Robert Garcia, 1st District
Suja Lowenthal, 2nd District
Gary DeLong, 3rd District
Patrick O'Donnell, 4th District

Patrick H. West, City Manager
Larry G. Herrera, City Clerk

Bob Foster, Mayor

Gerrie Schipske, 5th District
Dee Andrews, 6th District
Tonia Reyes Uranga, 7th District
Rae Gabelich, 8th District
Val Lerch, Vice Mayor, 9th District

Robert E. Shannon, City Attorney

CITY COUNCIL SUPPLEMENTAL AGENDA FOR THE MEETING OF JULY 21, 2009

This Supplemental Agenda contains corrections and additions, which were posted more than 72 hours in advance of the above meeting date.

REGULAR AGENDA

DEPARTMENTAL COMMUNICATIONS:

21. 09-0752 REQUEST:

The City Attorney requests that the Resolution pertaining to Agenda Item No. 21 be distributed for the City Council meeting of July 21, 2009. Recommended action remains the same.

Recommendation to adopt resolution declaring a fiscal emergency.

Office or Department: CITY ATTORNEY

Suggested Action: Approve recommendation.

ORDINANCES:

30. 09-0685 REQUEST:

The City Clerk requests that Agenda Item No. 30 be removed from the City Council meeting of July 21, 2009, since it is part of Agenda Item No. 1 from the July 14, 2009 City Council agenda and was continued to July 21, 2009 as Continued Hearing Agenda Item No. 32.

~~Recommendation to declare ordinance amending and restating the Downtown Shoreline Planned Development District (PD-6), and adopted as read.~~

Office or Department: DEVELOPMENT SERVICES

Suggested Action: Approve recommendation.

SUPPLMENTAL AGENDA (ADDITIONS)

CONTINUED HEARING:

32. 09-0685 REQUEST:

The Department of Development Services requests that the (1) Supplemental Environmental Impact Report (EIR), (2) Responses to Comments Report for the Final Supplemental EIR, and (3) EIR Addendum pertaining to Agenda Item No. 32 be distributed for the City Council meeting of July 21, 2009. Recommended action remains the same.

Recommendation to receive supporting documents into the record, conclude the public hearing, and declare ordinance amending the Downtown Shoreline Planned Development District (PD-6) read the first time and laid over to the next regular meeting of the City Council for final reading; and

09-0686 Adopt resolution submitting the amendment of the Local Coastal Program to the California Coastal Commission for its consideration and approval. (District 2)

Office or Department: DEVELOPMENT SERVICES

Suggested Action: Approve recommendation.

nem

R-21

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH DECLARING A FISCAL EMERGENCY

WHEREAS, due to developments in the worldwide and national financial markets, and an unprecedented downturn in the national and regional economy, the City of Long Beach faces an approximate $43.3 million General Fund deficit for the 2009-10 fiscal year; and

WHEREAS, the City's on-going revenue sources have decreased by nearly $19.2 million over the last year; and

WHEREAS, declines in property and other taxes are expected over at least the next two years; and

WHEREAS, the State Constitution prohibits the City from either enacting new taxes without voter approval, preventing the City from generating significant new revenue; and

WHEREAS, without effective action, the budget deficit is estimated to grow from $43.3 million to over $54 million by fiscal year 2010-11; and

WHEREAS, the State of California is considering revisions to the State budget which may result in a reduction in City revenues by as much as $29 million; and

WHEREAS, increased public demand for City services as a result of the economic downturn along with reporting and service requirements from unfunded State mandates, federal programs, and other regulatory agencies have placed additional pressure on the City's budget; and

WHEREAS, the City Council has instituted various austerity measures including severe controls on hiring, additional layoffs and furloughs; and

WHEREAS, immediate and comprehensive action to reduce current

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

HAM:abc A09-02172 (7/9/09)
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spending must be taken to ensure, to the maximum extent possible, that the essential services of the City are not jeopardized.

NOW, THEREFORE, the City Council of the City of Long Beach does hereby declare the existence of a fiscal emergency.

Section 1. This resolution shall take effect immediately upon its adoption by the City Council, and the City Clerk shall certify the vote adopting this resolution.

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

Ayes: Councilmembers: _____

_____

_____

_____

Noes: Councilmembers: _____

_____

Absent: Councilmembers: _____

_____

_____

City Clerk

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 4th Floor Long Beach, CA 90802 (562) 570-6428 Fax: (562) 570-6205

~~H-1~~

CH-32

July 14, 2009

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Receive the supporting documents into the record, conclude the public hearing, and declare the Ordinance amending the Downtown Shoreline Planned Development District (PD-6) read for the first time and laid over to the next regular meeting of the City Council for final reading; and

Adopt the resolution submitting the amendment of the Local Coastal Program to the California Coastal Commission for its consideration and approval. (District 2)

DISCUSSION

Lodgeworks L.P. is requesting approval to construct a new five-story, 125-room hotel at 290 Bay Street in the Pike development (Exhibit A – Site Map and Photos). The hotel will have guest rooms located on floors two through five, with a ground floor lobby, restaurant, and bar area. In addition, 14,725 square feet of the ground floor is reserved for retail space. The site owner, Developers Diversified Realty, has stated their intent to fill this retail space with a major anchor tenant. The building is required to meet the (LEED) Certified level of energy-efficient design standards.

On June 4, 2009, Planning Commission approved the Site Plan and Certified the Environmental Impact Report (Exhibit B – Planning Commission Staff Report). Subsequent to Planning Commission approval, a code amendment to Subarea 5 of PD-6 is necessary to allow a second hotel with the proposed height.

Subarea 5 was written for a specific project that was to occur at the Pike, and as a result, includes very specific provisions regarding the height and intensity of different uses, including retail uses, hotels, theaters, and amusement rides. Within the subarea, one hotel is allowed up to a height of 12 stories and 400 rooms. The Avia hotel was built at that location and is seven stories and 140 rooms. The proposed Hotel Sierra is located on the site originally planned for an IMAX theater, which was allowed at a height of 80 feet. While the subarea does allow for the number of hotel rooms proposed, and anticipated a building of 80 feet high, it does not currently allow a second hotel to be developed at a height of 80

feet. Staff believes that these regulations are overly restrictive, and recommends that they be amended to allow the hotel project to proceed as this would further the goals of PD-6 and improve the Pike project (Exhibit C – PD-6 Redline).

Additionally, since PD-6 is an element of the adopted Local Coastal Program (LCP), an amendment to the LCP must also be approved as part of this code change. No other elements of the LCP would be changed beyond the update to PD-6.

This letter was reviewed by Assistant City Attorney Michael Mais on June 30, 2009 and by Budget and Performance Management Bureau Manager David Wodynski on June 29, 2009.

TIMING CONSIDERATIONS

The Municipal Code requires Council action within 60 days of positive action by the Planning Commission, which took place on June 4, 2009.

FISCAL IMPACT

There is no fiscal impact associated with the requested action.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,

CRAIG BECK
DIRECTOR OF DEVELOPMENT SERVICES

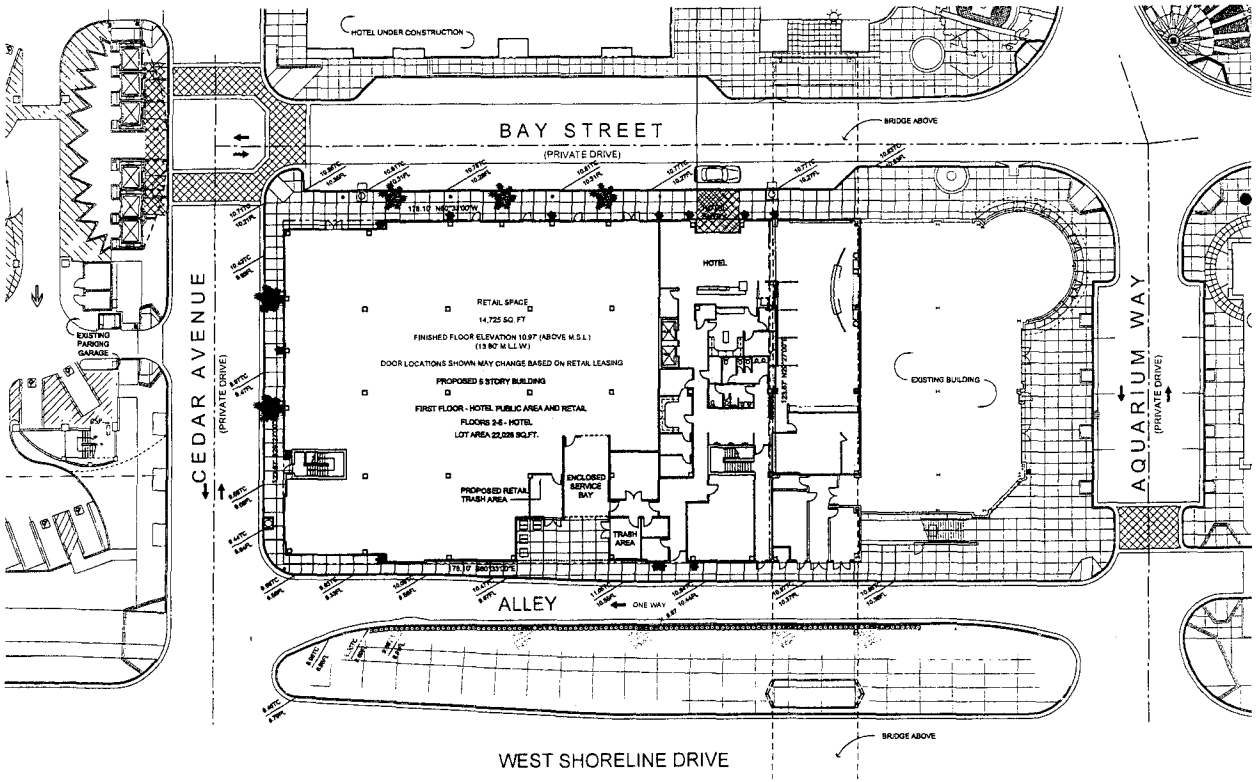
APPROVED:

PATRICK H. WEST
CITY MANAGER

CB:DB:SK

P:\clbchdv\dv$\Planning\City Council Items (Pending)\Council Letters\2009-07-14\290 Bay St - Hotel Sierra\Council Letter 0812-04 for 2009-07-14v2.doc

Attachments: Exhibit A – Site Plan and Photos
Exhibit B – Planning Commission Staff Report (Attachment online at lbds.longbeach.gov)
Exhibit C – PD-6 Redline
City Council Ordinance
City Council Resolution



NORTH (A) SITE PLAN 0 10' 20' 1"=20'-0"

BUILDING DATA: HOTEL SIERRA

	STUDIO	DOUBLE QUEEN STUDIO	KING ROOM	DOUBLE QUEEN	TOTAL UNITS	GROSS AREA
FIRST FLOOR	--	--	--	--	--	8,121 SF
SECOND FLOOR	18	--	4	1	23	21,655 SF
THIRD FLOOR	24	4	5	1	34	19,136 SF
FOURTH FLOOR	24	4	5	1	34	19,136 SF
FIFTH FLOOR	24	4	6	-	34	19,088 SF
TOTAL:	90 (72%)	12 (9.6%)	20 (16%)	3 (2.4%)	125	87,136 S.F. (102 SF / KEY)
SERVICE AREA						502 SF
MECH. AND SERVICE DRIVEWAY						522 SF
RETAIL SPACE						14,725 SF
TOTAL BUILDING AREA						103,485 SF

INCLUDING (2,266 SF UNDER BRIDGE - EXISTING CONSTRUCTION)

EXHIBIT A

DATE DRAWN
07.25.07
REVISIONS
12.03.08
3.10.09
4.21.09

PRINTS ISSUED
DDA APPROVAL 12.4.08
SITE PLAN REVIEW 12.5.08
SITE PLAN REVIEW 3.10.09
SITE PLAN REVIEW 4.21.09

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316.267.8333
316.267.8388 fax
krehbielarchitecture.com

DATE

HOTEL SIERRA
THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
0607.1

SHEET TITLE
SITE PLAN

SHEET NO.
SA1.1

SHEET ___ OF ___

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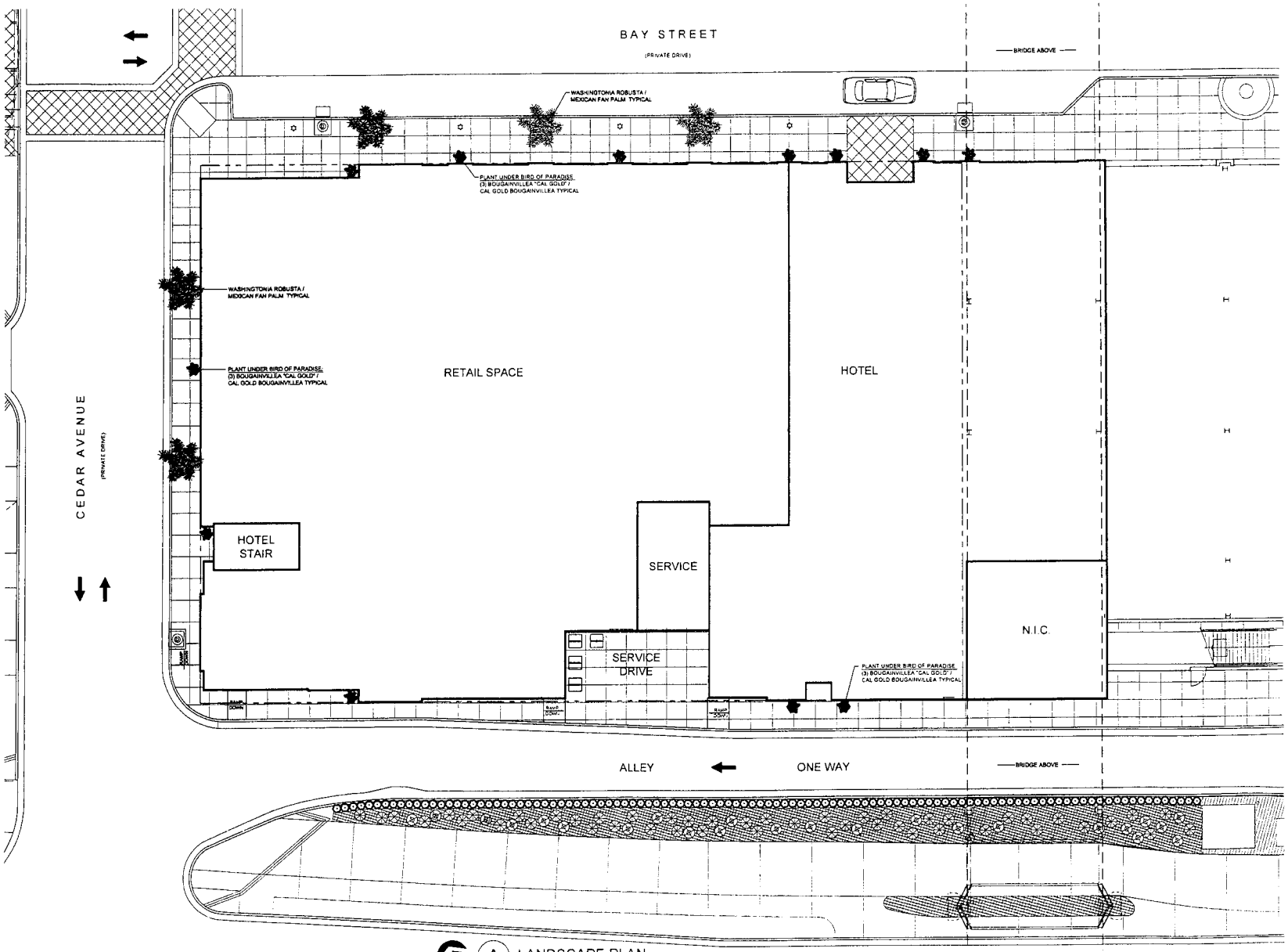

A LANDSCAPE PLAN

LANDSCAPE PLAN IS CONCEPTUAL ONLY
LANDSCAPE ARCHITECT WILL BE RETAINED
FOR FINAL DESIGN

DATE DRAWN
07-25-07
REVISIONS
12-03-08
3-10-09
4-21-09

PRINTS ISSUED
DDR APPROVAL 12-4-08
SITE PLAN REVIEW 3-6-09
SITE PLAN REVIEW 3-10-09
SITE PLAN REVIEW 4-21-09

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DATE

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THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
06021
SHEET TITLE
LANDSCAPE PLAN

SHEET NO.
SL1.1
SHEET 11 OF 1

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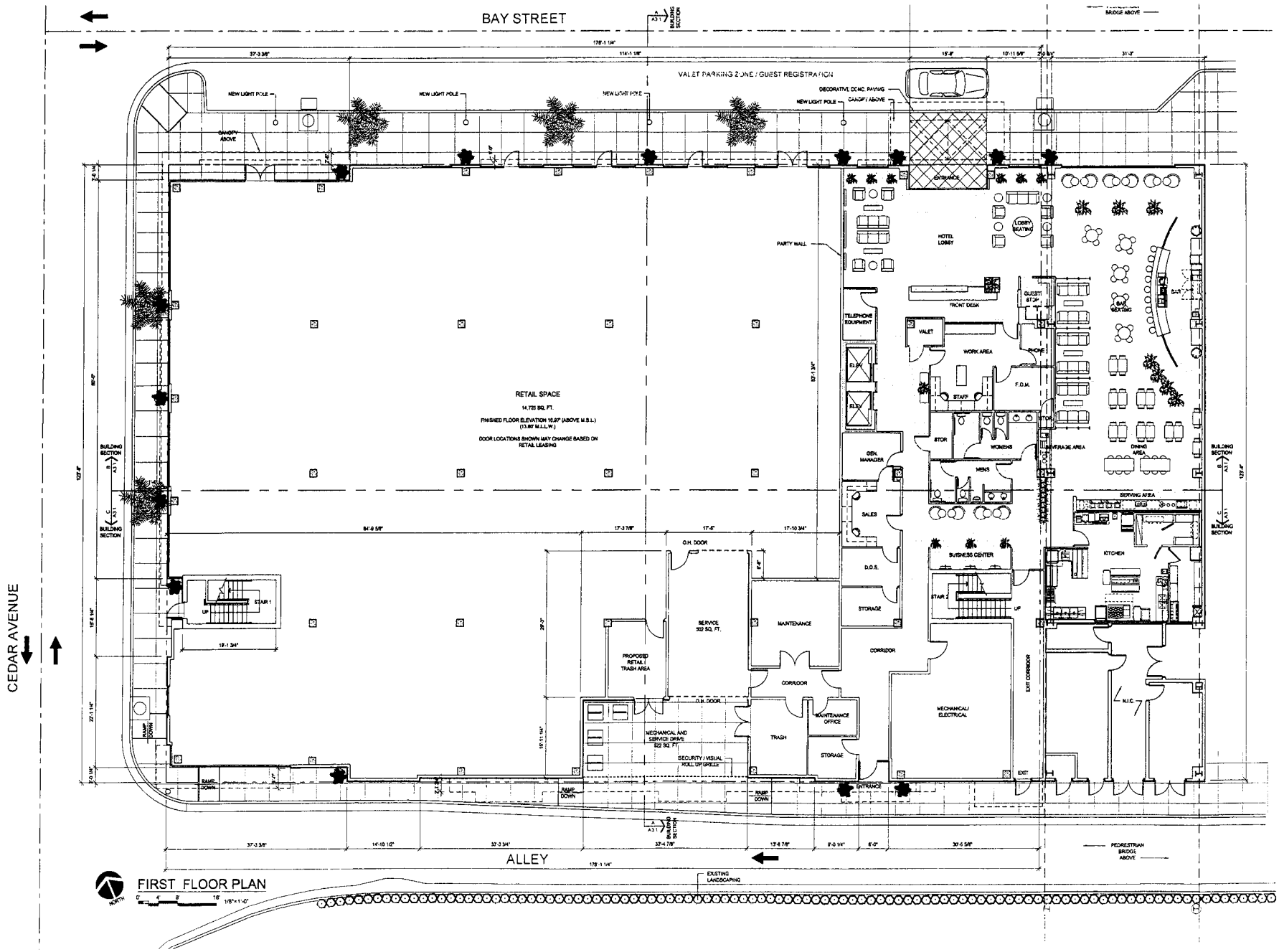

DATE DRAWN
07-25-07
REVISIONS
12-03-08
3-10-09
4-21-09

PRINTS ISSUED
DOR APPROVAL 12-4-08
SITE PLAN REVIEW 12-8-08
SITE PLAN REVIEW 3-10-09
SITE PLAN REVIEW 4-21-09

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HOTEL SIERRA
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SITE PLAN REVIEW

PROJECT NO.
06021

SHEET TITLE
FIRST FLOOR PLAN

SHEET NO.
A1.1

SHEET 2 OF

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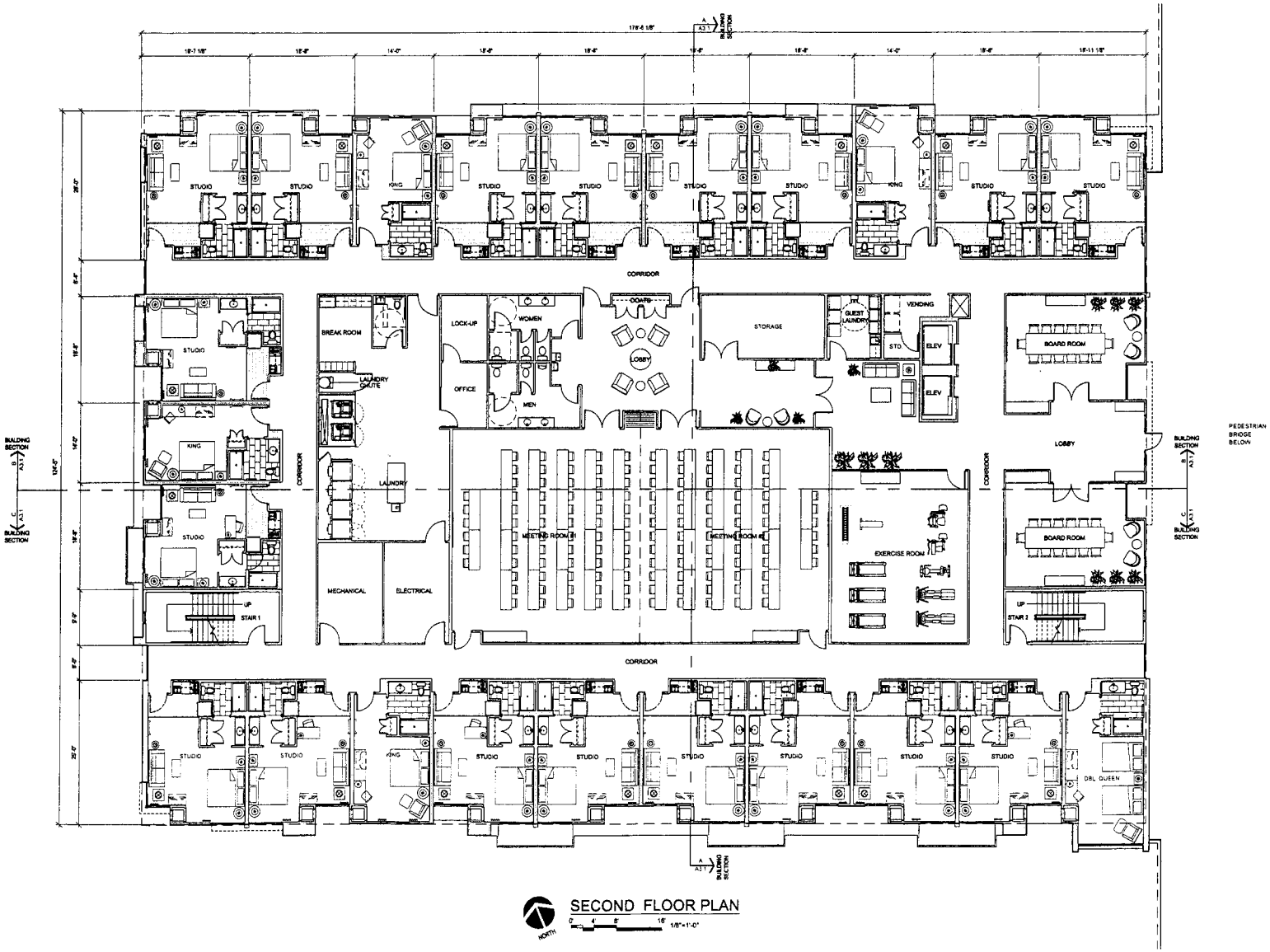

SECOND FLOOR PLAN

NORTH

0 4' 8' 16' 1/8"=1'-0"

DATE DRAWN
07.29.07
REVISIONS
2.03.08
3.10.09
4.21.09

PRINTS ISSUED
DOR APPROVAL 12.14.08
SITE PLAN REVIEW 12.8.08
SITE PLAN REVIEW 3.10.09
SITE PLAN REVIEW 4.21.09

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SITE PLAN REVIEW

PROJECT NO.
06021

SHEET TITLE
SECOND FLOOR PLAN

SHEET NO.
A1.2

SHEET 2 OF 11

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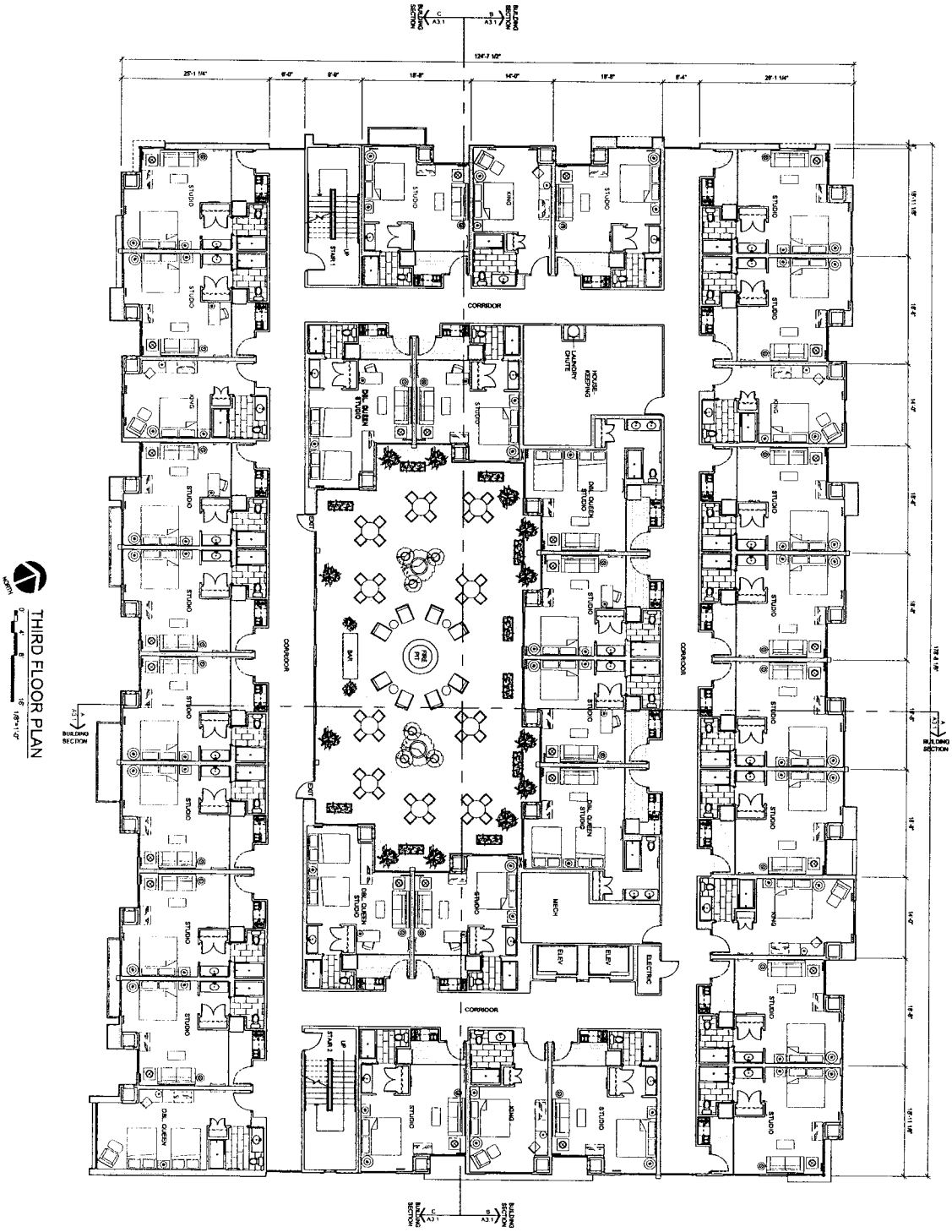

HOTEL SIERRA

THE PIKE

LONG BEACH, CALIFORNIA

SITE PLAN REVIEW

DATE

PROJECT NO.

SHEET TITLE

SHEET NO.

A1.3

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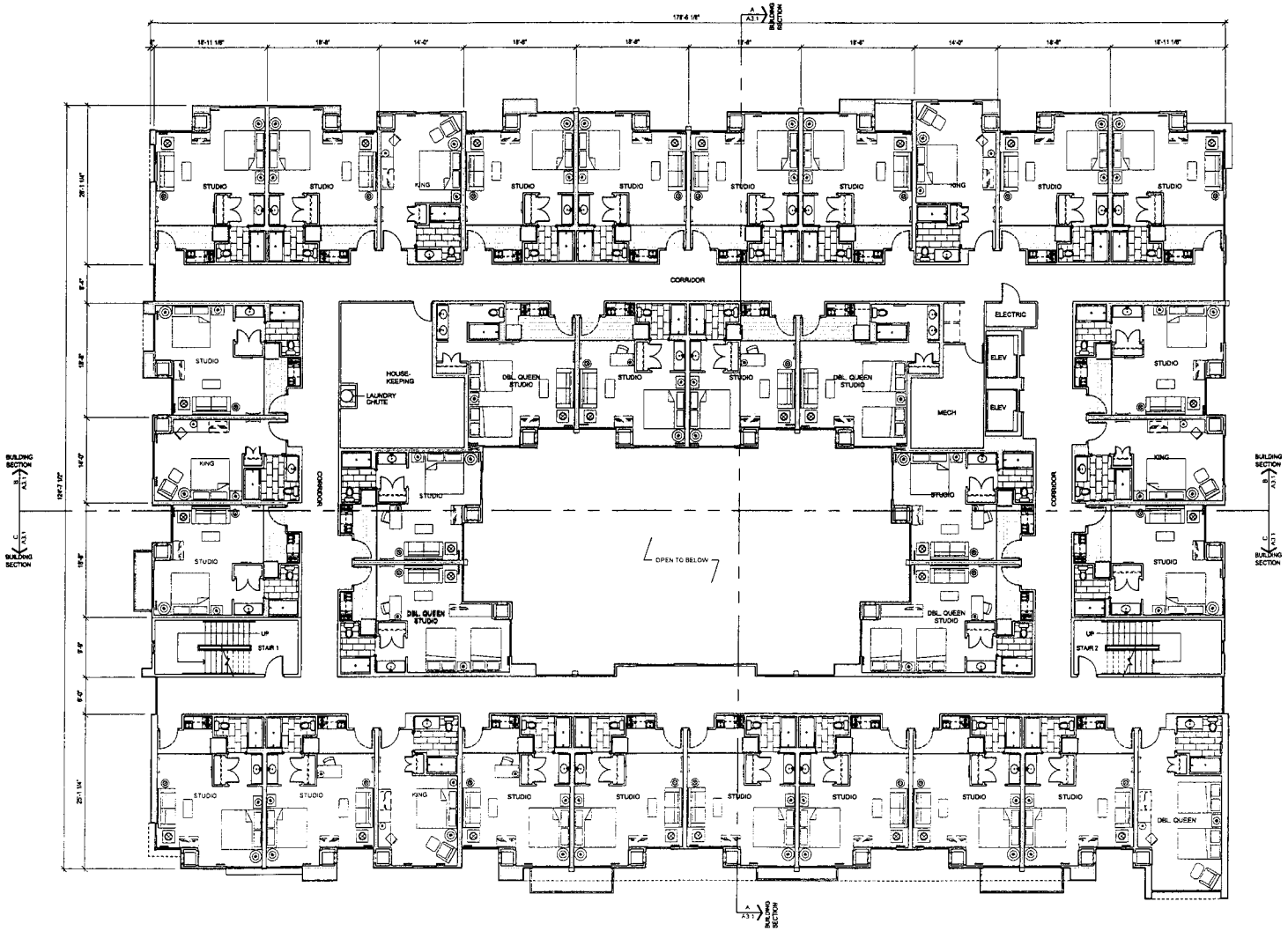
07.29.07
REVISIONS
11.02.07
3.12.08
4.21.09



FOURTH FLOOR PLAN

NORTH

0' 4' 8' 16' 1/8"=1'-0"

DATE DRAWN
07.25.07

REVISIONS
12.23.08
3.10.09
4.21.09

PRINTS ISSUED
DDA APPROVAL 12.4.08
SITE PLAN REVIEW 12.5.08
SITE PLAN REVIEW 3.10.09
SITE PLAN REVIEW 4.21.09

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SITE PLAN REVIEW

PROJECT NO.
06021

SHEET TITLE
FOURTH FLOOR PLAN

SHEET NO.
A1.4

SHEET 5 OF 11

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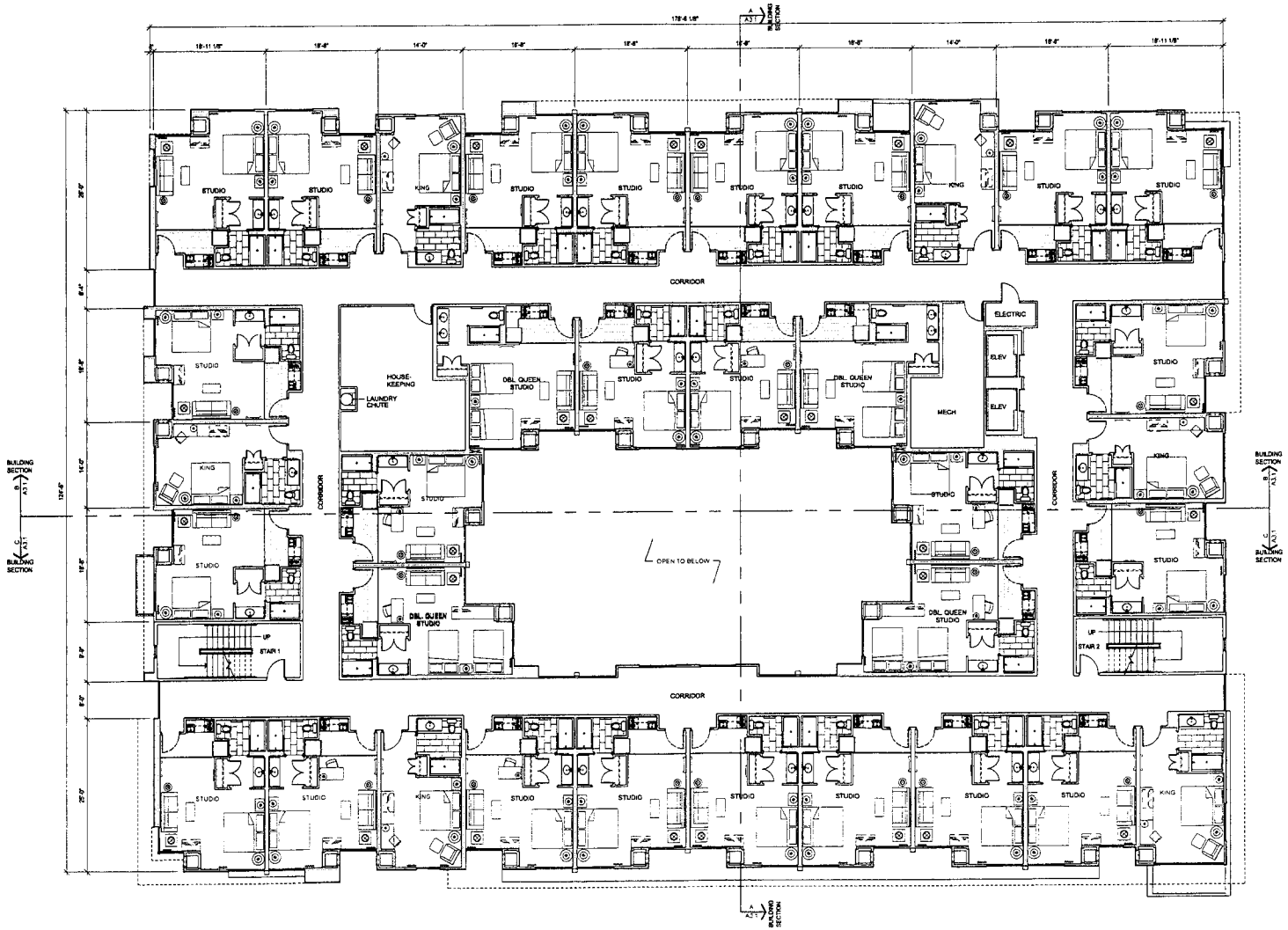

FIFTH FLOOR PLAN

NORTH

0 4' 8' 16' 1/8"=1'-0"

DATE DRAWN
07.25.07
REVISIONS
12.03.08
2.10.09
4.2.09

PRINTS ISSUED
DDR APPROVAL 12.4.08
SITE PLAN REVIEW 2.6.08
SITE PLAN REVIEW 3.16.09
SITE PLAN REVIEW 4.2.09

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kreh@krehbiearchitecture.com

DATE

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THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
06021

SHEET TITLE
FIFTH FLOOR PLAN

SHEET NO.
A1.5

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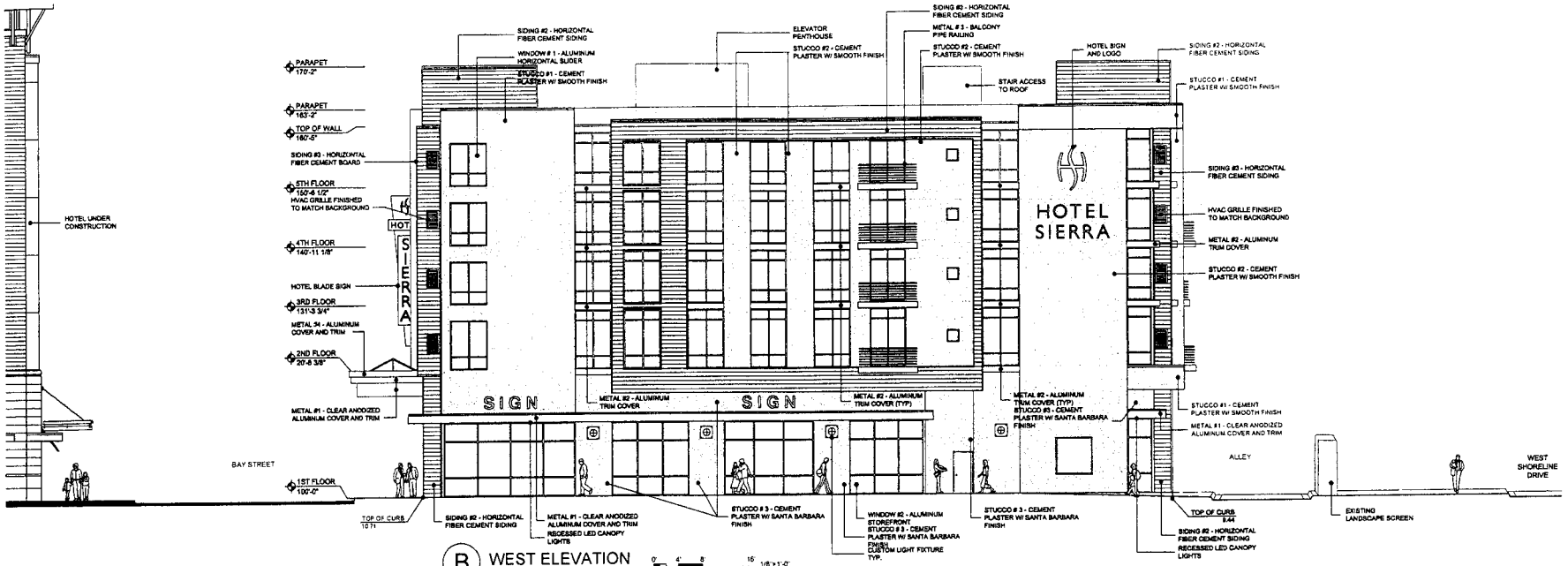

B WEST ELEVATION

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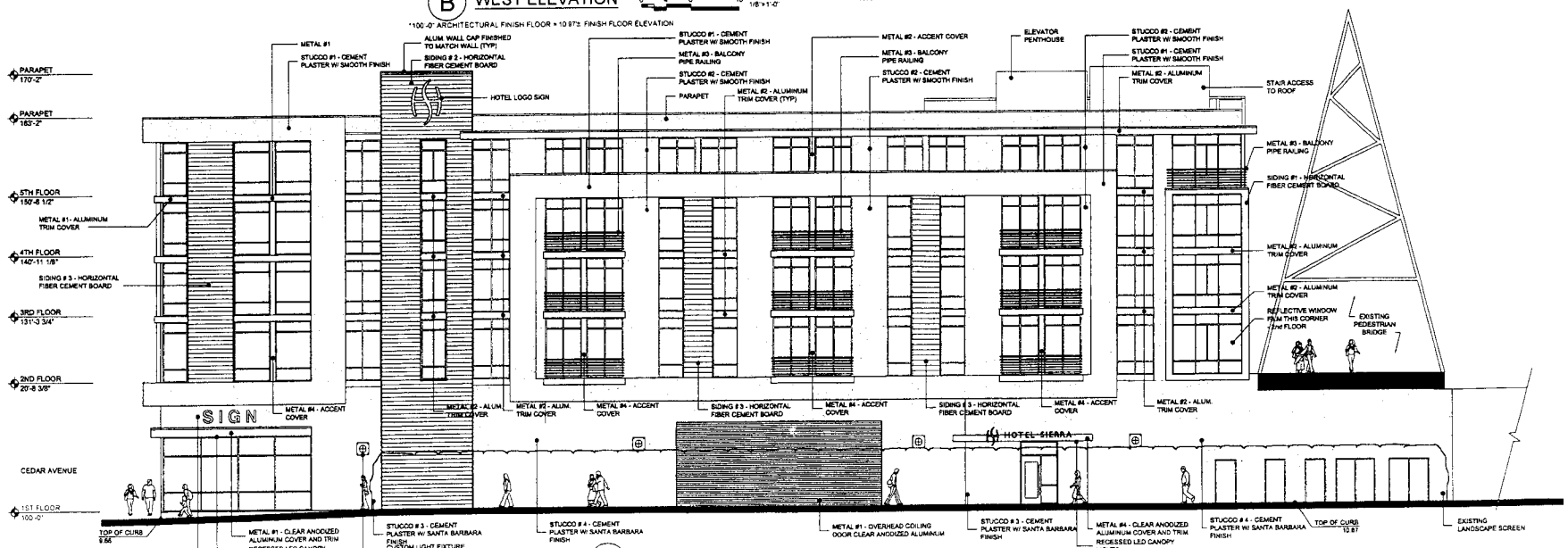
*100'-0" ARCHITECTURAL FINISH FLOOR = 10.97± FINISH FLOOR ELEVATION



A SOUTH ELEVATION

0' 4' 8' 16' 1/8"=1'-0"

*100'-0" ARCHITECTURAL FINISH FLOOR = 10.97± FINISH FLOOR ELEVATION

DATE DRAWN
07.25.07
REVISIONS
10.03.08
3.16.09
4.21.09

PRINTS ISSUED
DDR APPROVAL 12.4.08
SITE PLAN REVIEW 12.8.08
SITE PLAN REVIEW 3.10.09
SITE PLAN REVIEW 4.21.09

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HOTEL SIERRA
THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
0602

SHEET TITLE
ELEVATIONS

SHEET NO.
A2.1

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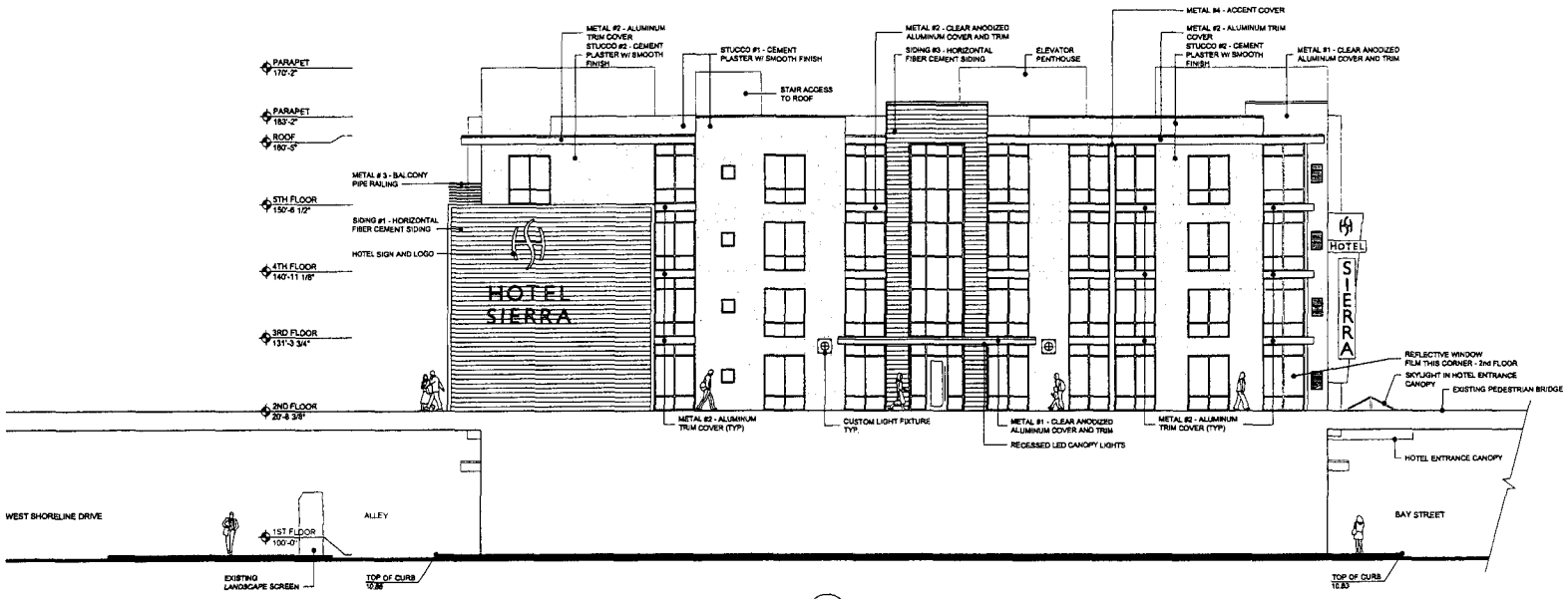

B EAST ELEVATION

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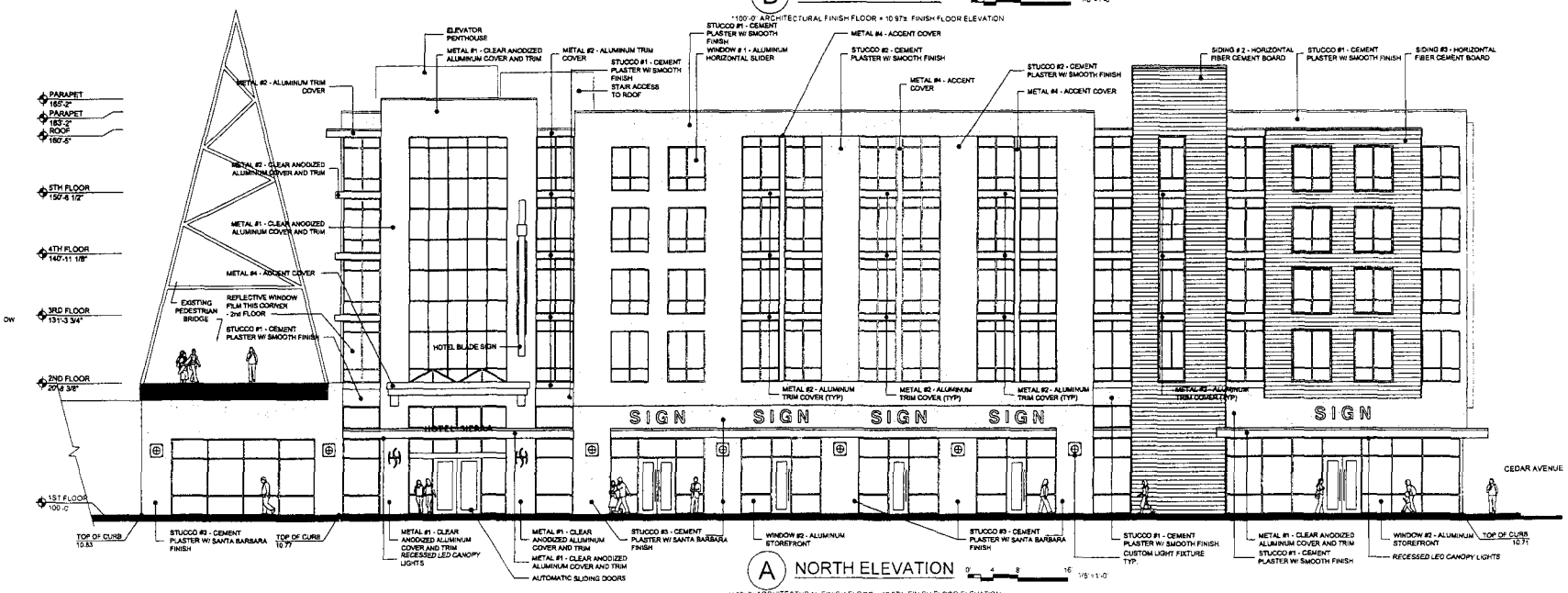

A NORTH ELEVATION

0' 4' 8' 16' 1/8" = 1'-0"

*100'-0" ARCHITECTURAL FINISH FLOOR = 10.97± FINISH FLOOR ELEVATION

DATE DRAWN
07.05.07
REVISIONS
12.03.08
3.10.09
4.21.09

PRINTS ISSUED
DOR APPROVAL 12.4.08
SITE PLAN REVIEW 12.5.08
SITE PLAN REVIEW 3.10.09
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DATE

HOTEL SIERRA
THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
5637
SHEET TITLE
ELEVATIONS

SHEET NO.
A2.2

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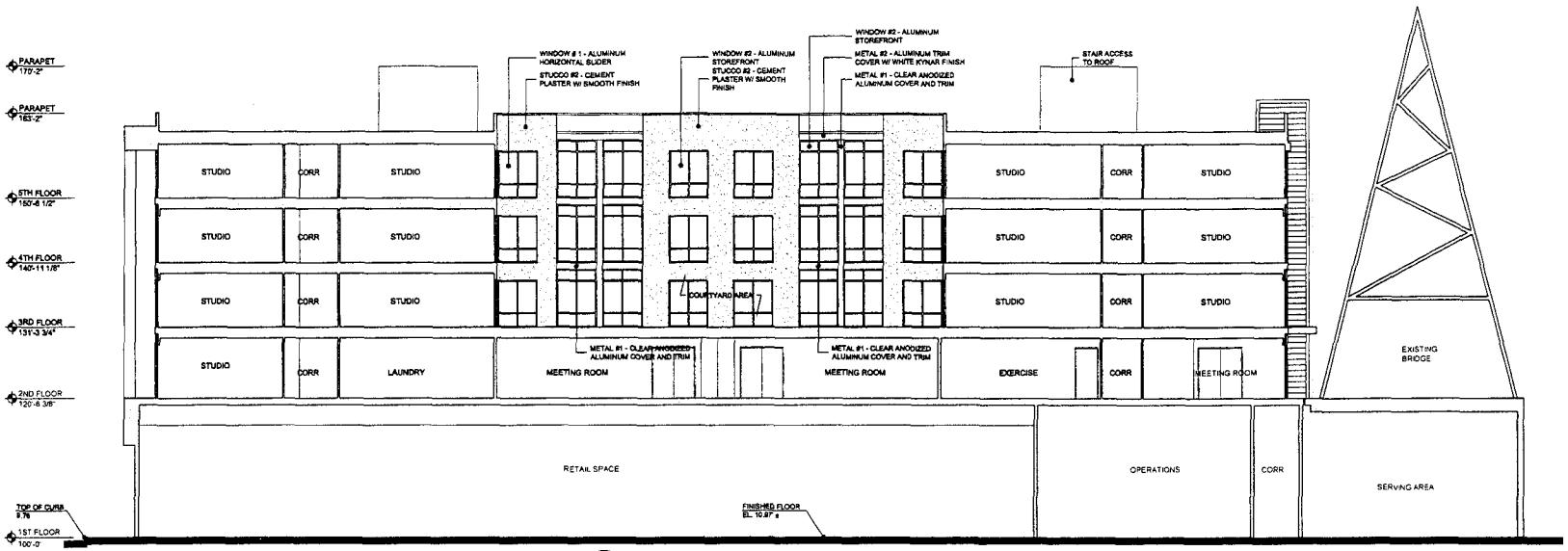

B BUILDING SECTION

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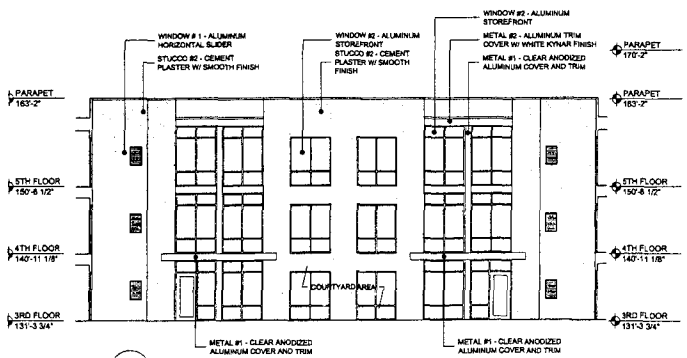
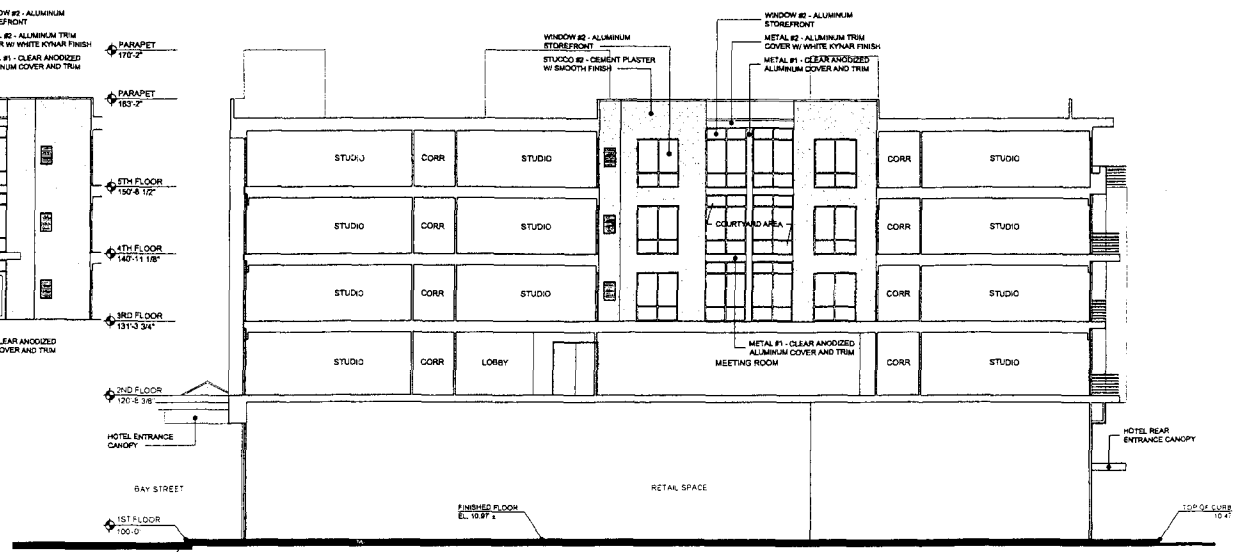


C BUILDING SECTION

0' 4' 8' 16' 1/8" = 1'-0"



A BUILDING SECTION

0' 4' 8' 16' 1/8" = 1'-0"

DATE DRAWN
07.25.07
REVISIONS
12.03.08
3.10.09
4.21.09

PRINTS ISSUED
DDR APPROVAL 12.4.08
SITE PLAN REVIEW 12.8.08
SITE PLAN REVIEW 3.10.09
SITE PLAN REVIEW 4.21.09

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DATE

HOTEL SIERRA
THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
0602

SHEET TITLE
BUILDING SECTIONS

SHEET NO.
A3.1

SHEET 8 OF 11

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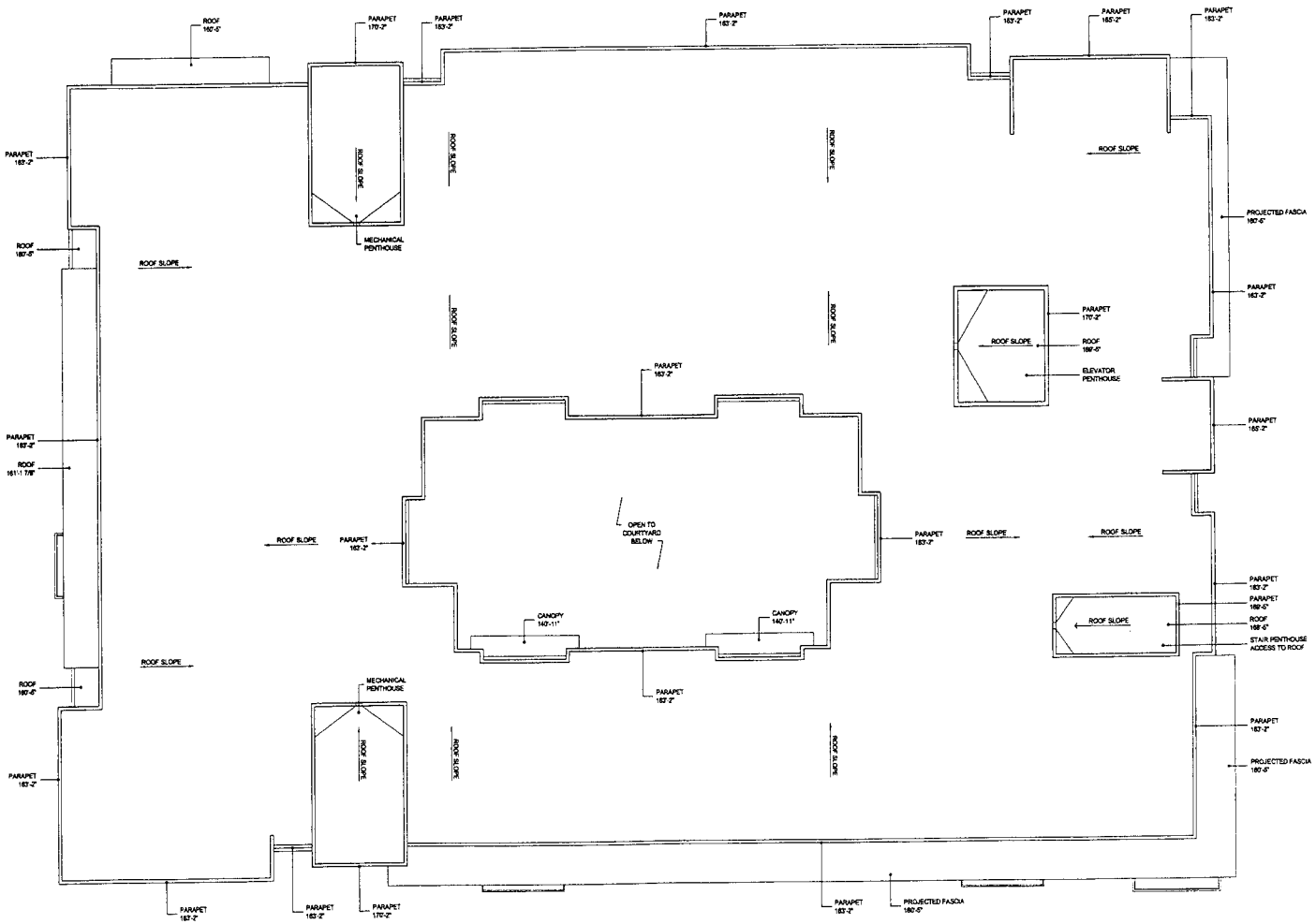

NORTH

ROOF PLAN

0' 4' 8' 16' 1/8"=1'-0"

DATE DRAWN
07.25.07
REVISIONS
12.03.08
3.16.09
4.21.09

PRINTS ISSUED
DDR APPROVAL 10.4.06
SITE PLAN REVIEW 12.8.08
SITE PLAN REVIEW 3.16.09
SITE PLAN REVIEW 4.21.09

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DATE

HOTEL SIERRA
THE PIKE
LONG BEACH, CALIFORNIA
SITE PLAN REVIEW

PROJECT NO.
0607

SHEET TITLE
ROOF PLAN

SHEET NO.
A5.1

SHEET 10 OF 11

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Exhibit A

A

B

C

D

KREHBIEL
ARCHITECTURE

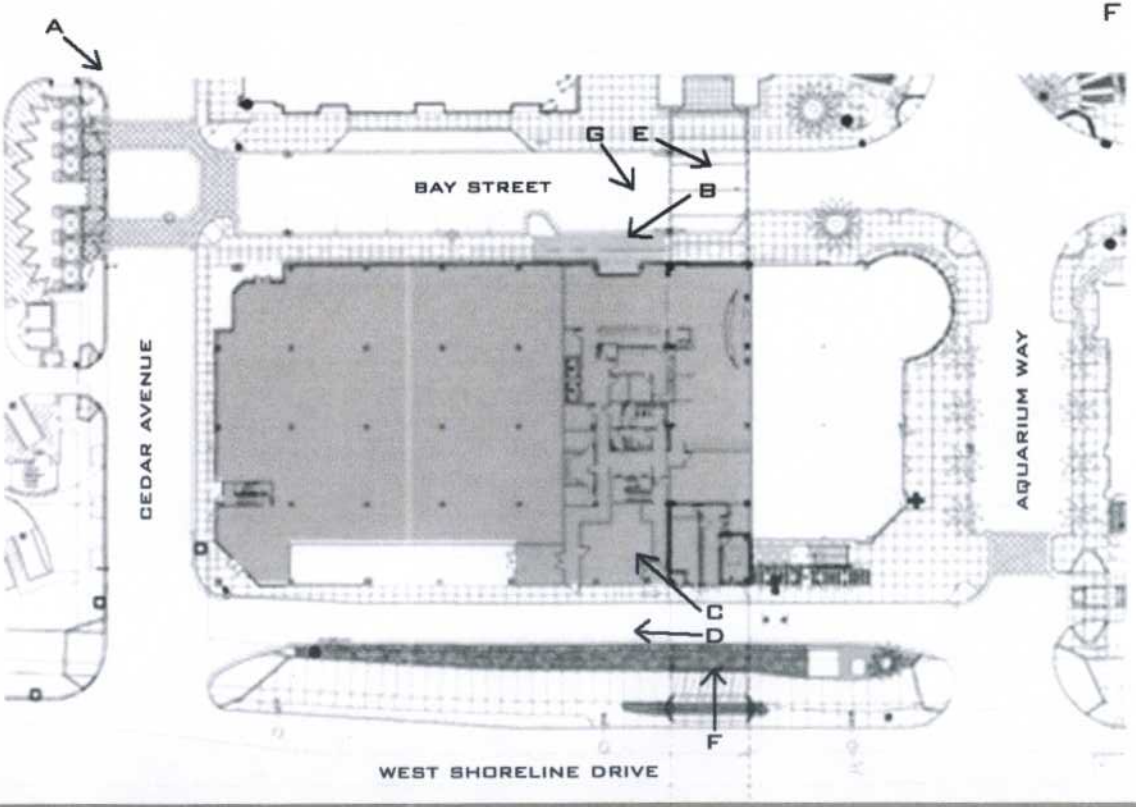
THE PIKE
LONG BEACH, CALIFORNIA

HOTEL SIERRA

E

F

G



KREHBIEL
ARCHITECTURE

THE PIKE
LONG BEACH, CALIFORNIA

HOTEL SIERRA

AGENDA ITEM No. 2

Exhibit B

CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5th Floor Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068

June 4, 2009

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Approve Site Plan Review for development at 290 Bay Street; recommend that City Council approve an amendment to the Downtown Shoreline Planned Development District (PD-6); recommend that City Council approve an amendment to the Local Coastal Program incorporating the requested changes to PD-6; and certify Environmental Impact Report Addendum EIR 01-09, for the proposed project at 290 Bay Street. (District 2)

APPLICANT: Chris Gebert for Lodgeworks, L.P.
229 W. Sycamore Ave.
El Segundo, CA 90245
(Application No. 0812-04)

DISCUSSION

Lodgeworks, L.P. proposes to build a new five-story, 103,485-square-foot commercial building, consisting of a hotel and ground floor retail space, on a 22,026-square-foot development pad at 290 Bay Street in the Pike development (Exhibit A – Location Map). The hotel will have 125 guest rooms located on floors two through five, with a ground floor lobby, restaurant, and bar area (Exhibit B – Plans and Photos). The hotel project includes a variety of secondary amenities such as meeting rooms, an exercise room, boardrooms, pedestrian access from the adjacent bridge via a small second-floor lobby, and an outdoor bar, patio, and fire pit area located in an inner courtyard. On the ground floor, 14,725 square feet are reserved for retail space; the site owner, Developers Diversified Realty (DDR), has stated their intent to fill this retail space with a major anchor tenant rather than divide the space into smaller suites. Loading, refuse, and utility access to the project will be located on the private alley on the hotel's south elevation facing Shoreline Drive. This utility area will be screened from Shoreline Drive by a tall hedge in the landscaping median between the alley and Shoreline Drive.

The proposed building is designed in a contemporary architectural style, with a ground floor that is distinct from the upper four floors. A majority of the exterior treatment is cement plaster stucco with a "Santa Barbara" smooth finish. A significant amount of other materials are used for accenting; these include five metal types, both bare and colored, and three colored cement fiberboard siding types. At the time of this report, the colors selected for the exterior are a palette of neutral gray, white, and yellow as base colors, with architectural elements accented in bold

blue, green, and orange. The building is required to meet the LEED Certified level of energy-efficient design standards.

This project requires three entitlements, as follows: (1) A Site Plan Review entitlement; (2) An amendment to the Downtown Shoreline Planned Development District (PD-6) to allow a second hotel, to allow this hotel a maximum height of six stories, and to allow this hotel to exceed the current 65 percent site coverage limitation; and (3) An amendment to the Local Coastal Program (LCP) since PD-6 is an integral part of the LCP. Staff recommends approval of the requested entitlements (Exhibit C – Findings and Conditions of Approval).

PUBLIC HEARING NOTICE

Public hearing notices were distributed on May 19, 2009, as required by the Long Beach Municipal Code. Staff has received several inquiries as to the project and environmental review process but no statements in support or opposition.

ENVIRONMENTAL REVIEW

In accordance with the Guidelines for Implementation of the California Environmental Quality Act, an addendum to the latest Environmental Impact Report for the Pike development (EIR 14-04) was prepared for the proposed project (Exhibit D – EIR Addendum 01-09 on CD). Planning Commission certification of this EIR Addendum is required if the Commission wishes to approve the entitlements as staff recommends.

Respectfully submitted,

CRAIG BECK
DIRECTOR OF DEVELOPMENT SERVICES

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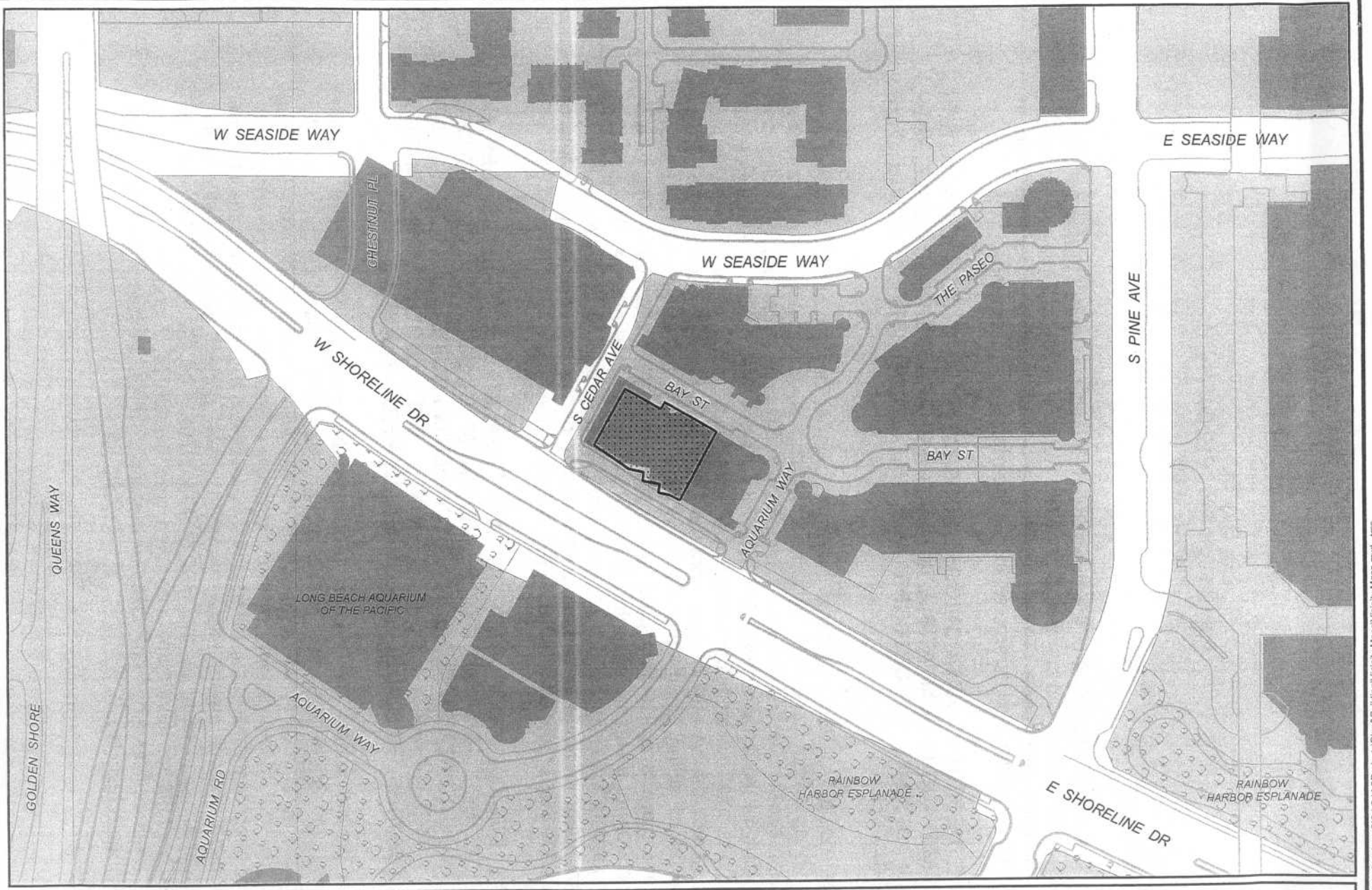
Attachments
Exhibit A – Location map
Exhibit B – Plans and photos
Exhibit C – Findings and Conditions of Approval
Exhibit D – EIR Addendum 01-09 on CD



Subject Property:

290 Bay St
Application No. 0812-04
Council District 2
Zoning Code : PD-6 (SubArea5)

Exhibit A

N

150 75 0 150 300 Feet

Long Beach Development Services | Technology Services GIS | C:\AGProjects\Plan&Building\Vicinity Maps\Vicinity Maps.mxd - tmp

Exhibit C

FINDINGS
290 Bay St.
Application No. 0812-04
June 4, 2009

Site Plan Review

Pursuant to Section 21.25.506 of the Long Beach Municipal Code, the site plan review committee or the planning commission shall not approve a site plan review unless the following findings are made. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

1. **THE DESIGN IS HARMONIOUS, CONSISTENT AND COMPLETE WITHIN ITSELF AND IS COMPATIBLE IN DESIGN, CHARACTER AND SCALE, WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IT IS LOCATED;**

   The design of the proposed hotel building is harmonious, consistent and complete within itself. The proposed building is designed in a contemporary architectural style, with a ground floor that is distinct from the upper four floors. A majority of the exterior treatment is cement plaster stucco with a "Santa Barbara" smooth finish. A significant amount of other materials are used for accenting; these include five metal types, both bare and colored, and three colored cement fiberboard siding types. At the time of this report, the colors selected for the exterior are a pallet of neutral gray, white, and yellow as base colors, with architectural elements accented in bold blue, green, and orange. The project is compatible in design, character, and scale with neighboring structures and the community in which it is located—the quality of this project's design meets or exceeds that of any other building in the Pike development.

2. **THE DESIGN CONFORMS TO ANY APPLICABLE SPECIAL DESIGN GUIDELINES ADOPTED BY THE PLANNING COMMISSION OR SPECIFIC PLAN REQUIREMENTS, SUCH AS THE DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT, THE DOWNTOWN DESIGN GUIDELINES, PD GUIDELINES OR THE GENERAL PLAN;**

   The project meets the design requirements established by PD-6 for the Downtown Shoreline area. These design standards establish guidelines for building siting to preserve views both between buildings and of the shoreline, and require that development in the Downtown Shoreline area contributes to perception of the site as a comprehensible, cohesive, and integrated entity. The proposed project meets these standards. The project is not located within another specific plan, or the R-3 or R-4 zone. The General Plan offers no specifications for development in Land Use District No. 7 and refers instead to the Planned Development District assumed to be adopted for each area designated LUD No. 7.

Exhibit C

3. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES, UNLESS NO ALTERNATIVE DESIGN IS POSSIBLE;

The development site is a graded dirt lot; no trees are on the site. The site is not adjoined by public right-of-way on any side and no city street trees are present.

4. THERE IS AN ESSENTIAL NEXUS BETWEEN THE PUBLIC IMPROVEMENT REQUIREMENTS ESTABLISHED BY THIS ORDINANCE AND THE LIKELY IMPACTS OF THE PROPOSED DEVELOPMENT; AND

The streets, sidewalks, and alley bounding the subject site are private property and no public improvements are required. Improvements to the surrounding streets were made in conjunction with the master plan for the Pike development.

5. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT), WHICH REQUIREMENTS ARE SUMMARIZED IN TABLE 25 1 AS FOLLOWS:

Table 25-1
Transportation Demand Management Ordinance Requirements

TDM Requirements	New Nonresidential Development		
	25,000+ Square Feet	50,000+ Square Feet	100,000+ Square Feet
Transportation information area	*	*	*
Preferential carpool/vanpool parking		*	*
Parking designed to admit vanpools		*	*
Bicycle parking		*	*
Carpool/vanpool loading zones			*
Efficient pedestrian access			*
Bus stop improvements			*
Safe bike access from street to bike parking			*
Transit review	For all residential and nonresidential projects subject to EIR		

The proposed project is over 100,000 square feet and will conform to all requirements set forth in Chapter 21.64. Each item has either been designed into the project or will be implemented as a condition of approval.

Zoning Amendment

Pursuant to Section 21.25.106 of the Long Beach Municipal Code, in all cases, the Planning Commission and the City Council shall be required to make the following findings of fact before rezoning a parcel. These findings and staff analysis are presented for consideration, adoption and incorporation into the record of proceedings:

1. **THE PROPOSED CHANGE WILL NOT ADVERSELY AFFECT THE CHARACTER, LIVABILITY OR APPROPRIATE DEVELOPMENT OF THE SURROUNDING AREA; AND**

   The parcel that makes up the project site currently is located in the Downtown Shoreline Planned Development District (PD-6), Subarea 5. This zoning amendment is not technically a rezoning but a modification to the development standards for Subarea 5. The zoning amendment would modify the development standards to allow a second hotel in Subarea 5, and set a maximum height limit of six stories for this hotel. The amendment also would allow the Site Plan Review Committee or Planning Commission to waive the 65% site coverage limit if the finding was made that such a wavier would further the stated goals of PD-6. Given that one 12-story hotel, a 70-foot tall parking garage, and an 80-foot tall large-format cinema all are allowed by right in this subarea, it logically follows that amending this subarea's restrictions to allow a hotel with a maximum height of six stories (in addition to the allowed 12-story hotel) would not generate any impacts beyond the scope of those originally considered acceptable by the authors of PD-6.

2. **THE PROPOSED CHANGE IS CONSISTENT WITH THE GOALS, OBJECTIVES AND PROVISIONS OF THE GENERAL PLAN.**

   The subject site currently has a General Plan Land Use District designation of No. 7, Mixed Uses. This LUD has the relatively wide objective of enabling a large, vital activity center, and it encompasses the entire downtown area. The zoning amendment to PD-6 will not alter the conformity of PD-6 to the stated goals and objectives of LUD No. 7.

3. **IF THE PROPOSED CHANGE IS A REZONING OF AN EXISTING MOBILE HOME PARK, THAT THE REQUIREMENTS OF SECTION 21.25.109 HAVE BEEN OR WILL BE FULLY MET.**

   The proposed change is not a rezoning of an existing mobile home park.

~~Exhibit C~~

CONDITIONS OF APPROVAL

290 Bay St.
Application No. 0812-04
June 4, 2009

1. This Site Plan Review approval is for the construction of a new 5-story, 125-room hotel, with approximately 15,000 square feet of ground floor retail area, on a 22,028-square foot development pad located at 290 Bay Street in the Downtown Shoreline Planned Development District (PD-6), Subarea 5.

2. This permit and all development rights hereunder shall terminate one year from the effective date of this permit unless construction is commenced or a time extension is granted, based on a written request submitted to and approved by the Zoning Administrator prior to the expiration of the one year period as provided in Section 21.21.406 of the Long Beach Municipal Code.

3. This permit shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment must be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date).

Special Conditions:

4. Upon approval by the City of Long Beach of all necessary municipal entitlements for this project, the developer shall obtain all necessary permits and entitlements from the California Coastal Commission and the California State Lands Commission, as appropriate, prior to submittal of a Building Permit Application with the City of Long Beach.

5. The project shall attain "LEED Certified" status through registration with the U.S. Green Building Council, or attain an equivalency to be verified by an independent third party.

6. No publicly accessible telephones shall be maintained on the exterior of the premises. Any existing publicly accessible telephones shall be removed.

7. The developer shall provide landscaping screening in the median between Shoreline Drive and the service alley immediately south of the project site, to the satisfaction of the Director of Development Services, with the purpose of screening the service area from Shoreline Drive.

8. The developer shall comply with all safety and security suggestions, to the satisfaction of the Director of Development Services, as specified in the project-specific memorandum issued by the Long Beach Police Department on March 4, 2009.

Standard Conditions:

9. Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval to the satisfaction of the Zoning Administrator.

10. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.

11. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions that are a part thereof. These specific requirements must be recorded with all title conveyance documents at time of closing escrow.

12. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow periodic re-inspections, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).

13. All conditions of approval must be printed verbatim on all plans submitted for plan review to the Department of Development Services. These conditions must be printed on the site plan or a subsequent reference page.

14. The plans submitted for plan review must explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that were approved by the Site Plan Review Committee and/or the Planning Commission. No substantial changes shall be made without prior written approval of the Zoning Administrator and/or the Planning Commission.

15. The Director of Development Services is authorized to make minor modifications to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change/alter the approved design/project. Any major modifications shall be reviewed by the Zoning Administrator or Planning Commission, respectively.

16. All landscaped areas must be maintained in a neat and healthy condition. Any dying or dead plants materials must be replaced with the minimum size and height plant(s) required by Chapter 21.42 (Landscaping) of the Zoning Regulations. At the discretion of City officials, a yearly inspection shall be conducted to verify that all irrigation systems are working properly and that the landscaping is in good healthy condition. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by the City Council.

17. Prior to the issuance of a building permit, the applicant must submit complete landscape and irrigation plans for the approval of the Director of Development Services. The landscaping plan shall include drought tolerant street trees to be installed consistent with the specifications of the Street Tree Division of the Department of Pubic Works. Approved root guards shall be provided for all street trees.

18. Where feasible, all landscaped areas shall be planted with drought tolerant plant materials. All landscaped areas shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.

19. Low-flow fixtures shall be used for all lavatory faucets, kitchen faucets, showerheads, toilets, and urinals. Toilets may be either low-flow or dual flush. Maximum flow rates for each fixture type shall be as follows: lavatory faucet – 2.75 GPM, kitchen faucet – 2.20 GPM, showerhead – 2.00 GPM, toilet – 1.3 GPF, dual flush toilet – 0.8/1.6 GPF, urinal – 1.0 GPF. Plans submitted for review shall specifically identify such fixtures and flow rates.

20. For commercial food service facilities, low-flow pre-rinse sprayers with average flow rates of no more than 2.0 GPM shall be used. Flow rates shall be specified on plans.

21. Prior to issuance of a building permit, the developer shall submit a landscaping plan to the Planning Bureau for review. Turf shall be limited to less than 50% of the total landscaped area. The turf shall not be composed of bluegrass, fescue, rye, or other grasses with high water needs. 50% or more of the planted area (as measured in square feet of landscape) shall be comprised of drought-tolerant plants, to the satisfaction of the Zoning Administrator.

22. All landscaping irrigation systems shall use high efficiency sprinkler nozzles. The models used and flow rates shall be specified on the landscaping plan. For residential-type or small-scale sprinkler systems, sprinkler head flow rates shall not exceed 1.00 GPM and shall be of the rotating type. Where feasible, drip irrigation shall be used instead. If an in-ground irrigation system is to be installed, such system shall be controlled by an automatic self-adjusting weather-based irrigation controller.

23. Permeable pavement shall be utilized where feasible, to the satisfaction of the Director of Development Services. Public right-of-way improvements shall be exempt from this requirement. If the feasibility of using permeable pavement is uncertain, it shall be the developer's responsibility to demonstrate that a given application of permeable pavement is not feasible, to the satisfaction of the Director of Development Services.

24. All outdoor fountains or water features shall utilize water recycling or re-circulation systems. The plans submitted for review shall specifically identify such systems.

25. Site development, including landscaping, shall conform to the approved plans on file with the Department of Development Services. At least one set of approved plans containing Planning, Building, Fire, and, if applicable, Redevelopment and Health Department stamps shall be maintained at the job site, at all times for reference purposes during construction and final inspection.

26. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants. This shall encompass the maintenance of exterior facades of the building, designated parking areas serving the use, fences and the perimeter of the site (including all public parkways).

27. Exterior security bars and roll-up doors applied to windows and pedestrian building entrances shall be prohibited.

28. Any graffiti found on site must be removed within 24 hours of its appearance.

29. Prior to the issuance of a building permit, the applicant must depict all utility apparatus, such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. These devices shall not be located in any front, side, or rear yard area that is adjacent to a public street. Furthermore, this equipment shall be properly screened by landscaping or any other screening method approved by the Director of Development Services.

30. All rooftop mechanical equipment shall be fully screened from public view. Said screening must be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment plan must be submitted showing screening and must be approved by the Director of Development Services prior to the issuance of a building permit.

31. All parking areas serving the site shall provide appropriate security lighting pursuant to Section 21.41.259. All exterior lighting shall be operated by a photocell that activates the lighting when it senses darkness. Such lighting shall be adequately shielded to prevent intrusion of light and glare upon neighboring properties. The Chief of Police may require other security measures to be provided.

32. Energy conserving equipment, lighting, and construction features shall be utilized on the building.

33. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for review and approval prior to the issuance of a building permit.

34. Prior to the issuance of a building permit, the applicant shall submit architectural, landscaping and lighting drawings for the review and approval of the Police Department for their determination of compliance with Police Department security recommendations. For more information, contact Scott Minikus at (562) 570-7282.

35. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau must be secured.

36. Separate building permits are required for fences, retaining walls, flagpoles, and pole mounted yard lighting foundations.

37. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, 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.

38. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):

    a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
    b. Saturday: 9:00 a.m. - 6:00 p.m.; and
    c. Sundays: not allowed

39. Grading and construction activities shall conform to Rule 403 of the South Coast Air Quality Management District and shall include the following:

    a. Use water trucks and hoses to wet exposed and graded areas at least twice daily with complete coverage on all active areas and periodic wash-downs of public streets in the vicinity of all entrances and exits to the project site. Increase frequency of watering to three or more times per day whenever winds exceed 15 miles per hour, and cease grading activities during period of winds greater than 30 miles per hour.
    b. Water all material being excavated and stockpiled.
    c. Water all grading and cover materials being transported.
    d. Properly maintain all grading and construction equipment propulsion systems to avoid excess emissions.
    e. Schedule truck trips to avoid peak hours (7-9 a.m. and 4-6 p.m., weekdays).
    f. Discontinue construction during Stage 2 smog alerts (ozone greater than or equal to 0.35 ppm.)

40. All trash and refuse containers shall be fully screened from public view to the satisfaction of the Director of Development Services.

41. All required utility easements shall be provided to the satisfaction of the concerned department, agency, or utility company.

42. The applicant shall defend, indemnify, and hold harmless the City of Long Beach, its agents, officers, and employees from any claim, action, or proceeding against the City of Long Beach or its agents, officers, or employees brought to attack, set aside, void, or annul an approval of the City of Long Beach, its advisory agencies, commissions, or legislative body concerning this project. The City of Long Beach will promptly notify the applicant of any such claim, action, or proceeding against the City of Long Beach and will cooperate fully in the defense. If the City of Long Beach fails to promptly notify the applicant of any such claim, action or proceeding or fails to cooperate fully in the defense, the applicant shall not, thereafter, be responsible to defend, indemnify, or hold harmless the City of Long Beach.

The Downtown Shoreline Planned Development District (PD-6) shall be amended to read as follows:

SUBAREA 5

(c) Building and Site Design

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

   D. Twelve (12) stories for one (1) hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue north of Bay Street, and six (6) stories for one (1) hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue south of Bay Street.

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

ORDINANCE NO.

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

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

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

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

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

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

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a part of this ordinance.

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

DOWNTOWN SHORELINE PLANNED DEVELOPMENT DISTRICT (PD-6)

The intent of this Planned Development Plan (Plan) is to provide a framework to guide and control the development of the Downtown Shoreline. The area within the Plan boundary contains both public and private property, with some existing major land uses, but with significant undeveloped and underdeveloped property. This Plan is intended to coordinate future public and private improvements in a mixed land-use concept. Further, because of the high degree of public interest in this area (due to its historic role as the focus of the City, due to the existence of much of the area as public trust lands, and due to the potential public benefits that can be derived from its uses), the Planning Development Site Plan Review Process is intended to give the maximum public access to the review and approval of each future project.

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

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

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

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

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

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

6. The highest quality of development.

GENERAL DEVELOPMENT AND USE STANDARDS

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

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

(b) Access.

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

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

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

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

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

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

6. A Traffic and Parking Management Association shall be created to monitor traffic generation and parking demand in the Planned Development Area, and to implement specific parking management strategies and transportation demand management programs as needed. The goal of the parking management program shall be to provide adequate parking to support the development in a cost-effective manner, and to provide public access to the coast while providing some discouragement for use of private automobiles over transit alternatives. The goal of the transportation demand management program shall be to minimize the negative impacts of project-related trips on local streets and intersections and upon the

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regional freeway network; it shall consider measures such as providing no free on-site parking for employees and providing employees with free transit passes. All development within the project area shall be required to participate in the Association when it is formed. The Association shall be formed prior to commencement of development of Subarea 5 or of the retail/entertainment complex in Subarea 6 west of Pine Avenue.

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

(c) Building Design.

1. All buildings shall be arranged on their sites so as to provide views between the buildings, so as to avoid the impression of a wall of buildings, so as to minimize blocking shoreline views of other buildings, and so as to entice pedestrians into the shoreline area.

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

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

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

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greater.

(d) Parking.

1. Number of spaces.

A. Residential uses.

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

ii For elderly housing one space/unit

iii Plus one guest space for each six units

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

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

D. Office Use. Three (3) parking spaces/one thousand (1,000) square feet of usable floor area.

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

2. All parking structure roofs shall be attractively screened from the view of taller buildings and all parking structure roofs north of Seaside Way at or below Ocean Boulevard level shall be designed to carry landscaping up to mature trees and heavy pedestrian use. The

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

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

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

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

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detailing.

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

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

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

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

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

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specified.

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

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

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

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

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

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

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

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shall require approval by the Planning Commission through Site Plan review and shall be treated as development for Local Coastal Development Permit purposes. Only such interim uses consistent with the intent of the Plan shall be permitted. An extension of time up to an additional five years may be granted by the Planning Commission upon completion of at least one public hearing on each such application for time extension.

(i) Park dedication policy. Existing parkland shall not be displaced until an equal amount of parkland (excluding roadways, parking and recreational vehicle parking) is under construction or developed elsewhere in the Queensway Bay Project (PD-6 and PD-21) in accordance with the Park Dedication Policy set forth in Chapter II of the City of Long Beach Local Coastal Program. Affordable ground transportation and/or water taxis shall be provided from downtown and Shoreline Park to new parkland constructed in PD-21 (South Shore).

SPECIFIC DEVELOPMENT AND USE STANDARDS

SUBAREA 1

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

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SUBAREA 2

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

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

(b) Access.

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

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

(c) Building Design.

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

2. Height. Low rise, two (2) or three (3) stories, thirty-five feet (35') maximum height, except for the California State University Chancellor's Headquarters which may be a maximum of 100 feet (100') in height.

3. Site coverage. Not more than thirty percent (30%) of the subarea shall be covered with buildings, including parking structures.

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

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

SUBAREA 3

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

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

(b) Access.

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

2. The existing pedestrian access public walkway shall be maintained

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

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

(c) Building Design.

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

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

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

4. Setbacks. A twenty foot (20') landscaped setback shall be provided along the north and south edge of any parking structure. Such setback shall be measured from the parking lot edge of the access driveways separating the parking lot from the existing buildings.

5. Special design features. New buildings shall be cited and designed so as to create an interesting relationship between open areas and the buildings that will produce a pedestrian scale at grade and providing a unique and intriguing walking environment. Harmony shall also be created with the scale and style of existing buildings,

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and also with the existing Queen's Way Bridge.

(d) Parking

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

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

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

SUBAREA 4

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

(a) Uses. This subarea shall be a mixed-use development of residential, office, retail, hotel and ancillary, supportive and complimentary uses. High-density

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residential is permitted with as much as one hundred dwelling units per acre, but not to exceed one thousand five hundred (1,500) new residential units. New retail, personal service, office, entertainment uses, taverns and restaurants are allowed up to one million eight hundred thousand (1,800,000) square feet of usable floor area. Hotel use up to five hundred (500) rooms shall also be permitted.

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

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

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

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(b) Access.

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

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

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

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

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

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

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

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

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

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

(c) Building design.

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

2. Height. Buildings may be high-rise up to four hundred twenty feet (420') above Ocean Boulevard grade east of Chestnut Place, and up to six hundred feet (600') above Ocean Boulevard grade west of Chestnut Place, providing that any high-rise buildings are not so uniform in design or height as to create a monotonous design or overly monumental scale. Buildings fronting on Ocean Boulevard,

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east of Chestnut Place, shall not exceed one hundred fifty feet (150') in height, and west of Chestnut Place, buildings fronting on Ocean Boulevard shall not exceed two hundred feet (200') in height within thirty feet (30') of the Ocean Boulevard property line. Any tower in excess of three hundred feet (300') shall not have a floor plate greater than eighteen thousand (18,000) square feet above the three hundred foot (300') elevation.

3. Materials. Reflective glass with reflectivity greater than fifteen percent (15%) is discouraged. If such glass is used, a reflective glare study shall be submitted with the Site Plan Review for that building.

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

(d) Special design features.

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

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

3. Five (5) major open space areas shall be provided within the site. Such open spaces shall connect to either the east/west walk or to the north/south walks.

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

5. Victory Park, in front of the GTE building, shall be restored to the

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extent feasible to a public park at Ocean Boulevard grade.

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

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

(e) Parking

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SUBAREA 5

This subarea is public tidelands trust property.

(a) Uses.

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

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

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

(b) Access.

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

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

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

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

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

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

(c) Building and Site design.

1. Site locations. Buildings shall be sited so as to provide staggered locations near Seaside Way, near Shoreline Drive, and near Pine Avenue. Buildings shall be sited so as to minimize view blockage from the overlooks and from buildings in Subareas 4 and 5. The relationship of buildings and open areas shall be such as to create an interesting pedestrian scale environment at grade. The location and height of structures shall be such as to enhance the required view corridors from Ocean Boulevard through Subarea 4 toward the water. Structures shall be designed so as to minimize view blockage to the water from buildings in Subareas 4 and 5. Building facades

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

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

A. Sixty (60') feet for one (1) multi-screen theater with a building footprint not to exceed eighty-two thousand five hundred (82,500) square feet may be located between the extended rights-of-way of Pine Avenue and Pacific Avenue;

B. Seventy feet (70') for one parking structure located west of the extended right-of-way of Cedar Avenue;

C. Eighty feet (80') for one large-format cinema with a building footprint not to exceed fifteen thousand (15,000) square feet may be located between the extended rights-of-way of Cedar Avenue and Pacific Avenue;

D. Twelve (12) stories for one (1) hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue north of Bay Street, and six (6) stories for one (1) hotel located between the extended rights-of-way of Cedar Avenue and Pacific Avenue south of Bay Street;

E. One hundred fifty-five feet (155') for one (1) vertical monument with a footprint not to exceed five hundred (500) square feet above the forty foot (40') elevation;

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F. One hundred feet (100') for one amusement ride.

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

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

4. Setbacks. Buildings shall be set back seventy-five feet (75') from Pine Avenue and seventy-five feet (75') from Shoreline Drive to accommodate temporary bleacher seating for the Grand Prix auto race, except in areas where bleachers are not to be placed.

5. Special design features. The entire area shall be designed in a urban waterfront atmosphere. Landscaping shall be lush and colorful. The area shall be open and inviting to the public, and shall facilitate and encourage pedestrian flow between the downtown and the shoreline. The facades of all buildings fronting on streets, especially Pine Avenue, shall be articulated with storefronts, display

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windows, special architectural and landscape treatment. If buildings back onto Shoreline Drive, they shall present an attractive facade through articulation and special architectural and landscape features.

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

7. Public Space. A landscaped public open space area with a water feature shall be provided at the southeast corner of Subarea 5 at the intersection of Shoreline Drive and Pine Avenue. The landscaped and water area shall occupy at least twenty-three thousand (23,000) square feet, not counting the Regional Bicycle Route, and shall be accessible to the public from the pedestrian walkways on Shoreline Drive and Pine Avenue. Public park benches shall be provided, and restaurant table service shall not be permitted in this area.

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

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

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

(e) Parking. Parking shall be provided within the subarea sufficient to meet the average weekday demand. Additional parking to meet peak weekend day and evening demand shall be provided in

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adjacent subareas and Downtown. All parking shall be on a shared or joint use basis; it shall be available to the public on a first-come, first-served basis without reservation for the exclusive use of any one tenant or development.

SUBAREA 6

This subarea contains Shoreline Village and Shoreline Park.

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

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

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

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

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

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

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

(b) Access.

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

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

2. Pedestrian. Pedestrian access shall be provided from the Promenade South and from signalized pedestrian crossings of Shoreline Drive. If a view corridor/open space area at least one hundred fifty feet (150') wide is not provided from the intersection of Shoreline Drive and Aquarium Way to Rainbow Harbor (as formerly required by the certified LCP), then a pedestrian bridge connecting Subareas 5 and 6 shall be provided over Shoreline Drive. The bridge shall be at least twenty-five feet (25') wide and be at the same level as the public viewing deck provided between Aquarium Way and the parking structure in Subarea 6. The bridge shall be designed to provide open views to Rainbow Harbor and the Queen Mary which open up as one crosses the bridge from the north to the south. To protect the views from and through the bridge, all railings and solid structural features on the bridge shall be limited to a height of four feet (4') measured from the pedestrian deck, except that a gateway sculptural element which exceeds the height limit may be placed on the bridge, providing that its surface is not more than 15 percent (15%) solid or opaque.

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A shoreline pedestrian esplanade (Rainbow Harbor Esplanade) of not less than thirty-five feet (35') in width shall be maintained between all new commercial development and the waterfront. A continuous public walkway shall be provided along the water's edge throughout this subarea. Pedestrian walkways along north-south streets shall be provided from Ocean Boulevard to the waterfront.

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

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

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

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

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

(c) Building Design.

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

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

2. Height. Structures shall not exceed two (2) stories or forty feet (40') in height, except that this height may be exceeded by special architectural or sculptural features on each side of the harbor entrance channel, by the aquarium, by the new parking structure which shall not exceed fifty-five feet (55') in height, and by one (1)

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amusement ride which shall not exceed one hundred thirty feet (130') in height that is in character with the existing Rainbow Harbor development and does not negatively affect public views to and along the shoreline. A parking deck may be constructed above all or a portion of the existing Shoreline Village parking lot, provided that the structure is no higher than eighteen feet (18') above existing grade.

Throughout Subarea 6, architectural features may be permitted to extend above these height limits if they do not contain any usable interior space and do not significantly add to the mass of a structure or negatively affect public views.

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

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

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

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hundred fifty feet (150') wide is not provided from the intersection of Shoreline Drive and Aquarium Way to Rainbow Harbor (as formerly required by the certified LCP), then a public viewing deck with a minimum of thirty-five thousand (35,000) square feet of usable public area shall be provided on the second level of the building or buildings located between the aquarium parking structure and Aquarium Way. The public viewing deck shall be designed and oriented to provide open views to Rainbow Harbor and the Queen Mary, and shall be available for public use, including picnics, as public parks are. Park benches and tables for eating shall be provided for general public use on the viewing deck. Take-out and walk-up food services are encouraged behind the viewing deck, but restaurant table service is prohibited. All structures in Subarea 6 shall be designed and sited to protect the public views to Rainbow Harbor and the Queen Mary from the public viewing deck.

6. View Corridors. The one hundred fifty-foot-wide (150') view corridor that the LCP formerly required at the intersection of Shoreline Drive and Aquarium Way may be substituted if all three (3) of the following alternative view corridor/public open space areas are provided:

A. A sixty-foot-wide (60') view corridor at the intersection of Shoreline Drive and Aquarium Way,

B. A pedestrian bridge over Shoreline Drive at Aquarium Way as required by Section (b)2 above, and

C. A thirty-five thousand (35,000) square foot public viewing deck, as required by Section (c)5 above, on the second level of the structure(s) located between Aquarium Way and the aquarium parking structure. Refer to Attachment A: View Corridors.

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

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

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

SUBAREA 7

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

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(a) Uses. Residential, hotel, and office with hotel or residential uses occupying not less than one-third of the land area of this subarea. Retail, personal service, art galleries, and restaurants may be permitted in addition to residential uses in mixed use buildings. The location of these commercial uses shall be limited to the Ocean Boulevard level and levels below Ocean Boulevard. Restaurants and art galleries may also be permitted on the top levels of buildings in this subarea. The entrance to the Promenade South, as an extension of Promenade North, shall also be completed in this subarea. If the Breakers is replaced, its site shall be reused for hotel or residential use. The City property on the south side of Ocean Boulevard in this subarea shall be maintained as a part of Victory Park, except that portions of City streets can be vacated only if a functional area at least 1.5 times the size of the vacated street area is kept open for public use for the life of the use which requires vacation of any portion of the City street.

(b) Access.

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

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

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of the site except where a site abuts to public street(s) with adequate public pedestrian walkways at least fifteen feet (15') in width. In addition, whenever it is feasible the development shall provide shoreline viewing areas. The walkways and viewing areas shall be guaranteed public access through easements or deed restrictions.

(c) Building Design.

1. Site location. New development between the Jergins Trust site and the Breakers should be set back not less than twenty feet (20') behind the string line between the two buildings to accent the entry to the Promenade South and to highlight the two buildings. In no case shall it be set back less than one hundred twenty feet (20') from the curbline of Ocean Boulevard. A corner cut-off for access from Promenade North measuring one hundred twenty feet (120') by one hundred twenty feet (120') shall be provided at the northwest corner of the site, measured along the north and west property lines, clear from Ocean Boulevard grade to the sky. A side yard setback of not less than ten feet (10') shall be provided from the property lines on the east side. Replacement of the Jergins Trust building shall provide a similar corner cut-off on the northeast corner of the site in order to create a cohesive entry feature to the Promenade South from Pine Avenue.

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

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

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

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

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

D. The developer of the site shall submit a traffic study for the proposed building which shows that the additional height of the building above two hundred fifty feet (250') does not reduce the Level of Service (LOS) at the intersections of Ocean Boulevard/Pine Avenue and Pine Avenue/Seaside Way below LOS D.

3. Site coverage. The building to be located between the former Jergins Trust building site and the Breakers Hotel was designed so as to minimize its impact upon the pedestrian scale environment of

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the Promenade. In the future, any new construction abutting the Promenade and the Ocean Boulevard strip park shall not exceed thirty feet (30') in height for a width of thirty feet (30') along those property lines. Site coverage shall be limited to fifty-five percent (55%) of the project area and any portion of the project to exceed four stories in height shall not exceed thirty-five percent (35%) of the project area. The project area for this project shall include the width of the Promenade from the south edge of the Ocean Boulevard strip park to the northern edge of the relocated Seaside Way.

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

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

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

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

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

E. A tram stop shall be provided.

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

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

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

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

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

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

SUBAREA 8

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

(a) Uses.

1. The existing uses of a sports arena, two theaters, an exhibition hall and associated meeting rooms and offices shall continue;
2. A Promenade South as a continuation of Promenade North leading from Subarea 7 to Subarea 6 shall be provided.
3. A five hundred forty-two (542) room convention hotel with ballrooms, meeting rooms, restaurants, health club and retail uses of thirty-nine thousand eight hundred fifty (39,850) square feet.
4. Rainbow Lagoon and park.
5. Up to thirty-six thousand (36,000) square feet of retail use facing Pine Avenue along the western edge of the parking structure, not to exceed the height of the Promenade level. This height limit applies to building parapets and to roof-top equipment, which shall be organized and enclosed so as not to distract from views from the Promenade.

(b) Access.

1. Vehicular access. Vehicular access shall be provided from Pine Avenue, Locust Avenue, Hart Place and Seaside Way.
2. Pedestrian access shall be provided along the Promenade South,

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from the walkway connecting to the Promenade South from Subarea 7 and/or 9, from Ocean Boulevard over the Convention and Entertainment Center entrance terrace, and from Subarea 10 along Shoreline Drive through Rainbow Lagoon Park. Pedestrian access from the Promenade South to Rainbow Lagoon Park shall be provided. A bicycle path shall be maintained through this subarea.

3. Bicycle access. A bike path shall be provided through Rainbow Lagoon Park.

(c) Building Design.

1. Site location. The Promenade South shall extend in a north/south direction near the western edge of the site, and shall be forty feet (40') in width from Ocean Boulevard to the convention hotel and thirty feet (30') in width south of the convention hotel. The hotel and related facilities shall be located east of the Promenade South.

2. Height. The hotel shall not exceed two hundred fifty feet (250') above grade. The Promenade South shall be at Ocean Boulevard elevation. Parking structures shall not exceed Ocean Boulevard level.

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

4. Promenade South special design features.

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

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

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

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

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

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

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

SUBAREA 9

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

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

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

(b) Access.

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

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

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

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

(c) Building Design.

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

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

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

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

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

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

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

SUBAREA 10

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

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

(b) Access.

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

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Linden Avenue and/or Seaside Way.

2. Pedestrian access. Public walkways from Ocean Boulevard shall be provided from a public walkway on a bridge over Seaside Way from the east-west public pedestrian walkway as a continuation of Atlantic Avenue. This public walkway shall be continued south through the site to Shoreline Drive near the Linden Avenue crossing of Shoreline Drive. This shall be a grade separated walk from the parking lot unless the parking area is reconfigured to provide an uninterrupted surface walkway. A public walkway shall also be provided along the exterior of the subarea along Shoreline Drive, and along the arena in Subarea 8. The walkways shall be at least ten feet (10') in width within a thirty foot (30') landscaped open public area except on the bridge where the walkway only need be provided. A dedicated public sidewalk shall be provided along Seaside Way.

(c) Building Design.

1. Site location. Buildings should be placed so as to minimize blockage of view from Subarea 9. Buildings shall be aligned so as to provide a variety of orientation and pattern. Varied and interesting spaces shall be created around and between buildings. No building shall be located more than four hundred feet (400') south of Seaside Way.

2. Height.

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

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

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

4. Setbacks. A forty foot (40') setback shall be provided along Seaside

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Way, Shoreline Drive, the border with Subarea 9 and along Linden Avenue if Linden Avenue is to remain.

5. Special design features.

A. Each story shall be set back forty feet (40') from the exterior edge of the story below it.

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

(d) Parking.

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

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

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

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

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

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

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

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Shoreline Drive, and other public improvements.

SUBAREA 11

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

(a) Uses.

1. Continuation of oil production on Island Grissom and development as a dedicated public park when oil production ceases;
2. Marina with one thousand six hundred ninety-four (1,694) boat slips;
3. One thousand six hundred sixty (1,660) parking spaces;
4. One (1) fuel dock and two (2) sewage pump-out stations;
5. One (1) fishing platform and two (2) combination fishing and observation platforms;
6. Tidal mud flats or sand beach east of the easterly jetty;
7. Nine (9) comfort stations, not less than two (2) of which are public;
8. A two thousand (2,000) square foot administration and maintenance building;
9. Public bicycle and pedestrian pathways; an overlook at end of marina mole; and
10. Eleven (11) acre park.

(b) Access.

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

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the beach bicycle path to the east, the Linden Avenue crossing of Shoreline Drive, and the regional bicycle path through Subarea 6.

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

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

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

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

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

Ayes: Councilmembers: _____

_____

_____

Noes: Councilmembers: _____

_____

Absent: Councilmembers: _____

_____

_____
City Clerk

Approved: _____ _____
(Date) Mayor

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

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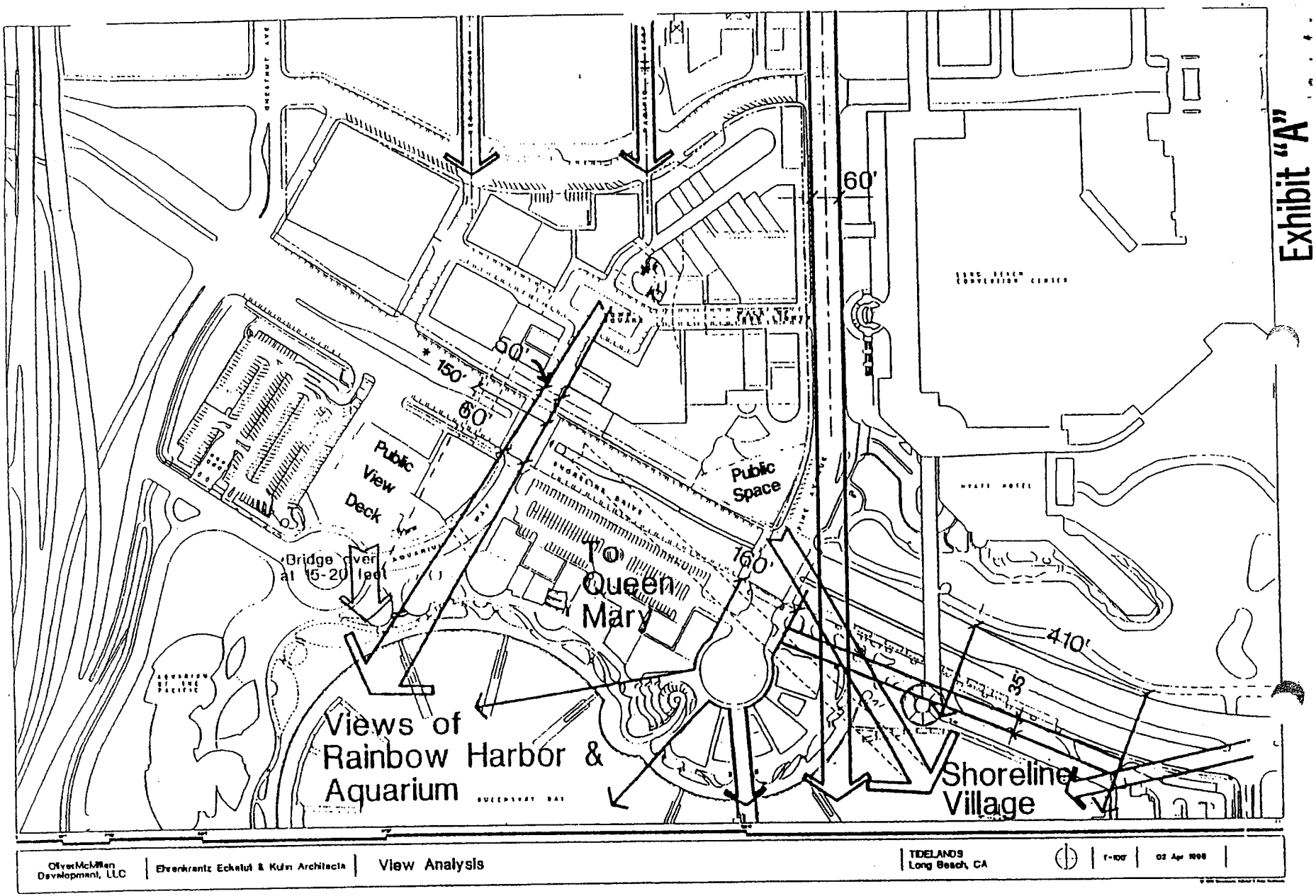
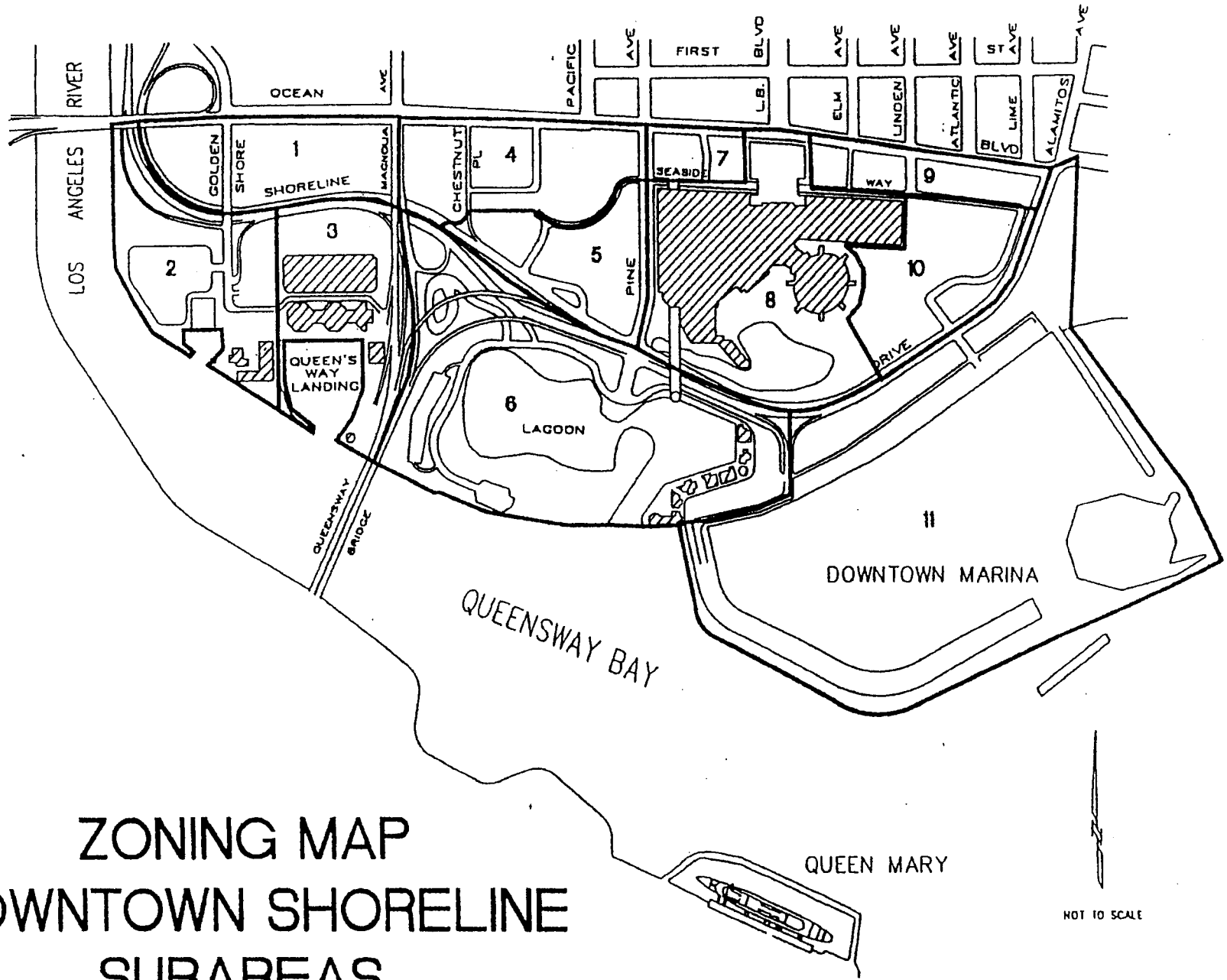


PD 6 Attachment "A" - View Corridors

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



ZONING MAP
DOWNTOWN SHORELINE SUBAREAS

Planned Development Ordinance: PD-6

Attachment "B"

Exhibit "B"

RESOLUTION NO.

A RESOLUTION OF THE CITY OF LONG BEACH AUTHORIZING THE DIRECTOR OF DEVELOPMENT SERVICES TO SUBMIT AMENDMENTS TO THE LONG BEACH ZONING REGULATIONS TO THE CALIFORNIA COASTAL COMMISSION FOR APPROVAL

WHEREAS, on _____, 2009, the City Council of the City of Long Beach amended certain provisions of the Long Beach Zoning Regulations of the City of Long Beach related to amendments to Subarea 5 of the Downtown Planned Development District (PD-6); and

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

WHEREAS, the Planning Commission and City Council gave full consideration to all facts and the proposals respecting the amendments to the zoning regulations at a properly noticed and advertised public hearing; and

WHEREAS, the City Council approved the proposed changes to the LCP by adopting the amendments to the zoning regulations. The proposed zoning regulation amendments are to be carried out in a manner fully consistent with the Coastal Act and become effective in the Coastal Zone immediately upon Coastal Commission certification; and

WHEREAS, environmental documentation has been prepared, certified, received and considered as required by law, and the City Council hereby finds that the proposed amendments will not adversely affect the character, livability or appropriate development of the surrounding properties and that the amendments are consistent with the goals, objectives and provisions of the General Plan;

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

Section 1. The amendment to the Long Beach Zoning Regulations of the City of Long Beach adopted on _____, 2009, by Ordinance No. _____, a copy of which is attached to and incorporated in this resolution as Exhibit "A", is hereby submitted to the California Coastal Commission for its earliest review as to that part of the ordinance that directly affects land use matters in that portion of the California Coastal Zone within the City of Long Beach.

Section. 2. The Director of Development Services of the City of Long Beach is hereby authorized to and shall submit a certified copy of this resolution, together with appropriate supporting materials, to the California Coastal Commission with a request for its earliest action, as an amendment to the Local Coastal program that will take effect automatically upon Commission approval pursuant to the Public Resources Code or as an amendment that will require formal City Council adoption after Coastal Commission approval.

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

I certify that this resolution was adopted by the City Council of the City of Long Beach at its meeting of _____, 2009, by the following vote:

Ayes: Councilmembers: _____

_____

_____

Noes: Councilmembers: _____

_____

Absent: Councilmembers: _____

_____

_____
City Clerk

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

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H-1

RESOLUTION NO. R-1145

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LONG BEACH APPROVING AND CERTIFYING AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE HOTEL SIERRA IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) AND STATE AND LOCAL GUIDELINES AND MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATIVE THERETO

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

The Planning Commission of the City of Long Beach does hereby find, determine and resolve:

A. Lodgeworks, L.P. has submitted a development application for the construction of a 5-story, 125-room hotel with accessory ground floor retail uses. The approximately 22,000 square foot development is located at the southeast corner of Bay Street and Cedar Avenue (the northwestern portion of the Pike complex).

B. An Environmental Impact Report (EIR 13-94) for the original Queensway Bay Master Plan commercial entertainment project was certified by the Long Beach Planning Commission on December 19, 1994 and is incorporated herein by reference.

C. A Mitigated Negative Declaration (ND 5-98) was prepared for a reduced Queensway Bay project that decreased the lodging component from three hotels totaling 950 rooms to one 275 room hotel. The Mitigated Negative Declaration was certified by the Long Beach Planning

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Commission on April 2, 1998, and is incorporated herein by reference.

D. A Supplemental Environmental Impact Report (EIR 14-04, State Clearinghouse No. 2004111127) was prepared for a 140 room hotel (then known as the Sierra Suites Hotel) for the commercial entertainment project now known as the Pike at Rainbow Harbor (Pike). This Supplemental EIR was certified by the Long Beach City Council on December 13, 2005, and is incorporated herein by this reference.

E. The above referenced hotel is currently under construction and expected to begin operations in Summer 2009. At present, this is the only existing hotel land use in the entire Pike project site.

F. An Addendum to the Environmental Impact Report (EIR 13-94) was completed on May 19, 2009.

G. Pursuant to Section 15164 of the CEQA Guidelines, and based on the evidence and oral and written testimony presented at all previous public hearings, and based on all the information contained in the Planning Department's files (incorporated herein by reference) on the Project, including the EIR for the Project (EIR 13-94), the Supplemental EIR (EIR 14-04) and the Addendum to the EIR for the Project and including, but not limited to, the June 4, 2009 Planning Commission staff report, the Planning Commission finds that:

1. The EIR Addendum has been completed in compliance with CEQA;

2. The EIR Addendum reflects the lead agency's independent judgment and analysis;

3. None of the conditions described in CEQA Guidelines Section 15162, which call for the preparation of a subsequent EIR have occurred;

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4. The EIR Addendum is appropriate since only minor changes to the project description are necessary, the total number of hotel rooms in the Pike area will not exceed 265, which is less then the total number of rooms studied and approved in Mitigated Negative Declaration ND 5-98, and none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred. The Planning Commission finds that the project revisions described in the EIR Addendum do not involve any new significant environmental effects or a substantial increase in the severity of the previously identified significant effects, and the mitigation measures previously adopted remain in effect.

Section 2. Decision.

The Planning Commission hereby adopts the attached EIR Addendum for the Project, which Addendum is incorporated herein by this reference.

Section 3. This resolution shall take effect immediately upon its adoption by the Planning Commission, and the Planning Commission Secretary shall certify to the vote adopting this resolution.

I hereby certify that the foregoing resolution was adopted by the Planning Commission of the City of Long Beach at its meeting of June 5, 2009, by the following vote:

Ayes: Commissioners: Phillip Saumur, Melani Smith, Becky Blair, Charles Durnin, Donita Van Horik, Alan Fox

Noes: Commissioners:

Absent: Commissioners: Leslie Gentile

Jill Griffiths
Secretary

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Long Beach, CA 90802-4664

7-14-09
H-1

"OEG INC"
<oeg@quixnet.net>

07/14/2009 05:31 AM

To <cityclerk@longbeach.gov>
cc <ajk@dcbsf.com>, <craig_chalfant@longbeach.gov>
Subject Hotel Sierra EIR Comments EIR 01-09

Honorable Mayor Bob Foster-

Attached is a comment letter on the EIR Addendum (EIR 01-09). Please consider this information when you review the project.

Thank you for your attention to this matter.

Stephen Orosz, PE
Orosz Engineering Group, Inc
1627 Calzada Avenue
Santa Ynez, CA 93460

805-688-7814 office/fax
805-680-1586 cell

Hotel Sierra - EIR Add Comment Letter.pdf

Orosz Engineering Group, Inc.

OEG Ref: 09-70109

July 13, 2009

Mayor Bob Foster
City of Long Beach
333 West Ocean Boulevard, 14th Floor
Long Beach, California 90802

Fax: (562) 570-6538

Subject: EIR Addendum (EIR-01-09) Comments, Hotel Sierra Project

Honorable Mayor and City Council Members:

Orosz Engineering Group, Inc. (OEG) has been asked by Davis, Cowell & Bowe, LLP (Andrew Kahn) to review the subject document from a traffic and transportation engineering viewpoint. The following letter summarizes our findings.

The traffic and land use information presented in the EIR Addendum is generally complete. However, there are three areas that are not complete and do not present a true and complete picture of the potential environmental impacts that may occur with the implementation of the proposed project. These three areas include:

Parking

Parking in the Pike Garage. The data for the October - March time frame is good information, but in a beach/summer oriented tourist area the parking garage data should be provided for a full year. It appears to be available but not shown in the EIR addendum. Right now it appears that approximately 285 spaces would be available during the peak month. Right now, the parking garage is about 90% full during peak times (an industry design maximum). Relying on the surrounding parking areas for additional parking is unrealistic and unknown. There is no occupancy data for those other parking areas provided in the document. They could be operating at 100% full leaving no room for error in the parking garage for this project. To provide a clear and complete environmental setting, the year round parking occupancy values for the Pike Garage and surrounding parking areas should be provided. With the project parking demand, the proposed project parking demands on the surrounding areas can be evaluated completely.

Project Parking Demands. There is no exact information regarding the actual parking demand for the Hotel Sierra. The available parking in the garage may or may not be adequate. (See previous comment.) Hotels of this type could generate a peak parking demand of 1-1.5 spaces per room or 125-200 parking spaces. The retail space proposed for the project may add additional demands for parking. With only a maximum of 285 parking spaces potentially available (based on the data provided, this number may be

1627 Calzada Avenue . Santa Ynez . CA . 93460 . 805-688-7814 . oeg@quixnet.net

significantly less when summer data is provided), the parking garage may be completely full and fail to operate efficiently.

Land Use

Total Available Square Footage. Within the Pike area, the City Council has approved a total square footage is 525,000. The existing approved uses totals 418,221 SF. There is no total with the Hotel Sierra. There is a discussion of the total number of hotel rooms available within the Pike Area (275 rooms) and that with the proposed project, that number is within the approved values. However, the total square footage is not presented completely.

Summary

Based on this review, there are three issues where clear complete information has not been clearly documented and presented to the decision makers to provide them with the potential environmental impacts associated with the proposed project. These issues are necessary items to be addressed prior to the project moving forward.

Should you have any questions, feel free to contact us. OEG, Inc. thanks you for the opportunity to meet your needs on this exciting project.

Sincerely,

Stephen A. Orosz

Stephen A. Orosz, P.E.
Orosz Engineering Group, Inc.

cc. Andrew Kahn, Davis Cowell & Bowe, LLP
Craig Chalfant, Planner, City of Long Beach

CH-1

1) Supplemental Environmental Impact Report (EIR),

2) Responses to Comments Report for the Final Supplemental EIR, and

3) EIR Addendum

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A SCANNED IMAGE OF THE AGENDA ITEM ATTACHMENT IS AVAILABLE IN LEGISTAR INSITE AT http://longbeach.legistar.com/Calendar.aspx

OR

PLEASE CONTACT

THE LONG BEACH CITY CLERK DEPARTMENT AT

(562) 570-6101
(562) 570-6789 (FAX)
cityclerk@longbeach.gov