

Los Cerritos Wetlands Authority

Date: February 1, 2018

To: Governing Board Members

From: Mark Stanley, Executive Officer

Subject: **Item 9:** Consideration of resolution to ratify an application to amend the Local Coastal Program as it pertains to the Los Cerritos Wetlands Authority's 5-acre property commonly called the OTD Parcel

RECOMMENDATION: Adoption of a resolution to ratify an application to amend the Local Coastal Program as it pertains to the Los Cerritos Wetlands Authority's 5-acre property, commonly called the "OTD Parcel", located at the corner of Studebaker Road and 2nd Street.

BACKGROUND: The Los Cerritos Wetlands Authority (LCWA) authorized the Executive Officer to enter into an Option Agreement with Los Cerritos Wetlands, LLC for the conveyance of real property. The Executive Officer received Board authorization to enter into this agreement on August 4, 2016. The Option Agreement outlines the terms through which the LCWA would transfer their approximately 5-acre "OTD Parcel" property in exchange for Los Cerritos Wetlands, LLC's 154-acre "Synergy Site" property. The OTD Parcel is an industrial lot used currently for construction equipment storage and is proposed to become one of the two oil drilling consolidation locations as part of the Los Cerritos Wetlands Oil Consolidation and Restoration Project. An amendment to the City of Long Beach zoning document for the area, the Southeast Area Development and Improvement Plan ("SEADIP"), is required to permit oil drilling and oil production activities, on the OTD Parcel (aka LCWA Site).

SEADIP anticipated residential and commercial development on wetland areas and is no longer an accurate reflection of on-the-ground conditions. As such, it is necessary to update SEADIP to eliminate those uses from the wetlands areas, and also accommodate wetlands restoration over time. The existing oil production areas predated the adoption of SEADIP and were not acknowledged as uses, even though they were legally permitted. As such, these uses will be acknowledged as "existing" in Subareas 33 and 25. Lastly, the once-anticipated extension of Studebaker Road from Pacific Coast Highway has been eliminated from SEADIP and replaced with a possible future connection of Studebaker Road at Pacific Coast Highway to Shopkeeper Road. These road segments already exist as dedicated rights-of-way; however, due to existing infrastructure they cannot be completed until the office development and retail center (Marketplace) rebuilds or substantially reinvests. Because SEADIP is incorporated as part of the City's Local Coastal Program, amendments to SEADIP require a Local Coastal Program Amendment to be certified by the California Coastal Commission (CCC). The proposed amendments to SEADIP are included as Exhibit A.

The Los Cerritos Wetlands Oil Consolidation and Restoration Project sites consist of parcels within and outside of the City's certified Local Coastal Program (LCP). This would typically result in two separate permitting processes, a Local Coastal Development Permit (LCDP) processed by the City of Long Beach for areas within the certified LCP, and a separate Coastal Development Permit (CDP) processed by the CCC for the area outside of the certified LCP. On July 1, 2014, the City Council adopted a Resolution authorizing the initiation of a Consolidated Coastal Development Permit (CCDP) process as allowed under Section 30601.3 of the Coastal Act. The consolidated process is intended to improve the integration, efficiency and effectiveness of

decision-making when a single project spans across multiple jurisdictions. The consolidated process was mutually agreed upon by the project applicant, the City and the CCC. Under this consolidated approach, the City prepared the California Environmental Quality Act (CEQA) document and all local approvals, with the exception of the LCDP.

TIMING CONSIDERATIONS: On January 16, 2018 the City of Long Beach City Council certified the Los Cerritos Wetland Oil Consolidation and Restoration Project's Environmental Impact Report (EIR) and approved the application to amend the LCP. The CCC will be next to process the requested LCP amendments and the CCDP which is anticipated to occur in Spring 2018. As a result, the CCC will have the final authority to refine project details, to best achieve conformity with the provisions of the Coastal Act and balance competing goals. The LCWA is a co-applicant on the LCP amendment application. Therefore, the LCWA Board of Directors must ratify this application before it receives final approval by the CCC.

FISCAL IMPACT: The recommended actions do not require the LCWA to expend any funds. As a result, the recommended actions do not have a fiscal impact.

EXHIBIT A

all proposed amendments presented in track changes

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; 06-0001,2006;

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) except in oil production areas where public safety and operational concerns require limiting access. 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 except in industrial and oil production areas where public safety concerns require limiting access. Specifically, 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 2nd Street, Studebaker Road, Seventh Street and Loynes Drive.
14. No additional curb cuts shall be permitted on Pacific Coast Highway, Westminster Avenue 2nd Street, 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 ~~in Areas 11a, 23 and 33,~~ shall be constructed ~~as described in the provisions for Subareas 11a, 25, and 33,~~ 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 commercial uses on-of~~ SubAreas 11a and 25 shall be responsible for wetlands development of SubAreas 23 and 33, ~~respectively~~. 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~~ 2nd Street shall be accomplished ~~in accordance with a wetlands restoration plan approved by the City and State and federal resource agencies. 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, ~~however, prior to~~ ~~Prior~~ to the issuance of permits for residential ~~or~~ commercial ~~or~~ industrial development ~~in Areas 25 and/or 26,~~ each applicant shall develop a detailed phasing plan that assures that restoration of wetlands ~~in Areas 23 and 27 north of the Los Cerritos Channel and south of the San Gabriel River~~ 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 ~~for Area 11a and 33~~ is that it shall be ~~completed~~ ~~completed pursuant to a wetlands restoration plan approved by the City, and State and federal resource agencies.~~ ~~The approved wetlands restoration plan shall include a description of the habitats to be restored, and a phasing plan for implementation.~~ ~~wetlands north of the Los Cerritos Channel and south of the San Gabriel River~~ ~~Prior to or concurrently with upland development on related areas.~~ This standard ~~of wetlands restoration for Areas 23 and 27~~ ~~wetlands north of the Los Cerritos Channel and south of the San Gabriel River~~ 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~~ this 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 ~~restoration of areas of Subareas 11a, 25, and 33 which are not encumbered by active oil operations or oil leases 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 [WildlifeGame](#), 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 [WildlifeGame](#).

±

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 [WildlifeGame](#);

- 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 such as the Los Cerritos Wetlands Authority. Prior to issuance of any permits for any projects related to wetlands restoration, 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 Wildlife and California Coastal Commission. ~~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 2nd Street. The restored wetlands south of Westminster Boulevard 2nd Street will have no buffers, owing to the fact that they will be separated from other uses by natural barriers.
- ~~2.~~ As part of any wetlands restoration activity, B buffers between subareas 11a and 33 (or wetlands and non-wetlands areas) and development shall be created, in accordance with an approved wetlands restoration plan. ~~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.~~
- ~~3.2.~~ 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. Breeches 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.

4.3. 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.

5.4. 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; Commercial; wetlands and open space; existing oil production operations; recreation; accessory uses including visitors' centers or similar facility.

- ~~a-b. Commercial uses shall be developed- in accordance with the development standards set forth in Long Beach Municipal Code Section 21.32.~~
- ~~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.~~
- ~~c. Wetlands shall be restored pursuant to one of two means:
 - ~~(1) A wetlands restoration plan that is intended to support creation and operation of a wetlands mitigation bank that is approved by State and federal resource agencies, including but not limited to the U.S. Army Corps of Engineers and the California Coastal Commission; or~~
 - ~~(2) A wetlands restoration plan that is approved by State and federal resource agencies, including the U.S. Army Corps of Engineers and the California Coastal Commission, and implemented upon cessation of oil operations.~~~~
- ~~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.~~
- ~~d. Passive recreation uses may be permitted, including trails.~~
- ~~e. The existing Bixby Ranch building shall be used to support the oil production operations. At such time the building is no longer used for oil production operations, the building may be used to support passive recreation uses, including use as a visitor's center.~~
- ~~g. 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.~~
- ~~h. 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.~~
- ~~i.f. 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 continuing oil production operations, 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 Boulevard2nd Street 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 entrances at Westminster Boulevard 2nd Street shall provide an open view to wetlands.

(3) A visitor parking lot shall be provided adjacent to the Bixby Ranch office building for use by the public prior to commencement of building operations.

- ~~j. 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.~~
- ~~k. 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.~~
- ~~l. 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).~~
- ~~m-g.~~ In addition to the setback for buffer, the elevation and setbacks between ~~development a occupiable structure~~ 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.

- ~~(a) 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.~~
- ~~(b) 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.~~
- ~~(c) 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.~~
- ~~(d) 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.~~

~~(e) — 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.c. —~~ 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.d. —~~ 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

- a. Use: Commercial
- b. This area is fully developed in accordance with the CR zone.

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, [Oil Production Uses](#)
- b. This area is fully developed in accordance with the provisions of the MG zone.
- c. Commercial storage/self-storage (21.15.570) shall be allowed by Conditional Use Permit (21.52.219.5).

e-d.

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; oil production and accessory uses.— 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~~ These Subareas are intended for office commercial, ~~and~~ light industrial, and oil production ~~uses, which will provide mitigation to address project-related noise, odor, or air emissions through compliance with the California Environmental Quality Act. . . pollutants beyond the boundaries of their parcels.~~
- d. The Planning Commission may adopt specific performance standards or a specific list of permitted uses to guide developers and the Planning Commission.
- e. No outdoor storage of materials and equipment shall be permitted without being screened from public view. —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 B~~business park uses shall be predominantly office commercial uses, and no less than 75 percent of the area proposed for business park uses shall be devoted to office commercial use. ~~No light industrial uses shall front on Pacific Coast Highway or Westminster Avenue.~~
- h.g. ~~For new commercial uses, n~~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.h. ~~For new commercial development, a~~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, if constructed, ~~shall be developed in a park-like manner.~~
- i. Required yard areas: Thirty feet front; ten feet side (except 30 feet side when a side yard abuts Pacific Coast Highway or Westminster 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).
- j. 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).

- k. One access from ~~Westminster Avenue~~2nd Street shall be allowed to Area 26; no addition curb cuts shall be permitted on ~~Westminster Avenue~~2nd Street or Pacific Coast Highway. All other vehicular access shall be from Studebaker Road or Shopkeeper Drive.
- l. The developer(s) of Area 25 shall contribute on a fair share basis to the construct ~~a~~-widening of Pacific Coast Highway in accordance with a plan approved by the Director of Public Works, an extension of Studebaker Road in accordance with a plan approved by the City, and dedicate the same to the City.
- m. 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~~2nd Street and along the north side of Pacific Coast Highway, south of Studebaker Road. The developer shall dedicate the same to the City.
- n. The developers of Areas 25 and 26 shall contribute on a fair share basis 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~~2nd Street. These should be limited to on-street pavement markings.
- o. The developers shall contribute on a fair share basis to participate in the cost of constructing the connection between Studebaker Road ~~extension between~~ ~~Westminster Avenue and Pacific Coast Highway if approved by the City and~~ ~~Shopkeeper Road, -T-~~; 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 to the satisfaction of the City Engineer.
- p. The developers ~~of Areas 25 and 26~~ shall contribute on a pro rata basis to 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-~~.
- q. The developer of Area 26 shall construct a bicycle trail along the east side of Studebaker Road for the entire frontage on said road.
- r. A ~~non-wetland~~ habitat corridor shall be provided in Area 25 from ~~Westminster Avenue~~2nd Street 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.
- s. ~~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. Use: Wetlands and open space; existing oil production operations, recreation.

b. Upon cessation of oil operations, the area shall be restored pursuant to the wetlands restoration plan approved by the City, State and federal agencies.

Wetlands shall be restored pursuant to one of two means:

(1) A wetlands restoration plan that is intended to support creation and operation of a wetlands mitigation bank that is approved by State and federal resource agencies, including but not limited to the U.S. Army Corps of Engineers and the California Coastal Commission; or

(2) A wetlands restoration plan that is approved by State and federal resource agencies, including the U.S. Army Corps of Engineers and the California Coastal Commission, and implemented upon cessation of oil operations.

c. Passive recreation uses shall be permitted, including trails.

e.d. The wetlands restoration area may be permitted to operate as a wetlands mitigation bank if approved by State and federal agencies.

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.

February 1, 2017 – Item 9

RESOLUTION 2018 – 01

RESOLUTION OF THE LOS CERRITOS WETLANDS AUTHORITY TO
RATIFY AN APPLICATION TO AMEND THE LOCAL COASTAL
PROGRAM AS IT PERTAINS TO THE LOS CERRITOS WETLAND
AUTHORITY'S 5-ACRE PROPERTY COMMONLY CALLED THE OTD
PARCEL (18001).

WHEREAS, the Los Cerritos Wetlands Authority has been established between the Coastal Conservancy, the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, the City of Seal Beach and the City of Long Beach to facilitate the acquisition, protection, conservation, restoration, maintenance and operation and environmental enhancement of the Los Cerritos Wetlands; and

WHEREAS, the LCWA has further been established to focus on projects which will provide open space, habitat restoration, and watershed improvement projects within the Los Cerritos Wetlands; and

WHEREAS, this action will ratify an application to amend the Local Coastal Program as it pertains to the Los Cerritos Wetlands Authority's 5-acre property commonly called the OTD Parcel (18001); and,

WHEREAS, This action is consistent with the requirements of the California Environmental Quality Act (CEQA); and NOW

Therefore, be it resolved that the LCWA hereby:

1. FINDS that the actions contemplated by this resolution is consistent with the requirements of the California Environmental Quality Act.
2. FINDS that this action is consistent with the purposes and objectives of the LCWA.
3. RATIFIES an application to amend the Local Coastal Program as it pertains to the Los Cerritos Wetlands Authority's 5-acre property commonly called the OTD Parcel
4. ADOPTS the staff report dated February 1, 2018.

~ End of Resolution ~

Passed and Adopted by the Board of the LOS CERRITOS WETLANDS AUTHORITY on
February 1, 2018.

Sam Schuchat, LCWA Chair

ATTEST:

David Edsall
Deputy Attorney General