II. Project Description

II. PROJECT DESCRIPTION

1. INTRODUCTION

Seaport Marina, LLC and David Malmuth Development, LLC, the project applicants, propose to redevelop a 10.93-acre site located at 6400 East Pacific Coast Highway (PCH) in the City of Long Beach with the Second+PCH project (proposed project), a mixed-use development with retail, residential, hotel, restaurant, and entertainment uses. Specifically, the development would include up to 191,475 square feet of retail uses, 325 residential units, a 100-room hotel with 3,510 square feet of meeting space and 4,368 square feet of restaurant space, 21,092 square feet of non-hotel restaurant space, a 99-seat theater, a 4,175-square-foot marine/science learning center, and associated landscaping and open space. Buildings would generally range from two to six stories in height, with one residential tower reaching a maximum of 12 stories (up to approximately 150 feet with rooftop architectural features and emergency helipad). Additionally, the project would develop Marina View Lane, a new roadway that would bisect the southern portion of the project site. On-site parking would be provided via structured parking including one subterranean parking level roughly covering the boundaries of the project site, as well as one at-grade level and one above-grade level, both of which would be limited to the southern end of the project site, for a total of 1,440 on-site parking spaces.

2. PROJECT LOCATION AND SURROUNDING USES

The proposed project site is located between the San Gabriel River and the Los Cerritos Channel at the southwest corner of PCH and 2nd Street in the City of Long Beach. The project site is roughly bounded by 2nd Street to the north, a retail center (Marina Shores) to the south, PCH to the east, and Marina Drive to the west. The site is located approximately five miles east of downtown Long Beach and approximately one mile southwest of the I-405 Freeway. The location of the project site with respect to the regional and local context is shown in **Figure II-1,** *Regional Location Map*.

As shown in the aerial photograph in **Figure II-2,** *Aerial Photograph*, the project site is located in an urbanized area and is primarily surrounded by the following retail, commercial, and limited residential land uses:

- North: Uses along 2nd Street include a one-story grocery store and bank. The Marina Pacifica Mall, which includes larger retail, restaurant and entertainment uses, is located to the north of the grocery store and bank. These uses are set back along PCH with surface and some subterranean parking. The area to the northwest of the project site, immediately west of the Marina Pacifica Mall, is Marina Pacifica, a private waterfront community consisting of attached medium-high-density multi-family residences. The residences are condominiums, ranging from three to five stories in height. Also to the northwest is the Long Beach Marina with a boat launch located south of the Marina Pacifica condominiums. The area northeast of the site consists of a fast food restaurant (northeast corner of 2nd Street and PCH), oil fields, and the Los Cerritos wetlands.
- South: Adjacent to the project site along PCH is Marina Shores, a retail center with restaurants, a grocery store, pet store, and other retail uses. This center continues to the intersection of PCH and Studebaker Road. Beyond Studebaker Road are additional oil-related facilities to the southeast, a two-story office building immediately to the south, as well as the San Gabriel River.

- East: There is a service station at the southeast corner of Second and PCH, and across from the project site on PCH is The Marketplace, a one-story retail center with restaurants, a grocery store, retail shops, and a movie theater. South of the retail center are several one- and two-story office buildings and the Los Cerritos wetlands.
- West: Directly west of the project site (across Marina Drive) is the publicly-owned Alamitos Bay Marina. The parking lot for the Marina occupies most of the area west of the project site (approximately 1,177 parking spaces). Restaurants and limited boat-related retail uses are also located in this area west of Marina Drive adjacent to the Marina.

3. SITE BACKGROUND AND EXISTING CONDITIONS

The project site is located in an urbanized area with retail and commercial uses that are located along the major roadways bordering the site. Historically, portions of the project site were used as both a former oil well site and service station. In addition, a crude oil pipeline is located along the eastern boundary of the project site. Currently, the project site is primarily occupied by the 250-room Seaport Marina Hotel, which was constructed over 45 years ago, and is characterized by architecturally outdated structures and is considered visually degraded. Commercial uses within the hotel include an Enterprise Rent-A-Car, The Elks Club, and a nightclub, which are located near the hotel lobby. Vehicular access on-site is currently provided via an existing system of roadways with direct access from PCH, 2nd Street, and Marina Drive.

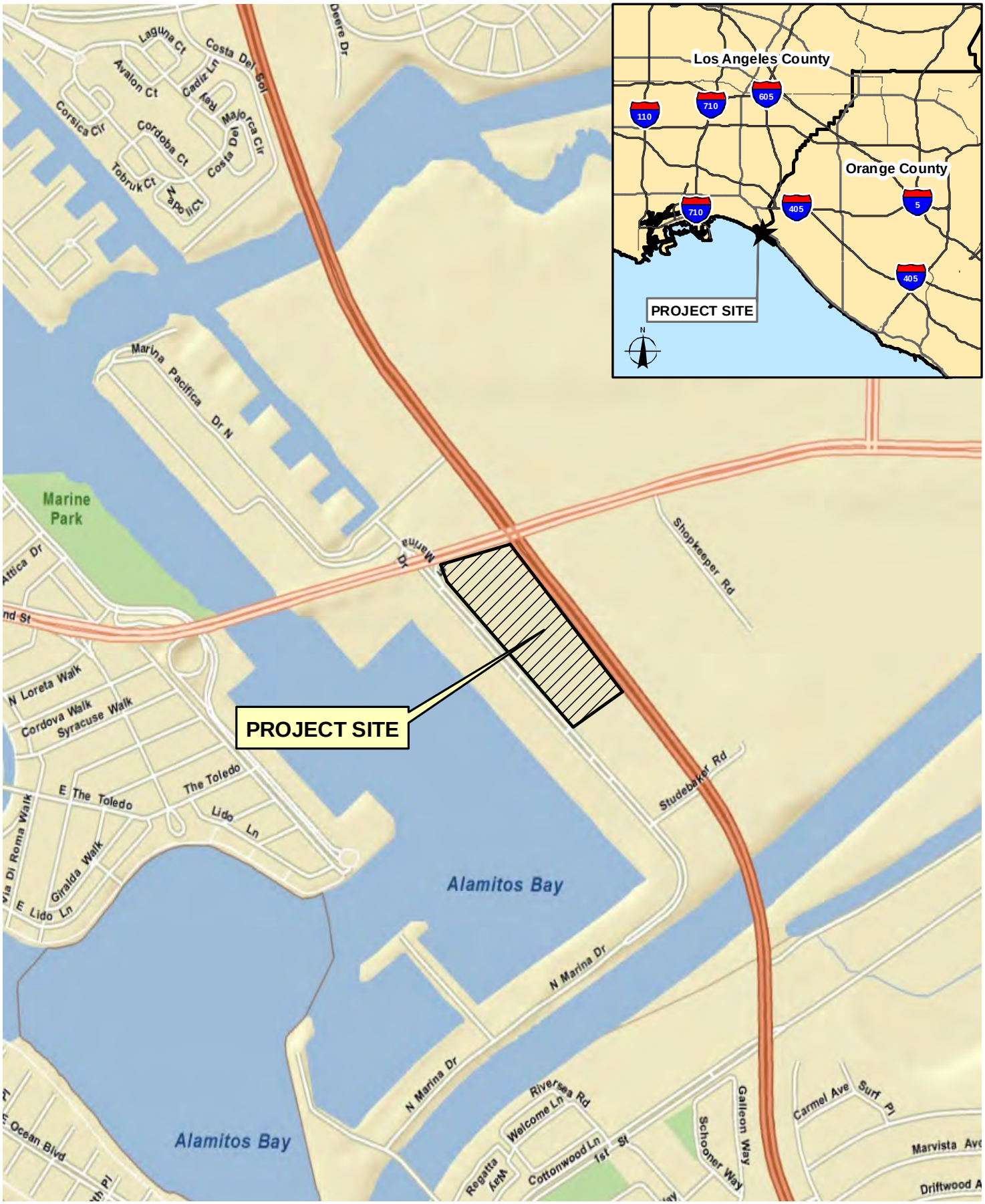
The project site is designated in the General Plan as Land Use District (LUD) No. 7, and is zoned Subarea 17 of Planned Development (PD) District No. 1, the Southeast Area Development and Improvement Plan (SEADIP). PD-1 is an area that may benefit from the formal recognition of unique or special land uses and the definition of special design policies and standards not otherwise possible under conventional zoning district regulations. The PD district allows a compatible mix of land uses, planned commercial areas and business parks, and encourages a variety of housing styles and densities. PD-1 has a total of 33 subareas, providing for a community of residential, business, and marine-related uses integrated by an extensive system of parks, open space, and trails. Subarea 17, where the project site is located, is fully developed with commercial and service uses.[1] In reviewing and approving site plans and tract maps for development within PD-1, the City is guided by the goals and policies of the district. The project site and much of the surrounding area is also subject to the Local Coastal Program (LCP). The LCP is an adopted component of the City's General Plan and is also a California Coastal Commission-approved land development and land use plan.

4. STATEMENT OF PROJECT OBJECTIVES

Section 15124(b) of the *California Environmental Quality Act (CEQA) Guidelines* states that the Project Description shall contain "a statement of the objectives sought by the proposed project." As set forth by the *CEQA Guidelines*, the list of objectives that the City seeks to achieve for the proposed project is provided below.

- Create a mixed-use project that includes residential condominiums, a full-service hotel, and a successful retail center on the site.

[1] *The SEADIP states that Subarea 17 is developed with commercial uses in accordance with the CR Zone. Per conversation with the Long Beach Department of Development Services, the CR Zone is equivalent to the Community Automobile-Oriented (CCA) District.*



PCR

N

0 400 800 Feet

Regional Location Map

Second+PCH Development

Source: ESRI, 2009; PCR Services Corporation, 2010.

FIGURE

II-1

N

0 400 800 Feet

Aerial Photograph

Second+PCH Development

Source: ESRI, 2010; PCR Services Corporation, 2010.

FIGURE

II-2

PCR

- Create an aesthetically attractive, high quality design that reflects the property's unique orientation adjacent to an active marina.
- Provide amenities that encourage and promote public access to the marina.
- Provide a high level of accessibility to and through the site to ensure a high-quality pedestrian environment, efficient vehicular access, including bicycle facilities, and access to mass transit.
- Provide an economically viable reuse of the project site that facilitates soil/groundwater remedial action plans, while minimizing adverse impacts to surrounding properties
- Design and implement comprehensive site development standards that minimize adverse impacts to the environment.
- Enhance the economic vitality of the City and provide property tax, sales tax, and other revenue opportunities.
- Create a southeastern gateway to the City that is welcoming, iconic in nature, and visible from a distance.

5. DESCRIPTION OF THE PROPOSED PROJECT

a. Overview of Proposed Uses

Implementation of the proposed project would require demolition of all existing structures on the site and associated parking, followed by redevelopment of the site with a mix of residential, retail, restaurant, hotel and entertainment uses. Specifically, as summarized in **Table II-1,** *Second+PCH Project Development Summary*, the project would redevelop the site with five multi-level structures generally ranging in height from two to six stories (up to approximately 82 feet with rooftop features), with one residential tower reaching a maximum of 12 stories (up to approximately 150 feet with rooftop architectural features and emergency helipad). The proposed development is illustrated, level-by-level (lowest to highest), in **Figure** II-3 through **Figure II-12**.

Table II-1

Second+PCH Project Development Summary

Use	Total
Residential	325 dwelling units
Retail	191,475 square feet
Hotel	100 rooms
Hotel Restaurant	4,368 square feet
Science Center	4,175 square feet
Restaurant	21,092 square feet
Meeting Space	3,510 square feet
Theater	99 seats
On-Site Parking	1,440 spaces

Source: Studio One Eleven and Rios Clementi Hale Studios, 2010.

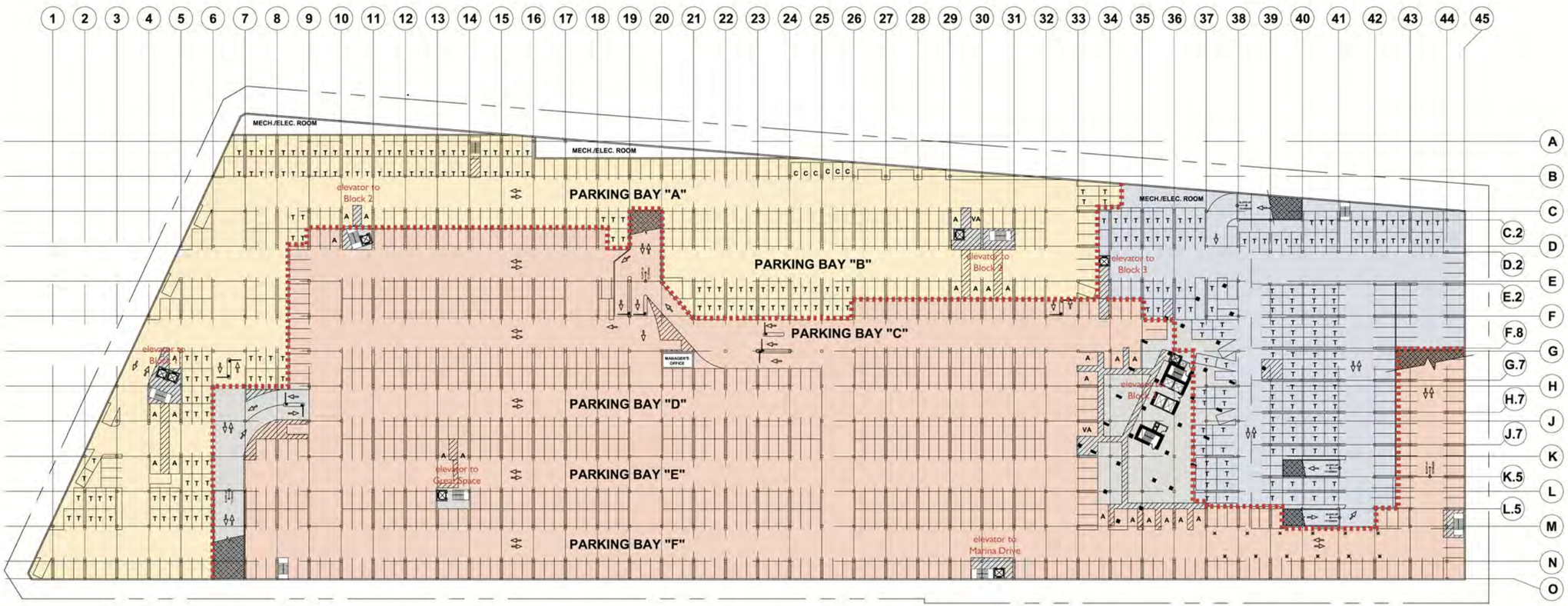
The first proposed structure, which is located in the northern portion of the project site along 2nd Street between PCH and Marina Drive, would be developed with 70 residential units and various retail uses. The ground level of this structure would be developed with a major anchor retail store that would front 2nd Street and Marina Drive. Beginning on the podium level, a total of 70 lofts would be developed in an "S"-shaped design within five stories above the ground level retail store. A public open space area, the "Great Space," would be provided to the southeast of this structure along with a large landscaped plaza, viewing platform, and amenity deck, which would be provided on the podium level.

Another structure would be developed fronting PCH along the eastern project boundary on the north side of the proposed Marina View Lane. This structure would include a total of 149 residential units and various retail uses, and would also include an anchor retail store on the ground level and up to six stories of residential units above the retail store. The podium level would also include a large landscaped plaza, which the mixture of condominium and townhome units would be developed around. The townhomes fronting PCH would extend two stories above the retail store while the residential condominium units west of the townhomes would be five to six stories in height.

Another structure would be located at the southern end of the project site between PCH and Marina Drive, south of the proposed Marina View Lane. It would include the majority of the entertainment uses, including the theater and Marine/Science Learning Center, along with a 100-room hotel and 106 residential units. The ground level would include retail uses and hotel lobby along the proposed Marina View Lane, and townhomes fronting Marina Drive. An at-grade parking level would be provided south of the retail uses and east of the residential uses, but parking would also be provided on the podium level above. The podium level would also include the Marine/Science Learning Center and residential units fronting the proposed Marina View Lane. The third level would include the 99-seat theater above the Marine/Science Learning Center and the hotel with associated meeting room, lobby, and restaurant. Between the theater, hotel, and the associated hotel amenities would be large open air plazas with public gardens, a hotel amenity deck, and resident pavilion and amenity deck. The hotel would extend for another two stories with hotel-branded condominiums located on the sixth floor. Additional residential units would be developed in eight levels above the hotel's amenity building. In addition, the center of the hotel amenity levels would be open, thereby providing views all the way to the retail uses on the ground level.

Two adjacent structures fronting Marina Drive along the western project boundary would also be developed. These two structures would be two stories in height and would include retail uses on the ground floor and additional retail and various restaurant uses on the podium level. A large open air plaza would be located immediately north of the structures called the "Great Space," which would provide a passive recreational area. In addition, the Marina Plaza, a large landscaped walkway, would separate the two structures and large amenity decks would also be provided on the podium level, providing views of the landscaped courtyard on the ground level.

As previously indicated, proposed on-site structures would generally range between two and six stories, with one residential tower reaching a maximum of 12 stories. As such, the proposed development would include buildings generally ranging in height from 22 to 77 feet above ground level, with the aforementioned residential tower reaching a maximum of approximately 150 feet in height. It should be noted that the anticipated building heights include rooftop elements such as mechanical equipment, signage, parapets, or other architectural features (maximum building height of the tower without such elements is approximately 136 feet). Cross-sectional illustrations of the proposed project on a north-south axis and east-west axis are



LEGEND

- residential parking
- retail parking
- hotel/valet parking

0 100 Feet

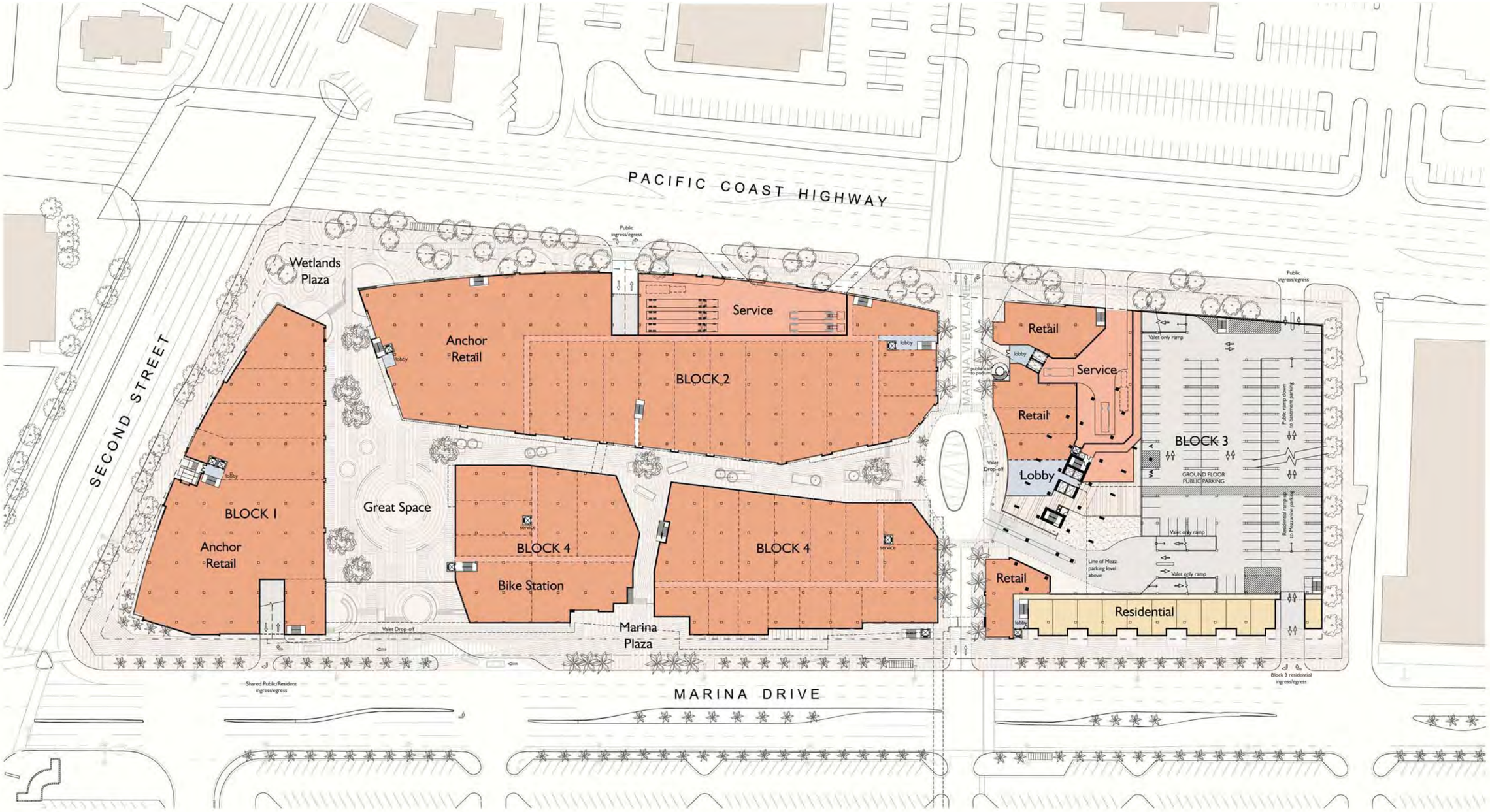
Subterranean Parking Level P1

Second+PCH Development

Source: Rios Clementi Hale Studios, April 2010.

FIGURE

II-3



LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage

0 100 Feet

PCR

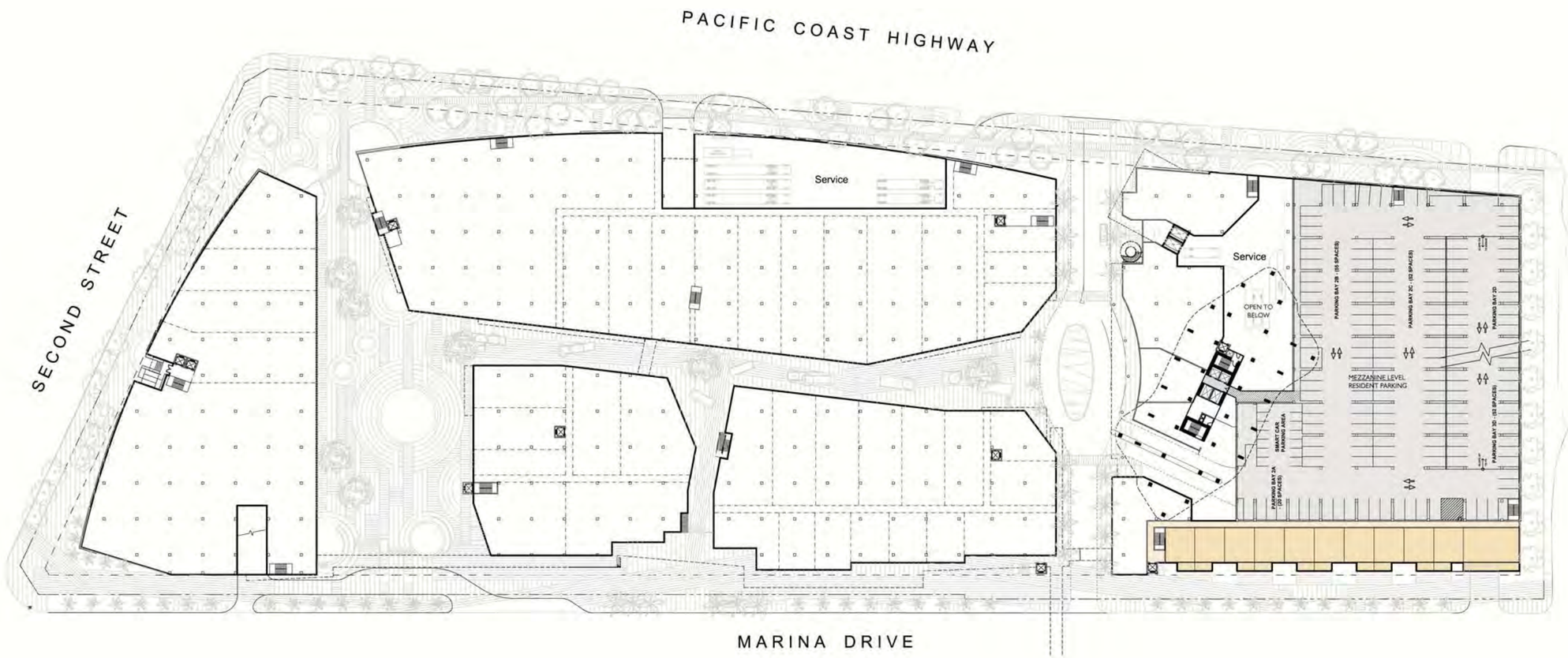
Ground Level L1 Floor Plan

Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-4



LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage

0 100 Feet

PCR

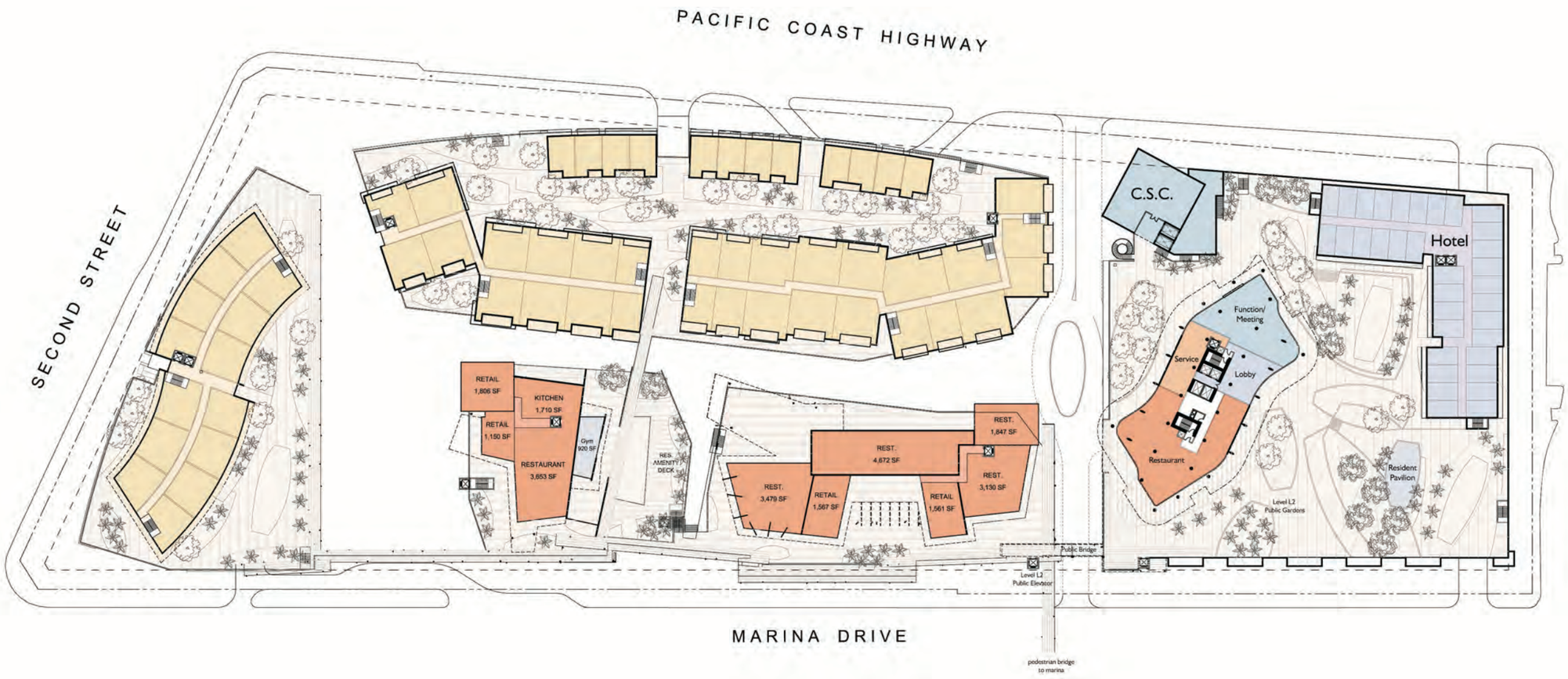
Mezzanine Level Floor Plan

Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-5



LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage

N 0 100 Feet

PCR

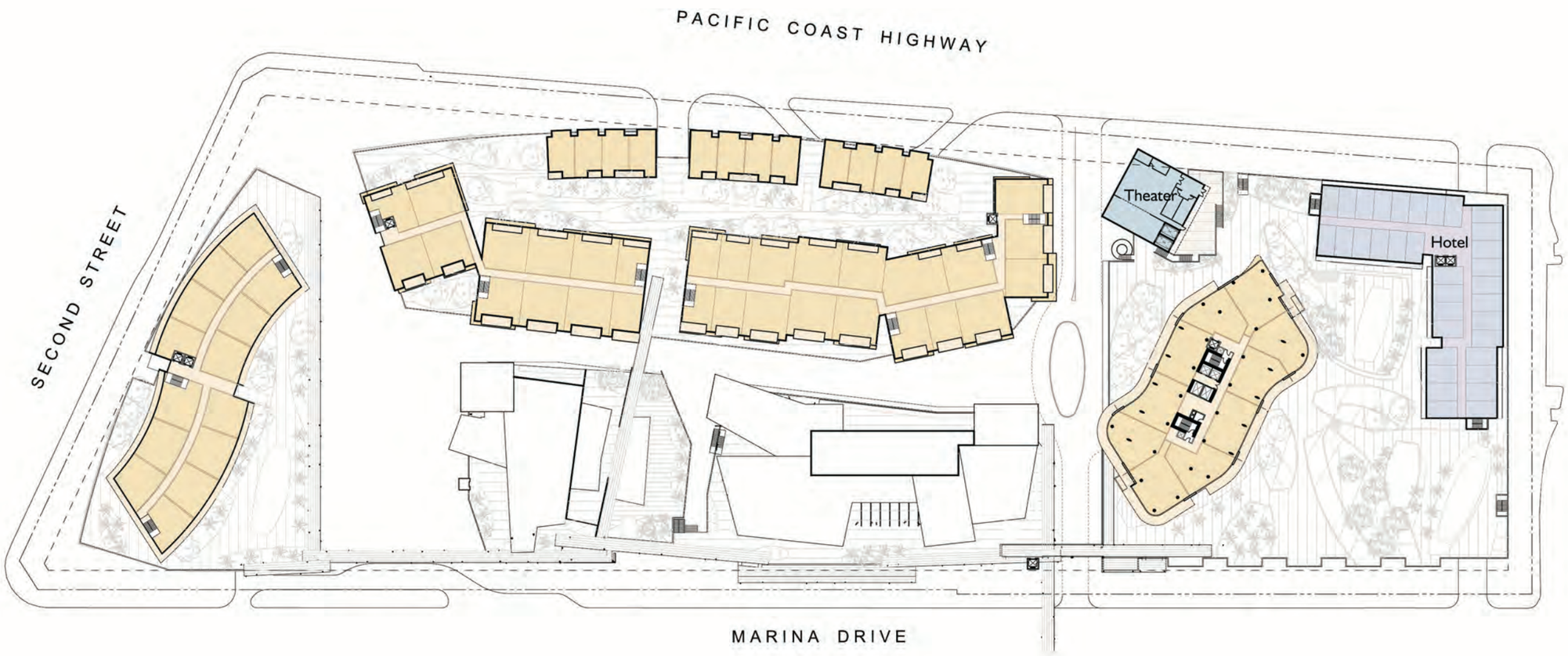
Podium Level L2 Floor Plan

Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-6



LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage

0 100 Feet

Podium Level L3 Floor Plan

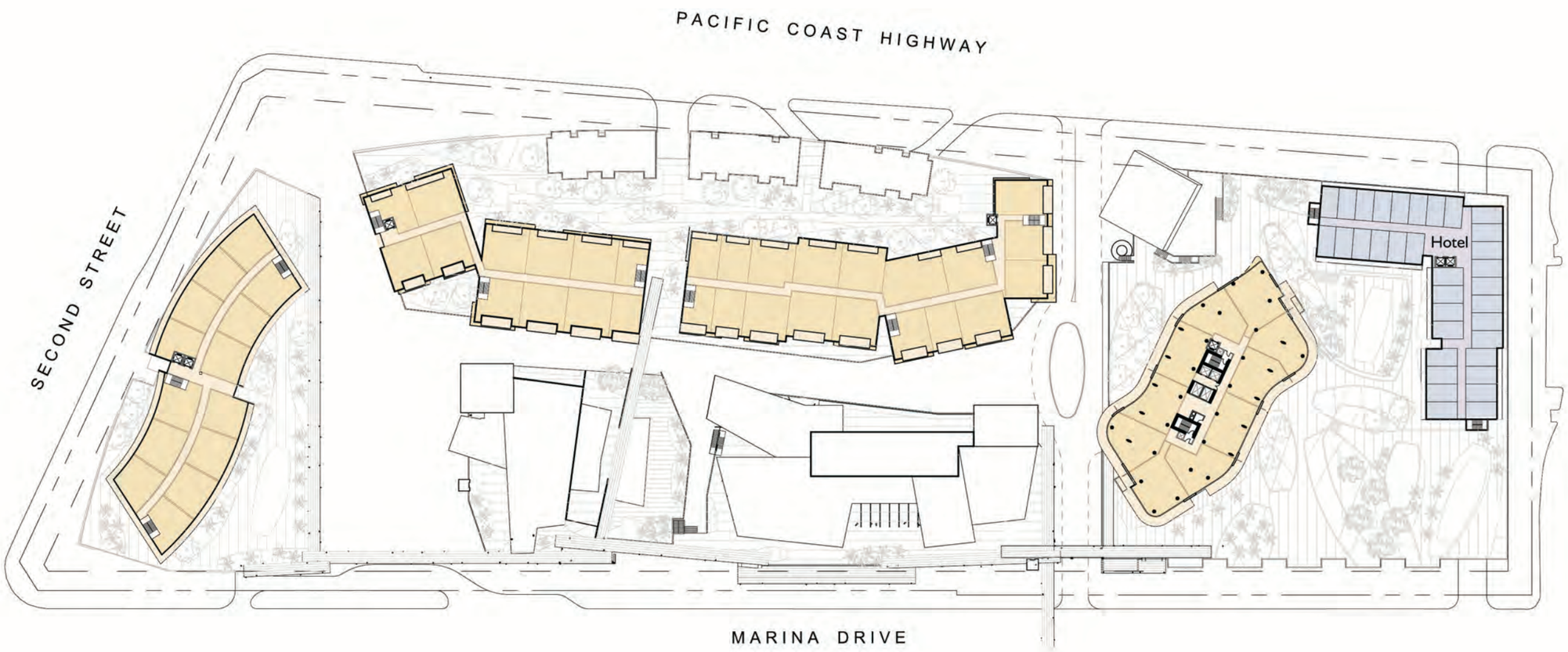
Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-7

PCR



LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage

0 100 Feet

Level L4 Floor Plan

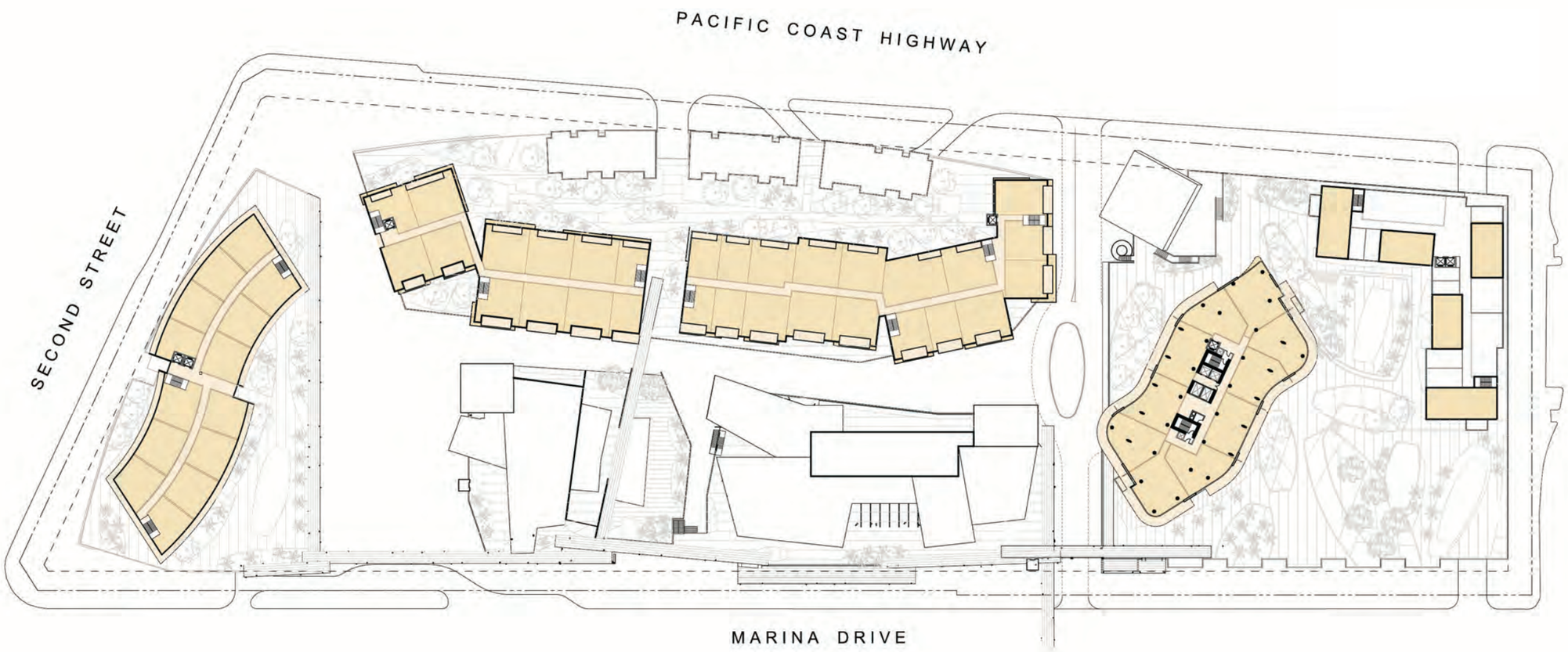
Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-8

PCR



LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage

0 100 Feet

Level L5 Floor Plan

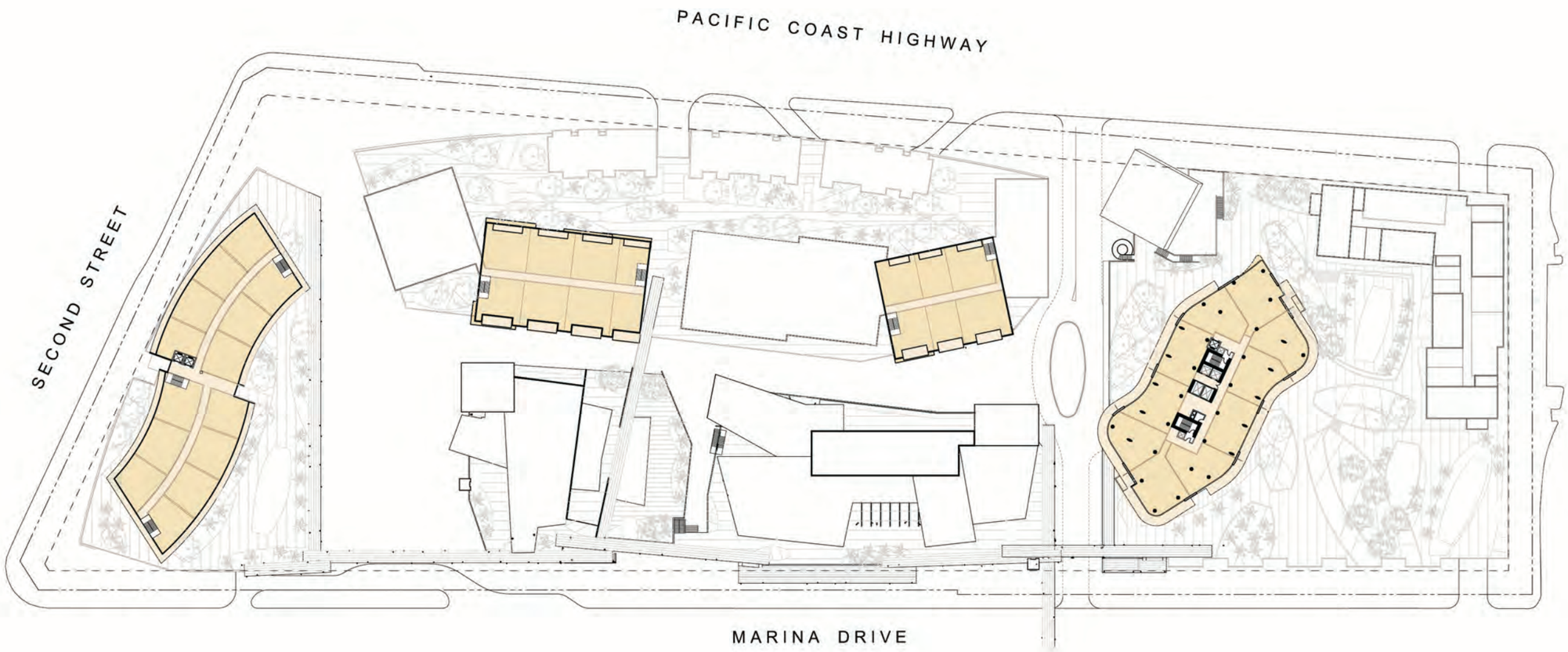
Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-9

PCR



LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage

0 100 Feet

Level L6 Floor Plan

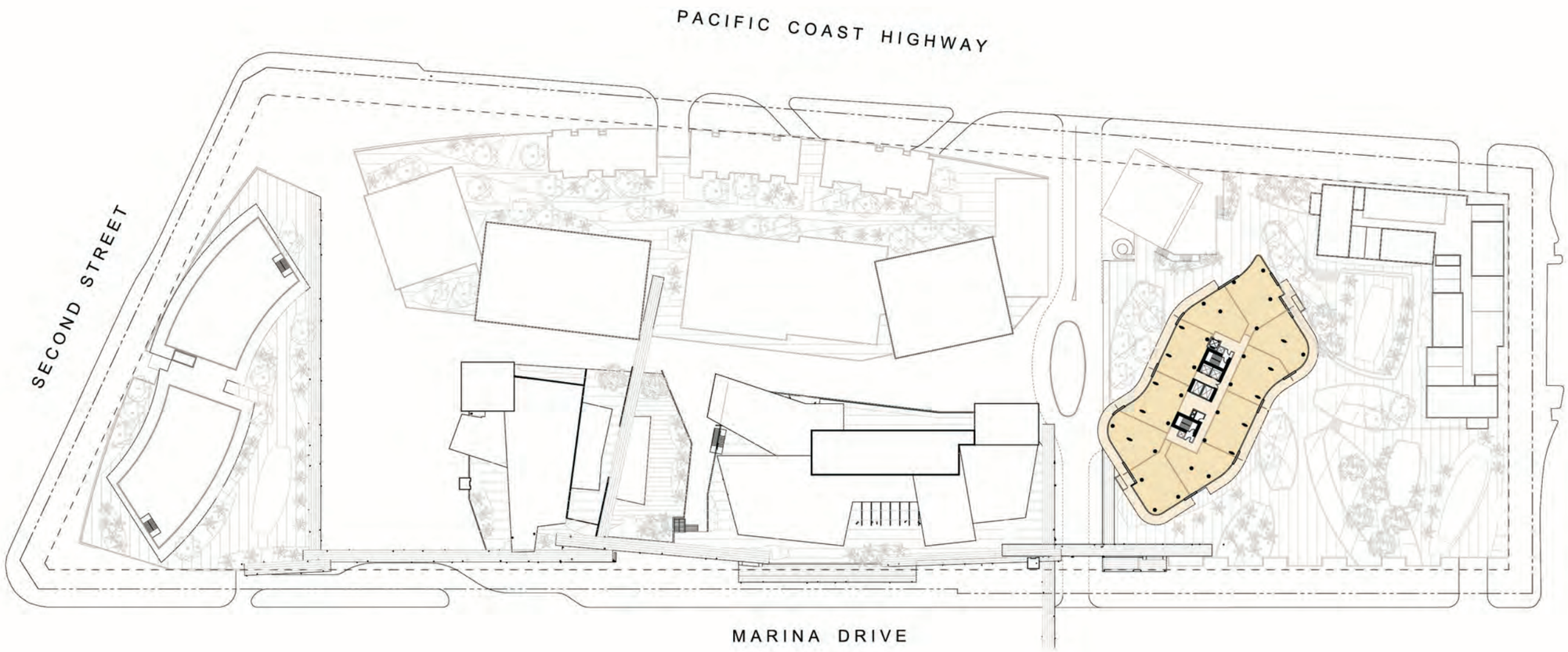
Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-10

PCR



LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage

0 100 Feet

Level L7-L12 Floor Plan

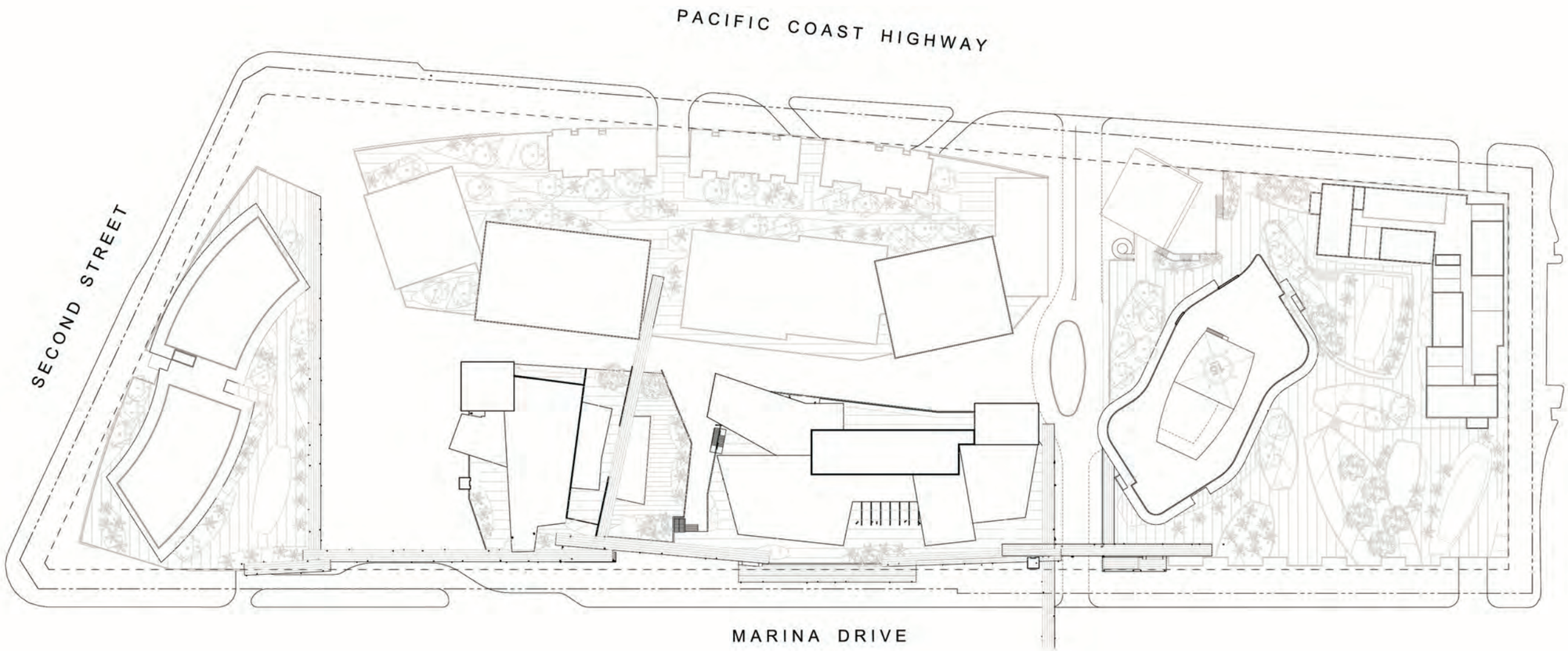
Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-11

PCR



LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage

0 100 Feet

Roof Level Floor Plan

Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-12

PCR

provided in **Figure II-13**, *North-South Project Cross-Sections,* and **Figure II-14**, *East-West Project Cross-Sections,* respectively.

b. Parking, Site Access, and Circulation

As previously described, on-site parking to serve the needs of the entire development would be provided via one subterranean parking level roughly covering the boundaries of the project site, as well as one at-grade level and one above-grade level, both of which would be limited to the southern end of the project site, for a total of 1,440 on-site parking spaces. The subterranean parking level would be accessed via two entrances off of PCH and two entrances off of Marina Drive. At the southern end of the project site, the parking structure would be accessed via two at-grade entrances located off of PCH and Marina Drive, respectively. Valet drop-off areas would also be provided off of Marina Drive, one on the east side of Marina View Lane in front of the residential tower/hotel lobby, and the other on the north side of Marina Drive near the retail and restaurant uses fronting Marina Drive in the northwestern portion of the project site. The valet drop-off area on Marina Drive would also provide vehicular access for residents and the public to the subterranean parking level in the northwest portion of the project site. In addition, a public bridge would extend over Marina View Lane along the Marina Drive frontage to provide safe pedestrian access between the northern and southern portions of the project site by avoiding pedestrian and vehicle interaction. **Figure II-15**, *Circulation Plan,* illustrates the site access and circulation plan for the proposed project.

Enhanced vehicular access would be provided to the subterranean parking structure at the westernmost valet drop-off area on Marina Drive. Specifically, these modifications allow for increased vehicular access for project residents to the westernmost parking structure entrance off of Marina Drive, which would reduce the number of westbound left turn movements from 2nd Street onto PCH to access the project. Consequently, access to the project via Marina Drive would be enhanced and traffic impacts at the 2nd Street/PCH intersection would be reduced during the Weekday PM peak hour and Weekend AM peak hour (see Section IV.L, *Traffic and Circulation*, of this EIR for a detailed discussion of traffic-related impacts). Furthermore, the proposed project will implement a Travel Demand Management (TDM) Plan for proposed uses. The TDM Plan will consist of subsidized transit passes for all residents and employees, on-site "flex" cars for rental for local trips, a "guaranteed ride home" program, airport shuttle for hotel guests, and a bicycle facility (i.e., Coastal Cycling Center, described below) on-site. Additionally, the proposed Project will implement a shuttle service along 2nd Street between Bay Shore Avenue and the project site. These programs, services, and facilities would serve to promote use of alternative transportation and reduce vehicle trips.

c. Design Concept

The proposed project would be designed to include architectural elements influenced by its location overlooking Alamitos Bay. Materials such as stone, stainless steel, and wood were selected to withstand the elements and recall the nautical heritage of the site. Use of beach vernacular and maritime architecture "ship shapes," billowing sails, boardwalks, piers, and docks all inspire the design of the buildings and speaks to the character of the area.

The proposed project would be developed in building clusters, or "blocks," which would be characterized by varying surfaces and materials, yielding a diverse mix of building styles and geometries. Architectural materials would consist of building surfaces such as cement panel, painted stucco, wood composite panel, pre-cast stone panel, concrete formliner, and wood composite planks; glass surfaces would consist of colored

and channel glass; and other design accents would include wood decking, picket and glass handrails, and steel trellises.

d. Sustainability

Through proposed uses, location and design, the project has several key components and numerous design features that support sustainability. As further described in Section H, Land Use, of this EIR, the project would achieve several goals and objectives of the City General Plan, the Southern California Association of Governments Regional Transportation Plan, and the South Coast Air Quality Management District Air Quality Management Plan that relate to sustainable development. For example, the project would reduce vehicle trips and associated air pollution and greenhouse gas emissions by providing a mix of uses that contain both employment and residential uses within a single site, and by locating high-density residential uses within an activity center that is adjacent to transit routes and would also be served by a project shuttle bus system. As further detailed below under heading g. Project Design Features, the project would incorporate extensive sustainability features that would reduce the project's demand for water and energy resources (i.e., electricity, natural gas, and vehicle fuels). These features would meet and go beyond the basic requirements of the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013), which mandates incorporation of various project features identified by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program.

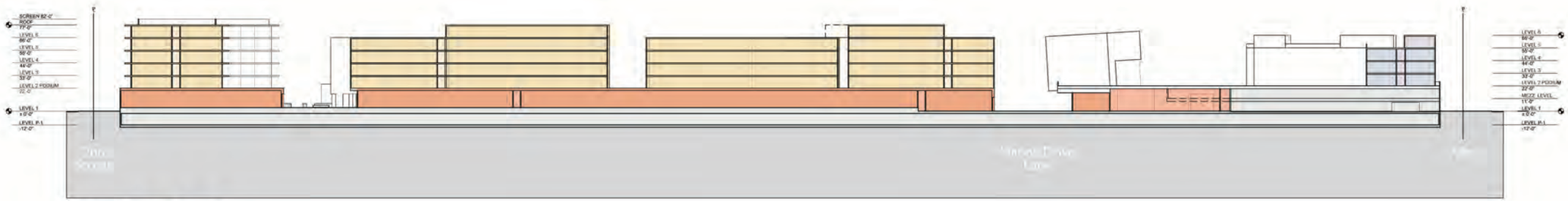
e. Landscape Concept

The conceptual landscaping plan for the proposed project includes various plantings on the ground level of podium level to enhance proposed uses and provide visual relief from off-site areas. The ground level landscaping elements include screen trees at the southern project boundary; new and existing palm trees, marina gardens, and residential gardens along the western project boundary on Marina Drive; existing palm trees within the median islands on Marina Drive; palm trees along the proposed Marina View Lane; gateway landscaping composed of screen trees and palms along both sides of 2nd Street at the northern end of the project site; native wetland plantings in the Wetlands Plaza; screen trees, bioswale zones, and residential gardens along PCH at the project site's eastern boundary; and shade trees and shrub planters within plazas and walkways in the project's interior. Podium-level landscaping elements include shade trees, palm trees, and shrub planters within the various residential courts and gardens, the theater garden, residential pool terraces, the hotel/condo pool terrace, and the dining terraces. The overall composite landscaping concept for the proposed project is illustrated in **Figure II-16**, *Composite Landscape Plan*.

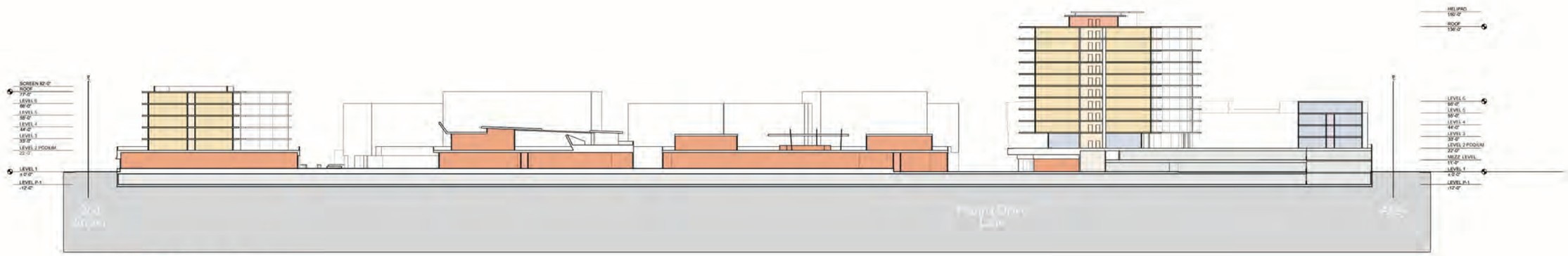
f. Open Space and Recreation

The project would include a total of 219,134 square feet of public open space throughout the development, which represents almost half (i.e., over 46 percent) of the project's total site area (475,924 square feet). A total of 148,501 square feet of public open space would be located on the ground level within the Wetlands Plaza, Great Space, Marina Plaza, and landscaped walkways between the buildings. The remainder of the public open space area (70,633 square feet) would be provided on the podium levels (Levels 2 – 68,758 square feet and Level 3 – 1,875 square feet) of all of the buildings.

Additionally, the project would provide usable open space for project residents consisting of private and common open space areas. The project's private open space consisting of balconies, roof gardens and townhome entries would total 82,340 square feet. The project's common open space consisting of shared amenities and pool deck areas would total 95,973 square feet. Thus, the total usable (private and common)



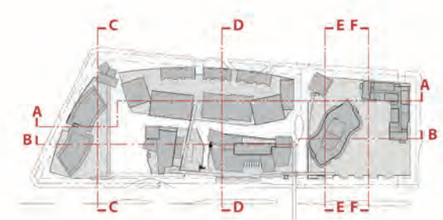
SECTION A-A



SECTION B-B

LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage



N

0 100 Feet

North-South Project Cross-Sections

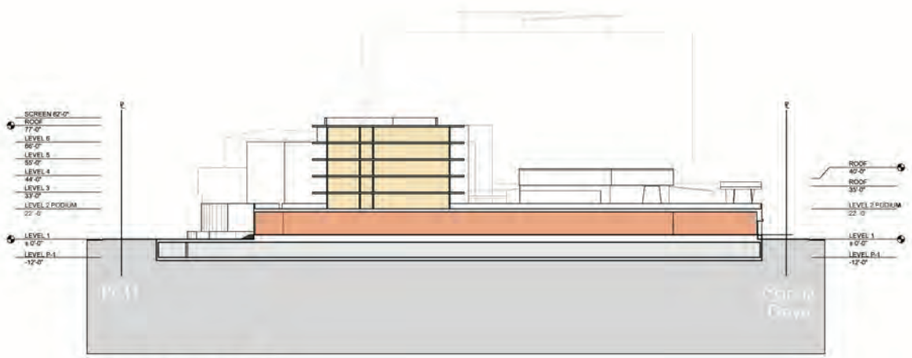
Second+PCH Development

Source: Rios Clementi Hale studios, October 2010.

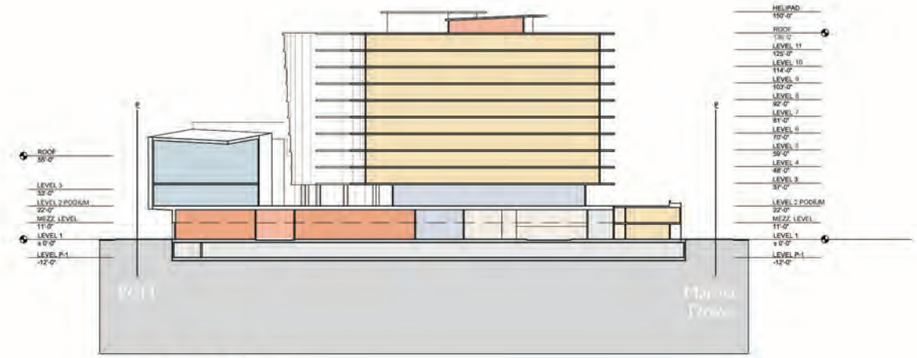
FIGURE

II-13

PCR

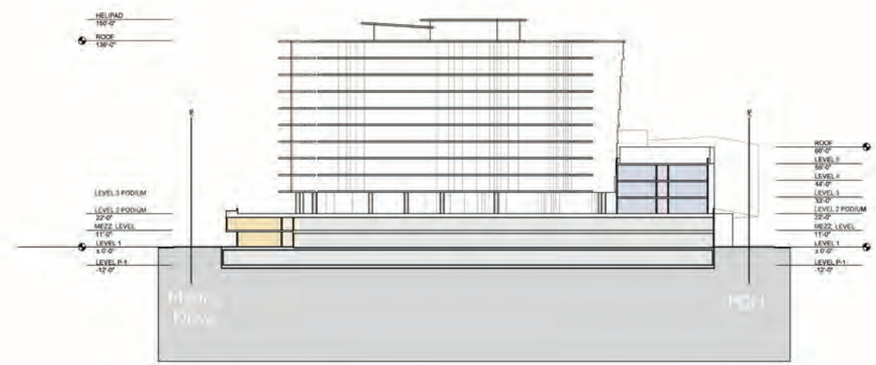


SECTION C-C



SECTION E-E

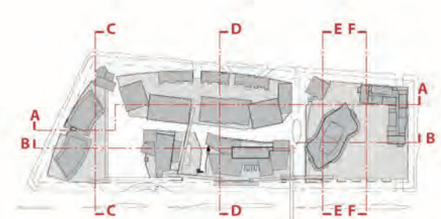
SECTION D-D



SECTION F-F

LEGEND

- residential
- residential amenity/lobby
- retail
- service/mechanical
- hotel
- cultural/civic use
- parking garage



N

0 100 Feet

East-West Project Cross-Sections

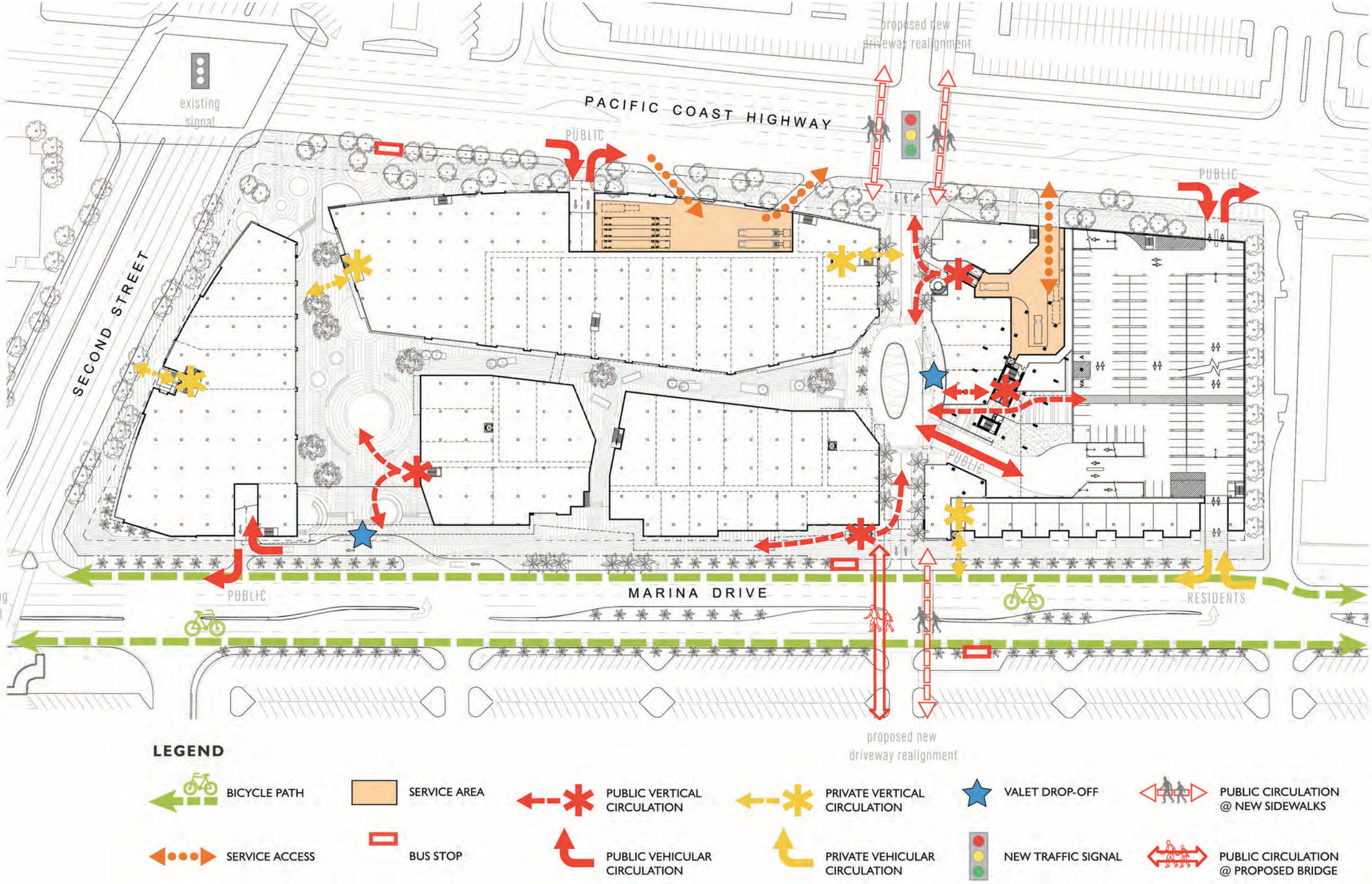
Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-14

P C R



0 100 Feet

PCR

Circulation Plan

Second+PCH Development

Source: Rios Clementi Hale Studios, October 2010.

FIGURE

II-15

PCR

0 100 Feet

Composite Landscape Plan

Second+PCH Development

Source: Rios Clementi Hale Studios, April 2010.

FIGURE

II-16

open space available to residents would be 178,313 square feet. In addition, the project would provide 21,668 square feet of open space for the proposed hotel use, including 16,668 square feet of garden/pool deck area and 5,000 square feet of balcony space. A summary of the project's proposed open space areas is included in **Table II-2**, *Project Open Space*, and illustrated in **Figure II-17**, *Open Space Plan*. As discussed in Section IV.K.4, *Parks and Recreation*, in this EIR, the project would exceed the applicable public and private open space requirements.

Table II-2

Project Open Space

Open Space Area	Total Provided
Public Open Space	219,134 square feet
Usable Open Space (Residential)	
Common - Shared Amenities and Pool Deck	95,973 square feet
Private - Balconies, Townhome Entries, and Roof Gardens	82,340 square feet
Subtotal	*178,313 square feet*
Hotel	
Gardens and Pool Deck	16,668 square feet
Hotel Balconies	5,000 square feet
Subtotal	*21,668 square feet*
Total Project Open Space	**419,115 square feet**

Source: Studio One Eleven and Rios Clementi Hale Studios, 2010.

Recreational features to be included in the proposed project design include pedestrian and bicycle access infrastructure (refer to Figure II-15, Circulation Plan) , the California State University Long Beach (CSULB) Coastal Science Center, CSULB Performance Theater, and the Coastal Cycling Center.

CSULB Coastal Science Center

The CSULB Coastal Science Center (CSC) would be located on the first floor of the building fronting PCH, just south of Marina View Lane. The CSC facility would be approximately 4,000 square feet, which would feature touch tanks; interactive exhibits; tide pools with live rays, sharks, and other marine creatures; a hands-on model of local geological features, displays demonstrating wave motions, and tanks with animated models showing erosion and plate tectonics. The CSC would also provide information classes, family science weekends, nature walks, and other special events for local residents, students, researchers, and tourists. The CSC would also act as an extension of CSULB's College of Natural Sciences and Mathematics. The CSC would provide a facility where scientists would have a place to conduct research, offer lecture series, and lead panel discussions.

Performance Theater

The performance theater will be an approximate 3,860 square foot, 99 seat theater with programming by CSULB's California Repertory Company. The theater will offer entertainment events such as Improv Night,

cabaret, youth theater programs, multi-media work and musical theatre, as well as community theater workshops. The theater is anticipated to operate independently of CSULB. The theater will also be available for presentations, community meetings, and other events.

Coastal Cycling Center

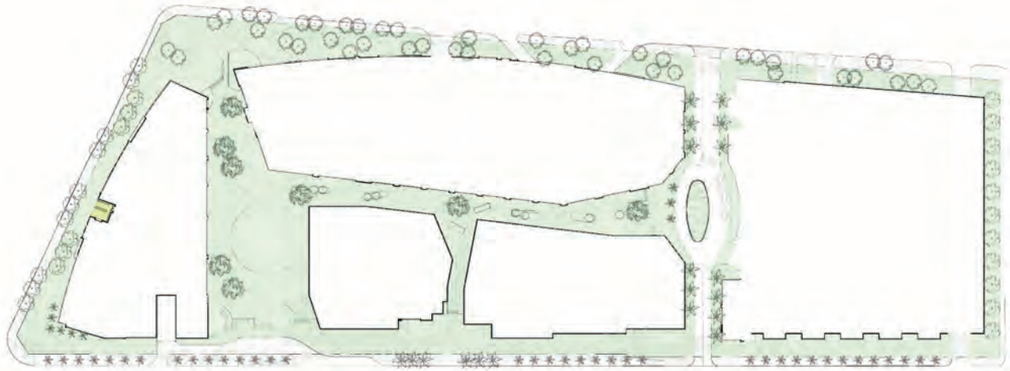
The Coastal Cycling Center would provide shopping and sporting experiences geared toward cycling enthusiasts. An indoor/outdoor café would be included in the Cycling Center. The Cycling Center would provide services, including custom fitting, repairs, valet parking and storage, and locker and changing rooms. It would also provide opportunities for sports education and therapy, coaching, individual assessment, and training. Finally, the Coastal Cycling Center would include outreach and youth programs focused on cycling and fitness education.

g. Project Design Features

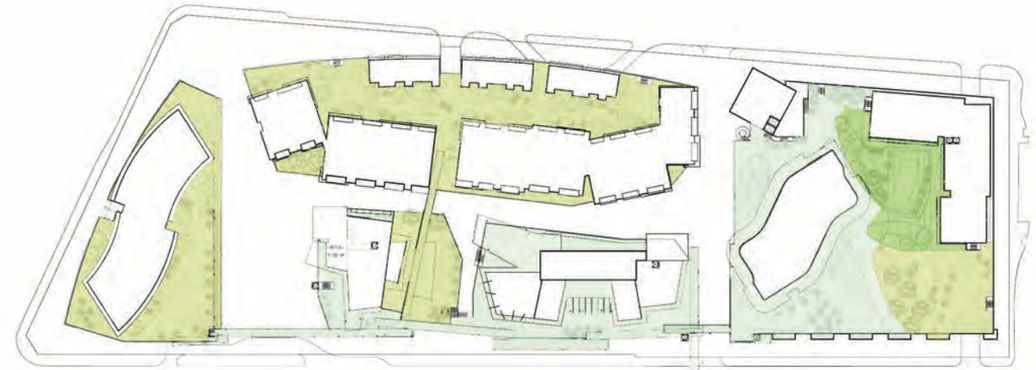
The applicant has incorporated a number of project design features (PDFs) and procedures into the proposed project that would serve to avoid or reduce impacts. The PDFs, which also include certain regulatory requirements applicable to the project, are categorized by issue area and presented below.

(1) Aesthetics and Views

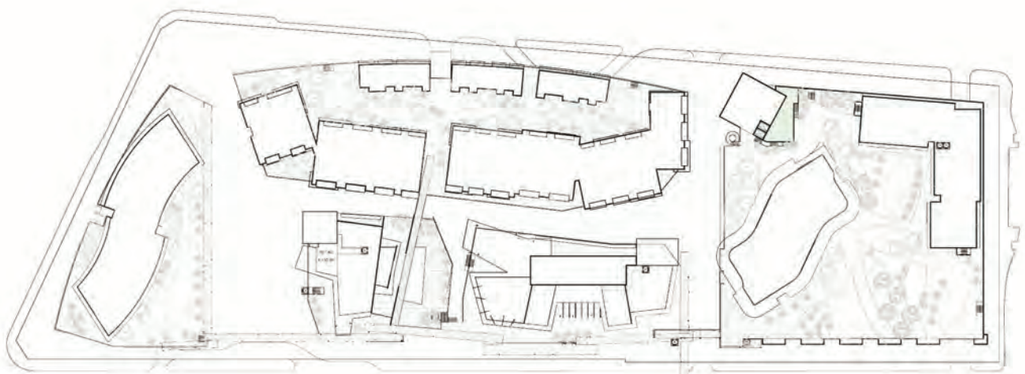
- Provision of a view corridor across the site from PCH to the Alamitos Bay Marina, and a view corridor across the northern portion of the site from PCH to the marina from the Great Space and Wetlands Plaza.
- Provision of open space for over 46 percent of the site to enhance proposed uses and provide visual relief from off-site areas. Ground level landscaping elements include screen trees at the southern project boundary; new and existing palm trees, marina gardens, and residential gardens along the western project boundary on Marina Drive; palm trees along the proposed Marina View Lane; gateway landscaping composed of screen trees and palms along both sides of 2nd Street at the northern end of the project site; native wetland plantings in the Wetlands Plaza; screen trees, bioswale zones, and residential gardens along PCH at the project site's eastern boundary; and shade trees and shrub planters within plazas and walkways in the project's interior. Podium-level landscaping elements include shade trees, palm trees, and shrub planters within the various residential courts and gardens, the theater garden, residential pool terraces, the hotel/condo pool terrace, and the dining terraces.
- The proposed project would be developed in building clusters, or "blocks," which would be characterized by varying surfaces and materials, yielding a diverse mix of building styles and geometries. Architectural materials would consist of building surfaces such as cement panel, painted stucco, wood composite panel, pre-cast stone panel, concrete formliner, and wood composite planks; glass surfaces would consist of colored and channel glass. This mix of styles materials and geometries, in combination with site landscaping, would create visual interest and serve to reduce the visual mass of the development.
- Exterior lighting would be low-level, energy efficient, shielded and directed onto the project site, and in compliance with Title 24 energy efficiency standards and City of Long Beach lighting requirements.
- Building materials would include non-glare glass and other materials would not be highly reflective.



GROUND LEVEL OPEN SPACE



LEVEL 2 PODIUM OPEN SPACE



LEVEL 3 PODIUM OPEN SPACE

PUBLIC OPEN SPACE

HOTEL OPEN SPACE

SHARED RESIDENTIAL OPEN SPACE

* PRIVATE OPEN SPACE NOT GRAPHICALLY SHOWN

SITE AREA		475,924 sq. ft. 10.93 acres			
		provided	percentage ***	required*	percentage
PUBLIC OPEN SPACE					
Street Level (Level 1)		148,501 sq. ft.	31.20%	142,777 sq. ft.	30.00%
Raised Podium (Level 2)		68,758 sq. ft.	14.45%	0 sq. ft.	
Level 3 Event Terrace		1,875 sq. ft.	0.39%	0 sq. ft.	
TOTAL		219,134 sq. ft.	46.04%	142,777 sq. ft.	30.00%
RESIDENTIAL OPEN SPACE	number of units	O.S. provided	avg. per unit	required per unit**	
BLOCK 1 RESIDENTIAL OPEN SPACE	70 units				
Shared amenities and Pool Deck		34,562 sq. ft.	494 sq. ft.	150 sq. ft.	
Private open space					
Balconies		18,365 sq. ft.	262 sq. ft.	80 sq. ft.	
BLOCK 2 RESIDENTIAL OPEN SPACE	150 units				
Shared amenities and Pool Deck		46,045 sq. ft.	307 sq. ft.	150 sq. ft.	
Private open space					
Condominium flat balconies	138 units	21,329 sq. ft.	155 sq. ft.	80 sq. ft.	
Townhome entries and balconies	12 units	1,578 sq. ft.	132 sq. ft.	80 sq. ft.	
BLOCK 3 RESIDENTIAL OPEN SPACE	105 units				
Shared amenities and Pool Deck		15,366 sq. ft.	146 sq. ft.	150 sq. ft.	
Private open space					
Hotel-branded condominium balconies	90 units	35,865 sq. ft.	399 sq. ft.	80 sq. ft.	
Hotel-branded condominium roof gardens	5 units	3,598 sq. ft.	720 sq. ft.	80 sq. ft.	
Townhome entries and balconies	10 units	1,605	161 sq. ft.	80 sq. ft.	
HOTEL OPEN SPACE	100 rooms				
Gardens and Pool Deck		16,668 sq. ft.	167 sq. ft.	0 sq. ft.	
Private open space					
Balconies		5000	50 sq. ft.	0 sq. ft.	

* requirement per SEADIP PD-1
Provisions applying to all subareas

** requirement per LB Municipal Code
Residential Development Standards
21 31 230 Usable Open Space

*** percentage of open space to total site area

PCR

Open Space Plan

Second+PCH Development
Source: Rios Clementi Hale Studios, October 2010.

FIGURE
II-17

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(2) Air Quality-Global Climate Change

- The project would comply with SCAQMD Rule 403 which requires implementation of best available dust control measures during construction activities which generate fugitive dust, such as earth-moving activities, grading, demolition and equipment travel on unpaved roads. Dust control measures include frequent application of water or chemical surfactants, providing dirt track-out prevention devices, covering stockpiles and sweeping of streets adjacent to the construction site.
- The project would be designed to increase energy efficiency and reduce GHG emissions and would be constructed to achieve LEED™ certification, as required by the City of Long Beach's green building ordinance. The expected project features and LEED™ credits would directly or indirectly result in lower emissions of criteria pollutants, toxic air contaminants, or GHGs than "business as usual,"
- **Building Energy Use**
  - Buildings Exceed Title 24 Building Envelope Energy Efficiency Standards By 15 percent
  - Install Programmable Thermostat Timers
  - Obtain Third-Party HVAC Commissioning and Verification of Energy Savings
  - Install Energy Efficient Appliances
  - Install Energy Efficient Boilers
- **Lighting**
  - Install Higher Efficacy Public Street and Area Lighting
  - Limit Outdoor Lighting Requirements
- **Alternative Energy Generation**
  - Establish On-Site Renewable Energy Systems – Solar Power
  - Establish On-Site Renewable Energy Systems – Wind Power
- **Land Use/Location**
  - Increase Density
  - Increase Location Efficiency (i.e., project located near employment centers, universities, or neighborhood-serving retail uses)
  - Increase Diversity of Urban and Suburban Developments (Mixed Use)
  - Increase Destination Accessibility (i.e., distance to Downtown or major job center)
  - Increase Transit Accessibility (e.g., high density project near transit services)
  - Locate Project Near Bike Path/Bike Lane
  - Improve Design of Development
- **Neighborhood/Site Enhancements**
  - Provide Pedestrian Network Improvements (i.e., pedestrian network that connects all uses and all existing and planned external streets)
  - Provide Traffic Calming Measures (Reduce vehicle speeds with measures such as crosswalks, raised crosswalks, on-street parking, etc.)
  - Create Urban Non-Motorized Zones
  - Incorporate Bike Lane Street Design (On-Site)
  - Provide Bike Parking in Non-Residential Projects

  - Provide Bike Parking with Multi-Unit Residential Projects
  - Provide Electric Vehicle Parking
  - Provide Showers for Non-residential uses
- **Parking Policy/Pricing**
  - Limit Parking Supply
  - Unbundle Parking Costs from Property Cost
  - Require Residential Area Parking Permits
  - Provide Preferential Parking to Ride-Sharing Vehicles
- **Commute Trip Reduction Programs**
  - Implement Voluntary Commute Trip Reduction Program
  - Provide Ride-Sharing Programs
  - Implement Subsidized or Discounted Transit Program
  - Provide End of Trip Facilities
  - Implement Preferential Parking Permit Program
  - Implement Car-Sharing Program
  - Implement Bike-Sharing Programs
- **Transit System Improvements**
  - Implement Transit Access Improvements
  - Provide Bike Parking Near Transit
  - Provide Local Shuttles
- **Vehicles**
  - Electrify Loading Docks and/or Require Idling-Reduction Systems
  - Utilize Electric or Hybrid Vehicles
- **Water Supply**
  - Use Reclaimed Water
  - Use Gray Water
- **Water Use**
  - Install Low-Flow Water Fixtures (e.g., bathroom and kitchen faucet aerators, low-flow showerheads, energy star dishwashers, and high-efficiency clothes washers, toilets, and urinals)
  - Design Water-Efficient Landscapes
  - Use Water-Efficient Landscape Irrigation Systems
  - Reduce Turf in Landscapes and Lawns
  - Plant Native or Drought-Resistant Trees and Vegetation
- **Landscaping Equipment**
  - Prohibit Gas Powered Landscape Equipment
  - Electric Yard Equipment Compatibility

- **Solid Waste**
  - Institute or Extend Recycling Services
  - Recycle Demolished Construction Material
- **Vegetation**
  - Urban Tree Planting
  - Create New Vegetated Open Space
- **Construction**
  - Use Alternative Fuels for Construction Equipment
  - Use Electric and Hybrid Construction Equipment
  - Limit Construction Equipment Idling beyond Regulation Requirements
  - Institute a Heavy-Duty Off-Road Vehicle Plan
  - Implement a Construction Vehicle Inventory Tracking System

(3) Biological Resources

- Building materials for the proposed structures, particularly the 12-story residential tower, would include colored and textured non-reflective glass, with curved vertical surfaces on the exterior, rather than large continuous flat surfaces. The absence of reflective glass, differentiation in structural massing through varied setbacks and building heights, integration of flat and curved surfaces, as well as use of a combination of wood, textured glass, and matte metal finishes would reduce the potential for the risk of bird collisions.
- The proposed project would provide extensive landscaping on-site, particularly on the ground and podium levels, which would provide visual relief and reduce reflection from building materials.
- Landscaping would be largely comprised of native plant species, which are compatible with the surrounding environment, and may also serve to support foraging or nesting of native wildlife species.
- Outdoor lighting would be directed and shielded to avoid excessive light and off-site light spill, which can result in adverse effects on sensitive wildlife species; specifically, bright beams of light can disorient birds flying at night and result in collisions. The lack of highly concentrated or bright lighting (e.g., spotlights) associated with the proposed project, as well as containing project-generated light within the project site, would serve to avoid indirect impacts to wildlife foraging, nesting, or breeding in the project area.
- With regard to water quality, and potential indirect impacts to downstream water bodies and related habitats and wildlife, a number of water quality features or Best Management Practices (BMPs) would be implemented as part of the proposed project. Such features include, but are not limited to, erosion controls, sediment controls, tracking controls, non-storm water management, materials & waste management, good housekeeping practices during construction activities, as well as site design, source control, and treatment control BMPs. By reducing stormwater pollutants and off-site transport of pollutants to receiving waters (e.g., Alamitos Bay), potential indirect impacts to biological resources would be minimized or avoided.

(4) Geology and Soils

- Compliance with applicable building codes, including the Uniform Building Code, California Building Code, and Title 18, *Buildings and Construction*, of the City of Long Beach Municipal Code would address structural concerns associated with liquefaction, seismicity, and other geologic constraints.
- A Stormwater Pollution Prevention Plan (SWPPP), including erosion controls, sediment controls, tracking controls, non-storm water management, materials and waste management, and good housekeeping practices, would be required for implementation during construction activities to prevent the introduction of pollutants, including soil materials, into stormwater flows off-site.
- An operational Water Quality Management Plan (WQMP) would be required for implementation to address pollutants following construction activities.

(5) Hydrology and Water Quality

- A Stormwater Pollution Prevention Plan (SWPPP), including erosion controls, sediment controls, tracking controls, non-storm water management, materials and waste management, and good housekeeping practices, would be required for implementation during construction activities to prevent the introduction of pollutants, including soil materials, into stormwater flows off-site.
- Erosion control BMPs, such as hydraulic mulch, soil binders, and geotextiles and mats, protect the soil surface by covering and/or binding the soil particles. Temporary earth dikes or drainage swales may also be employed to divert runoff away from exposed areas and into more suitable locations. If implemented correctly, erosion controls can effectively reduce the sediment loads entrained in storm water runoff from construction sites.
- Sediment controls are designed to intercept and filter out soil particles that have been detached and transported by the force of water. All storm drain inlets on the project site or within the project vicinity (i.e., along streets immediately adjacent to the project boundary) should be adequately protected with an impoundment (e.g., gravel bags) around the inlet and equipped with a sediment filter (e.g., fiber roll). They should also be placed around areas of soil disturbing activities, such as grading or clearing.
- Stabilize all construction entrance/exit points to reduce the tracking of sediments onto adjacent streets and roadways. Wind erosion controls should be employed in conjunction with tracking controls.
- Non-storm water management BMPs prohibit the discharge of materials other than storm water, as well as reduce the potential for pollutants from discharging at their source. Examples include avoiding paving and grinding operations during the wet season where feasible, and performing any vehicle equipment cleaning, fueling and maintenance in designated areas that are adequately protected and contained.
- Waste management consists of implementing procedural and structural BMPs for collecting, handling, storing and disposing of wastes generated by a construction project to prevent the release of waste materials into storm water discharges.
- The project would be required to incorporate and implement, where applicable, source control and treatment control BMPs that address post-construction management of storm water runoff quality.
- All drainage improvements, such as catch basins, roof drains, and surface parking drains would be designed in accordance with standard engineering practices.

- Common area landscape management that includes use of drought-tolerant, native landscaping, minimizing fertilizer and pesticide application, use of slow-release fertilizers, maintenance activities, providing education to homeowners/tenants (via project owner, HOA and/or POA), and providing education and training for employees on management of landscape materials and storm water management.
- Installing and maintaining efficient irrigation systems designed to minimize water by eliminating overspray to hardscape areas, and setting irrigation timing and cycle lengths in accordance with water demands, given time of year, weather, and day and night temperatures.
- The phrase "No Dumping – Only Rain In Drain" or equally effective phrase would be stenciled on catch basins and/or area drains to alert the public as to the destination of pollutants discharged into the storm water.
- The project would comply with SUSMP design requirements for outdoor trash and storage areas, loading docks, and storm drain stenciling.
- In accordance with City Standard Urban Storm Water Mitigation Plan (SUSMP) requirements, three media filtration units would be implemented to treat on-site stormwater flows and a portion of the off-site flows prior to discharging into the existing 36-inch storm drain line. Four media roof drain filter BMPs will also be implemented (e.g., Filterra Roof Drain) to provide treatment of flows from the rooftops for the three proposed laterals that will connect directly into the proposed storm drain line in Marina Drive. These filtration units adsorb particulates and pollutants and have high to medium removal efficiencies for sediments including soil-bound pesticides, metals, organics, trash/debris, oxygen demanding substances, bacteria, and oil & grease. They are also moderately efficient at removing nutrients.

(6) Noise

- Exterior construction activities would occur between the hours of 7:00 A.M. and 7:00 P.M., Monday through Friday, and 9:00 A.M. and 6:00 P.M. on Saturday. There would be no construction activities on Sundays.
- Project construction contractor(s) would equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers, consistent with manufacturers' standards.
- All building outdoor mounted mechanical and electrical equipment would be designed to meet the requirements of LBMC, Section 8.80.200.
- All outdoor loading dock and trash/recycling areas would be fully or partially enclosed such that the line-of-sight between these noise sources and any adjacent noise-sensitive land use would be obstructed.

(7) Police Protection

- The proposed project would include at a minimum, security guards, fencing between the residential and public parking areas, secured gates for residential parking, and key-controlled access in residential elevators.
- Chapter 18.22 of the LBMC sets forth requirements for Police Facilities Impact Fees. The police facilities impact fee is imposed on residential and nonresidential development for the purpose of

assuring that new development pay its fair share of the costs required to support needed police facilities and related costs necessary to accommodate such development.

(8) Fire Protection

- Chapter 18.23 of the LBMC sets forth requirements for Fire Facilities Impact Fees. The fire facilities impact fee is imposed on residential and nonresidential development for the purpose of assuring that new development pay its fair share of the costs required to support needed fire facilities and related costs necessary to accommodate such development.
- In accordance with Chapter 5 of the Fire Code, a rooftop emergency helipad (for use only in an emergency) would be provided for the high-rise building, in a location approved by the Fire Chief and there would be at least one stairwell providing access to the roof in compliance with Chapter 10 of the Fire Code.
- The proposed project would provide emergency vehicle access to the project site subject to approval of the LBFD. Emergency access to the site would be provided via three driveways located along PCH and four driveways located along Marina Drive.

(9) Schools

- Senate Bill 50 allows LBUSD to levy a fee for the purpose of funding the construction or reconstruction of school facilities. LBUSD collects school facility fees at a rate of $2.97 per square feet for residential additions over 500 square feet, $3.39 per square feet for new residential construction, and $0.47 per square feet for commercial/industrial development. Pursuant to Government Code Section 65995, payment of these fees would serve to mitigate all potential impacts on school facilities that may result from implementation of the project to a less than significant level.

(10) Parks and Recreation

- Chapter 18.18 of the LBMC sets forth requirements for Park and Recreation Facilities Fees. The park and recreation facilities fee is required for new residential development to assure City parkland and recreational facility standards are met with respect to additional needs created by a proposed development. The purpose of the fee is to fund parkland acquisition and recreation improvements.
- A total of 219,134 square feet of public open space would be provided throughout the development, representing almost half (i.e., over 46 percent) of the project's total site area. Public open space would be located on the ground level within the Wetlands Plaza, Great Space, Marina Plaza, Marina View Lane open space, and in landscaped walkways between the buildings. Public open space would also be provided on the podium levels of all of the buildings.
- Usable open space would be provided for project residents consisting of private and common open space areas. The proposed project's private open space would consist of balconies, roof gardens and townhome entries. Common open space would consist of shared amenities, including a pool deck and garden areas.
- The Coastal Cycling Center would provide shopping and sporting experiences geared toward cycling enthusiasts. An indoor/outdoor café would be included in the Cycling Center. The Cycling Center would provide custom fitting, repairs, valet parking and storage, and locker and changing rooms. It would also provide opportunities for sports education and therapy, coaching, individual assessment,

and training. Finally, the Coastal Cycling Center would include outreach and youth programs focused on cycling and fitness education.

(11) Traffic and Circulation

- To assist in off-setting the potential traffic impacts associated with the proposed project, a Travel Demand Management (TDM) Plan would be implemented to encourage site residents and employees to use alternatives to single-occupancy vehicles to travel to the project site. The TDM Plan will consist of subsidized transit passes for all residents and employees, on-site flex cars, guaranteed ride home, airport shuttle for hotel guests and a bicycle facility (i.e., Coastal Cycling Center) on-site.
- The following planned improvements have been identified that would be implemented irrespective of the proposed project, and are included in the Year 2015 cumulative conditions: (1) No. 17 – PCH at 2nd Street: Restripe PCH to provide a second southbound left-turn lane and provide a southbound right-turn; and (2) Studebaker Road at 2nd Street: Modify the existing median and restripe the westbound approach to provide a third westbound through lane and maintain the exclusive westbound right-turn lane.
- To further reduce area-wide traffic impacts, including those not adversely affected by the proposed project, the project applicant has committed to several traffic system improvements including the following: (1) PCH at Loynes Drive: Install a third northbound through lane along PCH (the existing bike lane will also be maintained); (2) Marina Drive at Studebaker Road: Install a two-phase traffic signal; and (3) The project proponent will work with the City and Caltrans to upgrade the five existing traffic signals between the Iron Triangle and the SR-22 to adaptive control (i.e., advanced traffic signal control system that maximizes mobility along the corridor).
- **Construction Traffic Management Plan**
  - To ensure impacts to the surrounding street system are kept a minimum throughout construction activities, a Construction Traffic Management Plan will be prepared and implemented for the proposed project. The Construction Traffic Management Plan will be developed in coordination with the City and at a minimum, would address the following:
  - Traffic control for any street closure, detour, or other disruption to traffic circulation.
  - Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e. lumber, tiles, piping, windows, etc.), to access the site, traffic controls and detours, and proposed construction phasing plan for the project.
  - Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
  - The haul route for the soil export will be prepared to the satisfaction of the City Engineer and may include circulation modifications to help reduce construction impacts.
  - Haul operations associated with the soil export will be prohibited during the a.m. and p.m. peak commuter periods (i .e. between 7:00-9:00 a.m. and 4:00-6:00 p.m.).
  - Require the developer to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The developer must clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.

- Hauling or transport of oversize loads will be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Friday, unless approved otherwise by the City Engineer. No hauling or transport will be allowed during nighttime hours, weekends, or federal holidays.
- Use of local streets will be prohibited.
- Haul trucks entering or exiting public streets will at all times yield to public traffic.
- If hauling operations cause any damage to existing pavement, street, curb, and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs will be completed to the satisfaction of the City Engineer.
- All constructed-related parking and staging of vehicles will be kept out of the adjacent public roadways and will occur on-site.
- This Plan will meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Long Beach requirements.

(12) Water Supply

- Bathroom and kitchen faucet aerators, low flow showerheads, high efficiency clothes washers, toilets, and urinals.
- Energy star dishwashers.
- Water-efficient landscaping that includes native or drought-tolerant plants and trees.
- Reduction of turf in landscapes and lawns and specialized irrigation systems.
- Use of reclaimed water.
- Use of grey water (to the extent feasible)

6. CONSTRUCTION SCHEDULE/PHASING

Project construction is anticipated to commence in early 2013, and will require an estimated overall duration of 30 months to complete. Construction activities would include the demolition of the existing structures, grading and excavation activities, building construction, and building finishes and interior work. Construction is expected to require soil excavation and export of approximately 271,000 cubic yards. It is anticipated that soil export would occur over an approximately 90-day period with roughly 3,000 cubic yards of soil transported from the site daily.

As detailed above under Project Design Features, to ensure impacts to the surrounding street system are kept a minimum throughout construction activities, a Construction Traffic Management Plan will be prepared and implemented for the proposed project. The Construction Traffic Management Plan will be developed in coordination with the City of Long Beach.

7. PROJECT APPROVALS

Approvals required from the City of Long Beach for development of the project may be expected to include, but not be limited to, the following:

- **General Plan/Local Coastal Program Amendment:** The Local Coastal Program does not allow residential uses on the project site, and the Urban Design Component of the General Plan's Land Use

Element indicates that development in the area should be limited to a maximum of two stories. Since the Local Coastal Program Element and Land Use Element are adopted as components of the General Plan, approval of the project also requires an amendment to the General Plan. Therefore, since the proposed project includes residential units, approval of the project must include an amendment to the Local Coastal Program, and because building heights would exceed two stories, an amendment to the Urban Design Component of the Land Use Element is also necessary.

- **SEADIP (PD-1) Amendment:** The project site is currently located in Subarea 17 of PD-1, which allows for commercial uses only and building heights up to 35 feet. As a result, approval of the project requires an amendment to PD-1.
- **Site Plan Review:** Due to the size of the proposed project, Site Plan Review approval is required. The Site Plan Review process is established to provide new development projects with high quality site planning and architectural styles.
- **Tentative Subdivision Map:** A Tentative Subdivision Map would be required in order to divide the project site into multiple parcels and to allow for the individual sale of the units.
- **Standards Variance:** A Standards Variance would be required to allow less than Code required parking spaces through shared parking among project proposed uses.
- **Coastal Development Permit:** The proposed project requires approval of a Coastal Development Permit since the project site is located in the Coastal Zone and requires additional discretionary approval from the City.

In addition to these City approvals, an approval by the California Coastal Commission of the proposed amendment to the Local Coastal Program would be required to implement the proposed project.