat and marsh lying in a Los Angeles County “island” which is enclosed within the Long Beach City boundaries, and is included in the SEADIP Specific Plan of Long Beach. This Wetlands is an environmentally sensitive area by this RMP; a significant ecological area in the Los Angeles County General Plan; a lagoon to be protected in the Coastal Plan of 1975; a viable wetland according to the Department of Fish and Game; an essential bird feeding area as designated by the National Wildlife Service; the habitat of species listed in the Endangered Species Act; and an environment subject to the Basic Wetland Protection Policy of the State Resources Agency. In view of the delicate ecological sensitivity of Los Cerritos Wetlands to any human disturbance, this RMP calls for a strong set of implementing actions which protect and preserve this area as it is, postponing any enlargements and restorations (such as are permitted in the SEADIP plan) until certain scientific, economic and other studies have been completed. These studies are aimed to answer critical questions concerning the irreversibility of the ecosystem to earth cutting and filling; concerning the ecological feasibility of reconfiguration and restoration projects; and concerning the boundaries of the ecologically sensitive area with attendant rights and responsibilities of private, public and governmental parties.

The possibility of a declaration of the Loss Cerritos Wetlands as a “Sensitive Coastal Resource Area” is an alternative under consideration.

Sims Pond is a seasonal freshwater pool and marsh of about eight acres. It is valuable as the resting, feeding and nesting site for local and migratory birds. This RMP provides for the preservation of a portion of the pool, marsh

and its banks and vegetation as an enclosed ecological preserve. Observation for the enjoyment and education by the general public will be allowed from an observation blind build into the perimeter fence. Internal access will be by special permission and only for maintenance and research.

Management and Implementation

Technical choice will have to be made subsequently regarding the maintenance and development of each of the five water lands. Insufficient knowledge exist now to specify exactly all of these technical decisions. Therefore, this RMP formulates several research projects to maximize the attainment of overall and specific objectives. These research projects will significantly interrelate various systems parameters and variables such as water quality, swimmability, biota, title flushing, tropic chains, runoff toxins and pathogens, hydrology, species diversity, effects of dredging and diking, and rates of ecological succession. Such systems analyses will provide valuable information for adopting best management practices for Alamitos Bay and Colorado Lagoon, and essential information for choosing among alternative restoration and reconfiguration proposals for Los Cerritos Wetlands.

Success in implementing any resources management plan embedded in a pluralistic jurisdictional framework, such as this one, require special and strong leadership. Otherwise the normal decentralized private and public sources of initiative and quasi-equal sources of authority will operate in an uncoordinated manner to produce disjointed partial thrusts with generally of weak, slow and low-quality overall results. Therefore, this RMP rather specifically defines the leadership and participation roles of an interorganizational management structure to achieve the high expectations of the plan. Acceptance of this RMP is equivalent to expressing the firm intent to establish the managerial structure defined herein, and to assume the financial responsibilities encountered. Participants nominated in the managerial structure will have been given the opportunity to review this plan and express their organizational positions prior to adoption of the plan.

It is recommended that the City Manager consider appointment of the Marine Bureau of the City (part of the Tidelands Agency or Department) to have operational planning, budgeting, and management responsibility for Alamitos Bay (including associated waterways and public land), Marine Stadium and Colorado Lagoon. The owners of Los Cerritos Wetlands and Sims Pond will have protection and preservation responsibility prior to ecological developments required or allowed by the plan and by various State and Federal permitting authorities. They will also have financial responsibility for

any such ecological preservation occurring in connection with parallel residential development of the perimeters. The State of California is expected to have ownership and responsibility for protection, maintenance, and liability of Los Cerritos Wetlands eventually. Capital and research projects nominated in the plan which will or may require City financing will compete citywide with other capital and research projects in the normal budgetary process unless funded otherwise. State and Federal funds will need to be sought to assist in plan implementation and ecological restoration and preservation.

Leadership and central advocacy for promoting the funding and successful implementation of this plan for all five water lands will be vested in a specifically named person as the “Implementation Process Manager”, who will integrate and coordinate plan execution in accordance with a specific charter defining authorities and responsibilities necessary to be effective. It is recommended that the City to be effective. It is recommended that the City Manager consider appointment of a member of the Department of Planning and Building to fulfill this responsibility. Incremental choices (except for capital spending authorizations) of environmental development alternatives, regarding all five Waterlands in a coherent manner, will be made by a Steering Committee with membership from the City, the State, relevant Federal agencies, the landowners, consultants and university research teams, the local citizenry, conservationist organizations, and the public at large. A forum for airing and resolving public concerns will be afforded by public hearings of the City Planning Commission which will receive the annual published progress report of the Implementation Process Manager, take public testimony and make recommendations to the City Council.

The Steering Committee will encourage the formation of a non-governmental body, the Society for the Preservation of the Los Cerritos Wetlands and Sims Pond. The mission of this society will be to assure ecological care of these two wetlands by monitoring private and governmental maintenance and by promoting broad public support and respect for efforts to effect long-term restoration and preservation and wetlands as viable natural ecosystems valuable to the public in general.

2. THE PLANNING PROCESS

2.1 Scope of the Plan

The scope of this Resources Management Plan (RMP) of five waterlands in southeastern Long Beach—Alamitos Bay, Marine Stadium, Colorado Lagoon, Los Cerritos Wetlands, Sim's Pond—is limited to prescribing and proscribing actions and processes for the purpose of implementing stated resource management policies for each waterland. This RMP embodies, ratifies and assures an effective life of such policies. This RMP uses existing social and ecological information on the five waterlands. When existing information is insufficient for defining or choosing implementations, the RMP prescribes research and analysis projects. No new social or ecological research was funded or conducted to produce this plan and therefore none is reported herein.

This RMP incorporates implementations which connect policies with management responsibilities and constraints. It does not go any further in defining the subsequent and parallel professional practices of city marine and ecological management to be exercised by competent agencies and authorities nominated in the plan. Therefore, specific work schedules of quantities of physical and ecological and financial operations are not included in this RMP. (In contrast, such items might be the main substance of programmatic plans for a specific resource such as a range or a forest, or such as marsh restoration, or an eco-engineering project.) In net terms, this RMP formally adopts policies and then creates motivating connectors between such policies and the managership competent to carry them out.

The approach of the RMP starts with General goals and goes to particular implementations and then back to the general context to check for consistency. The RMP takes the goals of the Coastal Act of 1976 and guidelines of the Coastal Commission as a conceptual reference from which to begin formulating a plan; and, at the end, it takes appropriately applicable policies of the Coastal Act as criteria by which to measure the conformity of the plan for each waterland with the intent of the State Legislature in adopting the Act. During the planning process issues were identified, technical facts were brought to bear, local policies were formulated by citizens groups, alternative solutions were proposed, knowledgeable persons were consulted, criteria were applied to selecting solutions, critiques were made by representatives of effecting and affected parties, and finally an attempt was made to define an amalgam of implementation measures harmonizing diverse interests and responsibilities.

2.2 History of the Planning Process

The RMP is the product of an intensive and extensive planning process incorporating many sources of information and valuation. It evolved over a year and a half. In the summer of 1978 the attention of the citywide Citizens' Advisory Committee (CAC) of the Long Beach Local Coastal Program (LCP) focused on the five water lands of southeastern Long Beach as one of several major implementation plans to be developed in consonance with the Coastal Act. On November 1, 1978, the Long Beach Department of Planning and Building outlined an approach for the RMP using the CAC as a local policy-developing body. This proposal was approved and funded by the Coastal Commission. Meanwhile, the CAC set of a subcommittee for developing citizen-based policy proposals for the five waterlands. The subcommittee conducted weekly meetings and acquired technical and operational information from a variety of sources, with some of which were furnished by the Planning and Cal building Department, but much of which was located or possessed by the subcommittee itself on it on initiative to bring the best relevant information to bear on policy formulation.

On October 25, 1978, the full citywide CAC adopted a policy statement on the resources management of the five water lands based on the report of this special subcommittee. With Coastal Commission funding, and with an agreement with the Los Angeles County that Long Beach would plan for a coastal "island" of the County within City boundaries including some waterlands areas, * the City's Long Range Planning Division began to create the full written form of the RMP. The RMP was to use the CAC policy statement as its foundation, provided that the statement met goals and policies of the Coastal Act and provided that the policies of the Coastal Act and provided that the policies so stated could be implemented with measures calculated to be feasible and effective technically, operationally and financially. Since the CAC had well read and understood the goals and policies of the Coastal Act, and since the October 25th policy statement generally was well received by the staff of the Coastal Commission, the first condition was met. The City Planning staff then mostly had to address the second condition. The task of the staff was, first, to understand not only the October 25th policy statement but also the basic concerns of the local citizenry behind the policy statement; second, to explore and invent, if necessary, candidate implementation measures; and third, to evaluate and select such measures for their technical, operational and financial feasibilities.

*Subsequently removed by local actions from this current LCP.

A first-draft of the RMP was produced by the Planning staff in February of 1979 and circulated for review by the CAC subcommittee. Comments and critiques were also received from the Coastal Commission staff, from the County, from landowners and developers in the area, from the State Department of Fish and Game, from the various conservation-minded organizations and from various City Departments which would be agents of implementation. Critiques, advice and other feedback led to a complete rewriting of the RMP and difference towel and format.

A second draft was then prepared by the Planning Staff during spring of 1979. This draft received a thorough review and critique with some content revision during two long sessions with the full CAC on August 8 and August 15 of 1979. Residual issues were resolved at several finaal general sessions of the CAC in September of 1979. The present RMP is intended to reflect the consensus of the Staff and the Committee, as perceived by Staff. The present RMP preserves the constructive managerial and technical innovations of the first draft, but addresses with more emphasis the basic concerns of the citizens rather than just the literal policies they stated. This aspect of the RMP is important for the success of the subsequent implementation of the plan because the CAC will disband in 1980 and thereafter for many years the spirit of their thrust will have to be propagated by implementation of the RMP, both substantive and managerial.

In the present RMP, timing is represented by importance. Funding is represented by responsibility. Funding of certain measures in the RMP is recognized as a process of faithful striving for, and aggressive advocacy of, plan implementation over the future years. Advance commitment to capital expenditures, for instance, in a plan itself if not possible or binding. Therefore, time and money do not appear explicitly in the final RMP. Implicitly, time and money are expressed as initiatives of competent and loyal implementers who either assume responsibility or are reasonably assigned responsibility as agents of implementation of the RMP.

For each waterland, the RMP starts with the brief description and history of the waterland, and proceeds with a narrative of the problems of resources management. Next, the CAC policy statement for that water land is quoted, not just as a reference but as an integral implementation directive or imperative of the RMP toward the solution of these problems. Then, two subsequent sections enlarge upon the policy statement with augmenting actions and alternative measures responsive to the concerns of the citizens behind the CAC policy statement. These augmentations and sequential implementations were originally conceived of the proposed by the Planning Staff, but then ratified by the CAC in the process of reviewing and modifying

the first and second drafts of the RMP. Finally, for each waterland the most relevant policies of the Coastal Act are cited. Conformity with the Coastal Act lies, first,, in overall application of the goals of the Act in the formulation of RMP policies; and second, in the close application of those selected Coastal Act policies deemed most pertinent to the treatment of that waterland.

2.3 Goals: Coastal Act and This Plan

In 1976 the state legislature adopted the Coastal Act which became §30,000 et. seq. of the State Government Code, administered by the State Resources Agency through the California Coastal Commission. While the Act of 1976 and §30000 et. seq. rule today (replacing the Act of 1972 which implemented Proposition 20 and created the California Coastal Zone Conservation Commission) the Act of 1972 which implemented Proposition 20 and created the California Coastal Zone Conservation Commission), the “Coastal Plan” prepared under the Act of 1972 and presented to the Legislature in 1975 by the Governor is a strong guiding reference in the Act of 1976 and consequently in current administration of the Act, even though the Coastal Plan was not literally and completely incorporated into the Act of 1976.

In the Act of 1976, the Coastal Plan, and concurrent preparation of a series of elements of the Long Beach General Plan, 1972-1979, furnished an official framework for the formulation of the RMP. Since the resources addressed here and are composed and closely entwined social and natural ecosystems, the operating characteristics and imperatives of such systems furnish a local framework for formulating the RMP. The goals of the RMP are therefore officially and locally desired objectives, which are mutually supportive.

According to §30001.5 the basic goals for the coastal zone are:

- a) Protect, maintain, and, where possible, enhance and restore the oval while overall quality of the coastal zone environment and its natural and man-made resources.
- b) Assure orderly, balanced utilization and conservation of these coastal resources taking into account the social and economic needs of the people of the state.
- c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutional protected rights of privacy property owners.
- d) Assure priority for coastal-dependent development over other development on the coast.

e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, and the coastal zone.”

The five wetlands which are the object of the resources management efforts prescribed in the plan— Alamitos Bay, Marine Stadium, Colorado Lagoon, Los Cerritos Wetlands, and Sims Pond—lie within areas of Long Beach which to the west are well-established developments and to the east (to the Orange County border) are under strong development pressure. A century ago, the whole area was a network of sea-connected marshlands and lagoons, and an estuary of the San Gabriel River, with year-to year variation in sand bars, tidelands and channels. Every decade since the turn of the century brought increasing development by permanent alteration and stabilization of successive portions of the original wetland and delta, until little of the original configuration is left today: first, a beach resort community on the peninsula between the Bay and the ocean; then a boating-based private island reclaimed from the swamp and made accessible to Los Angeles by the Pacific Electric “Big Red Cars”; then an oil drilling and production boom with dikes to protect such operations from ocean and river water; then power plant sites using river water for cooling; then dikes and channels and jetties to stabilize the pattern of the whole delta and permit construction of highways and roads; then a marina for ocean-going boats created from dredging the remaining marshland near the Bay on the east side, providing high ground for access roads, motels and restaurants; and then more marine-oriented dense condominium structures.

Finally, in the mid-1970s there remained about a square mile of undeveloped land—originally part of the delta of the San Gabriel River—which has come under market pressures for land development, although much of the surface is used now for oil extraction, equipment and operations. This pressure for development, besides being a part of the surge of residential construction of Southern California, was motivated partly by the potential for water-related amenities: boating, swimming, fishing, water-sports, and the like. The City and the residents of the area perceived possible future development chaos with rampant market forces with consequent destruction of neighborhood values and natural environments. To ward off such an undesirable eventuality, the City set in motion in 1975 a comprehensive planning project involving city planners, local citizenry, landowners and conservationists. In 1977 the City adopted the product, SEADIP (South East Area Development Improvement Plan), as a Specific Plan incorporated into the General Plan.

The point of this historical review is twofold. First the area of natural and manmade resources, within which the five waterlands of this RMP lie, raises just about all the types of issues which the goals of the Legislature in adopting the Coastal Act are intended to resolve. Second, the processes of problem-solving and planning, and the implicit and explicit goals of the SEADIP study and plan, were very nearly those listed in the Act and quoted as §3001.5 above. As a result, the SEADIP plan is generally in consonance with, and in furtherance of, the goals of the Coastal Act of 1976.

For coastal zone planning purposes, then, the SEADIP plan satisfactorily specifies future land uses in the vicinity of the five waterlands, especially for dwelling unit densities and types, for commercial locations, for public infrastructures and for environmental mitigations of the yet-to-be developed parcels. Regarding the already-developed vicinities of the five waterlands, densities and types of structures were addressed in the new Land Use Element of the General Plan, adopted by the City October 24, 1978, after three years of intensive planning and approving effort. Here again, the dominant City policy in this area was and is neighborhood preservation, consistent with the Coastal Act and State guidelines for the South Coast Region. Furthermore, parcel-by-parcel detail is currently being refined by a planning process which closely utilizes the Local Coastal Program (LCP), its Citizens' Advisory Committee (CAC), and community meetings by City community planners. In addition, the General Plan Land Use Element was built upon the concepts and results of other mutually consistent elements of the General Plan which are generally in consonance with the goals and planning processes of the Coastal Act: Scenic Routes Element, Recreation Element, and Transportation Element.

Therefore, the attention of the RMP is limited to the five wetlands themselves as public lands or private lands reservable or controllable for public use of public environments and for the well-being of the "people of the State" as specified by goal (b) quoted from §30001.5. Although density patterns of the built or to-be built manmade environs of the waterlands are addressed in other segments of the Long Beach Coastal and General Plans (and therefore are consistent with the RMP), the RMP does address impacts of the waterlands on these manmade resources and impacts of these manmade resources on the waterlands. In such extensions of purview, the goals of the Coastal Act are guiding concepts for the policies formulated in the RMP, and the policies of the Act are criteria for judging conformity with the Act.

The official language of the goal statements of the Act was distilled and generalized from a wide range of social, political and environmental concerns which were previously expressed by the passage of Proposition 20, the

Coastal Act of 1972 and the Coastal Plan of 1975. Some of the environmental goals are worth extracting from the prior process encapsulated by the Act of 1976 because they have particular applicability to the five waterlands of the RMP and because the City planners and the Citizens Advisory Committee both recognize their local importance. As an example, the RMP emphasizes attention to the ecological vitality of the natural ecosystems in and related to the five waterlands. The Coastal Plan, by way of comparison, treats Alamitos Bay as just a part of “the sea” without any designation for special natural resource management; and the Coastal Plan shows Los Cerritos Wetlands as a wetland but gives no priority to its worth as an environmentally sensitive area or its place on any schedule of proposed acquisitions. Sims Pond is not even mentioned. And none of the five waterlands was ever declared a “sensitive coastal resource area” by the Coastal Commission, a type of action authorized in the Act of 1976 in §30502. Strong concerns for the ecological aspects of the environment were consistently voiced by local citizens in the SEADIP planning process and in the RMP formulation. Thus, the strong emphasis of the RMP on the ecological care of the natural environment has strong local underpinnings, consistent with the Coastal Act but not specifically mandated by it or by the Coastal Commission. In this sense the RMP of 1979 is a stronger environmental preservation document for the five waterlands than is the Act of 1976 or the Coastal Plan of 1975; and much of this strength extends from the earlier SEADIP planning process, performed without the prodding or mandatement of the Coastal Act.

The RMP has scientific ecological goals for the five waterlands. These are similarly expressed as assuring that the design and operational management of each waterland is aimed toward making the ecosystem within each waterland self-maintaining and self-regulating as much as possible. Furthermore, each such ecosystem is envisioned as a important eco-niche or a support subsystem to larger ecosystems, the preservation of which is of permanent value to “the people of the State”. For instance, Alamitos Bay is a refuge and feeding place for young ocean fish and therefore helps preserve the vitality, biomass and species diversity of off-shore sport and commercial fishing. As another example, Los Cerritos Wetlands is a feeding ground for local and migratory shore birds as well as being the nesting site of endangered species. The Wetlands is an important spawning area for near-shore and off-shore species of fish and as a food-producing source for Bay and ocean species. As a third example, Sims Pond is a useful feeding-resting place for migratory birds on the Pacific Flyway and a nesting site for local birds.

The general goal of the RMP, then, is to preserve and maintain these ecological functions of the waterlands while permitting the human use of the waterlands in a wide variety of human uses and enjoyments for a broad range of incomes and life-styles compatible with adjoining areas.

2.4 Implementation of Citizens' Policy Statement

“Policy”, is a broad and sometimes differently used term. The Coastal Act defines its own policies as standards by which to measure the adequacy of local coastal programs and coastal development permit applications (§30200), “Policy” is often used as the intermediary between conceptual goals and actionary programs. “Policy” is often meant to the conditional action should something else materialize (“if this, then that”) in public administration. In corporations, “policy” is often a statement of “do’s and don’t’s”... and so on. In quoting the CAC policy statement as an integral part of this RMP, the meaning of “policy” is implied as a term of variable semantics.

The CAC policy statement is taken as a condensed expression of broadly-based concerns, preferences, suggested solutions, hopes, fears, technical knowledge, and commonsense. In the same paragraph may occur policies which are implemented variously by administrative actions, ordinances, capital improvements projects, and research. It is normative and nominative and therefore is well suited to focusing attention in a few words on the multi-level variable-time issues of resources management of these particular waterlands with their unique history, present and future. For purposes of specifying implementation measures, the Planning Staff accepted not only the policy statement but also the concerns of the citizens underlying the statement. In analyzing these basic concerns, ideas were generated by Staff for implementations in addition to those in the CAC statement. For ordering implementations according to managerial procedures, all candidate implementation measures were analyzed as action types (administration, ordinances, capital projects, research, etc.) and addressed as augmentations or as sequential alternatives when the CAC policy would not be implemented well if left standing alone as stated.

The omission of a list of City policies, County policies and State policies, and so on in the RMP, does not say that such policies do not exist concurrently with the CAC policies, and affect the implementation of the RMP. It would take an enormous amount of verbiage to list only the most formal of these, to say nothing of the subtle, subconscious and traditional ones which creep into incremental decision-making. Regarding formal policies, the whole policy-set of all the Elements of the General Plan (a hundred or more statements) and

the zoning and subdivision ordinances (hundreds of pages) are policies affecting implementation method and rate. As another less-formal example, the way the City, County and State agencies can and do operate in capital and operational budgeting constitute another range of contributory policies in actual implementation.

Rather than listening rather than listing all such policies external to the RMP, or even the most relevant ones, this RMP purports to define feasible, effective and efficient ways and means to respond in good faith to the mandates and goals of the Coastal Act and to the concerns and policies of the citizens. Thus, in lieu of enumerating and anguishing over an inventory of possible conflicting and facilitating external policies, the RMP instead nominates a positive path through the maze of such baffles and bounces, with the intent of doing as much as possible as soon as possible, with the CAC policy statement as a continuing agenda for serious attention until it is all satisfactorily fulfilled.

All the policies of the CAC policy statement are quote do verbatim in sections 3.3, 4.3, 5.3, 6.3, and 7.3 as applicable to each waterland. Some of these policies were stated precisely enough by the CAC to specify direct implementations without requiring any interpretation or elaboration. Such policies are not stated a second time in the RMP, and need not be repeated, since their implementation is a direct action made by the responsible agency. Responsibilities are specified in Section 8 of the RMP which formulates the management structure and functions for implementing the plan.

Some CAC policies require or invite argumentations by the elaboration of detailed action or the specification of mechanisms to serve as links between the policy statement and effective implementing actions. Sections 3.4, 4.4, 5.4, 6.4 and 7.4 add these augmentations where applicable to each waterland. The provisions of these sections clarify, specify, amplify and exemplify CAC policies by connecting policies to actions implementing them. These added augmentations do not diminish or subrate the CAC policies; nor do they offer alternatives to policies. Instead, they go to the relief of basic concerns behind the policy statement, which concerns furnish sources for appreciation of the problems of resources management, outlined in sections 3.2, 4.2, 5.2, 6.2 and 7. 2.

Still other CAC policies raise questions of timing, configuration and financing which must be answered before precise implementing actions can be chosen. Sections 3.5, 4.5, 5.5, 6.5 and 7. 5 address these policies with specifications of ways and means to find the answers and make choices in a sequential future process. In some cases, the technical information on which to answer

these questions is not available now. The RMP then specifies the research and analysis projects to produce adequate information on which competent alternatives can be formulated and rational choices made. In other cases, alternatives can be visualized now but the time of action will depend on a larger time-stream of events outside decision-making processes are identified in or created by the RMP. Alternatives visualized now or during the processes (as substitutes for the CAC recommendations or as the CAC recommendations themselves) will be selected as implementing actions at most-opportune or first-feasible future times.

Finally, some of the CAC policies were modified, or rejected for inclusion in the LCP, by the City Council or Recreation Commission during the adopting process, late 1979 and early 1980. These are clearly marked and included in the text.

It is the responsibility of the Implementation Process Manager, as defined in Section 8, to strive to assure that valid alternatives are competently formulated, faithfully evaluated and acted upon sequentially in the timely manner in the future after adoption of the RMP. The exercise of this responsibility propagates the moral force and citizen-based legitimacy of the CAC beyond the formal life of the CAC. Furthermore, according to Section 8, a continuing check on the adequacy of sequential implementation is afforded in the RMP by requiring the Implementation Process Manager to render an annual published progress report to the City Planning Commission at a public hearing.

Occasions will arise in the future (at least annually according to Section 8) when the judgment will be made as to whether the intent of the plan is being implemented faithfully. On such occasions, a look at any particular provision of the plan should be accompanied by a look at the whole. For instance, a single sentence of the CAC policy statement applies directly unless enlarged by augmentations in the text of the RMP or modified by substitute alternatives and processes in the text of the RMP, or unless modified or deleted, as noted above. As another example, progress in research or in capital projects requiring funding is gauged more by the ongoing implementation momentum of the responsible agent than by a preconceived time schedule of managerial events.

These nuances of judging progress of implementation in the future reflects some of the vagaries of planning the future in the present. It is not possible to schedule management events or even to write a credible scenario of the future because of the pluralism of decision-making agencies and jurisdictions in the management of such diverse resources as are embodied in the five

waterland. Social, political, economic and ecological processes outside the control of the RMP strongly impinge on (and in turn are impinged upon by) the managerial process and initiatives within the control of the RMP. As one example, the adoption of the RMP by the City Council does not create a binding commitment by the State to assume ownership and management of certain ecological preserves as asserted to happen in the plan. An agency of the State will have to assume such responsibility by accepting the RMP, if the assertion is to materialize as fact. As another example, the future year when tax revenues can be applied to the construction or relocation of conduits of urban runoff is not now forecastable. As a third example, the future year when land now in oil production will be freed up for residential and ecological development is so uncertain that plan implementation must provide for “before” and “after” phases without specifying when such phases will occur.

The RMP tries to contain these vagaries with a degree of definiteness so that pluralism will not breed ineffectiveness and uncertainty will not nurture procrastination. Such countervailing definiteness is provided by the plan through specifying in detail the management structure for resources management. Section 8 concludes the plan with these specifications. In summary, the position of Implementation Process Manager is created by this plan to ensure that from particular person in City government has a vested interest in promoting the success of the plan. The functions of this position embrace the rights and duties to prod and to catalyze others into plan fulfillment and thereby carry forward to thrust of the CAC and to the future after the CAC has been disestablished. Moreover, the RMP surrounds the Implementation Process Manager with incentives, advisors and protections in the form of a partially interlocking organizational structure; Interdepartmental Committee, Steering Committee Technical Group, Planning Commission, and a non-governmental conservation Society. Section 8 describes the theory and practice of the RMP in assuring plan implementation by the operations of this way of managerial instruments and bodies—all with the expectation of transforming a case of impossible implementation of fixed plans into a case of effective plan implementation by fixed processes.

3. Alamitos Bay

3.1 Description of the waterland

Alamitos Bay, as the subject and object of this plan, is a body of water, its bottoms, its suspended contents, its tidal submerged lands, and its shores including beach areas, boat marinas and moorings, launching ramps, and contiguous public land and facilities. The geographical extent of Alamitos Bay in this plan includes all canals, channels, and waterways connected with the Bay with navigable (bridged or unbridged) water at low tide and associated public land or private land with rights of public passage. The waterways and islands were carved out of the marsh and estuary at the mouth of the San Gabriel River, which before this century comprised two to three square miles of natural lagoons and salt marshlands. Today, the water of the Bay is less than half a square mile in aggregate surface area. Dredging and filling during the first quarter of this century were extensively used to create residential areas on three sides of the original main channel (now approximately the present Los Cerritos and Alamitos Bay channels) with a complex (Naples) of islands and canals in the center.

Marine Stadium and Colorado Lagoon were further carved out of the original marshlands during the 1920's and used for the 1932 Olympics. At that time the Stadium was connected to the Bay by Los Cerritos Channel only, which was aligned along an earlier main branch of the San Gabriel River. But then during the second quarter of this century, the Los Angeles County Flood Control District completely separated the San Gabriel River from Los Cerritos Channel which then became the Los Cerritos Flood Control Channel. This flood control channel drained about twenty square miles of farmland which became suburbs of old Long Beach and are now northeastern Long Beach, Lakewood, parts of Signal Hill, and the Long Beach Municipal Airport. The District also stabilized the main channel of the San Gabriel River with levees and extended its mouth out into the ocean with rock-lined (riprap) jetties.

During the third quarter of this century the east side of the Bay was developed into Long Beach Marina, south of Davies Bridge, and Marine Park north of Davies Bridge, having remained until then a salt marsh somewhat like the original one, except for the absence of wandering small annually-varying channels of the River. A connection was created by dredging between the Long Beach Marina and Marina Stadium, thereby surrounding Naples with navigable water-courses for sea-going small craft and making the Stadium easily accessible by such boats. The entry channel between the Bay and the ocean was enlarged and deepened for ocean-going boats using the Long Beach Marina. In order to do this, the Bridge (originally Pacific Electric)

over the entry channel was demolished and not replaced. The peninsula became the true peninsula with access only from Belmont Shore. Traffic now goes through Naples, originally a community with its own shopping area on 2nd Street, and over the Marina Stadium via Davies Bridge on 2nd Street connecting with Pacific Coast Highway and Westminster Avenue, both in turn connecting with residential and activity centers in Orange County.

The entry channel of the Bay is maintained by rock-lined jetties parallel with those of the San Gabriel River. Today, all sides of the Bay as well as the islands in the Bay are just about completely developed, mostly with long-standing and well-maintained residential neighborhoods, with marinas and yacht clubs, and with moorings and docks associated with waterfront properties. A rim of public land and private land with public easements usually (for about eighty percent of the perimeter) separates these residential properties from the water of the Bay.

The urbanization of Long Beach upstream of the Bay grew by suburban increments and annexations, especially during and just after World War II. To drain the area for development and to service it in the future with storm water management, the Los Angeles County Flood Control District constructed a network of small and large flood control channels throughout an area totaling about twenty square miles, feeding into Bouton Creek and into the upper Los Cerritos Channel which come together as the Los Cerritos Channel emptying into Alamitos Bay, and thence into the ocean. Most of this area was developed into large tracts of single family residences, except for the tributary (mostly Bouton Creek) from the Municipal Airport and parts of Signal Hill. Despite the presence of this urban runoff, occurring mostly in the rainy season, the water quality of the Bay has remained unusually good. Swimming is a popular and safe use of the Bay, except on rare occasions, as gauged by Health Department tests and standards and Regional Water Quality Control Board requirements. Furthermore, according to studies in 1954, 1968 and 1976 the benthic and pelagic ecology has been maintained, supporting a diverse population of fish and their food chains. In comparison, more recent marinas of the California southern central coast have inferior qualities of water and ecosystems.

Two huge thermal electric power generating plants (Los Angeles City Department of Water and Power and Southern California Edison) along the San Gabriel River and Los Cerritos Channel draw water from the Los Cerritos Channel, use it for cooling purposes and returned the water to the San Gabriel River and hence to the ocean. These plants with generating capacity of 3500 kw (three times that of Hoover Dam and enough to support cities and industry of two million people) draw enough water from Los Cerritos Channel

to empty Alamitos Bay at least once daily, if such water were not replaced by ocean water flowing from the ocean through Alamitos Bay and “upstream” into Los Cerritos Channel. The relative magnitude of this flow of ocean water is large because the Bay is only fifteen feet deep and slopes upward towards the beaches on half its shores. This flow, in addition to tidal flushing, has an unknown but likely significant effect favoring the quality of the water and its ecosystem.

Also unknown scientifically are the actual and potential unfavorable effects on water quality and ecosystem vitality owing to the harborage and operation of power boats and Alamitos Bay with all its associated contiguous water channels. At present there are slips or mooring sites for about 1600 craft in Long Beach Marina; 300 in Bahia Marina; 200 in Marina Pacifica; 600 in Naples; 150 in Los Cerritos Channel; and 400 in Long Beach Yacht Club and three smaller yacht clubs—totaling about 3000. If remaining developable sites are permitted, there will be 15% increase (nearly 100 in Naples and 350 in channels off Los Cerritos Channel). In addition, there are four public launching facilities which are much used on weekends. The quantitative relationship between water quality ecosystem vitality and power-boat usage is unknown so that no scientifically valid statement can now be made on the degree to which the Bay is approaching ecological saturation of power-boat numbers and activities..

3.2 Problems of Resources Management

With such an excellent public amenity and with an apparently self-maintaining natural ecosystem, the problems of resources management of Alamitos Bay might be assumed to be nil. The point of this RMP for Alamitos Bay is to make sure that potential problems owing to nearby development are averted, that the use-mix is optimized, and that some present-public-access maladjustments are remedied. Some problems arise from potential water quality imperfections such as are caused during the rainy season by urban runoff, from twenty or so square miles of urbanized land, via the Los Cerritos Flood Control Channel. Some problems arise from the desire of the local Citizens' Advisory Committee (CAC) and from the goal of the Coastal Act to optimize the number and types of uses and users of the Bay's waters, shores and open space. Prior to the construction of the Long Beach Marina, the bridge across the entry channel between the Bay and the ocean discouraged the use of the Bay by large ocean-going yachts. The Bay was, therefore, primarily a recreational area for swimmers and small-boat users, especially small sailboats and rowboats operated only within the Bay. Conversion of the Bay to accommodate large boats created conflict which are problems for solutions by the implementation of the RMP.

The Bay is the public amenity to be enjoyed by the public and not to be captured in usage by a narrow spectrum of users. The Bay is already heavily used by swimmers, sunbathers, small boats, multi-hulled sailcraft, small and large powered boats and ocean-going yachts. The sum of all such activities may come close to saturating the human-use and ecological capacity of the Bay at peak periods on holidays and summer weekends. The overall problem, then, is how to maximize the total use with a diversity of uses and perhaps modest increases in some accessibilities and uses without increasing any risks of safety and health owing to conflicts among uses, and without endangering the natural ecosystem.

The assurance of water quality maintenance is approachable by promoting apposite program of water quality testing, protection and improvement under the theory that degrading tendencies still exist with any increased level of use and with the amount of land development yet to take place in the vicinity of the Bay. There is a school of thought which believes that if the standards of the Regional Water Quality Control Board having local authority are maintained, the ecology of the Bay will be taken care of automatically. But there are others who believe that water quality just satisfactory for the allowed human uses of the Bay will not necessarily be sufficient for the best ecological vitality of the Bay; and if such vitality of the ecosystem is preserved, then the water quality will in turn be better for all the allowed human uses. This very uncertainty of water quality knowledge is a problem or resources management in that at various times and conditions indicated by water quality tests or even water quality appearances (such as with green algae blooms or with “red tides” as occurred in 1975 killing tens of thousands of fish, degrading water and shores), some management practices in temporary prohibitions of uses or in treatments of the water would be better or worse than other management practices. This problem is addressed in the RMP by a research project nominated in Section 3.5 below and specified in more detail in Section 8.4. The results of the research project would help optimize Bay management by providing diagnostic clues and treatments or operational regimens as best-management practice procedures.

Closely-knit optimization of Bay utilization and preservation motivates the identification of other problems of potential mistakes to be avoided or opportunities to be gained. (The rather condensed policy statement of the CAC quoted below is actually based on such broad basic concerns which are reflected in this discussion of resources management problems.) Again, it could be argued that the Bay is “working well” and is “well managed” and has no real problems except to make sure that it remains much as it is. But the RMP, agreeing with the citizens’ concerns, takes the view that some changes

in the Bay's environment could still happen so as to degrade the Bay; and, on the other hand, that some changes in the use-pattern of the Bay could enhance its human and ecological values.

For instance, there is the concern that the use of the Bay might be preempted by the large powerboats, soon are later, as a result of a variety of processes: more nearby land development with condominiums having private marinas incorporated within the developments; strong market for marina slip rentals in Southern California with fiscal attractiveness of marinas; more moorings, in residential areas with water-front rights, for non-residents; fouling of the water quality by passage, repair, and private and commercial maintenance of such boats in or adjacent to the Bay's water to the point where the water quality is only good enough for such boats (as both cause and effect) and not for swimming and using small craft with more intimate human-water contact; and so on. A recent study of the boating capacity of the Bay primarily addressed the peak-load navigation issue regarding traffic in the channel between the ocean and the Bay. The study found saturation not frequent enough to conclude that more large boats could not be accommodated, with the implication that certainly the Bay could accommodate the 300-400 additional boats which would accompany the completion of known proposed land-and water developments in the SEADIP area permitted by the SEADIP plan. Thus, this study fuels fears of eventual expansion of large-boat usage of the Bay and associated waters at the expense of swimming, and sailing small boats, and other uses of more moderate scale in size and cost and with different values of recreation than those associated with yachting.

The Bay is not very wide (200-500 feet, except for the turning basin in at the interest channel and for the docking-and-slip field basins of the marinas) for the variety of uses it accommodates. Although areas for certain uses are demarcated, conflicts of uses still occur and should be minimized to maximize safe use of the Bay. Small sailboats are pulled upon bathing beaches without much discretion. Multi-hulled sailcraft gain high speeds quickly, endangering persons and other craft, but then slacken the sheet and decelerate quickly to other conflicts are attended to the both the CAC policy statement and the augmenting implementation of this RMP. The expected result is a little more for everybody in a better managed mix of uses.

Finally, the issue a public access to public beaches, shoreline and tidelands is a strong local concern as well as a strong policy of the Coastal Act (Article 2, especially §30210, 30211 and 30212). The resolution of this issue is difficult because in and around Alamitos Bay it is a matter of optimum balance between rights of non-residents regarding their access to tideland public

amenities, on the one hand; and, on the other hand, the capacity of the Bay for uses considering where such non-residents park their cars and how they get themselves and their equipment to the water or other open space of the Bay. (In the Land Use Element of the Long Beach General Plan, the public land and water areas of Alamitos Bay are designated as “open space”, implying that viewing and perceiving the aesthetics of public open space, as well as use where allowable, is a general public prerogative.)

Noting these difficulties of resolving the issue of public access and Alamitos Bay, the RMP might seem to process somewhat inconsistent provisions for availability of the Bay to the general public, but not really are these provisions contradictory. Instead they specify the small additions and subtractions of factors which shape the solution of the whole problem to an optimum under constraints, considering the conflicting goals of public access, acceptable levels of impacts on adjacent neighborhoods, and the best mix of uses of the Bay for residents and non-residents. (The Coastal Act itself recognizes that such cases of delicate balance might occur by including similarly seemingly contradictory provisions such as the addition of §30212.5 to mollify the implications of too strict an enforcement of §30212.) However, the CAC and the RMP are adamant in corrective measures whenever public access to or viewing of open space is impeded by private encroachments on public land which preempt the public uses of public land. A case in point is the protection of public rights and the promulgation of these rights regarding the narrow strip of land between the water or the public land of properties. As a further extension of the right to view and enjoy public open space, the Land Use Element limits densities and types (such as high rises obscuring views) of structures surrounding the Bay.

3.3 Citizens' Policy Statement

The Citizens Advisory Committee (CAC) saw the above-mentioned problems of resources management in their own way, and approached solving them by establishing guideline policies. The paragraphs below constitute a full verbatim quotation of CAC policies for resources management of Alamitos Bay as adopted by the CAC October 25, 1978. Incorporation of the CAC policy statement into the RMP makes the CAC policy statement an integral part of the RMP, * carrying effectiveness as implementation guidance, with “should be” phrases directly interpreted as “will be” phrases unless modified or extended in time by alternatives for sequential selection in Section 3.5.

*Except where modified or eliminated from the LCP by local government actions as noted on Page III-R17

A. *GENERAL POLICY*

Use of Alamitos Bay should be primarily recreational. Commercial use should be limited to support of recreation. Conservational uses should also support recreation. Educational use should be encouraged, particularly as related to aquatic skills.

Within recreational uses, emphasis should be swimming, and sailing or rowing of small boats. Multi-hulled sailboats should be encouraged to use the protected ocean. Passage of ocean boats must be controlled to preclude interference with Bay boats and swimmers.

The encouragement of recreation usage should be consistent with promoting high standards of water quality and protection of viable fish and benthic marine environments.

B. *GUIDELINES*

1. *MANAGEMENT RESPONSIBILITY**

Overall management of Alamitos Bay should be vested in the Marine Department. This responsibility includes overall planning, coordination of specific plans and budget of other agencies in supporting roles, resolution of administrative conflicts between agencies as related to Bay usage, and assurance of proper controls.

2. *WATER QUALITY*

a) *Where possible, surface water run-of should be diverted from the Bay to the ocean. Examples: 1) Seal off Cerritos Channel below Bouton Creek and divert the Los Angeles County Flood Control Channel to the San Gabriel River in the vicinity of Seventh Street; 2) Divert the storm drain by Leeway Sailing Club to the ocean.*

b) *Provide adequate controls in servicing of boats to prevent entry of petroleum products or toxic metals in the Bay. Proper waste control procedures should be established for all marine activities.*

3. *PUBLIC ACCESS*

a) *Extend Bayshore Walk to the sidewalk at the west boundary of the Alamitos Bay Yacht Club.*

*See qualifications in paragraphs (1) and (3) of 3.4.

- b) *Provide a walkway on public land along the east side of Cerritos Channel between E. 2nd Street and Appian Way. Provide access to E. 2nd Street sidewalk.*
- c) *Existing encroachments shall be removed and no additional encroachment on the Bay Beach between Alamitos Bay Yacht Club and E. 2nd Street should be permitted.*
- d) *Continue closure of Bayshore Avenue and 54th Place between E. 2nd Street and Ocean Boulevard during summer and spring holiday periods.*
- e) *Boats should not be permitted to land on peninsula beaches except to designated street ends. Sailboats should be required to lower sails while parked on the beach.*
- f) *Powered and multi-hulled boats, except those holding sand stakes, should not be permitted to land on the beach. Temporally, those renting sand stakes should receive permits to deviate. However, no new permits should be allowed for multi-hulled boats and existing permits for such boats should not be renewed after a reasonable period of time.*
- g) *Multi-hulled sailboats should be prohibited from entering or using the Bay west of a line drawn from the west boundary of the Alamitos Bay Yacht Club to the east boundary of the Long Beach Yacht Club. Boats temporarily permitted for storage in this area may use it for passage only.*
- h) *Sand mooring facilities for sail boats should be provided at the catamaran launching facility at Glendora Avenue.*
- *i) *No additional moorings or berth areas other than existing permitted locations should be permitted on the Bay or adjoining waterways.*
- j) *Additional dry boat storage should be provided for small boats that utilize the Bay as their recreation area.*

*See item 9, page III –S – 7 for changes to this policy.

4. *COMMERCIAL*

Private slip rentals on Naples Island should be restricted to residents living within 1,000 feet of the dock entrance. (Eliminated from the LCP by City Council 1/22/80.)

5. *SERVICES*

No further visitor serving facilities should be permitted except as specifically recommended in other sections of the LCP.

3.4 Augmenting Implementations

Items into sections items in this section are argumentations to the CAC policy statement and the form of clarifications and detailed actions on some parts of the statement, plus auxiliary implementation measures on the policy statement as a whole. Not all parts of this policy statement are repeated here. None of the following items diminishes the policy statement. Some of these items connect general policy phraseology with specific implementation actions or responsibilities. Justification for all the following implementation measures is based in the CAC policy statement and the concerns of the citizens behind the policy statement as reflected in the narration in Section 3.2 of problems of resources management of Alamitos Bay.

(1) It is recommended the City Manager give consideration to delegating to the Director of the Marine Bureau of the Tidelands Agency of the City of Long Beach the overall responsibility for the operational planning and management of Alamitos Bay. (See Section 8 more details on the managerial structure.) In carrying out this responsibility, the Marine Bureau will modify its President administrative regulations and practices to comply with the RMP.

(2) The City will augment the budget of the Marine Bureau for any into additional staff and equipment needed to implement the RMP. Various provisions of the RMP may imply this, especially those requiring water quality and ecological management and requiring increased patrol for deterring speeding, for promoting compliance with rules against overboard dumping of wastes, and for citing unauthorized moorings.

(3) It is recommended that the City Manager consider assigning to the Director of Planning and building of the City of Long Beach the responsibility for planning, integrating and facilitating the whole implementation process of the RMP, including the development and revision of resources management's plans for the five waterlands and their land-use environs. As defined further in Section 8.3, to expedite and coordinate the implementation process there will be established in the Department of Planning and Building a role

assigned to a particular person as the “Implementation Process Manager”, according to the availability of funding for such position as full-time or part-time.

(4) The urban runoff entering the Loss of Cerritos and Bolton Creek Flood Control Channels will be intensively monitored for toxins, sediments, volume and pathogens by appropriate agencies (RWQCB, LAFCD, City Health and Engineering Departments). The results will be input date to the research projects specified in Section 8.4. Violators of present standards, district rules, and ordinances will be prosecuted, with legal actions initiated by the City if not by another agency. New standards will be established if deemed useful and effective; corrective actions will be defined by the City; and responsible agencies will be pressured by the City to take such actions.

(5) The Long Beach Municipal Airport Bureau will draw up a plan for urban runoff cleanup by its tenants and will assure compliance.

(6) A facility for launching multi-hulled sail craft will be established outside the Bay with direct access to ocean waters protected by the federal break-water. Thereafter, such multi-hulled sailcrafts will not be permitted to operate within the Bay or Stadium, except for special events or for authorize storage and passage complying with the CAC policy guidelines.

(7) On the beaches and banks of the Bay and on its perimeter of public land, no further (i.e., more than at present) commercial facilities or services or launching ramps (for boats on trailers pulled by autos or trucks) will be allowed to be built or installed, except as expressly permitted by items 9, Page III-S-6.

(8) The Building Code for shipyards for repairing and painting boats dry docked from Bay water will require catchments for the residues of cleaning, painting, and repairing to prevent such residues from seepage or drainage into the Bay. The permit required for such operations by the RWQCB will be at least as strict as this RMP. Inspections for compliance will be made by permitting agencies.

(9) An education program will be conducted through the schools to help improve and maintain water quality by self-control in the swimming areas of the Bay.

(10) Guidelines will be promulated by the Health Department in Naples and Belmont Shore and Heights (i.e., areas served by storm drains emptying into Alamitos Bay) for the voluntary reduction of urban runoff

contamination owing to dog feces, car washing, lawn fertilizing, pesticides use, operation of auto service stations, cleaning parking lots and streets, and so on. If voluntary efforts are not effective ordinances will be drafted and submitted to the City Council.

(11) Guidelines will be promulgated by the Marine Bureau for protecting water quality in the personal and commercial maintenance and operations of powered and sea crafts and each license and/or slip renter will be required to sign a statement that he/she has read, understood and intends to comply with such guidelines.

(12) The Engineering Bureau and the Health Department will take measurements of water quality at appropriate intervals according to good management practice routinely, and according to diagnostic needs as defined by the research project outlined in Section 8.4. The Marine Bureau will be responsible for managerial actions, regarding water quality, with the results of these tests correlated with other ecological information and forecasts processed at this time.

(13) No further dredging will be permitted in Alamitos Bay for purposes of creating fill for any sort of additional development or for creating additional moorings, slips or service docks for boats (powered all or sail) which use the Bay as a harbor but primarily are used outside the Bay, except as expressly permitted by items 9 on page III-S-6.

(14) An economical and simple sail-boat storage facility will be established with immediate access to the Bay water for use by owners of non-powered small craft (rowing, paddling, sailing) for use primarily within the Bay and Stadium. Financing could be “at cost” by user fees.

(15) The official maps (engineering, zoning, land use, plot, parcel, legal boundaries) of Alamitos Bay and its immediate periphery will be brought up to date so as to indicate proper current boundaries of public property, to erase antiquated but abandoned rights, to show public access easements and rights of passage, to show tideland rights and responsibilities according to the Constitution, to designate proper zoning categories consistent with the new Land Use Element and any revisions thereof resulting from adoption of the LCP so that designations of public and private interests and rights are correct, unambiguous and so that this information is available as public knowledge.

(16) Access shall be improved by removing slips that encroach illegally on public waterways or are in front of public property. Boats shall not be berthed to encroach on public waterways.

(17) No further public or private launching ramps (for boats pulled on trailers) will be constructed into the Bay or any of its associated waters.

(18) No further visitor-servicing facilities will be constructed (except for replacement) on the beaches of the Bay, even when such beaches are extended or re-sanded, except those expressly approved by other portions of this RMP.

(19) Public access pathways, developed or undeveloped, whether on public property or on easements or on private property with public right of passage, will be inspected by the Engineering Bureau and posted so that pedestrians know their rights of access and so that private encroach upon the use of such pathways so as to exclude the public. Encroachments found during inspection will be cited.

(20) No construction in the vicinity of Alamitos Bay and its associated waters, where the downhill gradient leads directly or in-directly to channels emptying into these waters, will be allowed where adequate provision has not been made to prevent the runoff of construction debris into these waters.

(21) The existing City ordinance regulating toxic paints shall be revised (if necessary) to reflect EPA standards and provide adequate and enforcement.

3.5 Alternatives for Sequential Implementation

Some CAC policies create questions of timing, configuration and financing. The items below address the implementation of such CAC policies by providing alternatives for future choice and processes for formulating and choosing such alternatives.

(1) The capital investment projects mentioned in the CAC policy statement (such as 2a, 3a, 3b, 3c), if candidates for funding by the City, will be subject of cost-benefit analyses supervised by the Implementation Process Manager and then entered into the City's budgetary process to compete for a priority with other citywide candidate capital investment projects. Meanwhile, other possible sources of financing will be explored as applicable, such as Federal 208 funds, Flood Control District funds, and special assessment districts.

(2) The research project will be formulated by the Implementation Process Manager (with guidance by the Steering Committee) to help ecological and water-quality management of the Bay, and to furnish information for performing cost-benefit studies on storm drains diversions. (See Section 8.4 for a description of this research project.) Funding will be soft funds State and Federal agencies to conduct this research project.

3.6 Conformity with the Coastal Act

In Section 2.3 the overall goals of the Coastal Act (§30001.5) are quoted as general guidance for the RMP. These goals as well as the policies of the Act (Articles 2-7) were in the minds of the CAC during the formulation of the CAC policy statements on Alamitos Bay in Section 3.3. Regarding Alamitos Bay, the emphases in resources management are those appropriate to extant conditions: namely, near saturation of use of the Bay for human uses and ecological vitality, and limited potential for further development. The RMP in detail attends to the following Coastal Act policies as those of rank importance and feasibility. However, in doing so, all other appropriate Coastal Act policies of Articles 2-7 are also given degrees of attention, and none is neglected or treated negatively.

“§30210. Access; recreational opportunities; posting

In carrying out the requirements of Section 2 of Article XV of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resources areas from overuse.”

”§30220. Protection of certain water-oriented activities

Coaster areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.”

“§30231. Biological productivity; waste water

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and likes appropriate to maintain optimum population of marine organisms and for protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entertainment, controlling runoff, preventing depletion of ground

water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protects riparian habitats, and minimizing alterations of natural streams.”

In furtherance of the specific policies of the Coastal Act, the CAC guidelines policies accentuate public access to public and entities of Alamitos Bay; provide for diversity of users and uses of the Bay; restore the original small-boat within-Bay uses in an area devoid of inland waters to satisfy such recreational needs; and maintain water quality to the end of both human use and ecological vitality. Supplementing and supporting the CAC concerns, the RMP adds provisions to clean up the urban runoff into the Bay and to conduct research to help make best technical choices in ecological management and capital investment decisions on water to quality protection.

4. MARINE STADIUM

4.1 Description of the Waterland

As with each of the four other waterlands, Marine Stadium is a combination of water and land facilities. The body of water is a long near-rectangle about one tenth of a mile wide and about a mile long (including its extension across Los Cerritos Channel to Davies Bridge) oriented along a northwest-southeast axis. Tidal flows enter and leave the body of water via Alamitos Bay and Long Beach Marina. Urban runoff enters the north end via Colorado Lagoon (described in Section 5), which accepts effluent from five local storm drains serving a square mile or so. Urban run-off from twenty urbanized square miles north of the Marine Stadium enters the central part of the body of water via Los Cerritos Flood Control Channel. The tidal flushing effect is augmented by the flow of sea water up the Los Cerritos Channel pulled by the pumps of the thermal electric power generating plants, with intakes located in a side channel off Los Cerritos Channel about a mile from Marine Stadium. Despite the cul-de-sac configuration of the northern half of the Stadium, the flushing effect provides water of quality satisfactory for swimming in Marine Stadium as well as in Alamitos Bay.

A public-land perimeter about one-hundred feet in width surrounds the water of Marine Stadium north of Los Cerritos Channel. This strip of land along the long southwest side of the water has some beaches and facilities for small-boat and water-skiing launching. It also contains parking, grandstands, judges boxes, launching ramps and pit-stop facilities for powerboats used in the demonstrations and watersport competitions. The strip along the opposite long bank of Marine Stadium on the northeast side for about half a mile contains a long-parking lot, grandstands for viewing events in the water and a rowing facility. Some 1932 Olympic structures remain. There are an office and boathouse and docks for launching shells, skulls and other rowing boats and for harbor patrol and safety operations.

The combined off-street parking facilities for organized Stadium events have a capacity for about 1500-2000 vehicles which is adequate for most such organized events. Such events occur usually on alternate or more distantly spaced weekends, closing the Stadium to general use for 20-40 days per year. Scheduled events include the International Sea Festival, Girl and Boy Scout mariners, university and other rowing races, festive regattas, water skiing, pilotage instruction, circle races of powerboats, and drag races of powerboats. All of these uses take advantage of the stadium-like facilities and the quiet-water aspects of the body of water with nearby rescue and safety provisions normally found on inland bodies of water, of which there are

few in southern California. The on-site parking facilities are adequate for most events, except for the circle and drag races of powerboats which also have highly-powered and noisy engines. The parking requirements rise to several thousand more than on four to eight weekends per year. These excess vehicles are then found parked on streets of nearby residential areas.

Immediately inland of the strip of public land along the southwest side is a well-established and well-maintained predominantly single family residential area (Belmont Park) which was built not long after the original construction of Marine Stadium during the 1920's for the 1932 Olympic (in fact, part was built on stabilized spoils dredged from the San Gabriel River delta marshlands in creating the Marine Stadium.) Just inland of the opposite side of the Marine Stadium along the northeastern edge is a combination of large private land parcels which are expected to be developed during the next five years. Nearest of these to the Marine Stadium is a townhouse-type of development of several hundred units of condominiums, some with water-fronts docks. Channels and slips for these are intended to be part of the development construction achieved by dredging, filling and bulkheading. The entrance channel will be off Los Cerritos Flood Control Channel at sea level about six hundred feet upstream from the point where Los Cerritos Channel intersects Marine Stadium. Also in the vicinity are several other large tracts under residential development of hundreds of dwelling units. This construction totaling nearly a thousand dwelling units poses a threat of spoilage of the water quality of Marine Stadium (and then of Alamitos Bay), unless adequately mitigated.

Northward and uphill of Marine Stadium are Recreation Park and the long-standing well-maintained community of Alamitos Heights. This community of single family residences outdates the Marine Stadium. On 1923 survey maps, Alamitos Heights appears as a subdivision, isolated as a residential suburb of Long Beach, surrounded by Bixby Ranch (Rancho Los Alamitos) and connected to Long Beach by a single road, namely, an extension of Seventh Street through open space which now comprises part of Recreation Park, mostly developed as golf courses. The long-term continuing community spirit of Alamitos Heights is indicated not only by the fact of over forty years of a continuously functioning homeowners association, but also its high quality of neighborhood preservation.

Around the north end of Marine Stadium are public parcels of land which are undeveloped. In practice, they have been variously used as overflow parking lots or major crowd-attracting events in the Stadium; as unofficial and makeshift field sports grounds; as open boat storage areas; and illegally as overnight weekend camping for visitors to such events, and is dumping or

trashing sites (such illegal uses to be discouraged by this RMP). Here, as well as on both long perimeters of the Marine Stadium are structures (restrooms, grandstands, storage, equipments, etc.) in various stages of disrepair and disarray—some being remnants public parcels at the north end as “Open Space – Parks—This area to be improved by the City”, the SEADIP plan provides no further specifications for the future uses of this land. The additional specificity in this RMP, then, constitutes new land use planning for these public lands. A narrow strip of this land dium and Colorado Lagoon may be tidelands while other parts of the public parcel are upland City property (exempt from tidelands restraints by Agreement No. 4. 1971, pursuant to Chapter 1688 of Statues of 1965). However, the whole area of public land should be planned together in relation to the Marine Stadium Colorado Lagoon, and SEADIP.

4.2 Problems of Resources Management

Water quality and the vitality of ecosystems are not major issues of resources management of Marine Stadium, provided the water quality requirements of the RMP for Alamitos Bay at one end of Marine Stadium, for Colorado Lagoon at the other end, and for Los Cerritos Channel in the middle are heeded; and provided the duration and frequency of drag boat races or controlled. (The sea water in the Stadium changes on the average every three days.) The same rules of safety and sanitation and ecological management prescribed for Alamitos Bay apply also to Marine Stadium under a common manageship according to this RMP. The SEADIP plan also protects the area by prescribing land uses and densities (mostly low density residential developments), by providing public access via easements, and, by requiring environmental mitigation measures to protect local water from spoilage during the after construction. Added protection by EIR’s is provided in the augmenting implementations outlined in Section 4.4 below.

The major issues of resources management in Marine Stadium focus on optimum use of the Stadium as a recreational and educational facility, and on the impacts of certain uses of the Stadium (especially those drawing large regional, even out-of-state, crowds of participants and spectators) on the surrounding residential communities. These issues have a gradual historical evolution which by branching into two directions, one local and one State, generated conflicts among detailed uses responsive to well-meaning overall goals. The fulfillment of these goals is supposed to be implemented by the specific uses, and on the basis of these goals the uses are justified even though then are conflictional. The act of balancing uses which are in conflict creates difficult decision-making problems, and raises questions as to whether other combinations of uses are feasible and desirable which might

serve both local and regional goals without being mutually conflictual in detail. This RMP addresses these decision-making problems and these questions of types of events and schedules of uses to serve good overall goals without incompatibilities in specific implementation.

To understand these issues, and the concerns behind the CAC policy statement quoted below in Section 4.3 for Marine Stadium, a look at Marine Stadium in historical perspective is helpful. Dredging and filling to create Marine Stadium and to shape Colorado Lagoon took place over nearly ten years in the 1920's prior to their intended use in the 1932 Olympics. Events of these Olympics in the Stadium were primarily rowing competitions (hence the long thin dimensions of the Stadium). At that time, the nearest residential communities were Alamitos Heights, Belmont Heights and Shore, the Peninsula, and part of Naples south of Second Street. These suburban residential areas were served by the "Big Red Cars" of the Pacific Electric Railway on two major lines, one to downtown Long Beach and the other all the way to Los Angeles and to Newport. After the Olympics, the Stadium was used for college, university and personal rowing, for sailing and swimming.

After World War II to residential developments southwest of the Stadium, started during the 1920's and 1930's, were completed. The Pacific Electric was discontinued and tracks taken up to make room for roadways. Meanwhile, power-boats grew in popularity, horsepower and speed, and by gradual degrees more and more boats were launched, aided by the construction of launching ramps into the Stadium. Meanwhile, part of the Marine Stadium fell under the aegis of the State Lands Commission as tidelands, a class of general resource throughout all California reserved and protected by the State Constitution as a public trust for the good of the citizenry of all the State. Prior to the construction of Marine Stadium, the area was a delta and marshland of the San Gabriel River (at least for part of a century when it took this course and not an alternate course to San Pedro Bay) which was privately owned partly by San Gabriel Improvement Company and partly by Rancho Los Alamitos. The City of Long Beach, along the way, issued sets of general revenue bonds for the purchase of parts of the Bay, Stadium, Colorado Lagoon, and surrounding land for recreational purposes.

Upper Recreation Park, a City park and golf course today, was created from this bond issue. But in a series of complex arrangements between the State Lands Commission and the City over a period of years, the State took Constitutional hegemony over the tidelands part of this recreational area purchased or constructed by municipal bonds and in turn delegated the management the Tidelands Agency of the City of Long Beach). For instance, the construction of boat launching ramps for visitors and the construction of

the Long Beach Marina and Park in the 1950's for remaining tideland marshes were partly justified on the basis of this larger-than-local recreational and access responsibility of the City in managing State tidelands

Importantly in parallel history, the City Charter by referendum and State approval was modified on March 20th 1929, to create the Long Beach Recreation Commission which is still operative today. Under the City Charter in this particular context, the Recreation Commission is the decision-making body for programming events in Marine Stadium. Commission hearings and decisions are made in regularly scheduled meetings open to the public; but the Commission is under no obligation to notify the public of impending decisions, and its decisions are not necessarily ratified by or appealable to the City Council (although the Council in recent years under citizen pressure has sometimes taken the proposed scheduled of Marine Stadium into consideration, hearing public testimony pro and con).

The Recreation Commission includes members at large plus a City councilman, the City Manager, a member of the Board of Education, and the Superintendent of Schools. Thus, City government is represented in decisions on scheduling of events. The Recreation Commission has jurisdiction, and special budget allowances and sources in the Charter, over virtually all public activities in the City (or City-controlled areas even if outside the City) that can be called "recreation" according to the extensive and elaborate definition in Sec. 202a of the City Charter, and hence over the selection and promotion of recreational activities in Marine Stadium. In carrying out this responsibility the Recreation Commission has given recognition to the status of City-managed (i.e., controlled) tidelands as State tidelands resources, existing for the recreational opportunity of a wide variety of organized and unorganized groups without imposing absolute restrictions on the sources of origination of the performers and spectators.

At the same time, the Recreation Commission has tried to balance the out-of-City and commercial uses and events to a size and frequency appropriate to the fact that this watersport resource lies ensconced in local residential communities, some of which antedate the 1932 Olympics and even the creation of the Marine Stadium. According to current Recreation Commission policies and procedures (R-648, revised 11/23/77), first priority for use of Marine Stadium will be given to rowing events because the Stadium was designed and developed for this use. Next in priority is recreational water skiing; and third is powerboat activities. In practice, it is only the latter, especially drag races and circle races, which over the past two decades have attracted the largest crowds and made the most gross fiscal income—as many as ten to twenty thousand spectators each day for several such events

per year, reputedly netting the City Tidelands Agency and the Recreation Department up to tens of thousands of dollars per year. (Recreation Commission policy limits such events to eight weekends per year, not more than half of which can be drag races, the noisiest events with the largest crowds.) These clearly are not local events for local citizenry, but have been justified by the consideration that tidelands are State, not City, resources and their alleged production of fiscal profit. The latter justification is suspect according to some local citizens groups who argue that the social costs are not compensated. These costs occur to the surrounding communities in the form of congestion, crowded on-street parking, trashing, vandalism, community disruption by overnight campers and beer parties, and noise of the races themselves. Furthermore, other citizens questions whether the full actual costs to the city are recovered; administration, inspections, safety provisions, policing, cleanup afterwards, and so on. Therefore, many citizens are strongly concerned that perhaps neither the social benefits less fiscal gain nor the fiscal game itself (revenue to City less costs to City of such events) is positive art even balanced.

The concern of the Citizens' Advisory Committee of the Local Coastal Program centers about the questionable wisdom of sponsoring noisy and community-disruptive events under present arrangements and policies, although the CAC does recognize that the tidelands are a State recreational resource and even by the Coastal Act (§30001.5b) are to be useable by all the people of the State. The CAC guidelines quoted below try to chart a course of reasonable balance among such competing interests and requirements. The RMP likewise tries to effect such a balance, either accepting the CAC policies, augmenting them to further satisfy basic citizen concerns, or modifying them with alternatives for future choice after sufficient information has been developed to make a rational choice. Regarding serving the people of the State as a whole, the RMP calls for an outreach program to find appropriate statewide recreational uses of Marine Stadium which are compatible with local neighborhoods and dropping those which are incompatible, thereby serving the equally good goals of the Coastal Act without necessitating a conflict in the specifics of implementing those goals.

Along with these concerns about proper balance of uses comes the question of the future development of the public lands at the north end of Marine Stadium. On the upper tip of the Stadium is a strip of land about two-by-three hundred feet which could be used as a public beach, the water being suitable for swimming and out of danger from water skiing. A concern hovers in the vacuum of land use planning by the City for this strip, designated as "Open-Space and Parks" in the Land Use Element and SEADIP. Yet, no parks

(except as specified in deeds of donated land) are dedicated in perpetuity in Long Beach. Furthermore, the strip along the southwest side of the Stadium, originally in the area of the park municipal bond purchase which were within early boundaries of the Marine Stadium, became developed as private residential strips during the past few decades. The CAC, via the RMP, seeks assurance that these remaining public lands for parks will in fact be public park uses only. Therefore, a public beach is recommended for this location, with knowledge of the demand for quiet-water beaches as evidenced by the popularity of nearby beaches of Colorado Lagoon; and the other public land is specified herein to remain as public parks.

On the north end of Marine Stadium, part of this public land is a City-owned parcel (upland and not tideland according to Agreement No. 4 1971, Chapter 1688 of 1965) of about thirty acres, adjacent to the proposed beach area and extending eastward. This land is now variously used for dry boat storage on the ground, boy and girl scouting and mariner activities, overflow parking during commercial powerboat events in the Stadium, overflow parking for swimmers in Colorado Lagoon, and informal field sports. Also camping and dumping have been done illegally. The haphazard arrangements and disarray of these uses plus the remnants of 1932 Olympic structures were not in the past as discernable disruptive to neighborhood stability and continuity (although nearby residents have registered many complaints and concerns) as they will be soon in the future. Residential developments adjacent to these public lands are fast filling otherwise unkempt-looking land of vacant lots and oil extraction operations.

The SEADIP plan, which regulates these new residential developments in detail (mostly single-family, low-density) calls for “Area No. 32”, to be “improved by the City”, but otherwise offers no specifications. Clearly, any concern is legitimate which is based on how and when this land is improved, by whom, for what purposes, how improvements are coordinated with the plans for utilization of the Marine Stadium, and how they affect local residential areas and serve local recreational needs. Therefore, binding detailed land use specifications of all this public land, whether all is strictly within the tidelands and Coastal Act purview or not, is a vacuum to be filled by definition in the RMP and through implementation of the RMP.

4.3 Citizens’ Policy Statement

The Citizens’ Advisory Committee (CAC) was sensitive to the issues of managing the tidelands resources of the Marine Stadium, such as delineated above. Some members of the committee had participated often in past years in addressing these issues as member of local homeowners’ associations,

and other members as users of the facilities. The italicized paragraphs below constitute a full verbatim quotation of the CAC policies for the resources management of Marine Stadium as adopted by the CAC October 25, 1978. Incorporation of the CAC policies statement into the RMP makes the CAC policy statement an integral part of the RMP, carrying effectiveness as implementation actions, with “should be” phrase is interpreted as “will be” phrases, unless modified or extended in time by alternatives in Section 4.5, or by actions of local governing bodies, as noted.

A. *GENERAL POLICY*

Commercial aquatic events should be permitted, provided adequate controls are enforced to preclude impact on recreational uses and adjacent residential neighborhoods. Conservational considerations are minimal. Educational uses would primarily be aquatic skills development

B. *GUIDELINES*

1. *MANAGEMENT RESPONSIBILITY**

Overall management of Marine Stadium should be vested in the Marine Department (see Alamitos Bay.)

2. *WATER QUALITY*

- a. *Servicing of power boats should be controlled to minimize toxic metals and petroleum products reaching the water.*
- b. *New development should be precluded from discharging surface water into the stadium.*

3. *PUBLIC ACCESS*

- a. *A sand beach, if feasible, should be developed at the northwest end of the stadium.*
- b. *The publicly owned land north of Marine Stadium to Colorado Street should be developed as a public park providing for field sports, active and passive recreational uses. Additional parking to serve the park and beach should be a combination of hardtop and grass overflow. The grass parking area shall be used only for major Marine Stadium activities. The boat storage area at the north-east end of the*

**See qualification in paragraphs (1) and (3) of 5.4*

Marine Stadium should be eliminated when this area is converted into public park usage.

- c. *No overnight camping should be permitted adjacent to or within the stadium grounds except scouting or other similar organized youth groups. (Rejected 2/7/80 by the City Recreation Commission.)**
 - d. *No additional paved parking areas should be created at Marine Park.*
 - e. *Usage of Marine Stadium for rowing activities should be encouraged.*
4. **MAINTENANCE**
- a. *Existing restroom facilities at the northwest end of the stadium must be accessible to the beach and park users.*
 - b. *Promoters of aquatic events with paid admission should be held responsible for clean-up of Marine Stadium and adjoining public areas. (Rejected 2/7/80 by the City Recreation Commission.)**
5. **SERVICES AND ACTIVITIES** (This section rejected 2/7/80 by the City Recreation Commission.)*
- a. *Rentals of boats and aquatic related equipment should be permitted.*
 - b. *Aquatic demonstrations and competitions must provide adequate control over parking, traffic, and noise to minimize adverse impacts on surrounding residential communities. Safety of concurrent recreational users must be provided for.*
Control standards for drags should be include:
Powerboat drag races, circle races and barefoot ski drag and all other types of events causing similar noise and crowd adverse environmental impacts shall:
 - (1) *Be subject to an 85 DBA noise level limit measure 100 ft. from the noise source or at the property line.*

***NOTE:** "Rejected" means the City Recreation Commission voted that these issues should not be in a Coastal plan. The Commission on 2/7/80 expressed no sentiment pro or con the issues addressed in the CAC statement

- (2) *Provide reimbursement to the City for all crowd control, traffic and parking enforcement expenditures related to events.*
- (3) *Limit ticket sales to attendance for which off-street parking and/or public transportation is provided and utilized.*

No special permits or variances from such standards shall be permitted unless granted by the Recreation Commission action after public hearing with notice given to all residents within 1,000 ft. and after preparation of an EIR for each such instance.

- c. *Food services should be permitted but not sale of alcoholic beverages.*
- d. *Non-organized recreation usage of the water area should be encouraged.*

4.4 Augmenting Implementations

The CAC policy statement is quite specific. Much of it is directly implementable by the responsible agency (ies) without repetition below. However, in order to clarify some of these responsibilities and to provide a full set of remedies to the basic concerns of local citizens generally, the following augmentations are specified as further provisions of the RMP.

(1) It is recommended that the City Manager give consideration to delegating authority for overall management for Marine Stadium to the Director of the Marine Bureau of the Tidelands Agency of the City of Long Beach. This would place management responsibility for Marine Stadium and for the remainder of Alamitos Bay under the one agency, which agency has responsibility for management of all State tidelands within the City. Management responsibilities should include safety, water patrol, water quality maintenance, ecological protection, and inspections; it would specifically not include the programming and management of recreational events and activities, to the extent that this function is assigned by the Charter to the Recreation Commission, although it would include coordination with the Commission regarding such events and activities.

(2) As stated above, the Recreation Commission has responsibilities for programming and managing recreational events and activities within Marine Stadium. It is recommended that the Commission require that these events and activities be conducted within rules no less stringent for the

frequency and conduct of circle and drag races then now exist in Commission policy. The Recreation Commission could institutionalize the practice of having the City Council conduct hearings on the proposed schedule for the following year, on applications submitted by October 1st. Changes thereafter and the schedule (other than the lesions of commercial events and voluntary withdrawals of non-commercial events proposals) should be preceded by a system of notification of effective parties in the area at least ten days prior to the Commission meeting of such decision and after opportunity for public input before or doing said meeting.

(3) The Director of the Marine burner row will promulgate regulations, and inspect for compliance, recording standards and practices required to of boats maintenance and operation to minimize erosion, leakage or discharge of toxic substances and petroleum products into water for all users of Marine Stadium, Long Beach Arena and Alamitos Bay. Furthermore, all ecological and health and safety provisions in the RMP under the managership of Alamitos They apply equally to Marine Stadium.

(4) The Director of Planning and Building of the City of Long Beach will recommend to the City planning commission mitigation or prevention measures on EIR's or ND's on future applications for development and the SEADIP area and plant, toward the prevention of discharges of dirty surface watchers entering Marine Stadium and Alamitos A directly or by tributaries during and after such developments.

4.5 Alternatives for Sequential Implementation

Some of the CAC policies and basic concerns require additional information for choice among alternatives or require planning processes and institutionalization of implementation measures strengthening into the future on an "as soon as possible" schedule. These are listed below.

(1) The Department of Planning and Building , in cooperation with the Department of Parks, the Department of Recreation and the Marine Bureau, will prepare and recommend a land use schematic plan of the public parcels at the north end of Marine Stadium responsive to the guidelines of the CAC policy statement and the RMP. Adoption of the land use plan for these public parcels by due process specified by State law, through the Planning, Park and Recreation Commissions and the City Council, will become RMP implementation in the form of an elaboration of the SEADIP Specific Plan consistent with the General Plan.

(2) A preliminary sketch design will be made by the Marine Bureau for a beach at the northwest end of the Stadium and for improved facilities for rowing (docks, storage, instruction, rentals, etc.) Sources of funding will be explored and experimented with such as user fees, concessions, donations, and a surcharge on admission fees to stadium events.

(3) Cost-benefit and fiscal impact analyses will be conducted on all investments flowing from the CAC policy statement and elaborations thereon in the RMP. These analyses will be presented to the City Manager and City Council for inclusion of such projects in the City's capital budgeting cycle. Attempts will be made to get State or Federal funding assistance or employ user fees or other financing devices to make the realization of these projects as little dependent as possible on general City revenue. Otherwise these projects would have to compete for scarce City funds with all other candidate capital projects across the whole City.

(4) A staff study will be conducted by the Implementation Process Manager on the historical trends of schedules of events at Marine Stadium; and a forecast will be made of the next five years of schedules and under various options and policies to satisfy all the concerns outlined in previous sections. The forecast will include, but not be limited to, such factors as the following: social benefits less social costs, true net fiscal gain or loss, educational value, equitable distribution of restricted use and general uses, hearing procedures and public notifications, capacity for the control of on-street parking for events. The result of this study will be reported by the Implementation Process Manager to the City Planning Commission who will make recommendations to the City Council.

4.6 Conformity with the Coastal Act

Certain policies of the Coastal Act of 1976 are more relevant to Marine Stadium than others. As long as the water quality provisions for Alamitos Bay specified in Section 3 of the RMP are satisfied, the water quality and associated marine environment protection provisions of Article 4 and 5 of the Chapter 3 of the Act are satisfied.

The more relevant aspects of conformity are embodied in the developments in proximity of the water, access to use by regional and local users and recreational opportunities. The following three policy statements extracted from Article 2-Public Access, 3-Recreation, and 5-Development of the Act furnish reference for this analysis.

“§30312.5 Public Facilities: distribution

Whenever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social or otherwise, or overcrowding or overuse by the public of any single area.”

“§30220 Protection of certain water-oriented activities

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.”

“§30252 Maintenance and enhancement of public access

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

The distribution parking facilities (§30212.5) in the RMP is adequate form of Stadium events (those which, moreover, do not disrupt and local communities). The public transit system (buses of the Long Beach Transportation Company) well serves the area around the Marine Stadium with several routes, so that park-and-ride opportunity is available to excess spectators in keeping with §30252 (1)-(3), without the necessity of constructing more parking lots on Stadium grounds, and with the permissivity of control of on-street parking in residential areas during peak events whenever such on-street parking adversely affects adjacent communities.

However, for the proposed north-end Stadium beach (CAC policy 3.a) more parking space is to be made available by the RMP in the public parcel of land at the north-end of the Stadium. This new (in the sense of paved surface and authorized for parking, instead of the present haphazard dirt surface and unauthorized use) parking facility will also support the field-sports activities

planned for the development of the park public land at the north end of the Stadium—thus serving to implement Coastal Act Policy §30252(b) with local parks for local residents, reducing overload on other coastal recreation areas. Furthermore, the density of development specified by the SEADIP plan for the vacant private parcels in the vicinity of the north end of the Stadium (mostly single family residences and low-density townhomes) is in balance with the park areas enclosed within the whole area as recommended in §30252.

5. COLORADO LAGOON

5.1 Description of the Waterland

Colorado Lagoon is composed of a V-shaped body of water, of about twenty acres in area of surface, plus a land perimeter about a hundred or so feet wide, adding about another twenty acres. The base of the V contains a tidal gate (about eight sq. ft. in cross section), which regulates tidal flows of sea water from the northwest end of Marine Stadium through a conduit under filled land at the end of Marine Stadium across which Colorado Street traverses. Between Colorado Lagoon and Sixth Street, the next through street parallel to Colorado Street, are four fairways and greens of a nine-hole golf course owned by the City (by purchase in the 1940's). A chain-link fence separates the Colorado Lagoon area from the golf course area. The fence is about twenty feet north from the road entering on Sixth Street which provides access to the inner grounds and north beach of the lagoon when the chain-link gate of the fence at the road is open. The fence also cuts off part of the west arm of the lagoon to public access, except to golfers paying a fee. The other five holes of the nine-hole golf course lie in the rest of the lower part of Recreation Park, between Sixth and Seventh Streets, some of which is graced by rustic instead of chain link fencing.

The forty acres (approximately) of Colorado Lagoon plus the sixty acres (approximately) of the nine-hole golf course are City property a distinguished by interior legal boundaries. The fence between the Colorado Lagoon area and the golf course cuts into the north and of the West arm of the lagoon and elsewhere is contoured close to the road and parking lot of the north beach mostly without regard to historical acquisition or boundaries and with strong regard for golf-course layout convenience as the criterion. The fence line between the golf course and Colorado Lagoon, therefore, is one of the arbitrary convenience and does not necessarily demarcate tidelands from uplands in the historical or jurisdictional sense.

When the tidal gate at the base of the V-shaped lagoon is left open, the water level fluctuates several feet with the tides. At low tide, muddy and somewhat odoriferous banks and bottoms are exposed at the upper ends of the V. Much of the mud and debris found in these locations are not original soil and submerged land surfaces (which were sandy) but sediment from run-off of storm drains which enter the sides and tips of the V (some being effluents of storm sewers built and owned as easements by the Los Angeles Flood Control District and others are drainage from the golf courses of Recreation Park). During the swimming season the tidal gates are often left closed to keep the water level up.

The popular recreational activities using Colorado Lagoon are wading, swimming, sunbathing, picnicking, family get-togethers, model-boat to making, cooperative nursing and clamming. Furthermore, the water land is significant real and potential open space in its own neighborhood, providing up to thousand-foot vistas across water (and having added sparkle at night in the summer when the swimming areas are illuminated, the water being warmer than the ocean and the area being protected from ocean breezes). The area is designated “Open Space—Parks” in the Land Use Element of the General Plan, adopted October 24, 1978. Historically, the lagoon was used for national try-outs for swimming and diving competitions of the 1932 Olympics. Like the Marine Stadium area and upper Recreation Park, the Colorado Lagoon area (not in exact land from private interests by general revenue bonds. Lower Recreational Park was bought and assembled piecemeal, lot-by-lot, mostly in the 1940’s. After assemblage, the present boundary between Colorado Lagoon and Recreation Park was created by positioning the chain link fence, referred to above, which does not follow boundaries of acquired parcels but meanders in and out of the old Colorado Lagoon and the newly acquired parcels).

In its present state of development, Colorado Lagoon had a beach area about a thousand feet long and a hundred feet wide on the south bank; and another about half as long on the opposite north bank of the west arm of the lagoon. This area is mostly naturally sandy from ancient times. The sand extends across the bottom of the west arm. Both sides of this central part of the west are popular sunbathing, swimming and wading (families with small children) facilities, remaining free year-round, although the north beach is accessible only by foot across a floating causeway during much of the time, because a fence gate to the road off Sixth Street to the north beach is often kept closed to the public. This road terminates above the north beach with a hundred parking spaces and a turn-about. Nearby is a restroom building, built within the past decade, for use by golfers on the uphill side and users of the north beach area on the downhill side (without interior passage from golf course to Colorado Lagoon). The building is connected at midpoint with the chain-link fence which separates the golf course from the north beach area.

Thus, the waterland consists mostly of the V-shaped lagoon itself with a land perimeter of fifty to two-hundred feet wide, all totaling about forty acres. Main access and heavy use is along the southwest bank with beaches and a few structures (nursery, model boat shop, life-guard station, restrooms, picnicking, fireplaces and tables, children’s play area). Meanwhile, the north end of the larger west arm and most of the smaller north end of the larger west arm and most of the smaller north arm of the V have muddy bottoms not very suitable

for human use except for clamming. And, quite a wide radius around Long Beach. Several native species of clams grow here, but the main attraction to clam aficionados and gourmets is the East Coast species called cherrystone clams or quahogs. This clam population has been declared by the State Department of Fish and Game to be a productive resource worth maintaining.

5.2 Problems of Resources Management

Just like Alamitos Bay and Marine Stadium, Colorado Lagoon is already developed and has been used for decades as a public good, but must be positively and actively protected and preserved to remain such. In the process of protection and preservation it should be the object of some improvement (beyond maintenance) which will make it better than it is today—the only way to assure that it does not become worse than it is today.

Without specific resources management attention, deterioration could be confidently predicted for the water quality of the lagoon, for the edibility of the clams, for the quality of public structures and services, for compatibility of on-site activities with surrounding neighborhoods, and for public availability and access. Currently, water quality (of the west arm particularly) is usually satisfactory for swimming except after rains when turbidity and coliform counts rise owing to the entry of storm-drain effluents into lagoon waters. Two such three-foot-diameter storm drain enter the north end of the west arm of the lagoon, and three enter the north arm of the lagoon. This same urban run off during the rainy season brings sediment and heavy-metal toxins (such as lead from gasoline additives deposited on streets) which are concentrated by the clams, rendering there's safe edibility, a question always to be considered. The City Health Department periodically test the waters for swimming safety and the clams for edibility, and post numerous sturdy bilingual warnings during February – May of 1979, for instance). Yet, determined clammers are not deterred. Some seem to be incredulous of such warning (for example, the State Fish and Game Department early in 1979 issued a number of citations to clammers collecting more than their allowable limit while the water level was down, exposing abundant clam colonies, during clean-up operations in March with the tidal gate open.)

The urban area draining into the lagoon is about a square mile of various land uses plus Recreational Park (which is mostly golf courses). In this watershed are some older, mixed commercial and small-industry establishments, hospitals, laboratories and residences. Presumably the RWQCB has properly issued permits in this area and the LAFCD inspects for illegal or inadvertent discharges into their channels. But considering the wide range of possibilities for pollution of storm drains (violations, ancient uses before

permits, improper connections, overflow of pesticides and fertilizers, etc.), this presumption will not go uncontested by this RMP.

Furthermore, the golf courses of Recreation Park, especially the lower nine-hole course, pollute the water of the lagoon by seepage of contaminants to ground-water table which pass into tributaries (some of which originally were probably tidal) in the park which flow eventually into the lagoon directly or via conduits and land forms created in the construction of the golf courses. And, immediately next to the north beach area of Colorado Lagoon, the excess water from irrigating the nine-hole golf course in lower Recreation Park frequently overflows through the chain link fence between Park and Colorado Lagoon. Sheet water flow effects are often evident as water, mud in the road, erosion rivulets and gullies, destruction of grass and landscaping in the north Colorado Lagoon, and consequently muddy sediment in the lagoon bottom. For many years the golfing public (unbeknownst to them as individuals, but as a consequence of golf-course layout on City property) has enjoyed benefits unnecessary to the playing of golf at the expense of the actual and potential Colorado Lagoon public—a social inequity to be redressed in implementation of the RMP, without any significant loss of golf course utility as a golf course.

Regarding free public use of Colorado Lagoon, the funds for programs and maintenance—and even worse for capital improvements—are under the joint fiscal squeeze of Proposition 13 and shrinking tidelands oil revenues to the City from the State. The constriction of City general operational funds for parks and recreation and the pinch of dwindling oil-royalty rebates from the State, used to pay for lifeguards, custodian and maintenance, place a burden on the future remaining financial resources to provide free public use of Colorado Lagoon of a quality at least equal to that of the past. The official reason for closing the gate to the north beach is lack of funds to guarantee public and other park furniture is attributable to the same fiscal problem. Similarly, the development of the northwest corner for general use has not materialized and as a consequence about an acre of usable area is neglected and unused.

These type of small neglect or lacks of improvements are exactly some of the factors which gradually contribute to deterioration of the whole facility and a disassociation of interest in the facility by local residents. Without this interest, the facility could continue to become more and more only for out-of-city users, with an acceleration of local disregard and isolation. A mixture of local interest and regional use is needed to keep the facility an integral part of its neighborhood environs as well as regional public good.

It could be argued that the whole facility should be sentenced for operational control, for public safety and for the 24-hour conservation of the facility. However, preservation of the clam population does not require such protection, even though there are some nights-time and illegal clamming at times when the Department of Fish and Game cannot watch over and issue citations to offenders. But this practice has gone on four years without any significant threat to the clam population. Regarding public safety and edibility of the clams, even fencing would not preclude the ingestion of toxic clams. The warnings posted by the Health Department are clear and obvious in English and Spanish. The lifeguards can also advise people to read and heed the signs; but that is all that can be done until toxic runoff is controlled and tidal flushing is increased. Regarding protection of the physical structures and equipments, vandalism is not a serious or expensive problem; a fence is sometimes an attraction to vandals; and any otherwise acceptable fence at Colorado Lagoon could be gotten around or through.

Regarding safety measures and prevention of drowning, protective fencing can be installed at especially dangerous places (as now). Fencing the facility would help a little. Moreover, the banks are or can be sloped so that the edge-gradient into the water is gradual. The argument has been advanced also that ocean beaches and other tidal areas are not fenced to prevent public access.

Regarding public space and scenic vistas, fencing the whole property would seriously impair the aesthetic worth of Colorado Lagoon. (An informal poll was made by the CAC of local residents with the results that fencing is not desired for safety reasons and is positively rejected the scenic reasons.) To us, the RMP advocates openness of Colorado Lagoon, including the gates to the north beach and the park area so that this area can be used (with improvements recommended by the CAC and the RMP) for relaxing with grassy and landscaped places with park furniture. In this way, many local residents can share in the opportunity with four scenic vistas within walking distance, now limited as an opportunity to a tiny plot of park-like land at the north end of the north arm and to a few adjacent residents of Alamitos Heights.

Such increased to local appreciation and use of Colorado Lagoon, in a mix of regional uses as a general facility, is the kind of local preparation needed to prevent the eventual view of Colorado Lagoon as a regional facility only, isolated from the neighborhood which surrounds it. Such a view will only precipitate further neglect and decline and worsen the consequences of such an attitude in a downward spiral, possibly resulting in confrontation, degradation of property values, and loss of community identity and spirit.

Closing Colorado Lagoon and limiting the potentially diverse use of the north beach and park area is considered contrary to its “Open Space-Parks” designation in the General Plan, and to the public access policies of the Coastal Act.

The biological and ecological reasons why the East Coast clam species (cherrystone or quahog) thrives in Colorado Lagoon and no place else on the West Coast are unknown. A tidal gate regimen allowing frequent tidal flushing would help get rid of the urban runoff sediments and toxins in the rainy season and would improve water quality generally. But how would the clams fare? (A U.S. Sea Grant research study is now underway at the University of Southern California to assist in answering this question.) And, what reduction of availability for swimming would such a regimen bring? The CAC policy statement, based on the concerns of the citizens paraphrased in the above discussion, plus the implementation of the RMP together is an approach to solving the problem of maintaining and saving for continued free future use (at no less quality than today, and hopefully better quality) a coastal recreation resource, under conditions of unknown ecological factors and conflicting priorities during a time of fiscal conservatism.

5.3 Citizens' Policy Statement

In italics below is quoted verbatim the CAC policy statement on Colorado Lagoon. This policy statement is an integral part of the RMP for direct implementation unless modified for implementation or extended in time by the RMP in Section 5.5.

A. GENERAL POLICY

Use of Colorado Lagoon should be primarily recreational. However, presence of its unique clam population requires strong conversational considerations. Commercial use other than food services and beach equipment should not be allowed. Educational use should be encouraged.

B. GUIDELINES

1. MANAGEMENT RESPONSIBILITY*

Overall Management of the Colorado Lagoon Should Be vested in the Marine Department (see Alamitos Bay).

2. WATER QUALITY

- a. *The major storm drains presently emptying into the west and north arms of the Lagoon should be diverted to the ocean or the San Gabriel River.*

*See qualification in paragraphs (1) and (2) of 5.4

- b. *Sediments deposited by the storm trying to should be removed or replaced by sand. Clams should be rebedded. Entire process should be supervised by Department of Fish and Game.*

3. PUBLIC ACCESS

- a. *When recreational use conflicts with maintenance of the clam population, controls must exist in favor of the latter.*
- b. *Public health and safety must be assured during major maintenance activities and periods of poor water quality or exposed sediments.*
- c. *Provide directive signs and other amenities to encourage maximum use of the north beach and parking lot.*
- d. *Health Department to should monitor clams to preclude human ingestion of toxic metals.*
- e. *A children's play module should be provided on the south shore.*

4. MAINTENANCE

Prepare a plan for upgrading and maintaining the appearance of lagoon area. This plan should include improved landscaping, grass picnic areas (especially at the northwest end), erosion control, and increased beach area. The plan should be in two phases, recognizing the impact of Guidelines 2a and b. (Staff to prepare preliminary layouts of alternative recommendations for review by Committee.)

5.4 Augmenting Implementations

The resources management problems of Colorado Lagoon are complex and intertwined, as the last paragraphs of Section 5.2 portray. Adjusting any one factor to solve one problem affects many other factors in unknown or unpredictable ways which may help or worsen the solution of another problem. The CAC has recommended a thrust in the direction of unified management, water quality protection, capital projects and better maintenance because the basic concern of citizens groups is simply this: Without improvement there most likely will be deterioration in a downward spiral, and since Colorado Lagoon will never “go away” it could get worse and worse. Already in the past few years, a slackening of some of the local utilization of Colorado Lagoon has taken place, such as in evening swimming and enrollment in free swimming lessons offered by the Recreation

Department. This reduction of usage has been attributed to the gradual deterioration of the whole facility (despite modest capital improvements in the form of general renovation in 1976 and the replacement of a few small buildings left over from the 1932 Olympics with new structures); to the heavy daytime use of the facility in summer by out-of-city groups leaving behind clean-up problems; and to the contraction of inhibition of use by local residents. This reduction in usage has not been attributed to any loss of need or of demand for local and regional recreational facilities of the types afforded by Colorado Lagoon. Quite the opposite, the infilling of vacant tracts with residential developments in the SEADIP area and the general increase of regional population without parallel increase in recreational facilities imply increased need and demand in the future.

The RMP implements the CAC policy both through specific actions suggested by the policy itself and through additional actions based on study and analyses not available to the CAC at the time of its deliberation in 1978. (These are consistent with CAC policy.)

(1) It is recommended that the City Manager consider assigning responsibility for interdepartmental coordinative management and overall operational management to the Tidelands Agency of the City of Long Beach. Various departments and bureaus (Recreational, Health, Tidelands, Parks, Police, State Fish and Game, etc.) will continue their existing programs and maintenance functions unified by the Tidelands Agency's role in effecting coordination and showing social accountability for preservation and progress.

(2) Funding of operational functions and capital projects, therefore, will be proportional to the coordinated contribution of each department, agency or bureau which contribution might variously be in one or more of several forms: satisfaction of social need (e.g., recreation, open-space availability); delivery of operational services (e.g., police protection and regulation, safety, lifeguarding surveillance); provision of general regional benefits (e.g., protection and production of edible clams); and spoilage of the facility to the benefit of or neglect by others (e.g., flood control drainage and pollution from the golf courses).

(3) It is recommended that the City Manager assign to the Director of Planning and Building, in cooperation with the Tidelands Agency, responsibility for creating a phased development plan for Colorado Lagoon, correlated and interrelated with the land use patterns of the private land in the vicinity (say a radius of about one mile), and with long-term trends and social changes in use-needs for various City properties in the vicinity toward optimizing the joint patterns of land use along with facilities and neighborhood

preservation. Such plan will be subject to approval by the City Planning Commission and the City Council as prescribed in State law for Specific Plans. The planning and approving procedures should include user and community participation processes followed by pre-noticed public hearings.

(4) Public access and open-space vistas will not be impeded by closed fencing, or by closure of gates to access paths or roads, except during maintenance and construction activities and during conditions hazardous to the public.

(5) Water quality, not water level, will dictate the duration and frequency and regimens of tidal gate openings. Flushing by tidal action will be optimized. When tidal gates are held closed for swimming levels, they will be opened for remedying an unsafe reduction of water quality for human health, either for swimmers or for edibility of clams.

(6) Water quality in the off-season for swimming will be tested weekly, and daily after each rain-storm until swimmable quality returns. During the summer swimming season, water quality will be tested daily. In all cases, unsafe condition will be posted conspicuously in English and Spanish.

(7) The State Department of Fish and Game will be responsible for the health of the clams, the Department having already declared the clam population a unique productive resource on the West Coast to be maintained. Action by the California Department of Fish and Game to manage these clam beds shall be encouraged and permitted by the City except that disruption of the swimmability of the west arm of the lagoon during swimming season shall be minimized.

(8) The beach and swimming areas of Colorado Lagoon will be maintained with sandy banks and bottoms. All sandy surfaces, both dry and submerged, will be kept clean of sediments, debris and organic growths so that the water is clear and clean for safe swimming and is safe under foot for wading in these areas regardless of tide level. Sand replacement will be done to meet the above objectives when necessary or desirable.

(9) Chemicals will not be introduced into the water to effect sanitary water quality for swimming purposes. Any water treatments (chemical or physical, except for tidal gate openings) for maintaining a healthy clam population will not be done such as to reduce water quality for swimming during the swimming season (and only for a short time in off-season.)

(10) The City Bureau of Environmental Engineering, in cooperation with the Los Angeles Count Flood Control District and the Regional Water

Quality Control Board, will monitor the inputs and tributaries of the storm drains emptying into Colorado Lagoon, inspecting for unnecessary, preventable of illegal discharges into this system and looking for simple physical or operational ways to cut down the toxicity and pathogenicity of legal urban runoff into this system.

(11) A stop will be put to the mini-year the predation of the Colorado look alone by the adjacent golf courses of the Recreational Parks owing to the runoff of irrigation water from these golf courses. This runoff pollutes the lagoon water and erodes the perimeter grounds. Furthermore, this many-year gain or neglect by the golfing public at the expense of loss by actual and potential users of Colorado Lagoon will be redressed by land redistribution along with correction of the runoff problem and by creating a golfing-based funding source for the operation of Colorado Lagoon. (Methods for doing this are denominated in the next section.)

(12) Landscaping will be installed between Park Avenue and the northwest corner of Colorado Lagoon. The area between this and the water will be grassed and equipped with picnicking, but not for swimming in the adjacent water.

(13) The tree-shaded areas along the South Bank will be equipped and maintained with grassy areas in picnicking facilities and tables. The structures now there will be maintained in good usable condition.

(14) The City Health Department will be responsible for testing the clams and Colorado Lagoon and for posting hazard conditions regarding clam edibility.

5.5 Alternatives for Sequential Implementation

Further study with research and analysis will provide information for creating and choosing alternatives for phased improvement of Colorado Lagoon. Examples are outlined below.

(1) An interdepartmental design and funding study at the initiative and coordination of the Planning and Building Department will be conducted for remedying the pollution and erosion caused by runoff from the golf courses of Recreation Park.

(2) In the above study, or separately, the following alternative for improving Colorado Lagoon's north beach-and-park area will be studied in detail. In this alternative, a strip of grassy park-land would be added to the north area of Colorado Lagoon by slicing off a strip of the adjacent golf

course, from the restroom all along the north beach road to Sixth Street, simply by moving the fence into the golf-land area about fifty to a hundred feet. The strip could be detached from the golf course without significantly affecting golfing. This strip would furnish some trees, shady areas and landscaping for a diversified and year –round use of Colorado Lagoon. During the same action, control of runoff would be affected and the remainder of the north area (other than beach) could be grassed, landscaped and furnished with picnicking fireplaces and park furniture. The area exchanged would be only about two acres (out of about sixty of the nine-hole golf course and added to about forty of Colorado Lagoon); but with other erosion control, grassing and land-scaping would significantly improve the vista to this area from other places (as nearby residences) and offer scenic vistas to persons using this park-land.

(3) An ecological study, under the initiative and coordinated direction of the Planning and Building Department and Tidelands Agency will be made of the systems relationships among alternative operational regimens and tidal gate openings, tidal flushing hydrology, storm debris removal, ecological health of the lagoon arms (especially of the clams), and water quality for swimming.

(4) The phased development plan for Colorado Lagoon, specified in Section 5.4(3), will be accompanied by a staff study on the equitable distribution of funding sources described in Section 5.4(2) for capital improvements and long-term maintenance.

(5) A simple feasibility study will be conducted of various ways the flood control drains into Colorado Lagoon could be diverted together conduits or otherwise be extended to the ocean or to the San Gabriel River.

(6) A cost-benefit study will be made of the major capital improvement projects suggested by the CAC, such as a diversion of the storm drains to the San Gabriel River, after the information of the above items is accrued. The resulting cost-benefit justification will accompany the entry of these candidates into the Cities budget cycle. Meanwhile, other possible funding sources will be explored, such as Federal 208 Water Quality for funds, donations by large developments in the SEADIP area, special assessment districts, and State assistance to the Flood Control District.

5.6 Conformity with the Coastal Act

In adopting the Coastal Act the State Legislature, among other things, desired that tidelands as a State public trust are optimally used or preserved

indefinitely for the citizens of the State (§30001.5-a,-b), but without disrupting established neighborhoods (§30010) and without allowing new local developments to depend heavily on local coastal facilities for the recreational amenities which should be the normal complement of land use to any residential development (§30252-6).

The intent on the Legislature is carried out in the RMP for Colorado Lagoon by improving the facilities of and access to Colorado Lagoon for open use by the public at large. The details will be established by a planning which will involve local citizens as well as representatives of users of Colorado Lagoon. Furthermore, the overall thrust of the RMP for Colorado Lagoon is to revive and perpetuate the variety of uses and the general usefulness of Colorado Lagoon so that any propensity toward deterioration is reversed; and, after improvements are added, the maintenance will keep up a high and steady level of quality and service year-round to local neighborhoods as well as to more distant visitors.

While the RMP does not negate or neglect any other goals or policies of the Coastal Act, it emphasizes in detail (some more than others) those most relevant and most needing attention. As a framework for discussing this detail, several Coastal Act policies are quoted below.

“§30251 Scenic and visual qualities

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted developments shall be sited and designed to protect the use to an along the ocean and scenic coastal areas, to minimize the alteration of naturally land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhanced visual quality and visually distant degraded areas...” and

§30212.5 Public facilities; distribution

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against impacts, social and otherwise, of over-crowding or overuse by the public of any single areas.”

§30210 Access, recreational opportunities, posting

In carrying out the requirement of Section 2 of Article XV of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided

for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource area from overuse.”

These policies support the position of the RMP that Colorado Lagoon not be enclosed by a fence; that the northwest corner be grassed and landscaped and protected by a barrier from traffic and Park Avenue; that the north bank area be kept open to the public after enlargement and improvements. The enlargement would occur by moving the fence into the golf course forming a curved strip of park-land inside the north part of Colorado Lagoon. Other improvements would be erosion and pollution control from the golf course, more park furniture, and grassing and gravelling the banks of the north arm of the lagoon while preserving the clam population. These improvements will diversify the uses of Colorado Lagoon, provide opportunity for more and different kinds of persons to enjoy the scenic vistas, enhance the cross-water vistas from adjoining the neighborhoods, and make year-round use attractive to local citizenry.

The improvements of the north beach and park area of Colorado Lagoon are also implementive of policies under Article 3 (Recreation) and Article 6 (Development), as indicated in these policies

“§30223 Upland Areas

Upland areas unnecessary to support coastal recreational uses shall be reserved for such uses, where feasible.”

“§30255 Priority of coastal-dependent developments

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland.”

6. LOS CERRITOS WETLANDS*

6.1 Description of the Waterland

The Los Cerritos Wetlands lie south of the Los Cerritos Flood Control Channel and separated from it by a narrow strip of dry land created with fill during the dredging and stabilization of the Los Cerritos Channel bed about forty years ago. The actual boundaries of the Los Cerritos Wetlands (lying within SEADIP Area 33 and 11a) as an integral waterland are not known or fixed (and the SEADIP map presently showing a change in configuration from what is presently the functional wetlands is to be considered conceptual only). Instead of present functional waterland comprised of contiguous areas has a dominant feature, namely, a tidal mudflat with its central channel (partly lagoon-like), and perimeters of varying widths of varying attitudes up to about ten feet. Depending on the height of the tide, the amount of land area covered by sea water at high tide is ten to twenty acres. The upland perimeter or rim around the maximum water coverage adds another ten or more acres to the whole waterland, and may be considered as a necessary protective buffer to the low-land areas. The present boundaries of the functional wetlands shall not be modified until all studies and developments plans specified in this RMP have been completed and approved.

The exact boundaries are indeterminate because the present and future waterland lies within a much larger privately-owned parcel of land not yet subdivided. This parcel lies in the County "island", a small part of Los Angeles County enclosed in City of Long Beach boundaries. The County delegated to the City the planning responsibility for this parcel as part of the SEADIP plan and by extended agreement has authorized to Long Beach to include it in this RMP (see note below).

The present owners of record of the waterland agree in principle with the City in the ecological significance and sensitivity of the waterland and the need or desirability of preserving its ecological worth and protecting its environmental sensitivity. Proposed actual boundaries will be presented to the City with a tentative subdivision tract map, which has not yet been filed. However, the SEADIP Specific Plan has essentially allowed density transfers to upland parts of the parcel in exchange for preservation of the lowlands. Thus, a conceptualized "open space" area occurs on the SEADIP map and the Land

*The Los Angeles County portion of SEADIP, including Los Cerritos Wetlands, was deleted from this LCP by Long Beach City Council pending State determination of the boundaries of the Wetlands. When this portion is restored to the LCP, the RMP in Section 6 shall apply. At the State Commission hearing, Parcel 11b was also deleted from this submittal.

Use Element of the General Plan for the waterland, with exact boundaries yet to be determined.

The mudflat and its central tidal channel is the core of the Los Cerritos Wetlands. Twice daily with the ebb and flood of tides, the mudflat is exposed in varying degrees, but with fairly regular surface and drainage patterns. By the large the exposed mudflats are clean and sandy with a healthy growth of fauna and flora of good variety. They generally are not odoriferous with sulfides or other indicators of ecopathologies or pollution. At low tides, swarms of shore birds of many species fly over the area, alight and feed on the exposed mollusks, worms, crustaceans, algae, and other food sources. Within an hour or two, it is not difficult to observe twenty to thirty species of birds among the thousands of birds that flock here. Some are indigenous species, but many are migratory or seasonal species on the coastal and inland Pacific flyways (which intersect in this region). The visual aesthetics of such a site is spectacular, not to mention the more esoteric joys of ornithological taxonomy and migration tracking.

It is quite likely that the central mudflat and tidal channel are ancient in origin at this precise location, for nearly so. Even before the San Gabriel River in 1867 switched from the Rio Hondo and Los Angeles River and other channels emptying into San Pedro near Rattlesnake Island, the Los Cerritos Wetlands on old maps was a lagoon or slough or tidal flat or sometime estuary of Los Coyotes Creek, Mud Creek or Bouton Creek. After the San Gabriel River adopted a streambed terminating in Alamitos Bay, the River by-passed the Los Cerritos Wetlands, while they remained tidal flats. Early flood control work in the first quarter of this century was effected by building various dikes in the San Gabriel River delta and in the Upper and Lower Alamitos Bays. Maps of survey in 1923 indicate that a dike along the southerly bank of the present functional Wetlands (which are oriented west-east, the west end opening into Los Cerritos Flood Control Channel) is very probably part of the dike that forms the highland south rim of the Wetlands today. (The north rim is the levee of the Los Cerritos Flood Control Channel as mentioned above plus the intake channel to the power plants).

The above history can lead to the strong inference that the central core of the present Los Cerritos Wetlands is a viable tideland mudflat, of estuarine association with creeks and rivers, in continuous history from ancient times. As an ecosystem, it has had the long term opportunity to pass through stages of succession, surviving annual pulses of floods and tide variations and arriving at a mature, balanced, self-sustaining and self-regulating natural system. On closer look besides the ornithological display already described, and ecosystem of the Wetlands includes good stands of cordgrass and of two

species of pickleweed which furnish the proper micro-environments for algae and juvenile fish and crustaceans; and provide the microenvironments for nesting of certain birds, such as Belding's Savannah Sparrow (an endangered species valuable in its own right, but potentially useful for medical research in kidney function since it can survive on drinking salt water and eating salty foods). To continue, at the invertebrate and microscopic levels, the wealth and diversity of species, despite the twice daily foraging by shore birds, is characteristic of a long-standing healthy mudflat-estuarine ecosystem. Zonation is seen at three to twenty-foot contoured horizontal strips and at altitudes of one, two, three and five or so feet. In addition, there is a flatland around the northeast end of the central channel which is inundated by tidal waters only at maximum high tide. This flatland also collects rainwater during the rainy season. This special habitat offers the opportunity for special fauna and flora seldom found in this part of California.

A good diversity of species and habitat zones is evident in the Wetlands. The biological productivity is high furnishing food not only for the shore birds and migratory birds, but also organic detritus borne on tidal flushes as food for the benthic and pelagic ecosystem of Alamitos Bay. The Bay, in turn is a spawning ground and protective niche for young fish that later migrate to the near-shore and off-shore ecosystems, supporting commercial and sports fishing along the South Coast of California—a resource of economic and recreational value to the people of the State generally.

6.2 Problems of Resources Management

The ecosystem of the Wetlands is healthy and productive. Studies will show whether and how it can be made healthier and more productive. In quantitatively unknown ways, it is very significantly linked to the health of the ecosystems of Alamitos Bay and Marine Stadium, which is good, compared with other bays and marinas along the southern California coast. It is relatively undisturbed by humans and feral cats and dogs, being surrounded by a chain-link fence and monitored by its private owner. It is protected from nearby oil extraction operations by dikes and other constraints against spoilage. Its present owners are sympathetic with the environmental sensitivity of the Wetlands and have taken measures to protect it (and have created a nesting site for the least tern). The local citizenry is very conscious of the ecological wealth and worth of this sensitive resource area and is very active in supporting (and demanding, if necessary) its preservation. The City and the people of the area sense that the water quality of the Bay is somehow importantly linked to the preservation of the Wetlands although all the ecological relations have not been established scientifically and quantitatively. The risk of causing deterioration of the Bay by neglect of the

preservation of the Wetlands is too great to warrant a careless attitude toward the Los Cerritos Wetlands.

But changes are in the offing; and with changes, even slight ones, come the concerns that any one of the unknowns (which do not have to be known as long as things stay the same) may turn out to have an unexpected magnifying or rippling effect; or conversely, they may be insignificant and just be false worries. The forecast of possible changes is neither short nor minor. In the first place, residential and commercial development is filling in many of the previously large vacant parcels of the SEADIP area which surrounds the Los Cerritos Wetlands within about a half-mile radius. Each development is especially planned and its tract maps are approved in consonance with the SEADIP Specific Plan embodied in the General Plan. As pointed out in Section 2.2 the SEADIP plan has been accepted by the staff of the South Coast Regional Coast Commission as a general development guide consistent with the Coastal Act, having been conducted 1975-77 with a planning process and a set of criteria implicitly, if not explicitly, very similar to those of the Coastal Act. Therefore, the densities and types of land uses generally in the vicinity of the Wetlands are not at issue.

What is that issue is the development to take place immediately adjacent to the present Wetlands. Accordingly to SEADIP, these will be low-density residential developments. The resources management problem lies in the reconfiguration of the Wetlands along with configuration of this planned residential development, and the fact that the Wetlands will be almost completely surrounded by residences—allowed by the SEADIP plan. This is not to fault the SEADIP plan nor the present owners of the parcel. The plan is an achievement in getting the area reserved as ecologically sensitive open space. The present owners have been creatively cooperative and sincere in the formulation of the plan (as well as protective of the area as mentioned above). The problem has arisen as a refinement of attention put to the long-term preservation requirements and to the delicate sensitivity of the Wetlands as an ancient ecosystem, to any disturbance. The SEADIP plan would allow the developer to excavate dikes and fill part of the present Wetlands, reconfiguring it. In fact, on the favorable side, the Wetlands could thereby be enlarged from about twenty to about thirty acres.

The real question of resources management is whether enlarging of the Wetlands, including possible activities such as the cutting, filling, and dredging, will result in an overall net benefit to the ecosystem of the Wetlands. For instance, on the south side behind dikes lie active quarrel extraction operations and old sumps, chemical dumps, accumulated runoffs, and other detritus from decades of oil operations. In any expansion of the

wetlands by excavation of this area, how much pollution would enter the central core of the original Wetlands? What would be the biological effect on the ecosystems there now? On the water quality of Alamitos Bay? In an rechannelling or extension of the tidal channel, what anaerobic sediments would be stirred up which in surface oxidation spread out over original Wetlands would deplete the oxygen content and kill off important species in the food chains of invertebrates and birds? In any dumping of dirt (From what source) on these rims to accommodate more houses, what sediments would wash down from rains and change the eco-chemistry of the original Wetlands? What zonation of the Wetlands would be destroyed and what effect would this have on the diversity of microhabitats now present which support a variety of land fauna and flora, including the food and nesting sites of endangered species in tall brush and shrubs?

These questions need answers before the present functionally-natural features of the Los Cerritos Wetlands are disturbed, if this environmentally sensitive area is to remain viable. In fact a goal is needed here to crystallize the thrust of resources management of the Los Cerritos Wetlands. In this RMP the goal is to preserve forever—in perpetuum the wetlands, in present configuration or in a reconfiguration, in no less a state of productivity and health and species diversity than it has now—and if possible with increased size, productivity, health and diversity. Any lesser goal admits of the possibility of eventual deterioration, either temporary or permanent.

The health of the Los Cerritos Wetlands is not under immediate threat because the present owners are careful keepers of the Wetlands behind fencing, allowing entry only to ecologically responsible groups. Residential development of this large parcel containing the Wetlands may be ten or more years off since the oil fields are still active. Moreover, as a result of the incentives caused by increases in oil prices following Federal deregulation of certain types of domestic oil production, marginal fields may be reactivated, new recovery techniques may be used and deeper wells may be drilled. In the meanwhile also, the parcel could be sold to a less environmentally-conscious owner. The SEADIP plan then during any residential development and various permits required before development of any sort, would be the main official sources of protection of the Los Cerritos Wetlands without this RMP. Regarding such authorization required from the Corps of Engineers, the National Fish and Wildlife Service, the Coast Guard, the Department of Fish and Game, the State Lands Commission, the Regional Water Quality Control Board, the City, the County, and so on, each provides a narrow protection based on statutory interests and responsibilities which do not necessarily add up to adequate total protection of the Los Cerritos Wetlands as a long-

standing but fragile natural ecosystem surrounded by urbanized land-and-water uses.

This RMP, then, becomes the overall official protector of the Los Cerritos Wetlands both in the phase from now to residential development and in the phase after residential development. Nothing else (unless a State department of commission takes specific acquisition or protective action) will have the force to preserve this environmentally sensitive area in perpetuum—not even the City’s EIR’s on subdivision applications, or the County’s General Plan which designates the Wetlands area a “significant ecological area” but does not prescribe the details necessary for assuring non-injurious disturbances.

In declaring this role of the RMP regarding the Los Cerritos Wetlands, the relationship between the RMP and the SEADIP plan should be clarified. The RMP and the SEADIP plan should be clarified. The RMP and the SEADIP Specific Plan are interlocked. Whereas the SEADIP plan is primarily a development plan and therefore the provisions and language in it are mostly addressed to permissions and constraints during the subdividing and constructing, the general intent of the SEADIP plan is embodied in summary statements and phrases regarding the phases before the after the developments specified by the plan. Such statements and phrases about Los Cerritos Wetlands carry the same thrust as the principles and details on the Los Cerritos Wetlands in the RMP. Therefore, this RMP may be considered as an elaboration and extension of implementative detail inspired by, consistent with the supportive of the general intent of SEADIP for the Los Cerritos Wetlands.

6.3 Citizens’ Policy Statement

The Citizens’ Advisory Committee (CAC) of the Long Beach Coastal Program (LCP) in the fall of 1978 produced a policy statement of Los Cerritos Wetlands, which is quoted verbatim below in entirety making it an integral part of this RMP. Unless modified or extended in time in Section 6.5, the following statement is to be directly implemented by the RMP.*

The Los Cerritos Wetlands lie immediately south of and contiguous with the Los Cerritos Channel, west of Studebaker Road. It is the sole remaining example of the original Alamitos Bay marshland. The wetlands are currently in private ownership by Bixby Ranch Company under a single landowner.

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The wetlands are presently diked and public access is restricted by a chain link fence surrounding the land. The landowner plans to develop the adjacent vacant land as a residential housing project and, in conjunction with the SEADIP Plan, has a long-range plan for development of the area. The marsh would be enlarged and restored in the center of the area and a housing development would be developed on the perimeter of the marsh. The marsh restoration would entail dredging of some channels and filling of others to reshape the perimeter and to provide a net increase in the marsh area. The restoration should meet the requirements of the State Department of Fish and Game.

The primary management goal should be the restoration and preservation of a viable marina estuary. An estuary is an enclosed coastal water body with a measurable quantity of salt in its waters and a free connection to the sea. Estuaries are a key part of the coastal nursery ground for many species. Estuaries are vulnerable to pollution because the delicate balance and shallow nature of the water bodies.

The marsh area should, upon completion of the restoration, be transferred to an appropriate government agency (preferably the State Department of Fish and Game), which agency shall assume responsibility for managing this resource.

The agency which has authority for management of the Los Cerritos Wetlands must consider all factors which affect the viability of the marsh. Any actions which would adversely affect the marsh and its ability to sustain marine life should be prohibited. Recognizing the importance of fresh water entering the marsh, every effort should be made to improve the water quality of the upstream inflows. The management agency must work with other agencies to control sources of water pollution affecting the marsh and to design local drainage patterns to prevent siltation and water runoff pollution. Protection should be given to indigenous wildlife. Nesting areas for the Least Tern and other coastal dependent birds should be preserved and enhanced, where possible.

Factors which the managing agency must include in its program are the following (but are not limited to):

- 1. Drainageways - Design of drainways should provide a vegetation buffer area and retain as much as possible of the natural pattern of land drainage. Any alteration of any drainways by realignment, bulkheading, filling, impounding, which will have negative impact on the marsh is unacceptable.*

2. *Basin Circulation* - Alteration in the natural rate of water flows of the marsh is presumed to be ecologically detrimental. Design of the restoration work on the marsh should pay careful consideration to providing adequate circulation within the basin.
3. *Nutrient Supply* - Reduction of the natural supply of nutrients to the coastal basin by alteration of fresh water inflows is unacceptable. The sources and disposition of naturally occurring and introduced nutrients should be controlled.
4. *Turbidity* - The clarity of coastal waters is important and high levels of turbidity are presumed to be detrimental to marine life. Motorized boats increase turbidity by stirring up bottom sediments and it is recommended their use be prohibited within the marsh.
5. *Temperature* - Significant alteration of the natural temperature beyond range of inland water-basins is presumed adverse and is unacceptable.
6. *Oxygen* - The maintenance of high levels of dissolved oxygen is considered imperative for the marine environment.
7. *Control of Toxins and Runoff Contamination* - Any significant discharge of suspended solids, nutrients, or toxic chemical is presumed to be adverse and should be prohibited. The design of the residential housing development should hold runoff pollution to biologically insignificant amounts and the greensway buffer on the perimeter of the marsh should be designed to protect the marsh.
8. *Other activities* - Any actions which might affect the marsh, such as flood control and mosquito abatement, should only be undertaken in the least environmentally disruptive manner.
9. *Recreation and Public Access* - Public pedestrian and bicycle paths should be provided in a greensway strip on the perimeter of the marsh. No public access to the interior of the islands should be allowed. Limited access may be allowed for research or educational purposes, at the discretion of the managing agency. The interior of the marsh should be closed to boats because they would increase turbidity and disrupt habitats.

Use of perimeter pathways by motorized vehicles, including Mopeds, should be limited to maintenance staff and police. Picnic facilities and recreational activities, such as volleyball, would be incompatible within a wildlife sanctuary. The edge of the marsh adjacent to the public paths should be planted to discourage people and pets from crossing into the marsh. There should be no fence.

Landscaping of the perimeter should be natural and should include native representative marshland plants. The perimeter greenway should be designed as a buffer zone between the marsh and the residential property. Assess to the perimeter pathways should be unrestricted.

Dogs should be prohibited from the marsh and perimeter greenway.

If feasible, the banks of the marsh and greenway should be left as sloping sandy mud. The design of the marsh island and the waterways should maximize the biological variety of marine life. A perimeter channel, with a steep outside edge and always containing water, is recommended to discourage entry into the marsh.

An interpretive guide to the perimeter pathway should be provided to explain the ecology of the marsh. Plants should be unobtrusively identified. Bird recognition aids should be provided. Educational use of the marsh should be encouraged, subject to the primary objective of maintaining a viable estuary.

**10. No boating facilities or uses shall be permitted on the present and future Los Cerritos Wetlands, including extensions, if any.*

**11. Access to the marsh for educational and scientific purposes should be provided. These uses of the marsh should be consistent with primary uses.*

6.4 Augmenting Implementations

The CAC policy statement in 1978 was made with the presumption that the provisions of the SEADIP plan for the Wetlands are ecologically valid. Under this presumption of restoration and enlargement of the Wetlands by the landowner/developer with the guidance and approval of the State Department

*Confirmed by unanimous vote of CAC on August 15, 1979.

of Fish and Game the CAC policy statement addresses many of the important design and operational details during and after SEADIP-type development. Prior to any such enlargement, reconfiguration and restoration of the Los Cerritos Wetlands two research-and-analysis studies will be conducted. In general, the first will consist of biological field surveys, water quality measurements, and the like providing a data base for defining ecological boundaries and buffers and for placing so-defined Wetlands and buffers in their proper category and priority level of environmental worth. The study should be more appropriately timed to provide information for decisions and permits regarding imminent intentions and proposals of the landowner to develop any part of the Wetlands and buffers such as described for Areas 33 and 11 in SEADIP, or such as might be associated with any type of other development (e.g., power plants or oil extraction) in the vicinity of the Wetlands and buffers prior to SEADIP-type residential development. This second study will address the ecological feasibility and processes of enlargement, reconfiguration and restoration of the Wetlands and buffers, including possible impacts on water quality of Alamitos Bay and the ecosystem of the Bay and on the nearby ocean and on wildlife bird populations.

If reconfiguration is necessary and restoration is feasible, then the triplet, “reconfiguration, restoration and preservation” is applicable. If restoration or reconfiguration is judged (the judgment being made without destructive testing) to be ecologically infeasible, amounting to slow or rapid death of the presently healthy ecosystems then all the CAC policy statements regarding ecological development of the Wetlands and its perimeter are considered as conditional proposals formulated in 1978 (referring to SEADIP formulated in 1975-77) prior to awareness of the questionableness or infeasibility. Any alteration of the Los Cerritos Wetlands and buffers will be contingent upon the finding by the City, the County (if still unincorporated territory), the State, and any appropriate Federal Agency that such alteration is ecologically feasible with respect to the preservation in perpetuum of the present ecosystem of the Los Cerritos Wetlands without any hiatus in the time-wise continuity of the viability of that ecosystem.

By these additional provisions in this RMP, the implementation of the RMP effectively makes the RMP a consistent extension of the SEADIP plan, with elaboration of detail for the pre-development protection of the Wetlands intended by the SEADIP plan and for the choices of specific developments covered only as general designations in SEADIP. Some of these added provisions follow as augmenting implementations, and others occur in the next section as alternatives for sequential selection.

(1) The City will promptly ask the County and the State (Coastal Commission, Lands Commission, Department of Fish and Game) what constraints now exist or can be created, and their legal force such that private owner(s), now and in the future, of the Los Cerritos Wetlands are effectively prevented from degrading the present Los Cerritos Wetlands and from altering the highland rim around the Wetlands or the inner lands, waters and submerged lands of the present Wetlands. The City shall also develop management guidelines and policies to implement the CAC preservation policy.

(2) The City shall command the present owners of the Los Cerritos Wetlands for faithful protection of the Wetlands to date, and will invite the owner to participate in the determination of ecological feasibility by preparing trial alternative conceptual configurations of the Wetlands satisfactory for various future development patterns as allowed in SEADIP, including the alternative of leaving the present Wetlands and rims as they are today, with any analyses the owner may wish to include on technical and economic feasibilities of any alternatives in accordance with a phased approach of two studies mentioned in the introductory paragraphs of this section.

(3) The City will ask the National Fish and Wildlife Service and the State Department of Fish and Game for statements that will express the degree of the criticality of the Los Cerritos Wetlands for the health and biological productivity of the bays, the near-shore and the off-shore marine ecosystems of the Southern California coast and for the populations of indigenous, seasonal and migratory birds.

(4) The City shall seek funds or aid to map the location and boundaries of the present functional Los Cerritos Wetlands and necessary buffer perimeters and to conduct the other research and staff studies benefiting the preservation of the Los Cerritos Wetlands.

6.5 Alternatives for Sequential Implementation

Because of the environmentally protectiveness of the present owner of Los Cerritos Wetlands and because of the likelihood that adjacent development will not take place within about ten years, there is time to find the right answers to questions of feasibility, of importance, of process, and of phasing. The following implementation actions are aimed toward asking the right questions, finding the correct answers, and following through with the consequences.

(1) A Steering Committee will be organized by the City of the purpose of getting the best information and making the best judgments on how to proceed with the preservation of the Los Cerritos Wetlands, including a choice among various degrees of reconfigurations and restoration. A Steering Committee will be composed of experts and of representatives of affected parties and effecting parties, governmental and nongovernmental. The City will furnish staff to the Steering Committee and the form of membership on a Technical Team which will have other members furnished by the parties represented on the Steering Committee. The Team will be a working group, servicing the Committee with a data and analyses requested by the Committee.

(2) The formation of a Society for the Preservation of the Los Cerritos Wetlands and Sims Pond will be encouraged by the Steering Committee, if it does not form itself independently. The Society will be entirely non-governmental and will be composed of citizens and representatives of organizations devoted to the long-term health and day-by-day continuity of the ecosystem of the Los Cerritos Wetlands including the use of the Wetlands by wildlife for food and nesting and including the maintenance of water quality in Alamitos Bay for swimming. The Society will sustain itself with funds, donated knowledge and volunteered effort arranged or acquired by the Society on its own behalf.

(3) The City with the guidance of the Steering Committee, if it exists at that time, will formulate a research program of several projects including the two phases of studies described in the introductory paragraph of this section, seek funding for the research projects, and participate in the research program both technically and administratively in the role of prime contractor. Subcontracts or coordinated parallel contracts will be let with consultants, conservation organizations, and institutes of research and education to conduct most of the research projects.

(4) A study will be made by the City on the resolution of questions of future rights and responsibilities for the Wetlands, the study being made prior to and in anticipation of the annexation of the County "island" within which the Wetlands are located. The study will include opinions solicited from jurisdictional and legal authorities.

(5) A study will be made by the City on the resolution of conflicting requirements, objectives and policies of governmental entities. Examples: Can the Wetlands be closed to waterborne entry in order to protect the wildlife (National Fish and Wildlife Service, Fish and Game, fee title, CAC and RMP) in light of concepts of navigable waters and public access (Corps of

Engineers, Constitution Chapter on Tidelands, Coastal Act)? Does a fence on, or a moat at the base of the rim of the Wetlands impeding unauthorized entry into the Wetland constitute denial of public access offensive to either or both the Constitutional tidelands trusteeship or the Coastal Act before and/or after development according to the SEADIP plan and therefore allowable under the Subdivision Map Act?

(6) A study will be made by the City of the advantages and disadvantages of any declaration by the LCP or the Coastal Commission that the Los Cerritos Wetlands is an SCRA (Sensitive Coastal Resource Area) as defined in §30116 and provided for in §30502 of the State Resources Code, to include consideration of all possible classifications. Examples of issues; fiscal impacts, modification of fee title rights and responsibilities; problems and opportunities for the owners; chain of procedures; acquisition processes; funding; interim environmental protection; interim status and liabilities; changes in SEADIP plan affecting subdivision tract map approvals; perpetual ownership and ecological maintenance; effect on answers to all the questions raised in paragraphs (4) and (5) above.

(7) The City will explore possibilities of the acquisition of the Los Cerritos Wetlands and complementary highland areas by various governmental agencies, conservancies and private foundations for purposes of creating an ecological preserve in perpetuum, if studies so indicate.

(8) The City will ask the Coastal Commission for aid and/or funding to effect a determination of the location and boundaries of the presently functioning integral Los Cerritos Wetlands and contiguous ecologically necessary buffer areas.

6.6 Conformity with the Coastal Act

This RMP finds and declares that the Los Cerritos Wetlands constitute an ESA, that is, an environmentally sensitive area, a descriptive term according to the definition in #30107.5 of the Coastal Act: “Environmentally sensitive area means an area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.” For lack of complete information (legal, fiscal, procedural and ecological), this RMP stops just short of formally declaring, or recommending that the Coastal Commission declare, the Los Cerritos Wetlands to be an SCRA, “Sensitive Coastal Resource Area”, a legal term defined in §30116 of the Coastal Act, such declaration carrying with it according to §30502(c) and elsewhere certain obligations of the State and the

City. This position of the RMP leaves open the possibility of an SCRA declaration after the desired information has been evaluated, which could occur after the adoption and approval of the RMP and the LCP. The implementing actions of the RMP are calculated to produce the desired information and, in the meantime, will create protective measures such that the ESA will most probably retain its qualities and worth as an SCRA, if such should become its status in the near future.

The conservationist goals and policies of the Coastal Act dominate the policies and implementations of the RMP for the Los Cerritos Wetlands. Water quality and then public access (for observation at a distance and for research and education) come next. Recreational and coastal-dependent development are suppressed. (Actually, the water quality values support coastal recreation elsewhere nearby; and the location of the Wetlands adjacent to huge thermal electric power plants has already accommodated coastal-dependent development to the reduction of amenities of nearby non-coastal-dependent residential development allowed by the SEADIP plan, owing to air pollution, noise and ground vibrations caused by the power plants.)

As points of reference, the following policies of the Coastal Act support, and are supported by, the RMP for the Los Cerritos Wetlands.

“§30230 Marine resources: maintenance

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.”

“§30213 Biological productivity: waste water

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and where feasible, restored through, among other means minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation maintaining natural

vegetation buffer areas that protect riparian habitats and minimizing alteration of natural streams.”

“§30233 Diking, filling or dredging

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously drenched, depth in existing navigational channels, turning basins, vessels berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanding boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b.) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided however, that in no event shall the size of the wetland area used for such boating facility including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.

(4) In open coastal waters, other than wetlands including streams, estuaries and lakes, new or expanded boating facilities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspections of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource-dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisitions Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities and Bodega Bay, and development and already develop parts of south San Diego Bay, if otherwise in accordance with this division."

"§30240 Environmentally sensitive habitat areas: adjacent developments

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas."

The application of these policies to the Los Cerritos Wetlands rather strongly supports several important aspects of this RMP. The SEADIP plan allows significant alteration of the configuration of the Wetlands for purposes of residential development, "if feasible" (see page 7, line 2c, SEADIP plan) and ecological enhancement. While residential development is neither coastal-dependent nor listed in §30233 as a legitimate reason for diking, filling, or dredging, the RMP would allow such activities only after scientific studies and decisions of the Steering Committee determine that the net benefits to the ecosystems would be increased. Meanwhile, the SEADIP area and environs will have become saturated with appropriate coastal-dependent

developments such that the residential development allowed in SEADIP is not in violation of these Coastal policies.

The California Department of Fish and Game has stated that the Los Cerritos Wetlands as they are today are “viable” wetlands and has not declared the Los Cerritos Wetlands to the “degraded”. Therefore, under §30233(3) there is no case now under the Coastal Act to enlarge and restore these Wetlands to be used partially for boating facilities. (§30233(3) allows a fourth of a restored “degraded” and expanded wetland to be used for boating facilities.) By this RMP, boating uses and facilities are expressly prohibited whether the Wetlands remain “as is” or are reconfigured, rendering inapplicable this provision of the Coastal Act at any future time following any declaration of a condition of “degraded” by the California Department of Fish and Game.”

The CAC policy statement allows enlargement and re-restoration, if feasible. This position was originally predicated on an assumption by the CAC in 1978 that the Department of Fish and Game had agreed to the feasibility of enlargement and restoration and that only by the help of funds and effort from the developer of the residential development could restoration be effected in the absence of any known other sources of such help. But in 1979 possible other sources for funding the preservation of the Los Cerritos Wetlands became more apparent. Thus, that original position is now one of several alternatives seen by the CAC in 1979. Among these alternatives envisioned in the RMP as feasible and as consistent with the Coastal Act (in light of the fact that the Department of Fish and Game has not declared the Los Cerritos Wetlands “degraded” and the fact that the Coast Act in §30240 quoted above does not permit the “disruption of habitat values”) are various degrees and time-phasing of restoration, enlargement and reconfiguration including the option of preservation essentially “as is”. But the RMP postpones this choice among such alternatives until proper studies are completed, meanwhile preserving the Wetlands “as is” in the event such alternative is eventually chosen.

There is little assurance that the state-of-the-art in eco- engineering is advanced enough to warrant adopting deliberate degradation to accommodate non-coastal-dependent development with the expectation that successful restoration can be effected. The Department of Fish and Game has no agreement with the present landowner specifying the forecast of success of restoration or even of responsibility for directing or managing the Los Cerritos Wetlands before, during or after development. For this reason, and because the Wetlands are not now degraded, the RMP specifies research projects to answer questions of the ecologic and economic aspects of various degrees of reconfiguration (including none) and consequent and

subsequent restoration. Without this information, it would seem to be a violation of Coastal Act policies §30230, 30231, 30233, and 30240 to proceed with a presumption of restoration with or without reconfiguration.

The RMP is therefore in conformity with the Coastal Act by not violating these policies and by maintaining in preserved condition the Los Cerritos Wetlands until the answers of the research program are known, at which time a rational decision can be made. If the answer is that restoration is questionably feasible and is not needed, then the Los Cerritos Wetlands by the RMP will have been kept intact just as though they have been declared an SCRA (Sensitive Coastal Resource Area), a type of action not yet taken by the State Coastal Commission anywhere in California, but authorized by #30502, for this and other coastal resources identified through the LCP processes.

In the meantime, the Coastal Commission, if it's so desires (and if the City and the County agreed), can declare the Los Cerritos Wetlands an SCRA with attendant protection obligations by the City and County with costs funded by the State Coastal Commission via authorization of the Legislature. Such a choice by the Coastal Commission would not necessarily be predicated on either an extant acquisition list of the Commission such as might be extracted from the Coastal Plan (as mentioned in §30116 in which plan the Los Cerritos Wetlands are not shown as a high priority) nor on the extant acquisition list of the Department of Fish and Game(as provided in §30233, on which list the Los Cerritos Wetlands do not occur). Furthermore, the Coastal thus far has not bound itself by these two lists as sole sources of nomination for SCRA's. Instead the choice would be made on findings during the implementation of the RMP that the Los Cerritos Wetlands are viable as an ecosystem; are ineluctable valuable to the ecosystems and water quality of Alamitos Bay and the near-shore marine environments; are vital to bird wildlife; are very vulnerable to disruptive earthmoving operations; are fragile to human and domestic animal use; and are non-essential to any essential coastal-dependent development.

The RMP besides providing interim protection in case the answer is yes to all these criteria, sets in motion the processes for assessing this alternative compared with other alternatives for the future of the Los Cerritos Wetlands. Before these assessments or completed at the answers found likely enough to be "yes" for policy reasons, from whatever data exist at the time, when negotiations could be initiated by any concerned party at any time towards the treatment and status of the Los Cerritos Wetlands as an SCRA. Before or doing such negotiations the boundaries of the Los Cerritos Wetlands should be determined with regard to sensitive areas, necessary buffet areas, ownership types, applicability of 1688-type agreements, Coastal permits, City-

County jurisdiction, assessments, and rights of access and navigation for various purposes and parties. The RMP contains implementation measures to determine these matters of boundaries, rights, responsibilities and procedures and, therefore, is faithful to the goals §30001.5 (a) and (e), and the policies §30001.5 a), §30231 and §30240, of the Coastal Act.

7. SIMS POND

7.1 Description of the Waterland

Sims Pond is now a six-acre vernal freshwater pond and marsh within an eight-acre area of land and water. The water level is highest in the spring after winter rains. At low level in the fall the surface area of water shrinks to a fraction of an acre with growth of shrubs and herbs on the mudflats. In heavy rainy seasons, the pond fills to the dam height, so that maximum depth is about ten feet. The dam is west of and parallel to (and about fifty feet from) Pacific Coast Highway just north of Loynes Drive.

Sims Pond contains freshwater as runoff from the saucer-shaped watershed of which it is the lowest point or natural sump. The watershed is about a third of the square mile area. A two-inch rain creating about thirty-five acre-feet of water, could raise the water level from less than half to nearly full. Another such rain soon thereafter could create overflow and flooding problems of the whole watershed, and particularly this stretch of Pacific Coast Highway (PCH). The problem is compounded by the fact that PCH is at about sea level at this point, and the top of the dam is below maximum high tide.

PCH was built after the massive dredging and filling operations necessary to construct Marine Stadium in the 1920's. Prior to Marine Stadium there existed an inland and estuarine lake (Upper Alamitos Bay) with surface area of about a hundred acres spreading northerly across the upper end of what is now Marine Stadium, and easterly beyond what is not Sims Pond. Sims Pond is the remnant central sump of this brackish lake, long since emptied of salt water, having been cut off from any seawater connection by the land fills along the east side of Marine Stadium and the north side of Los Cerritos Channel. PCH was built in the 1930's through dried-up Upper Alamitos Bay on enough elevated fill to avoid most of the risk of flooding owing to rain-water catchment in this saucer-shaped watershed, the central part being the old Upper Alamitos Bay.

Meanwhile, over the past forty years rain-induced erosion has partially filled the saucer with silt and mostly leached the soil of the pond's bottom and banks of salt content. However, pockets of saline soils remain and a few species of salt-tolerant plants grow in these places. Elsewhere, the pond and its banks function as a freshwater vernal pond and marsh surrounded by dense natural vegetation—the only one of its kind for many miles around and therefore highly valued as an unusual and sensitive environmental area. In addition, this area has served as the nesting and feeding place for local birds,

and for migratory birds, including at least one endangered species, on the Pacific Flyway.

7.2 Problems of Resources Management

The main problem of resources management of Sims Pond is to keep it a resource. A “resource” has self-renewing and self-regulating qualities. With a little help from its human friends, a natural resource should be able to sustain itself in nearly the same condition indefinitely. The past thirty years, for instance, Sims Pond has been isolated by the highway on one side and large vacant parcels on the other sides. In such splendid isolation, the siltation became stabilized: the fauna and flora thrived in a diverse and balance mix; and the area became a place of ecological value.

However, has already mentioned several times, the whole SEADIP area is under development pressure, and Sims Pond lies centripetally in the midst of rapidly urbanizing environs. Subdivision tract maps have been filed and approved on all sides of Sims Pond. Earth movements have commenced making way for large residential construction projects mostly of low to medium density in accordance with the SEADIP Specific Plan. Various storm drains are designed to collect runoff from streets in subdivisions and to fill the pond. (The State Regional Water Quality Control Board has expressed no water quality objectives for Sims Pond.) With earth-moving operations come disturbances of old dikes and retaining berms around oil extraction operations which have occurred since the discovery of petroleum here in the 1920's and 1930's. Following the redistribution of soil accompanying the shaping of land to accommodate the building of residential developments (partly on what was previously Upper Alamitos Bay) winter rains have cut erosion channels and carried volumes of new sediments, threatening a disruptive impulse on the ecosystem of Sims Pond.

Countering such adverse propensities are specific plans* for Sim's Pond the Section 1602 and 1603 Agreements (incorporating these plans by reference), pursuant to the California Fish and Gain Code, between the land owners/ developers and the State Department of Fish and Game. These plans and agreements have been approved by the California Coastal Commission. The land on which Sims Pond rests is owned by two land owners as small parts of large parcels being developed into residential tracts. According to the

*Precise Plan (revised) for the Construction and Management of the Sims Pond Ecological Preserve — Supplemental at request of Pacific Highland Homes, December 1977, produced by John C. Price & Assoc., Whittier, CA. 90602, and Supplement at request of Loynes Pacific Corp. — accepted by the State Department of Fish and Game 12/18/78.

SEADIP Specific Plan and these 1602 and 1603 Agreements, these owners will retain ownership and responsibility for the developments, protective enclosure, and care of the Sim's Pond has an ecological preserve under the specifications, mitigations, inspections and maintenance monitoring of the Department of Fish and Game. According to these agreements and plans, the land owners/developers may delegate to maintenance of the ecological preserve to homeowners' associations, while retaining ultimate performance responsibility.

The RMP defers to the leadership and responsibility already assumed by the Department of Fish and Gain as represented in its 1602 and 1603 Agreements. However, by this RMP the status of Sims Pond will be reported on annually by the City, including recommendations for remedial actions if any deems needed.

7.3 Citizens' Policy Statement

The following is a verbatim quote of the Sim's Pond part of the CAC policy statement adopted October 28, 1978.

SIMS POND

Although not connected with Alamitos Bay, the fresh water pond is in the coastal zone, and provides a sanctuary for shorebirds. The SEADIP Plan calls for retention of the pond and protection from surrounding community development. At present, sole water source is from runoff of rainwater. Accordingly, the wet portion of the area varies considerably from month to month and year to year.

(A) GENERAL POLICY

Use of the Sims Pond should be primarily conservational. Recreational use should be limited to visual access from the perimeter. No commercial use is desired. Observation and research use should be encouraged.

(B) GUIDELINES

1. MANAGEMENT RESPONSIBILITY

Overall management responsibility rests with the developers until property can be transferred to another agency. Committee recommends donation to and acceptance by the City with management responsibility vested in the Park Department.

2. WATER QUALITY

- (a) Pond should be diked to prevent intrusion of surface water. A year-round source of clean water should be provided.*

- (b) *Any actions which might affect the pond, such as flood control and mosquito abatement, should only be under taken in the least environmentally disruptive manner.*
- (c) *Criteria on water quality should be provided by the Fish and Game Department and water must be monitored to maintain same.*

3. PUBLIC ACCESS

Access within the pond area should be by permit only. Observation areas shall be open to the general public. The viewing areas shall be designed to prevent dumping of solid waste and to minimize impact of natural wildlife.

Any extension of Loynes Drive from Pacific Coast Highway to Bellflower Boulevard for required access into the adjacent development should be limited to a width which is appropriate for a neighborhood collector street in the vicinity of Sims Pond to preserve the maximum area of the Pond and minimize impact on the pond environment.

4. MAINTENANCE

- (a) *Grading and planting should be configured and maintained to simulate a natural fresh water pond defined by the Department of Fish and Game, and maintained to provide food and lodging for local and migratory shore birds.*
- (b) *A program for adequate removal of non-degradable and unsightly solid waste should be required.*
- (c) *An animal control program shall be established in accordance with criteria from, and under the supervision of, the Department of Fish and Game.*

7.4 Augmenting Implementations

This RMP accepts the assumption of responsibility for Sims Pond by the State Department of Fish and Game as already effected by the Department's agreements with the owners of the land on which the Pond rests.

Furthermore, the development proposals around Sims Pond have already received Coastal permits. Altogether these agreements, permits, SEADIP plan, and the Specific Plans for Sims Pond implement most of the CAC concerns as expressed in the policy statement. Therefore, no further augmenting implementations are specified in this Section.

The agreements with the Department of Fish and Game have the detailed Specific Plans for Sims Pond as attachments. These agreements and plans provide, among other things, for the following protections of Sims Pond: removal or sealing of oil spoils from uphill land-shaping operations; diking to prevent siltation from erosion of raw land during construction of surrounding residential areas; avoidance of disturbance of sensitive habitat areas during operations; fencing and landscaping with public observation posts; removal of debris; provision for continued clear-water seasonal runoff into the pond after development to replace fresh water; maintenance, thereafter, by the owners or by two homeowners' associations, and continued monitoring by the Department of Fish and Game.

7.5 Alternatives for Sequential Implementation

The following exceptions or extensions are made to the literal implementations of the CAC policies.

(1) Regarding the donation of Sims Pond to the City and the recommendation that the management responsibility be vested in the Park Department, this possible implementation action will be deferred at least until a cost-benefit and fiscal-balance study (in comparison with the currently specified arrangements) can be made by the Implementation Process Manager. If both results are positive, the CAC recommendation will be brought before the City Council in the context of citywide budget cycles. Meanwhile, other sources of public and private funds will be sought to achieve public or private ownership as a perpetual ecological preserve continuously maintained as such and made available for education and research not conflicting with this primary purpose.

(2) Regarding the canalization of rain runoff water into and out of Sims Pond by the Los Angeles County Flood Control District and by drainage within adjacent subdivisions, the City accepts whatever agreements with the City and/or owners/developers have been condoned by the Department of Fish and Game or have been made between the District and the Department of Fish and Game.

(3) Regarding the inputting of fresh water from other sources, such as filtered overflow from the pond in the golf course on the east side of PCH, the City will accept what is acceptable to the Department of Fish and Game and the Regional Water Quality Control Board provided it does not affect other policies of the City or create fiscal obligations for the City. Whether or not this rather steady source of non-salt water will change the ecological character of the Pond from a vernal pond to a year-round lake, and if so whether the

ecological impact is or is not significant—these judgments and attending ecological conditions of permission will be under the purview of the City Bureau of Environmental Engineering in coordination with the State Department of Fish and Game.

(4) Regarding the continued maintenance of Sims Pond, the Implementation Process Manager's annual report shall include a report on the degree of compliance with Section 1602 and 1603 Agreements of the State Department of Fish and Game, and if such maintenance is found not in compliance, the Implementation Process Manager will recommend necessary enforcement measures to assure such compliance.

7.6 Conformity with the Coastal Act

Sims Pond is a freshwater environmentally sensitive area. Sims Pond is primarily important with regard to bird wildlife—coastal, inland Pacific Flyway and local. Since the Department of Fish and Game has assumed a broad responsibility for the development and future of Sims Pond, the RMP as part of the LCP of Long Beach accredits the worth of this ecological preserve at least to the extent such worth is voiced by the CAC, SEADIP and the Department of Fish and Game. Therefore a specific policy-conformity analysis is not made here as for the other waterlands.

Furthermore, the inclusion of Sims Pond in the RMP with all the above implementations certainly in no way violates any policy or goal of the Coastal Act; and, in fact, it furthers them. This position on Sims Pond in the RMP does not devalue in any way the importance of Sims Pond as a prospective ecological preserve or diminish the evaluations of the CAC or the Department of Fish and Game. Rather, the RMP acknowledges that the resources management case for Sims Pond has already received at least adequate attention and protective provisions and therefore the RMP need only endorse and adopt what has already been set in motion by named responsible parties, so that when the RMP is used as a reference for allowable and mandatory actions on Sims Pond, the applicable provisions and enforcement agencies will have been nominate in proper context.

The Society for the Preservation of Los Cerritos Wetlands and Sims Pond will help to assure continued protection and care of Sims Pond.

8. IMPLEMENTTION PROCESS MANAGEMENT

8.1 The Overall Management Problem

The Coastal Act mandates the inclusion of implementation measure as well as policies and plans in the whole context of the Local Coastal Program. In many aspects of overall LCP plan implementation, the organizational institutional framework already exists for the management of the implementation measures. For instance, changes to zoning to implement land use policies and plans of the LCP are effected by amendments to extant zoning ordinances. Thereafter, the future administration of zoning permits in the coastal government work (although the amount of such work is increased), which would have taken place anyhow but with the previous zoning categories and without the special provisions of coastal permits. Another aspect of this case serves to illustrate the unusual management problem in implementing a resources plan. With zoning for instance, the administrative activity of implementation is passive—the local government waits until a private or public-agency developer applies for permit. The local government exercises little if any entrepreneurial pressure to bring about actual change “on the ground” (except in redevelopment project areas). Implementation management requires little initiative on the part of local government’s plan administration after it has passed ordinances implementing the LCP.

In the management of resources the situation is quite different. In the first place, the amendment of ordinances or of elements of general plans often is not an appropriate or sufficient implementation measure. For instance, a change in responsibility among city departments may require an executive order, a charter change, a legislative approval, and a budget switch or increase. In the second place, resources management decisions often have to be made in sequence, each phase depending on the result and information of the last phase. For instance, whether to reconfigure a wetland depends on the state it is in at the time of decision plus a forecast of how well it will, as an ecosystem, respond to intervention into its on-going biological processes. A general plan element adopted at one point in time cannot completely prescribe all that must be done at another time in resources management, whereas it can in land use distributions by specifying idealized patterns to be filled in by private or public initiatives, whenever they occur in the reasonable future.

In the third place, in the management of resources operational, research and analysis, and capital expenditures are often incurred wherein the sources of funding are outside the mainstream and customary procedures of local

economics and fiscal behavior. Often a form of social accounting has to enter the justification process, since profitability and traditional civic services are not evocable as acceptable arguments for creating or maintaining social goods for a broad and undefined public for an indefinite future time. For instance, saving the habitat of an endangered species is not profitable in the short run and as a social benefit to the citizens of the city wherein the habitat resides is not measurable in terms of public safety, a prime function of local government which can be evoked to justify health and police budgets (and even zoning budgets.)

In the fourth place, authority and responsibility for the implementation of measures of resources management are usually fragmented across numerous agencies, departments jurisdictions, and service functions. For instance, the development and maintenance of Colorado Lagoon involves at least three State agencies (Lands Commission, Coastal Commission, Department of Fish and Game) and two County-level agencies (Flood Control and Water Quality control) and six City agencies (Tidelands, Planning and Building, Engineering, Recreation, Parks, Police.)

In the fifth place, very often in resources management there is no driving self-interest-motivated entrepreneurial force, because the problems are everybody's problems and nobody's problems, with benefits diffusely spread among the public. And yet for progress to be made and for proper sequential phrasing of implementation measures to be chosen, a driving responsible interests is needed to get good things to happen at all and certainly to happen at the right times. For instance, the identification of Los Cerritos Wetlands as an ESA and a potential SCRA was done by environmentally-conscience local citizens' in groups, not by government bureaus and element interests. Whereas State Coastal Plan nominates Los Cerritos Wetlands for protective management, it does not put a statewide priority or acquisition importance on this locally critical environment. Also, whereas the owners are preserving the Wetlands prior to residential development, the consciousness for such continued protection of this environmental area came from the thrust of local citizens' groups and the SEADIP planning process, backed up by expert testimony and knowledge of the Sierra Club, the Audubon Society and other conservationists authorities and consultants.

In the six place, many of implementation measures of resources management cannot be definitely or definitively committed to by responsible authority (ies) at any one time, such as at the time of adoption of the LCP by the City Counsel. For instance, the City or State agency cannot in one year with certainty commit a capital improvement program or a land acquisition several years hence, especially if the coast-benefit information for the project

and all competing projects are not known. As another example, an implementation measure may require a City Charter change which changes the traditional power and prestige balance among agencies and their public and constituencies. Adoption of the measure in the LCP can express the intent to pursue such charter change but adoption is not tantamount to a vote of the citizenry needed for a charter change. Meanwhile, there is not a vested interest or public constituency for changing the charter. Therefore, adoption of such a LCP measure could be an intent without much of an expectation of action. Such a low expectation could then fall to zero with the disestablishment of the CAC with its citizen-based pressure for change.

Finally, some of the implementation measures of a resources management plan are aimed at preventing irreversible losses of the common good. While it is true that the Subdivision Map Act governing the approval of tract maps for new developments and condominium conversions does this to some extent (and in philosophical context, protects against undue fragmentation of ownership into small parcels very difficult to re-assemble into larger parcels of common ownership—an almost irreversible economic process), the administration of the Map Act by local governments is uneven and effete regarding environmentally sensitive areas. Even designation of such areas in county general plans (e.g., the current decimation of Ballona Creek Wetlands and the problems with Bolsa Chica and Newport Bay) and city general plans (e.g., Los Cerritos Wetlands in SEADIP), with which any subdivision must be consistent by the Map Act are not strong enough to prevent gradual deterioration of environmentally sensitive areas. Yet, such areas must be preserved in perpetuum since their value to humanity goes up rapidly as their numbers decrease owing to increases in urbanization and population.

As another example, the State Lands Commission acting under the scope of the Chapter XV of the State Constitution has sought to protect the tidelands from illegal absorption into private property, or otherwise from being reduced unduly in their role as a public trust, for the benefit of “all the people of the State”. However, the general environmental ethos of the last decade and the ecological necessities of the future became strongly evident long after many legal precedents had been set in the negotiations of the Lands Commission with local governments and property owners. The arguments pro and con in such settlements were oriented primarily toward the protection of historically developed private property rights rather than ecological and public access concerns.

8.2 Management Structure for RMP Implementation

Since the RMP use and implementation plan and not a specific land and water use plan with working drawings, construction specification, and the life, as explained in Section 2.1 at the beginning of this document, specification of the management structure for implementation is an essential part of the RMP. In the face of the seven eight problems described above in Section 8.1, this management structure has some functions, roles, positions and organizational arrangements not now existing for normal course of governmental activities and responsibilities. Meanwhile, much of the management structure does exist and will be utilized without any unnecessary creation of new structure. When existing structural elements are used by the RMP for implementation, the full set of activities and responsibilities and budgets are not specified herein, since these are elsewhere documented and known as on-going operations. Therefore, this section will concentrate on the additional functions, interorganizational coordinations, and new organizational structures for implementation management.

Implementation management can be divided into three phases: before development, during development, and after development. The phases are somewhat loosely-defined for each waterland and occur at different times in rates among the waterlands. Furthermore, there is both in urbanization development and resource development, to confuse meaning and timing even more. But this distinction is useful because different responsibilities and socio-politico-economic processes come into play in the various phases. For instance, before development the Los Cerritos Wetlands are protected from degradation by isolation with a much larger fenced enclosure; during development by specific plans approved by technically and legally competent authorities; and after development (if it happens) by the SEADIP plan and the Society for Preservation of Los Cerritos Wetlands. As another example, certain new developments are not to occur in Alamitos Bay until appropriate studies are done. Managing “before development” amounts to making sure such studies are competently done. As a third example, the addition of land and capital improvements to Colorado Lagoon occurs in a “during (resource) development” phase which may not happen at all unless an active thrust is made “before development” to make it happen.

Whereas for each waterland these three phases (before, during and after development) are somewhat definable, that definition is different among waterlands and is spread out in time and space differently. Therefore, it is not likely for success of RMP implementation for the three phases to be assigned as separate managerial responsibilities. Instead, progress has to be made as soon as possible on all phases on all waterlands with a sense of purpose,

timeliness and coordination. Yet, many of the responsibilities for what happens in each phase are the on-going or added functions of continuous operational management (such as the Marine Bureau of the Tidelands Agency in the case of on-going operation of Alamitos Bay, Marine Stadium and Colorado Lagoon). Since such operational managers have strong demands for their daily attention and energies in continuous administration and in daily unexpected crises, it is also not likely for RMP success for the current operational owners, managers and administrators to be assigned implementation of the RMP, expecting the impersonal documentation called the RMP to be an agent of personal motivation and coordination. Especially is this true in light of the eight general problems described in the previous section, the solutions to many of which require interdepartmental and even interjurisdictional movements in urgent and coordinated rhythm.

Therefore, this RMP calls for the establishment of a special role assigned to a definite person—the Implementation Process Manager—to ensure adequately-paced movement of managerial events towards fulfillment of this plan. Details on this position are furnished this Section 8.3 below. Suffice it to say here that the Implementation Process Manager will be a specifically designated person in the Long Beach City Government to reasonably, but not necessarily, located in the Planning and Building Department. With this new element of managerial structure for RMP implementation in place, most of the remainder of the managerial structure can be created by assembly and coordinating ordinary on-going governmental functions and public-sector/private-sector processes. For instance, most of various staff studies outlined in the RMP for the waterlands can be effected to by using the expertise of many existing on-going staffs of various departments of the City government. Then too, the bringing to together of non-governmental and intergovernmental representatives for advice or decision-making at critical stages of implementation can be effected by the Implementation Process Manager by the creation of committees or representatives of such organizations. Thus the new (other than the Implementation Manager) organizational structure is mostly the creation of effective interorganizational linkages with decision-making capabilities and the absence, otherwise, of a unifying authority for resources management.

Among these interorganizational linkages are the following: Interdepartmental Coordinating Committee, Steering Committee, Technical Team, and the Society for the Preservation of the Los Cerritos Wetlands and Sims Pond. The Interdepartmental Coordinating Committee will be within the City government and include at least these departments and bureaus: Planning and Building, Tidelands, Marine, Recreation, Parks, Engineering. The various

staff studies nominated in the implementation measures for the five waterlands will be guided by this committee, with contribution of information and advice from all pertinent departments and bureaus via their representatives on the committee. Meanwhile, the brunt of the work of such staff studies will be done by the Implementation Process Manager or delegated with funds for such purposes.

The Steering Committee links the City government with the public, with other levels of government, and with owners of land and water involved in implementation of the RMP. The Steering Committee will be composed of at least the Implementation Process Manager plus representatives of the following; Los Angeles County Planning Department, City Tidelands Agency, State Coastal Commission, State Department of Fish and Game, National Office of Coastal Zone Management, landowners\developers of Los Cerritos Wetlands and of Sims Pond, the LCP Citizens Advisory Committee subcommittee on Resources Management, research study contractors, citizen groups, and conservation organizations. When issues are pertinent, other participants (such as the Bureau of Environmental Engineering) would be added for decision-making or be invited to offer advice. The Steering Committee will keep a general overview of all pre development and development phases of all five water-lands; formulate, guide and use the results of the research projects and some of the staff studies; provide a coordination of phases of implementation of the five waterlands; select among technical alternatives; and recommend to the City Planning Commission choices for approval by the Commission and\or the City Counsel regarding “alternatives for sequential implementation” in the RMP. At the time of the annual report to the City Planning Commission by the Implementation Process Manager, the Steering Committee may, if it so desires, render its own report and general recommendations to the City Planning Commission, since the Steering Committee will be formed as a creature of the Planning Commission.

The Technical Team will service the Steering Committee with information and staff support. Besides the Implementation Process Manager, the Technical Team will at least contain membership from: Tidelands Agency, owners/developers of Los Cerritos Wetlands, research projects and any County, State or Federal agency which wishes to contribute to the work and data of the Technical Team. In serving the Technical Team, the Implementation Process Manager will call meetings, catalyze work contributions and report results. However, the Technical Team is to proceed as a team of peers rather than as a staff to the Implementation Process Manager. Conversely, if the various members, furnished by their home

organizations, do not attend or contribute, the Implementation Process Manager does not have the responsibility to do their work for them. The success of the Technical Team, therefore, depends on the strength of the Steering Committee and the commitment its member organizations make to implementing the RMP.

Finally, the Society for the Preservation of Los Cerritos Wetlands and Sims Pond will form voluntarily from the initiative of concerned persons. The Steering Committee will encourage its formation; but spontaneous generation of the Society is its preferred origin. The Society will be composed of an appropriate coalition of individuals and organizations (all non-governmental) who are concerned in the perpetual preservation of the Los Cerritos Wetlands as a functioning salt-marsh and tidal mudflat ecosystem and ecological preserve, and Sims Pond as a perpetual bird wildlife preserve. The Society will keep up public interest in these preserves and will monitor for the concerned public, the governmental progress in RMP implementation regarding these two preserves.

8.3 The Implementation Process Manager

The Implementation Process Manager is a specifically designated person in the City government who has the responsibility for promoting the fulfillment of the RMP in as short a time as possible and for reporting annual progress to the public. The most logical organizational home for this manager is the Department of Planning and Building, and the correspondingly logical method of reporting annual progress is by the written and oral report in duly noticed public hearings to the Planning Commission.

This position cannot be one of directive/command authority because many jurisdictions, departments, and non-governmental parties are participants to RMP fulfillment over which there is no significant authority in decision-making less than the State Legislature, or better, the U.S. Congress. The position instead, is one of advocacy for the RMP, communication of status and progress, and catalysis of foreign actions by others. Therefore, the person holding this position will have to have a charter allowing, but circumscribing, multi-level and multi-organizational incentives towards the fulfillment of the RMP beyond those normally implied or stated in a strictly hierarchical bureaucracy.

With such a charter, the Implementation Process Manager can be effective by employing a “catalytic” managerial role by inspiring others to take the initiative they should, and said they would in the plan, without actually commanding them to do it or punishing them for not doing it. Methods of managerial

catalysis are various: interorganizational progress review committees with peer pressure for commitment; use of PERT or CMP diagrams with reporting systems tied to progress events; problem identification sessions; conscience prodding dialogues; giving and reward of praise for compliance; recognizing anticipatory problem-solving as creative competence; facilitation of bureaucratic channels

The rate progress of the Implementation Process Manager will depend on many factors such as: degree of funding for the position, whether as full-time or part-time role of a City employee; support of and interference by the bureaucratic hierarchy; ecological knowledge and managerial entrepreneurship of the incumbent; immunity from organizational retaliation for achievement; supported by the citizenry and the public at large. Full-time funding with clerical support over several years may call for State or Federal assistance of the few tens of thousands of dollars per year. The charter of the position, if well started, will offer some bureaucratic facilitation and protection. The experience, knowledge and loyalty to the RMP of the incumbent will in large measure determine the amount of energy and competence of performance. The Steering Committee will provide the Implementation Process Manager with a competent broad-based governmental/non-governmental source of judgment, prodding, and support on technical and socio-economic issues. The mandatory annual progress report of the Implementation Process Manager to the Planning Commission will encourage the production of candid and factual public information to which the citizenry may react or advise in public hearings, duly noticed.

8.4 Research Program

At the outset, a distinction should be made between staff studies and research projects in this RMP. Staff studies are not research projects. New information is not created in staff studies. Instead, existing information is assembled in a way to assist decision-making for choices of policies or actions. Research projects, by way of contrast, create new information and form new knowledge.

The various research projects mentioned in previous section of this RMP constitute an integrated research program which in actual fulfillment may be cut some-what arbitrarily into discrete projects for purposes of funding, controlling and contracting. But the program will have overall integrating concepts and processes. For instance, the Steering Committee will hear research project strategies and progress reports and bring about an awareness of the whole through dialogue on interfaces among the parts. As another example, staff studies will draw upon information from several

research projects. And as a third example, interfaces among projects will be specified by making some parameters of some projects the variables of other projects so that the whole is composed of dovetailed parts.

With these principles of integration of the research program opportunism and expedience can be exercised along the way to get the most done for resources available by assembling the research program into convenient packages. Thus, the following three research projects are tentative major packages of the research program, whereas the actual packages may be one to six or more depending on timing and funding availabilities. But the Steering Committee will be an integrative force in the research program, whatever the fragmentation of research projects.

Sample Research Project No. 1: Ecological Capacity and Eco-Pathology Management of Alamitos Bay and Associated Waterways

Purpose

- Help determine the optimum mix of human uses of Alamitos Bay with respect to the ecological capacity of the Bay (including Marine Stadium and other waterways associated with the Bay and Marinas)
- Provide information basic to the diagnosis and treatment of eco-pathologies of Alamitos Bay for use in best management practices in maintenance of water quality and ecological health of the Bay and associated waters.

Need

- While Bay management has been good, it is based generally on criteria of acceptable practice and not on specific scientific data.
- As the Bay is used more, preservation of the diversity of human uses relies on the maintenance of a healthy ecosystem to sustain water quality.

Measurements

- Water flows, exchange rates, salinity, turbidity, organic and metallic toxins, suspended particulates.
- Oxygen content, pelagic and benthic species of organisms.
- Location, time and weekly and seasonal cycles sampled on all above.

Analyses

- Biomass at levels in trophic chains, indices (Margelef and Shannon) of information content, negentropy and diversity of species.

- Phased correlations (and causal inferences) of above with water quality indices and time series of types of human uses.

Syntheses

- Block-and-flow model of positive and negative feedback loops (Maruyama, the cybernetics of mutual causal processes).
- Composites of ranges of parameters and variables defining healthy (self-maintaining and self-regulating) ecosystem configurations.
- Combinations of parameters and variables as known by routine and special tests in maintenance management which very likely indicate or forecast ecosystem pathologies.

Interfaces

- Rains, flows in flood control channels and conduits entering into the Bay or its tributaries.
- Ecological status of the Los Cerritos Wetlands.

Products

- Interim reports of strategy and partial results to the Steering Committee.
- Report including above data, analyses and syntheses.
- Table of best management practices according to conditions of health or pathology (by type and diagnosis) of parts or all the Bay and associated waters.

Sample Research Project No. 2: Water Quality for Ecosystem Health and Human-Use Safety of Colorado Lagoon—Determination of Controllable and Uncontrollable Factors

Purpose

- Help understand the relationship between controllable factors and the swimmability and clammability of Colorado Lagoon.
- Provide information for operating tidal gate regimens and justifying expenditures for types of urban runoff control.

Need

- Since chemical sanitation of water quality of Colorado Lagoon will not be used for safety of swimming, the natural processes and physical control of input and output of water into the Lagoon must be known as the implements of managerial control.

- Conflicting water quality characteristics for swimming and for the health of the clam population need resolution to optimize the mix of both uses of Colorado Lagoon.

Measurements

- Tidal gate experimental regimens flow volumes, exchange rates.
- Flows and contents of uphill influents with seasonal cycles.
- Water quality in chemical and organic contents relevant to swimming safety, healthy of the clams, and edibility of the clams.

Analyses

- Time series of the above measurements with proper phase leads and lags to infer causality from serial correlations.
- Costs of various capital improvements and operational practices postulated in the experimental trials.

Syntheses

- Optimized tidal gate regimens for general management practice year-round.
- Remedial tidal gate operations for special conditions.

Interfaces

- Clamming and swimmability, times and places.
- Uses of Marine Stadium and quality of tidal flows.

Products

- Interim reports of strategy and partial results to the Steering Committee.
- Report including above data, analyses and syntheses.
- Cost/benefit analyses of various ways of cleaning up or diverting urban runoff that now enters Colorado Lagoon.

Sample Research Project No. 3: Ecological survey (Phase I) and Reconfiguration and Analysis (Phase II) of Los Cerritos Wetlands

Purpose

- Help determine the condition, extent and proper ecological classification of the Los Cerritos Wetlands.
- Provide information for optimizing the type, degree and location of enlargement and restoration of the Los Cerritos Wetlands.

- Provide information for optimizing the type, degree and location of enlargement and restoration of the Los Cerritos Wetlands.

Need

- A comprehensive biological and location survey has not been done, although informal descriptions and counts have been done indicating the likely presence of an ESA (environmentally sensitive area) and possibly a candidate SCRA (sensitive coastal resource area). Phase I survey will provide the formal information for defining the wetlands.
- The opportunity is available to enlarge and restore the wetlands through action of cutting some areas and filling others. The places amounts, timing and precautions should be known prior to any choice of reconfiguration (including none, if that is optimum for the long-term preservation of the ecosystem of the Los Cerritos Wetlands and Alamitos Bay.)

Measurements

- Zonation and buffer contours of the presently functioning Los Cerritos Wetlands.
- Biomasses of various species in trophic chains and their cyclical patterns.
- Core biological sampling of muds in various zones of the wetlands and deeper core chemical analyses of areas in periphery which would be cut in possible reconfiguring constructions.
- Demonstration recovery times and ecological succession features of small sample areas which might be cut or filled.
- Water qualities and contents for ecosystem health and diurnal and seasonal cycles.

Analyses

- Comparison of case histories of salt water wetland alteration and recovery of ecosystems in California.
- Ecological indices (diversity, interrelatedness, productivity, energy transfers, blooms, etc.) of ecosystem self-regulation and self-maintenance.
- Empirical correlations (with proper time lags and leads) among the direct measurements and indices derived therefrom.

Syntheses

- Block-and-flow diagrams of feedback loops of self-regulation and of growth among species populations of Los Cerritos Wetlands.
- Protocols of likely recovery scenarios of ecosystems of Los Cerritos Wetlands according to hypothetical reconfiguration patterns approved for study by the Steering Committee.
- Estimates of nutrients produced in Los Cerritos Wetlands and consumed in trophic chains in Alamitos Bay, associated waters, and the near-shore sport and commercial fisheries.

Interfaces

- Ecosystem health and water quality of Alamitos Bay correlated with status, size and health of Los Cerritos Wetlands.
- Salinity requirements and toxins (including oil-extraction debris of Long Beach and Signal Hill) of rain-runoff inputs into Los Cerritos Wetlands, directly and via flood control channels.

Products

- Interim reports of strategy and partial results to the Steering Committee.
- Report including above date, analyses and syntheses.
- Horizontal and vertical (including soil and water depths and qualities) mapping of the present wetlands with depicted features.
- Pros and cons, ecologically speaking of various hypothetical reconfiguration patterns of Los Cerritos Wetlands.

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CONFORMANCE WITH THE LONG BEACH GENERAL PLAN

State law requires that the general plan be internally consistent. This means that the various elements of the plan must be consistent with one another and not contain conflicting policies, goals or action programs. Since this Local Coastal Program adopts portion of elements of the Long Beach General Plan, and is itself an amendment to the General Plan, it was necessary to examine each to verify conformance and suggest amendments where required. Since each element is subject-related (such as Noise), many goals, policies, and action programs contained in each is relevant to the LCP in only the most general way and therefore are not cited in the analysis which follows. Only those goals, policies, etc. which are directly relevant to the policy sets of the LCP are cited. They appear in the list in abbreviated form together with a page number which refers to the text of the original element. In the right hand column of the list are references to LCP policies, action programs, etc. which verify conformance of the subject element. These references are also abbreviated but contain no LCP page numbers owing to the fact that many appear numerous times in different forms throughout the LCP. References, therefore, would be voluminous and cumbersome.

If instances occur where conformance between the LCP and element was found not to exist, remedial actions are spelled out in the commentary in the right hand column.

The elements analyzed here are:

Open Space	–	Adopted June 12, 1973;
Conservation	–	Adopted June 12, 1973;
Scenic Routes	–	Adopted June 17, 1973;
Seismic Safety	–	Adopted July 15, 1975;
Noise	–	Adopted March 15, 1975;
Public Safety	–	Adopted July 15, 1975;
Population	–	Adopted March 25, 1975;
Housing	–	Adopted June 3, 1975;
Land Use	–	Adopted October 24, 1978;
Transportation	–	Adopted January 22, 1979;

Further explanation of several Elements is needed to clarify their position relevant to the LCP.

Scenic Routes Element. The methodology for adoption of local scenic routes set forth in this Element is adopted by the LCP as the method to be used in implementing scenic routes in the coastal zone. The scenic routes

designation procedures set forth on pp. 155-158 of the Element shall be implemented prior to 1985.

Seismic Safety Element. The requirements for structural safety related to seismic events is now part of local and State legislation (Building Code: Alquist-Priolo Fault Rupture Zone Act) and are therefore not reiterated in the LCP.

Noise Element. Reference to “Shoreline Element”. This was a proposed element of the Long Beach General Plan before passage of the Coastal Act. It is now read to mean the Local Coastal Program.

Population Element. A separate element on this subject is not mandated by State law, but a population component of the Land Use Element is mandated. Long Beach elected to adopt a population policy before preparing the Land Use Element to obtain maximum public exposure to the proposed limited growth policy. It therefore was adopted as a separate element: its policy recommendations are incorporated in the Land Use Element.

The analysis in the Element was structured around the same “zones” utilized by the Housing Element. These zones are very large and in most cases have boundaries which do not conform to coastal zone with the subdivisions made therein by this LCP. Direct comparisons, then, between the Population Element and the LCP are not possible. A general comparison is shown in the table below (on page IV-10). Inspection of the table shows that LCP-allowed growth in Areas A, B, and C is larger than proposed by the Population Element. This is because the LCP is permitting more dense development on the south side of Ocean Boulevard than foreseen by the earlier document.

Similarly, greater growth in Areas D and E is permitted by the LCP. This increment (and to some extent the incremental difference in A, B and C) results from the fact that the Population Element nominated expected increases whereas the LCP lists possible increases based on maximum allowed by zoning.

The differences in the downtown and SEADIP areas are attributable to differences in boundaries.

No amendment to the Population Element is proposed owing to (1) the differences in study area boundaries, and (2) the differences between techniques (possible vs. expected.)

Housing Element. The Housing Element in effect today was adopted in June 1975. In 1978, the State promulgated new guidelines which radically changed the nature and form of housing elements. Cities in the SCAG region were given until July, 1979 to adopt revised elements. Long Beach sought

and received a time extension owing to the fact that manpower was just not available to complete the revised draft. This has been positive, however, as now the LCP policies can be incorporated directly into the housing draft.

TABLE I
COMPARISON OF ELEMENTS WITH LCP

Open Space Element	Local Coastal Program
Plan. Policy, Goal Program Measure	Conformance Policy, Plan Goal, Action, etc.
1. Primary goal to preserve existing open spaces (p. 76)	Park/Beach dedication policy
2. Downtown-Shoreline linkage (p.98-99)	Strand policies – Shoreline Bicycle path
3. Alamitos Bay – Recreation Park Open Space Node (p. 89-91)	Resources Management Plan policies
4. Priority ranking of major open spaces needing preservation (p. 108-113)	Strand and RMP policies. Beach/ Park dedication policy
5. Open Space Goals for Preservation of Natural Resources (p. 19-20)	
(1) Preserve the beach	Strand and dedication policies
(2) Acquire private land which encroaches	Acquire sand lots. Negotiate for bluff lots
(3) Maintain open vistas of ocean over public lands	Preserve Bluff Park – Develop Aquatic and Marina Green Parks

(4) Monitor beach erosion	Continue established erosion control program
(5) Prevent unjustified land fill	No more fill in Alamitos Bay
(6) Preserve natural habitats	Resources Management Plan
6. Open Space Used for Managed Production of Resources (p.21)	
(1) Manage petroleum resources	Oil Drilling Policy
7. Open Space for Out-door Recreation (p. 21-22)	
(5) Protect from intrusion	Dedication Policy
(6) Identify and preserve	Dedication Policy
(9) Develop the shoreline	All LCP Policies
(12) Shoreline as elongated regional park	Strand Policies
(13) Bicycle path/Boardwalk	Bike path Policies Downtown Shoreline Policies
8. Open Space for Public Health and Safety (p. 22-23)	
(4) Streets and other public places	Street-end policy — Area A
(6) Zoning to prevent congestion	New ordinance and planned developments as applied throughout LCP
9. Open Space for Guiding and Shaping the Urban Environment (p. 23)	
(1) Improve open space ratios	New zoning ordinance and planned development overlays
(2) Review zoning ordinance	New zoning ordinance adopted and applied to coastal zone.
Conservation Element	Local Coastal Program
1. Conserve natural resources (#1, p. 8)	Resources Management Plan

2. Create and maintain productive harmony (#2, p. 8)	“
3. Revitalize and enhance (#3, p. 8)	“
4. Water quality (#4, p. 9)	“
5. Water quality in Alamitos Bay (#3, p. 9)	“
6. Effluent discharge from vessels (#4, P.9)	“
7. Preserve – enhance inland waterways (#7, p. 9)	Resources Management Plan
8. Preserve beaches and bluffs (#1, p. 10)	Strand/Bluff policies
9. Beach erosion control (#2, p. 10)	Beach erosion program
10. Preserve the strand (#4, p. 10)	Park/Beach dedication policy
11. Monitor siltation (#5, p. 10)	Maintenance dredging program (not part of this LCP) and the Resources Management Plan
12. Native vegetation & wildlife (#1, p. 10)	Los Cerritos Wetlands and Sims Pond policies in RMP.
13. Wildlife Management (p. 11)	“
14. Manage petroleum resources (p. 11)	Oil Drilling Policy
15. Identify and preserve (p. 11)	Park Dedication Policy and RMP.
Scenic Routes Element	Local Coastal Program
1. To maintain open vistas of the ocean (p.32)	Street-end policies (Area A), Bluff Park protection (Area B), Downtown view protection and building siting policies (DS Policies)
2. Preserve historic sites (p. 32)	Cultural resource survey (Area B) and designation of historic buildings (downtown and Area A)
3. Land use and development controls (#1, and #3, p. 35)	Implementation policies Area A and downtown

<p>4. Utilize existing roads (p. 36)</p> <p>5. Encourage use of bicycles (p. 36) and provide clearly defined bike right-of-way (p. 36)</p> <p>6. Encourage Public Transit (p. 37)</p> <p>5. Adopt Scenic Routes (#5, p. 34):</p> <p>Ocean Boulevard, entire length of Long Beach coastal zone; Shoreline Drive, Long Beach Freeway to Alamitos; Magnolia Avenue, Ocean to Queen Mary; Livingston Drive, Ocean to Park; Park Avenue, Livingston Drive to Colorado Street; Colorado Street, Park to Pacific Coast Highway to Studebaker Road; Second Street, Livingston Drive to Marina Drive; Marina Drive, Second to Seaport Village; Appian Way, Park Avenue to end; Alamitos Avenue, north to Pacific Coast Highway; Cherry Avenue, north to Signal Hill; Pacific Coast Highway, traffic circle to Orange County Line.</p>	<p>No new road building in coastal zone (except SEADIP)</p> <p>Shoreline bicycle trail program</p> <p>Transportation and Access Policies</p> <p>These are all adopted by references by this LCP. (See below)</p>
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Seismic Safety Element	Local Coastal Program
<p>1. Utilize seismic safety considerations (p. 13)</p>	<p>Long Beach Building Code</p>
<p>2. Utilize seismic response area/ structure matrix (#1, p. 93)</p>	<p>Implicit in policy plans for each LCP area.</p>
<p>3. Lower densities preferred (#3, p. 94)</p>	<p>Density policy throughout the coastal zone (except part of Area A and in the downtown) is to hold at the existing relatively low densities (Policy Plans and Implementation sections).</p>

4. Newport-Inglewood Fault Zone (#13, p. 95)	Follow Alquist-Priolo procedures (Area C)
Noise Element	Local Coastal Program
1. “Shoreline Element” – de-emphasize the use of motor vehicles along the coastline (P. 18)	Transportation and Access Policies
2. Set measurable goals for reduction of noise in problem areas (p. 11)	Oil Drilling policy – Marine Stadium policies in RMP.
3. Buffer zones (p. 11)	Landscaped buffer north of Marine Stadium (RMP)
4. Mitigate highway noise impacts on residences (p. 11)	Transportation and Access Policies
5. Prevent the loss of relatively quiet areas (p. 12)	Oil Drilling policy – Marine Stadium policies in RMP.
6. Reduce noise exposure from boating (p. 13)	Marine Stadium policy in RMP
7. Further synchronization of traffic lights (p. 16 and #6, 5, p. 149)	Incompatible with Transportation and Access Policies, but compatible with Noise Policy #1 above. Noise Element is not internally inconsistent because coastline is singled out as an area in which to reduce traffic impact. No amendment required.
8. Reduce the number of crosswalks (#6, 4, p. 149)	See commentary above, opposite #7
9. Encourage use of transit and bicycles (#6, 21, p. 151)	Transportation and Access Policy – Bikeway implementation plan.
10. Oil Drilling Nose (#7, 1, p. 152)	Oil Drilling Policy
11. Replacement of diesel motors on oil pumps (#7, 11, p. 153)	Oil Drilling Policy
12. Update zoning ordinance (#10, 2, p. 159)	New zoning ordinance – LCP Implementation measures for land use controls.
13. Update zoning ordinance	See #12 above

(10, 2, p. 159)	
14. Increase R-4 set backs (#10, 4, p. 159)	See #12 above
15. Open Space per unit (#10, 5, 159)	See #12 above
16. Mutually exclusive zones (#10, 6 p. 159)	See #12 above
Pacific Safety Element	Local Coastal Program
1. Provide safe urban environment (#3, p. 15)	Transportation and Access policies
2. Identify activities that pose safety hazards (#4, p. 15)	Multi-bulled boat controlled policy, Alamitos Bay (RMP)
3. Lower densities preferred to reduce fire risk (#14, p. 129)	Density policy throughout the coastal zone risks (except part of Area A and in the downtown) is to hold at the existing relatively low densities (Policy Plans and Implementation sections)
4. Improve R-4 setbacks and parking standards (#18, p. 129)	New zoning ordinance – LCP implementation policies related to use controls.
5. Improve public areas (#29, p. 131)	Belmont Pier Improvement Plan (Area C)
Population Element	Local Coastal Program
Zone 8 – downtown south of Anaheim Street Growth increment – 3,745 units	Downtown Shoreline – south of Ocean Boulevard. Growth increment – 1,274 units
Zone 12 – Ximeno to Alamitos, south of Third Street, Growth increment – 861 units	Area A, B, and C Growth increment – 2,339 units
Zone 13 – Ximeno to Marine Stadium, south of 7th Street. Growth increment – 113 units	Area D and E Growth increment – 535 units
Zone 17 – SEADIP Growth increment – 2,618 units	SEADIP Growth increment = 2,881

Total growth increment = 7,337 units	Total growth increment – 7,029 units (see introductory notes)
Housing Element	Local Coastal Program
1. Promote removal dilapidated units on one-to-one basis (#1, p. 8)	Housing Policy
2. Unsafe buildings (#1, p. 9)	Housing Policy
3. Oil and Gal land reuse program (#9, p. 11)	SEADIP specific plan and implementing ordinance
4. Planned residential developments (#10, p. 12)	Implementation policies for downtown shoreline, Area A south of Ocean, Belmont Pier environs
5. Neighborhood Planning (#2, p. 17)	Citizen participation program (LCP Committee and Town Hall meetings)
6. Historic preservation (#6, p. 18)	Preservation policies in downtown, Area A an Area B
7. Promote neighborhood commercial facilities (#4, p. 20)	Commercial policies along Broadway; in Belmont Shore and Naples; at Belmont Pier
8. Planned residential development guidelines (#2, p. 21)	Implementation sections
9. Displacement housing (VI, p. 23)	Regulations for Maintenance of Affordable Housing
Land Use Element	Local Coastal Program
1. Preserve existing neighborhoods (#1, p. 6)	Overall land use goal of LCP
2. Stabilize residential neighborhoods (#2, p. 6)	Policy to rezone to existing densities
3. Moderate change (#3, p. 6)	Rezoning policy to prevent intrusion of denser development in most LCP areas
4. Promote downtown revitalization (#4, p. 6)	Policy Plan for downtown shoreline
5. Conserve housing stock (#4, p. 7)	Rezoning policies

6. Provide...tourist land uses (#7, p. 7)	Policy Plan for downtown shoreline
7. Commercial clustering (#8, p. 7) Broadway (Area A, B and C)	Policy on commercial nodes along
8. Protect open spaces (#12, p. 8)	Park/Beach Dedication Policy
Transportation Element	Local Coastal Program
1. Efficient circulation without neighborhood degradation (P. 14)	Transportation and Access Policies
2. Balanced system (P. 14)	Transportation and Access Policies – Bikeway Program
3. Develop transit (p. 14)	Transportation and Access Policies
4. Increase capacity on Seventh Street (#1, P. 88)	Transportation and Access Policies (re-route traffic around coastal zone)
5. Add lane to Pacific Coast Highway (p. 90)	Same as #4
6. Construct DEADIP roadways (#2, pp. 92 and 93)	SEADIP Plan
7. Ocean Boulevard as scenic route (P. 94)	Area A Policy Plan conformance with General Plan Elements
8. Separated bikeways (P. 96)	Bicycle Program for shoreline
9. Transit improvements (pp. 101-105)	Shoreline segment submitted in separate report
10. Transit improvements (pp. 101-105)	Transportation and Access Policies

GROWTH INCREMENT ALLOWED BY THE LOCAL COASTAL PROGRAM

Large increases in the population of Long Beach are not proposed by the City's General Plan. In fact, the plan and the new zoning ordinance were developed on the principle of neighborhood preservation and control of pressures which have, in the past, tended to upset neighborhood stability. The City's current rezoning program is bringing the plan and ordinance into conformance with one another.

Similarly, the Local Coastal Program does not encourage large increases in population. Some increases, however, are inevitable owing principally to the underdeveloped state of several of the coastal areas. This is true particularly in the downtown shoreline, where there is now very little permanent housing, and in SEADIP where much vacant land is yet to be developed.

The growth increment policy in the general plan is ten percent overall and the land use districts are organized to permit this and little more. This plan anticipates that there will be more than 10% growth in areas, which are generally multi-family now and have amenities such as transit, shopping, shore, etc. It also anticipates less than 10% growth (in some areas, none) in those neighborhoods, which are stable single family, or duplex in character.

These general plan growth policies are followed in this LCP. The table shows the growth in dwelling units anticipated by this LCP in each area of the coastal zone. It will be observed from the table that projected growth increments are higher where there are large areas of multi-family development and lower in less dense neighborhoods. Downtown and SEADIP show large changes, as explained above. The overall change is larger than the Citywide average of 10% because of the high concentrations of dense development and the presence of transit and other amenities.

The "theoretical maxima" were obtained by assuming that each lot in the district would be developed to the maximum density allowed by the new zoning recommended by this LCP.

Population growth potential for each area can be obtained by multiplying the dwelling units by two, the average household size in the coastal zone.

The growth policy enunciated above was expressed in the Land Use Element of the General Plan and its accompanying Environmental Impact Report. This EIR (local identification #E-16-77; OPR Clearinghouse #77061331) was reviewed by responsible agencies as required by CEQA.

Refer to chapter on Conformance with Long Beach General Plan for comparison of projected growth increments.

Residential Buildout -- LCP Areas

Area	Existing Units	Theoretical Maximum	Net Increase	% Change*
Downtown	1,115	2,154	1,274	+114.3%
A	4,395	6,102	1,707	+38.8%
B	1,376	1,403	27	+1.9%
C	2,812	3,417	605	+21.5%
D	4,342	4,729	387	+8.9%
E	2,646	2,794	148	+5.6%
SEADIP	2,454	5,335	2,881	+117.4%
Total	19,140	25,934	7,029	+36.7% av
Total change with SEADIP:				
	16,140	20,599	4,148	+24.9% av.

* Change = Net Increase ÷ Existing Units

POST CERTIFICATION
APPEALABLE AREAS

POST-CERTIFICATION APPEALABLE AREAS

The Coastal Act (Section 30519) requires that the Commission retain permanent permit authority after LCP certification within the following areas:

- a. Tidelands;
- b. Submerged lands; and
- c. Public Trust Lands

The Commission maintains this authority by designating Permit Jurisdiction areas where the Coastal Commission maintains permit issuing authority and Appeal Jurisdiction areas where a City issued development permit may be appealed.

Section 30603 describes the areas and types of development for which coastal development permit actions taken by a local government after certification of its Local Coastal Program may be appealed to the Commission.

1. Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is beach, whichever is the greater distance.
2. Developments approved by the local government not included within paragraph (1) of this subdivision located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland estuary, stream, or within 300 feet of the top of the seaward face of any coastal bluff.
3. Developments approved by the local government not included within paragraph (1) or (2) of this subdivision located in a sensitive coastal resource area if the allegation of appeal is that the development is not in conformity with the implementing actions of the certified local coastal program.
4. Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinance district map approved pursuant to Chapter 6 (commencing with Section 30500).
5. Any development which constitutes a major public works project or a major energy facility.

The Appealable Area Map, Table 1 and footnote test included in previous editions of this LCP has been superseded by Coastal Commission action on the Long Beach LCP. The current map is available for review in the City Department of Planning and Building.

DETAILED POLICY STATEMENT
AS ADOPTED BY THE
LOCAL COASTAL PROGRAM
ADVISORY COMMITTEE
(APPEDIX)

POLICIES ADOPTED BY THE LCP ADVISORY COMMITTEE

Introduction

Reproduced on the following pages are the detailed policies for each study area as adopted by the Advisory Committee. They were also adopted by the City Planning Commission and City Council with the exceptions noted below. This verbatim transcript is to be used by the Long Beach City Planning Commission and City Council (and by the Coastal Commission on appeal) in determining whether a proposed project does or does not conform to the certified Local Coastal Program. These policies amplify those stated in the Policy Plan Summaries reproduced in other sections of this report. In cases where there may be inconsistencies between these policies and those cited in the Policy Plan Summaries reproduced in the preceding parts of this LCP (and not covered by the exceptions noted below), the Policy Plan Summaries shall govern.

In a few instances, policies were modified or deleted by the City Planning Commission or City Council during the course of public hearings on this Local Coastal Program. Those changes are noted in the following text. Where this occurs, those policies are no longer in effect, having been superseded by other policies which are stated in the Policy Plan Summaries. All other policies contained herein not modified or deleted as noted above are expressly adopted and operative as a part of the Long Beach Local Coastal Program.

DOWNTOWN SHORELINE SHORELINE ACCESS

Ocean Boulevard – South Side from Alamitos Avenue to Los Angeles River

Local commercial and residential interests shall be protected from undue interference from regional activities (i.e., Convention Center, Arena, Grand Prix) in the downtown areas. When regional and local considerations are in conflict, priority should be given to local requirements. Although the area is being developed to provide regional attractiveness, adequate consideration must be given to local needs and uses.

The south side of Ocean Boulevard should be developed to maximize view corridors to Queensway Bay from ground level.

Private developers should be required to provide public parking alternatives to normal tenant use. (Except in 100% residential buildings.)

All vehicular access to property south of Ocean Boulevard shall be off side streets or Seaside Way where such streets physically abut the property being served. Non-conforming vehicular access may remain, but must comply at the time of any demolition or reconstruction that would make it possible to comply.

Parking

To minimize the amount of downtown coastal zone land used for parking, required parking area in this zone should be accommodated by encouraging joint public/private use of parking both within the coastal zone and adjacent to it.

Seaside Way should be developed to provide lateral vehicular and pedestrian access within the downtown coastal zone. Adequate access should be provided to Ocean Boulevard and Shoreline Drive.

Although Shoreline Drive was originally built to freeway standards, all measures for traffic control should be used to reduce speed upon the street. The functional design should be compatible with Shoreline Drive usage as a scenic route and the surrounding park usage. Measures should be taken to increase pedestrian safety at the intersections of Pine and Linden.

Parking should be designed to introduce visitors into Aquatic Park, but should be limited to maximize acreage devoted to park use. Additional parking will be available north of Shoreline Drive.

A secondary access road to Aquatic Park should be under Queensway Bridge.

The parking along Marina Green Park should be designed to minimize visual obstruction by parked cars in order to preserve views.

Except during special events, no special parking permits shall be issued for Marina parking lots and a portion of the spaces adjacent to the Marina edge shall have a one-hour parking limit.

Queensway Bay

Efficient and attractive access to the south shore of Queensway Bay, and between the south shore and the downtown shoreline, is essential for the effective integration of the areas downtown.

1. Water transport between activity centers on both shores should be encouraged, both as a means of access and as attractions.
2. The use of local and regional public transportation must be encouraged; facilities should be designed with this in mind.
3. Practical legal access to the area is not available by bicycle; cycling organizations and public safety officials should be consulted in efforts to solve this problem (see Bicycle Paths below).
4. Access to onshore attractions should be provided for transient recreational boaters.
5. Parking problems will be intensified by further development: the use of satellite parking, shuttle services, tramways and monorails should be considered for solutions.
6. Scenic Routes Element of General Plan should be adopted by the Port of Long Beach.

Boardwalk and Boardwalk Entrance Area

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

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

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

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

The entrance shall have a positive visual impact.

A tram station shall be constructed with shelter from sun and wind.

Lighting shall carry out the common theme of the total boardwalk, be attractive and provide adequate light for public safety and comfort. Area lighting for public use recreation areas shall be designed for energy conservation and to minimize adverse visual impacts of lighting interfering with attractive night views across shoreline areas, and if at all possible, light sources other than low pressure sodium vapor shall be utilized.

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

The surface materials of the boardwalk shall be of wood, textured concrete or other aesthetically pleasing materials.

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

There should be a strong connection between downtown and Aquatic Park, Marina Green Park, the Marina and Fisherman's Village. This should be accomplished principally by extending the Boardwalk all the way to the west promontory of Fisherman's Village, and by placing a prominent feature or facility on the west promontory of Fisherman's Village. This feature should be placed so it is visible directly down the Boardwalk. The Boardwalk should accommodate pedestrians and trams.

Bicycle Paths

There should be a signalized at-grade bicycle crossing at Pine Avenue and Linden Avenue intersections with Shoreline Drive. Such crossing areas should be denoted by special surface designation such as textural or paint treatment.

The bicycle path also should connect to Rainbow Lagoon Park and the beach east of Alamitos through a bicycle and pedestrian underpass at the eastern terminus of Seaside Boulevard.

There should be a continuous bike and pedestrian path throughout Aquatic Park. With the exception of the bridge crossing, the path shall be capable of

carrying emergency vehicles and possible future tram. (Bridge crossing was eliminated by coastal permit.)

A distinctive bridge which conforms to the Aquatic Park theme should connect the northern side of Aquatic Park with "Palm Island" and should accommodate pedestrian and bicycle use.

A landscaped bicycle path-walkway system should be constructed through the Queensway Landing-Catalina Tour area connecting into the system presently planned along the shoreline.

Provide alterations of Queensway Bridge in order to accommodate bicyclists. If not feasible economically or because of engineering problems, an officially dedicated bicycle route, built to State standards, should not be provided on the bridge. At the very least, however, a ramp for bicyclists should be provided to connect Aquatic Park to the existing sidewalk on the bridge. Bicycles might be permitted on this sidewalk, to be pushed across the bridge rather than driven.

LOCATING AND PLANNING NEW DEVELOPMENT

The Downtown Shoreline

The Committee supports a plan that contains the following elements in the following areas:

1. The area between Magnolia Avenue (Queensway Bridge), the southerly prolongation of Pine Avenue and southerly of Shoreline Drive;
 - A marina that maximizes the number of slips but which allows a park to be developed along the periphery of the marina tying in visually to the East Park.
2. The area east of the southerly prolongation of Pine Avenue to Alamos Avenue and southerly of Shoreline Drive;
 - A fishing village around the small boat harbor.
 - A park which would be active and passive and would contain a focal element in the westerly area.

3. The area around the Rainbow Lagoon to be developed to maximize park usage—approximately 5.5 acres of park around a lagoon of approximately 5.5 acres;
4. A hotel southwesterly of and adjacent to the Convention Center and Rainbow Lagoon. This hotel shall not have more rooms than the number allowed by the coastal permit (542 rooms);
5. A boardwalk extending from Ocean Boulevard to the Park peninsula.

Such approval is subject to environmental, water quality, parking area and access, park design and fiscal consideration being reviewed and approved by the Committee at a later date.

In November, 1978, the Long Beach electorate endorsed a ballot measure which reversed the Committee's plan, namely, placed the marina east of Pine and west of Alamitos and located Aquatic Park between Magnolia and Pine. A plan was prepared depicting the elements in their new locations and including urban design concept for the entire shore south of Shoreline Drive. This plan was submitted to the Planning Commission and City Council for approval. At that time, the LCP Committee submitted a statement to the Planning Commission, which concluded:

Should such plan prove environmentally and/or financially unfeasible or is not implemented, the LCP Committee presents as an alternative its shoreline plan of December 7, 1977 (described above) as approved by the Planning Commission and City Council.

Recommendations for design modifications were also submitted. These are included among the policies which follow.

Ocean Boulevard

A "Strip Park" shall be dedicated and maintained from Alamitos Avenue to the Los Angeles River on the south side of Ocean Boulevard. The width of such park shall be no less than as set forth in the Deed of the Long Beach Land and Water Company to the City of Long Beach dated May 13, 1889 and recorded in Book No. 572, Page 144 of the records of the Los Angeles County Recorder.

1. Non-conforming structures may remain until the time of any demolition or reconstruction within the designated area. At such time, conformance with these provisions must be met.

LAND USE: Land use shall be mixed commercial/residential in order to:

1. Keep the area alive and active, and, therefore, safe during both business and non-business hours.
2. Support downtown retail shopping.

SETBACKS: Front and rear yard setbacks from private property on Ocean Boulevard and Seaside shall be zero lot line where the developer assumes responsibility for improving the abutting public areas to City standards and plans.

The desired commercial/residential mix is set forth for each of five separate areas as follows:

Recommended minimums of residential use of land available for construction:

	Sq. Ftg of Existing Land Area	Total Minimum Recommended Transient and Non-Transient (Sq. Ft. of Land Area)
Alamitos to Linden Ave.		
Commerical	14.0%	
Residential	81.6%	64.1%
Open Space	4.4%	
Linden to Long Beach Blvd		
Commerical	2.6%	
Residential	64.1%	64.1%
Open Space	33.3%	
Long Beach Blvd to Pine Ave		
Commerical	48.5%	
Residential	34.5%	25%
Open Space	2.3%	
Magolia to the River		
Commerical	91.0%	
Residential	0%	15%
Open Space	9.0%	

Notes:

1. Hotel type facilities serving transient or semi-transient purpose may be permitted to be considered to achieve the desired minimums.
2. Credit should be given for residential uses on the north side of Ocean Boulevard if required to meet the desired minimum.
3. Percentages are based on square footage of land area.

The Pike Area

The carousel, dancing figures, cupola, and special lighted signs (clown, George Looff) from the Pike should be preserved for use in the downtown area.

Relocate some of the Pike attractions (rides) to the City property south of the Chapter 138 line.

The Pike area shall be developed as follows:

1. Low rise condominiums fronting Ocean Boulevard interspersed with several high-rise structures. The low rise structures would allow views through on the first level to interior landscaped areas.
2. Several north-south public access points into the site (from Ocean Boulevard to Seaside) which also serve as narrow view corridors.
3. The principal views to the south are captured along a promenade which is south of the Ocean Boulevard buildings along Seaside. It would link up with the Boardwalk.
4. A two/three story parking garage under the buildings running from Ocean Boulevard to Seaside, with all access from Seaside, the top of which would be level with Ocean Boulevard and landscaped as a public park space;
5. South of the Chapter 138 line, a large public park space is proposed around a water feature which may be connected to Rainbow Lagoon. One or two motels would be erected on the edges of the public space. They would be low rise in character.
6. Up to 1500 dwelling units, 3000 parking spaces, and 150/300 motel rooms.
7. Buildings shall have a "see through" quality in a park-like setting.

8. There shall be four accessway corridors of 50-80' width from Ocean Boulevard to the promenade.
9. A promenade shall be developed along the Seaside edge of the top of the parking garage.
10. There shall be an 80' setback on the south side of Ocean Boulevard frontage.

Approval of the uses listed above is contingent upon the following provision:

That all parks and beaches within the coastal zone (as defined by the Coastal Act), designated by the LCP and now in public ownership be immediately dedicated in perpetuity as public park land. Properties in the coastal zone not now developed as parks but which may at some future time become public park lands shall also be dedicated in perpetuity at the time they become public parks.

The beaches and parks subject to this immediate dedication policy are:

- Shoreline Aquatic Park
- Rainbow Lagoon Park
- Marina Green Park
- Victory Park and Santa Cruz Park strip
- Bixby Park
- Bluff Park
- Public beach along the ocean
- La Bella Fontana di Napoli (deleted by City Council)
- Colonnade Park
- Marine Park and Beach
- SEADIP Areas 31 and 32 (Area 32 deleted by City Council)
- Colorado Lagoon Beaches and Grass
- Overlook Park (in Naples)
- Will Rogers Mini-Park
- All existing public beaches

The design principles enumerated above – 80' setback on Ocean Boulevard 20' promenade, lateral accessways – shall apply to all blocks on the south side of Ocean Boulevard having development potential.

RECREATION AND VISITOR SERVING FACILITIES

Shoreline Aquatic Park and Marina Park

These parks are region-serving parks.

Aquatic Park and Marina Green Park will be a part of a continuous shoreline park from Queensway Bridge to Alamitos.

There should be unifying themes for the parks, preferably ones which create some excitement.

A commitment should be made to build the entire plan for the parks. Where costs are a problem, the development should be phased, but items adopted into the plan should not be eliminated.

Aquatic Park should accommodate the widest possible range of compatible uses for all age and income groups. It should enhance and protect the view of the ocean throughout the park.

The vines from the high ground in Aquatic Park should be preserved.

Marina Green Park should be a passive, restful promenade and picnic area.

Aquatic Park should be of outstanding design, of outstanding materials and workmanship. The park should be well maintained. It should serve as a showplace for Long Beach.

There should be no hotel/shoreline inn in Aquatic Park.

The number of recreational vehicle spaces should be reduced from 100 to 70 by removing 30 spaces at the southerly end and devoting such area to park open space.

In Aquatic Park there should be an outstanding and imaginative children's play area which should fit the park theme. Existing unusual and outstanding children's play areas should be studied.

In Aquatic Park there should be fishing platforms with proper facilities for cleaning fish.

Raised barbecue facilities should be available in the Aquatic Park.

Non-power small boat rental concessions should be provided in Aquatic and Rainbow Lagoon parks. Power boats should be permitted to enter the

extreme eastern area of Aquatic Park to moor at a visitor's dock. They should be prevented from entering the main water body area of the park by a series of buoys.

In Aquatic Park, there should be an area in which there is no parking, which is for passive use, which still accommodates a bike path wide enough for police and service vehicles.

Recommended uses somewhere in Aquatic Park are a grass amphitheater, bicycle rentals and game rental areas.

A look-out park should be provided on the southeastern periphery of the Marina mole between the Marina headquarters building and water. The area should be designed as an interesting destination point for pedestrians and bicyclists and should include grass areas, shade trees, comfortable benches, and drinking fountain, telescopes for ocean viewing, and bicycle racks. A viewing platform should be constructed atop the Marina headquarters building.

The beach along the northeastern side of the eastern Marina mole should be constructed at the time the mole is constructed.

All mitigation measures included in the downtown Marina certified EIR should be included in the Plan.

Fisherman's Village as presented on the CHNMB plan for Aquatic Park and the Marina is the recommended design.

All parks should be well lit. Area lighting for public use recreation areas shall be designed for energy conservation and to minimize adverse visual impacts of lighting interfering with attractive night views across shoreline areas, and if at all possible, light sources other than low pressure sodium vapor shall be utilized.

All parks should be easily patrolled by police. Additional security should be provided by park rangers. Plant materials should be selected to accommodate police surveillance and maximize visibility for park users. Parks should be designed so that, if necessary, pedestrian and vehicular access can be controlled.

Restrooms, benches, drinking fountains, trash facilities and picnic tables should be plentiful in all parks.

Where there are children's facilities, special safety measures should be taken to protect the children.

Rainbow Lagoon Park

Rainbow Lagoon Park should contain a minimum of 5.5 acres of land and 5.5 acres of water. Its eastern boundary shall be the edge of the paved parking lot east of the Lagoon. It should serve as a decorative park and light recreation area to accommodate convention-goers, shoppers and downtown employees and residents. It should complement and enhance the convention center and other adjacent land uses. Public access shall be maintained around the entire periphery of the Lagoon.

Restaurants and fast food establishments should be excluded from Rainbow Lagoon Park and Marina Green. One outdoor snack bar designed to complement the Aquatic Park theme with no direct motor vehicle access, should be allowed in Aquatic Park.

There should be no sand introduced into Marina Green Park or Rainbow Lagoon Park. There should be mostly grass and other plant materials.

Grissom Island shall be devoted to open space park uses when oil uses cease.

Rainbow Lagoon should be a salt water lagoon.

Rainbow Lagoon should be maintained as an ecologically balanced marine environment, including benthic flora and fauna, and a self-sustaining food cycle for some of the marine life.

Retain at least one island in Rainbow Lagoon in order to provide protected habitat areas.

Rainbow Lagoon should be designed so as to be kept reasonably clean by the natural flushing action of the tides; or, if necessary, by artificial means of circulation of water between the lagoon and ocean.

Good water quality in Rainbow Lagoon should be guaranteed through proper design, adequate construction and regular maintenance of the lagoon and adjoining areas.

Catch basins should be built around the periphery of rainbow Lagoon to direct storm water and irrigation water to the ocean rather than to the Lagoon.

The latest available technology should be used, when necessary, to maintain a high-quality marine environment in Rainbow Lagoon. If needed, water aeration devices should be provided in the Lagoon, designed as decorative fountains. Water quality should be monitored on a regular basis.

Paddle or rowboats may be provided.

Golden Shore – Navy Landing – Catalina Tours

Permitted Uses

Tour boats.

An outlook park should be provided on the east bank of the Los Angeles River, on the dike, to be used in connection with the proposed bicycle path. The park should serve as a viewing area for water skiing and other marina activities.

Activities resulting from the area's physical linkage to the proposed marina.

Water recreation activities such as scuba diving school, boat rentals, water ski rentals and instruction.

Recreational vehicle park.

Office use for marine-oriented public agencies and activities.

In the event the proposed Southern California Ocean Studies Consortium is not constructed within five years, the site shall be used for public park purposes, including expanded boat lodging.

Development Criteria

Moorings and dock uses should be open to the public. Catalina Cruises and Fish and Game are recognized here as public uses. Boat launching presently exists in the Golden Shore area. This use should be maximized. Other activities in adjacent areas should not adversely interfere with parking or access to the launching ramp and accessory uses.

Care should be exercised not to place new uses in the area that exceed the supply of parking.

If the Catalina Tours facility continues to exist at this location, an attempt should be made to locate parking inland and the operators of the tour should transport passengers to the parking area.

A landscaped bicycle path-walkway system should be constructed through the area connecting into the system presently planned along the shoreline.

Ocean Boulevard Parks

For public park area along the south side of Ocean Boulevard should be redesigned and renovated as a beautiful urban park to provide:

1. A greenbelt and open space.
2. Places for visitors, passerby and office workers to relax.
3. Ocean viewing area.
4. Visual and psychological relief adjoining urban activities.

The public park land should be legally dedicated for public park purposes exclusively. The boundaries of this park areas shall be no less than as set forth in the Deed of the Long Beach Land and Water Company of the City of Long Beach dated May 13th 1889 and recorded in Book No. 572, Page 144 of the records of the Los Angeles County Recorder.

The following design/development criteria should be mandated:

1. The entire park strip should be developed with a unifying theme and should be readily identifiable as a public park.
2. Additional private signs should be prohibited. Present illegal signs should be removed immediately. Existing legal private signs should be removed as soon as legally possible.
3. No additional private encroachments shall be allowed except for pedestrian access purposes. Access encroachments for pedestrians shall be a minimum width and shall enhance the park atmosphere. Such encroachments shall be allowed in the future only when the land owner dedicates for park purposes an adjacent area of equal size.
4. The City should develop a master development and maintenance plan for the park areas.
5. Attractive public amenities such as trash receptacles, benches, public park signs, drinking fountains and walkways should be provided to encourage public use of the park areas.
6. Linear openness of the area should be maintained through control of heights, density, and placement of plant materials.
7. Parking areas for automobiles should be totally prohibited from the parks. Existing park areas should be phased out as rapidly as legally possible.

8. Bicycle perhaps should be excluded from these narrow parks.

Public parks should be maintained by the City.

The City should improve the park areas within five years if not developed by adjacent developers.

In exchange for zero front yard setback, all developers of property behind the park areas shall be required to develop the park land in front of their development.

Except as otherwise provided for in the LCP Plan, no additional parking spaces should be constructed in designated parks.

If the City builds parking structures along the south side of Ocean Boulevard to serve the Convention Center and beach, the feasibility of locating parks on top of these structures should be studied before other uses are considered.

As an alternative to purchasing land for parks, the city should adopt an incentive to systems which motivates developers to dedicate and improve parks, and possibly provide additional public parking facilities, in return for receiving certain development benefits in excess of those normally granted by the City.

SHIELD AREA – North by Seaside Walk
East and South by Shoreline Drive
West by Linden Avenue.

Permitted Uses

1. Recreational facilities.
2. Visitor-serving
3. Tourist oriented-commercial
4. Public museum
5. Park.
6. Parking.

Development Criteria

1. Serving as attractive entrance to eastern shoreline area.
2. Provide adequate open space.

3. Utilization of landscaped parking structure providing adequate replacement of existing parking and onsite needs of new development.
4. Encourage physical and visual access to and thru area.
5. Promote view opportunities from Ocean Boulevard structure/open space areas.
6. Timing of development not to compete with boardwalk area development.
7. Development as a total unit.
8. Provide landscaped and terraced structures to Ocean Boulevard grade. Utilization of upper surfaces of Ocean Boulevard grade. Utilization of upper surfaces of Ocean Boulevard grade structures shall provide public linkages from Ocean Boulevard to Shoreline Drive and Convention/Arena area.

General Principles and Design Standards

1. Maximize dispersment of buildings to preserve park-like feel.
2. Building exceeding 25' in height above Ocean Boulevard shall minimize view blockage.
3. The higher the building or buildings allowed, the more open space that should be provided.
4. Setbacks should be established to maximize public open space along and around the periphery of the area.

Recreation Vehicles

Recommend cutting the number of RV's in Aquatic Park to 70 by drawing a line from adjacent to Queensway Bridge to northeast, leaving Aquatic Park parking in present location.

The Plan should not provide for dune buggies or motorcycles in Aquatic Park.

Queensway Bay

Approve the concept, stated in the Port Master Plan, of continuing the development of this shoreline area as a recreational/commercial buffer between downtown and port operations, but make these general comments:

1. The development of the area must complement downtown development: imaginative ties between them can be attractions in themselves.
2. The area is a regional attraction: transportation and parking requirements may require unconventional solutions.
3. The Queen Mary complex should serve, where possible, as a focal point for activities in the area.

The proposed intensification of commercial/recreational activities on the south shoreline presents exciting possibilities as well as challenges:

1. Opportunities for low cost recreation must be provided: walkways and bikeways, with appropriate rest and views, should continue through the area from downtown to the southeast shore of Pier J; opportunities for recreational fishing should be available.
2. A passenger terminal adjacent to the Queen Mary would increase activity and interest: it could be used for local and extended cruise ship operation and for ferry or water taxi service.
3. A marina can be developed in the area between the Queen Mary and the Queensway Hilton if economic and environmental criteria can be met: the design could utilize either gangways or open moorings. Requirements for adjacent parking may be constraint.
4. Hotel development would support the convention center if transportation problems are resolved.
5. The temporary recreational use of the undeveloped and unsightly area north of the Quiet Cannon restaurant should be considered.
6. An exhibition water skiing area in Queensway Bay and Los Angeles River Channel would satisfy a recreational need if problems of physical constraints, water quality, and conflict with other activities can be resolved.

Downtown Marina and Other Boating Concerns

Preserve and improve the existing small boat launching ramp in the Golden Shore area and, if possible, find other areas for launching.

No commercial fishing should be allowed in the marina area.

There should be sportfishing facilities in the downtown area.

There should be a marina in the downtown area.

The eastern beach should be extended at time of construction of the marina to the end of the mole, as shown in the plan.

A look-out park should be provided on the southeast periphery of the marina mole between the headquarters building and the water. It should be designed as a destination point for pedestrians and bicyclists and should include grassy areas, shade trees, comfortable benches, a drinking fountain, telescope, and bike racks. A viewing platform should be constructed atop the Marine Headquarters building.

The mole design should accommodate a one-way bike path on both the marina and ocean sides.

The cumulative impacts on San Pedro Bay of the 1,694 slip Downtown Marina and the 571 slip Queensway Bay Marina should be determined, including impacts on surf, tides, currents and potential beach erosion along the shoreline between Alamitos Avenue and 72nd Place. A report on such anticipated impacts, certified by a qualified expert, should be made available to the Coastal Commission before approval of a Queensway Bay Marina involving docks or landfill.

NOTE: See Mitigation Measures from Downtown Marina Environmental Impact Report on following pages.

HOUSING

Downtown Shoreline

Preserve the Sovereign and Blackstone buildings (located on the south side of Ocean Boulevard east of Chestnut Avenue) for low cost housing.

WATER QUALITY AND MARINE RESOURCES

Shoreline Park

Visually attractive aeration methods should be provided in Aquatic and Rainbow Lagoon parks, if required, to maintain good water quality.

A portion lagoon shall be devoted to swimming with a sand beach located in eastern half of lagoon next to lagoon mouth to insure swimmable water quality. (Eliminated by Environmental Impact Report.)

Portion of lagoon designated as marsh shall be kept in present location.

DOWNTOWN MARINA MITIGATION MEASURES

The following mitigation measures shall be followed in construction of the Downtown Marina.

Air Quality

- M1 Construction operations and in particular earthwork and the deposition of rubble from the downtown redevelopment project shall be in conformance with Municipal Ordinance which controls the generation of dust and particulate matter.
- M2 Energy conserving lighting shall be used wherever feasible throughout the project.
- M3 Where feasible, energy conservation features such as the following shall be utilized in all building design:
 - 1. All building design shall utilize the most efficient up-to-date energy systems feasible.
 - 2. Building conservation shall be accomplished by recognizing and using to advantage the natural elements that surround buildings allowing it to complement its environment in every portion of the operation of the building system. For example skillful exploitation of natural features may enable the architect to design less compact shapes that may ultimately prove more efficient than simply minimizing the building's area to volume ratio.

3. Solar water and space heating shall be utilized where feasible.
 4. A thorough analysis of the potential building sites shall be conducted and shall survey the potential effects of site and climate on the energy flow of the buildings.
 5. The design response to the chosen site should take into account the sun, weather factors such as the wind, and natural topography for site development.
 6. Proper orientation shall be provided for both lighting and ventilating.
 7. Many types of glazing are available to mitigate the effects of heat transfer, both transmitted and conducted. These include tinted glass, heat absorbing glass, reflective metallic coatings, and double or paned glass. There are also many installation options for glazing. The accumulated savings of insulated over non-insulated buildings during the building's life cycle are now common knowledge and need no discussion.
 8. Design of interior areas and choices of textures, materials, and equipment shall significantly assist in the appropriate distribution of thermal conditioning, light and air.
 9. The impact of siting and other considerations on ventilation shall be carefully considered in the building design.
 10. To mitigate these high rates of consumption, adoption of such energy conserving measures as task lighting and flexible switching systems shall be used.
- M4 The Long Beach Public Transportation Company shall establish a direct public transportation route to the project site and major elements of the development.
- M5 The bicycle route within the project shall be connected to the City-wide route as soon as it is feasible.
- M6 Increasingly stringent emission standards are being imposed on automobile manufacturers by the Federal and State governments to produce vehicles which provide for the more efficient burning of gasoline, and for reducing the contaminants emitted into the atmosphere. The prevailing winds help to disperse the pollutants into the atmosphere reducing local effects. Redesign of the public transport system serving the project area may reduce total vehicle

miles traveled per day by automobiles, thereby lessening the emissions of harmful contaminants into the air basin.

Water Quality

- M7 All storm drains shall be located to cause discharge on either or both sides of the marinas, but not within the marina basins.
- M8 All surface drainage shall be discharged outside of the lagoon and marinas.
- M9 An artificial aeration device shall be installed and operated in the western sector of the lagoon. This device shall be designed and sized in such a manner as to adequately circulate and aerate this section to the satisfaction of the Environmental Health Division.
- M10 All reasonable steps shall be taken to ensure that sanitary waste, trash and other organic matter discharges cannot occur in the lagoon and marina.
- M11 Boat pump-out facilities shall be provided and maintained in proper working order.
- M12
1. The water supply to the marina development area must be equipped with an approved reduced pressure principle device installed in approved manner, to satisfaction of Health Department.
 2. In addition, each marina waste pump-out station must have an approved, properly installed reduced pressure principle device on each water supply line.
 3. All hose bibs at each pump-out station shall be posted with "unsafe water – do not drink" signs.
 4. Instructions regarding the use of the pump-out stations shall be posted at each station.
 5. An approved special fitting must be installed for the sewage pump hose to boat connection.
 6. The water supply hoses to the individual gangways should be designed to remain above the sea water level at all times. Atmospheric vacuum breakers, such as the "Watts SA" model shall be installed at each hose bib.
 7. The water supply line to each sewer pump-out station shall not have hose bibs and faucets which may serve as water outlets,

except for the one at the pump-out station itself, and specifically identified as non-potable.

- M13 The existing ordinance against discharge of heads and litter by boat users shall be vigorously enforced.
- M14 In order to maintain the water quality of the proposed marinas, there shall be strict control over the potential sources of wastes being generated by the boats and subsequently dumped into the water. The lagoon and marina water shall be tested monthly, similar to the City's bi-monthly water testing program now used to monitor water qualities.
- M15 Activities that would attract birds shall be discouraged (e.g., throwing dead fish into the marina waters). All dead animals (fish or birds) shall be removed from the water before they putrefy.
- M16 An adequate number of waste receptacles shall be placed in areas likely to be utilized for fishing and, in particular, in close proximity to the rip-rap. Such containers shall be highly accessible and visible.
- M17 Prior to the release of the building permit, all restaurants and food establishments shall be reviewed by the Environmental Health Division of the Health Department for compliance with requirements of toilet facilities and enclosed storage areas for solid waste disposal.
- M18 The amount of oil and grease entering the water from boating, refueling and maintenance activities shall be held to a minimum and shall be enforced as a condition of boat slip rental.
- M19 During the period of heaviest algal growth (about two months duration), green algae floating on the surface shall be removed manually.
- M20 Turbidity shall be controlled by dredging techniques and shall confine the area of disturbance.
- M21 The cleanest possible dredging procedures shall be used. The cutterhead suction dredge and the induction jet dredges are recommended as the "cleanest" systems.
- M22 Dredging work shall be undertaken when the fewest number of fish (especially adult breeding populations and resultant adult eggs and larvae) are present in the area. A likely period would be the fall or early winter (approximately September through November) when abundance and diversity is low of all life history stages.
- M23 Flocculants should be introduced to accelerate the settling of the finer particles if silt content becomes too high during dredging.

- M24 Turbidity curtains are recommended for use, as needed, down-current of the dredge discharge point.
- M25 Boat painting shall be prohibited in the marina.
- M26 All trees which will be displaced by the Recreational Vehicles area shall be transplanted and utilized in the Aquatic Park area.
- M27 The planting plan shall be based upon applicable principles of ecology in that plans shall be selected on the basis of natural ecological habitat.
- M28 Species selected shall be those species which are known to be tolerant of saline conditions.
- M29 Specification for soil conditions, planting operations and maintenance shall specify detailed measures to reduce the saline impacts to plants and shall be designed to reduce plant adaptations periods.
- M30 A detail evaluation of the raising of the marina bottom to -15 MLLW should be conducted to determine impacts to circulation, water quality and sedimentation. If it is determined that adverse impact will curve, then the increase in height should not be undertaken.

Wildlife

- M31 Reconfiguration and grading of the lagoon shall be done in a manner that will have the least impact on the clam beds and fish communities and be accomplished during months that will have the least impact on their reproductive cycles.
- M32 Surfaces of rocks, pilings and floats should not be scraped to avoid killing any young settled herbivores.
- M33 The grading of the lagoon shoreline shall be designed to provide adequate habitat for the clams.
- M34 The detailed design of the title flats and sand areas shall be accomplished in consultation with the Department of Fish and Game.
- M35 The marsh areas shall be designed in consultation with the Department of Fish and Game.
- M36 To protect water quality and wildlife, swimming shall not be permitted.
- M37 Access to marsh areas shall be controlled and limited to the platform.
- M38 Sand placed on the intertidal flat shall be maximum of six inches in thickness.

Noise

- M39 Use of pile driving equipment shall be limited to the hours between 6:30 AM and 7:30 PM.
- M40 The Tidelands Agency shall inform renters of the exhibition hall of potential noise levels caused by pile driving.

Visual Quality

- M41 Mechanical equipment, etc., shall be fully enclosed or shall be placed directly within the dry boat storage building.

Public Service

- M42 During the design and working drawing development of the project, plans shall be reviewed by representatives of the Crime Prevention Unit.

Earth Resources

- M43 Site specific seismic studies shall be performed for all structural elements within the project area. These studies are to be performed when design information is complete and are to be reviewed by the City Geologist, the Building and Environmental Planning Divisions of the Department of Planning and Building.

MITIGATION MEASURES
APPROVED FOR THE DOWNTOWN MARINA
AND INCORPORATED BY THE CITY PLANNING COMMISSION
INTO THIS EIR

- M44 Storm drain discharge into the marina shall be prohibited. All storm drains shall be relocated, if necessary, to cause discharge outside of the marina basin.
- M45 All surface drainage for moles, etc., shall be charged outside of the basin.
- M46 A multi-pump facility should be provided to meet the anticipated immediate demand with provisions for future expansion if the demand increases.
- M47 A monitoring program shall be implemented to determine if additional facilities and/or controls are necessary. Recommendations of such a

- program shall be implemented as soon as feasible and as soon as the need has been reasonably demonstrated.
- M48 The Planning Commission hereby recommends that the Marine Advisory Board consider regulations and possible ordinance to control discharge of heads and litter.
- M49 The Marine Department shall maintain strict control over the potential sources of wastes being generated by the boats and subsequently dumped into the water.
- M50 Activities that would attract birds shall be prohibited (e.g., throwing dead fish into the marina waters).
- M51 The amount of oil and grease entering the water from boating activities shall be strictly controlled by the Marine Department.
- M52 If heavy algal growth occurs (potentially doing approximately two months each year), algae floating on the surface shall be removed by hand.
- M53 Surfaces of rocks pilings and floats should not be scraped to avoid killing any young settled herbivores.
- M54 Turbidity shall be controlled by dredging techniques and shall be confined to the area of disturbance and to settle the silts which cloud the water.
- M55 As part of the project, a substantial rocky habitat is being created which will, overall, be more productive than the bottom loss and will generally mitigate this impact.
- M56 The cleanest possible fill materials shall be utilized and dredging/filling procedures shall be utilized as prescribed by the permitting agency.
- M57 If the silt content becomes too high in the borrow areas, flocculants shall be introduced to accelerate the settling of the finer particles.
- M58 All material from the borrow areas must meet EPA and RWQCB standards. This would minimize the impact on plankton communities by restricting the introduction of additional sources of heavy metals and organic compounds.
- M59 Turbidity curtains shall be utilized down-current of the dredge discharge point if deemed necessary by RWQCB.
- M60 Boat painting operations shall be prohibited in the marina.

- M61 An adequate amount of money shall be budgeted for artificial aeration devices if it is determined that oxygen levels are excessively low by the monitoring program.
- M62 If required, adequate aeration devices shall be provided.
- M63 The new system and its connections shall be designed accordingly, with well articulated hinges connecting the floating components.
- M64 The spacing for the guide piles shall be determined through proper analysis of wind and wave forces.
- M65 The pile sizes may be required to be of greater diameter than those at the existing Long Beach Marina facility. Proper analysis shall be conducted to determine the necessary pile sizes.
- M66 Attenuation of waves to a height not exceeding 1.5 feet shall be the inner basin design goal for operation.
- M67 Features on the mole just inside the slope protection shall be designed to withstand minor and infrequent over-topping due to exceptionally high waves, especially at the higher tides.
- M68 Land use in the study area shall be carefully planned to insure that strong linkage is provided the downtown area and the shorefront area.
- M69 Pedestrian routes shall respect the scale of pedestrian activity, which means that there must be many things to see, a high degree of diversity and activity along the way to make the walk interesting and enjoyable.
- M70 Location of retail commercial facilities shall be provided at the Marina in order to capture sales otherwise foregone, but offering no competition to other downtown retail commercial activities.
- M71 During event week, limited access shall be provided to the marina; however, no parking will be available.
- M72 The process of marina construction, especially if it is reported and explained in the media, may be of enough interest to some local observers to mitigate the negative aesthetic impact to some degree. Safe observation stations at the edge of the site, or on the bluff above it, shall be provided to encourage the interest.
- M73 Impacts on commercial enterprises within the marina shall be mitigated by allow Grand Prix visitors access to restaurants and other commercial facilities within the marina.

- M74 An overall parking and circulation management study for the downtown shoreline area shall be conducted. This study shall consider, among other normal areas of concern, user demand for all uses, multiple use of parking areas and a management program for a parking and circulation system which will reasonably meet the demands of all uses.
- M75 Boat traffic shall be monitored regularly. If the monitoring program reasonably determines the need, the City of Long Beach shall install harbor controls as necessary.
- M76 All building design shall utilize the most efficient up-to-date energy systems feasible.
- M77 Building conservation shall be accomplished by recognizing and using to advantage the natural elements that surround buildings allowing it to complement its environment in every portion of the operation of the building system. For example, skillful exploitation of natural features may enable the architect to design less compact shapes that may ultimately prove more efficient than simply minimizing the building's area to volume ratio.
- M78 Solar water and space heating shall be utilized where feasible.
- M79 A thorough analysis of the potential building sites shall be conducted and shall survey the potential effects of site and climate on the energy flow of the buildings.
- M80 The design response to the chosen site should take into account the sun, weather factors such as the wind, and natural topography for site development and tree planting.
- M81 Properly oriented skylights shall be provided for both lighting and ventilation.
- M82 Many types of glazing are available to mitigate the effects of heat transfer, both transmitted and conducted. These include tinted glass, heat absorbing glass, reflective metallic coatings, and double or triple paned glass. There are also many installation options for glazing. The accumulated savings of insulated over non-insulated buildings during the building's life cycle are now common knowledge and need no discussion.
- M83 Design of interior areas and choice of textures, materials and equipment shall be carefully considered in the building design.
- M84 The impact of siting and other considerations on ventilation shall be carefully considered in the building design.

- M85 To mitigate these high rates of consumption, adoption of such energy conserving measures as task lighting and feasible switching systems shall be used.
- M86 An adequate number of fishing platforms shall be provided to meet the major needs of the general public.
- M87 Beach parking, general access to the moles and other marina areas, shall be provided and available to the general public.
- M88 Soils shall be prepared for plant materials through soil leaching, if necessary, and the addition of soil amendments.
- M89 Plant species selected shall be based upon plants with shallow roots and plants which can adapt to the extreme saline environment.
- M90 Maintenance programs shall be designed and implemented for the extreme saline environment.
- M91 The twenty-five foot distance from the rock toe and the utility corridor must be maintained and kept clear.
- M92 Final design of the mole structure shall be closely coordinated with SCE's Engineering Department.
- M93 Contoured sand fill shall be provided at this point.
- M94 The City Tidelands Agency has contacted the Harbor Department to obtain information on their pertinent short and long-term projects. The EIR consultants will review the information to assess the potential impact to water circulation, flushing and sedimentation. If the consultants make a finding that the Harbor District projects could have a profound impact, when considered together with the Downtown Marina, then the City will contract the consultants to conduct additional hydrology model testing and to prepare an environmental supplement documenting their impact finding.
- M95 A parking management study should be undertaken of the entire Downtown Tidelands area to resolve potential parking space conflicts and deficiencies.
- M96 Care must be taken that the marina does not infringe upon existing beach parking and use. The eastern edge of the maring abutting the beach must be carefully designed.
- M97 The marina must be designated in such a manner that it will not be isolated from other uses within the Downtown Tidelands. Every effort

must be made to integrate the marina with those other uses so as to maximize mutual support and joint use.

M98 Adequate provisions must be made in the design and operation of the marina for no-cost and low-cost recreation.

M99 Because of the magnitude of the project, the processing of the project shall be phased and subject to economic evaluation at various times such as receipt of formal bids, final plans, etc.

AREA A SHORELINE ACCESS

Public Transit

Physical access within the area should be encouraged through the development of transportation opportunities other than by automobile (bicycle, bus service, walking, etc.) Encourage the use and promotion of public transportation and car pooling.

Public transportation should be maximized in this area. All buses should connect either directly or by transfer to this area and the whole shoreline.

Buses, mini-buses, shuttles, vans, or other efficient modes of public transit should be utilized, and where feasible, service expanded.

Sheltered, lighted and well-maintained bus stops with seating and adequate bus and route identification should be provided.

Ocean Boulevard

Bus and bike access to Bluff Park, Bixby Park and the beach should be encouraged. Mini-bus service could perhaps allow beach goers to park further inland and take the bus to these recreational facilities.

Alternate routes north of Broadway to downtown should be promoted. The corner of Alamitos and Ocean Boulevard should be constructed in such a way that does not encourage traffic turning into Ocean Boulevard, if this can be done without increasing safety hazards. Failure to redesign delineation of these hazards by public meeting or publication (e.g., signs suggesting alternate routes, a less obvious right turn lane off of Shoreline Drive and Ocean Boulevard, and directional turns signals at Alamitos and Ocean Boulevard.)

Parking on the south side of Ocean Boulevard should be converted to plazas or public parks. These should be terraced entrances to provide direct access to the beach. Parking should be prohibited on the remaining portions of these streets, but loading zones should be permitted. Bike racks should be installed in these pocket parks. Beaches for casual strollers to rest and enjoy the view should be provided.

A landscaped combination grass and foliage area varying in width should be created adjacent to the bike and pedestrian pathway to provide visual

attraction and grassy picnic areas. Adequate picnic tables and trash receptacles should be provided.

Ramps should replace steps down bluffs in certain suitable locations. Pedestrian ramps and stairways should be made more identifiable at Ocean Boulevard and street ends.

General Traffic Recommendations

1. A primary objective is the prevention of traffic intrusion into residential neighborhoods and the elimination of east/west corridors, while improving access to the downtown area and the coastline. To implement this objective, the following policies shall be established.
 - A. All new construction shall conform to zoning ordinance-parking requirements.
 - B. Additional pedestrian activated traffic signals shall be provided to encourage pedestrian access to the beach.
 - C. Between Alamitos Avenue and Redondo Avenue surface changes should be made at some to the intersections where stairway access to the beach exists.
 - D. Signal timing and stop signs should be utilized to discourage high speed through traffic.
 - E. Ordinances shall be enacted and enforced to:
 1. Prevent permanent and/or temporary elimination of parking to provide additional through traffic lanes.
 2. Prevent creation of one-way east/west streets.
 3. Ocean Boulevard shall be used primarily as a scenic route to serve as access to the beach and downtown.
 4. Return Broadway and Third to two-lane streets. (This item was deleted by City Council action.)
 - F. Commuter traffic from Orange County to downtown should be encouraged to utilize a Pacific Coast Highway – Alamitos Avenue corridor. To accomplish this, traffic control mechanisms such as limited access turn signals and/or street capacity improvements should be implemented.
 - G. No east/west streets in coastal zone shall be modified by widening or addition of through traffic lanes.

- H. Any intended traffic and/or street alterations or changes within this area shall be subject to the same public notification, posting and approval procedures presently used by the City Planning and Building Department for variances in City ordinances.
- I. Improve public transportation to and within the coastal zone, with special emphasis on mini-bus and park-and-ride service to reduce pressure for additional parking. Explore the feasibility of a north/south bus route along Redondo Avenue.

RECREATION AND VISITOR SERVING FACILITIES

The Strand

Only beach dependent recreation facilities should be located on the beach, i.e., no handball, basketball, or tennis courts. No windbreak should be constructed which would block or inhibit seaward views.

Combination restroom/concession facilities should be located near the landward side of the beach while restroom facilities alone should be located at variable distances from the landward side of the beach so as to best protect convenience to both beach users of such grassy areas and /or bike paths as may be developed.

Improvement of Facilities

1. Restroom/concession facilities should be constructed or improved first in areas of highest beach usage.
2. A definite priority listing of capital improvements should be made.
3. Replacement of existing lifeguard stations with fixed and movable stands should be given lower priority because expenditures for these structures will not as directly enhance beach utilization as expenditures on other facilities.

A bike path should be constructed from Alamitos Avenue to 54th Place. Such path should be located on the beach in the vicinity of its landward boundary with bluffs, street or parking areas. Bike racks should be provided at reasonable intervals along the bike path.

A landscaped combination grass and foliage area varying in width should be created adjacent to the bike and pedestrian pathway to provide visual attraction and grass picnic areas. Adequate picnic tables and trash receptacles should be provided.

A pedestrian walkway should be constructed adjacent to the above mentioned bike path from Alamitos Avenue to 54th Place and continuing to connect with the Boardwalk presently existing between 55th Place and 72nd Place.

Area lighting for public use recreation areas shall be designed for energy conservation and to minimize adverse visual impacts of lighting interfering with attractive night views across shoreline areas, and if at all possible, light sources other than low pressure sodium vapor shall be utilized.

Private motor vehicles should be prohibited from using the strand area except for beach maintenance of concession service.

South Side of Ocean Boulevard

The existing visitor serving facilities, especially the three motels, shall be preserved as they provide the coastal access and enjoyment by low and moderate income persons.

LOCATING AND PLANNING NEW DEVELOPMENT

Public policy and land use decisions should be used to help preserve existing viable neighborhoods in this area.

General Statement Regarding Entire Area

1. Strict parking standards should be imposed on the building of new structures in the area, so that new construction does not place an added burden on the already inadequate supply of parking in this area. New developments should be required to provide complete on-site parking amenities for its residents and adequate parking for guest.
2. Higher density developments in the area should be regulated to mitigate traffic congestion problems and improve pedestrian flow.

All access to new development shall occur off of side streets where feasible.

Certain locations designated for convenience office/retail areas should be zoned to provide amenities for the neighborhood. Modification of existing ordinance should be considered to allow residences with retail or commercial usage on the ground or bottom floors.

Lighting standards and fixtures should carry out the theme as established at the Convention Center and along the Boardwalk.

AREA A - SOUTH SIDE OF OCEAN BOULEVARD

Density

Density shall be allowed to increase by approximately 30 to 35 percent.

Height

High-rise shall be permitted between Alamitos Avenue and Fourth Place up to a height not exceeding the base of the roof line of the Villa Riviera (extended to Tenth Place by City Council action.)

The buildings shall be designed to minimize shadows being cast north of Ocean Boulevard. Shadows shall not be cast north of Ocean Boulevard between the hours of 11:30 a.m. to 1:30 p.m., except during three months of the year.

Design Character

Low Rise - Design standards shall be developed that will reduce the perceived bulk and “box-like” appearance of the buildings.

High Rise - Design standards shall be developed that will reduce the perceived bulk of the building, and that will set the building up above Ocean Boulevard one story to allow a view through them to the ocean.

Parking to serve the Pacific Coast Club, if it is preserved, may be built on the City-owned beach east of Alamitos Avenue, provided alternative parking on public or private property is not practical.

Public Benefit Contributions

The builder shall contribute ½ or 1% of total cost for off-site improvements.

AREA A – NORTH OF OCEAN BOULEVARD

1. Certain locations designated for convenience office/retail areas shall be zoned to provide amenities for the neighborhood. Modification of existing ordinances should be considered to allow residences with retail or commercial usage on the ground or bottom floors.

2. Any new buildings to be constructed should be built to the following standards:
 - Front setbacks of 15' to 20' of 1st and 2nd Streets.
 - Side setbacks of 6' and 8' for sides adjoining side streets.
 - Height should be limited to 35', but in certain specific locations may be allowed to be up to 45'.
 - Lot coverage should be 60 to 65 percent and usable open space shall be provided.
4. Higher densities may be provided along Broadway in accordance with the policy established in No. 2 above. Mixed residential and neighborhood serving commercial uses should be encouraged.
5. Additional building height should be permitted in exchange for increases in open space requirements or plazas. Open space should have landscaping, which provides a park-like setting.
6. Commercial Uses Along Broadway. The sites proposed to be zoned for commercial uses (C-N) are:
 - Alamitos to Bonito;
 - Two lots on either side of Orange;
 - Two lots on either side of Falcon;
 - Gaviota to Cherry

These all have a depth equal to one-half the distance to Second Street except:

- One lot on Alamitos;
 - The five lots east of Cherry
- These run through to Second Street.

The C-N zone shall have the following stipulations:

1. There is no commercial requirement on the ground floor.
2. Residential use will be allowed on the first floor and those above.
3. There is no parking requirement for commercial less than 2,000 feet.
4. Real estate offices will be allowed in the C-N zone.

HOUSING

First priority is to improve and preserve existing housing. If this is not feasible, housing should be recycled.

Rehabilitation should be encouraged over recycling because such an approach will: a) preserve the current supply of high quality, low and moderate income housing in the area which if torn down would probably be replaced by higher cost housing and b) discourage the disruption of the present architectural and historical character of the neighborhood.

HISTORIC PRESERVATION

Measures should be taken to preserve those buildings designated as architecturally or historically distinctive by the City Council (upon recommendation by the Planning Commission and the Cultural Heritage Committee) including, but not limited to, the Pacific Coast Club and the Villa Riviera.

HAZARD AREAS

The Bluffs (see Area B Hazard Areas).

AREA B POLICY PLAN

Area B presents a unique residential/commercial environment in that it has an extensive cluster of single family dwellings, some of which are historically significant, bordered by a strip of higher density multiple units (apartments) and a commercial zone (along Broadway) and parks.

Sub-Area 1– Higher density/commercial area. Junipero to Kennebec from Ocean Boulevard to Broadway and from Junipero to Redondo along the south.

Sub-Area 2– Residential Area. Kennebec to Redondo, and the north side of Ocean Boulevard to the north side of 2nd Street.

Sub-Area 3– Parks. South side of Ocean Boulevard from Cherry to Redondo, and Cherry to Junipero from south of Ocean Boulevard to Broadway.

SHORELINE ACCESS

Existing and proposed access areas, both public and private.

General

A primary objective is the prevention of traffic intrusion into residential neighborhoods while improving access to the downtown area and the coastline. To implement this objective, the following policies shall be implemented.

Ordinances shall be enacted and enforced to:

1. Prevent permanent and/or temporary elimination of parking to provide additional through lanes.
2. Prevent creation of one-way east/west streets.
3. Return Broadway and Third to two-lane streets (eliminated by City Council action.)

Commuter traffic from Orange County to downtown should be encouraged to utilize a Pacific Coast Highway – Alamitos Avenue corridor. To accomplish this traffic control mechanisms such as limited access turn signals and/or street capacity improvements should be implemented.

No east/west streets in coastal zone shall be modified by widening or the addition of through traffic lanes.

Any intended traffic and/or street alterations or change within this area shall be subject to the same notification, posting and approval procedures presently used by City Planning and Building Department for variances in City ordinances.

Improve public transportation to and within the coastal zone, with special emphasis on mini-bus and park-and-ride service to reduce pressure for additional parking. Explore the feasibility of a north/south bus route along Redondo Avenue.

Sub-Area I

The feasibility of a north/south bus route on Redondo Avenue should be studied.

All new construction should be required to provide adequate on-site parking.

Sheltered, lighted and well-maintained bus stops with seating and adequate bus and route identification should be provided.

Sub-Area II

Additional traffic should be discouraged within this area.

Sub-Area III

Ocean Boulevard should be used primarily as a scenic route and to serve only as access to the beach and convention area (downtown.)

It should not be seen as an east/west corridor and efforts to prohibit this should be undertaken. There should be no heavy commuter traffic on Ocean Boulevard. Every effort must be made to prevent commuter traffic from intruding on residential neighborhoods as well, e.g., First, Second or Broadway.

The use of signals and stop signs must be utilized prohibiting high speeds and the likelihood of unimpeded progress. Highly visible speed limit signs should be posted throughout this area.

Ocean Boulevard should not be made wider. Additional traffic lanes should not be provided on Ocean Boulevard.

Pedestrian access to Bluff Park and the beach should be encouraged by the additional of pedestrian actuated traffic signals and crosswalks where appropriate.

Between Alamitos Avenue and Redondo Street surface changes should be made at some of the intersections where stairway access to the beach exists.

Bus and bike access to Bluff Park, Bixby Park and the beach should be encouraged. Mini-bus service could perhaps allow beach goers to park further inland and take the bus to these recreational facilities.

General Traffic Recommendations

1. A primary objective is the prevention of traffic intrusion into residential neighborhoods and the elimination of east/west corridors, while improving access to the downtown area and the coastline. To implement this objective, the following policies shall be established.
 - A. All new construction shall conform to zoning ordinance parking requirements.
 - B. Additional pedestrian activated traffic signals shall be provided to encourage pedestrian access to the beach and bluff park.
 - C. Between Alamitos Avenue and Redondo Avenue surface changes should be made at some of the intersections where stairway access to the beach exists.
 - D. Signal timing and stop signs should be utilized to discourage high speed through traffic.
 - E. Ordinances should be enacted and enforced to:
 1. Prevent permanent and/or temporary elimination of parking to provide additional through traffic lanes.
 2. Prevent creation of one-way east/west streets.
 3. Ocean Boulevard should be used primarily as a scenic route to serve as access to the beach and downtown.
 4. Return Broadway and Third to two-lane streets (eliminated by City Council action.)
 - F. Commuter traffic from Orange County to downtown should be encouraged to utilize a Pacific Coast Highway – Alamitos Avenue corridor. To accomplish this traffic control mechanisms

such as limited access turn signals and/or street capacity improvements should be implemented.

- G. No east/west streets in coastal zone shall be modified by widening or addition of through traffic lanes.
- H. Any intended traffic and/or street alterations or changes within this area shall be subject to the same public notification, posting and approval procedures presently used by the City Planning and Building Department for variances in City Ordinances.
- I. Improve public transportation to and within the coastal zone, with special emphasis on mini-bus and park-and-ride service to reduce pressure for additional parking. Explore the feasibility of a north/south bus route along Redondo Avenue.

RECREATION AND VISITOR SERVING FACILITIES

POLICY

The Strand

No windbreak should be constructed which would block or inhibit seaward views.

Combination restroom/concession facilities should be located near the landward side of the beach while restroom facilities alone should be located at variable distances from the land ward side of the beach so as to best protect convenience to both beach users and users of such grassy areas and/or bike paths as may be developed.

Improvements of Facilities

1. Restroom/concession facilities should be constructed or improved first in areas of highest beach usage.
2. A definite priority listing of capital improvements should be made.
3. Replacement of existing lifeguard stations with fixed and movable stands should be given lower priority because expenditures for these structures will not as directly enhance beach utilization as expenditures on other facilities.

Area lighting for public use recreation areas shall be designed for energy conservation and to minimize adverse visual impacts of lighting interfering

with attractive night views across shoreline areas, and if at all possible, light sources other than low pressure sodium vapor shall be utilized.

Private motor vehicles should be prohibited from using the strand area except for beach maintenance or concession service.

RECREATION AND VISITOR SERVING FACILITIES

Designated Recreation Areas and Visitor Serving Facilities

Sub Area III

Bixby Park, south of Ocean Boulevard, should remain as an open park area.

Bluff Park should be preserved as a strolling park with benches and emphasis should be placed on reinstating its once beautiful flower beds.

If funding is available in the future, the City should negotiate with owners of properties south of Ocean Boulevard between Bluff Park and Bixby Park for possible purchase. The house that presently is the Long Beach Art Museum should be preserved, but the rest of the homes would be demolished and the area converted to a park, thus linking the two park areas together. The possibility of a beach-side pedestrian walk connecting the east and west sides of Bluff Park should be investigated.

The Long Beach Art Museum is currently inadequately housed and when funds or sponsorship become available, the collection should be relocated closer to the downtown area. This building should be refurnished in the style of grand old Long Beach with collections refurnished and maintained by using funds from the developmental incentives. A library, incorporated with a photo library, should include historical data and photos. Projection equipment should be available to accommodate the extensive slide collections of the Long Beach Historical Society, which should be headquartered here as well as the Cultural Heritage Committee. The museum should be open to the public on a continual basis and should offer rooms for those who wish to use its facilities for weddings, receptions, etc. A restaurant should be considered as well, provided that adequate off-street parking can be provided. The grounds on the beach side of this property should be designed as a picnic area with cement tables and benches for the use of all shoreline visitors.

Elimination of the Cherry Avenue underpass should be considered and crosswalks and even overpasses investigated to provide accessibility from the north to the south side of Ocean Boulevard and vice versa.

Since the City no longer intends to acquire the Taper property for public purposes, it should be zoned R-2-L. If the City should acquire the Taper property in the future, it should be dedicated to public park purposes.

The prime function of the park is as a viewing area and this may be encouraged by the use of wide promenades, a scenic trail and a well designed seating area. A children's play area and a simple picnic area should be considered. Recreational activities which will not disrupt the configuration of the parcel should be encouraged. A landscape-architectural firm with park experience should be retained for this project.

A bike path should be located on the beach in the vicinity of its landward boundary with bluff, street or parking areas. Bike racks should be provided at reasonable intervals along the bike path. A pedestrian walkway should be constructed adjacent to the abovementioned bike path from Alamitos Avenue to 54th Place and continuing to connect with the boardwalk presently existing between 55th Place and 72nd Place. A landscaped combination grass and foliage area varying in width should be created adjacent to the bike and pedestrian pathway to provide visual attraction and grassy picnic areas. Adequate picnic tables and trash receptacles should be provided.

Ramps should replace steps down bluffs in certain suitable locations. Pedestrian ramps and stairways should be made more identifiable at Ocean Boulevard and street ends. The existing pedestrian ramp at Coronado should be refurbished and modified to provide both pedestrian and bicycle access to the beach.

Bluff Park between the art museum and 36th Place should be maintained in its present configuration. The beach parking lot should be expanded in this area from 407 to 500 spaces. Recreation facilities which are not necessarily beach related may be constructed between the lot and the bluff at the east end of the lot. Expanded parking should be placed north of the existing parking lot to the maximum extent feasible. Recreational facilities, including basketball, should be permitted in any area north of the parking lot, where parking space development is not feasible.

A combined restroom/concession facility should be constructed in the vicinity of Molino Avenue. It should be locked at night. A restroom facility should be constructed at Coronado Avenue in the vicinity of the bike path and pedestrian walkway (approximately 50' from the top of the existing bluff). It should be locked at night. Volleyball courts should be established at Molino Avenue. Free children's play module should be provided in the general vicinity of Molino.

LOCATING AND PLANNING NEW DEVELOPMENT

General

All new construction shall conform to zoning ordinance parking requirements.

Sub-Area I

The development of townhouses and low density multiple units should be allowed. The area between Junipero and Kennebec Avenues from Ocean Boulevard to one lot south of Broadway should be zoned R-4-N to preserve the existing multiple residential character of these blocks.

Any increase in density should be moderate and such increase should be established as trade-off for rehabilitation of older (historically significant) homes, low-moderate cost housing (see Housing Policy), or acquisition of open space. A height limit of three (3) residential stories above semi-subterranean parking or no more than 40' is suggested, as well as special treatment of entry ways. Recognizing the shallow lots, allowances should be made for setbacks. Repetitive design should be discouraged. Access to residences or commercial businesses on Broadway should not adversely effect the neighborhood on Second Street. Where feasible, efforts must be made to design access to residences and commercial business on Broadway from side streets.

Development may be permitted on through lots so long as the development facing each street respects the development and use standards for that street.

Sub-Area II

Ocean Boulevard, First Street and their side streets, should remain as an R-2-N zone, with no increase above an R-2 density permitted. The south side of Second Street should be zoned R-2-N with a 20' front yard setback ordinance. A height limit of thirty-five (35) feet, with not less than twenty (20) foot front setbacks, and ten (10) foot rear setbacks four (4) foot side yard setbacks should be in effect in this area. No variances should be approved.

All new construction in this area should meet established architectural standards of compatibility with the existing neighborhood. An advisory committee or the City Planning Commission should be available for consultation on all new construction designs.

Non-Residential Areas

Sub-Area I

This area needs to be recycled with the commercial strip along Broadway replaced with a combination of residential and commercial development along Broadway. First floor retail/commercial and second or third floor residential may be allowed. Commercial development along Broadway shall be primarily to provide for the commercial convenience needs of neighboring residents. New and rehabilitated commercial development shall promote community stability and desirability and shall be in harmony with the character of the surrounding neighborhood.

The sites proposed to be zoned for commercial uses (C-N) are:

From Junipero to Kennebec;

From Molino to Temple;

Obispo to Redondo;

These all have a depth equal to one half the distance to Second Street.

LOW AND MODERATE INCOME HOUSING

Sub-Area I

The overall number of low and moderate income housing in this section should not be decreased. A significant percentage of new development in this section of Area B should be constructed and maintained as low and moderate income housing (see Housing Policy).

Sub-Area II

If needed, grants, funds and manpower programs which are available for neighborhood preservation and rehabilitation should be promoted and used.

All efforts should be made to promote neighborhood groups that emphasize "neighborhood consciousness".

HISTORIC PRESERVATION

Sub-Area II

The current housing in this section should be preserved. This area should be studied by the appropriate bodies as to its possible historical significance.

HAZARD AREAS

Treatment of Bluff

The bluff at street ends and where public property exists between Alamitos Avenue and Cherry Avenue should not be restructured or recontoured. Between Cherry Avenue and Belmont Pier, it is recommended that only those measures absolutely required to protect and promote bluff stability be taken in order that the absolute minimum amount of encroachment on either the upland bluff areas or the beach will occur. It is further recommended that appropriate planting be placed on the bluff both for aesthetic purpose and to contribute to bluff stability.

Bluff stabilization measures should be designed to cause minimum encroachment on existing sand areas.

AREA C
SHORELINE ACCESS

Existing and Proposed Access Areas, Public and Private

Sub-Area I

Retain visual access and seek easements on private streets (36th Place, 37th Place, Ocean Manor and 38th Place) for physical access from Ocean Boulevard to the beach.

Lateral access for lifeguard and maintenance vehicles should be provided under or over Belmont Per at all tide conditions.

Sub-Area II

Views should be enhanced through “window areas” where developments are located in the hill areas that rise above Livingston Drive.

Sub-Area IV

The land bounded south of Colorado, north of Appian Way and west of Nieto shall continue in its present uses and zoned CL until the City can find funds to negotiate with the owners for purchase. The portion now owned by the City shall remain in public parking.

Close Colorado Street between Appian and Nieto on summer weekends and holidays.

The parking lot along the north side of the lagoon should be kept open during the hours the park is open, so that parking problems on the south side will be alleviated. Provide directive signs and other amenities to encourage maximum use of the north beach and parking lot.

General Traffic Recommendations

1. A primary objective is the prevention of traffic intrusion into residential neighborhoods and the elimination of east/west corridors, while improving access to the downtown area and the coastline. To implement this objective the following policies shall be established.
 - A. All new construction shall conform to zoning ordinance parking requirements.
 - B. Additional pedestrian activated traffic signals shall be provided to encourage pedestrian access to the beach.

- C. Signal timing and stop signs should be utilized to discourage high speed through traffic.
- D. Ordinances shall be enacted and enforced to:
 - 1. Prevent permanent and/or temporary elimination of parking to provide additional through traffic lanes.
 - 2. Prevent creation of one-way east/west streets.
 - 3. Ocean Boulevard shall be used primarily as a scenic route to serve as access to the beach and downtown.
 - 4. Return Broadway and Third to two lane streets (eliminated by City Council action.)
- E. Commuter traffic from Orange County to downtown should be encouraged to utilize a Pacific Coast Highway – Alamitos Avenue corridor. To accomplish this, traffic control mechanisms such as limited access turn signals and/or street capacity improvements should be implemented.
- F. No east/west streets in coastal zone shall be modified by widening or addition through traffic lanes.
- G. Any intended traffic and/or street alterations or changes within this area shall be subject to the same public notification, posting and approval procedures presently used by the City Planning and Building Department for variances in City Ordinance.
- H. Improve public transportation to and within the coastal zone, with special emphasis on mini-bus and ride service to reduce pressure for additional parking. Explore the feasibility of a north/south bus route along Redondo Avenue.

RECREATION AND VISITOR SERVING FACILITIES

The Strand

Only beach dependent recreational facilities should be located on the beach, i.e., no handball, basketball, or tennis courts. No windbreak should be constructed which would block or inhibit seaward views.

Combination restroom/concession facilities should be located near the landward side of the beach while restroom facilities alone should be located at variable distances from the landward side of the beach so as to best

protect convenience to both beach users and users of such grassy areas and/or bike paths as may be developed.

A landscaped combination grass and foliage area varying in width should be created adjacent to the bike and pedestrian pathway to provide visual attraction and grassy picnic areas. Adequate picnic tables and trash receptacles should be provided.

1. Restroom/concession facilities should be constructed or improved first in areas of highest beach usage.
2. A definite priority listing of capital improvements should be made.
3. Replacement of existing lifeguard stations with fixed and movable strands should be given lower priority because expenditures for these structures will not as directly enhance beach utilization as expenditures on other facilities.

DESIGNATED RECREATION AREAS AND VISITOR SERVING FACILITIES

Sub-Area I

Belmont Pool – Belmont Pier Complex

The Belmont Pier should be upgraded and the existing restaurant remodeled to offer a panoramic view of the area. Belmont Pier provides low cost recreation which should be retained. Improved maintenance of the Belmont Pier is required. The pier end should be improved and provide for resting and viewing marine scenery.

A plan for improvements to Belmont Pier and environs is approved which allow:

1. A new 300 space parking lot to be constructed on the beach west of Pier providing that 300 existing parking spaces from lot east of Belmont Pier are removed from use.
2. Reconstruction of the Pier entrance plaza so that it partially covers the new parking lot.
3. A new restaurant on the Pier plaza.
4. Separation of the restroom structure on the Pier so a view from end to end is possible.

5. Fishing “bays” at intervals along the Pier instead of fishing everywhere along the railings.
6. Increased restaurant capacity at the end of the Pier.
7. Closure of Olympic Plaza (a street.)
8. Closure of one block of Ocean Boulevard – the right-of-way to be used for parking.

There shall be no additional commercial developments in the Belmont Pool complex except as recommended by this plan. Restore and properly maintain outdoor swimming facilities adjacent to pool. Consideration should be given to construction of the lifeguard headquarters in the general area of Belmont Plaza Pool.

Sub-Area III

The P.E. right-of-way between Roycroft and Argonne along Livingston should be used for a combination of the following activities: Limited playfield, neighborhood gardens, botanical gardens, green open space, and a bike path. Staff shall come back with recommendations to be reviewed by this Committee.

Sub-Area V

Colorado Lagoon – When recreational use conflicts with maintenance of the clam population, controls must exist in favor of the latter.

A children’s play module should be provided on the south shore.

LOCATING AND PLANNING NEW DEVELOPMENT

Residential Areas

Sub-Area I

There should be no increase in densities in the residential area south of Ocean Boulevard, east of 36th Place and west of the westerly lots of 38th Place.

The blocks between Loma and Termino Avenues from First Street to Ocean Boulevard/Livingston Drive shall be zoned R-4-N. (Changed to R-4-R by Amendment No. 1a).

There shall be no high rise. Multiple dwelling units shall be of low profile (no more than 35 in height).

Sub-Area II

The existing R-4 zone should be downzoned to R-2 with the exception of Livingston Drive, and the following blocks: those between Second Street and Broadway from the alley east of Grand Avenue to the alley north of Second Street, thence east Miramar Avenue, and from the alley west of Euclid Avenue to the key lots fronting on Second Street, thence west to Loma Avenue (excepting the two lots on the southwest and southeast corners of Broadway and Euclid, which shall be zoned C-N); all the blocks between Second and First from Redondo Avenue to Miramar Avenue; the block between First Street and Ocean Boulevard from Redondo to Loma Avenues. These aforementioned blocks shall be zoned R-4-R to preserve their multiple residential character.

The remaining R-4 zone along Livingston Drive shall have a maximum height limit to 55' imposed on the R-4 zone standard. (Changed to 35' by Amendment No. 1a.)

Sub-Area III

The character and stability of this area should be maintained. This can be accomplished by allowing single family homes and duplexes, as long as the multiple units are designed to look like single family homes and provide adequate on-site parking.

Broadway should be zoned R-2 east of Belmont, and C-N west of Belmont. The commercial development of Belmont should be upgraded, but not extended.

The R-2-N zone should be used in this area as the residential zone, except in the area bounded by the alleys east and west of Belmont Avenue, from Broadway to Second Street which shall be zoned R-4-R to preserve the existing neighborhood character. (The first lot south of Broadway and west of Belmont shall be C-N.)

Sub-Area IV

Preserve and enhance single family character of the neighborhood by rezoning entire area to R-1 zoning, except the area between Livingston Drive and Claremont Avenue, and between The Toledo and the alley south of

Broadway, which shall be zoned R-3-L to preserve the stable multiple character of that neighborhood.

Sub-Area V

The residential neighborhoods in this area should be rehabilitated. Existing R-1 zones should be maintained and all other areas should be zoned R-2. (Area eliminated from C.Z. by Legislature.)

Non-Residential Areas

Commercial

In the area between 39th Place and 43rd Place south of Ocean Boulevard, there is an opportunity to create a shopping experience unique along the Long Beach shoreline. Future construction, recycling and remodeling in this area should create structures having a low profile and pedestrian scale. They should be one or two stories in height, and should be restricted to retail on the ground floor and retail, office, or residential uses on the second floor. Site plans should be characterized by openness to increase views towards and access to the beach. In the block bounded by Ocean, Termino, and Olympic Plaza, public uses of open space around commercial buildings should be encouraged, such as outdoor restaurants, strolling paths, benches, etc.

This area would be suitable for planned development. Design standards and the accompanying ordinances shall be developed and shall be reviewed by this Committee. The planned development shall have a coastal-related theme to be reviewed and approved by the Planning Commission.

Enhance by recycling residential to acceptable design standards and buffering recreational/commercial with convenience or neighborhood serving commercial.

Sub-Area II

Commercial development with residential units above should be encouraged along Broadway. The sites proposed to be zoned for commercial uses (C-N) are: From Redondo to the alley east of Euclid; from Belmont to the alley west of Termino. These are one lot deep.

HISTORIC PRESERVATION

Sub-Area II

The Gaytonia Apartment building is an example of historical buildings in this area which should be recognized and preserved.

HAZARD AREAS

Treatment of Bluff

Sub-area I

Between Redondo Avenue and Belmont Pier, it is recommended that only those measures absolutely required to protect and promote bluff stability be taken in order that the absolute minimum amount of encroachment on either the upland bluff areas or the beach will occur. It is further recommended that appropriate planting be placed on the bluff both for aesthetic purpose and to contribute to bluff stability.

ENVIRONMENTALLY SENSITIVE HABITAT AREAS

Colorado Lagoon

Public health and safety must be assured during major maintenance activities and periods of poor water quality or exposed sediments.

Health Department should monitor clams to preclude human ingestion of toxic metals.

(See Resources Management Plan for other policies)

AREA D SHORELINE ACCESS

Belmont Shore

From Ocean to 2nd Street, Bay Shore should be made one-way in order to accommodate a separated bike path. Continue closure of Bay Shore Avenue and 54th Place between East 2nd Street and Ocean Boulevard during summers and spring holiday periods.

An additional landscaped beach parking lot should be constructed between the catamaran launching facility ramp at Claremont Place and 54th Place landward of the Chapter 138 line. No other additional beach area should be used for more vehicle parking.

General Traffic Recommendations

1. A primary objective is the prevention of traffic intrusion into residential neighborhoods and the elimination of east/west corridors, while improving access to the downtown area and the coastline. To implement this objective, the following policies shall be established.
 - A. All new construction shall conform to zoning ordinance parking requirements.
 - B. Sidewalks shall be constructed on Division Street where adequate public easements or property exist.
 - C. Signal timing and stop signs should be utilized to discourage high speed thru traffic.
 - D. Ordinances should be enacted and enforced to:
 1. Prevent permanent and/or temporary elimination of parking to provide additional through traffic lanes.
 2. Prevent creation of one-way east/west streets.
 3. Ocean Boulevard shall be used primarily as a scenic route to serve as access to the beach and downtown.
 4. Return Broadway and Third to two lane streets (eliminated by City Council action.)
 - E. Commuter traffic from Orange County to downtown should be encouraged to utilize a Pacific Coast Highway – Alamitos

Avenue corridor. To accomplish this, traffic control mechanisms such as limited access turn signals and/or street capacity improvements should be implemented.

- F. No east/west streets in coastal zone shall be modified in widening or addition of through traffic lanes.
- G. Any intended traffic and/or street alterations within this area shall be subject to the same public notification, posting and approval procedures presently used by the City Planning and Building Department for variances in City Ordinances.
- H. Improve public transportation to and within the coastal zone, with special emphasis on mini-bus and park-and-ride service to reduce pressure for additional parking. Explore the feasibility of a north/south bus route along Redondo Avenue.

POLICY

The Strand

Only beach dependent recreational facilities should be located on the beach, i.e., no handball, basketball, or tennis courts. No windbreak should be constructed which would block or inhibit seaward views.

Combination restroom/concession facilities should be located near the landward side of the beach while restroom facilities alone should be located at variable distances from the landward side of the beach so as to best protect convenience to both beach users and users of such grassy areas and/or bike paths as may be developed.

A landscaped combination grass and foliage area varying in width should be created adjacent to the bike and pedestrian pathway to provide visual attraction and grassy picnic areas. Adequate picnic tables and trash receptacles should be provided.

Improvement of Facilities

1. Restroom/concession facilities should be constructed or improved first in areas of highest beach usage.
2. A definite priority listing of capital improvements should be made.
3. Replacement of existing lifeguard stations with fixed and movable stands should be given lower priority because expenditures for these

structures will not as directly enhance beach utilization as expenditures on other facilities.

Area lighting for public use recreation area shall be designed for energy conservation and to minimize adverse visual impacts of lighting interfering with attractive night views across shoreline areas, and if at all possible, light sources other than low pressure sodium vapor shall be utilized.

Private motor vehicles should be prohibited from using the strand area except for beach maintenance or concession service. Motor vehicles may cross the beach while utilizing the catamaran launching facilities.

The City should acquire all remaining privately owned sand lots between Granada and 55th Place.

DESIGNATED RECREATION AREAS AND VISITOR SERVING FACILITIES

Belmont Shore

A catamaran launching facility should be located in the vicinity of Claremont Avenue, enhanced by addition of paved, rolling mattings, or packed surface access to the high tide line. Sand mooring facilities for sailboats should also be provided there. Restroom facilities should be provided in the vicinity of the catamaran launching area.

No food concession facilities should be constructed at Second and Bay Shore. No changes in Bay Shore playground should be allowed other than recreation facility uses, i.e., no removal of facilities and replacement of such facilities by parking areas.

Restroom/Concession at Granada

Structure should be located as recommended by Beach Facilities Study. The building should be locked at night. The free children's play module should be sited as recommended by the Beach Facilities Study.

A restroom/concession facility should be constructed at Granada south of the existing parking lot. A volleyball court should be established here.

LOCATING AND PLANNING NEW DEVELOPMENT

Residential Areas

Belmont Shore

All R-4 zoning shall be replaced with R-2-S zone, except: (1) The area bounded by Livingston Drive, Ximeno Avenue, Ocean Boulevard to Bennett Avenue, the alley north of Ocean to the alley west of Belmont Avenue; (2) The area between Ocean Boulevard and the alley north of Ocean Boulevard from Ximeno Avenue to 54th Place; (3) The area bounded by 54th Place and Bay Shore Avenue, and the alley north of Ocean Boulevard; (4) The area between First Street and the alley north of Ocean Boulevard, from the alley west of Argonne Avenue to the alley east of Nieto Avenue. These areas shall be zoned R-4-R in recognition of their existing densities.

Height coverage and setback standards shall be strictly enforced. New standards should be adopted which are more appropriate to the small lot sizes.

Residential character of the area shall be retained, except that neighborhood retail may be permitted north of Ocean Boulevard at Granada where commercial activity currently exists. Maximum lot coverage shall be 65%. The R-2-S zoning standards shall be used.

Non-Residential Areas

Second Street Shopping District

Belmont Shore's Second Street should be developed to serve the residents of the area. Retail shops should be emphasized with attractive window displays that encourage day and night time pedestrian traffic on the street.

Financial institutions shall be prohibited since there is already a multitude of such development which tends to threaten the pedestrian activity during evening hours.

Commercial activities, which are not retail in nature, shall be permitted only if at least 50% of the first floor frontage of the property fronting on 2nd Street is devoted to retail activities.

Drive-in and drive-through establishments should not be allowed. Existing non-conforming uses should be removed as soon as legally possible, except for existing auto service stations.

There shall be no further encroachment into residential areas for commercial development.

A variance from present parking requirements should be considered in this area. Existing parking spaces found in the already established parking districts (108 parking spaces) should be allocated as credit against parking requirements for entire business districts.

It is important to maintain the unique character of the area. Architectural and sign controls should be developed to improve the appearance of Second Street.

A uniform street tree program should be initiated, enhancing the grass parkways along Second Street. Trees in planter boxes on sidewalks should be considered.

Rezone a 30' wide strip along the alleys on the north and south sides of Second Street in Belmont Shore to a parking lot/R-2-S District. The parking lot use shall be limited to one row of vertical spaces with landscaping and high walls in conformity to a master plan separating the parking lot area from adjacent residences.

Condemnation shall be utilized as one means to acquire property for parking in the strip but only as property is listed for sale or upon the death of the owner.

Specific Parking Requirements Recommendations

Established Use Shall be required only to maintain existing parking (this shall apply even where an existing structure is destroyed or torn down and replaced).

New Use Shall be required to provide only 50% of the required parking for use. Credit shall be given for off-site parking created by the user in the parking lot/R-2-S zone area or thru payment of in-lieu fee.

A new commercial designation should be established for "neighborhood commercial" and R-2. The commercial designation could be for a mix, or for either/or (Second Street).

Remove financial services from those conditional uses allowed on 2nd Street and place it on the list of prohibited uses.

Neighborhood commercial at Ocean and Granada shall be zoned C-N.

AREA E
POLICY PLAN
SHORELINE ACCESS

Existing and Proposed Access Areas, Public and Private

The Peninsula

Increase public parking at 72nd Place by improving existing dirt parking lot. Continue overnight parking restriction in public lot at 72nd Place.

The jetty shall be kept clean and safe and public health hazards should be eliminated.

Repair beach erosion. A management plan should be created dealing with maintenance of beach sand, and coordination among responsible agencies. Additional funds for creation of such a plan should be immediately requested from the Coastal Commission.

Extend Bay Shore Walk to the sidewalk at the west boundary of the Alamitos Bay Yacht Club. Extend Seaside Walk to 72nd Place.

No additional encroachment on the Bay Beach between Alamitos Bay Yacht Club and East 2nd Street should be permitted. Existing encroachments shall be removed.

Boats should not be permitted to land on peninsula beaches except at designated street ends. Sailboats should be required to lower sails while parked on the beach.

Powered and multi-hulled boats, except those holding sand stakes, should not be permitted to land on the beach. Temporarily, those renting sand stakes should receive permits to deviate. However, no new permits should be allowed for multi-hulled boats and existing permits for such boats should not be renewed after a reasonable period of time.

Naples Island

Provide and maintain an unpaved walkway on public land along the east side of Cerritos Channel between East 2nd Street and Appian Way. Provide access to East 2nd Street sidewalk. Street ends should also be improved to increase public access.

Access to public waterways shall be improved by:

1. Removing slips that encroach illegally on public waterways or are in front of public property. Boats shall not be berthed to encroach on public waterways.
2. The public area between the seawall and the sidewalk shall be kept clean, and obstructions that discourage public use shall not be permitted.

Items 1 and 2 shall be implemented within three years, or as soon as legally possible.
3. Public walkways shall not be built in areas of Naples where public easements do not now exist. Existing easements shall be maintained and protected; encroachments should be removed; street ends should be improved to enhance public access.

RECREATION AND VISITOR SERVING FACILITIES

Policy

The Strand

Only beach dependent recreational facilities should be located on the beach, i.e., no handball, basketball or tennis courts. No windbreak should be constructed which would block or inhabit seaward views.

Combination restroom/concession facilities should be located near the landward site of the beach while restroom facilities alone should be located at variable distances from the landward side of the beach so as to best protect convenience to both beach users and users of such grassy areas and/or bike paths as may be developed.

Improvements of Facilities

1. Restroom/concession facilities should be constructed or improved first in areas of highest beach usage.
2. A definite priority listing of capital improvements should be made.
3. Replacement of existing lifeguard stations with fixed and movable stands should be given lower priority because expenditures for these structures will not as directly enhance beach utilization as expenditures on other facilities.

Area lighting for public use recreation areas shall be designed for energy conservation and to minimize adverse visual impacts of lighting interfering with attractive night views across shoreline areas, and if at all possible, light sources other than low pressure sodium vapor shall be utilized.

Private motor vehicles should be prohibited from using the strand area except for beach maintenance or concession service.

DESIGNATED RECREATION AREAS AND VISITOR SERVING FACILITIES

The Peninsula

The public restroom at 62nd Place shall be rebuilt on the front half of the existing lot so that it is clearly identifiable to beach goers. Signs on the Bay and ocean beaches should be strategically located to direct beach goers.

Refurbish the existing restroom facility at 72nd Place.

Retain beach volleyball courts at 62nd Place and add additional volleyball courts near 72nd Place parking lot.

No further visitor serving facilities should be permitted except at specifically recommended in other section of the LCP.

Naples Island

Should Naples School be closed, the land shall be retained in public ownership to provide neighborhood amenities such as open space or passive and active recreational uses.

Private slip rentals on Naples Island should be restricted to residents living within 1,000' of the dock entrance. (Deleted by City Council action.)

No further visitor serving facilities should be permitted except as specifically recommended in other sections of the LCP.

LOCATING AND PLANNING NEW DEVELOPMENT

Residential Areas

Naples Island

R-1 zoning shall be retained with no exceptions. The building height in the R-1 district in Naples shall be 28' or 30' measured to the mid-point between top of roof and top of ceiling joist.

The north side of Second Street in Naples shall be zoned for duplexes.

The Peninsula

This area shall be zoned R-2-I and this shall be strictly enforced. The essentially residential character shall be preserved with no increase in density.

Non-Residential Areas

Naples Island

Apply C-N to commercial on Naples at the Colonnade.

Commercial uses along Second Street should be zoned C-L.

Building heights should be restricted to 30' and no more than two stories. Attempts should be made to encourage varying roof lines and, where necessary, to shield roof top equipment.

The Peninsula

Apply PD to 62nd north of Ocean Boulevard and Bay Shore Walk. Apply PD to 62nd south of Ocean Boulevard.

OIL DRILLING POLICIES

These policies were adopted by the Advisory Committee for inclusion in the Local Coastal Program. At the City Council hearing on the Local Coastal Program. At the City Council hearing on the LCP, the matter of oil drilling in the coastal zone was referred to the Tidelands, and Utilities Subcommittee of the City Council which was, at that time, conducting hearing on the entire oil code for the City of Long Beach. The Advisory Committee's recommendations became a part of these deliberations.

At the time of the filing of this LCP with the South Coast Regional Commission the matter of oil drilling in the coastal zone had not be resolved. Resolution is expected, however, very shortly after filing. At that time, the appropriate sections of the code will be submitted to the Coastal Commission for review and certification.

The Committee's adopted recommendation are included here as a record of their actions, but they have not been adopted in this form by the Long Beach City Council. Reference must be made to the soon-to-be adopted Oil Code for Long Beach.

OIL DRILLING POLICIES

Oil drilling operations occur in two places in the City's coastal zone, the inner harbor/Queensway Bay and SEADIP. Drilling operations in the harbor/Bay were consolidated many years ago and placed on islands which were built in the water. Slant drilling from these islands has made it possible to continue to exploit the Long Beach Oil Field without interfering with urban life in the City. This operation is managed by a consortium of oil companies called THUMS, and by the City's Department of Oil Properties. These agencies also manage oil operations within the Port of Long Beach – see Port of Long Beach Local Coastal Program.

The oil recovery operations within SEADIP are more traditional in nature in that there are many individual wells spread throughout the area. Only recently have consolidations taken place which mirror the THUMS program by the use of landlocked "islands". Still, many of the SEADIP wells and "islands" are near or next to residences, creating problems which do not exist elsewhere in the coastal zone.

The City's Oil Code regulates oil drilling operations. In its review of this Code for the Local Coastal Program, the Advisory Committee determined that revisions to the Code were necessary owing to their belief that it does not adequately address the problems created when oil drilling occurs near or next to homes. The Revisions detailed below are therefore recommended by this LCP. These oil-drilling policies apply to City owned properties as well as to private property.

I. Neighborhood Preservation

It is the intent of these mitigating measures to regulate the drilling and redrilling for and the production of petroleum so that these activities may be conducted in harmony with other uses of land within this City; to encourage the orderly development of the General Plan; and to minimize the economic effect of lessening land values in areas wherein drilling and redrilling for the production of petroleum constitutes an activity which is at variance with the land use. The Department of Oil Properties shall diligently pursue the feasibility of consolidating and unitizing any or all oil operations within the Coastal Zone to maintain sensitive land use areas. The City should locate wells intended for drilling under Marine Stadium in the existing City site at the southwest corner of Davies Bridge and Marina Drive, not from Parcel 32 in SEADIP.

II. Safety

In order to maintain adequate fire safety standards, it is recommended that nowhere in the Coastal Zone should safety standards lower than the Uniform Fire Code be allowed.

III. Noise

In order to promote the policies of CEQA, the Coastal Act, the City and the intent of the Oil Code in residential areas in the coastal zone where oil extraction is a permitted use, the following mitigation measures shall be used to mitigate the adverse effects of noise:

A. Drill Site Preparation, Abandonment and Major Maintenance

1. The Code shall include provisions that all such work shall be excluded on holidays, Saturdays and Sundays and limited to the hours of 8:00 a.m. until 6:00 p.m. Monday through Friday, except in emergencies.
2. It shall include a restriction that no initial drilling operations shall be permitted within 300' of any single or multiple-family residence, except the drill site known as Parcel 4B as shown on sheet 14 of the map entitled "Alamitos Bay Boundary Investigation – Alamitos Bay Boundary Settlement and Exchange No. 8" comprising sheets 1 through 20, recorded June 19, 1979, Los Angeles County Recorder.
3. A requirement that all derricks and all motors within 1500' of any single or multiple-family dwelling be soundproofed with lead impregnated or superior acoustical padding.
4. A requirement that all well head equipment be below ground in new wells.
5. A requirement that delivery or removal of equipment or material or use of heavy equipment shall be excluded on holidays, Saturdays and Sundays and limited to the hours of 8:00 a.m. until 6:00 p.m. on weekdays, except in emergencies.
6. No new well shall be located within 100' of the boundaries of the drill site or 75' of a public street.

B. Drilling or Redrilling Operations

1. No drilling or redrilling operations shall be permitted during the hours of 7:00 p.m. to 7:00 a.m. within 1500' of any single or multiple-family dwelling.
2. The only power source permitted in residential drilling operation areas shall be electric or equivalent power sources which meet the noise standards level.
3. Delivery or removal of equipment or material shall be excluded on holidays, Saturdays and Sundays and limited to the hours between 8:00 a.m. and 6:00 p.m. on weekdays, except in emergencies.

C. Production Operations

1. The only power source permitted in residential production operation areas shall be electric or equivalent power sources which meet the noise standards level.
2. Well servicing hours shall be excluded on holidays, Saturdays and Sundays and limited to the hours of 8:00 a.m. until 6:00 p.m. on weekdays, except in emergencies.
3. Daytime drilling, redrilling or production noises may not exceed the following limitations, measured at the receiving property line:

<u>Cumulative minutes in any one hour</u>	<u>dBAs</u>
30	50
15	55
5	60
1	65
0	70

4. Nighttime production may not exceed the following noise limitations:

<u>Cumulative minutes in any one hour</u>	<u>DBA/s</u>
30	40
15	45
5	50
1	55
0	60

D. Vibration

The best available technology available must be required to eliminate vibration on the receiver's property during drilling or other processes which might create it.

IV. Air Quality

In residential areas, prior to commencement of any drilling operations all private roads used for access to the drill site and the drill site itself must be paved to City driveway standards to minimize dust and other particulate matter.

V. Visual Quality

In order to mitigate and upgrade adverse conditions of existing oil sites and new drilling sites located in the coastal zone and impacting residential communities, the LCP proposes that the current oil ordinance protects visual quality as follows:

- A. Upon application for a permit, a detailed landscaping, irrigation and fencing plan shall be submitted and must meet with the approval of the Department of Planning and Building and the Bureau of Parks.
- B. Specific requirements for landscaping, etc., shall be:
 - 1. Fencing shall be of masonry and gates shall be of solid wood.
 - 2. Landscaping shall include: trees, not less than 15 gallon in size; shrubs not less than 5 gallon in size; shrubs not less than 5 gallon in size; suitable ground cover; all maintained in a neat and healthy condition so as to screen and conceal equipment.
 - 3. Landscaped areas shall be watered with a fully automatic irrigation system.
 - 4. Applicant shall be required to implement the approved plan at the time of site preparation prior to drilling; in areas where they are required, curbs, sidewalks, and landscaped parkways shall be installed.
 - 5. All gathering and injection lines outside any walled areas must be buried.

6. All production shall be transported from any new site by buried pipeline. On existing sites measures must be instituted wherever possible to convert to pipeline transportation.
7. The number of tanks shall be kept to a minimum and new tanks shall be installed so that height of the tank does not exceed 10' above grade level.
8. The use of above ground storage tanks in residential areas in service on August 1, 1979, may be continued provided sites are enclosed by a six foot high masonry wall and trees of adequate size to screen them from public view and do not adversely affect the aesthetic value of surrounding property, implement as soon as possible.
9. Tanks must be maintained and painted on a regular basis.
10. Existing production sites within residential areas shall comply with landscaping, wall, sidewalk, and setback requirements within the minimum legally possible amortization period.
11. Permittees who are also owners of a fee simple interest in the land on which abandoned wells are located shall not be exempt from land restoration and clean-up when wells are abandoned in residential areas.

VI. Traffic

Applicant shall use prescribed street routes for access to and from drill site.

- A. In the interest of preserving the character of the residential area and property values, as well as the requirement for consolidation of oil activities in the coastal zone, access to the egress from all oil operations in the coastal zone be limited to the use of streets specified in permits for operations. Access to oil operations need not impact residential streets. In the SEADIP area, Bellflower Boulevard, Pacific Coast Highway, Loynes westerly extension, and Eliot Street should carry oil trucks involved in oil operations.
- B. All driveway access roads shall be of sufficient length to allow all trucks and machinery to enter, depart, and park without impacting public streets.

- C. Gates of access roads shall be kept closed and be placed a sufficient distance from the public street so that all entering and departing vehicles and machinery can safely stop to secure such gate without extending onto the shoulder of any public street.
- D. Any violation of these mitigating conditions shall carry substantial fines and continued violations shall result in revocation of operating permits.

OPERATIVE LANGUAGE

OPERATIVE LANGUAGE

Interpretation of the Word "should"

In recognition of its role as an advisory body, the Committee often utilized the word "should" in the phrasing of its recommendations. It was the Committee's intent that if the recommendations are adopted that the work "should" would have the same directive force as the word "shall". The Planning Commission adopted this same intent. It is recognized that in certain unforeseeable future circumstances a better way of achieving the intent of an LCP policy may be recognized. In such special circumstances, an adjustment in the exact manner of implementation may be appropriate. Such adjustment should be permitted only if it will serve to better achieve the spirit and intent of the LCP policy.

Certain comments made on the plan by City agencies and private citizens have expressed the view that utilization of the word "should" gave great latitude as to, if, and how the policy would be pursued. The Planning Commission adopted and specifically affirms the committee's view as to the directive force of the word "should" in the LCP plan.

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COMMITTEE
AND
STAFF MEMBERS

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The following individual citizens contributed to the preparation of this LCP as regularly attending members or alternate members.

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Margot Benedict	Homeowners Downtown Associates
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Fred Billings	Belmont Shore Business Association
Ron Case	Bixby Ranch Company
Robert Caso	Downtown Project Area Committee
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- Long Beach Area Chamber of Commerce
- Downtown Long Beach Associates
- Library Beach Library Department – Bay Shore Branch
- Long Beach Recreation Department – Bixby Park