

SOUTHEAST AREA DEVELOPMENT AND IMPROVEMENT PLAN (SEADIP) (PD-1)

Ordinance History: C-5328, 1977; C-5336, 1977; C-5501, 1979;
C-6058, 1984, C-6058, 1987; C-6424, 1987; C-6425, 1987;
C-6448, 1987; C-7528, 1998; C-7625, 1999; C-7904, 2004;
ORD-06-0001, 2006; ORD-12-_____, 2012

The Southeast Area Development and Improvement Plan provides for a total community of residential, business and light industrial uses integrated by an extensive system of parks, open space, and trails. The residential areas shall be family-oriented; the predominant type shall be sales units, although provision is also made for moderately priced apartments as well as luxury condominium units. In reviewing and approving site plans and tract maps for the development of the areas within the City of Long Beach, the City Planning Commission shall be guided by the goals and policies of the Specific Plan and the Commission shall not permit variance from those standards unless it finds that such variance meets the intent of the original standards and is consistent with the overall goals and objectives of the adopted Specific Plan.

A. PROVISIONS APPLYING TO ALL AREAS

1. Homes and offices shall be oriented toward open space, green belts and water wherever possible. Vehicular access shall generally be provided from the side opposite these natural amenities.
2. Areas, which are designated for single-family detached dwellings, shall be developed in accordance with R-1-N standards. However, if the area is to be re-subdivided, lot size and lot width and setback may be reduced provided that adequate common open space and guest parking are provided, and that the design is consistent with the adjacent residential development.
3. Prior to issuance of a building permit, all infrastructure, including street improvements, fire hydrants, water lines, storm drains, and sanitary sewers shall be constructed on a block basis in accordance with the approved plans. Such improvements, including engineering plans, shall be financed by subdivider(s) or by an assessment district or both.
4. A minimum of thirty percent of the site shall be developed and maintained as usable open space (building footprint, streets, parking areas and sidewalks adjacent to streets shall not be considered usable open space. Bicycle and pedestrian trails not included within the public right-of-way may be considered usable open space). All buildings shall be set back a minimum of twenty feet from all public streets and a wider setback may be required by individual subarea. Within this minimum twenty-foot setback

area, a strip having a minimum width of ten feet and abutting the street shall be attractively landscaped.

5. The maximum height of buildings shall be 30 feet for residential and 35 feet for non-residential uses, unless otherwise provided herein.
6. Minimum parking for each residential unit shall be the same as required Citywide by the zoning regulations; except that, in that part of SEADIP within the coastal zone, coastal zone standards shall apply. Minimum parking for commercial and industrial uses shall be provided in accordance with parking standards as specified in the zoning regulations.
7. Navigable waterways shall not be extended unless it can be demonstrated that such extension will not have an adverse impact on water quality and boat traffic.
8. All developments shall be open and inviting to the public; the public shall not be excluded from use of private streets and bicycle and pedestrian trails, although the public may be excluded from private yard areas, from private recreation areas designed for the use of residents of the development, and from private drives serving parking lots and garage structures reserved for residents and their guests.
9. All development shall be designed and constructed to be in harmony with the character and quality of surrounding development so as to create community unity within the entire area.
10. Developers shall construct public open space, trails, pathways and bicycle trails for each development in such a manner that they will be generally accessible to the public and that they will interconnect with similar facilities in adjacent developments so as to form an integrated system of open space and trails connecting major points of destination.
11. Public access shall be provided to and along the boundaries of all public waterways as provided for in the wetlands restoration plan.
12. Public views to water areas and public open spaces shall be maintained and enhanced to the maximum extent possible, consistent with the wetlands restoration plan.
13. Adequate landscaping and required irrigation shall be provided to create a park-like setting for the entire area. A landscaped parkway area shall be provided along all developments fronting on Pacific Coast Highway, Westminster Avenue, Studebaker Road, Seventh Street and Loynes Drive.
14. No additional curb cuts shall be permitted on Pacific Coast Highway, Westminster Avenue, Studebaker Road, or Seventh Street, unless it can

be shown that inadequate access exists from local streets or unless specifically permitted by Subarea regulations provided herein. This restriction shall not preclude the provision of emergency access from these streets as may be required by the City.

15. All utility lines shall be placed underground and utility easements shall be provided as required unless waived by the Commission on the advice of the Director of Public Works.
16. Developers shall construct, in accordance with plans approved by the Director of Public Works, all necessary sanitary sewers to connect with existing public sewers, and shall provide easements to permit continued maintenance of these sewers by the City where the City accepts responsibility for such maintenance.
17. Developers shall construct, in accordance with plans approved by the Director of Public Works, all new streets and ways within the area. All streets and ways will include:
 - a. Roadway pavement, curbs and sidewalks approved by the Director of Public Works. The sidewalk requirement may be waived or the sidewalk may be combined with an enlarged bicycle trail in such cases where the Commission and the Director of Public Works determine that an independent sidewalk is not required for pedestrian convenience and safety.
 - b. Water lines approved by the General Manager of the Water Department.
 - c. Fire hydrants approved by the Fire Chief and the General Manager of the Water Department.
 - d. Street lighting using low energy luminaries as approved by the Director of Public Works.
 - e. Storm drainage approved by the Director of Public Works.
 - f. Street trees approved by the Manager of the Park Bureau.
 - g. Street signs and pavement traffic markings approved by the Director of Public Works.
 - h. All traffic control devices required by the Director of Public Works.
18. Developers shall improve and dedicate to the City certain streets, recreation areas and other public facilities necessary to support the proposed private development, as specified by area in subsequent paragraphs. If any such required improvements are found by the

Commission to be infeasible or undesirable for engineering, legal or other reasons, the Commission may accept alternative improvements proposed by the developer so long as they meet the intent of the original requirements and are consistent with the overall goals and objectives of the adopted Specific Plan. Developers shall make such improvements or furnish security in connection with such improvements prior to commencement of construction of adjacent areas, which the improvements are designed to support; improvements may be phased with the phased construction of such adjacent areas. In those cases where the developer is to dedicate land area for subsequent improvement by the City, the developer shall not be required to convey such area until the City has budgeted funds for the improvements.

19. Developers shall make provision for the continued private maintenance of all common areas that are not to be dedicated and accepted by the City, and of all ways not to be dedicated and accepted by the City, including maintenance of street lighting, walks, curbs, storm drainage, water lines, fire hydrants, and street trees. Such provisions shall be perpetuated by their inclusion in the covenants, conditions, and restrictions of the property owners.

B. RESPONSIBILITY FOR CONSTRUCTION AND MAINTENANCE OF WETLANDS AND BUFFERS

The Wetlands

1. The wetlands and associated habitats, and all fresh, brackish and tidal water supply and control systems, shall be constructed at the expense of the developers of Areas 11a, 25 and 26, unless otherwise provided for by agreements between land owners and the managing agency. The developer(s) of Areas 11a and 25 shall be responsible for wetlands development of Areas 23 and 33. The developer(s) of Area 26 shall be responsible for wetlands development of Area 27.
2. Owing to the need to make connections with the existing tidal marsh, the major wetlands restoration project between Los Cerritos Channel and Westminster Boulevard shall be accomplished at one time. Restoration of wetlands north of the Los Cerritos Channel and south of the San Gabriel River need not be accomplished concurrently with the major restoration project, or with each other. Prior to the issuance of permits for residential, commercial or industrial development, each applicant shall develop a detailed phasing plan that assures that restoration of wetlands will be completed prior to or concurrently with the completion of urban development on related parcels as specified above. Said detailed phasing

plans shall be submitted for approval to the agency responsible for granting the coastal permit.

3. The standard of wetlands restoration is that it shall be completed prior to or concurrently with upland development on related areas. This standard may be satisfied by using one of the following options:
 - a. Percentage Option. Whenever part of the development acreage is built upon, an equal percentage of the future wetland acreage will be developed as wetlands; and
 - b. Acre-for-Acre Option. For every acre of wetland identified for fill and/or consolidation under the Local Coastal Plan that will be covered by the development, the developer shall improve one acre of wetland.
4. Exceptions to this standard may arise in Areas 25, 26 and 27 where continuing oil operations and/or leasing problems may make it impossible to fulfill part of a permanent wetlands obligation in connection with upland developments. In such instances (and only in such instances), the following method of fulfilling the wetland obligation may be utilized.
 - a. The developer must first develop wetlands on all areas designated for wetlands, which are not encumbered, by active oil operations and/or leases.
 - b. If the full wetlands obligation is not satisfied thereby, the remainder of his obligation may be fulfilled by construction of interim wetland areas as a temporary wetlands restoration measure. If such an interim restoration alternative is needed, an interim wetlands restoration program may be developed for up to 8 acres of the total wetlands obligation for development of Parcel 26, and up to 8 acres for development of Parcel 25, where continuing oil operations and/or leasing problems may interfere with the total restoration program as set forth in the Wetlands Enhancement Plan. Such a program shall be subject to review and approval by the Executive Director of the California Coastal Commission in consultation with the Department of Fish and Game.

This alternate interim wetlands restoration program, limited for up to 16 acres total, shall at minimum, include provisions that:

- (1) Identify location and size of affected developable areas and proposed interim wetland areas, and provide for the construction of interim wetlands equal in productivity and size to areas filled. They shall be maintained for wildlife by

the developer until such time as the major restoration program can be accommodated on encumbered lands.

- (2) Provide for a monitoring system undertaken in conjunction with Department of Fish and Game, assuring biological values of the interim wetlands.
 - (3) Where legally possible, place deed restrictions over the interim wetlands prohibiting development in such areas until the implementation of the primary restoration program.
 - (4) Provide for the construction of the interim wetlands prior to or concurrently with the development of wetland areas of Areas 25 and 26 that cannot be directly mitigated by the acre-for-acre restoration option set forth in the land use plan.
 - (5) Insure that interim wetlands are to be viewed as temporary and shall not in any way be construed to increase the total wetland obligation within the study area. These areas may be converted to upland areas for development purposes upon completion of the primary restoration project.
 - (6) When sufficient on-site acreage is not available, use of off-site acreage within the San Gabriel River Wetlands system may be permitted for interim wetlands, with such location of off-site interim wetlands being subject to the approval of the Executive Director of the California Coastal Commission in consultation with the Department of Fish and Game.
5. If an owner/developer elects to utilize the temporary wetlands option to obtain permits and proceed with development, it is necessary to provide a mechanism, which will assure that monies for future construction of permanent wetlands to replace the temporary wetlands will be available when such permanent construction is imminent. This is particularly important in view of the fact that many years may separate the construction of the temporary and permanent wetlands, and that during that span of time, title may change several times and the obligation for permanent wetlands construction may become clouded or lost. Therefore, when an owner/developer utilizes the temporary wetlands option (in the limited circumstances described in #4 above), he/she must deposit monies in a Wetlands Restoration Fund, under the terms described below, (or provide other means to guarantee development of the permanent wetlands):

- a. The construction assurance funds shall be deposited at the time the developer applies for construction permits for a temporary wetlands program;
- b. The amount of the funds to be deposited shall be derived from the cost estimate referred to in Item 5c, below;
- c. The first developer shall be responsible for the preparation of construction drawings, specifications, and cost estimates for the total wetland plan in his area. Such cost estimates shall include a contingency factor, which is normal and customary in projects of this magnitude and complexity. These shall be approved by the engineer of the local jurisdiction in consultation with the Department of Fish and Game;
- d. The Wetlands Restoration Fund shall be established by the City of Long Beach when the first assurance payment is imminent. The fund shall be established in an interest-bearing account. Interest shall accrue to the account. As much as possible, the account shall be managed to earn sufficient annual interest to match the annual increases in the Consumer Price Index for Southern California.

Monies shall be withdrawn from the fund to pay for the construction of permanent wetlands deferred through use of the temporary option. Any monies remaining in the fund, including interest, after all wetlands are totally restored, shall be utilized for on-going maintenance of the wetlands.

When an agency or non-profit corporation accepts permanent management responsibilities of the wetlands, the Fund may be transferred to that agency or corporation.

- e. Wetlands in those areas for which assurance funds were deposited shall be developed at the first available opportunity. When an agency or non-profit corporation accepts permanent management responsibilities of the wetlands, the Fund may be transferred to that agency or corporation.
6. Overall custodial and interpretive management and financial responsibility for maintenance of Los Cerritos Wetlands shall be vested in an appropriate governmental agency or private non-profit corporation upon the initiation of the first wetlands restoration project. Prior to issuance of any permits for any projects related to wetlands construction, nomination of the managing agency shall be made by the City of Long Beach with the concurrence of the State Department of Fish and Game.

The Buffers

1. The wetlands are to be separated from urban developments by "buffers". In the context of this LCP, the buffers are treated as a part of the adjacent urban developments, as they will form a part of the amenities. Construction and maintenance of the buffers, therefore, falls entirely on the developers and their successors in interest. The reader should note that buffers are constructed only north of Westminster Boulevard. The restored wetlands south of Westminster Boulevard will have no buffers, owing to the fact that they will be separated from other uses by natural barriers.
2. Buffers between subareas 11a and 33 shall be created by developer(s) of 11a prior to or concurrently with development of upland areas. The berm between wetlands and development shall be created as a part of the grading operation of the wetland. If build out is phased over a period longer than two years, then the landscaping and irrigation system for the buffer can be phased with each phase of landscaping for the development with this exception; that at the beginning of each phase, prior to finish grading for that phase, a row of shrubs shall be planted at the top of the berm to offer protection during construction. Provisions must be made to deny public access to all portions of areas not included in the current building program. Design of the buffers must conform to the standards set forth in the certified Local Coastal Plan for the Los Cerritos Wetlands.
3. If urban developments remain the property of landowners and/or developers, they shall be responsible for continuous maintenance of the buffers. This responsibility shall run with the land. If urban developments become condominiums, the buffers shall become a part of the area held in common, and continuous maintenance shall be the responsibility of the property owner's association(s). The agency in charge of the management of the restored wetlands may provide comments and recommendations to those responsible for maintenance of the buffers if lack of proper maintenance is causing the buffers to fail in their primary mission to prevent visual and physical access to the wetlands habitats. Breaches in the buffer which seriously threaten habitat values in the wetlands, and which have been reported by the wetlands management agency and have not been repaired in a timely fashion by the individual or agency responsible for maintenance, may be repaired by the wetlands management agency. Costs for such repairs shall be collected from the property owner's association.
4. Where property owners' associations are formed, the requirement for continuous buffer maintenance shall be included in their Articles of Incorporation, and monthly dues shall be sufficient for this purpose.

5. The primary mission of the buffer is to prevent physical access into the wetlands and to prevent visual disturbances of wetland wildlife. The buffer, as shown in the Local Coastal Plan, consists of a berm of mounded soil, a fence, and plant material. Plant material will be chosen to be (in descending order of priority):
 - a. of a growth form that supports the primary mission (i.e., of assistance in preventing access and/or screening development from the wetlands);
 - b. compatible with soil, water and climate conditions of the immediate site;
 - c. fast growing;
 - d. compatible with adjacent development;
 - e. low maintenance; and
 - f. of wildlife food and/or cover value.

C. SPECIFIC DEVELOPMENT AND USE STANDARDS

SUBAREA 1

- a. Use: Residential.
- b. Maximum Density: 9.5 dwelling units/gross acre.
- c. Planning or Coastal Commission may require such additional parking (over and above the minimum of two integral spaces) as it determines to be necessary for guests and for storage of boats and recreational vehicles.
- d. The site plan should provide for views of Marine Stadium from Appian Way; a minimum of 20 percent of the property frontage along Appian Way shall be left open to Marine Stadium.
- e. Developers shall construct, in accordance with plans approved by the Director of Public Works, Paoli Way from its present terminus to the proposed public park in Area 32 and dedicate the same to the City.
- f. Vehicular access shall be limited to no more than two points from Appian Way if the area is developed as a single entity, or to no

more than three points if the area is developed as two separate parcels.

SUBAREA 2 (a)

- a. Use: Residential.
- b. This area is fully developed in accordance with Special Use Permit S-90-72 and Subdivision Tract No. 30643.

SUBAREA 2 (b)

- a. Use: Residential.
- b. Maximum density: 8.4 dwelling units/gross acre (number of permitted units to be calculated on the basis of gross area, including any land area to be dedicated to the City as public park).
- c. Convenient public street access shall be provided through the site in accordance with the adopted Specific Plan, and to Marine Stadium and the public park proposed for Area 31.
- d. Developers shall construct, in accordance with plans approved by the Director of Public Works, bicycle and pedestrian trails along abutting waterways and connecting the proposed trails on Loynes Drive extension to the proposed park in Area 32.

SUBAREA 3 (a)

- a. Use: Residential.
- b. This area shall be developed with single-family detached dwellings at a maximum density of 8.4 dwelling units per gross acre.
- c. If feasible, Manila Avenue south of Colorado Street may be vacated and merged into adjacent property for development. No vehicular access to Bellflower Boulevard shall be permitted.
- d. If vacation of Manila Avenue is not feasible, Manila Avenue shall be developed as a service road with a ten-foot landscaping buffer parallel to Bellflower Boulevard.

SUBAREA 3 (b)

- a. Use: Residential.

- b. This area shall be developed with single-family detached dwellings.

SUBAREA 4 (a)

- a. Use: Residential and Park (Sims Pond).
- b. Maximum density: 6.0 dwelling units/gross acre.
- c. This area shall be developed with single-family detached dwellings in accordance with Subdivision Tract 32868 (S-64-76).
- d. The developer shall construct, in accordance with specifications listed in the Director of Public Works' report on Tentative Tract 32868, an extension of Bellflower Boulevard from Colorado Street to Loynes Drive and an extension of Loynes Drive from street improvements made in Area 4 (b) and shall be reconstructed in accordance with plans approved by the Director of Public Works.

SUBAREA 4 (b)

- a. Use: Residential.
- b. Maximum density: 4.1 dwelling units/gross acre.
- c. This area shall be developed with single-family detached dwellings in accordance with the approved Tentative Tract Map No. 32277 (S-55-74).
- d. The developer shall construct, in accordance with plans approved by the Director of Public Works, and extension of Loynes Drive and parallel bikeway from Pacific Coast Highway westerly across the developers' lands to the extension of Bellflower-Loynes roadways built in connection with the development of Area 4 (a) -- Tentative Tract 32868, and dedicate the same to the City.
- e. The developer shall construct, in accordance with plans approved by the Director of Public Works, necessary public access to the proposed public park in Area 31, and dedicate the same to the City.
- f. The natural wetland known as Sims Pond shall be preserved and maintained in accordance with the requirements of the California Department of Fish and Game.

SUBAREA 5 (a)

- a. Use: Residential.

- b. This area is fully developed in accordance with Special Use Permit No. S-37-69 and the approved Subdivision Tract No. 30911.

SUBAREA 5 (b)

- a. If this area remains in the ownership of the California Department of Transportation, it should be improved as landscaped open space. If sold, it shall be developed at a maximum density of 2.5 dwelling units per acre, and church uses may also be permitted.
- b. No direct access to this site shall be permitted from Pacific Coast Highway.

SUBAREA 6 (a)

- a. Use: Residential.
- b. This area is fully developed in accordance with Subdivision Tract No. 4681.

SUBAREA 6 (b)

- a. Use: Residential.
- b. Maximum density: 18.0 dwelling units/gross acre.
- c. Every effort shall be made to construct apartment units that can be priced so as to serve families of moderate income.

SUBAREAS 6 (c), 7 (a), 21 and 22 (b)

- a. Use: Residential.
- b. Maximum density: 5.62 dwelling units/gross acre.
- c. A variety of housing types and densities is encouraged, with higher density apartments oriented toward the golf course in Areas 7 (a) and 21.
- d. No more than three dwelling units shall be provided in any one structure in Areas 7 (a) and 21.
- e. A golf course open to the general public shall be constructed on Area 22 (b).

- f. No additional street access to Seventh Street shall be permitted.
- g. The developer shall construct, in accordance with plans approved by the Director of Public Works, a new street connecting Loynes Drive and Channel Drive, and a street connecting said new street to Margo Avenue in the vicinity of Sixth Street, and dedicate the same to the City.
- h. The developer shall construct, in accordance with plans approved by the Director of Public Works, a bicycle trail generally parallel to the new street connecting Loynes Drive and Channel Drive, and dedicate the same to the City. This trail will include a segment along Loynes Drive to connect with existing Vista Street, and a spur connection to Seventh Street opposite West Campus Drive.
- i. The developer shall construct a widening of Pacific Coast Highway in accordance with a plan prepared by the Director of Public Works, which calls for an eight-lane, divided highway with sidewalks and bike trails, and dedicate the same to the City.

SUBAREA 7 (a)

- a. Use: Residential
- b. Maximum density: 5.0 dwelling units/gross acre.
- c. This area shall be developed with single-family detached dwellings.

SUBAREA 8

- a. Use: Residential
- b. Maximum density: 15.6 dwelling units/gross acre
- c. Structures should be designed and located in such a manner as to minimize the obstruction of views from the adjacent Bixby Hill Community
- d. Only one point of access to Seventh Street shall be permitted, preferably via East Campus Drive. If the developer is unable to obtain permission from California State University to utilize East Campus Drive, access to Seventh Street may be provided via an extension of Pepper Tree Lane. This requirement shall not preclude the provision of a second emergency access as may be required by the City.

- e. The developer shall construct and dedicate a widening of Seventh Street in accordance with a plan prepared by the Director of Public Works to provide for a six-lane highway with curb, sidewalks, and bicycle trail.
- f. The developer shall construct, in accordance with plans approved by the Director of Public Works, an underpass of Seventh Street at the Los Cerritos Channel to provide for pedestrian and bicycle circulation between the residential developments and nearby public schools.
- g. The developer shall construct, in accordance with plans approved by the Director of Public Works, a bridge over Bouton Creek at the Los Cerritos Channel to provide for bicycle and pedestrian circulation from residential developments to the Hill Jr. High School.

SUBAREA 9

- a. Use: Residential
- b. This area is fully developed in accordance with Special Permit No. S-158-62 and subdivision Tract No.'s 24883 and 22087.

SUBAREA 10 (a)

- a. Use: Residential
- b. This area is fully developed in accordance with Special Permit No. S-174-60.

SUBAREA 10 (b)

- a. Use: Residential
- b. Maximum density: 11.7 dwelling units/gross acre.
- c. Structures should be designed and located in such a manner as to not obstruct views from the Belmont Shore Mobile Estates Park, Area 10 (a). No more than 1/3 of the dwelling units should be located in the narrow eastern section of the site along the Los Cerritos Channel.
- d. A bicycle and pedestrian trail shall be provided through the site from Loynes Drive to the proposed public park in Area 23.

SUBAREA 11 (a)

- a. Use: Residential
- b. Maximum density: Approximately 15.3 units per acre, 764 units.
- c. Unit configuration shall be stacked flats and townhouses.
- d. Height: Three stories up to thirty feet.
- e. Length: Maximum building length for any residential structure shall be 180 feet.
- f. The exterior of buildings shall appear as single-family dwellings or townhouses. No more than two upper story units shall share a common stairway from the ground level and no exterior corridors shall be allowed. To the maximum extent feasible, each unit shall have its own physical identity.
- g. All buildings shall be articulated on all exterior facades so as to create visual interest through changes of volume, massing and shadowing. Articulation by building projection with such items as chimneys, bay windows and balconies are encouraged.
- h. All building facades shall contain windows and/or variations in building materials to provide visual interest. Building details such as window and door framing, shutters, window boxes, decorative eave treatments and the like are encouraged.
- i. All building bordering on Pacific Coast Highway, Westminster Boulevard, and Studebaker Road shall, to the maximum extent possible, present a side elevation instead of a front or rear elevation to those roads.
- j. To ensure that area 11 (a) is open and inviting to the public as far as is consistent with the preservation of the wetlands and with the noise and security problems resulting from the bordering major highways, the following special design features shall apply:
 - (1) One pedestrian path and one bicycle trail entrance shall be placed along Studebaker Road and Westminster Boulevard connecting pedestrian paths and bicycle ways along these highways to the interior trail system. Design treatment of such connections shall ensure that they are visually prominent and open to the public.

- (2) The vehicular entries at Westminster Boulevard shall provide an open view to wetlands.
- (3) The edges along Studebaker Road, Pacific Coast Highway and Westminster Boulevard shall be improved with landscaped berm setbacks. The visibility of any fences behind the berms shall be minimized by the height of the berm and may also be minimized by dense planting of shrubs. Trees planted in this setback may be evergreen with dense foliage.
 - (a) A suitable buffer shall be provided along the eastern border of the site to screen the residents from the steam-generating plant located east of Studebaker Road.
 - (b) A buffer, a minimum of 25 feet in width, between the trail edge and the wetland edge, shall be provided. That buffer width may be modified to provide a greater buffer in areas of the wetland closer to the inter-tidal channels. Use of a variable buffer is encouraged to provide for meandering of the trail in order to decrease overall impact and enhance the attractiveness of the trail. Along the approximately 500 ft. linear edge of the wetland identified as more sensitive where the Conservancy proposes a variable buffer, that buffer shall be appropriate provided that the distance between the wetland and the edge of patios averages 63 feet. (The buffer width may be decreased to a minimum of 25 feet if the inter-tidal channels can be redesigned to occur deeper into the wetlands and farther away from developments).
 - (c) In addition to the setback for buffer, the elevation and setbacks between development and wetland edge shall be sufficient to ensure stability during liquefaction events caused by the maximum credible earthquake. Such data, including review by the State Division of Mines and Geology, shall be provided at time of site plan approval for any development in this subarea.
 - (d) The developer shall construct, in accordance with plans approved by the Director of Public Works, an extension of Shopkeeper Drive North from Westminster Avenue to the public marsh and recreation area, and dedicate the same to the City.

- (e) The developer shall provide for the extension of the non-wetlands habitat corridor from Westminster Boulevard to the wetlands of Area 33. Such corridor shall be 400 feet wide approximately centered on the extension of Shopkeeper Drive. No building shall be allowed in this area except for a single story recreation building, or as otherwise provided for herein.
- (f) The developer shall construct, in accordance with plans approved by the Director of Public Works, a new spine road from Shopkeeper Drive extension westward to area 11 (b) and eastward to the intersection with the most northerly cul-de-sac, and dedicate the same to the local jurisdiction.
- (g) The developer shall construct a widening of Pacific Coast Highway, in accordance with plans prepared by the Director of Public Works, which call for an eight-lane divided highway with sidewalks, and dedicate the same to the City.
- (h) The developer shall construct and dedicate to the City, a bicycle lane within the roadway, in accordance with plans approved by the Director of Public Works, from Westminster Boulevard parallel to extended Shopkeeper Drive, where it will split into a westward lane of the local residential road toward area 11 (b) and into an eastward and northward lane along the local residential road to the west side of Studebaker Road. From that intersection with Studebaker Road, the trail shall continue north on Studebaker Road to Loynes Drive where it will be extended westerly to connect to the trail along the west bank of the Los Cerritos Channel.

SUBAREA 11 (b)

- a. Use: Residential at a maximum density of 8.4 units per gross acre shall be permitted.
- b. No more than three dwelling units shall be provided in any one structure, and all shall be designed as sales units. Height limit is two stories in 30 ft. maximum.

- c. Permanent vehicular access to this site shall be provided through Area 11 (a). Until Area 11 (a) is developed, access may be provided on a temporary basis from Pacific Coast Highway.
- d. The developer shall construct in accordance with plans approved by the Director of Public Works, a pedestrian walkway adjacent to Los Cerritos Channel connecting with a pedestrian walkway to be constructed by the developer of Parcel 11 (a) adjacent to Parcel 33, at one end, and at the other end, connecting with either a pedestrian/bikeway along Pacific Coast Highway, or, at the discretion of the Director of Public Works, with the walkway adjacent to the bulkhead in the southeast portion of Parcel 31.
- e. Prior to development, the final details concerning wetlands consolidation on this Parcel shall be approved by the Department of Fish and Game.

SUBAREA 12

- a. Use: Residential
- b. This area is fully developed in accordance with Special Use Permit S-140-72 and the approved Subdivision Tract No's. 31204, 31203, 31205, and 29312.

SUBAREA 13

- a. Use: Commercial
- b. This area is fully developed in accordance with Special Use Permit S-44-73.

SUBAREA 14

- a. This area, in the ownership of the California Department of Transportation, should be improved as landscaped open space. If the northwest quadrant is sold, it shall be developed with a maximum of 3.0 dwelling units/gross acre. Access to this property from Seventh Street shall be permitted only through Area 8 or via an extension of Pepper Tree Lane.

SUBAREA 15

- a. Use: Commercial.

- b. This area is fully developed in accordance with Special Use Permit No's S-174-60, S-5-60, S-180-72, and S-178-69.

SUBAREA 16

- a. Use: Commercial
- b. This area is fully developed in accordance with Special Use Permit No's. S-167-72 and S-13-61.

SUBAREA 17

General Provisions

The intent of this Subarea is to encourage visitor serving and coastal related land uses related to tourism, hotel, restaurant, retail, and public recreational uses.

Permitted Land Uses

This SEADIP Subarea is intended to be a mixed use district with an emphasis on visitor serving land uses, including coastal related land uses.

Specifically permitted visitor serving and coastal related land uses are:

- Hotels (market rate) as defined in Title 21 of the Long Beach Municipal Code (Zoning Code). Hotels are considered a priority land use for this SEADIP Subarea.
- Educational uses limited to marine-oriented science centers and aquariums open to the general public
- Public parks and open space, including active and passive recreation areas with an emphasis on scenic viewpoints and visual areas oriented towards the marina and ocean areas
- Public recreational facilities
- Public accessways, walking paths, and bicycle lanes
- Short-term public parking areas
- Marine-related retail sales, including boating supplies and fishing supplies
- Travel and commercial recreation services and uses
- Public restrooms

General permitted land uses are:

- Multi-Family Residential not to exceed 25 dwelling units per acre with a maximum of 275 units for the entire Subarea 17

- Restaurants, including outdoor dining and ready-to-eat but not including drive-through lanes or vending carts
- Basic retail sales as provided in Table 32-1 of Title 21 of the Long Beach Municipal Code (Zoning Code) along with vending machines as an accessory use only
- Movie theater or live theater, indoor only
- Special temporary events with an approved City special event permit
- Basic personal services and fitness center/health clubs only as provided in Table 32-1 of Title 21 of the Long Beach Municipal Code (Zoning Code)
- Professional services as specifically listed in Table 32-1 of Title 21 of the Long Beach Municipal Code (Zoning Code)
- Museums, science centers and other similar public educational exhibit facilities

Conditionally Permitted Land Uses

The following land uses require the approval of a Conditional Use Permit:

- Affordable Overnight Accommodations involving hotels, motels and hostels as these land uses are defined in Title 21 of the Long Beach Municipal Code (Zoning Code)
- Market rate inns, bed and breakfast inns, and motels as these land uses are defined in Title 21 of the Long Beach Municipal Code (Zoning Code)
- Sale of alcohol for on-site consumption
- Sale of alcohol for off-site consumption
- Live music performances, indoor and outdoor
- Outdoor movie theater and outdoor live theater
- Entertainment involving dancing with live music or any other type of music conveyance system
- Communications facilities limited to roof mounted cellular and personal communications services in accordance with Chapter 21.56 of the Long Beach Municipal Code
- On-premise electronic signs
- Retail merchandise units, subject to design review from the Development Services Department
- All other land uses not specifically listed, subject to a determination from the Director of Development Services

Prohibited Land Uses

General prohibited land uses are:

- Residential care facilities, group residences and shelters as these land uses are defined in Title 21 of the Long Beach Municipal Code (Zoning Code)

- Automobile related uses, including gasoline sales, repair, retail sales of vehicles, parts and equipment, limousine services, long-term vehicle storage, and rental agency uses
- Restaurant drive-through lanes
- Billboards and other off-premise signs, including off-premise electronic signs
- Tattoo parlors as defined in Title 21 of the Long Beach Municipal Code (Zoning Code)
- Vending carts
- Retail sales involving hardware, construction materials (e.g., lumber, drywall, masonry), guns, major household appliances (e.g., refrigerators, stoves), products manufactured on-site, indoor or outdoor sales events such as merchandise malls or swap meets, outdoor vending, food carts or mobile food trucks, pawn shops, or thrift stores and used merchandise stores
- Personal services, excluding the permitted personal services specified above, as specifically listed in Table 32-1 of Title 21 of the Long Beach Municipal Code (Zoning Code)
- Daycare centers and child day care homes
- Institutional uses, including public and private elementary and secondary schools, professional schools, trade schools, places of worship, and social service offices
- Industrial uses, including all types of manufacturing, warehousing, truck terminals, freight forwarding, power generators, electrical distribution stations, and storage of hazardous materials
- Transportation facilities involving bus terminals or taxi cab stands.

Development Standards

Setbacks:

Minimum Setback from Property Line Abutting Street: Twenty (20) feet

Minimum Setback from Interior Property Line: Twenty (20) feet

Minimum Parking Area Setback: Twenty (20) feet from property line for ground level and above-ground parking areas. Zero (0) feet from property line for subterranean parking areas.

Maximum Permitted Projections in Required Yard Setbacks:

- Roof Overhang, Cornices, Eaves: Ten (10) feet
- Balconies: Five (5) feet
- Awnings: Ten (10) feet
- Porte Cochere (over circular drive): Ten (10) feet
- Architectural Protrusions: Ten (10) feet
- Fences: See Table 43-1 of Zoning Code

Floor Area Ratio (FAR):

Maximum 1.5

Residential Density:

Maximum 25 units per acre, with a maximum of 275 units for the entire Subarea 17

Residential Unit Size:

Minimum 500 square feet per residential dwelling unit

Usable Open Space:

Minimum 30 percent of site in accordance with general SEADIP provisions applying to all sub-areas

Private Open Space:

In accordance with Chapter 21.31 of the Zoning Code

Landscaping:

In accordance with Chapter 21.42 of the Zoning Code

Signs:

In accordance with Chapter 21.44 of the Zoning Code

On-Site Parking:

In accordance with Coastal standards per the Zoning Code for residential uses and Chapter 21.41 of the Zoning Code for non-residential uses. Pursuant to Zoning Code Section 21.41.219, developments over 150,000 square feet or more may submit a parking demand study in order to reduce the required shopping center requirement. The parking demand study must be prepared by an independent traffic engineer licensed by the State of California at the developer's expense for the review and approval of the Director of Development Services and the Director of Public Works. Mixed use developments may include shared parking that allows use of parking spaces for both residential guest and commercial land uses.

Building Height:

Maximum 55 feet (4 stories), with a maximum of 150 feet (12

stories) allowed through the use of height averaging for residential or hotel land uses only.

Height Averaging. The 55 foot height limit may be exceeded up to 150 feet for residential and hotel land uses only through the following height averaging and height variation standards.

Height Variation. Variations in building heights are required, particularly for adjacent buildings on the same site, to provide a visually appealing differentiation of vertical structural components while preventing a monolithic massing that produces a walled or fortress appearance.

1. Purposes of height averaging and height variation. The purposes of height averaging and height variation are to provide for:

- a. Heights of some buildings above the standard 55 foot limit balanced by adjacent buildings with lower heights to protect view corridors and allow for an aesthetically appealing variation through visual transition in height, massing and design proportions.
- b. Additional building height complemented by accompanying lower building heights to emphasize prominent locations that will result in a more visually compelling development.

2. Extent of height averaging and height variation allowed.

Additional building height is permitted over no more than 30 percent of the building footprint on the project site, provided that the average height over the entire footprint does not exceed the otherwise required maximum 55 foot building height.

Height averaging and height variation requirements shall not be applied to stand alone parking and/or accessory structures.

The additional height allowed by this subsection through height averaging and height variation requirements shall require Planning Commission approval.

3. Conditions of Approval. The Planning Commission may impose conditions of approval and/or additional mitigation measures for the approval of additional height and height variation, including:

- a. Additional requirements for site planning and architectural design, including massing and articulation; and

- b. Additional requirements for public amenities, including public outdoor space and pedestrian paths.

Design Standards

All new buildings shall be arranged to provide views between buildings to avoid the appearance of a wall of buildings and minimize obstruction of views. The scale, height, mass, location and materials of all new buildings, and major renovations to existing buildings, shall contribute to the perception of the site and surrounding area as a comprehensive, cohesive and integrated entity.

Sustainable Design: Incorporate sustainability concepts in both privately owned areas and public rights-of-way, including:

LEED Certification: All structures are required to achieve at a minimum LEED Silver Certification or equivalent.

Materials: Use sustainable materials that reinforce design variations in the horizontal and vertical building plane. Exterior materials should provide a variety of textures and layering that emphasize the building massing and structural elements. Stucco is not encouraged as a building material.

Walkability: Encourage walkability through integration of site design and streetscape improvements that allows for easy pedestrian access from public areas and open spaces to building entrances.

Massing: Encourage varying building heights with open spaces between buildings to allow for greater visual variety in terms of light, shadow and architectural treatments, including:

- a. Provide setbacks to avoid the appearance of monolithic structural bulk. Taller buildings should be sculpted to provide more of a slender tower look rather than a box-like rectangular mass.
- b. Establish a clearly identifiable break between the lower retail/restaurant floors and the upper floors, including but not limited to changes in materials, colors, articulation and/or fenestration.
- c. Offset (stagger) building heights with a differentiation of at least 10 feet so that no two adjacent buildings are the same height.

- d. Provide a variety of building heights and mass that complement adjacent buildings rather than two or three of the same designs on the site.
- e. For residential structures, the Privacy Standards set forth in Section 21.31.240 of the Zoning Code shall apply

Architectural Detail:

- a. Ground floor and second story facades shall utilize clear glass for maximum transparency.
- b. Ground floor and second story wall openings such as windows and doors shall comprise at least 75% of the building façade on these levels.
- c. Ground floor level massing, articulation and detail shall emphasize pedestrian-oriented scale through the use of quality materials and decorative details. Ground floors shall have different architectural treatments than upper floors to add greater visual quality and variety at the pedestrian level.
- d. Variations in façade colors, materials and articulation should be used to distinguish differences in building mass and land uses at different stories. An identifiable break should be noticeable between lower and upper stories through materials, projections, recessions, fenestration patterns or other architectural treatments.
- e. Building materials and architectural detailing should provide attractive three-dimensional qualities that avoid extensive blank wall appearances.
- f. Well-defined public entrances should include architectural accents and treatments to provide an inviting presence.
- g. Include surface changes, overhangs and other variations to enhance visual interest in design quality.
- h. Window glazing should be transparent except where privacy needs require some degree of screening. Reflectivity shall be minimized to prevent bird strikes.
- i. Windows should be recessed from the exterior building wall except where inappropriate with the architectural style. Tack-on materials around windows to give a recessed appearance are not permitted.

- j. Roofs of low-rise buildings shall be attractively treated for views from higher buildings. Rooftops usable for dining, viewing terraces, sun decks, and/or atria are encouraged.

Open Space:

- a. Landscaped open space areas shall provide a minimum of 20 feet in width between buildings. All open areas shall be landscaped in a park-like setting or designed as urban courtyards and plazas. All courtyard and plaza areas shall be treated with upgraded materials, ample color and rich detailing.
- b. Maximize the use of courtyard areas within a building mass.
- c. All exterior lighting shall be integrated with the building design to accentuate architectural features and landscaping as well as provide pedestrian safety. All exterior lighting shall include glare shields adequate to prevent spillover into the sky and off-site properties.
- d. All landscaping shall be in full compliance with Chapter 21.42 of the Long Beach Municipal Code.

Streetscape:

- a. Public art should be placed in prominent locations within and at the edges of open space areas that are clearly visible from the public rights-of-way.
- b. Maintenance of all landscaped parkways abutting the public streets shall be the responsibility of the project developer. Street trees and all landscaping in the parkway areas shall be provided in accordance with standards set forth by the Public Works Department, Street Trees Division and with the approval of the Director of Development Services.
- c. Streetscape elements, including street trees and parkways, should be designed to reduce energy use and include permeable surfaces that reduce stormwater runoff.

Mobility Opportunities:

- a. Encourage walkability in building placement, site design and streetscape.
- b. Provide bicycle access throughout site along with storage accommodations for public use (i.e., bike racks, bike corrals,

etc.).

- c. Accommodate public transit, including shuttle services and express bus stops

Transportation Demand Management:

A transportation demand management program, consistent with the following policies, shall be prepared and submitted to the City for approval prior to any issuance of a coastal development permit for any new construction:

- a. Development shall be designed to maximize the use of public transit systems, public walkways and bicycle paths. Building entries and exits shall be designed to be convenient to pedestrians and transit riders.
- b. Bicycle lanes and wide pedestrian paths or walkways shall be integrated into the roadways and sidewalks to link shoreline recreation areas.
- c. Developers, building managers, and employers shall provide incentives for transit ridership (e.g., subsidies for transit use, shuttles to transit stations), ridesharing and vanpools (including preferential parking privileges), and other transportation demand measures designed to reduce vehicle miles traveled.
- d. Additional programs shall be developed and implemented that provide incentives and benefits similar to those referenced in the preceding subparagraph c. to individuals who do not own or use automobiles and reside in the surrounding area.
- e. Shared use programs shall be implemented for bicycles and vehicles (e.g., on-site provision of bicycles and zipcars for tenant and employee use).
- f. Secure bicycle parking, lockers, and showers for use by employees and tenants who commute by bicycle shall be provided. In addition, bicycle parking and outdoor public facilities (tables, benches, etc.) shall be provided.
- g. Commercial property owners shall be encouraged to participate in the South Coast Air Quality Management District's Commute Reduction Program.

Bird-Safe Buildings:

- a. Bird-Safe Building Policies:
 - 1. All new buildings, and major renovations of existing buildings, shall be required to provide bird-safe building facade treatments in order to reduce the potential for bird-strikes.
 - 2. Landscaped areas next to buildings, including patios and interior courtyards, shall be designed and sited to avoid or minimize bird-strike hazards caused by reflective building surfaces.
 - 3. Buildings shall be designed to use minimal external lighting (limited to pedestrian safety needs) and to minimize direct upward light, spill light, glare and artificial night sky glow. Buildings shall also be designed to minimize light pollution from interior lighting to the maximum feasible extent.

- b. Bird-Safe Building Standards. All new buildings, and major renovations of existing buildings, shall be required to provide bird-safe building treatments for the facade, landscaping, and lighting consistent with the guidelines provided below:
 - 1. Glazing treatments:
 - (a) Fritting, permanent stencils, frosted, non-reflective or angled glass, exterior screens, decorative latticework or grills, physical grids placed on the exterior of glazing, or UV patterns visible to birds shall be used to reduce the amount of untreated glass or glazing to less than thirty-five percent (35%) of the building facade.
 - (b) Where applicable, vertical elements within the treatment pattern should be at least one-quarter inch (1/4") wide at a maximum spacing of four inches (4") and horizontal elements should be at least one-eighth inch (1/8") wide at a maximum spacing of two inches (2").
 - (c) No glazing shall have a "Reflectivity Out" coefficient exceeding thirty percent (30%). That is, the fraction of radiant energy that is reflected from glass or glazed surfaces shall not exceed thirty percent (30%).
 - (d) Equivalent treatments recommended by a qualified biologist may be used if approved by the City and/or the Coastal Commission.

 - 2. Lighting Design.

- (a) Nighttime lighting shall be minimized to levels necessary to provide pedestrian security.
 - (b) Buildings shall be designed to minimize light spillage and maximize light shielding to the maximum feasible extent.
 - (c) Building lighting shall be shielded and directed downward. Up-lighting is prohibited. Use of "event" searchlights or spotlights shall be prohibited.
 - (d) Landscape lighting shall be limited to low-intensity and low-wattage lights.
 - (e) Red lights shall be limited to only that necessary for security and safety warning purposes.
3. Landscaping.
- (a) Trees and other vegetation shall be sited so that the plants are not reflected on building surfaces.
 - (b) In order to obscure reflections, trees and other vegetation planted adjacent to a reflective wall or window shall be planted close to (no further than three feet from) the reflective surface.
 - (c) For exterior courtyards and recessed areas, building edges shall be clearly defined by using opaque materials or non-reflective glass.
 - (d) Walkways constructed of clear glass shall be avoided.
4. Building Interiors.
- (a) Light pollution from interior lighting shall be minimized through the utilization of automated on/off systems and motion detectors.
 - (b)
5. Lights Out For Birds.
- (a) The City shall encourage building owners and operators to participate in "Lights Out For Birds" programs or similar initiatives by turning off lighting at night, particularly during bird migration periods.

Off-Site Improvements:

Off-site improvements include, but are not limited to, repair, reconstruction and upgrades to all adjacent public streets, sidewalks, curb-cuts, street medians, pedestrian overpasses, bicycle lanes, and all public rights-of-way to the satisfaction of the Director of Public Works.

SUBAREA 18

- a. Use: Commercial
- b. This area is fully developed in accordance with Special Use Permit No. S-29-75. Also see Area 26.

SUBAREA 19

- a. Use: Industrial
- b. This area is fully developed in accordance with the provisions of the MG zone.
- c. Commercial Storage/Self-storage (21.215.570) shall be allowed by Conditional Use Permit (21.52.219.5).

SUBAREA 20

Use: Channel View Park, a public park.

SUBAREA 21

See Area 6 (c).

SUBAREA 22 (a)

- a. Use: Residential
- b. Maximum density: 8.0 dwelling units/gross acre.
- c. Site plan should provide for views of the proposed golf course on Area 22 (b) from Loynes Drive; a minimum of 20 percent of the property frontage along Loynes Drive shall be left open to the golf course.
- d. No vehicular access shall be provided to Pacific Coast Highway, and no more than two access points to Loynes Drive shall be provided.
- e. The developer shall construct, in accordance with plans approved by the Director of Public Works, a bikeway along the Loynes Drive frontage of his property, and dedicate the same to the City.
- f. The developer shall construct a widening of Pacific Coast Highway

in accordance with a plan prepared by the Director of Public works, which calls for an eight lane divided highway with sidewalks, and dedicate the same to the City.

- g. The developer shall cooperate with the Director of Public Works and with the adjacent property owner of Area 22 (b) to provide for the design and construction of a small portion of the new roadway between Loynes Drive and Channel Drive through the eastern portion of Area 22 (a).

SUBAREA 22 (b)

See Area 6 (c).

SUBAREA 23

- a. The two wetland concepts generally outlined shall include a 8.3 acre brackish pond on Area 23 provided that the Executive Director of the California Coastal Commission determines (i) in addition to the setback for buffer, the elevation and setbacks between development and wetland edge shall be sufficient to ensure stability during liquefaction events caused by the maximum credible earthquake; (ii) that the location and operation of the proposed wetland are acceptable to the Regional Water Quality Control Board, the State Department of Health and to the Local Mosquito Abatement District.
- b. If approval from these agencies results in reductions to the net size of the proposed wetland, restoration at this site shall only occur if the remaining area is sufficient to create a wetland at least the same size as the existing brackish pond at the Marketplace.

SUBAREA 24

- a. This designation actually applies to two distinct parcels of land, one at the southwest corner of Loynes Drive and Studebaker Road (called herein "24 South"), and the other across Loynes Drive at the northwest corner (called herein "24 North").
- b. Area 24 South is to be developed as an overlook area and interpretive center for the bordering marsh. The developer of Subarea 11 (a) shall dedicate Parcel 24 South to the State of California or other agency responsible for management of Area 33.
- c. Area 24 North shall be dedicated to the City of Long Beach for park

and playground purposes.

- d. The owner of Area 24 shall dedicate area along Studebaker Road for the bicycle trail to be built along Studebaker Road.

SUBAREAS 25 and 26

- a. Use: (Area 25) Business Park (Office Commercial and light Industrial); restaurants and hotel. Commercial/Self-storage (defined by 21.15.570) is a prohibited land use.
- b. Use: (Area 26) Business Park (Office Commercial and Light Industrial). Commercial/Self-storage (defined by 21.15.570) is a prohibited land use.
- c. The City Planning Commission shall approve development of specific office commercial and light industrial uses which will not emit noise, odor, or air pollutants beyond the boundaries of their parcels.
- d. The Commission may adopt specific performance standards or a specific list of permitted uses to guide developers and the Commission.
- e. No outdoor storage of materials and equipment shall be permitted. Loading and service areas shall not be permitted within required yard setback areas and all such loading and service areas shall be enclosed or screened so as not to be visible from the street.
- f. No more than 40,000 square feet of floor area for medical/dental offices, and no more than 16,000-20,000 square feet of floor area shall be restaurant use.
- g. The business park shall be predominantly office commercial uses, and no less than 75 percent of the area shall be devoted to office commercial use. No light industrial uses shall front on Pacific Coast Highway or Westminster Avenue.
- h. Not more than 35 percent of the area of each office commercial lot shall be occupied by a building or buildings and not more than 50 percent of the area of each light industrial use shall be occupied by a building or buildings.
- i. All improved building sites shall have a minimum landscaped coverage of 15 percent of the area of each lot and shall be provided with an irrigation system. Boundary landscaping shall be provided on all internal property lines. Parking areas shall be landscaped

with a minimum of one tree per each five parking stalls. The proposed retention basin in Area 25 shall be developed in a park-like manner.

- j. Required yard areas: Thirty feet front; ten feet side (except 30 feet side when a side yard abuts a street and except that the internal side yard may be 0 feet provided the main building on the same lot line on the abutting lot is set back 0 feet and both lots are developed at the same time).
- k. A 30 foot wide landscaped setback shall also be required along the San Gabriel River Channel property line to create a park-like setting for the bicycle trail along the river bank. (This substitutes for the park in the former Area 30).
- l. One access from Westminster Avenue shall be allowed to Area 26; no addition curb cuts shall be permitted on Westminster Avenue or Pacific Coast Highway. All other vehicular access shall be from Studebaker Road or Shopkeeper Drive.
- m. The developer of Area 25 shall construct a widening of Pacific Coast Highway in accordance with a plan approved by the Director of Public Works, an extension of Studebaker Road, and dedicate the same to the City.
- n. The developer of Area 25 shall construct, in accordance with plans approved by the Director of Public Works, a bicycle trail along the south side of Westminster Avenue and along the north side of Pacific Coast Highway, south of Studebaker Road. The developer shall dedicate the same to the City.
- o. The developers of Areas 25 and 26 shall provide for the construction of any improvements necessary to cross the San Gabriel River Regional Bikeway from the east levee to the west levee of the river at Westminster Avenue. These should be limited to on-street pavement markings.
- p. The developers shall participate in the cost of constructing the Studebaker Road extension between Westminster Avenue and Pacific Coast Highway, the amount of that participation to be calculated to be the length in feet of property fronting on each side of said roadway multiplied by the average cost per linear foot of constructing one lane of said roadway.
- q. The developers shall improve that portion of the San Gabriel River bank adjacent to their property with a pedestrian walk, bicycle trail and related landscaping, such development to continue one-half of the distance under the Pacific Coast Highway bridge to join with

similar facilities in Area 29.

- r. The developer of Area 26 shall construct a bicycle trail along the east side of Studebaker Road for the entire frontage on said road.
- s. A non-wetland habitat corridor shall be provided in Area 25 from Westminster Avenue to the San Gabriel River. Such corridor shall be not less than 400 feet in width (when measured from the existing buildings in Area 18, the Marketplace) and shall include Shopkeeper Drive. No building shall be allowed in this corridor, except that no less than 70 feet from Shopkeeper Drive, single story (not to exceed 20 feet in height) commercial office or light industrial use building shall be allowed. The long axis of any buildings in the non-wetland habitat corridor shall be parallel to the long axis of the corridor.
- t. Additionally, the following wording shall be appended to the standards for Area 18 in order to assure control of development in the non-habitat corridor.

"The parking lot between the existing buildings and Shopkeeper Drive is part of the non-wetland habitat corridor. No buildings shall be allowed in this corridor (see Area 25)."

SUBAREA 27

This area is to be utilized entirely in the wetlands restoration program.

SUBAREA 28

This site is owned by Orange County and is utilized by the County as a retention basin.

SUBAREA 29

- a. Use: Commercial office, restaurants, commercial recreation and commercial retail uses.
- b. All improved building sites shall have a minimum landscaped coverage of 15 percent and shall be provided with an irrigation system. Boundary landscaping shall be provided on all interior property lines. Parking areas shall be landscaped with a minimum of one tree per each five parking stalls.
- c. No more than 5,000 square feet of floor area shall be used for

medical/dental offices.

- d. The developer shall construct a widening of Pacific Coast Highway in accordance with a plan prepared by the Director of Public Works which calls for a six lane, divided highway with sidewalks and bike trail, and dedicate the same to the City.
- e. The developer shall dedicate and improve necessary land along the San Gabriel River bank to provide a pedestrian walk, bicycle trail and related landscaping, such development to continue one-half of the distance under the Pacific Coast Highway bridge to join with similar facilities in Area 25. Also, the developer shall continue Studebaker extension bikeway from Pacific Coast Highway to Marina Drive.
- f. The maximum height of buildings shall be 30 feet for residential and 35 feet for non-residential uses, unless otherwise provided herein. Architectural features, such as tower elements, may be approved up to a height of 43 feet through the site plan review.
- g. Curb cuts shall be permitted on Pacific Coast Highway, Studebaker Road, and Marina Drive subject to the approval of the City Traffic Engineer and/or CALTRANS, where appropriate.
- h. Development in or near wetlands. The City shall preserve and protect wetlands within Subarea 29. "Wetlands" shall be defined as any area, which may be covered periodically or permanently with shallow water, including, but not limited to, saltwater marshes, swamps, mudflats and fens. In addition, "wetlands" shall also be defined as specified in the Commissions Statewide Interpretive Guidelines and Section 13577(b) of the California Code of Regulations. As part of any discretionary review or the required environmental analysis associated with a development proposal in Subarea 29, the applicant shall provide evidence from a qualified biologist whether or not wetlands exist on the site of the proposed development. If any wetlands are identified on the site, the applicant shall be required to obtain confirmation of the wetlands delineation from the U.S. Fish & Wildlife Service and/or the State Department of Fish & Game, and the applicant shall solicit the resource agencies' recommendation on the appropriateness of the proposed development, the permissibility of the development impacts, and any required mitigation.

All proposed development must conform to the following:

Within Subarea 29, the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in

accordance with other applicable provisions of the Coastal Act where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following (1-8):

1. New or expanded port, energy and coastal-dependent industrial facilities, including commercial fishing facilities.
2. Maintaining existing, or restoring previously dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
3. In wetland areas only, entrance channels for new or expanded boating facilities, and in degraded wetlands identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411 of the Coastal Act, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.
4. In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
5. Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
6. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
7. Restoration purposes.
8. Nature study, aquaculture, or similar resource dependent activities.

Where it has been determined that there is no feasible less environmentally-damaging alternative and the proposed impacts are one of the eight allowable uses specified above, the diking, filling or dredging of open coastal waters, wetlands, estuaries and lakes shall be mitigated to minimize

adverse environmental effects through habitat replacement, restoration and enhancement activities. There shall be no net loss of wetland acreage or habitat value as a result of land use or development activities. Mitigation ratios may vary depending on the specific site conditions; location of habitat areas; the amount of impacts, the nature, quality and uniqueness of the affected habitat, resource agency consultation, precedential coastal development permit decisions, and other factors. However, typical mitigation ratios are 3:1 for riparian areas and 4:1 for Saltmarsh habitats. Specifically, when wetland impacts are unavoidable, replacement of the lost wetland shall be required through the creation of new wetlands at a ratio determined by the appropriate regulatory agencies but in any case at a ratio of greater than one acre provided for each acre impacted so as to ensure no net loss of wetland acreage. Replacement of wetlands on-site or adjacent, within the same wetlands system and in-kind mitigation shall be given preference over other mitigation options.

Development located adjacent to wetland habitat areas shall not adversely impact the wetlands. A 100 foot buffer shall be provided between development and wetland habitats and a 50 foot buffer shall be provided between development and riparian areas unless, in consultation with the U.S. Fish & Wildlife Service and/or the State Department of Fish & Game, it is determined that a reduced buffer is sufficient. Uses and development within buffer areas shall be limited to minor passive recreational uses or other improvements deemed necessary to protect the habitat and shall be located in the portion of the buffer area furthest from the wetland. All identified wetlands and buffers shall be permanently conserved or protected through the application of an open space easement or other suitable device.

Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge soils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

In addition to the other provisions of this section, diking, filling or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish & Game, including but not limited to the

19 Coastal Wetlands identified in its report entitled "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with the provisions of the Coastal Act.

Erosion control and flood control facilities constructed on water courses can impede the movement of sediment and nutrients, which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a Coastal Development Permit for such purposes are the method of placement, time of year of placement and sensitivity of the placement area.

SUBAREA 30

(Deleted)

SUBAREA 31

Use: Jack Dunster Marine Biological Reserve and Costa del Sol, public parks.

SUBAREA 32

- a. Use: Public park.
- b. This area is to be improved by the City.

SUBAREA 33

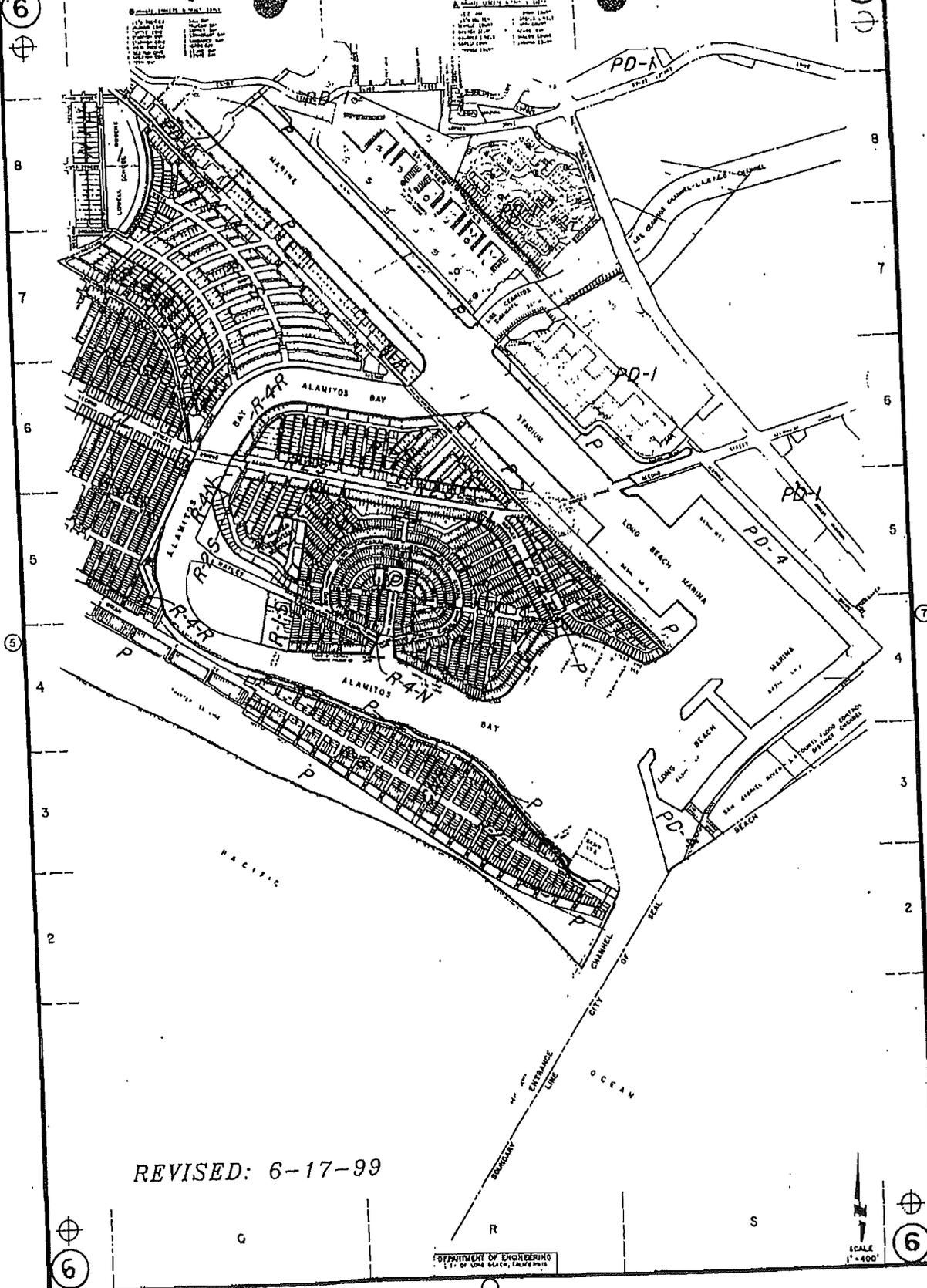
- a. This area has been expanded in area to 96.1 acres and shall be devoted entirely to wetland purposes. An additional 2.0 acres shall be devoted to Least Tern nesting site. See Marine Environment of the Local Coastal Plan for description. The developer shall dedicate this area to the Management Agency and restore the

wetlands in accordance with plans approved by the State Coastal Commission for continued public use and maintenance.

- b. The recently established least tern site shall be designated as habitat area and preserved as such unless or until the Department of Fish and Game may determine that it is appropriate to experiment with enhancing least tern habitat and allow up to two acres within Parcel 33.

6

6



REVISED: 6-17-99

DEPARTMENT OF ENGINEERING
CITY OF LONG BEACH, CALIFORNIA

SCALE
1" = 400'

EXHIBIT "A"

(13)

7

7

8

7

6

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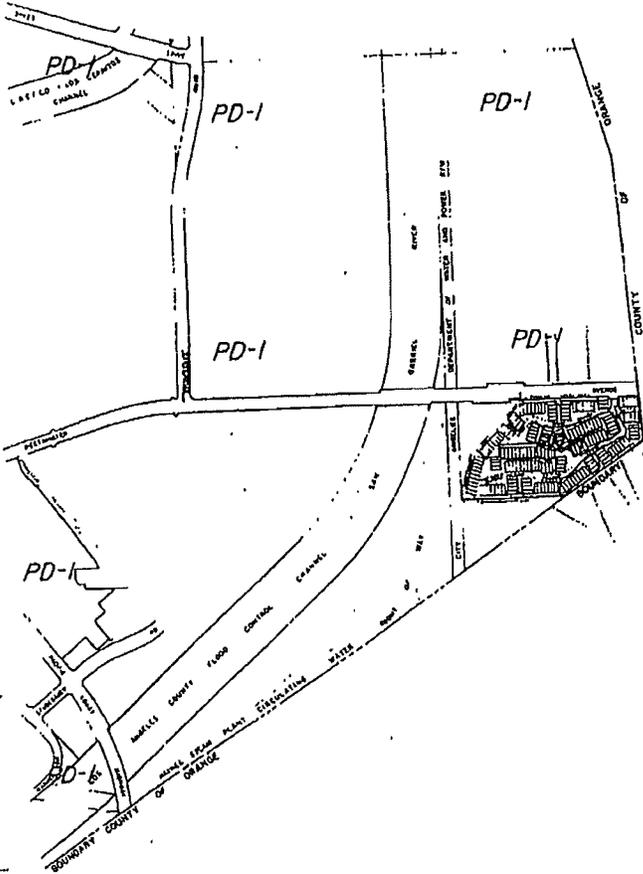
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DEPARTMENT OF ENGINEERING
1211 OF 1204 WEST, GAITHERSBURG

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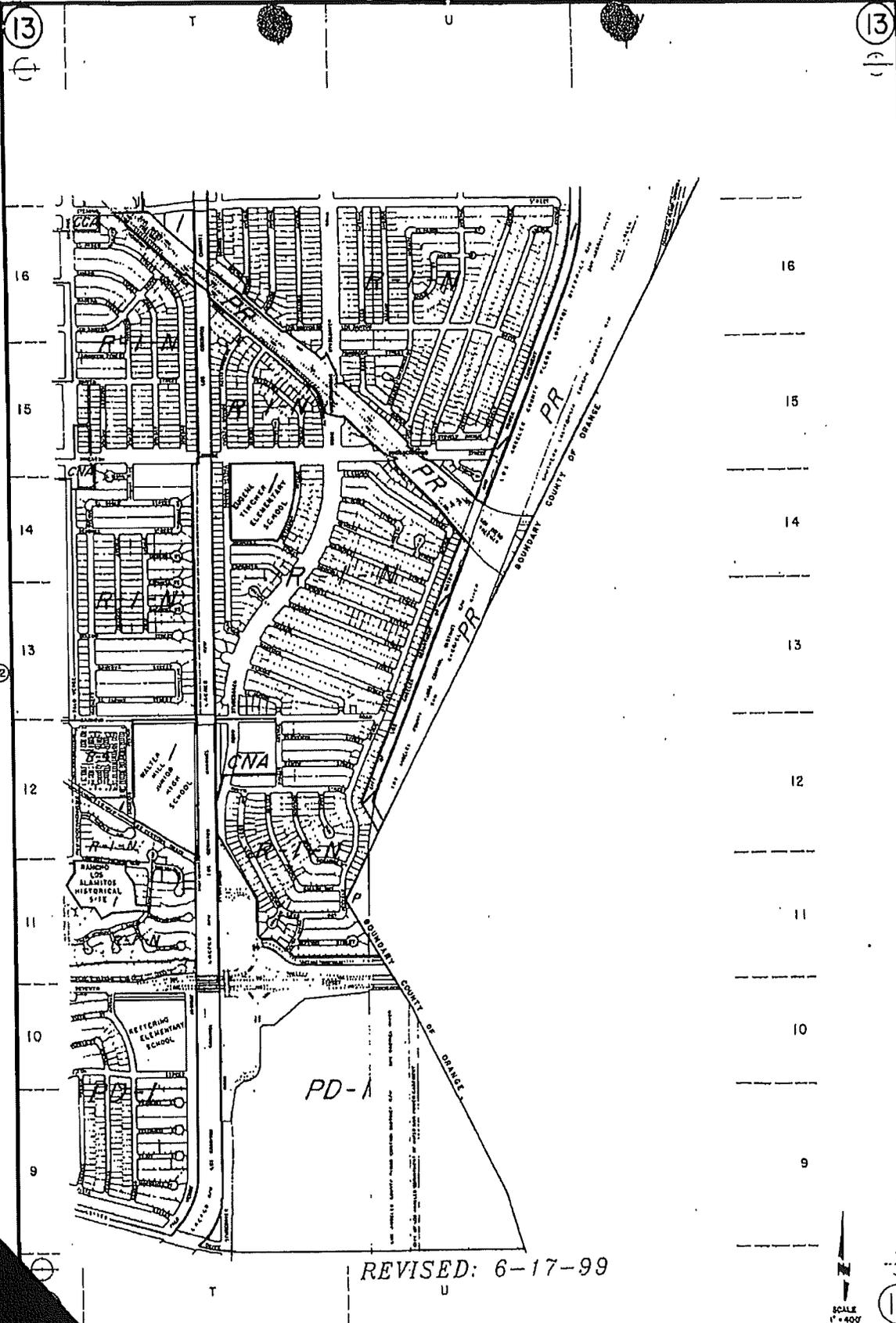
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