

# CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

**EXHIBIT E**

333 WEST OCEAN BOULEVARD □ LONG BEACH, CALIFORNIA 90802 □ FAX (562) 570-6068

## NOTICE OF FINAL LOCAL ACTION

**Case No.:** 0002-25

**Project Location:** 150-400 W. Ocean Blvd.

**Applicant:** Camden Development, Inc.  
c/o George Medak  
6230 Majorca Circle  
Long Beach, CA 90803

**Permit(s) Requested:** A New Master Plan & Design Guidelines  
Vesting Tentative Parcel Map (TR 53238)  
Approval of Phase I Development (Coastal Development Permit, Site Plan Review, & Administrative Use Permit).

**Project Description:** A mixed use development consisting of 500-room hotel with 25,000 sq. ft. of banquet room facility, 246 condominium units, 538 apartment units, 25,000 sq. ft. of commercial and an office building, approximately 100,000 sq. ft. of floor area.

**Local action was taken by the:** Planning Commission on:  
November 16, 2000

**Decision:** Conditionally Approved


**Local action is final on:** November 27, 2000

This project is in the Coastal Zone and IS appealable to the Coastal Commission.

*"If you challenge the action in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or issues raised via written correspondence delivered to the (public entity conducting the hearing) at or prior to the public hearing."*

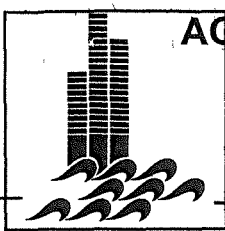
**See other side for City of Long Beach and California Coastal Commission appeal procedures and time limits.**

  
Robert Benard  
Zoning Administrator

Bonnie C. Lay, Senior Planner   
Phone No.: (562) 570-6995

Attachments

Council District: 2

**CITY OF LONG BEACH**

DEPARTMENT OF PLANNING &amp; BUILDING

333 W. OCEAN BLVD. • LONG BEACH, CA 90802 • (562) 570-6194 FAX (562) 570-6068

ZONING DIVISION

November 16, 2000

**CHAIRMAN AND PLANNING COMMISSIONERS**City of Long Beach  
California

**SUBJECT:** Request for Approval of a New Master Plan & Design Guidelines, Vesting Tentative Tract Map (TR 53238) for the Entire Project Site, Coastal Permit, Site Plan Review, and Administrative Use Permit (Shared Parking) for Phase I Development Located at 150 - 400 W. Ocean Boulevard, Known as Pike Property, Plus Findings of Consistency with the General Plan Related to Vacation of Certain Streets and Alleys Within the Project Area (Council District 2)

**LOCATION:** 150 - 400 W. Ocean Boulevard

**APPLICANT:** Camden Development, Inc.  
c/o George Medak  
6230 Majorca Cir.  
Long Beach, CA 90803

The applicant requests approval of a new Master Plan & Design Guidelines for the new development proposal as well as a vesting tentative map for the entire site and approval of the necessary development entitlement for the first phase development. This new development proposal consists of a 500-room hotel with 25,000 sq. ft. of banquet room facility, 246 condominium units, 538 apartment units, 25,000 sq. ft. of commercial and an office building, approximately 100,000 sq. ft. of floor area.

**RECOMMENDATION**

1. Certify EIR, and adopt a Resolution approving a Statement of Overriding Consideration regarding certain significant environmental impacts which cannot be mitigated with a Mitigation Monitoring Program;
2. Approve a new Master Plan & Design Guidelines for the current development proposal;
3. Find the proposed vacation of streets and alleys within the project area is consistent with the General Plan and Local Coastal Program;

4. Approve Vesting Tentative Tract Map No. 53258 for a 4-lot subdivision and creation of 784 condominium units; and
5. Approve a Local Coastal Permit, Site Plan Review, and an Administration Use Permit (for shared parking purpose) for the Phase I development (538 residential units with 25,000 sq. ft. of commercial area), subject to attached conditions.

#### **REASONS FOR RECOMMENDATION**

1. The new development proposal is consistent with the intent of the Downtown Shoreline Planned Development Plan by creating a variety of mixed uses with significant public access through and around all uses, preserving view corridors, and providing strong land use interactions with the downtown and the Queensway Project.
2. The City supports development in the Downtown Shoreline Area in order to create private sector economic prosperity and employment opportunities, to increase City taxes and to enhance the economic vitality of the downtown and the Queensway Bay area.
3. The new Master Plan & Design Guidelines is consistent with the original Master Plan & Design Guidelines approved in 1994.
4. The proposed Vesting Tentative Map is consistent with the City and State subdivision regulations.
5. The project design for the apartment complex is attractive and sensitive to the surrounding properties.
6. Shared parking is an efficient approach to manage parking resources in the downtown area.

#### **BACKGROUND**

The subject area, a total of over 13 acres of land, known as "Pike Property", is bounded by Ocean Boulevard to the north, Pine Avenue to the east, Seaside Way to the south and Queen's Way (Magnolia Avenue) to the west. It is located within the Downtown Shoreline Planned Development Plan District (PD-6), Subarea 4. This site is the last remaining large vacant site in private ownership south of Ocean Boulevard.

The following is a summary of the zoning, general plan, and land uses on and around the site:

	ZONING	GENERAL PLAN	LAND USE
SITE	PD-6	LUD #7 (MIXED USES)	PARKING LOT & AN AMUSEMENT ARCADE
NORTH	PD-30	LUD #7 (MIXED USES)	OFFICE
SOUTH	PD-6	LUD #7 (MIXED USES)	QUEENSWAY BAY PROJECT
EAST	PD-6	LUD #7 (MIXED USES)	OFFICE
WEST	PD-6	LUD #7 (MIXED USES)	OFFICE

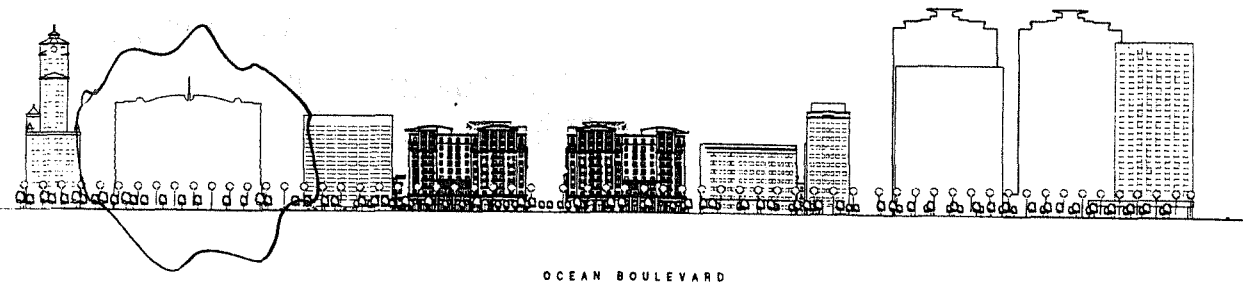
In 1989, an amendment to the Downtown Shoreline Planned Development Plan was approved to allow the development of Subarea 4 with a mixed-use of residential, office, retail, and hotel uses. Under this amendment, up to one thousand (1,000) residential units are permitted; retail, personal service, office, restaurants and entertainment uses are allowed up to two million (2,000,000) square feet; plus hotel uses up to five hundred (500) rooms are also permitted. Gross floor area at build-out is estimated at 3,335,000 square feet in mixed uses.

In 1994, The City entered into a Development Agreement with the property owner, Pike Properties Associates, to vest their development rights for the life of the contract. This Development Agreement would allow the site to be developed with a mixed use project up to 3,335,000 square feet. The purpose of this agreement was to prevent uncertainty as the Zoning, General Plan or Local Coastal Program could be subsequently amended in a manner which would jeopardize the present development potential of the site. Shortly, therefore, the City also approved a Master Plan & Design Guidelines for the project site. The approved Master Plan delineated the basic site plan, streets, blocks, open spaces, massing, setbacks, and access (see Appendix F, Draft EIR, Volume II). This document provided a common basis for evaluating not only the quality of individual projects, but also each project's incremental contribution to the overall quality of the urban environment.

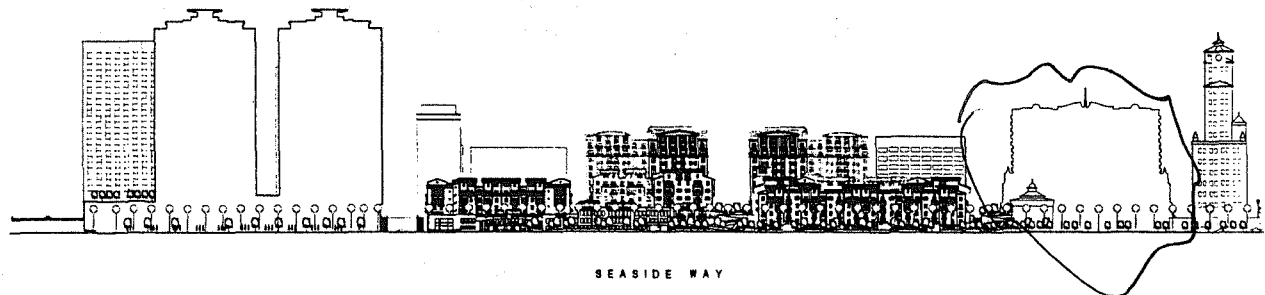
Due to a sluggish economy in the 90's, the property has never been developed and has recently been sold to Camden Development Inc. The new property owners have been working on a new development proposal for the site. Preliminary plans called for low-rise residential use only. These more suburban designs were not well received by the City.

The plans now proposed have evolved to become a strong urban mixed use project, with a variety of height and building mass. Similar to the approved 1994 Master Plan, the project will be developed on a podium at the Ocean Boulevard grade. Taking the advantage of grade difference between Ocean Boulevard and Seaside Way, a two-level parking garage will be constructed underneath this podium.

### **Ocean Blvd Elevation**



### **Seaside Way Elevation**



This new development proposal can be summarized as follows (see Exhibit A for project details):

- Phase I -** Located between the Verizon (known as GTE) building and Chestnut Place, this phase will include six buildings with a total of 538 residential units and 25,000 sq. ft. of commercial area. The residential complex is comprised of 154 one-bedroom units (the unit size ranges from 585 - 725 sf), 275 two-bedroom units (the unit size ranges from 841 - 1080 sf), and 109 three-bedroom units (the unit size ranges from 1180 - 1442 sf). A total of 1,438 parking spaces will be provided (including 340 spaces for Verizon and 120 spaces for Blackstone/Sovereign) in a parking garage.

- Phase II -** Located west of Chestnut Place, south of the California Bank & Trust building (formerly known as Sumitomo), this phase consists of two 26-story condominium towers with 246 units.
- Phase III -** Located between the Verizon building and Ocean Center buildings, this phase is to be developed with a 15-story, 500-room hotel including a 25,000 sq. ft. of meeting/banquet facility, two restaurants, a coffee shop, and some accessory retail. with 824 parking spaces. The parking structure for the hotel will be separated from the abutting residential complex.
- Phase IV -** Located between Chestnut Place and the California Bank & Trust building, this phase consists of a high-rise office tower, approximately 100,000 sq. ft. of floor area.

The following table presents a comparison between the previously approved master plan and the current proposal.

1994 Approved Pike Master Plan	2000 Camden Proposed Project
1000 multi-family residential units	A total of 784 residential units: 538 apartment units (may be converted to condominium units at a latter time) + 246 condominium units
500 hotel rooms with conference/meeting facility (the size of this facility was not specified)	500 hotel rooms with 25,000 sq. ft. conference/meeting facility
Public Walkways	Public Walkways
1,500,000 sq. ft. office	105,615 sq. ft. office
200,000 sq. ft. retail	25,000 sq. ft. retail
5,800 on site parking spaces	3,090 on site parking spaces
10 buildings	10 buildings
TOTAL 3,355,000 SF	TOTAL 1,850,000 SF

↓  
+216 UNITS  
TO REACH  
1,000  
TOTAL

It should be pointed out that no specific plans were submitted for the 1994 Pike Master Plan. Therefore, the Master Plan only represented the maximum build-out permitted by the PD-6 Ordinance. The actual project design, total number of parking spaces and project scales could be significantly different from the Master Plan.

The current property owner has submitted project designs for most of the proposed buildings. However, as the designs for the hotel, office building and condominium

development have not been finalized, approval of project designs for these buildings are not before the Commission at this time. A subsequent public hearing(s) for granting a Site Plan Review and a Coastal Permit, plus any other necessary entitlement permits will be scheduled when the project designs for these elements are finalized.

### **CURRENT ACTION REQUESTED**

The project entitlement being requested at the present time includes:

- Approval of a new Master Plan and Design Guidelines.
- Approval of a Vesting Tentative Tract Map No. 53258 for re-subdividing the entire site into four (4) parcels and creation of 784 condominiums;
- Finding the proposed vacation of streets and alleys within the project area is consistent with the General Plan and Local Coastal Program;
- Approval of a Local Coastal Permit, Site Plan Review, Administration Use Permit for the Phase I development (538 units and 25,000 sq. ft. of commercial area with a total of 1,438 parking spaces).

In order to approve the request, the Planning Commission must make positive findings for these permits (see attached findings). The following sections summarize the issues pertinent to each of the permit requests.

### **MASTER PLAN & DESIGN GUIDELINES**

The 1994 approved Master Plan & Design Guidelines requires the site to be developed with a mixed-use program that concentrates different uses in a relatively small area, allowing for conveniences and the ability to walk to destinations and services. The plan emphasized that this site should provide opportunities to shop, dine, live, and work within a less auto-dependent environment.

The current development proposal is a mixed use project that is similar to the previously approved Master Plan with the same mix of residential, retail, personal services, office and hotel uses. However, in comparison with the 1994 approved Master Plan, the new proposal has significantly scaled down the project development from 3,355,000 sq. ft. to 1,843,630 sq. ft. Planning staff believes that the new proposal is more responsive to the market demand and the scale of downtown Long Beach.

The new Master Plan (see Exhibit B) also delineates the basic site plan, streets, blocks, open spaces, massing, setbacks, and access. With regard to the building mass, the new Master Plan, similar to the 1994 plan, places the greatest bulk at the west end which is consistent with adjacent buildings and the development of the Greater Long Beach World Trade Center complex, and maintains the appropriate street wall along Ocean Boulevard.

Vehicular circulation and access have also been designed to minimize impact on downtown streets and to create the best possible environment for the pedestrian. Major parking entrances are located on Seaside Way, Chestnut Place, and Windsor Place. Pacific Walk and Cedar Walk serve primarily as a north-south pedestrian walkway connecting Ocean Boulevard and Seaside Way with incidental drop-off and valet parking. Given the topography of the site and the steep bluff at the Ocean Boulevard edge, multi-level parking garages will maintain the approximate Ocean Boulevard with two exceptions: Building IV and the parking garage for the condominium west of Chestnut Place. These two exceptions are permitted by the PD provided that these parking garages must be screened by a building or landscape.

The new document also maintains a series of special pedestrian-oriented places: 1) Victory Park; 2) two large open courtyards, located next to the east-west public walkway; and 3) attractively landscaped Pacific Walk corridor and Cedar Walk corridor with grand stairs that will lead south toward Seaside Way level. Additionally, a private pool/courtyard will be provided for each apartment building. Similar to the approved Master plan, these special open spaces create the street and block pattern for the project. These east/west and north/south corridors are interconnected, providing continuous public pedestrian access throughout the project.

No significant changes are made to the Building Guidelines with regard to general and specific design controls. A variety of building heights as proposed is also highly desirable from a design point of view, encouraging participation by different architects. The new document also specifies design features and architectural details that are intended to set the development standards to ensure that future development will be of high quality.

In response to staff's concerns regarding the design of parking structures facing Seaside Way, a 15' building setback was required along Seaside Way and Chestnut Place. Thus, in addition to the architectural treatment of the parking structure, this 15' setback provides adequate space for an earth berm or planter box creating an attractive landscape buffer to soften the facade of parking structures.

#### **VESTING TENTATIVE TRACT MAP NO. 53258**

This is a request to re-subdivide the site into four parcels and to establish condominium status for all residential units. Although the residential complex constructed within the 1st phase will be rented out as apartment units, the developer would like to reserve the right to sell these units as condominium units at a later time if necessary.

The purpose for a vesting tentative map is to vest the development rights outlined in the PD at the time when the tentative map is filed so the project will not be affected by subsequent changes to the Zoning or Coastal Plan. Based on the current subdivision

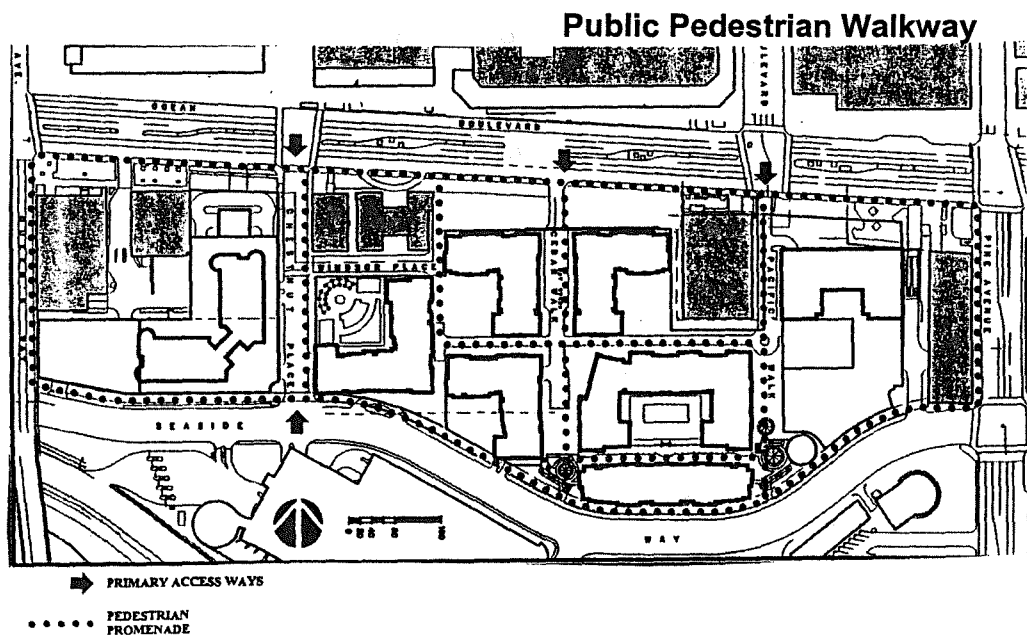


regulations, a tentative map is valid for 3 years, and a subdivider may request additional time extensions for up to 5 years, plus the rights referred under the vesting map will not expire until one year after the last final map is recorded. Thus, it is likely that the development rights under a vesting tentative map can be vested for 9 years. As the proposed project will be developed in phases, the applicant may choose to record multiple final maps in accordance with the construction phases. It should be pointed out that the last phase of the final map must be recorded prior to the expiration of the approved tentative map.

The findings for approval of a subdivision map ask the Planning Commission to determine if the site is suitable for the density and type of development proposed. Staff recommended findings suggest that the site is physically suitable for the type and density of development based on the fact that the proposed project actually reduces the mass of development as permitted by the PD-6 ordinance, there are no adverse impacts identified by the draft EIR that would preclude the proposed development, and the project is consistent with the goals of PD-6 and the Local Coastal Program.

#### **LOCAL COASTAL DEVELOPMENT PERMIT**

The intent of the Local Coastal Program is to ensure maximum visual and physical access to the shoreline. The subject proposal is consistent with the approved 1994 Master Plan which calls for renovation of Victory Park where this linkage occurs so as to create a cohesive entry feature at the intersections of Ocean Boulevard and two north-south public walkways (Pacific Walk, and Cedar Walk). In connection with the north/south walkway, the Walk of A Thousand Lights provides an east-west public access connection. These corridors will create a pedestrian-friendly linkage from Downtown to the Queensway Bay development.



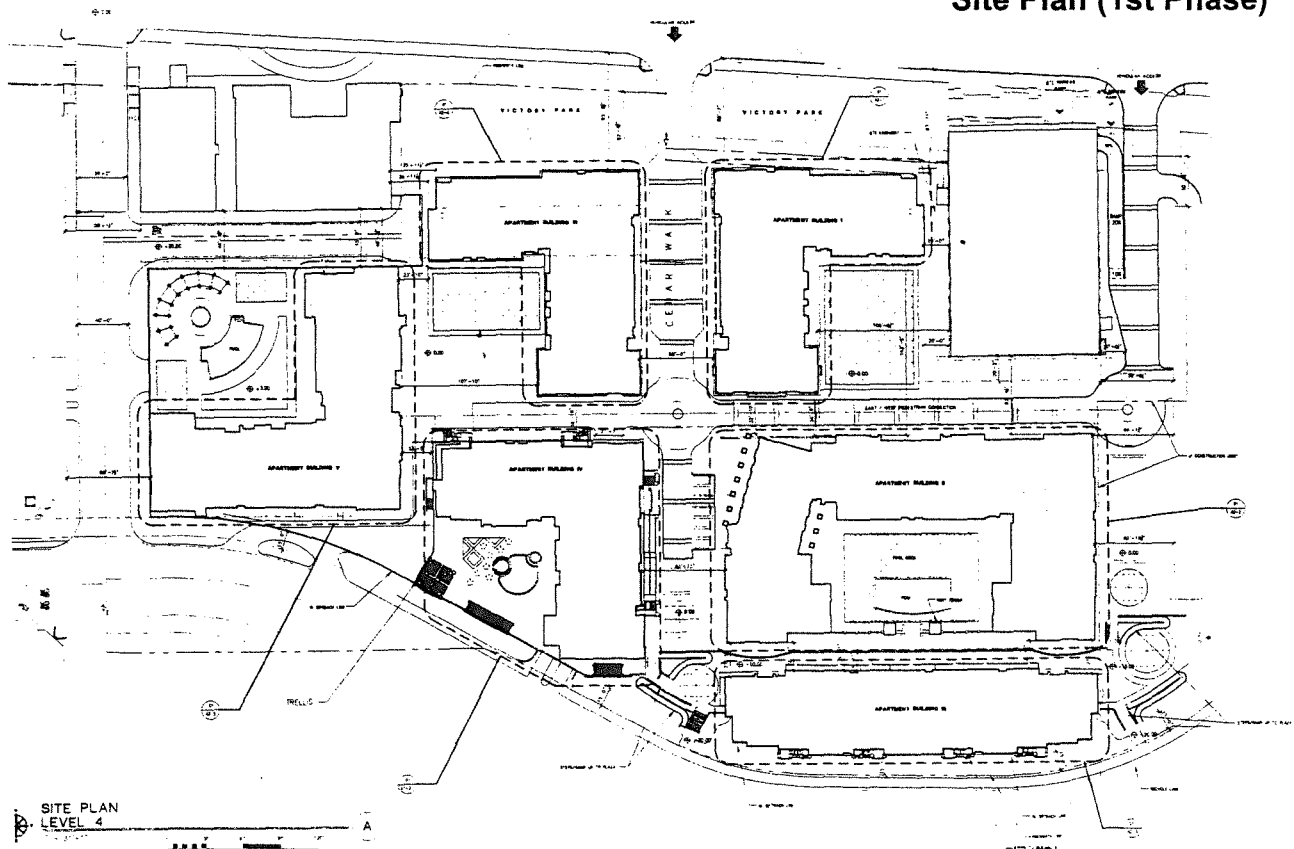
This project is also consistent with the PD requirement by creating three distinctive view corridors: Pacific Avenue Corridor (53' wide), Cedar Avenue Corridor (62' wide) and Chestnut Place (45'). The total width of these three view corridors exceeds the minimum required width of 120'. These view corridors will provide visual linkage between Ocean Boulevard and Seaside Way.

In 1989, the City adopted Victory Park Design Guidelines. The purpose of these guidelines is to insure that this park land is available for the enjoyment of the citizens and general public of Long Beach. The applicant is required to restore the Park. It should be pointed out that no portion of the parking structure for the Phase I development will project underneath Victory Park. The proposed improvement within the park area, however, must be approved by the Recreation Commission. Additionally, if any section of this strip of park land within the project area has not been properly dedicated for park purpose, the applicant must offer this dedication with the final map.

#### **SITE PLAN REVIEW**

The 1st phase of the project development consists of six buildings with a total of 538 units. The layout of the residential complex respects the downtown grid in order to maintain the continuity of downtown as well as the integrity of the downtown architectural fabric.

**Site Plan (1st Phase)**



These buildings vary in mass and height. Two 9-story buildings (Buildings I and VI), a mirror image design, will be placed on both sides of Cedar Walk, south of Victory Park. Commercial spaces occupy on the ground floor of these two buildings. Buildings II and V are four story; Building IV consists of 4 residential levels but also houses one additional parking level on top of the podium. This parking level, having an access from Ocean Boulevard via Cedar Walk provides a convenient access to parking for residential guests and short parking stops for patrons going to restaurants and commercial spaces.

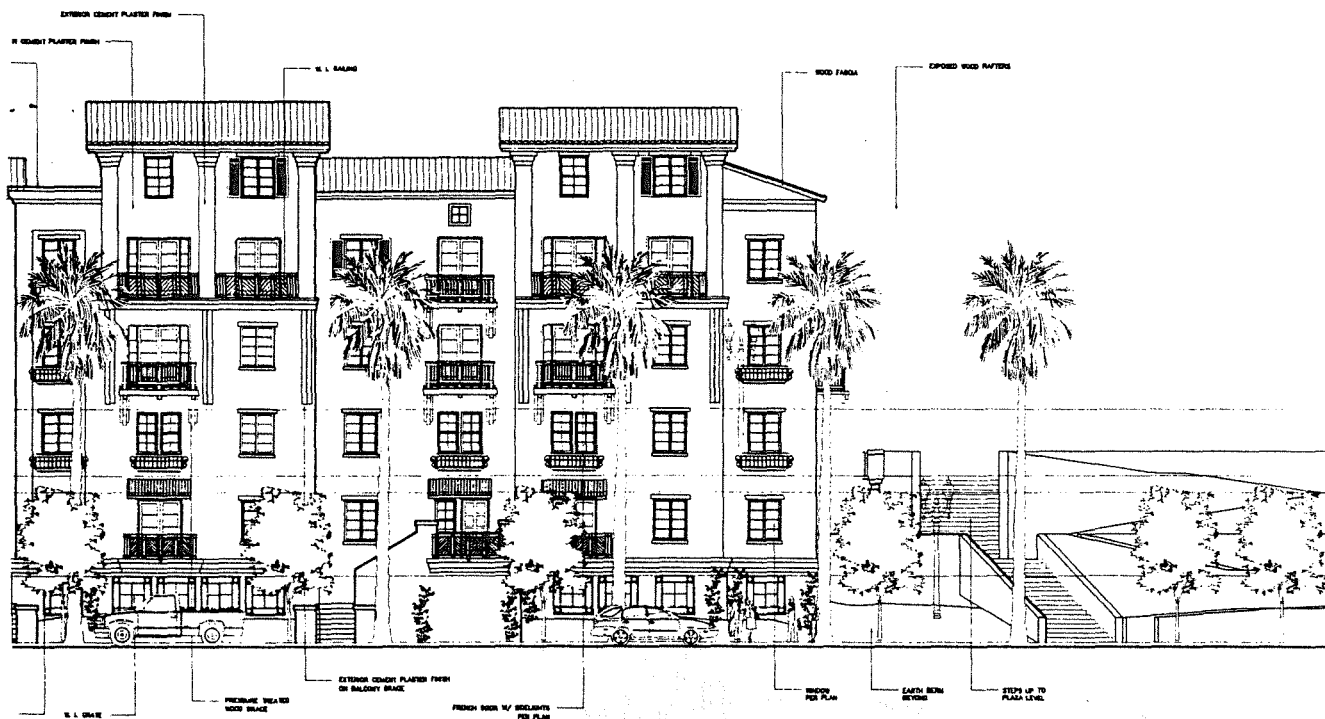
The PD requires that all parking structures shall not exceed the height of the Ocean Boulevard sidewalk grade adjacent to the site. However, the PD also states that parking structures may exceed Ocean Boulevard sidewalk grade if screened from Ocean Boulevard by a building. Planning staff finds the parking level design for Building IV is acceptable for the following reasons:

1. This building is located behind Building VI and is approximately 300 feet away from the Ocean Boulevard curb line.
2. The parking level is designed with adequate building articulation. This building is required to setback a minimum of 15' from the east-west street (Walk of A Thousand Lights); thus, lush landscaping with trees and shrubs can attractively screen this parking level from public view.
3. This level of parking provides convenient parking access for visitors and patrons of restaurants and other commercial uses. Since there is a concern regarding potential confusion for residential guests navigating in the parking garage, Planning staff finds the proposed design presents a workable circulation pattern.

As the PD only allows limited vehicular access from the project site to Ocean Boulevard, the applicant has agreed to eliminate the ramp connecting the upper level parking to lower levels of parking. By elimination of this ramp, additional parking spaces can be provided on this level.

Parking structure exposed to Seaside Way has been a major design concern for this project. The current project design attempts to address this concern by breaking the long parking structure facade along Seaside Way with the reduction of one parking level (replacing with one residential level) in Building III and the punctuation of two grand stairways (from Cedar Walk and Pacific Walk) providing public pedestrian access from podium level to Seaside Way.

**Building III Seaside Way Elevation with  
the Stairway at the End of Pacific Walk**

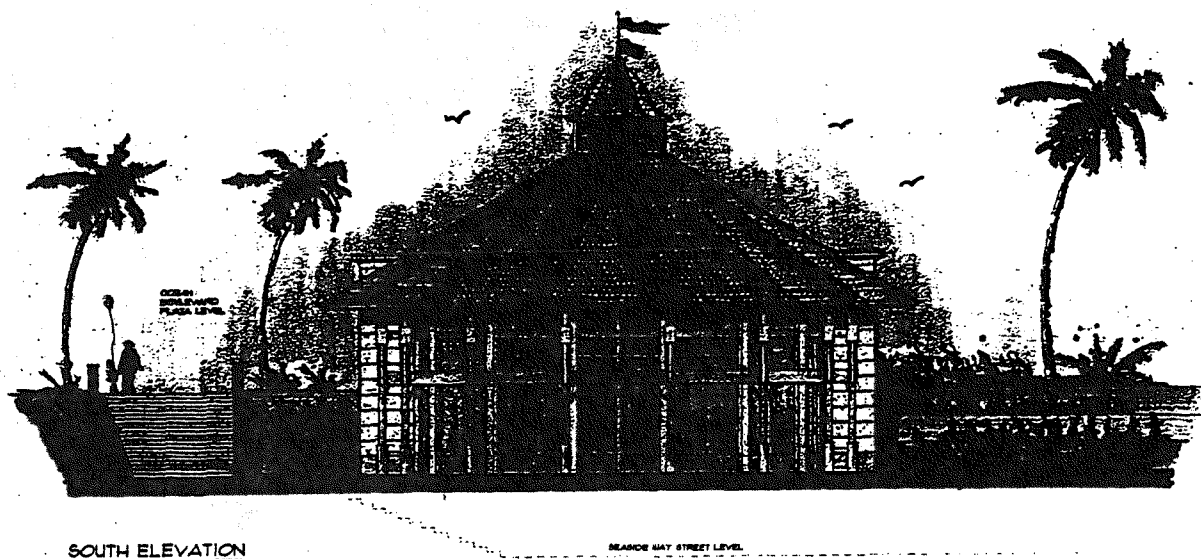


**Stairway at the end of Cedar Walk**



The grand stairway case at the end of Pacific Walk will lead to the Visitors Center which is another focal point of this project. The site contains the historic "Looff's Hippodrome" building, which was constructed in 1911 with a distinctive round roof and peaked cupola. The building and its ownership have a rich early Long Beach history. The applicant proposes to salvage the round green roof and peaked cupola of the "Looff's Hippodrome" and incorporates these items as part of this new project visitors center. Historic exhibits will also be placed in this visitors center. Since this visitor center is located near the intersection of Seaside Way and Aquarium Way of the Queensway Bay development, the center can provide useful information for visitors about dining, entertainment, retail and other attractions within the downtown area as well as other part of the City.

### Visitors Center



The parking structure is also articulated with vertical modules and decorative wright iron grills. Additionally, the 15' setback from Seaside Way and Chestnut Place offers opportunities for an earth berm, planter box with mature trees, dense shrubs and vines in order to form a lush landscape buffer between the parking structure and public streets. Hanging vines will also cascade down from upper decks.

**South Elevation, Building V**



With respect to the historical buildings existing on Ocean Boulevard (such as The Ocean Center Building, The Blackstone and the Sovereign), this project has incorporated a number of design elements from these buildings by using tile roof, wood shutters, french windows, french doors, columns, balconies, special motifs, various cornices, and architectural projections or decorations that enrich the design of the residential buildings.

To ensure the aesthetic value for this phase of development and the appropriate parking management for various users, Planning staff recommends that the applicant is required to:

- Use stone (natural or simulated) for the base of the two nine-story buildings;
- Guarantee that the parking structure will be structurally designed to support the landscape and pool facilities proposed on top of the parking podium;
- Submit a detailed paving and landscape plan to ensure the quality of all open space improvements and the required landscape treatments; and
- Provide an interim landscape treatment (potted trees) along the easterly edge of building walls before the completion of phase III (hotel)
- Provide a comprehensive parking management plan to clarify the parking operation for residents, visitors, commercial users, employees of Verizon building, and residents of the Blackstone/Sovereign.

### **ADMINISTRATIVE USE PERMIT**

Approval of an Administrative Use Permit is required for shared parking for the 1st phase development (538 residential units, and 25,000 sq. ft. of commercial spaces). This phase of development will provide a total of 1,438 parking spaces (including 340 spaces for Verizon building, and 120 spaces for Blackstone/Sovereign Apartments). Based on the Zoning Code, 1730 spaces will be required. However, the Zoning Code permits shared parking by approval of an Administrative Use Permit.

A shared parking study was prepared by KAKU Associates. The attached table depicts weekday and weekend mixed-use shared parking analysis. This analysis found that the highest parking demand would occur at 9:00PM weekdays, with a demand of 1,259 parking spaces. The subject proposal, providing a total of 1,438 spaces, should meet the parking demand as indicated in the parking study. A complete shared parking study is included in the draft EIR (Appendix C, Volume II).

### **CONSISTENCY WITH THE GENERAL PLAN RELATED TO VACATION OF CERTAIN STREETS AND ALLEYS WITHIN THE PROJECT AREA**

The project calls for vacation of Cedar Avenue, Walk of a Thousand Lights, realignment of Seaside Way, interior alleys, Biona Court and the easterly portion of Windsor Place. The PD-6 Ordinance encourages vacation of Cedar Avenue to minimize the traffic impacts from the site to Ocean Boulevard. The PD also permits other streets and alleys to be vacated. The proposed vacation of said streets and alleys implement the objectives of the PD plan. The developer, however, is required to make certain street improvement to facilitate this vacation request. These improvement requirements are incorporated as a part of the Conditions of Approval.

### **REDEVELOPMENT REVIEW**

The project is located in the Downtown Redevelopment Project Area. While the Redevelopment Agency is not involved in a formal review of this project, two Joint Study Sessions with the Planning Commission and the Redevelopment Agency were held in April and October, 2000 respectfully. Comments received from Planning Commissioners and the Agency Board members during these sessions were used by the applicant to refine their proposal.

### **SUMMARY**

Planning staff 's review of the proposed project has found that:

- The proposed development implements several of the policy goals of the Downtown Shoreline Planned Development Plan and Local Coastal Plan.

- The City supports development in the Downtown Shoreline Area in order to create private sector economic prosperity and employment opportunities, to increase City taxes and to enhance the economic vitality of the downtown and Queensway Bay area.
- The mixed-use nature of the project strengthens the goal of creating a multi-purpose activity center with a range of commercial and residential land uses.
- The proposed project is consistent with the Master Plan & Design Guidelines approved 1994.

Based on the attached findings, staff is recommending approval of the requests, subject to attached conditions.

### **ENVIRONMENTAL REVIEW**

According to the Guidelines of the California Environmental Quality Act, an Environmental Impact Report (EIR-20-00) has been prepared for the proposed development and is scheduled for a concurrent review by the Planning Commission on November 16, 2000.

The draft EIR identified that the project may create certain environmental impacts that cannot be mitigated to a level of insignificance. Thus, the Planning Commission is required to adopt "A Statement of Overriding Considerations". This statement states that "the Commission find and determine that the unavoidable impacts of the project are acceptable when balanced against the benefits of the project".

### **PUBLIC HEARING NOTICE**

One hundred and twenty six notices of public hearing were mailed to property owners within the 500 ft. mailing radius plus tenants within the 100 ft mailing radius, Downtown Long Beach Association and to 2nd District Council's office.

### **IT IS RECOMMENDED THAT THE PLANNING COMMISSION:**

1. Certify EIR, and adopt a Resolution approving a statement of Overriding Consideration regarding certain significant environmental impacts which cannot be mitigated with a Mitigation Monitoring Program;
2. Approve a new Master Plan & Design Guidelines for the latest development proposal;
3. Find the proposed vacation of streets and alleys within the project area is consistent with the General Plan and Local Coastal Program;
4. Approve Vesting Tentative Tract Map No. 53258 for a 4-lot subdivision and creation of 784 condominium units; and

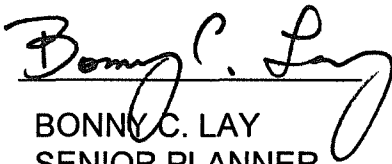


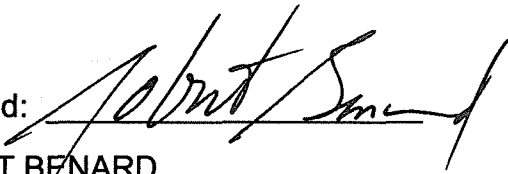
Chairman and Planning Commissioners  
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5. Approve a Local Coastal Permit, Site Plan Review, and an Administration Use Permit (for shared parking purpose) for the Phase I development (538 residential units with 25,000 sq. ft. of commercial area), subject to attached conditions.

Respectfully submitted,

EUGENE J. ZELLER  
DIRECTOR OF PLANNING AND BUILDING

By:   
BONNY C. LAY  
SENIOR PLANNER

Approved:   
ROBERT BENARD  
ZONING OFFICER

bll/clcamden

# **Findings**

- **Vesting Tentative Tract Map**
- **Local Coastal Permit**
- **Site Plan Review**
- **Administrative Use Permit**

**VESTING TENTATIVE TRACT MAP FINDINGS**  
**Case No. 0002-25 (Vesting Tentative Tract Map TR 53238)**  
**Date: November 16, 2000**

Pursuant to Section 20.12.100 of the Long Beach Municipal Code, the Planning Commission shall approve a tentative map if the map complies with State and Local regulations. The tentative map can be granted only when positive findings are made consistent with the criteria set forth in the Subdivision Regulations.

**A. THAT THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.**

The proposed map is consistent with the general and specific plans for this area which permit mixed use development. The site is located within the Downtown Shoreline Planned Development (PD-6) area. The proposed subdivision is to re-subdivide the site into four parcels and to establish condominium status for all residential units. Although the residential complex constructed within the 1st phase will be rented out as apartment units, the developer would like to reserve the right to sell these units as condominium units at a later time if necessary. No minimum lot size requirement is prescribed in this PD. As proposed, the land area for each of these four lots exceeds two acres.

**B. THAT THE DESIGN OR IMPROVEMENT OF THE PROPOSED SUBDIVISION IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLAN.**

The design and improvement of the proposed subdivision is consistent with the development regulations prescribed in the PD ordinance. This PD promotes a variety of mixed uses with significant public access through and around all uses. The current development proposal is comprised of residential, retail, personal services, office and hotel uses. Pacific Walk and Cedar Walk serve as the north/south corridor connecting Victory Park and Seaside Way, and the Walk of A Thousand Lights serves as the east/west corridor. These walkways are interconnected, providing continuous public pedestrian access throughout the project. The PD also requires the preparation and approval of a master plan which address all aspects of the proposed development. The applicant has prepared a new Master Plan and Design Guidelines. Planning staff recommends approval of this document.

**C. THAT THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT.**

The site is physically suitable for the type of development as the adjacent properties with a similar physical environment have been developed with no known problems. No adverse impacts identified in the drafted Environmental Impact Report prepared

for the proposed development would preclude the development for the site. It should be pointed out that the prior approved development proposal exceeded 3,000,000 sq. ft. of mixed use development.

**D. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.**

The site is physically suitable for the proposed density of development. Prior approved development proposal allowed up to 1,000 residential units. No unique characteristics exist which would prevent full utilization of the project as proposed.

**E. THE DESIGN OF THE SUBDIVISION OR THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIAL AND AVOIDABLE INJURY TO FISH AND WILDLIFE OR HABITAT.**

No fish or wildlife habitat exist on the site. An Environmental Impact Report, prepared for the proposed development, found that the proposed development may cause certain impacts, but the significant economic and social benefits of the project outweigh and override those adverse impacts.

**F. THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENT IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.**

No negative impacts detrimental to the general welfare of the public are foreseen from the improvement of the site.

**G. THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.**

The Tentative Map has been reviewed by all concerned city departments and it has been found that the design and improvement of the site will not conflict with any public access easements.

## **LOCAL COASTAL DEVELOPMENT PERMIT FINDINGS**

**Case No. 0002-25**

**Date: November 16, 2000**

**1. THE PROPOSED DEVELOPMENT CONFORMS TO THE CERTIFIED LOCAL COASTAL PLAN.**

The intent of the Local Coastal Program is to ensure maximum visual and physical access to the shoreline. The subject proposal is consistent with the certified Local Coastal Plan by renovating of Victory Park, creating a pedestrian-friendly linkage from Downtown to the Queensway Bay development with the north-south (Pacific Walk, and Cedar Walk) and east/west (Walk of A Thousand Lights) public walkways and preserving view corridors. The proposed view corridors (with a total of over 160' in width) exceed the minimum requirement (120') prescribed in the PD.

Furthermore, the entire strip of land designated as Victory Park located within the proposed subdivision will be properly dedicated for park purpose with the approval of a final map.

**2. FOR THE DEVELOPMENT SEAWARD OF THE NEAREST PUBLIC HIGHWAY TO THE SHORELINE: THE PROPOSED DEVELOPMENT CONFORMS TO THE PUBLIC ACCESS AND RECREATION POLICIES OF CHAPTER 3 OF THE COASTAL ACT.**

As discussed above, the proposed view corridors and public pedestrian walkways will enhance visual and physical access to the shoreline. Two grand stairways located at the end of Cedar Walk and Pacific Walk will provide public pedestrian access from the Ocean Boulevard grade to Seaside Way. Additionally, the stairway case at the end of Pacific Walk will lead to the Visitors Center. Since this visitor center is located near the intersection of Seaside Way and Aquarium Way of the Queensway Bay development, the center can provide useful information for visitors about dining, entertainment, retail and other attractions within the downtown area as well as other part of the City.

## **SITE PLAN REVIEW FINDINGS**

**Case No. 0002-25**

**Date: November 16, 2000**

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

The proposed design is consistent and complete within itself through the consistent use of similar design elements, materials and colors throughout the development. Consistency with other buildings in the vicinity is provided through the historic architectural references incorporated in the designs of the buildings by using tile roof, wood shutters, french windows, french doors, columns, balconies, special motifs, various cornices, and architectural projections or decorations that enrich the design of the residential buildings.

The proposed project is also consistent with the intent of the Downtown Shoreline Planned Development Ordinance (PD-6) by promoting pedestrian activities and providing a pleasant pedestrian walkway linkage between Ocean Boulevard, Victory Park and the Queensway Bay development.

**B. THE DESIGN CONFORMS TO THE "DESIGN GUIDELINES FOR R-3 AND R-4 MULTI-FAMILY DEVELOPMENT", THE "DOWNTOWN DESIGN GUIDELINES", THE GENERAL PLAN, AND ANY OTHER DESIGN GUIDELINES OR SPECIFIC PLANS WHICH MAY BE APPLICABLE TO THE PROJECT.**

The 1st phase of the project development consists of six buildings with a total of 538 units. The layout of the residential complex respects the downtown grid in order to maintain the continuity of downtown as well as the integrity of the downtown architectural fabric.

The parking structure exposed to Seaside Way is designed to reduce its mass through the reduction of one parking level (replacing with one residential level) in Building III and the punctuation of two grand stairways (from Cedar Walk and Pacific Walk) providing public pedestrian access from the podium level to Seaside Way.

To further enhance the aesthetic value for this phase of development, the applicant is required:

- To guarantee that the parking structure will be structurally designed to support the landscape and pool facilities proposed on top of the parking podium
- To submit a detailed paving and landscape plan to ensure the quality of all open space improvements and the required landscape treatments; and

- To provide an interim landscape treatment (potted trees) along the easterly edge of building walls before the completion of phase III (hotel).

**C. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES UNLESS ALTERNATE DESIGN IS FEASIBLE.**

No mature trees exist on the site. The applicant will make significant improvement to Victory Park and the project site which includes special surface paving, tall trees, dense shrubs and ground covers. Street trees will be planted along Seaside Way, Chestnut Place, Cedar Walk, Pacific Walk, and Walk of A Thousand Lights.

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

The environmental review of this project (EIR-20-00) identified certain impacts to be generated from the development proposal. The necessary nexus for the imposition of conditions requiring public improvements was established through the certification of the Environmental Impact Report.

**E. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT).**

The conditions of approval require compliance with Chapter 21.64.

## **ADMINISTRATIVE USE PERMIT FINDINGS**

**Case No. 0002-25**

**Date: November 16, 2000**

- A. THE APPROVAL IS CONSISTENT WITH AND CARRIES OUT THE GENERAL PLAN, ANY APPLICABLE SPECIFIC PLANS SUCH AS THE LOCAL COASTAL PROGRAM AND ALL ZONING REGULATIONS OF THE APPLICABLE DISTRICT;**

The Zoning Regulations permit shared parking by approval of an Administrative Use Permit. Within the Downtown area, all projects are encouraged to implement transportation demand management programs. Shared parking is an effective approach to managing the parking resources.

- B. THE APPROVAL WILL NOT BE DETRIMENTAL TO THE SURROUNDING COMMUNITY INCLUDING PUBLIC HEALTH, SAFETY, GENERAL WELFARE, ENVIRONMENTAL QUALITY OR QUALITY OF LIFE;**

A shared parking study for the proposed project was prepared by KAKU Associates. This analysis found that the highest parking demand would occur at 9:00PM weekdays, with a demand of 1,259 parking spaces. The subject proposal, providing a total of 1,438 spaces, should meet the parking demand as indicated in the parking study.

- C. THE APPROVAL IS IN COMPLIANCE WITH THE SPECIAL CONDITIONS FOR THE USE ENUMERATED IN CHAPTER 21.52.**

Not applicable.



**Exhibit A**

**Procet Data**  
**Camden Development**  
**November, 2000**

## Project Data

Case 0002-25, 300 W. Ocean Blvd. Revised plan 8/9/00

Phase I: A total of 538 residential units (These units will be offered for rent; however, the owner reserves the right to sell them as condominiums at a later time), plus 25,000 sq. ft. of commercial spaces. Residential units include:

Number of bedrooms	Number of units	Unit size (sq. ft.)
1 bedroom	154 units	585 - 725
2 bedrooms	275 units	841 - 1080
3 bedrooms	109 units	1180 - 1442

A total of 1438 parking spaces will be provided in a parking garage.

Phase 2: 246 condo units

Phase 3: 500 room hotel plus 25,000 conference room/meeting/health spa

Phase 4: Office - 105,615 sq. ft.

Total Parking - The preliminary plans show that a total of 3,090 spaces will be provided on site. However, plans are finalized for Phases 2 - 4.

## Phase I Development

Building I	120 units 1 bed - 24 2 bed - 78 3 bed - 18	12,822 sf on ground level (Ocean Blvd grade)	9 stories 100'6" (Ocean Blvd grade) 8 levels of residential + ground level of commercial; 2 levels of parking below the Ocean Blvd. grade	<p>A total of 1438 spaces will be provided as follows:</p> <p>Level 1 - 120 spaces for Blackstone/Sovereign, 340 spaces for Verizon, and 275 spaces for residents</p> <p>Level 2 - 628 spaces</p> <p>Level 3 - 75 spaces (This level is located at the Ocean Blvd grade)</p> <p>Code requirements Res: <math>538 \times 2 = 1076</math> guest: <math>538/6 = 90</math> com: <math>26000/4 = 104</math> Total = 1270 Verizon: 340 <u>Blackstone/Sovereign: 120</u> Grand total: 1730</p>
Building II	92 units  1 bed - 40 2 bed - 32 3 bed - 20		4 stories + loft, 50' (Ocean Blvd grade) 2 levels of parking below Ocean Blvd. grade	
Building III	76 units  1 bed - 42 2 bed - 28 3 bed - 6		4 stories + loft, 40' (Ocean Blvd) 1 levels of parking below Ocean Blvd. grade	
Building IV	59 units  1 bed - 11 2 bed - 30 3 bed - 29		4 stories + loft, 60' from Ocean Blvd grade 3 levels of parking (2 below Ocean Blvd. and 1 above )	
Building V	71 units  1bed - 13 2 bed - 29 3 bed - 29		4 stories + loft; 50' from Ocean Blvd grade  2 levels of parking below Ocean Blvd. grade	
Building 6	120 units  1 bed - 24 2 bed - 78 3 bed - 18	13,214 sf on ground level (Ocean Blvd grade)	9 stories 100'6" (Ocean Blvd grade) 8 levels of residential + ground level of commercial; 2 levels of parking below the Ocean Blvd. grade	

<b>Phase II: Condominium</b>			
Residential Condo	246 units	<p>23 stories (condo units + 1 level of lobby and 1 level of parking above Ocean Blvd. Grade and 2 levels below)</p> <p>No detailed elevations are submitted.</p>	The preliminary plan shows that a total of 753 spaces will be provided, including 279 spaces for Sumitomo building
<b>Phase III: Hotel</b>			
Hotel	500 rooms with 25,000 banquet/meeting room facility	<p>13 stories 150' (from Ocean Blvd. Grade)</p> <p>(hotel rooms +2 levels of banquet room, lobby, 2 levels of parking above Ocean Blvd grade, 2 levels below)</p> <p>No elevations are submitted.</p>	The preliminary plan shows a total of 824 will be provided: 290 1st level 280 2nd level 128 3rd level (Ocean Blvd) 126 4th level
<b>Phase IV: Office Building approximately 120,000 SF</b>			