

**SITE PLAN REVIEW  
FINDINGS  
100 East Ocean Boulevard  
Application No. 1803-03 (SPR18-011)  
March 4, 2021**

Pursuant to Section 21.25.506 of the Zoning Ordinance, a Site Plan Review entitlement shall not be approved unless the following findings are made. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings.

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

The proposed project is a 30-story hotel development consisting of 537,075-square-feet with 429 rooms, 23,512-square-feet of restaurant space, and 26,847-square-feet of meeting and ballroom space, with 151 on-site parking stalls in a two-level garage on a 1.36-acre site located at 100 East Ocean Boulevard in Subarea 7 of the Downtown Shoreline Planned Development District (PD-6).

The project will replace a surface parking lot that was the site of the former Jergins Trust Building that was demolished in 1988. The project will include improvements to the abutting Victory Park and restoration of the Jergins Trust Tunnel to share the history of the tunnel, the Jergins Trust Building and the historical seaside resort culture of the City of Long Beach. The tunnel is one of the last remaining subways in the City of Long Beach.

The project is harmonious, consistent, and complete within itself and is compatible in design, character and scale with neighboring structures and the community in which it is located. The proposed hotel will be an iconic building at a prominent downtown location consistent with the intent of PD-6 to provide high quality development that will enhance the Downtown Shoreline area and strengthen the land use connections in the vicinity. The building is designed of an aluminum framed glazing system with spandrel glass and metal accent panels as well as precast concrete. A curtain wall (comprised of vision glass, spandrel glass, metal panel and shadowbox sections) accentuate the slender tower form of the building. The “spire” element located on the south side of the tower element facing the shoreline marina is reminiscent of a mast of a ship. The building subtly uses water and the Long Beach Shoreline Marina for design inspiration. The hotel tower and spire features are meant to be reminiscent of a boat or ship alongside a pier and the glass tower reflecting the hues of the ocean and sky. The overall design of the project is consistent with PD-6 requirements.

Therefore, the design of the project would be compatible in design and character established for the site.

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

The project is in Subarea 7 of the Downtown Shoreline Planned Development District (PD-6) and is designated as the Waterfront (WF) PlaceType under the recently adopted Land Use Element (LUE) of the General Plan (2019). The City's certified Local Coastal Program (LCP) has not yet been certified with the 2019 General Plan LUE. Therefore, the 1989 General Plan Land Use Element , designation of Land Use District (LUD) No. 7 (Mixed Uses) remains applicable to the project site.

The project is designed in a contemporary architectural style with a blend of precast concrete and aluminum framed glass systems. More specifically, over half of the building façade area will consist of precast concrete, metal panels, louvers, or opaque glass. The remaining building façade area would be vision glass with bird safe treatments to minimize bird strikes consistent with the bird-safe building design requirement of PD-6. The 30-story building of up to 375.5 feet in height, is also consistent with PD-6, Subarea 7 height requirements that allow building height to be over 250-feet, up to 425-feet, if the building design meets certain conditions.

The project includes a corner cut-off at the northeast corner of the site to create a cohesive entry feature to the Promenade South from Pine Avenue. A publicly accessible pedestrian walkway, a minimum 10-foot wide by 10-foot high, shall be maintained along the perimeter of the building from the Ocean Boulevard grade along the western and southern side of the building as required by PD-6. An existing elevated walkway along the north side of Seaside Way extends east from the Promenade South walkway to the Terrace Theater, located in PD-6, Subarea 8. Any westward extension of the east/west pedestrian walkway would require construction of a bridge across Pine Avenue, as well as reconfiguration of the Ocean Center Building, a Long Beach Historic Landmark located on the west side of Pine Avenue. Construction of such a bridge would negatively impact the restoration of the Ocean Center Building that is consistent with the Secretary of the Interior's Standards and in compliance with the State Office of Preservation. Any exterior building reconfiguration designed to accommodate a bridge across Pine Avenue would be inconsistent with applicable historic guidelines.

PD-6 references primary vehicle access to all uses to be limited to Seaside Way, Golden Avenue, Chestnut Place, Queen's Way (Magnolia Avenue), Pine Avenue, Locust Avenue, Elm Avenue, Linden Avenue and Shoreline Drive, as appropriate. As a Condition of Approval, the existing driveways on Ocean

Boulevard are to be used for passenger loading and unloading only, with access to the on-site parking garage provided from Pine Avenue and Seaside Way in accordance with PD-6. Thus, the Pine Avenue and Seaside Way driveways would be used for primary vehicular access, and the existing Ocean Boulevard driveways would be used as a secondary access. It is further noted that PD-6 states primary vehicle access shall be limited “as appropriate.” As the project is a hotel fronting Ocean Boulevard, the use of existing driveways for passenger drop off and pick up at the front entrance is appropriate based on the intensity of use and the annual street closure of Seaside Way during the Grand Prix. Furthermore, a project Condition of Approval requires the use of a secondary drop off and pick up location to be implemented during peak periods to avoid congestion on Ocean Boulevard and on the existing driveways.

Parking policy for hotels in PD-6 requires off-site parking to be located within 600 feet of the hotel that it serves. This distance measurement is based on the distance most people are comfortable walking if they are to self-park. The proposed project provides 100% valet parking, so the 0.2-mile distance (1,056 feet) of the Terrace Theater parking garage from the hotel is not relevant. Furthermore, LBMC Section 21.41.222A states that the 600-foot off-site distance requirement does not apply in redevelopment areas. The project site is located within the former redevelopment area and is in the greater Downtown area, which is also exempted from the rule.

As conditioned, the project would be consistent with the intent of the general and special PD-6 guidelines, which includes pedestrian oriented walkways, building height and setbacks, bird-safe building design, and lighting standards.

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

The project site is primarily a surface parking lot consisting of impervious material. The existing street trees on Ocean Boulevard and Pine Avenue will not be removed. Two trees facing Pine Avenue located east of the sidewalk on the project site will be removed to allow for a public right-of-way dedication. The redesign of Victory Park will include the removal of minor landscaping and four palm trees. A temporary public art project known as “The Loop” is the predominant feature in Victory Park. Additional trees and landscaping will be provided in Victory Park as part of the proposed project. New palm trees would be planted along Seaside Way, Pine Avenue and Ocean Boulevard within Victory Park, and water efficient plants such as agave, euphorbia, and bamboo muhly would be planted throughout the project site. A Condition of Approval has been added to address consistency with the Migratory Bird Treaty Act (MBTA), including the completion of nesting bird surveys prior to any tree or vegetation removal.

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

Public improvements are identified with a nexus to the proposed project. The applicant/developer is required to comply with all public improvement requirements including, but not limited to, parkway improvements and property dedications found by the Department of Public Works to apply to this project. As conditioned, the Department of Public Works has required the applicant to provide a new Americans With Disabilities Act (ADA) -compliant curb ramp at the corner of Pine Avenue and Seaside Walk and to bring the existing 10-foot wide sidewalk along Seaside Way completely in the public right-of-way. The developer will also provide a dedication of right-of-way along Pine Avenue of approximately 14-feet to achieve a 100-foot wide improved public right-of-way adjacent to the project site. Additional public improvement requirements requested by the Department of Public Works have been added to the project's Conditions of Approval.

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

Table 25-1  
Transportation Demand Management Ordinance Requirements

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

The project is a 537,075-square-foot building of up to 375.5 feet in height containing 429 hotel rooms, 23,512 square feet of restaurant space, and 26,847 square feet of meeting and ballroom space, with 151 on-site parking stalls in a two-level garage, and is subject to the Transportation Demand Management (TDM) requirements as set forth in Chapter 21.64. The purpose of this Transportation Demand Management (TDM) Plan is to reduce the amount of vehicle traffic generated by the proposed hotel. Identified measures, strategies, and incentives will shift employees and visitors from driving alone to using other travel modes, including transit, carpooling, cycling, and walking. The hotel project is located in an urban setting. The Downtown area is a transit rich environment that provides multi-modal opportunities for visitors and employees, including light rail service, bus service, bicycle and scooter rentals and pedestrian resources to navigate the City. The TDM Plan included as Appendix E3 in the FEIR includes measures

targeting both guests and employees, and meets the TDM requirements of Chapter 21.64.

**F. THE APPROVAL IS CONSISTENT WITH THE GREEN BUILDING STANDARDS FOR PUBLIC AND PRIVATE DEVELOPMENT, AS LISTED IN SECTION 21.45.400.**

The project would incorporate features to support and promote environmental sustainability. "Green" principles have been incorporated in the project to comply with the City of Long Beach Green Building Ordinance (Ordinance No. ORD-09-0013) as the requirements of Section 21.45.400 are now implemented in Chapter 18.47 (Green Building Standards Code) of Title 18 (Long Beach Building Standards Code) of the LBMC. Features include, but are not limited to, energy conservation, water conservation and waste reduction. Therefore, the project is consistent with green building standards for public and private development.

**LOCAL COASTAL DEVELOPMENT PERMIT  
FINDINGS  
100 East Ocean Boulevard  
Application No. 1803-03 (LCDP18-005)  
February 18, 2021**

Pursuant to Section 21.25.904.C of the Zoning Ordinance, a Local Coastal Development Permit shall not be approved unless the following findings are made. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings.

**A. THE PROPOSED DEVELOPMENT CONFORMS TO THE CERTIFIED LOCAL COASTAL PROGRAM INCLUDING BUT NOT LIMITED TO ALL REQUIREMENTS FOR REPLACEMENT OF LOW AND MODERATE-INCOME HOUSING; AND**

The site is located within Downtown Shoreline area of the Local Coastal Program (LCP). The Downtown Shoreline subarea is characterized by mid- to high-rise office and residential buildings and large scale public recreation and entertainment facilities. Its planning is greatly influenced by the program for revitalization and redevelopment of the commercial shopping district north of Ocean Boulevard, just outside the coastal zone. The project will support and expand tourism and business activity in the Downtown Shoreline area by developing new lodging opportunities that are easily accessible to entertainment and commercial destinations in Long Beach to help meet the goals of the City's Local Coastal Program. The project includes an angular pedestrian path from Pine Avenue and a corner cut-off at the northeast corner of the site to create a cohesive entry feature to the Promenade South from Pine Avenue. The Promenade South is a principle access component identified in the LCP providing pedestrian access from the Downtown area to the shoreline. A publicly accessible pedestrian walkway will also be maintained along the perimeter of the building. The project would be consistent with the intent of PD-6 guidelines and the Local Coastal Program, including pedestrian oriented walkways, building height and setbacks, bird-safe building design, and lighting standards.

The project proposes to replace an existing surface parking lot with a 537,075-square-foot, 429-room hotel with associated amenity uses, such as meeting rooms, ballrooms and pre-function space, food venues and recreational facilities in the Planned Development District 6 (PD-6), Subarea 7. In addition, the project would provide improvements to Victory Park and the 1927 Jergins Trust Tunnel, a subterranean walkway previously associated with the Jergins Trust Building that was located on the project site until its demolition in 1988. The Jergins Trust Tunnel meets the criteria for listing in the National Register of Historic Places and California Register of Historical Resources with Long Beach's history of pedestrian subways and the seaside resort era. The tunnel is one of the few remaining examples in the City of Long Beach of a pedestrian subway. The tunnel would be available to the public for educational tours

highlighting history and artifacts from the Jergins Trust Building. Under the PD-6 zoning designation, the intended hotel and visitor-serving uses is consistent with the LCP.

The specific Local Coastal Program provision of low and moderate-income housing replacement would not apply to this project. The existing use is a surface parking lot. No low and moderate-income housing will be removed as a result of the development.

The LCP Downtown Shoreline Policy Plan calls for the Breakers area (Area 14) to include uses consisting of Victory Park, residential, hotel, parking, or mixed use office with hotel or residential. The LCP also calls for the strengthening of the entry to Promenade South on Ocean Boulevard near Pine Avenue. The hotel project enhances that entry to the Promenade South by creating an angular connection from Pine Avenue to the Promenade South. While the project does not include ground-level shoreline viewing areas due to existing intervening development, public walkways in the form of sidewalks would be provided along Ocean Boulevard, Pine Avenue and Seaside Way. The project is designed with a publicly accessible pedestrian walkway around the building connecting to the Promenade South. This north/south walkway includes a pedestrian bridge over Seaside Way. This walkway and the associated pedestrian bridge offer views of the shoreline, but are not located on the project site. However, extensive views of the shoreline would be available from the upper stories of the proposed building, including from exterior decks. The LCP and the Coastal Act include policies that relate to coastal tourism, including overnight accommodations and recreation and visitor serving facilities. The hotel with food and beverage venues, banquet/meeting areas, and amenity uses would constitute visitor-serving uses. As noted in the LCP, new development or changes in use in the Downtown Coastal Zone are intended to support the overall economic development of the City and promote efforts aimed at downtown revitalization. The proposed hotel's adjacency to the Long Beach Convention and Entertainment Center would provide overnight accommodations to further serve tourists, business visitors, concert and theater patrons, and special interest groups.

In addition to the proposed uses on site, the hotel would include a Transportation Demand Management Plan and off-site parking to increase reliance on transit and active transportation modes, while also ensuring the availability of parking to support on-site uses.

Victory Park will remain a public park under the proposed project. The utilization of the site's existing curb cuts would not change the ownership of the property. The driveways will serve for valet pick-up and drop-off only during nonpeak times, and no parking of vehicles will be allowed. A Final Landscape Plan will be required as a Condition of Approval to ensure that the public nature of the park is maintained, including the incorporation of drought tolerant landscaping and architectural elements identified in the Victory Park Design Guidelines such as benches, a trash receptacle, a drinking fountain, and Victory Park signage.

The proposed project will replace a surface parking lot with a visitor serving hotel with amenities and street level pedestrian uses in an attractively designed building, designed to provide public access and circulation through and around the site. This development will enhance the development and contribute to the development of the downtown. As conditioned, the projects meet the goals and objectives of the coastal plan.

**B. THE PROPOSED DEVELOPMENT CONFORMS TO THE PUBLIC ACCESS AND RECREATION POLICIES OF CHAPTER 3 OF THE COASTAL ACT. THIS SECOND FINDING APPLIES ONLY TO DEVELOPMENT LOCATED SEAWARD OF THE NEAREST PUBLIC HIGHWAY TO THE SHORELINE.**

Chapter 3 of the Coastal Act concerns the public's right to use of beach and water resources for recreational purposes. The chapter provides the basis for state and local governments to require beach access requirements with a stated objective of prohibiting development projects that hinder public access to the beach and or water resources.

The proposed project is located within the Downtown Shoreline subarea, south of East Ocean Boulevard, north of Seaside Way, situated between Pine Avenue and The Promenade South. The project includes a 10' wide public walkway provided along the west and south building elevations for access in and around the site. The 14' wide dedication of Pine Avenue will allow for a 15' wide sidewalk on Pine Avenue. In addition, the proposed project is located north of the nearest public highway-Shoreline Drive. As designed, the project will enhance visual and physical access to the coast by renovating Victory Park and providing an attractive entrance to The Promenade South. The proposed project will pose no obstruction to recreational and visitor serving uses in the Coastal Zone.

**C. FOR AN APPLICATION FOR A RELIGIOUS ASSEMBLY USE, IF AN EXCEPTION OR WAIVER OF LCP REQUIREMENTS IS SOUGHT UNDER SECTION 21.52.219.8.G, THAT THE EXCEPTION OR WAIVER ALLOWS THE MINIMUM DEVIATION FROM LCP REQUIREMENTS NECESSARY TO COMPLY WITH RLUIPA, AND THAT THE DECISION MAKER HAS IMPOSED ALL CONDITIONS NECESSARY TO COMPLY WITH ALL PROVISIONS OF THE LCP, WITH THE EXCEPTION OF THE PROVISION(S) FOR WHICH IMPLEMENTATION WOULD VIOLATE RLUIPA.**

The project does not include a religious assembly use, therefore, this finding is not applicable to the proposed project.

**D. THE PROPOSED DEVELOPMENT IS SITED, DESIGNED AND MANAGED TO MINIMIZE THE TRANSPORT OF POLLUTANTS BY RUNOFF INTO COASTAL WATERS AND GROUNDWATER, AND TO MINIMIZE INCREASES IN RUNOFF VOLUME AND VELOCITY FROM THE SITE WHICH MAY ADVERSELY IMPACT COASTAL RESOURCES OR COASTAL BLUFF STABILITY. BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED, AS APPLICABLE, INCLUDING BUT NOT LIMITED TO APPLICABLE LOCAL, REGIONAL, STATE AND FEDERAL WATER QUALITY PERMITS, STANDARDS AND GUIDANCE PROVIDED IN THE LCP, BEST PRACTICES AND OTHER MEASURES AS MAY BE RECOMMENDED BY THE CITY ENGINEER.**

The site is located within Downtown Shoreline area of the Local Coastal Program (LCP). The existing site is a surface parking lot that is comprised of impervious material. All areas subject to improvements will be required to obtain building permits, which includes compliance with all applicable local, regional, state and federal water quality permits, standards and guidance. In addition, the project would be required to have a stormwater management program, including a Storm Water Pollution Prevention Plan (SWPPP) pursuant to National Pollutant Discharge Elimination System (NPDES) permit requirements. Therefore, the project would be designed to minimize the transport of pollutants and runoff that would impact coastal resources.